

Planning Statement
Graftons
Brighton Road
Warninglid
RH17 5SU



August 2026

Project Details

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1. Introduction

1.1 This Planning Statement is submitted in support of an outline application for the erection of one Self-build dwelling at Graftons, Brighton Road, Warninglid. All matters are reserved except access, which would continue to use the established access from Brighton Road.

1.2 The application follows the refusal of application DM/22/2204 and the dismissal of appeal APP/D3830/W/23/3316817 on 22 May 2023. That decision is acknowledged as an important material consideration. It is not binding, and the present application must be determined against the development plan, national policy and the materially fuller evidence and changed circumstances now before the Council.

1.3 The proposal would deliver a genuine Self-build dwelling for an applicant who has remained on the Mid Sussex Self-build and Custom Housebuilding Register Part 1 since 2020. It would make a direct contribution towards the Council's statutory duty to grant sufficient suitable permissions to meet registered demand.

1.4 The case rests on the site's enclosed domestic character, its direct relationship with the established Five Cross group of residential dwellings, the absence of unacceptable landscape or visual harm, the existence of practical walking, cycling and public-transport connections, and the significant housing and Self-build benefits arising in the current planning context. The proposal is not advanced on the basis that residential garden land constitutes previously developed land.

1.5 The planning context has materially changed since the 2023 appeal. The Council now acknowledges a substantial housing land-supply shortfall; subsequent appeal decisions at Felbridge and Sayers Common provide relevant findings concerning Self-build delivery, development outside defined settlement boundaries and sustainable rural accessibility; and the present application is supported by materially fuller site-specific evidence than was before the previous Graftons Inspector. Accordingly, while the previous appeal remains an important material consideration, the proposal requires a fresh assessment against the evidence and planning circumstances now before the Council.

1.6 The Statement addresses the site and proposal, planning history, the material changes since the 2023 appeal, the policy framework, Self-build need, countryside and settlement issues, sustainable accessibility, the High Weald National Landscape (AONB), design, amenity, noise and the overall planning balance.

2. The Site and Surroundings

2.1 Graftons is situated on the Brighton Road at Five Cross, Warninglid, immediately east of the A23 and close to the B2115 junction. The immediate locality comprises a continuous and interconnected residential grouping along Brighton Road, Thorndean Drive, Highfields and Orchard Way. The applicant's settlement survey identifies approximately 47 dwellings within this core group of residential dwellings, together with a substantial 49-bed residential care home.

2.2 The care home is not treated as 49 separate dwellings. It is, however, a substantial permanent residential use that materially contributes to the population, activity and settled character of Five Cross. More distant housing on Slough Green Lane, Staplefield Lane, Cuckfield Lane and Nursery Lane provides wider developed context but is not required to establish the continuity of the immediate group of residential dwellings.

2.3 The application site extends to approximately 0.1133 hectares and forms part of the established residential curtilage of Graftons. It is broadly rectangular, with frontage to Brighton Road, and is enclosed by mature trees, hedges, domestic boundaries and surrounding residential development.

2.4 The site does not read as an open field or as a visually exposed extension into the wider countryside. It is influenced by existing dwellings, gardens, accesses and the adjoining A23 corridor. A single dwelling would consolidate the existing pattern rather than create a freestanding residential outlier.

2.5 The site lies outside a defined built-up-area boundary and within the High Weald National Landscape (AONB). Those designations are important, but they do not establish an automatic prohibition. The statutory and policy tests require assessment of the actual effects of this particular proposal.

3. Planning History and Material Changes

3.1 Site history

3.1.1 An earlier outline proposal for a detached dwelling was dismissed at appeal on 8 May 2018 under reference APP/D3830/W/17/3192105. Further work was then undertaken in relation to Self-build need, sustainable transport and accessibility.

3.1.2 Mid Sussex District Council provided pre-application advice under DM/20/4586. West Sussex County Council Highways provided separate advice on 20 April 2022 under reference PRE-33-22. The Highway Authority raised no highway-safety objection, considered the existing access and visibility acceptable in context, found that the proposal would not materially intensify use of the access and concluded that residents would have sufficient sustainable transport opportunities to reduce reliance upon the private car.

3.1.3 A revised outline application was submitted under reference DM/22/2204. Following refusal, appeal APP/D3830/W/23/3316817 was dismissed on 22 May 2023. The 2023 appeal is the principal previous decision against which the present evidence and material changes must be assessed.

3.1.4 The 2023 Inspector described Graftons as adjacent to “loose-knit linear development” along Brighton Road, behind a footway served by a bus stop. The decision therefore recognised adjoining residential development and existing pedestrian and public-transport infrastructure. It did not determine that Five Cross was incapable of constituting a settlement or that Graftons was physically isolated from one.

3.1.5 The previous appeal recorded agreement that the site was in the countryside and outside a recognised town or village boundary. That concerned the development-plan designation of the land. It did not determine the separate national-policy question of whether the existing Five Cross group of residential dwellings is a settlement on the ground for the purpose of assessing isolation.

3.1.6 The residential permissions at Highfields immediately to the south, including **DM/24/0901**, are relevant to the physical context and established residential character. DM/24/0901 concerned replacement of established residential structures and is not relied upon as a direct precedent for the principle of a new countryside dwelling. Its recent findings on the compatibility of conventional dwellings with the immediate High Weald setting and on future residential amenity are nevertheless material local context.

3.2 Material changes since the 2023 appeal

3.2.1 The present application is supported by materially fuller evidence and arises in a changed planning context.

The principal changes are:

- The applicant has remained on the **Mid Sussex Self-build register Part 1** since 2020 and continues to seek a genuine Self-build home.
- A complete settlement morphology assessment identifies the approximately 47-dwelling Five Cross group of residential dwellings, the 49-bed care home and the interconnected pattern of Brighton Road, Thorndean Drive, Highfields and Orchard Way.
- Detailed evidence identifies the continuous paved and lit walking connection to Jeremy's Corner, practical cycling alternatives, a designated shared pedestrian and cycle path beside the A23 and onward connectivity towards Bolney.
- Current evidence identifies **bus services 273, 89 and 2**, their frequencies, destinations and connections to employment, education, healthcare, service centres and rail stations.
- The Council's current housing land-supply position has materially worsened since the 2023 appeal. In a **Housing Land Supply Statement of Common Ground dated 16 June 2026**, prepared for the Colwell Farm appeal (PINS ref. 6005786), MSDC agreed that at 1 April 2026 the maximum supply it could demonstrate was 3.75 years, with a shortfall of at least 1,758 dwellings, which the parties agreed was substantial.
- MSDC's Planning Position Statement 1: Delivering Sustainable Development in Mid Sussex (December 2025) records the Council's stated approach to policy weight during the housing land-supply shortfall. The Position Statement is not part of the Development Plan or an SPD and is itself only a material consideration; its policy-weight schedule expressly operates as guidance rather than a definitive assessment for individual decisions. It identifies limited weight for Policies DP4 and DP6 and

confirms that NPPF paragraph 14 protection is not engaged for any made neighbourhood plan in Mid Sussex. Those particular conclusions are consistent with the subsequent Felbridge appeal decision

- The High Weald AONB Management Plan 2024–2029 has been adopted by the constituent authorities and provides the current Statement of Significance against which the site-specific effects on the National Landscape can be assessed.
- The allowed Felbridge appeal (**APP/D3830/W/25/3373757**) found that the Council was not meeting its statutory Self-build duty and afforded significant weight to housing and Self-build delivery.
- The subsequent Sayers Common appeal (**APP/D3830/W/25/3361729**) provides directly relevant findings on sustainable accessibility and the treatment of A23 road noise.
- MSDC's July 2024 permission at **1 Highfields, Brighton Road (DM/24/0901)**, immediately south of Graftons, provides recent local findings on future residential amenity and compatibility of detached dwellings with the immediate High Weald AONB setting, while being distinguished as replacement development.
- The strengthened statutory duty in **section 85(A1) of the Countryside and Rights of Way Act 2000** and subsequent High Court judgments provide further guidance on the proper assessment of National Landscape effects.
- The December **2025 draft NPPF** indicates an emerging national policy direction supportive of limited infilling within groups of houses outside settlements, subject to an overall balancing exercise.

3.2.2 Under **North Wiltshire District Council v Secretary of State for the Environment (1993) 65 P&CR 137** and **DLA Delivery Ltd v Baroness Cumberlege [2018] EWCA Civ 1305**, consistency is important, but an earlier decision is not binding where material differences exist. The Council must engage with the fuller evidence and give reasons for the weight attached to the previous appeal.

3.2.3 The Felbridge Inspector expressly considered the earlier Graftons appeal (APP/D3830/W/23/3316817) and declined to allow it to alter her findings on Self-build supply because the evidence before her was different and specifically contested the Council's figures. The 2023 Graftons conclusion can therefore no longer reasonably be treated as an up-to-date determination that the Council is meeting its statutory Self-build duty.

4. The Proposal

4.1 Outline permission is sought for one detached Self-build dwelling, with all matters reserved except access. The existing Brighton Road access would be retained and shared.



Figure 1 – Proposed site plan

4.2 The site is capable of accommodating a dwelling, parking and turning, secure cycle storage, electric-vehicle charging, private amenity space, drainage, biodiversity measures and substantial landscaping without creating an unduly cramped form of development.

4.3 The reserved matters would define the development envelope, siting, scale, appearance and landscaping.

4.4 Where necessary, the Self-build nature of the dwelling can be secured through an appropriate planning obligation or other legally appropriate mechanism.

5. Planning Policy Framework

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise.

5.2 The principal Development Plan documents relevant to this application comprise the Mid Sussex District Plan 2014–2031, the Mid Sussex Site Allocations DPD 2022 and the Ansty, Staplefield and Brook Street Neighbourhood Plan. Relevant District Plan policies include DP4, DP6, DP12, DP13, DP15, DP16, DP17, DP21, DP26, DP27, DP28, DP29, DP30, DP37, DP38, DP39, DP41 and DP42. Relevant Site Allocations DPD policy includes SA38. Relevant Neighbourhood Plan policies include AS1, AS2, AS3, AS4, AS11 and AS14.

5.3 The National Planning Policy Framework is a material consideration. Particularly relevant are the presumption in favour of sustainable development, the objective of significantly boosting housing supply, support for people wishing to commission or build their own homes, recognition that sustainable-transport opportunities vary between urban and rural areas, the avoidance of isolated homes in the countryside, and the requirement to give great weight to conserving and enhancing National Landscapes.

5.4 The Council cannot presently demonstrate a five-year housing land supply. In the **Colwell Farm Housing Land Supply Statement of Common Ground dated 16 June 2026 (PINS ref. 6005786)**, MSDC agreed that, at the base date of 1 April 2026, the maximum housing land supply it could demonstrate was **3.75 years**, representing a shortfall of **at least 1,758 dwellings** against the five-year requirement. The parties expressly agreed that this represents a **substantial shortfall**. Paragraph 11(d) of the operative NPPF is therefore engaged and the policies most important for determining the application are treated as out-of-date, although they remain part of the Development Plan and their underlying purposes continue to carry weight.

5.5 The National Landscape designation is capable of providing a strong reason for refusal under paragraph 11(d)(i), but only after the relevant protected-landscape policies have been applied to the actual effects of the proposal. The existence of the designation does not, by itself, disapply the tilted balance.

5.6 The Mid Sussex Design Guide SPD (2020) is a material consideration. It was already in force when DM/22/2204 and the 2023 appeal were determined. It treats matters such as form, landscape, lighting and noise as capable of being addressed through proportionate design and mitigation.

5.7 The Government's proposed December 2025 NPPF revisions remain emerging policy and should be afforded proportionate rather than determinative weight. Emerging Policy S5 is nonetheless relevant because it expressly identifies limited infilling within groups of houses as a form of development that may be acceptable outside settlements unless adverse effects substantially outweigh the benefits.

5.8 MSDC's Planning Position Statement 1: Delivering Sustainable Development in Mid Sussex (December 2025) is a material consideration. The Council expressly states that it is neither part of the development plan, an SPD nor planning policy, and that the policy-weight schedule in its Appendix A is a guide rather than definitive because the decision-maker must assess weight in each case. The Statement gives limited weight to DP4 and DP6, moderate weight to DP12 and DP13, and full weight to DP15, DP16, DP21, DP26, DP29, DP37 and DP38. It also confirms that no made neighbourhood plan in Mid Sussex benefits from the special protection in NPPF paragraph 14 and that the weight afforded to neighbourhood-plan policies which restrict housing delivery is reduced and must be assessed case by case.

5.9 The Position Statement does not alter the statutory development plan or the application of NPPF paragraph 11(d). It also states that it is not intended to be used to refuse or object to sites merely because they are not among the Council's preferred sites. Its stated policy weights must therefore be read alongside the development plan, the Framework, relevant appeal decisions and the actual effects of the proposal.

6. Planning Appraisal

6.1 Fresh assessment and the overall policy approach

6.1.1 The application must be determined on its own merits, taking account of the development plan, current national policy, the previous decisions and the materially changed evidence. It would be insufficient simply to repeat the 2023 conclusion without addressing the complete settlement survey, active-travel routes, current bus services, housing land supply, the Felbridge and Sayers Common appeals and the updated National Landscape evidence.

6.1.2 The proposal conflicts with the adopted spatial strategy because it lies outside a defined built-up-area boundary. That formal conflict must be acknowledged. It does not, however, establish physical isolation, landscape harm, highway harm or an inherently unsustainable location. Those questions require separate, site-specific assessment.

6.1.3 The central question is whether the limited adverse effects of one controlled dwelling would significantly and demonstrably outweigh its benefits when assessed against the Framework as a whole. The benefits include general housing delivery, a secured Self-build plot, contribution to an identified statutory shortfall, use of an enclosed and immediately deliverable site, economic activity, biodiversity enhancement and landscape enhancement.

6.1.4 Granting permission would not establish a precedent for unrestricted development in the countryside or National Landscape. The particular combination of an enclosed domestic site, an existing group of residential dwellings, a genuine registered Self-builder, established access, sustainable-transport opportunities, the absence of unacceptable landscape harm and the Council's housing and Self-build shortfalls is site-specific.

6.1.5 Although Position Statement 1 states that Policy DP15 should continue to receive full weight, that general assessment is not determinative of the weight to be applied to each element of the policy in an individual decision. The Position Statement itself acknowledges that policy weight is ultimately a matter for the decision-maker. Of particular relevance, in Sayers Common (APP/D3830/W/25/3361729) the Inspector considered DP15 directly and found that, insofar as it restricts the location of housing outside settlement boundaries, it takes a more prohibitive approach than the NPPF and conflict with that aspect should carry only limited weight. Moderate weight was separately afforded to the countryside-character purpose of DP15 having regard to the actual contribution made by that site. The proper approach is therefore to distinguish the locational restriction from any demonstrated countryside harm, rather than to apply a single predetermined level of weight to all conflict with DP15.

6.1.6 That distinction is important at Graftons. The proposal acknowledges formal locational conflict with DP15, but that conflict should not be treated as an automatic or freestanding veto. The separate countryside and landscape limb must be assessed by reference to the actual character and effects of this enclosed residential garden, as addressed in Sections 6.3 and 6.5. Sayers Common (APP/D3830/W/25/3361729) also demonstrates that development-plan conflict outside a built-up-area boundary can be outweighed under paragraph 11(d) where the actual harms do not significantly and demonstrably outweigh the benefits.

6.1.7 The more recent Felbridge appeal (APP/D3830/W/25/3373757) reinforces the need for a case-specific assessment of harm. At paragraph 49 the Inspector treated Policies DP12, DP13 and DP37 as broadly consistent with the Framework, but gave the identified conflict limited weight because a suitably designed scheme could come forward with limited overall harm to character, coalescence and trees. Felbridge is not relied upon to reduce the great weight due to the High Weald National Landscape; its relevance is the narrower principle that even policies capable of substantial weight must be applied to the degree of actual harm found on the evidence.

6.1.8 Policy DP12 permits development in the countryside where it maintains or, where possible, enhances the quality of the rural and landscape character of the District and is either necessary for agriculture or supported by a specific policy reference elsewhere in the Development Plan. The proposal receives such specific Development Plan support from Policy DP30, which expressly requires housing development to meet the needs of people wishing to build their own homes and expressly identifies the provision of serviced self-build plots. That support is particularly material in the present circumstances, where the subsequent Felbridge Inspector has established that MSDC is not meeting its statutory self-build duty and afforded significant weight to self-build delivery. Current NPPF paragraph 73(b) additionally requires local planning authorities, through both policies and decisions, to seek opportunities to support small sites coming forward for self-build and custom-build housing. For the reasons

set out in Sections 6.3 and 6.5, the proposal would also maintain, and through controlled landscaping and habitat measures can enhance, the rural and landscape character of this contained residential site. On the proper application of the policy wording, both elements of DP12 are therefore satisfied and the proposal complies with DP12. Without prejudice to that primary conclusion, even if the decision-maker were to find conflict with DP12's policy-support limb, such a finding would not establish actual countryside or landscape harm. Any such conflict would fall to be weighed in accordance with the current housing-supply position, MSDC's own moderate weighting for DP12 and the site-specific planning balance, rather than operating as an automatic bar to permission.

6.2 Self-build and Custom Housebuilding

6.2.1 The Self-build and Custom Housebuilding Act 2015, as amended, requires relevant authorities to maintain a register and to grant sufficient suitable development permissions for serviced plots to meet demand arising in each base period. Self-build is an intended component of national housing delivery, not a niche exception.

6.2.2 The proposal would deliver a genuine bespoke dwelling for a Part 1 applicant registered since 2020. It is precisely the type of applicant-led development that the legislation was intended to facilitate and can, where necessary, be secured through an appropriate planning obligation or other legally appropriate mechanism.

6.2.3 Policy DP30 supports meeting the needs of those wishing to build their own homes and refers expressly to serviced Self-build plots. The proposal would make a direct, tangible and immediately deliverable contribution to that policy objective. National policy provides further direct support: NPPF paragraph 73(b) requires local planning authorities, through both policies and decisions, to seek opportunities to support small sites to come forward for community-led development for housing and self-build and custom-build housing. The present proposal is for a single immediately deliverable self-build plot and falls squarely within the type of small-site housing opportunity to which that national policy support is directed.

6.2.4 The Felbridge appeal (**APP/D3830/W/25/3373757**) is of particular importance. At paragraph 20, the Inspector found that only two permissions for two plots satisfied the relevant criteria and that this fell significantly short of the statutory duty. At paragraph 21, she concluded that the Council was not meeting its statutory requirements and that the deficiency was a material consideration favouring permission.

6.2.5 The statutory obligation is not limited to the number of applicants remaining on the register at the date of determination. **Section 123 of the Levelling-up and Regeneration Act 2023** amended the Self-build and Custom Housebuilding Act 2015 so that any demand not met within the applicable three-year compliance period rolls forward and remains an obligation to be met in subsequent periods. Government guidance consequently confirms that demand is cumulative and includes unmet demand arising in earlier base periods. This is particularly relevant where entries have subsequently been removed from the register through annual review or non-renewal. In the Felbridge appeal (**APP/D3830/W/25/3373757**), MSDC argued that because entries had been removed from the register the figures should not be viewed cumulatively. The Inspector nevertheless assessed the Council's performance against the demand arising in the relevant historic base periods and concluded that the statutory duty was not being met. The current number of names appearing on the register should therefore not be treated as synonymous with the Council's outstanding statutory requirement.

6.2.6 At **paragraph 23**, the Felbridge Inspector expressly considered the earlier Graftons appeal (**APP/D3830/W/23/3316817**) and its conclusion that numerous suitable Self-build plots had been permitted. She stated that it was not known what evidence had been before the earlier Inspector or whether it was comparable with the detailed evidence in Felbridge, and concluded that the earlier appeal did not change her findings.

6.2.7 At **paragraph 53**, the Felbridge Inspector afforded significant weight to the contribution towards both general housing supply and Self-build supply. The present proposal would make the same type of direct contribution and should attract significant positive weight.

6.2.8 The 2023 Graftons appeal remains part of the planning history, but its Self-build findings cannot reasonably be treated as determinative in the face of the later Felbridge decision, the continuing registered demand and the current housing land supply position.

6.3 Countryside location, Five Cross and isolation

6.3.1 Although the site is treated as countryside for development-plan purposes, that does not determine whether the proposal would be an isolated home. **Paragraph 84** of the **NPPF** seeks to avoid isolated homes in the countryside, rather than all homes outside settlement boundaries.

6.3.2 In **Braintree District Council v SSCLG [2018] EWCA Civ 610**, the Court of Appeal held that an isolated home is one physically separate or remote from a settlement. There is no prescribed minimum number of dwellings, no requirement for a settlement boundary or its own services, and no reason why a hamlet or group of residential dwellings cannot constitute a settlement.

6.3.3 The Five Cross group of residential dwellings contains approximately 47 dwellings, a substantial 49-bed care home, several interconnected residential roads and a continuous pattern of domestic buildings, gardens, accesses and residential activity. There is no meaningful open countryside gap separating Graftons from the group of residential dwellings as demonstrated at Figure 3.

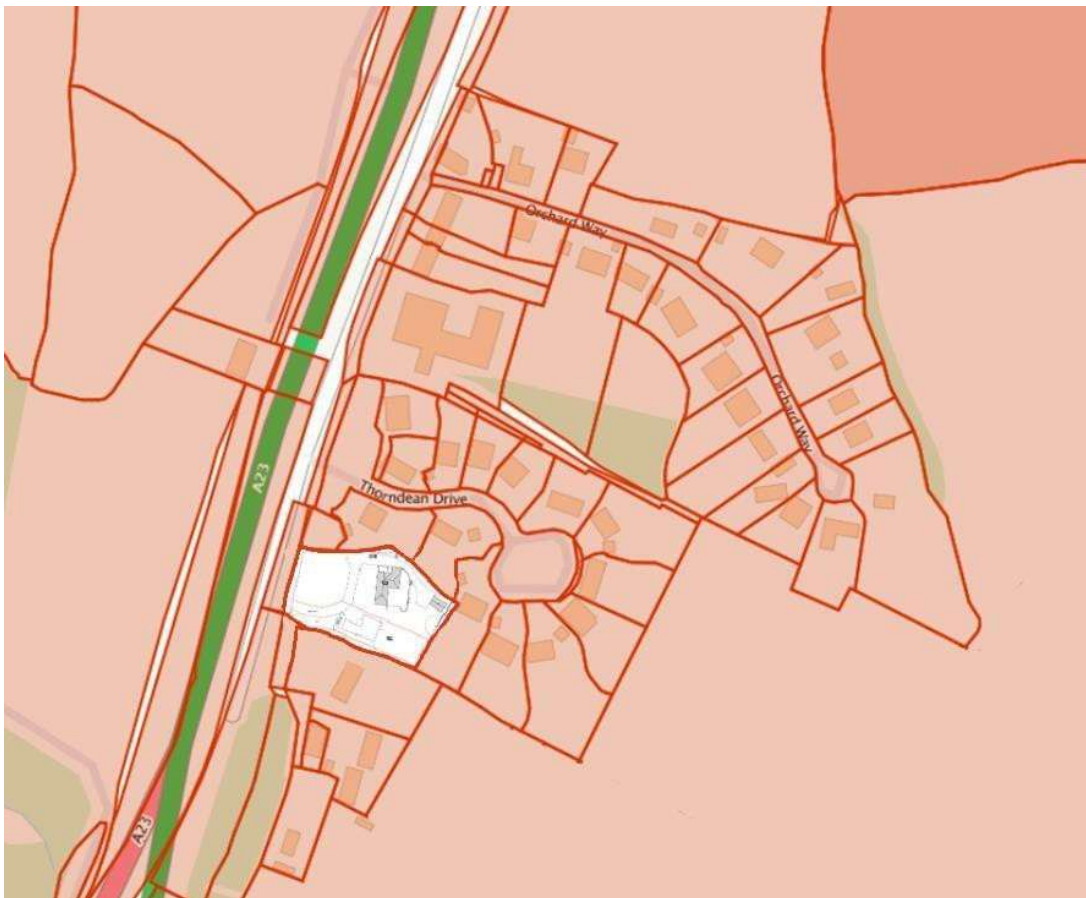


Figure 2 – The site within the established Five Cross group of residential buildings

6.3.4 **City & Country Bramshill Ltd v SSHCLG [2021] EWCA Civ 320** confirms that proximity to one or two sporadic countryside houses may be insufficient, but whether a group forms a settlement is a matter of fact and planning judgment. Five Cross is materially different from a small number of isolated buildings: it is a substantial and readily identifiable residential grouping.

6.3.5 The scale of Five Cross is broadly comparable with the recognised built-up area of Warninglid. That comparison does not confer the same development-plan status, but it corroborates that Five Cross is not too small or insubstantial to be capable of constituting a settlement on the ground.

6.3.6 The 2023 Inspector's reference to "loose-knit linear development" appears to have focused on Brighton Road and does not record an assessment of Thorndean Drive, Highfields, Orchard Way, the 47-dwelling count, the care home or the Braintree test. Therefore, the fuller evidence requires a fresh conclusion.

6.3.7 The circumstances contrast directly with Home Wood, Slugwash Lane, (**APP/D3830/W/22/3302665**), where sparse buildings were separated by fields and woodland, lacked a physical or visual relationship with

Haywards Heath and were served by narrow unlit routes without footways. Five Cross presents the opposite physical circumstances.

6.3.8 The proposal would therefore consolidate an existing settlement group of residential dwellings rather than create a freestanding home physically separate or remote from development. It would not constitute an isolated home in the countryside.

6.3.9 Policy AS2 of the Neighbourhood Plan seeks to prevent coalescence and identifies three specific gaps: Ansty–Burgess Hill, Brook Street–Cuckfield and Ansty–Cuckfield. Graftons lies within none of those gaps. A single dwelling within the established Five Cross residential grouping would not narrow a gap between named settlements or cause their separate identities to merge. For the same reason, the proposal would not conflict with District Plan Policy DP13, which is directed to coalescence between settlements and unacceptable urbanisation of the area between them.



Figure 3 – Wider residential grouping and relationship with the A23 corridor

6.3.10 AS2 also states that permission will not normally be granted for development contributing to ad hoc or isolated dwellings outside the built-up area, including infilling of built frontages or linear roadside development. Whether a dwelling is ad hoc or isolated is a factual matter. For the reasons above, Graftons is physically integrated with a substantial and continuous residential grouping and is not remote from a settlement on the Braintree test. The proposal is therefore materially different from a freestanding or sporadic countryside dwelling.

6.3.11 To the extent that AS2 is nevertheless read as a general restriction on infilling or linear development outside a built-up-area boundary, its locational conflict should be acknowledged but its weight assessed in the current policy context. The Neighbourhood Plan was made in February 2017; NPPF paragraph 14 protection is not engaged; and MSDC's December 2025 Position Statement expressly confirms that the weight afforded to neighbourhood-plan policies restricting housing delivery is reduced and must be assessed case by case. Such

conflict therefore remains an adverse consideration, but it is not determinative of the separate questions of isolation, sustainability, landscape harm or the paragraph 11(d) balance.

6.3.12 The examination history of the Neighbourhood Plan supports that approach. In considering Policy AS1, the Independent Examiner expressly recognised that the High Weald AONB and other environmental constraints do not preclude all development. She required AS1 to be modified because, without greater flexibility, it would fail to provide adequate scope for small-scale housing to meet identified local need and long-term sustainability. The modified policy was intended to allow the effects of individual sites to be tested through planning applications on a site-by-site basis.

6.3.13 The Examiner also considered the original 'Local Gaps' formulation of AS2 problematic in the context then prevailing of out-of-date housing policies and an inadequate five-year supply, noting the need for national policy to be taken into account. She recommended the present 'Preventing Coalescence' formulation so that the policy's purpose was focused on preventing coalescence and unacceptable erosion of openness, while retaining the wording concerning ad hoc or isolated dwellings. That examination history does not disapply the made policy, but it reinforces that AS2 should be applied according to its coalescence and isolation purposes and consistently with current national policy, rather than as an absolute additional settlement-boundary prohibition divorced from the paragraph 11(d) balance.

6.4 Sustainable Transport, Accessibility to Local Services & Low Carbon Travel

Options

Policy and Approach

6.4.1 The accessibility of Graftons should be assessed having regard to the actual opportunities available for walking, cycling and public transport, the rural character of the locality and the very limited transport demands associated with one additional dwelling. The relevant policy test is not whether every journey could be undertaken without use of a private car, but whether genuine and realistic alternatives exist which enable future occupiers to reduce reliance upon it.

6.4.2 **Policy DP21** of the Mid Sussex District Plan requires development to be sustainably located so as to minimise the need for travel and requires appropriate opportunities to facilitate and promote alternatives to the private car – including access to safe and convenient walking, cycling and public-transport routes – to be fully explored and taken up. It does not prescribe a maximum distance to services or require occupiers of rural development to undertake every journey without a car.

6.4.3 This approach is consistent with national planning policy. The **NPPF** requires opportunities to promote walking, cycling and public transport to be identified and pursued, whilst expressly recognising that opportunities to maximise sustainable transport will vary between urban and rural areas. The type and location of development must therefore be taken into account, with priority given first to pedestrian and cycle movements and, so far as possible, access to public transport.

6.4.4 Government technical guidance in **Manual for Streets, paragraphs 4.4.1–4.4.2**, provides particularly relevant context. Although approximately 800 metres is identified as a typical characteristic of a walkable neighbourhood, the guidance expressly states that this is “*not an upper limit*”. It identifies journeys of less than 2 km as offering particular potential for walking to replace short car trips and emphasises the importance of connections to local facilities, public transport and established walking and cycling routes. The 800 metre reference should therefore not be applied as a rigid numerical test of sustainability.

Walking Access to Jeremy's Corner

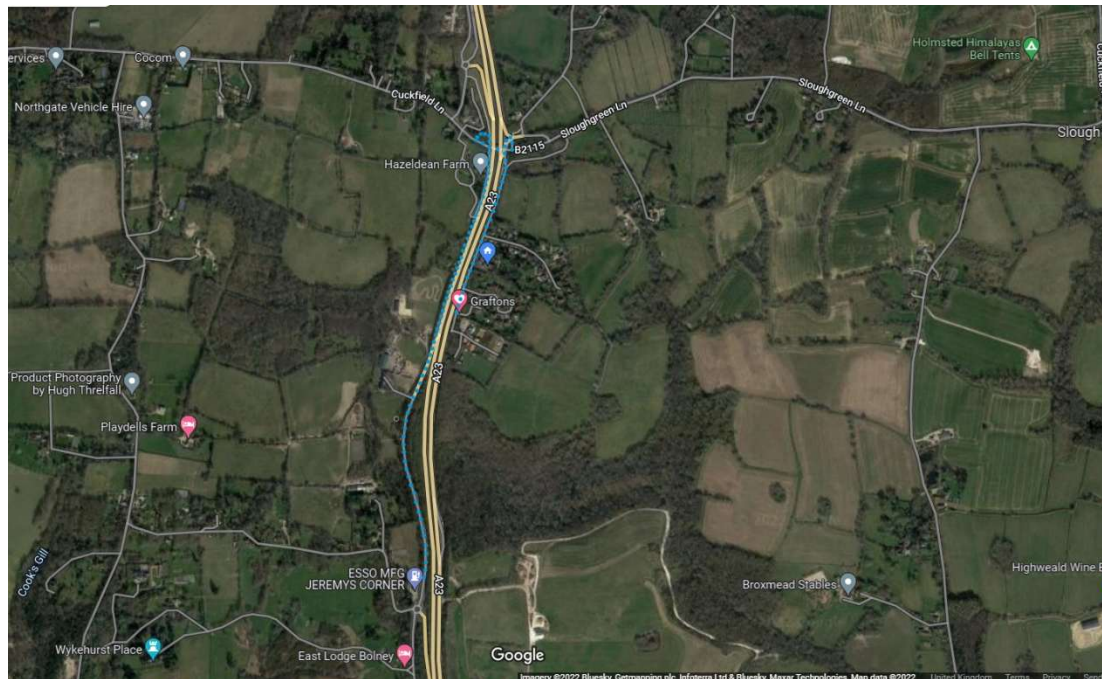


Figure 4 – Pedestrian route from Graftons to Jeremy's Corner, (approximately 1.6 km)

6.4.5 Jeremy's Corner is approximately **1.6 km (one mile)** from Graftons. It therefore falls within the sub-2 km distance specifically identified by **Manual for Streets** as having particular potential for walking. It represents a purposeful walk of approximately 20 minutes and a substantially shorter journey by bicycle.

6.4.6 A continuous surfaced and lit pedestrian route connects Graftons with Jeremy's Corner. From the site it proceeds along the existing footway beside Brighton Road, beneath the B2115 bridge, up the existing stepped connection, across the B2115 bridge and down Nursery Lane. It then continues south alongside the A23 northbound carriageway and along the separate paved and lit footway beside London Road to Jeremy's Corner. The route illustrated above at Figure 4 demonstrates the continuous physical connection between Graftons and the everyday services at Jeremy's Corner.



Figure 5 – London Road pedestrian route, showing lit footway connection towards Jeremy's Corner

6.4.7 The route is separated from the A23 carriageway and does not require pedestrians to walk within, or cross at surface level, the A23. The stepped connection incorporates a sloping wheel channel which facilitates the wheeling of bicycles between levels. Figures 5 and 7 demonstrate the character of this route in practice, including the lit pedestrian connection along London Road and its physical separation from the A23 carriageway.

Cycling

6.4.8 Future occupiers also have practical cycling alternatives. A cyclist wishing to remain mounted can continue to the northern end of Brighton Road, join the B2115 carriageway, cross the A23 using the existing highway bridge and continue into Nursery Lane.

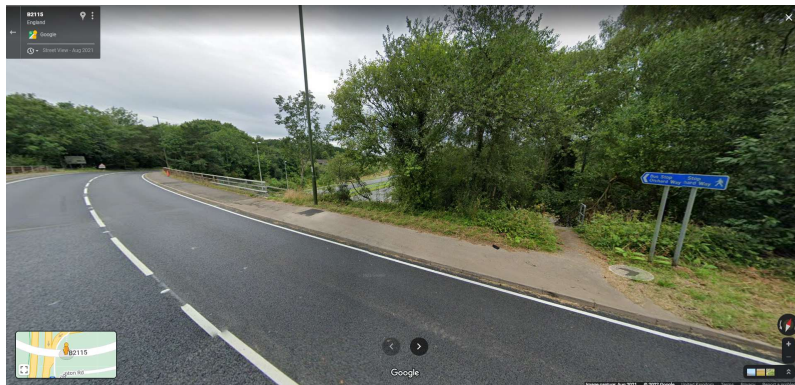


Figure 6 – Pedestrian/cycle route options across the B2115 bridge or via the stepped connection

6.4.9 From Nursery Lane, cyclists can join the designated shared pedestrian and cycle path running south alongside the A23 northbound carriageway, before continuing along London Road to Jeremy's Corner. The shorter pedestrian connection provides a further option whereby a cyclist can dismount and use the wheel channel alongside the steps. The designated shared pedestrian and cycle route adjacent to the A23 is illustrated at Figure 7.



Figure 7 – Shared pedestrian/cycle route adjacent to the A23

6.4.10 London Road itself has previously been described in evidence published through the WSCC/MSDC planning process as generally lightly trafficked and sufficiently wide for cyclists to share the carriageway in reasonable safety and reach local facilities. The walking and cycling network does not terminate at Jeremy's Corner but continues towards Bolney and the wider facilities of that village. The cycling case therefore does not depend upon cycling on an ordinary pedestrian footway: it comprises a continuous on-road route, designated shared-use infrastructure and a separate wheeling alternative. Figure 5 demonstrates the character of this route in practice, including the lit pedestrian connection along London Road.



Figure 8 – Approach to Jeremy's Corner, showing continuation of road and footway to local services



Figure 9 – Jeremy's Corner, showing the Londis convenience store, Greggs outlet and other everyday services accessible from the pedestrian and cycle route from Graftons

Everyday Services at Jeremy's Corner

6.4.11 Jeremy's Corner provides a useful concentration of everyday services approximately 1.6 km from the site. Figure 8 shows the route continuing directly to Jeremy's Corner and the local services available there.

Principal facilities include:

- a **Londis Convenience Store**, providing groceries, food, drink and other day-to-day household necessities, including food and hot beverage options from **Stone Willy's Kitchen and Costa Express**
- a separate **Greggs** bakery shop, providing bakery products, hot food and refreshments;
- **PayPoint**, providing household bill-payment facilities;
- **InPost and Amazon parcel lockers**, providing parcel collection and delivery facilities; and
- petrol and diesel filling facilities together with bottled **Calor Gas**.

6.4.12 Jeremy's Corner should therefore not be characterised simply as a petrol filling station or highway-related facility. As illustrated at Figure 9, it provides an established concentration of everyday retail and service facilities, including the Londis convenience store and Greggs bakery, directly accessible from the pedestrian and cycle route described above. Of particular planning significance is the convenience store: **Policy DP6** expressly identifies shops as examples of essential services and recognises that rural services may be shared between neighbouring settlements.

Public Transport

6.4.13 Public transport provides a further sustainable low carbon travel choice. The Warninglid Five Cross bus stop is approximately 435 metres walking distance from Graftons and benefits from regular scheduled bus services together with an additional community-bus connection.

6.4.14 The principal scheduled service is **Metrobus 273**, which operates broadly hourly along the Crawley–Brighton corridor. From Five Cross, the published timetable provides a direct southbound service towards Bolney, Sayers Common, Albourne, Hurstpierpoint, Hassocks and Brighton. The same route continues north through Handcross, Pease Pottage and Crawley, although the published northbound timetable does not identify Five Cross as a formal stopping point. For return journeys from the south, passengers can remain on the northbound service to Handcross and interchange with a southbound 273 back to Five Cross. This is acknowledged as less convenient than a direct northbound stop and is not relied upon as equivalent to one, but it demonstrates that the limitation arises from the operator's stopping pattern rather than an absence of public-transport connectivity.

6.4.15 **Compass Travel service 89** provides an additional east-west weekday connection serving Five Cross, with links towards Horsham, Bolney, Ansty, Cuckfield, Haywards Heath and Princess Royal Hospital. School-day journeys also provide access to Warden Park School. The 273 and 89 therefore provide complementary public-transport opportunities serving a substantial range of destinations and purposes.

6.4.16 A further supplementary opportunity is provided by **Handcross District Community Bus service 2**, which operates on Thursdays. The outbound service calls at Warninglid Five Cross at approximately 14:32, travelling via Bolney and Goddards Green to Burgess Hill, including Tesco Superstore and Church Road town centre, with a return journey later that afternoon. Its wider route connects rural communities including Balcombe, Handcross, Staplefield, Slaugham, Warninglid and Bolney.

6.4.17 The applicant does not rely upon community bus service 2 as equivalent to the frequency or function of the regular 273 service, and appropriate weight should be attached to its once-weekly operation. Its relevance is as an additional genuine community-transport opportunity, particularly providing direct access from Five Cross to Bolney and the substantially wider shopping and service provision available at Burgess Hill. It supplements rather than forms the foundation of the public-transport case.

6.4.18 The principal public-transport case therefore remains founded upon the established **273 and 89 services**, with **community bus service 2** providing an additional choice. The sustainability case does not depend upon any individual bus service being capable of replacing every private-car journey. Rather, the services form part of a range of realistic low carbon travel choices which, together with walking and cycling, enable future occupiers to reduce reliance upon the private car.

6.4.19 These opportunities accord with **Policy DP21** and with **Policy AS14** and the transport objectives of the Ansty, Staplefield and Brook Street Neighbourhood Plan, which encourage safe walking and cycling and improved connections with surrounding villages.

Site-specific Highway Authority evidence

6.4.20 Of particular importance is that the sustainability and highway implications of this specific site and proposal have previously been professionally assessed. West Sussex County Council Highway Authority provided pre-application advice dated 20 April 2022, reference **WSCC PRE-33-22**, concerning the erection of one Self-build dwelling using the existing access and did so with knowledge of the site's previous planning history.

6.4.21 WSCC found that visibility appeared sufficient in the context of Brighton Road; that the proposal was not anticipated to result in a material intensification of the existing access; that three parking spaces were sufficient; and that adequate space appeared available for vehicles to turn and leave in forward gear. Most importantly in relation to sustainable accessibility, WSCC expressly concluded:

“Residents of the proposed dwelling would be provided with sufficient sustainable transport methods to reduce the reliance upon the private car.”

The Highway Authority raised no highway-safety objection and identified cycle storage and electric-vehicle charging as appropriate measures. The proposed EV provision was also noted as exceeding its minimum standards.

6.4.22 The WSCC assessment remains directly relevant because there has been no material change to the existing access, surrounding highway network or the nature and scale of the proposed development since 2022.

The proposal remains for a single dwelling using the existing access. The full **PRE-33-22** response is reproduced at **Appendix A**.

6.4.23 The evidence demonstrating sustainable accessibility is now materially more comprehensive. The present application identifies in greater detail the complete pedestrian route; practical cycling alternatives; designated shared-use infrastructure; the actual range of everyday services at Jeremy's Corner; the **273** and **89** services and their destinations; and the additional community bus service **2**. Current route maps and timetables for those services are provided at **Appendix D**.

6.4.24 That current factual evidence reinforces rather than undermines the Highway Authority's site-specific conclusion that residents would have sufficient sustainable transport methods to reduce reliance upon the private car. There is no identified physical or operational highway change which renders the conclusions of **WSCC PRE-33-22** obsolete.

Comparative Assessment of Rural Accessibility

6.4.25 The sustainability of the site should be assessed in its rural context, having regard to the practical opportunities available to access everyday services by walking, cycling and public transport, rather than by reference to bus frequency or settlement-boundary location in isolation.

6.4.26 This approach is consistent with the recent Sayers Common appeal decision (**APP/D3830/W/25/3361729**). There, despite MSDC arguing that limited village facilities would result in overreliance on the private car, the Inspector noted the presence of a street-lit pedestrian route, nearby bus stops and everyday facilities and concluded that there was no reason to regard the proposal as being in an unsustainable location in terms of access to everyday services and facilities. The Inspector also found that Policies DP4, DP6 and DP15 took a more prohibitive approach to the location of development than the NPPF and afforded the resulting conflict only limited weight.

6.4.27 The subsequent Felbridge appeal (**APP/D3830/W/25/3373757**) reinforces that approach. The Inspector accepted that conflict with Policies DP4 and DP6 arising from development outside a defined settlement boundary should carry only limited weight because the adopted strategy was not meeting local housing needs. The Inspector also found that, notwithstanding only a modest range of facilities within walking distance, proximity to a bus stop provided future residents with a low-carbon travel option and an alternative to the private car, which attracted positive weight.

6.4.28 Against that appeal context, the proposed dwelling at Graftons would be approximately **1.6 km by a practicable walking and cycling route from convenience retail at Jeremy's Corner**. Its accessibility to basic everyday retail is therefore not unusual in the local rural context:

Settlement Location	Relevant Convenience Retail Facility	Approx. maximum practical walking/cycling distance
Ansty	Ansty Cross – Spar	0.57 km
Brook Street	Whitmans Green – Co-op	1.34 km
Graftons	Jeremy's Corner – Londis/Greggs	1.6 km
Bolney	Jeremy's Corner – Londis/Greggs Bolney Cross – Morrisons Daily	1.86 km
Staplefield	Handcross - Budgens	2.5 km

6.4.29 The comparison demonstrates that Graftons is not materially more remote from basic everyday retail than established rural communities locally. Its approximately 1.6 km distance is comparable with the distances experienced by residents of other recognised rural settlements locally, including parts of Bolney, and is appreciably less than the Staplefield–Handcross journey considered by the Inspector at (APP/D3830/W/16/3143112). The relevance of Handcross is particularly significant because the Staplefield appeal Inspector expressly treated the proximity of Handcross and its services as part of the assessment of that rural location's accessibility. The same principle therefore supports consideration of Jeremy's Corner when assessing Graftons; services do not have to lie immediately adjacent to the site or within the same settlement in order to contribute to its practical sustainability. NPPF paragraph 83 is also relevant in recognising, in the context of groups of smaller rural settlements, that development in one village may support services in a nearby village. That national policy principle confirms that rural sustainability does not depend on every everyday service being located within the same settlement or immediately adjacent to the site.

6.4.30 The site also benefits from realistic alternatives to private-car travel. The identified route from Graftons towards Jeremy's Corner comprises paved and lit pedestrian infrastructure, including the established walking/cycling connection alongside the A23 and London Road. In addition, the surrounding network provides access to bus Services **2, 89 and 273**, providing further opportunities for journeys to be undertaken by lower-carbon modes.

6.4.31 Taken together, the evidence does not support a conclusion that Graftons occupies a materially less sustainable location than the surrounding established rural settlement pattern. The proposed dwelling has practical access to an essential everyday service within a distance routinely experienced in nearby rural settlements and benefits from walking, cycling and public-transport alternatives to the private car. This is consistent with the approach adopted by recent Inspectors at Sayers Common and Felbridge, where rural accessibility was considered on the basis of the realistic range of available transport choices rather than the existence of a high-frequency bus service.

6.4.32 Accordingly, the frequency of individual bus services should not, of itself, provide a sound basis for concluding that the proposal would be unsustainably located, particularly when those services are considered alongside the identified walking and cycling opportunities.

Relevant appeal decisions

6.4.33 - **Felbridge, APP/D3830/W/25/3373757**: the Inspector found that proximity to a functioning bus stop gave future residents access to a “**low carbon method of travel and an alternative to the private motor vehicle**”, notwithstanding that only a modest range of facilities was available within walking distance. The decision demonstrates that public transport need not replace every car journey before it attracts positive weight.

6.4.34 - **Sayers Common, APP/D3830/W/25/3361729**: the Inspector relied upon a street-lit pedestrian connection, nearby facilities and bus services in rejecting the contention that future occupiers would be excessively dependent upon private cars. Of particular relevance, Sayers Common is served by the same Metrobus 273 service available at Five Cross. That proposal involved up to five dwellings, whereas Graftons proposes only one and would generate materially fewer additional journeys.

6.4.35 - **Coombe Hill Road, East Grinstead (APP/D3830/W/25/3367543)**: This recent appeal provides further relevant guidance on the assessment of accessibility in a rural location outside a defined Built-Up Area Boundary. Despite bus provision being limited to only five services per day, the Inspector did not find the proposal

unacceptable in sustainable transport terms. Having regard to the accessibility of key services on foot, and recognising that some use of the private car is inevitable in a rural location, the Inspector found no conflict with Policy DP21. The decision therefore provides further support for assessing rural accessibility by reference to the practical availability of alternatives to exclusive car dependence, rather than bus frequency or location outside a BUAB in isolation.

6.4.36 – **Tanyards Lane, Staplefield, APP/D3830/W/16/3143112**: this Self-build appeal provides an especially useful local comparison. The Inspector found that **services approximately 2 km away were not at an unreasonable distance** and that, notwithstanding the absence of a footpath throughout the journey, it was “**not an unreasonable distance or route to cycle**”. The Inspector accepted that the principal bus service operated only once every two hours and that occupiers would use cars for many journeys, but nevertheless found that buses could provide supplementary provision or an alternative to cycling and that future occupiers would not therefore be dependent upon the private car.

6.4.37 The circumstances at Graftons are at least as favourable in active-travel terms. Jeremy’s Corner is approximately **1.6 km away – around 400 metres closer than the distance accepted at Tanyards Lane** – and benefits from a continuous surfaced and lit pedestrian connection, a continuous mounted cycling alternative, designated shared pedestrian/cycle infrastructure and multiple public-transport opportunities.

The 2023 Graftons appeal and the Materially Fuller Evidence

6.4.38 The previous Graftons appeal, **APP/D3830/W/23/3316817**, is acknowledged as an important material consideration. The Inspector expressly recognised that:

“The host property is located adjacent to loose-knit linear development that runs along this section of Brighton Road behind a footway which is served by a bus-stop.”

The decision therefore itself recognised existing pedestrian infrastructure, public transport and adjoining residential development.

6.4.39 The Inspector nevertheless concluded, on the evidence as understood at that time, that the site lacked linking or predominantly lit pavements and lit cycle routes or a sufficiently regular bus service and that future occupiers would consequently be largely dependent upon private vehicles.

6.4.40 The present application directly addresses that conclusion. The 2023 appeal decision does not record assessment of the complete surfaced and lit pedestrian connection to Jeremy’s Corner; the alternative mounted cycling route across the B2115 bridge; the bicycle wheel channel on the shorter route; the designated shared pedestrian/cycle path beside the A23; the onward active-travel connection towards Bolney; the full operation and destinations of bus services 273, 89 and 2; or the supplementary community transport now identified.

6.4.41 Nor should the Highway Authority’s contrary site-specific professional assessment be overlooked. WSCC had already concluded that future occupiers would have **sufficient sustainable transport methods to reduce reliance upon the private car**. There has been no material physical or operational change to the highway circumstances which undermines that assessment, whilst the present application provides materially fuller evidence explaining how the available sustainable transport opportunities operate in practice.

6.4.42 The subsequent **Felbridge** and **Sayers Common** decisions also post-date the 2023 Graftons appeal and provide additional relevant evidence of the approach subsequently taken by Inspectors within Mid Sussex to realistic rural walking, cycling and public-transport opportunities.

Consistency and the requirement for a Fresh Assessment

6.4.43 Consistent with **North Wiltshire District Council v Secretary of State for the Environment (1993) 65 P&CR 137**, previous decisions are material in the interests of consistency but do not relieve the decision-maker of the need to assess materially different evidence and subsequent relevant decisions. The 2023 Graftons appeal must therefore be considered, but its conclusion cannot properly substitute for assessment of the materially fuller evidence now before the Council.

6.4.44 Should the Local Planning Authority nevertheless reach a different conclusion from the Highway Authority and the current site-specific accessibility evidence, it would be appropriate for that assessment to identify clearly the evidence supporting that conclusion and to explain why the following are nevertheless considered insufficient:

- the site-specific WSCC Highway Authority assessment **PRE-33-22**;
- the current public-transport route maps and timetables at **Appendix D**;

- the continuous surfaced and lit pedestrian connection, **Figures 4-9**;
- the practical on-road cycling route and designated shared pedestrian/cycle infrastructure, **Figures 4-9**;
- the everyday services available at Jeremy's Corner, **Figure 9**;
- the broadly hourly Metrobus **273**, weekday Compass Travel **89**, and supplementary Thursday Handcross District Community Bus **service 2**, considered individually and collectively, **Appendix D**;
- the destinations and services accessible through those public-transport connections, **Appendix D**;
- **Manual for Streets**, including its express statement that 800 metres is “**not an upper limit**” and its identification of journeys below 2 km as having particular potential for walking;
- Tanyards Lane **APP/D3830/W/16/3143112**;
- Felbridge **APP/D3830/W/25/3373757**; and
- Sayers Common **APP/D3830/W/25/3361729**.

Overall Appraisal

6.4.45 Taken together, the evidence demonstrates a materially stronger sustainability case than one based simply upon proximity to a bus stop. Future occupiers would have:

- a **continuous surfaced and lit pedestrian connection of approximately 1.6 km** to meaningful everyday services at Jeremy's Corner;
- **practical on-road and designated shared-use cycling connections**, including onward connectivity towards Bolney;
- a **bus stop** approximately 435 metres walking distance from the site;
- the broadly hourly **Metrobus 273 bus service**;
- the complementary weekday **Compass Travel 89 bus service**;
- the additional once-weekly **Handcross District Community Bus service 2**;
- **low carbon public-transport connections** to surrounding villages, larger service centres, schools, healthcare, employment and shopping; and
- **low carbon connections through the public-transport network** to railway stations and onward travel.

6.4.46 These conclusions are supported by the previous site-specific assessment of **West Sussex County Council Highway Authority** at **Appendix A**, the current public-transport evidence at **Appendix D**, and relevant Inspector findings elsewhere within Mid Sussex. The evidence accords with Policies **DP6** and **DP21**, **Policy AS14**, the **NPPF** and **Manual for Streets** and **should attract positive weight** in the overall planning balance.

6.4.47 The appropriate conclusion is therefore not that future occupiers of Graftons would avoid use of a private car altogether. That is neither a realistic nor an appropriate test for a rural location. Rather, the evidence demonstrates that occupiers would have **genuine, practical and credible low carbon alternatives to exclusive private-car dependence**. Having regard to the rural context and the very limited transport demands generated by a single dwelling, the proposal represents an appropriately accessible and sustainable form of small-scale development.

6.5 High Weald National Landscape (AONB)

6.5.1 The site lies within the High Weald National Landscape (AONB). The relevant development-plan policies are DP12, DP16 and DP26 and Neighbourhood Plan Policy AS3. Policies DP15 and AS1 address the separate principle of a new dwelling outside a built-up-area boundary.

6.5.2 **Section 85(A1) of the Countryside and Rights of Way Act 2000** requires the Council, when exercising its planning functions, to seek to further the purpose of conserving and enhancing the natural beauty of the National Landscape. The **NPPF** requires great weight to be given to conserving and enhancing landscape and scenic beauty.

6.5.3 It is essential to distinguish conflict with policies controlling the location of housing from actual harm to landscape character, scenic beauty or identified High Weald special qualities. Being outside a settlement boundary may create locational conflict; it does not, without site-specific assessment, establish National Landscape harm.

6.5.4 **Coombe Hill Road, East Grinstead (APP/D3830/W/25/3367543)** illustrates the importance of distinguishing locational policy conflict from actual harm to the National Landscape. Although the Inspector did not find the site's accessibility unacceptable, the appeal was dismissed because of identified site-specific landscape harm. In particular, the Inspector found that the introduction of built form and associated domestic character into a site possessing open and rural qualities would erode those qualities and harm the character and scenic beauty of the High Weald National Landscape.

6.5.5 In **DM/17/4312**, the Council concluded that surrounding dwellings, containment by vegetation and the established residential character meant the Graftons plot could accommodate a suitably designed dwelling without unduly detracting from the AONB. In **DM/22/2204**, it expressly concluded that the proposal would maintain countryside character and conserve the High Weald AONB, finding compliance with the landscape and design elements of DP12, DP16, DP26 and AS3.

6.5.6 Those conclusions are not legally binding, but they are directly relevant site-specific material considerations. If the Council now reaches a different landscape conclusion, **North Wiltshire District Council v Secretary of State for the Environment (1993) 65 P&CR 137** requires the earlier comparable findings to be considered and a reasoned explanation given.

6.5.7 A further relevant local decision is **1 Highfields, Brighton Road (DM/24/0901)**, immediately south of Graftons and within the same High Weald setting. MSDC concluded that the two detached dwellings accorded with neighbourhood, local and national landscape policy and that **"the character of the AONB will be enhanced due to the quality of the structures that the new dwellings are replacing"**. Its overall conclusion was that the scheme would enhance the character and appearance of the AONB. The proposal concerned replacement of established residential structures and an extant consent, so it is not relied upon as a direct precedent for the principle of the present proposal. It is nevertheless relevant local evidence that appropriately designed detached dwellings are not inherently incompatible with the immediate National Landscape setting.

6.5.8 The 2023 appeal must also be addressed openly. The Inspector recognised enclosed garden land beside residential development but found harm to the AONB after concluding that the dwelling had not been justified under countryside policies. The decision did not identify in detail the particular High Weald special quality affected, the contribution made by this enclosed garden to that quality, a significant public viewpoint, the geographical extent or severity of harm, or why controlled siting, scale, landscaping and conditions could not avoid it.

6.5.9 The fresh application does not seek to reopen the appeal. It responds through a defined development envelope, a clearer design and landscape strategy and a structured assessment of the site's actual contribution to the High Weald. **Dover District Council v CPRE Kent [2017] UKSC 79** underlines the need for clear and intelligible reasoning where a decision turns on harm to a nationally protected landscape.

6.5.10 **New Forest National Park Authority v SSHCLG [2025] EWHC 726 (Admin)** confirms that conservation can be achieved where development leaves relevant natural beauty and protected characteristics unharmed; a separate positive enhancement is not invariably required in every case. **Wadhurst Parish Council v SSHCLG [2025] EWHC 1735 (Admin)** applied that approach in the High Weald and accepted that containment, limited visual effects and enforceable conditions may avoid harm.

6.5.11 **R (CPRE Kent) v SSHCLG [2025] EWHC 1781 (Admin)** confirms that **section 85(A1)** requires an active and reasoned assessment. Where harm is alleged, its nature, extent and severity, together with mitigation, enhancement, conditions and obligations, must be evaluated. Residual harm does not create an automatic statutory prohibition.

6.5.12 The circumstances at Graftons are materially different to the **Coombe Hill Road (APP/D3830/W/25/3367543)** decision, as the application site comprises part of an established residential garden within the existing Five Cross residential grouping.

6.5.13 **Figures 10 and 11** demonstrate its strongly contained character. The aerial view shows the site enclosed by a substantial framework of mature trees and hedgerows and closely related to the surrounding residential development, whilst the street-level view demonstrates that the site is heavily screened from the adjoining public highway, with only the established access providing a significant break in the vegetated frontage. The site does

not project into an open field, interrupt a ridgeline or form a conspicuous extension into the wider countryside, and its character is strongly influenced by the existing residential development, Brighton Road and the adjoining A23 corridor. It does not possess the open rural characteristics which were found to be susceptible to harm at Coombe Hill Road. The Coombe Hill Road decision therefore reinforces the need to determine this issue by reference to the actual site-specific landscape effects of the proposal, rather than treating location within the National Landscape or outside a defined BUAB as establishing landscape harm in itself.

6.5.14 The examination history of Neighbourhood Plan Policy AS3 is also relevant. The Independent Examiner expressly modified AS3 to distinguish minor from major development in the High Weald AONB, because the exceptional-circumstances assessment in national policy applies to major development. A single dwelling of the present scale is not advanced as major development. The relevant AS3 assessment is therefore whether the proposal conserves and enhances the natural beauty of the National Landscape and demonstrates how it meets the objectives of the High Weald Management Plan; the major-development exceptional-circumstances test is therefore not engaged.



Figure 10 – Aerial view of Graftons showing the established residential curtilage, mature boundary vegetation and relationship with surrounding development.



Figure 11 – View of the Graftons frontage from the adjoining highway, demonstrating the substantial existing vegetated boundary and limited visibility into the site.

6.5.15 The High Weald AONB Management Plan 2024–2029 is a statutory management plan adopted by the constituent authorities and is a material consideration in planning decisions. Its Statement of Significance defines the natural beauty of the High Weald through eight equal and stand-alone core components: natural systems;

settlement; routeways; woodland; fieldscapes and heath; dark night skies; aesthetic and perceptual qualities; and land-based economy and rural living. It makes clear that landscape is more than scenery or public views alone and that material harm to any one component may amount to harm to the National Landscape. The assessment of Graftons therefore addresses those components directly as well as visual containment.

6.5.16 All eight components have been considered. In the context of this established residential garden, the most direct pathways to effect are settlement, routeways, woodland and hedgerows, fieldscapes and heath, dark night skies and aesthetic/perceptual qualities. The land is already within an established residential grouping rather than open agricultural fieldscape; the established access is retained so no new routeway is created or severed; principal boundary vegetation can be retained and reinforced; no land-based enterprise is displaced; and any effects on natural systems and biodiversity remain subject to normal drainage and ecological controls. Dark-sky-sensitive lighting, recessive materials and native planting can be secured. The A23/Brighton Road context and substantial enclosure materially limit perceptual change. The case therefore does not rest merely on an absence of long views, but on avoiding material harm to the relevant components of High Weald natural beauty.

6.5.17 The existing mature boundary vegetation therefore provides an established landscape framework within which the reserved-matters scheme can be accommodated. Conditions and reserved matters can secure the retention and reinforcement of principal trees and hedges, control the development envelope and ridge height, secure recessive materials, native landscaping and biodiversity measures, require dark-sky-sensitive lighting and contain parking and domestic paraphernalia. Those controls can be framed by the High Weald AONB Housing Design Guide (2019), the Dark Skies Planning Advice Note (2024) and the Soft Landscaping & Planting Plans in Development Proposals Planning Advice Note (2025).

6.5.18 **Policy DP37** is expressly addressed because the mature tree and hedgerow framework forms part of the containment relied upon in this Statement. No tree or hedgerow removal is proposed as part of this outline application, and the indicative development envelope does not depend upon works to the principal perimeter vegetation which provides the site's established landscape containment. Layout and landscaping are reserved matters. Any detailed tree-protection measures considered necessary can therefore be addressed at reserved-matters stage, when the precise siting and construction relationship is known, and may be secured by condition if required. The proposal is consequently not dependent upon the loss of trees or hedgerows in order to establish the principle of one dwelling on the site.

6.5.19 Those measures would retain the characteristics on which the Council's earlier landscape findings were based and provide positive enhancement through native planting, improved habitat structure and long-term management. The proposal would conserve the National Landscape and provide opportunities for enhancement, complying with the landscape and design requirements of DP12, DP16, DP26 and AS3 and providing a clear route to compliance with DP37 and DP38 through retained vegetation and biodiversity enhancement.

6.5.20 Mandatory biodiversity net gain is not relied upon as a benefit of the proposal. On the stated red-line site area of approximately 0.1133 hectares, an application submitted on or after 6 August 2026 would fall within the **national exemption from mandatory BNG for development sites of 0.2 hectares or below**, subject to the statutory qualification that no on-site priority habitat is adversely affected. That exemption does not reduce the relevance of Policy DP38 or the opportunity to secure biodiversity enhancement through native planting, habitat structure and long-term management at reserved-matters stage.

6.5.21 Although National Landscape policies are capable of providing a strong reason for refusal under paragraph 11(d)(i), the site-specific evidence demonstrates that they do not do so here. Consistent with the central principle in **Monkhill Ltd v SSHCLG [2021] EWCA Civ 74**, it is the application of the policy to the particular development, not the mere existence of the designation, that matters. The assessment should therefore proceed to NPPF paragraph 11(d)(ii).

6.6 Design, residential amenity and noise

6.6.1 The application is outline, with layout, scale, appearance and landscaping reserved. The indicative plan demonstrates sufficient space for a dwelling of appropriate scale, usable private garden, parking, turning, planting and separation from neighbouring homes.

6.6.2 The **Mid Sussex Design Guide SPD** can be addressed fully at reserved matters stage. Conditions can require a design response to local plot widths, building heights, roof form, materials, boundary treatments, planting, lighting and the High Weald setting.

6.6.3 Careful orientation and separation can avoid unacceptable overlooking, loss of privacy, overbearing effects or loss of light. Residential use is compatible with the surrounding uses.

6.6.4 Road traffic noise from the A23 is a material consideration under Policies DP26 and DP29. The **Planning Noise Advice Document: Sussex (November 2023)**, published by Mid Sussex District Council as planning guidance, identifies new residential development close to a major highway, including an A-class road, as development for which a noise assessment will normally be required. It directs such assessments towards **ProPG: Planning & Noise – New Residential Development** and appropriate road-traffic-noise assessment methodology. The guidance does not impose an absolute prohibition on residential development in such locations; rather, it requires the acoustic environment to be assessed and addressed through good acoustic design and appropriate mitigation.

6.6.5 The Mid Sussex Design Guide SPD and Policies DP26 and DP29 were already in force when DM/22/2204 and the 2023 appeal were determined. Neither the Council nor the Inspector identified A23 traffic noise, Policy DP29 or future acoustic living conditions as a reason for refusal or dismissal. The subsequently published **Planning Noise Advice Document: Sussex (November 2023)** provides additional technical guidance but does not introduce a prohibition on such development. The previous planning history therefore remains relevant, while the **Noise Technical Note at Appendix C** responds directly to the more recent guidance and the site-specific acoustic environment.

6.6.6 **Appendix C** uses DEFRA's **Road Noise - All Metrics - England Round 4** strategic mapping as the primary site-specific evidence. The relevant 10 m grid cell, centred approximately 6.7 m from the proposed dwelling centre, records **66.58 dB LAeq,16h** during the daytime and **59.67 dB Lnight** during the night. These long-term annual-average modelled values are deliberately treated as a conservative outline-stage design basis, rather than as predictions of the exact level at every facade of the final dwelling.

6.6.7 A particularly relevant local comparator is **1 Highfields, Brighton Road (DM/24/0901)**, immediately south of Graftons on the same A23/Brighton Road corridor. The delegated report identifies the A23 to the west, sets out the Policy DP26 requirement to consider the amenities of future occupants including noise, and concludes that *the dwellings would provide a good standard of accommodation and that significant harm to future residential amenity could not be demonstrated*. The permission concerned replacement of established residential structures and is not relied upon as a precedent for the principle of a new countryside dwelling; it is relied upon as recent local evidence that MSDC did not treat A23 road noise as an in-principle bar to new permanent dwellings in this immediate location.

6.6.8 **Sayers Common (APP/D3830/W/25/3361729)** provides further relevant context. Despite the site adjoining the A23 and the absence of a quantitative assessment of an indicative acoustic bund, the Inspector did not find residential use unacceptable in principle and concluded that detailed noise information and mitigation could be assessed at the subsequent technical stage.

6.6.9 Neither national policy nor adopted Mid Sussex policy identifies a fixed external road-traffic noise level above which residential development is automatically unacceptable. The relevant question is whether satisfactory residential conditions can be achieved through appropriate design. The outline proposal retains ample flexibility to orientate noise-sensitive rooms and the principal garden away from the A23 where practicable; place less sensitive rooms towards the road; and specify appropriate facade construction, acoustic glazing, noise-attenuating ventilation and building fabric. These are conventional measures. Appendix C demonstrates that a practicable acoustic response exists, with the detailed assessment and final performance specification capable of being secured at reserved-matters stage or by condition if required.

6.6.10 A23 road noise should therefore be treated as a known and manageable design consideration, not an in-principle constraint. Having regard to the outline nature of the proposal, the site-specific DEFRA evidence at **Appendix C**, the previous Graftons planning history and MSDC's subsequent approval of permanent dwellings at adjoining Highfields without road-traffic noise being identified as an impediment to acceptable residential conditions, the principle of residential development is sufficiently established at this stage. If considered necessary, a detailed assessment by a suitably qualified acoustician, together with the final glazing, ventilation and building-envelope specification, can be secured by condition for submission prior to or alongside the relevant reserved matters. The proposal is accordingly capable of satisfying **Policies DP26 and DP29**.

6.6.11 The detailed dwelling can also be designed to address the nationally described space standards and the accessibility, sustainable-design, energy, water-efficiency and water-infrastructure requirements of **Policies**

DP27, DP28, DP39 and DP42. The outline nature of the application provides sufficient flexibility for those detailed matters to be secured through reserved matters and, where appropriate, conditions.

6.6.12 Neighbourhood Plan **Policy AS4** has been considered proportionately. As the proposal is for a single bespoke self-build dwelling rather than a multi-unit housing scheme, there is no scheme-wide housing mix to determine; final dwelling size and accommodation would be established at reserved-matters stage in response to the applicant's identified self-build need. **Policy AS11** is also satisfied: high-speed broadband infrastructure is already available at Graftons and the proposed dwelling can connect to that existing provision.

6.6.13 The site is served by mains foul drainage. Drainage was specifically considered in DM/22/2204, when the Council's Drainage Engineer raised no objection subject to condition and MSDC concluded that the proposal complied with **Policy DP41**. The present outline proposal can incorporate an appropriate surface-water drainage solution, with detailed design secured by condition or at reserved-matters stage.

6.6.14 **Policy SA38** of the Site Allocations DPD has also been considered. The proposal is for a single dwelling generating only a negligible increase in vehicle movements; the site is not within an Air Quality Management Area; and MSDC has previously found no likely significant atmospheric-pollution effect upon Ashdown Forest from development at Graftons. There is consequently no identified air-quality constraint to the proposal.

6.6.15 **Policy DP17** has also previously been considered specifically in relation to Graftons. In DM/22/2204 MSDC confirmed that the site lies outside the 7 km Ashdown Forest recreational zone of influence and concluded that the development would give rise to no likely significant effect, alone or in combination, upon the Ashdown Forest SPA or SAC, with no mitigation required. The circumstances relevant to that conclusion have not materially changed.

6.7 Emerging National Planning Policy

6.7.1 The **December 2025 proposed NPPF** revisions are not adopted and cannot displace the development plan or operative Framework. They are, however, a material indication of the direction of national policy and may be afforded proportionate weight.

6.7.2 **Emerging Policy S5** identifies limited infilling within groups of houses as acceptable in principle outside settlements unless the benefits are substantially outweighed by adverse effects. The Graftons site forms part of an existing residential group and shares the essential characteristics of the modest rural infill that the emerging policy seeks to support.

6.7.3 The emerging Framework also proposes substantial weight for housing that contributes to evidenced local needs and a proportionate approach to sustainable transport in rural areas. Those themes reinforce the benefits of a secured Self-build dwelling and the appropriateness of assessing the site's walking, cycling and public-transport opportunities in their rural context.

6.7.4 Emerging policy is not determinative, but it provides additional support for the principle of development and the conclusion reached under the current Framework and overall planning balance.

6.8 Emerging Mid Sussex District Plan

6.8.1 The **emerging Mid Sussex District Plan 2021–2039** is at an advanced stage of preparation, with Main Modifications published for consultation in July 2026. Although it has not yet been adopted and does not form part of the statutory Development Plan, its relevant policies are a material consideration to which proportionate weight may be afforded having regard to their stage of preparation, the extent of unresolved objections and their consistency with national policy.

6.8.2 Emerging Policy **DPH2 – Sustainable Development Outside the Built-up Area** continues to apply restraint to residential development outside defined built-up-area boundaries. Its support for small-scale development is principally directed towards sites contiguous with an existing built-up area identified on the Policies Map. Five Cross does not have such a defined boundary and the proposal therefore does not rely upon DPH2 to establish the principle of development. The acknowledged locational policy conflict accordingly remains.

6.8.3 Emerging Policy **DPH6 – Self and Custom Build Housing** provides positive support for self and custom housebuilding on suitable sites. The supporting text recognises that Self-build provision may be delivered on non-allocated sites and encourages smaller residential developments to contribute serviced Self-build plots. The proposed dwelling would make a direct contribution towards that objective and, in circumstances of demonstrated under-provision, this element of the emerging Plan attracts positive weight.

6.8.4 The emerging District Plan does not presently contain an equivalent to proposed national Policy **S5(e)**, which expressly identifies **limited infilling within groups of houses** as a form of development capable of approval outside settlements. This represents a relevant distinction between the emerging local and national policy approaches. Whereas DPH2 remains principally linked to formally defined built-up-area boundaries, emerging national policy places greater emphasis upon the actual physical relationship of a proposal with an existing group of houses. Graftons forms part of, or is immediately contiguous with, the established group of residential buildings at Five Cross and therefore exhibits the physical characteristics to which emerging Policy S5(e) is directed.

6.8.5 Overall, the emerging District Plan does not remove the acknowledged locational conflict arising from the site's position outside a defined built-up-area boundary. It does, however, provide additional policy support for the delivery of genuine Self-build housing on appropriate non-allocated sites. When considered alongside the materially different direction indicated by emerging national Policy S5(e), the emerging local plan does not provide a separate or overriding reason for refusal. Its provisions should instead be weighed with the adopted Development Plan, current national policy and the other material considerations identified in this Statement.

7. Overall Planning Balance and Conclusions

7.1 The proposal is for a single genuine Self-build dwelling within the established residential context of Five Cross. The site lies outside a defined built-up-area boundary and there is therefore acknowledged conflict with the spatial and countryside-location elements of Policies DP4, DP6 and DP15 of the Mid Sussex District Plan and Policy AS1 of the Ansty, Staplefield and Brook Street Neighbourhood Plan. The proposal nevertheless complies with Policy DP12. It would maintain, and through controlled landscaping and habitat measures can enhance, the rural and landscape character of this contained residential site, and it receives specific Development Plan support from Policy DP30, which expressly addresses the needs of those wishing to build their own homes and the provision of serviced self-build plots. That policy support carries particular force in the present circumstances: the Felbridge (**APP/D3830/W/25/3373757**) Inspector found that MSDC was not meeting its statutory self-build duty, identified the resulting deficiency as a material consideration favouring permission and afforded significant weight to the delivery of self-build housing. That conclusion rests directly on the adopted wording of **DP12** and **DP30**, reinforced by the Felbridge finding of unmet statutory self-build need and current national support for small self-build sites.

7.1.1 The emerging District Plan does not remove that locational conflict: emerging Policy **DPH2** continues to apply restraint to development outside defined built-up areas and is therefore also a relevant consideration, to which proportionate weight should be afforded having regard to the Plan's advanced but unadopted status.

7.1.2 The weight to those acknowledged locational conflicts is not uniform. MSDC's December 2025 Position Statement gives limited weight to **DP4** and **DP6**, confirms that **NPPF paragraph 14** protection is not engaged for the Neighbourhood Plan and states that restrictive neighbourhood-plan housing policies require case-by-case assessment. Although the Position Statement assigns full weight to DP15, its own Appendix A states that the policy-weight schedule is a guide rather than definitive. The Sayers Common (**APP/D3830/W/25/3361729**) Inspector's specific findings at paragraphs 24–25 are directly relevant: limited weight was given to DP15 insofar as it controls the location of development, while its countryside-protection purpose was assessed separately by reference to the actual contribution made by the site and the actual rural-character harm identified. The Neighbourhood Plan Examiner likewise required flexibility in **AS1** and focused **AS2** upon preventing coalescence. The acknowledged locational policy conflict is therefore a material adverse consideration, but not a freestanding or full-weight veto on permission.

7.2 The evidence demonstrates that Graftons is not an isolated countryside location. It forms part of, or is immediately contiguous with, the substantial and continuous Five Cross group of residential dwellings. The proposal would consolidate that existing pattern rather than introduce a freestanding dwelling into open countryside.

7.2.1 This conclusion is consistent with the principles in **Braintree District Council v SSCLG [2018] EWCA Civ 610**.

7.3 The proposal would deliver a genuine Self-build dwelling for an applicant who has been registered on the **Mid Sussex Self-build and Custom Housebuilding Register Part 1** since 2020. It therefore directly supports **Policy DP30** and would contribute towards the statutory Self-build deficiency identified by the Inspector at Felbridge (**APP/D3830/W/25/3373757**). That Inspector expressly considered the earlier Graftons appeal,

(APP/D3830/W/23/3316817), but nevertheless concluded on the evidence before her that the Council **was not meeting its statutory Self-build requirements and afforded significant weight to the contribution towards Self-build supply**. This objective is reinforced by emerging **Policy DPH6**, which continues the Council's positive policy provision for self and custom build housing.

7.3.1 This is a significant benefit of the present proposal.

7.4 Sustainable accessibility has also been demonstrated. A continuous surfaced and lit pedestrian connection provides access to meaningful everyday services at Jeremy's Corner approximately 1.6 km away; practical cycling routes and designated shared-use infrastructure are available; and the Five Cross bus stop is approximately 435 metres walking distance from the site. The broadly hourly 273, weekday 89 and supplementary community bus service 2 provide additional low carbon alternatives to the private car.

7.4.1 These conclusions are supported by the previous site-specific assessment of **WSCC Highways (PRE-33-22)** and the current public-transport evidence at **Appendix D**, and accord with **Policies DP6 and DP21, Policy AS14, Manual for Streets** and the relevant findings at Tanyards Lane (**APP/D3830/W/16/3143112**), Felbridge (**APP/D3830/W/25/3373757**) and Sayers Common (**APP/D3830/W/25/3361729**).

7.5 Great weight must be given to conserving and enhancing the High Weald National Landscape. The site-specific planning history is particularly material. In **DM/17/4312** MSDC positively concluded that, having regard to the surrounding dwellings, containment by vegetation and established residential character, a suitably designed dwelling could be accommodated at Graftons without unduly detracting from the AONB. In **DM/22/2204** the Council expressly concluded that the proposal would maintain countryside character and conserve the High Weald AONB, finding compliance with the relevant landscape and design policies. Those were affirmative site-specific findings concerning the effect of residential development at Graftons upon the protected landscape, rather than merely the absence of an AONB reason for refusal, and the fundamental physical landscape circumstances have not materially changed.

7.5.1 The present proposal remains within the established residential curtilage of Graftons, substantially enclosed by mature vegetation and closely related to surrounding residential development. It does not project into open countryside, interrupt a prominent ridgeline or introduce built form into land possessing an open or strongly rural character. The nearby permission at **Highfields (DM/24/0901)** provides further recent local context in which MSDC found detached residential development compatible with, and capable of enhancing, the character and appearance of the AONB. Appropriate control of siting, scale, landscaping, materials and lighting can conserve and, where possible, enhance the site's landscape characteristics.

7.5.2 Accordingly, while the 2023 appeal decision remains an important material consideration, the Council's own earlier site-specific landscape findings, the contained domestic character of the application site, the subsequent Highfields decision and the materially fuller landscape evidence now submitted provide a sound basis for concluding that the proposal would not cause material harm to the landscape character or scenic beauty of the High Weald National Landscape.

7.5.3 The aerial and street-level evidence submitted with the application at **Fig.3 and Fig.11**, further demonstrates the site's substantial existing landscape containment and the very limited visibility into the site from the adjoining public highway and wider publicly accessible viewpoints.

7.5.4 The proposal therefore satisfies the landscape and design requirements of **Policies DP12, DP16 and DP26** and **Policy AS3** and, subject to the tree-retention and biodiversity measures described above, is capable of satisfying **Policies DP37 and DP38**.

7.5.5 The High Weald AONB Management Plan 2024–2029 and its Statement of Significance have been applied directly. The conclusion does not depend solely upon visual screening: it also addresses the site's relationship with the established settlement pattern, retention of the existing routeway/access, protection and reinforcement of the tree and hedgerow framework, the absence of loss of open fieldscape or land-based enterprise, dark-sky controls and the limited perceptual change arising within this already domestic and transport-influenced context.

7.6 The outline nature of the application provides sufficient flexibility to secure an appropriate detailed design, residential amenity, landscaping, biodiversity measures and acoustic environment at reserved-matters stage. Road traffic noise has been assessed in the **Noise Technical Note at Appendix C** using site-specific DEFRA strategic mapping. The mapped levels of **66.58 dB LAeq,16h** daytime and **59.67 dB Lnight** have deliberately been treated as a conservative design basis.

7.6.1 Neither national nor adopted local policy establishes an automatic external dB refusal threshold. **Appendix C** demonstrates that conventional orientation, layout, acoustic glazing, noise-attenuating ventilation and building-fabric measures can respond to the mapped environment, with detailed performance secured at reserved-matters stage or by condition. The nearby Highfields permission and Sayers Common appeal provide additional local decision-making context. Noise therefore does not represent an in-principle constraint, and the proposal is capable of satisfying **Policies DP26 and DP29** and the **Mid Sussex Design Guide SPD**.

7.7 The policy position is therefore comparatively straightforward. There is acknowledged conflict with the Development Plan's spatial and countryside restraint because the site lies outside a defined built-up-area boundary and does not fall within a DP15 countryside-housing exception. Potential locational conflict with AS1 and the wider wording of AS2 is also acknowledged. DP12 is treated separately: on the applicant's primary case the proposal complies with DP12 because it would maintain the rural and landscape character of the site and receives specific Development Plan support from DP30; the alternative interpretation is addressed at paragraph 6.1.8. Against that, the proposal:

- satisfies the substantive sustainable-transport objectives of **DP6, DP21 and AS14**;
- does not cause coalescence under **DP13** or within the specific gaps identified by **AS2**, and the separate weight to any locational AS2 conflict is addressed in Sections 6.3 and 7.1;
- directly advances the Self-build objectives of **DP30** and receives additional support from emerging **DPH6**;
- complies with **DP12** on the applicant's primary case because the proposal would maintain the rural and landscape character of the site and receives specific Development Plan support from **DP30** for self-build housing, and is capable of satisfying the landscape, National Landscape, tree and biodiversity requirements of **DP16, DP26, DP37, DP38 and AS3** through the site-specific controls identified above;
- is capable of satisfying **DP29** in relation to noise and residential amenity;
- addresses the remaining detailed development-management matters identified in Section 6.6: there is no identified Ashdown Forest, air-quality, drainage or infrastructure constraint; **Policies DP27, DP28, DP39, DP41, DP42, SA38 and AS11** can be satisfied; and **Policy AS4** is appropriately applied to this single bespoke self-build dwelling; and
- would not constitute an isolated home in the countryside, consistent with the **NPPF's approach to isolated homes in rural areas** and the principles established in ***Braintree District Council v SSCLG* [2018] EWCA Civ 610**.

7.8 The Council's current housing land-supply shortfall is established by particularly recent and authoritative evidence. In the **Colwell Farm Housing Land Supply Statement of Common Ground dated 16 June 2026 (PINS ref. 6005786)**, MSDC and the appellant agreed that, at 1 April 2026, the maximum deliverable housing land supply the Council could demonstrate was **5,293 dwellings, equivalent to 3.75 years**. Against a five-year requirement of 7,051 dwellings, the agreed shortfall is **at least 1,758 dwellings**, which both parties expressly agreed represents a *substantial shortfall*. The Statement of Common Ground accordingly confirms that **"the Council cannot demonstrate a 5YHLS."**

7.8.1 This materially reinforces the conclusion reached only two months earlier in the Felbridge appeal (**APP/D3830/W/25/3373757**), where the Inspector recorded that the Council **could not demonstrate a five-year housing land supply, described the shortfall as considerable and confirmed that paragraph 11(d) of the NPPF was engaged and that the policies most important for determining the application were deemed out-of-date**. At paragraph 50 the Inspector further found that the adopted housing strategy was **"not meeting the local housing needs of the area"** and afforded only limited weight to conflict with Policies DP4 and DP6. The subsequent Colwell Farm agreement therefore demonstrates that the housing-supply deficiency identified at Felbridge has not been remedied and, on the latest agreed evidence, remains substantial.

7.8.2 The emerging District Plan remains under examination. Although the Council anticipates that a five-year supply may be demonstrated following adoption of the emerging Plan, that prospective position depends upon adoption and confirmation of additional housing allocations and does not alter the agreed **3.75-year current supply position at 1 April 2026**. Should the Council's five-year housing land-supply position materially change before determination, the Self-build shortfall, sustainable accessibility, relationship with the established group of residential buildings, absence of identified landscape and highway harm, emerging **DPH6** and the direction

indicated by emerging national **Policy S5** would nevertheless remain material considerations requiring weight in the determination.

7.8.3 The High Weald National Landscape must nevertheless first be considered under paragraph **11(d)(i)**. On the site-specific evidence set out above, the protected-landscape policies do not provide a strong reason for refusing this particular development. The assessment therefore proceeds to **NPPF paragraph 11(d)(ii)**.

7.8.4 In applying **paragraph 11(d)(ii)**, particular regard has also been given to the key national policies identified in **footnote 9** of the Framework. Of those relevant to this proposal, **paragraph 84** is satisfied because the dwelling would not be isolated; **paragraphs 110 and 115** are addressed by the realistic walking, cycling and public-transport opportunities and the safe existing access; **paragraph 129** supports efficient use of land having regard to identified housing need, available infrastructure and services, opportunities for sustainable travel and the prevailing character and setting, expressly including residential gardens; and the design objectives of **paragraphs 135 and 139** can be secured through reserved matters and conditions. **Paragraphs 66 and 91** are not engaged by this single-dwelling residential proposal, which is neither major housing development nor a main town centre use. The key national policies to which **paragraph 11(d)(ii)** requires particular regard therefore support, or do not weigh against, the grant of permission on the evidence before the Council.

7.9 The principal adverse consideration under that balance is the acknowledged policy conflict arising from development outside the defined built-up-area boundary, including the locational restraints in DP4, DP6, DP15 and AS1 and, to the extent engaged, the wider locational wording of AS2. **DP12** does not form part of the applicant's primary conflict case for the reasons set out at paragraph **6.1.8**; without prejudice to that primary conclusion, any alternative finding of conflict with its policy-support limb would fall to be weighed in the qualified manner explained in that paragraph and would not establish actual countryside or landscape harm. The acknowledged conflict must be weighed against the material benefits of the proposal, including the delivery of an immediately available dwelling; the significant benefit of a genuine Self-build plot in circumstances of demonstrated under-provision; sustainable accessibility; the site's relationship with an established group of residential dwellings; and the economic, biodiversity-enhancement and landscape-enhancement benefits capable of being secured through the development. Importantly, the formal policy conflict is not accompanied by identified coalescence, landscape, highway, visual or residential-amenity harm.

7.10 In those circumstances, the adverse effects of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the **NPPF as a whole**. The tilted balance therefore falls in favour of the development.

7.11 The previous Graftons appeal remains a material consideration, but it does not determine the present application. The evidence now before the Council is materially fuller and the planning circumstances have changed, including the current housing-supply position, subsequent appeal decisions at Felbridge and Sayers Common, the evidence concerning the Council's Self-build shortfall and the more comprehensive evidence of settlement form and sustainable accessibility.

7.12 Taken as a whole, the proposal represents a sustainable and appropriately controlled addition to the established group of residential dwellings at Five Cross. The principal adverse consideration is the acknowledged spatial and countryside policy conflict arising from development outside the defined built-up-area boundary and the absence of a DP15 countryside exception, together with the identified locational conflict with AS1 and, to the extent engaged, AS2. On the applicant's primary case **DP12** is complied with through the combination of specific Development Plan support in **DP30** and the absence of unacceptable countryside or landscape harm. Importantly, the acknowledged formal conflict is not accompanied by identified coalescence, landscape, highway, visual or residential-amenity harm. Conversely, the proposal would deliver an immediately available dwelling and a genuine Self-build plot in circumstances of demonstrated housing and Self-build under-provision, within an established group of residential dwellings having realistic access to local services and low carbon sustainable transport alternatives.

7.12.1 Having regard to the Development Plan, the emerging local and national policy considerations, the other material considerations identified in this Statement and, on the present housing land-supply evidence, **paragraph 11(d) of the NPPF**, the adverse impacts of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the Framework as a whole.

7.12.2 The presumption in favour of sustainable development therefore applies and outline planning permission should be granted, subject to appropriate conditions.

Appendix A – West Sussex County Council Highways Pre-Application Response (PRE-33-22), 20 April 2022

WEST SUSSEX COUNTY COUNCIL PRE APPLICATION CONSULTATION

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Graftons Brighton Road Haywards Heath RH17 5SU.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your request for pre-application advice and would provide the following site specific comments.

The LHA provided a highways consultation to the LPA for an outline application with all matters reserved at this site under ref: DM/17/4312. The LHA did not raise any highway safety concerns to the proposal, however the application was refused by the LPA on separate grounds, and subsequently dismissed at appeal.

The proposed site is located on the un-classified Brighton Road, that runs parallel to the A23. This road is subject to National Speed Limit, although due to the no-through nature of the road and the presence of on-street parking, it is not anticipated that vehicles would be travelling at the posted speed limit in this location.

The proposed dwelling will share the existing access onto Brighton Road which currently serves Graftons. Whilst visibility splays have not been demonstrated at the existing access, from an inspection of WSCC mapping, it appears that visibility is sufficient in both directions at this access given the context of the road. The proposal is not anticipated to result in a material intensification of use of the existing access point.

Parking provision for three cars has been demonstrated on the proposed plans, this is considered to be sufficient provision for a three bedroom dwelling in this location. Whilst a turn on site has not been demonstrated, there appears to be sufficient space on site, or within the shared driveway for vehicles to turn and exit onto the public highway in a forward gear.

The site is considered to be relatively isolated from shops and services, not within close proximity to a town centre or village. However, bus stops are located within walking distance of the proposed

dwelling, on the A23, with northbound services accessible via bridge. A petrol station with convenience store is located to the south on the western side of the A23, accessible via street-lit footway. This provides the opportunity for pedestrian or cyclist journeys. Cycling is a viable option within the vicinity for experienced cyclists and the plans demonstrate that cycle storage will be provided for the proposed dwelling. As such, it is considered that residents of the proposed dwelling would be provided with sufficient sustainable transport methods to reduce the reliance upon the private car. It is unclear whether this is proposed within a garage/outbuilding, or secure shed. The applicant would be expected to provide additional details at the full planning stage - cycle storage should be secure and covered.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Mid Sussex Local Plan policy. Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. The plans demonstrate that each of the three proposed parking spaces would be provided with EV charging points, which encourages all vehicles of the proposed dwelling to be electric. This exceeds the minimum standards as set out with the WSCC guidance referenced above.

The Highway Authority would require the following documents to be submitted as part of any future application:

A site location plan scale (1:1250) with site boundary indicated

Schedule of existing uses including planning history with reference numbers

Description, including site layout plans, of the proposed development and schedule of uses

Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated

Reference to supporting national, regional, and local planning documents and policies

Parking strategy, including provision of parking for all modes of transport

Relevant data collected to date

Proposed trip rates supported with TRICS outputs and site selection methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets: <http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf> DMRB supplementary documents CD 109 (Search for "CD 109"): <https://standardsforhighways.co.uk/dmr/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

Appendix A – continued

West Sussex County Council Highways Pre-Application Response (PRE-33-22), 20 April 2022

"X "Distances from the (kerb back) are typically:

2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)

4.5 metres - for busy junctions

9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

20 mph - 25 metres

25 mph - 33 metres

30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

40 mph -120 metres

50 mph -160 metres

60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of

public consultation and ultimately decided by the Local Planning Authority.

Nicola Fry Planning Services

Appendix B – Principal Sources and Decisions

Principal Sources

- Mid Sussex District Plan 2014–2031 (Adopted March 2018).
- Mid Sussex Site Allocations Development Plan Document (Adopted June 2022), including Policy SA38 – Air Quality.
- Ansty, Staplefield and Brook Street Neighbourhood Plan (Made 2 February 2017), including Policy AS2.
- Independent Examiner's Report on the Ansty, Staplefield and Brook Street Neighbourhood Plan, Deborah McCann, 7 October 2016 (including examination of Policies AS1, AS2 and AS3).
- MSDC Planning Position Statement 1: Delivering Sustainable Development in Mid Sussex (December 2025).
- High Weald AONB Management Plan 2024–2029, including the Statement of Significance.
- High Weald AONB Housing Design Guide (2019).
- High Weald National Landscape: Dark Skies Planning Advice Note (2024).
- High Weald National Landscape: Soft Landscaping & Planting Plans in Development Proposals Planning Advice Note (2025).
- GOV.UK, Biodiversity Net Gain: exempt developments (current guidance; 0.2 hectare exemption effective 6 August 2026).
- MSDC Validation Criteria for Planning Applications (Local Requirements), last reviewed September 2024.
- National Planning Policy Framework, current adopted version at the date of determination.
- Draft National Planning Policy Framework, December 2025, as subsequently updated.
- Mid Sussex District Plan 2021–2039 – Submission / Examination Plan, including the July 2026 Schedule of Main Modifications.
- Mid Sussex Housing Land Supply and Trajectory (H10), July 2026.
- Colwell Farm, Lewes Road, Haywards Heath – 5-Year Housing Land Supply Statement of Common Ground with MSDC, 16 June 2026 (PINS ref. 6005786).
- Mid Sussex Design Guide SPD (2020).
- Planning Noise Advice Document: Sussex (November 2023)
- DEFRA, Road Noise - All Metrics - England Round 4, including the site-specific LAeq,16h and Ln1ght GeoTIFF cells.
- Department for Transport, Manual for Streets (2007).
- Self-build and Custom Housebuilding Act 2015, as amended by the Housing and Planning Act 2016.
- Planning Practice Guidance – Self-build and Custom Housebuilding.
- Countryside and Rights of Way Act 2000, section 85(A1), as amended.

- Levelling-up and Regeneration Act 2023, section 123 – Duty to grant sufficient planning permission for self-build and custom housebuilding..
- MHCLG/DLUHC, Self-build and Custom Housebuilding Data Release – current guidance on cumulative demand and base periods.

Graftons and Site-Specific Evidence

- DM/17/4312, Graftons, Brighton Road, Warninglid.
- APP/D3830/W/17/3192105, Graftons – appeal decision, 8 May 2018.
- DM/20/4586, MSDC pre-application advice.
- WSCC PRE-33-22, Highway Authority pre-application advice, 20 April 2022.
- DM/22/2204, Graftons, Brighton Road, Warninglid.
- APP/D3830/W/23/3316817, Graftons – appeal decision, 22 May 2023.
- DM/24/0901, 1 Highfields, Brighton Road, Warninglid - delegated report and decision, 16 July 2024.

Relevant Appeal Decisions

- APP/D3830/W/16/3143112, Tanyards Lane, Staplefield.
- APP/D3830/W/22/3302665, Home Wood, Slugwash Lane.
- APP/D3830/W/25/3361729, Sayers Common.
- APP/D3830/W/25/3373757, Land North of Felbridge Road, Felbridge.
- APP/D3830/W/25/3367543, Coombe Hill Road, East Grinstead

Principal Legal Authorities

- *North Wiltshire District Council v Secretary of State for the Environment* (1993) 65 P&CR 137.
- *DLA Delivery Ltd v Baroness Cumberlege* [2018] EWCA Civ 1305.
- *Braintree District Council v SSCLG* [2018] EWCA Civ 610.
- *City & Country Bramshill Ltd v SSHCLG* [2021] EWCA Civ 320.
- *Dover District Council v CPRE Kent* [2017] UKSC 79.
- *Monkhill Ltd v SSHCLG* [2021] EWCA Civ 74.
- *New Forest National Park Authority v SSHCLG* [2025] EWHC 726 (Admin).
- *Wadhurst Parish Council v SSHCLG* [2025] EWHC 1735 (Admin).
- *R (CPRE Kent) v SSHCLG* [2025] EWHC 1781 (Admin).

Appendix C

Noise Technical Note: Proposed Self-build Dwelling at Graftons

Key site-specific evidence

Proposed dwelling centre	51.014001, -0.195855
Approx. footprint	1,500 ft ² (approx. 139 m ²)
DEFRA daytime road noise	66.58 dB LAeq,16h (07:00-23:00)
DEFRA night-time road noise	59.67 dB Lnight (23:00-07:00)

1. Purpose and scope

This note considers whether existing road traffic noise from the A23 represents an in-principle constraint to a single new dwelling at Graftons. The application is at outline stage, so the final siting, orientation, internal layout, glazing, ventilation strategy and detailed treatment of private amenity space have not yet been fixed. The appropriate question at this stage is therefore whether satisfactory residential conditions are capable of being achieved through established acoustic design and mitigation.

2. Existing noise environment

The A23 is acknowledged as the principal existing noise source. DEFRA's Road Noise - All Metrics - England Round 4 strategic mapping provides Government-modelled annual-average road traffic noise levels on a 10 m grid. The relevant grid cell is centred approximately 6.7 m from the proposed dwelling centre and records 66.58 dB LAeq,16h during the daytime and 59.67 dB Lnight during the night. These are location-specific strategic mapping values, not short-duration spot readings.

DEFRA strategic mapping is modelled evidence rather than a calibrated site survey. It represents long-term annual-average conditions at a standard modelling height and is therefore appropriately treated as a conservative design basis at outline stage, not as a prediction of the exact level at every façade. Final conditions will also reflect siting, orientation, building form, local screening and detailed design. The data nevertheless provide a substantive site-specific basis for testing whether road noise presents an in-principle constraint.

3. Mitigation and acoustic design

National Planning Practice Guidance requires noise-sensitive development to consider the prevailing acoustic environment and recognises good acoustic design, layout, building-envelope sound insulation and planning conditions as legitimate means of mitigation. BS 8233:2014 is specifically identified in that guidance as a relevant standard for residential acoustic design. The same guidance also cautions that numerical criteria should not be treated as fixed thresholds that must be achieved in every circumstance.

For a single dwelling, the available mitigation is conventional and can include:

- orientation and internal arrangement of noise-sensitive rooms;
- appropriately specified acoustic glazing;
- noise-attenuating background ventilation so satisfactory ventilation need not depend on open windows;
- appropriate external wall and roof construction; and
- placing and screening the principal private amenity area on the quieter side of the dwelling where practicable.

Appendix C - continued

Noise Technical Note: Proposed Self-build Dwelling at Graftons

The Government's Approved Document F guidance expressly recommends noise-attenuating background ventilators for façades facing noisy environments. Mid Sussex District Council also publishes the Planning Noise Advice Document: Sussex, which recognises the need to assess noise-sensitive development and to mitigate and minimise adverse noise effects. Relevant local decision-making includes MSDC application DM/18/2342 (Land rear of Friars Oak, Hassocks), where transport noise was addressed through acoustic performance/mitigation requirements rather than treated as an automatic bar to housing.

A particularly relevant local comparator is 1 Highfields, Brighton Road (DM/24/0901), close to Graftons on the same A23/Brighton Road corridor. MSDC's delegated report expressly identifies the A23 to the west, applies Policy DP26 to the amenity of future occupants including noise, and concludes that the dwellings would provide a good standard of accommodation and that significant harm to future residential amenity could not be demonstrated. The Highfields permission concerned replacement of established residential structures and is therefore not relied upon as a precedent for the principle of a new countryside dwelling. It is, however, directly relevant local context showing that MSDC has recently accepted new permanent dwellings in this immediate A23 noise environment without treating road traffic noise as an in-principle bar to residential occupation.

4. Outline planning position

The DEFRA data demonstrate that noise is a known and quantifiable site characteristic; they do not indicate that residential development is inherently incapable of mitigation. On the contrary, using the mapped values as a conservative design basis means the proposal can be developed from the outset with appropriate acoustic protection in mind. Because the application is outline, a final glazing, ventilation and building-fabric specification cannot sensibly be fixed until the detailed dwelling design is known. A proportionate approach is therefore to establish the principle now and, if the Local Planning Authority considers further verification necessary, secure a detailed acoustic assessment and final mitigation specification by condition at the detailed-design stage.

5. Conclusion

Road traffic noise from the A23 is acknowledged and has been quantified using site-specific DEFRA strategic mapping. The mapped levels are appropriately treated as a conservative design basis and require acoustic consideration, but they are not evidence that the site is unsuitable for residential use. Established national guidance and conventional residential construction provide clear means of mitigation, and the final dwelling can be specifically designed to respond to the prevailing acoustic environment. **There is therefore no identified evidence that an acceptable residential environment cannot be achieved.**

Noise should accordingly be treated as a manageable design consideration, rather than an in-principle reason for refusing the proposed dwelling.

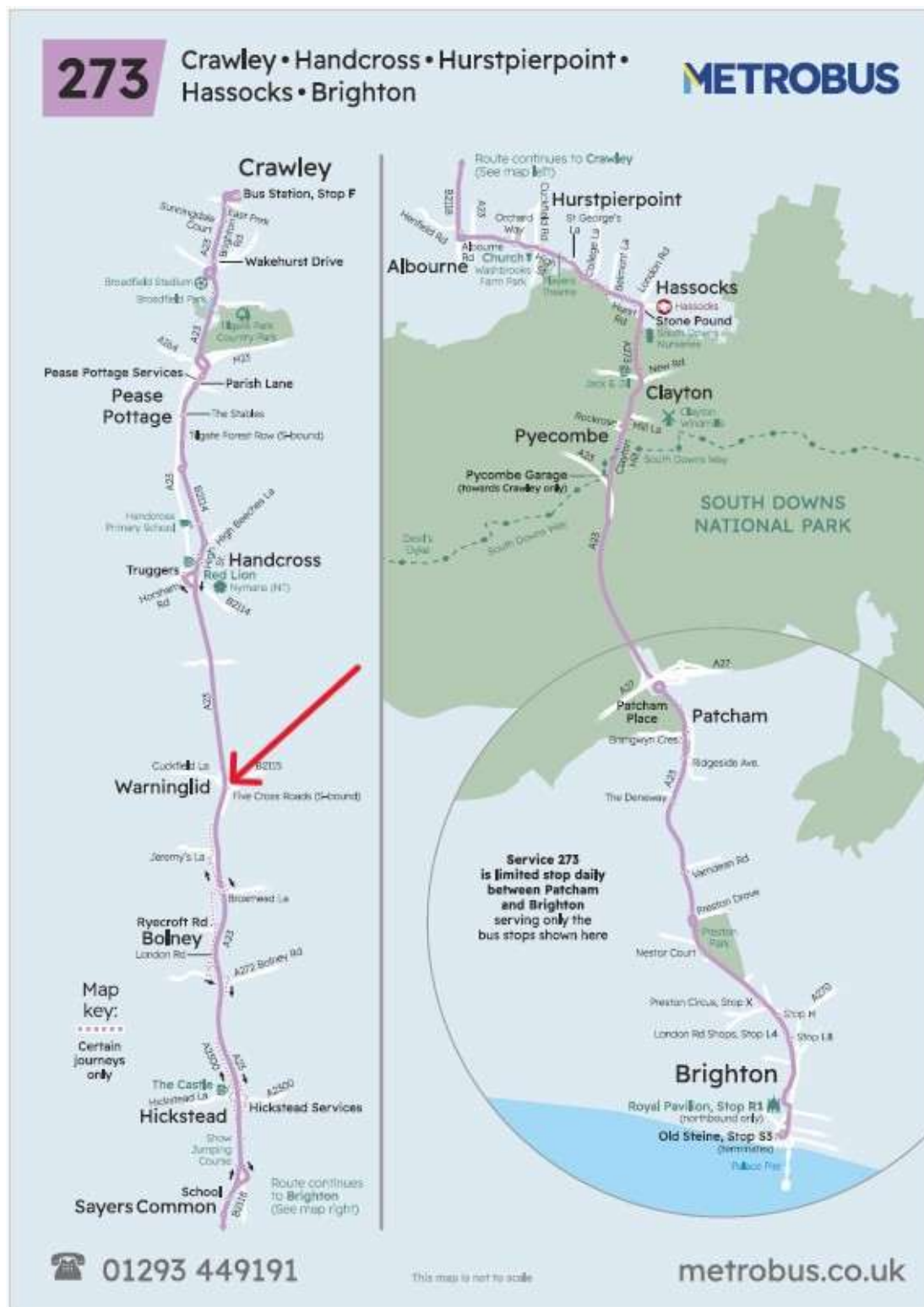
Evidence sources

1. DEFRA - Road Noise - All Metrics - England Round 4 (site-specific LAeq,16h and Lnight GeoTIFF cells).
2. [Planning Practice Guidance - Noise \(GOV.UK\)](#)
3. [Planning Noise Advice Document: Sussex - Mid Sussex District Council](#)
4. [Approved Document F, Volume 1: Dwellings - GOV.UK](#)
5. [Approved Document F FAQs - noise-attenuating background ventilators](#)
6. [BS 8233:2014 - Guidance on sound insulation and noise reduction for buildings](#)
7. MSDC delegated report - DM/24/0901, 1 Highfields, Brighton Road, Warninglid

Appendix D

Low Carbon Public Transport: Route Maps and Timetables

Metrobus 273 Route Map



Appendix D - continued

Low Carbon Public Transport: Route Maps and Timetables

Metrobus 273 Timetable – Southbound

273

Crawley • Handcross • Hassocks • Brighton

Crawley

Pease Pottage

Handcross

Bolney

Hickstead

Sayers Common

Albourne

Hurstpierpoint

Hassocks

Patcham

Brighton

Certain journeys only

Limited stop

Talking bus

Daily

from 9th May 2026

Including selected journeys on Service 271.

Mondays to Fridays

Code.....	SDO	NSD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										</
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Appendix D - continued

Low Carbon Public Transport: Route Maps and Timetables

Metrobus 273 Timetable – Northbound

Brighton • Hassocks • Handcross • Crawley														
Brighton Patcham Hassocks Hurstpierpoint Albourne Sayers Common Hickstead Bolney Handcross Pease Pottage Crawley														
Limited stop Certain journeys only Including selected journeys on Services 271 and 272														
Mondays to Fridays														
Service	273	273	273	273	273	273	273	273	273	273	273	273	273	273
Brighton Royal Pavilion, Stop R1	0628	0726	0900	1020	1120	1220	1320	1420	1540	1700	1755	1855	1945	2035
Patcham Patcham Place	0640	0742	0916	1034	1134	1234	1334	1434	1557	1717	1811	1909	1957	2047
Pyecombe Garage	0644	0746	0920	1038	1138	1238	1338	1438	1601	1721	1817	1914	2001	2051
Hassocks Stone Pound	0649	0753	0925	1043	1143	1243	1343	1443	1606	1726	1822	1919	2006	2056
Hurstpierpoint Church	0654	0758	0930	1048	1148	1248	1348	1448	1611	1731	1827	1924	2011	2101
Albourne	0658	0802	0934	1052	1152	1252	1352	1452	1615	1735	1831	1927	2014	2104
Sayers Common School	0701	0805	0937	1055	1155	1255	1355	1455	1618	1738	1834	1930	2017	2107
Hickstead The Castle	↓	0808	↓	1058	↓	↓	1358	↓	↓	↓	1837	↓	↓	↓
Bolney Ryecroft Road	↓	0812	↓	1101	↓	↓	1401	↓	↓	↓	1841	↓	↓	↓
Handcross Truggers	0711	0819	0947	1108	1205	1305	1408	1505	1628	1748	1848	1939	2026	2116
Pease Pottage Services	0716	0825	0953	1114	1211	1311	1414	1511	1634	1754	1854	1944	2031	2121
Brighton Road Wakehurst Drive	0720	0832	0957	1118	1215	1315	1418	1515	1639	1759	1858	1948	2035	2125
Crawley Bus Station	0725	0837	1002	1123	1220	1320	1423	1520	1644	1804	1903	1952	2039	2129
Saturdays														
Service	273	273	273	273	273	273	273	273	273	273	273	273	273	273
Brighton Royal Pavilion, Stop R1	0730	0905	1020	1120	1220	1320	1420	1520	1630	1740	1855	1945	2035	2125
Patcham Patcham Place	0742	0919	1035	1135	1235	1335	1435	1535	1645	1755	1909	1957	2047	2137
Pyecombe Garage	0746	0923	1039	1139	1239	1339	1439	1539	1649	1759	1915	2001	2051	2141
Hassocks Stone Pound	0750	0928	1044	1144	1244	1344	1444	1544	1654	1804	1918	2006	2056	2146
Hurstpierpoint Church	0755	0933	1049	1149	1249	1349	1449	1549	1659	1809	1923	2011	2101	2191
Albourne	0759	0937	1053	1153	1253	1353	1453	1553	1703	1813	1926	2014	2104	2194
Sayers Common School	0802	0940	1056	1156	1256	1356	1456	1556	1706	1816	1929	2017	2107	2197
Hickstead The Castle	↓	↓	1059	↓	↓	1359	↓	1559	↓	1819	↓	↓	↓	↓
Bolney Ryecroft Road	↓	↓	1103	↓	↓	1403	↓	1603	↓	1823	↓	↓	↓	↓
Handcross Truggers	0812	0950	1110	1206	1306	1410	1506	1610	1716	1830	1938	2026	2116	2206
Pease Pottage Services	0817	0956	1116	1212	1312	1416	1512	1616	1722	1835	1943	2031	2121	2211
Brighton Road Wakehurst Drive	0821	1000	1120	1216	1316	1420	1516	1620	1726	1839	1947	2035	2125	2215
Crawley Bus Station	0826	1005	1125	1221	1321	1425	1521	1625	1731	1844	1951	2039	2129	2219
Sundays and Public Holidays														
Service	273	273	273	273	273	273	273	273	273	273	273	273	273	273
Brighton Royal Pavilion, Stop R1	1010	1140	1240	1340	1510	1610	1740	1838						
Patcham Patcham Place	1024	1154	1254	1354	1524	1624	1754	1855						
Pyecombe Garage	1028	1158	1258	1358	1528	1628	1758	1859						
Hassocks Stone Pound	1032	1202	1302	1402	1532	1632	1802	1904						
Hurstpierpoint Church	1037	1207	1307	1407	1537	1637	1807	↓						
Albourne	1041	1211	1311	1411	1541	1641	1811	↓						
Sayers Common School	1044	1214	1314	1414	1544	1644	1814	↓						
Handcross Truggers	1053	1223	1323	1423	1553	1653	1823	↓						
Pease Pottage Services	1059	1229	1329	1429	1559	1659	1829	↓						
Brighton Road Wakehurst Drive	1103	1233	1333	1433	1602	1702	1832	↓						
Crawley Bus Station	1107	1237	1337	1437	1606	1706	1836	2016						

Service 273 is limited stop daily between Brighton and Patcham serving these bus stops only: Old Steine Stop D, London Road Shops, Preston Circus, Nestor Court, Preston Drive, Vardean Road, The Deneway, Ridgeside Avenue, Brangwyn Crescent and Patcham Place.

Service 273 is partly supported by  and 

CODE:
p Serves Pease Pottage Black Swan, not Pease Pottage Services.

01293 449191 **METROBUS** metrobus.co.uk

Appendix D - continued

Low Carbon Public Transport: Route Maps and Timetables

Metrobus Network Route Map



Appendix D - continued

Low Carbon Public Transport: Route Maps and Timetables

Compass Travel 89 Timetable

Horsham - Warminglid - Cuckfield - Haywards Heath - Franklands Village Includes 62 between Cuckfield, Haywards Heath and Franklands Village									
Mondays to Fridays (except Public Holidays)									
	Sch 89	H 89	Tu/Th 62	MWF 89	Tu/Th 62	MWF 89	Tu/Th 62	Sch 89	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
Warminglid, Half Moon	0810	0825		1116		1331			1655
Warminglid, Five Cross Roads	0813	0828		1119		1334			1658
Bolney, The Street	0820	0833		1124		1339			1703
Ansty Cross	0825	0838	B	1129	C	1344	C		1708
Cuckfield, High Street	0829	0841	0916	1132	1132	1347	1347		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	
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
Warminglid, 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

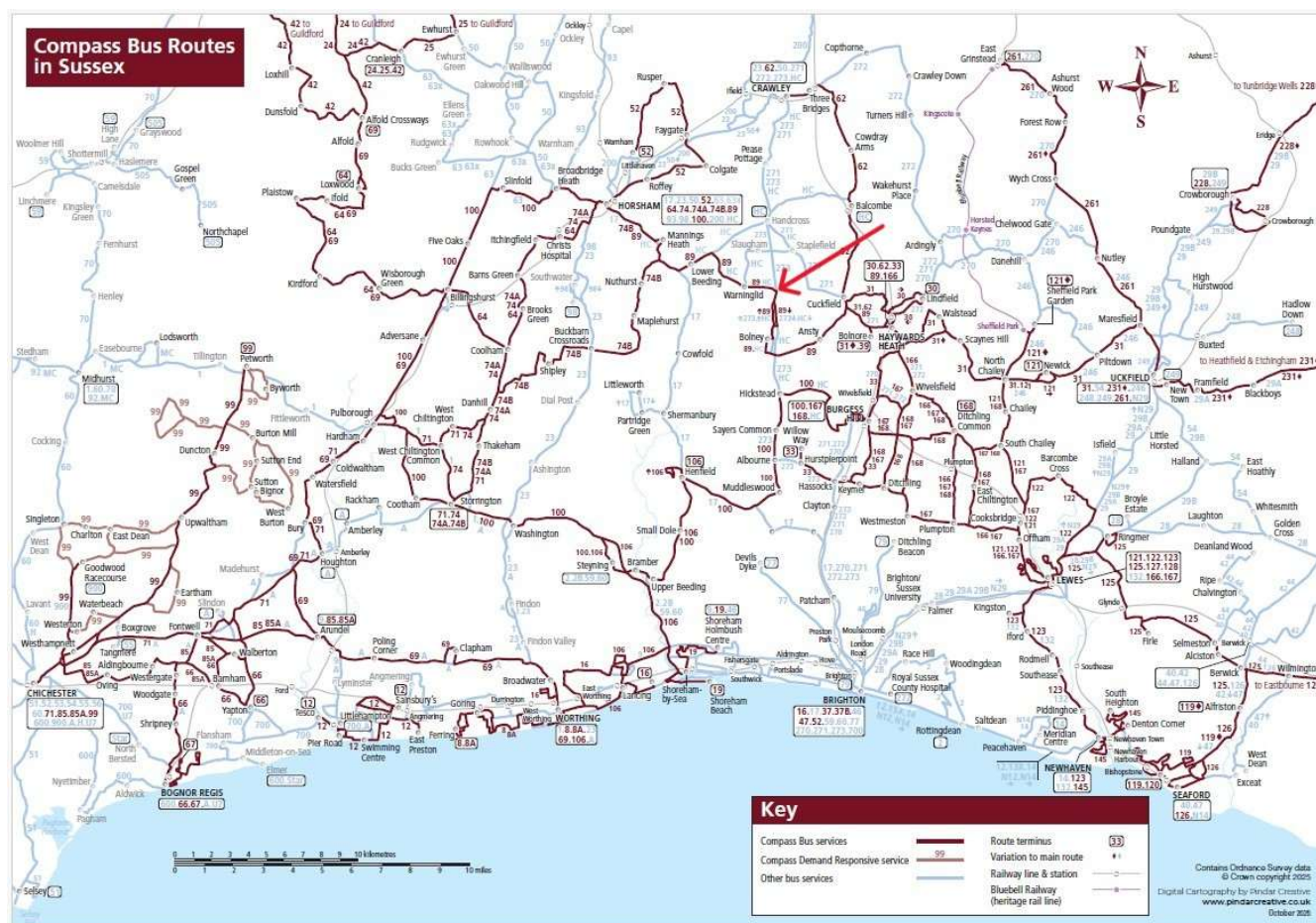
B - Operates to or from Balcombe (see 62 service)
C - Operates to or from Balcombe & Crawley (see 62 service)
MWF - Operates Mondays, Wednesdays & Fridays only
Tu/Th - Operates Tuesdays & Thursdays only
Sch - Operates Schooldays only
H - Operates School Holidays only
R - Serves this point only if requested by passengers already on the bus

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Appendix D - continued

Low Carbon Public Transport: Route Maps and Timetables

Compass Travel Network Route Map



Appendix D - continued

Low Carbon Public Transport: Route Maps and Timetables

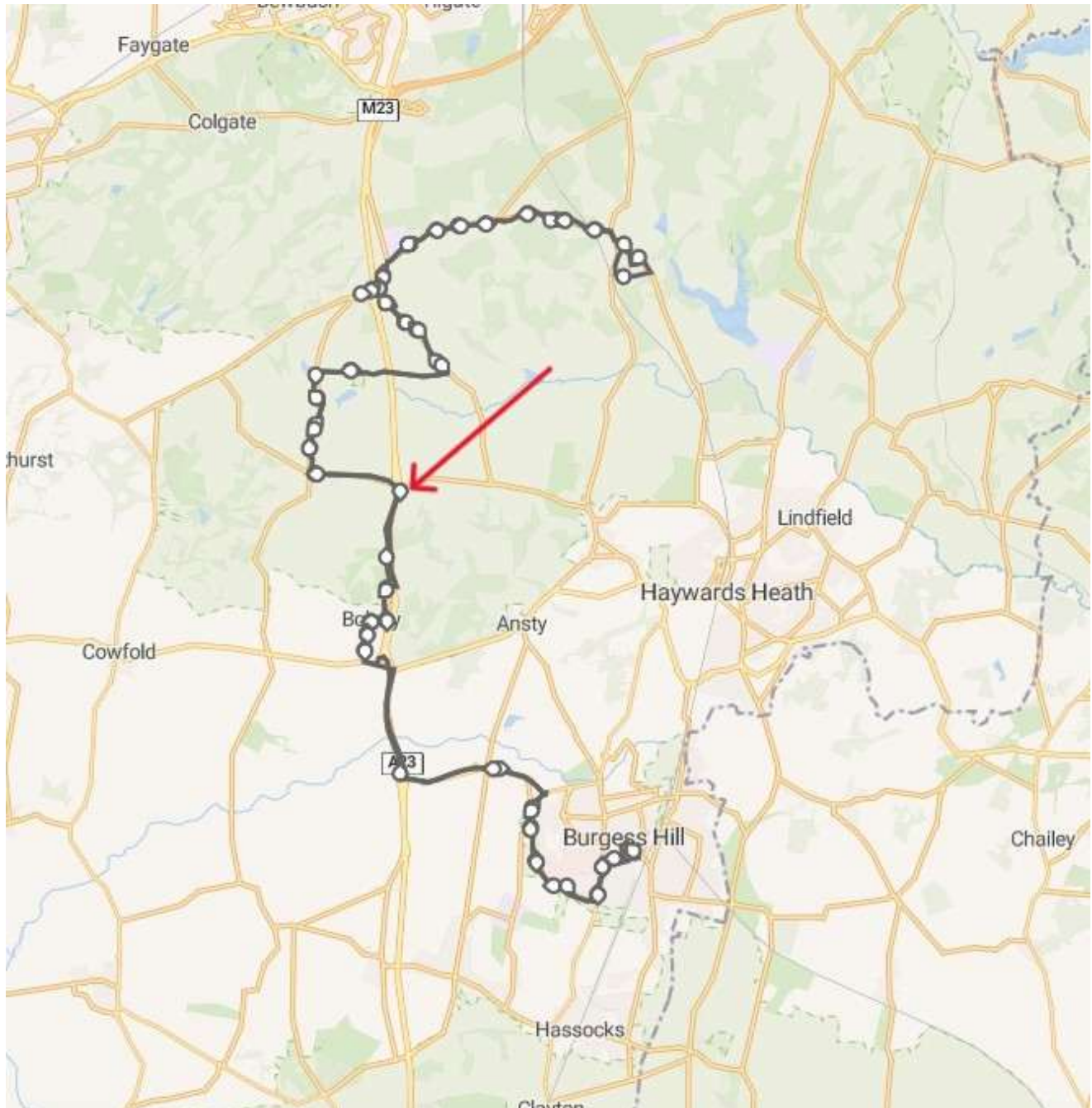
Handcross Community Bus Service 2 Timetable

Serving: Balcombe, Bolney, Broadfield, Burgess Hill, Colgate, Handcross, Horsham, Lower Beeding, Pease Pottage, Plummers Plain, Slaughtam, Staplefield and Warninglid		
Route 1 - MONDAYS - Balcombe - Handcross - Horsham and return		
Balcombe, Half Moon	0930	1300 Surgery
Balcombe Newlands	0935	1255
Balcombe, Surgery	0940	1252 Half Moon
Handcross, High St	0950	1243
Handcross, Royal Oak	0955	1240
Plummers Plain, Garage	1000	1235
Lower Beeding, Church	1002	1233
Horsham, Carfax	1015	1220
	OUT	RETURN
Route 6 - WEDNESDAYS - Bolney - Villages - Handcross - Colgate, Horsham and return		
Slaughtam, Church	0947	1258
Staplefield, Victory Inn	0950	1255
Staplefield, Jolly Tanners	0952	1253
Handcross, Red Lion	0955	1250
Handcross, High St	0957	1248
Handcross, School/Surgery	0958	1247
Pease Pottage, Black Swan	1005	1240
Colgate, The Dragon	1010	1235
Horsham, Carfax	1025	1220
	OUT	RETURN
Route 2 - THURSDAYS - Balcombe - Handcross - Bolney - Burgess Hill and return		
Balcombe, Half Moon	1400	1715 Surgery
Balcombe, Newlands	1405	1711
Balcombe, Surgery	1410	1708 Half Moon
Handcross, High St	1420	1658
Handcross, Royal Oak	1424	1656
Handcross, Red Lion	1426	1654
Bolney, Top Street	1435	1645
Bolney, Drovers	1438	1643
Bolney, Eight Bells	1439	1642
Burgess Hill, Tesco	1450	1631
Burgess Hill, High St	1455	1625
	OUT	RETURN
Route 4 - FRIDAYS - Pease Pottage, Handcross - Villages - Horsham and return		
Pease Pottage, Black Swan	0945	1310
Handcross, School/Surgery	0948	1308
Handcross, High St	0950	1305
Handcross, Royal Oak	0955	1300
Handcross, Red Lion	0957	1258
Staplefield, Jolly Tanners	1000	1253
Staplefield, Victory Inn	1002	1252
Slaughtam Church	1005	1250
Warninglid, Half Moon	1009	1246
Plummers Plain, Garage	1013	1242
Lower Beeding, Church	1015	1240
Horsham, Carfax	1028	1230
	OUT	RETURN
Route 3 - FRIDAYS - Slaughtam - Staplefield - Handcross - Balcombe - Haywards Heath		
Slaughtam, Church	1345	1650
Staplefield, Victory Inn	1348	1647
Staplefield, Jolly Tanners	1350	1645
Handcross, Red Lion	1353	1642
Handcross, High St	1355	1640
Balcombe, Half Moon	1402	1625 Newlands
Balcombe, Newlands	1405	1627 Surgery
Balcombe, Surgery	1410	1630 Half Moon
Haywards Heath, Perry Mount Rd For Sainsbury's by request, Waitrose and Railway Station*	1420	1615
Haywards Heath, South Rd	1425	1610 WH Smith
Haywards Heath, PRH	1430	1605
	OUT	RETURN
*Stop on request at Sainsbury's, add 4 minutes to all subsequent timings + Not Good Friday or Christmas/Boxing Day		
For more information contact: 01444 400212		

Appendix D - continued

Low Carbon Public Transport: Route Maps and Timetables

Handcross Community Bus Service 2 Route Map



Appendix D - continued

Low Carbon Public Transport: Route Maps and Timetables

Extract from National Rail All Stations Route Map – Onward Rail Connections



Source: National Rail All Stations Route Map, 17 July 2026