

Supplementary Planning Note

Graftons

Brighton Road

Warninglid

RH17 5SU



August 2026

Supplementary Planning Note August 2026 National Planning Policy Framework

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1. Introduction

- 1.1 The Planning Statement ref. PS-14082026 accompanying this application was prepared immediately before publication of the revised National Planning Policy Framework on 17 August 2026.
- 1.2 This note updates the National Planning Policy Framework position only. The factual and technical evidence already submitted remains relied upon.
- 1.3 NPPF Annex A confirms that the policies in the revised Framework apply to decision-making from the date of publication and that development plan policies, or parts of policies, which are materially inconsistent with the national decision-making policies should be given very limited weight.

2. Development Outside Settlements – Policies S3 and S5

- 2.1 **Policy S3** establishes the presumption in favour of sustainable development and directs proposals outside settlements to be considered under **Policy S5**.
- 2.2 **Policy S5(1)(e)** now expressly provides for limited infilling within groups of houses, with such development to be approved unless its benefits are substantially outweighed by adverse effects when assessed against the national decision-making policies.
- 2.3 The proposal is for a single dwelling within the established Five Cross residential group of dwellings and is considered to constitute limited infilling within that group for the purposes of S5(1)(e).
- 2.4 **Policy S5(3)** further clarifies that an isolated home is one lying outside both a settlement and a group of houses. The application site forms part of an established group of houses and should not therefore be regarded as an isolated dwelling in the countryside.
- 2.5 The Council's acknowledged housing land supply shortfall is also relevant to **S5(1)(j)**, which recognises the absence of a five-year housing land supply as evidence of unmet housing need.

3. Self-Build Housing Need – Policies HO1 and HO7

- 3.1 **Policy HO1(2)(i)** expressly recognises people wishing to commission or build their own homes as a group whose accommodation needs should be assessed.
- 3.2 **Policy HO7** requires substantial weight to be given to the benefits of homes which contribute towards meeting evidenced accommodation needs, including the groups identified under HO1.
- 3.3 The proposed dwelling would be secured as self-build housing. The recent Felbridge appeal findings concerning MSDC's unmet statutory self-build obligations therefore remain directly relevant to the weight to be afforded to this benefit.

4. Proportionate Decision-Making – Policies DM1 and DM3

- 4.1 **Policies DM1 and DM3** require a proportionate approach to the information and assessment necessary for development proposals.
- 4.2 This application concerns a single dwelling in outline form. The information submitted is sufficient to establish whether development is acceptable in principle, with detailed matters capable of being addressed through reserved matters and, where appropriate, planning conditions.

5. Sustainable Transport – Policy TR3

- 5.1 Policy TR3(2) provides that the Government Connectivity Tool should be used alongside other relevant quantitative or qualitative evidence when assessing the connectivity of locations proposed for development. The Tool has therefore been applied to the application site.
- 5.2 The site falls within the ONS/DfT classification "Rural Hamlets and Isolated Dwellings". DfT guidance records an average overall Connectivity Tool score of 22.4 for locations within this category. The application site extends across two adjoining 100 m grid squares recording overall scores of 18 and 19 respectively. While below the average for this rural category, the scores are more appropriately interpreted in this rural context than against the national distribution.

Source: DfT Connectivity Tool Lite, "Interpreting Connectivity Scores and the Connectivity Matrix".

- 5.3 For clarity, “Rural Hamlets and Isolated Dwellings” is an ONS statistical classification used by DfT for comparative purposes and does not determine whether the proposal constitutes an isolated home for the purposes of NPPF Policy S5(3).
- 5.4 DfT guidance further confirms that Connectivity Tool scores are comparative rather than an absolute assessment of development sustainability and should be considered alongside local evidence, site knowledge and professional judgement. The detailed evidence submitted with the application demonstrates the actual public transport, walking and cycling opportunities and access to local services available from the site and should therefore be considered alongside the Tool assessment, as expressly required by TR3(2).
- 5.5 A single dwelling would in any event generate a very limited level of additional movement.

6. High Weald National Landscape – Policy N4

- 6.1 **Policy N4** requires development within Protected Landscapes to be limited in scale and extent and sensitively located and designed to avoid harm, with substantial weight given to conserving and enhancing natural beauty.
- 6.2 The proposal is for a single dwelling with detailed design reserved. The evidence already submitted demonstrates that a sensitively designed dwelling can be accommodated without harm to the statutory purposes or special qualities of the High Weald National Landscape.

7. Conclusion

- 7.1 The August 2026 NPPF materially strengthens the national policy support for the proposed development.
- 7.2 In particular, **S5** expressly provides for limited infilling within groups of houses; **HO7** requires substantial weight to be given to meeting evidenced accommodation needs including self-build need; **DM1 and DM3** require a proportionate approach to a small-scale outline proposal; and **TR3** requires the Connectivity Tool to be considered alongside the detailed site-specific transport evidence.
- 7.3 The proposal is for a single self-build dwelling within the established Five Cross group of houses, would contribute towards an evidenced self-build need, would generate only a very limited level of movement, and can be accommodated without harm to the statutory purposes or special qualities of the High Weald National Landscape.
- 7.4 Taken together, the revised national policies provide clear support for the development in principle, and the proposal should therefore be approved unless its identified benefits are substantially outweighed by adverse effects when assessed against the applicable national decision-making policies.

26th August 2026

Appendix A

Connectivity Score for Square ID 526650-125350

[Connectivity Tool \(/\)](#) > [Map \(/app\)](#) > Score breakdown

Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores) for guidance

Square ID 526650_125350

Local authorities Mid Sussex
West Sussex

Latitude 51.013593

Longitude -0.195925



Overall

Type	National score	National Distribution
Overall (except driving)	18	Lowest (0-10%)
Public transport	22	Lowest (0-10%)
Walking	8	Lowest (0-10%)
Cycling	38	Lowest (0-10%)
Driving	73	Lowest (0-10%)

Education

Type	National score	National Distribution
Overall (except driving)	9	Lowest (0-10%)
Public transport	15	Lowest (0-10%)
Walking	2	Lowest (0-10%)
Cycling	22	Lowest (0-10%)
Driving	56	Lowest (0-10%)

Leisure

Type	National score	National Distribution
Overall (except driving)	19	Lowest (0-10%)
Public transport	22	Lowest (0-10%)
Walking	12	Lowest (0-10%)
Cycling	35	Lowest (0-10%)
Driving	70	Lowest (0-10%)

Health

Type	National score	National Distribution
Overall (except driving)	7	Lowest (0-10%)
Public transport	13	Lowest (0-10%)
Walking	0	Lowest (0-10%)
Cycling	11	Lowest (0-10%)
Driving	57	Lowest (0-10%)

Shopping

Type	National score	National Distribution
Overall (except driving)	10	Lowest (0-10%)
Public transport	15	Lowest (0-10%)
Walking	3	Lowest (0-10%)
Cycling	18	Lowest (0-10%)
Driving	70	Lowest (0-10%)

Residential

Type	National score	National Distribution
Overall (except driving)	30	Lowest (0-10%)
Public transport	32	Lowest (0-10%)
Walking	22	Lowest (0-10%)
Cycling	56	Very low (10-20%)
Driving	87	Slightly below average (40-50%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	29	Lowest (0-10%)
Public transport	30	Lowest (0-10%)
Walking	13	Lowest (0-10%)
Cycling	47	Very low (10-20%)
Driving	78	Slightly below average (40-50%)

Appendix B

Connectivity Score for Square ID 526650-125450

[Connectivity Tool \(/\)](#) > [Map \(/app\)](#) > Score breakdown

Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores) for guidance

Square ID 526650_125450

Local authorities Mid Sussex
West Sussex

Latitude 51.014492

Longitude -0.195890



Overall

Type	National score	National Distribution
Overall (except driving)	19	Lowest (0-10%)
Public transport	23	Lowest (0-10%)
Walking	9	Lowest (0-10%)
Cycling	39	Lowest (0-10%)
Driving	75	Very low (10-20%)

Education

Type	National score	National Distribution
Overall (except driving)	9	Lowest (0-10%)
Public transport	16	Lowest (0-10%)
Walking	2	Lowest (0-10%)
Cycling	24	Lowest (0-10%)
Driving	59	Lowest (0-10%)

Leisure

Type	National score	National Distribution
Overall (except driving)	20	Lowest (0-10%)
Public transport	23	Lowest (0-10%)
Walking	14	Lowest (0-10%)
Cycling	38	Lowest (0-10%)
Driving	72	Lowest (0-10%)

Health

Type	National score	National Distribution
Overall (except driving)	8	Lowest (0-10%)
Public transport	13	Lowest (0-10%)
Walking	0	Lowest (0-10%)
Cycling	12	Lowest (0-10%)
Driving	59	Lowest (0-10%)

Shopping

Type	National score	National Distribution
Overall (except driving)	10	Lowest (0-10%)
Public transport	15	Lowest (0-10%)
Walking	3	Lowest (0-10%)
Cycling	19	Lowest (0-10%)
Driving	72	Lowest (0-10%)

Residential

Type	National score	National Distribution
Overall (except driving)	31	Lowest (0-10%)
Public transport	33	Lowest (0-10%)
Walking	24	Lowest (0-10%)
Cycling	57	Very low (10-20%)
Driving	87	Slightly below average (40-50%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	30	Lowest (0-10%)
Public transport	31	Lowest (0-10%)
Walking	15	Lowest (0-10%)
Cycling	48	Very low (10-20%)
Driving	79	Slightly below average (40-50%)