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# **Land at Anscombe Woods, Haywards Heath, West Sussex**

**Draft Framework Travel Plan**

PCD-458-EN-RP-01

Revision 01

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## Contents

1	Introduction .....	4
	Travel Plan Purpose .....	4
	Proposed Development .....	4
	Report structure .....	4
2	Existing Transport Conditions.....	6
	The Site, Local and Surrounding Area .....	6
3	Travel Plan Objectives & Targets .....	9
	Aims and objectives .....	9
	Targets.....	9
4	Proposed Travel Plan Measures .....	10
	Residential .....	10
	Residential Welcome Packs .....	10
	Initiatives to encourage walking and cycling.....	10
	Cycle parking.....	10
	Car Club .....	10
5	Summary and Conclusion.....	11

**Appendix A** – Parking Standards Output

**Appendix B** – Proposed Site Layout

## 1 Introduction

- 1.1 Transport Dynamics has been appointed to provide traffic and transport advice in relation to land at Anscombe Woods Crescent, Colwell Road, Haywards Heath.
- 1.2 This Draft Framework Travel Plan and a Residential Travel Pack Brochure has been produced to persuade future residents to travel making use of public and sustainable modes of transport. In addition both documents, provided voluntarily, support a minor reduction in off-street parking at the application site.

### Travel Plan Purpose

- 1.3 The key aim of this Draft Framework Travel Plan is to encourage future residents to travel to and from the application site using sustainable and public transport modes. Following consultation with Mid Sussex District Council Planning Department it has been agreed that a lower level of parking can be provided along with the implementation of a Travel Plan at the application site. A total of 13 parking spaces are proposed being a slight reduction on West Sussex County Council's Parking SPD Policy PBZ3 and the Mid Sussex District Council's Parking Calculator. Outputs are provided at **Appendix A**.

### Proposed Development

- 1.4 Two buildings are proposed to provide two no. 4 bedroom houses and 6 no. 1 bed apartments (8 units) with associated access, vehicle parking, covered cycle parking, refuse store and woodland management plan at land at Anscombe Woods Crescent, Haywards Heath, West Sussex. A total of thirteen parking spaces will be provided. A proposed plan is provided at **Appendix B**.

### Report structure

- 1.5 Following this introductory section, the remainder of the report is set out as follows:
  - **Section 2: Existing transport conditions** – describes the current site in relation to the transport network and the accessibility by different transport modes.
  - **Section 3: Travel Plan aims, objectives and targets** – sets out the objectives and aims of the document and targets against which the TP will be assessed.
  - **Section 4: Proposed Travel Plan measures** – gives details of the measures that could be implemented as part of the TP to help deliver sustainable patterns of travel.
  - **Section 5: Travel Plan targets and monitoring** – explains how the TP will be monitored and enforced. An action plan is also provided.

- **Section 6: Summary and conclusion** – provides a summary and conclusion.

## 2 Existing Transport Conditions

2.1 This section reviews the existing conditions at and surrounding the site along with the accessibility by non-vehicular modes of transport.

### The Site, Local and Surrounding Area

2.2 The site comprises part of a larger former St Francis Hospital site, the majority of which has been redeveloped. The application site is roughly 'U' shaped and wraps around a residential premises known as 'Larchwood'.

2.3 The site is surrounded by housing development to the north, east, south and west, with Colwell Road immediately adjacent to the western boundary of the site and Bowden Way immediately to the southern boundary. 'The Lodge' is a property to the north-west of the site. A residential development lies to the south of Bowden Way.

2.4 Access to the site is gained from an existing vehicular access off Anscombe Woods Crescent and an area of existing parking is located within the northern part of the site, around an existing and established circular driveway.

### Sustainable Transport Connections

2.5 As detailed previously the site is located 1.2km to the south of the town centre of Haywards Heath. Haywards Heath is a town in the Mid Sussex District of West Sussex. It lies 36 miles south of London, 14 miles north of Brighton and 13 miles south of Gatwick Airport.

2.6 Local facilities, shops and amenities exist along the Wivelsfield Road (B2112), while a nursery, infant school and primary school exist along Colwell Road. Significant town centre facilities and amenities can be found at Haywards Heath.

### Walking

2.7 Walking distances have been set out in 'Guidelines for Providing Journeys on Foot' by the Institution of Highways and Transportation and this states that 2km is a preferred maximum walking distance for commuting and for other locations a distance of 1.2km is stated. Within these distance Haywards Heath town centre, Lindfield and Walstead can be reached. Existing shopping facilities are located in a shorter walking distance. Good practice suggests that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DfT National Travel Survey of 2006 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.

2.8 It is important to create a choice of direct, safe and attractive routes between where people live and

where they need to travel in their day to day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and more vibrant neighbourhoods. The proposal will tie in with existing pedestrian footway networks.

### Cycling

2.9 Cycling has the potential to substitute short car trips, particularly those under 5km and can therefore form part of a larger journey by public transport.

2.10 A distance of 5km is generally accepted as a distance where cycling has the potential to replace short car journeys, for example future residents could reach with ease Haywards Heath National Rail station. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12km per hour and would encompass the whole of Haywards Heath and outlying areas.

2.11 Given how lightly trafficked local roads are there are very limited cycle routes in the immediate area. However local topography is flat and local roads are quiet making cycling a viable option for sustainable travel.

### Bus Services

2.12 The closest bus stop is located 150m from the application site on Wivelsfield Road (B2112). **Table 2.1** below sets out the frequency of services.

**Table 2.1: Bus Services**

Service / Route	Monday to Friday	Saturday	Sunday
40X: Haywards Heath Princess Royal Hospital – Burgess Hill – Brighton Royal Sussex County Hospital	Hourly (Daytime)	N/A	N/A
40: Cuckfield – Brighton	Hourly (Daytime)	Hourly (Daytime)	N/A
166: Lewes – Haywards Heath	Every other hour	N/A	N/A
270: East Grinstead to Brighton via Haywards Heath	Hourly (Daytime)	Hourly (Daytime)	Every other hour

### National Rail Services

2.13 Haywards Heath train station is located within a 1.2km walk distance to the north of the application site. The station is situated on the London Victoria to Brighton mainline and Thameslink, with rail services operated by Southern and Thameslink.

2.14 Mainline services provide access to London Victoria via key destinations including Gatwick Airport,

East Croydon, London Bridge, London Blackfriars and Clapham Junction. Weekday services between Haywards Heath and London Victoria run from 05:39hrs through to 01:00hrs, generally at a frequency of two trains per hour to/from London Victoria and four trains per hour to/from London Bridge and London Blackfriars. The typical journey time between Haywards Heath and London Victoria is 46 minutes, with services to/from London Blackfriars typically taking 51 minutes.

- 2.15 Mainline services to/from Brighton run at a typical weekday frequency of four trains per hour, with journey times generally between 14 and 20 minutes.
- 2.16 Thameslink services from Haywards Heath operate between Bedford and Brighton, stopping at key destinations including Luton, St Albans, London St Pancras, London Blackfriars, London Bridge and Gatwick Airport. Weekday services to/from Haywards Heath operate between 05:31hrs and 23:59hrs, with a typical frequency of four trains per hour in each direction.

#### Summary

- 2.17 This section has demonstrated that the site offers good accessibility by sustainable modes of transport, with both public transport, cycling and pedestrian linkages being viable. Local Bus and National Rail services also mean that future users of the site will be able to travel in a sustainable manner and will have genuine travel mode choice.

### 3 Travel Plan Objectives & Targets

3.1 This section outlines the overarching objectives and the proposed TP targets.

#### Aims and objectives

3.2 The key aim of this draft framework Travel Plan is to encourage future residents to travel to and from the site using sustainable and public transport modes of travel instead of using private vehicles.

3.3 As the site is located in proximity to public transport services, travel patterns are able to be influenced. Therefore, the main objectives of the TP are:

1. To raise awareness of sustainable modes of travel available to future residents.
2. To minimise the amount of single occupancy vehicle trips to and from the future development.

#### Targets

3.4 Targets are measurable goals by which the progress of the draft framework Travel Plan will be assessed. Targets are essential for monitoring progress and success of the draft framework Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-bound.

3.5 The main target of the TP will be to achieve sustainable and public transport mode share of 20% and a lower domestic vehicle mode share.

## 4 Proposed Travel Plan Measures

4.1 This section sets out a range of draft framework Travel Plan measures which could be implemented at the future development.

### Residential

4.2 The following paragraphs describe a number of initiatives proposed which will provide information about travel options to residents at the development.

#### Residential Welcome Packs

4.3 A Residential Information Pack containing travel information has been produced and will be provided to each household when they occupy the new development.

4.4 Providing such information ensures that residents become aware of the various modes of transport and existing services that are available to them.

4.5 The packs are expected to include the following:

- information on the local amenities and services.
- information on the health benefits of walking and cycling; and
- information on travel planning website services such as West Sussex, TfL and DfT journey planners.

#### Initiatives to encourage walking and cycling

4.6 Walking and cycling are considered the most important modes at a local level, being sustainable and healthy.

#### Cycle parking

4.7 Twelve cycle parking spaces will be provided. Sufficient space has been provided for bicycle parking and manoeuvring and all spaces will be provided in a safe and secure format.

#### Car Club

4.8 Car clubs provide an easily accessible vehicle to their members for short term hire as and when needed and offer an alternative to car ownership, local operators in West Sussex and Haywards Heath include Hertz and Enterprise.

## 5 Summary and Conclusion

- 5.1 This framework draft Travel Plan has been prepared voluntarily to further support the redevelopment of land at Anscombe Woods Crescent, Haywards Heath, West Sussex.
- 5.2 The redevelopment will provide eight residential units both with dedicated electric vehicle charging points and cycle parking.
- 5.3 As the site is well located in relation to public and sustainable transport services this will likely have the greatest influence on travel choices.



## Appendix A

## West Sussex County Council's Parking SPD Policy PBZ3

**Table 2: Residential Parking Demand (spaces per dwelling)**

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

## Mid Sussex District Council Parking Calculator

Ward		District		Parking Behaviour Zone
Haywards Heath Franklands		Mid Sussex		3
<b>Ward Finder</b>				
Postcode	RH16 4UJ	Ward	Haywards Heath Franklands	
Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated	
1	1 to 3	2	2	
2	4	6	8	
3	5 to 6	2	4	
4+	7 or more		0	
<b>Total</b>		10	14	

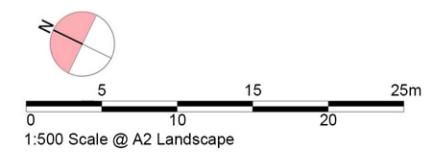
PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	Number of Habitable Rooms	Enter Total Number of Allocated Spaces	Unallocated Parking Demand	Total Parking Required if Design Allocated Used
1	1 to 3	2	1	3
2	4	6	4	10
3	5 to 6	2	2	4
4+	7 or more			
<b>Total</b>		10	7	17

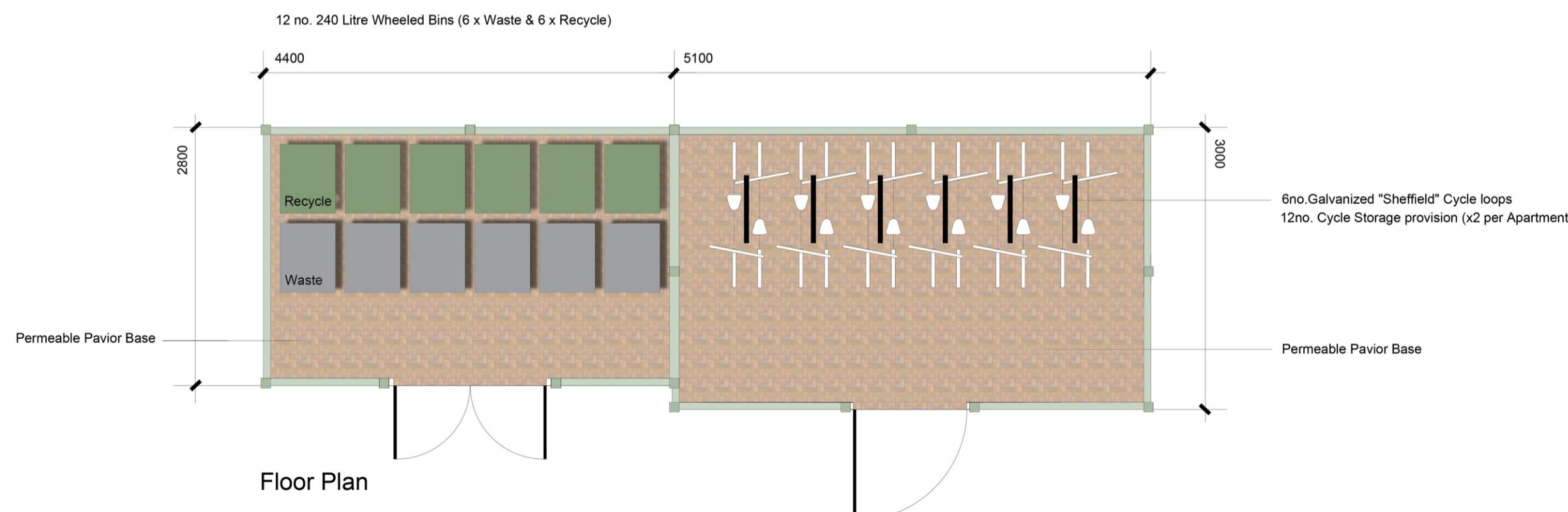
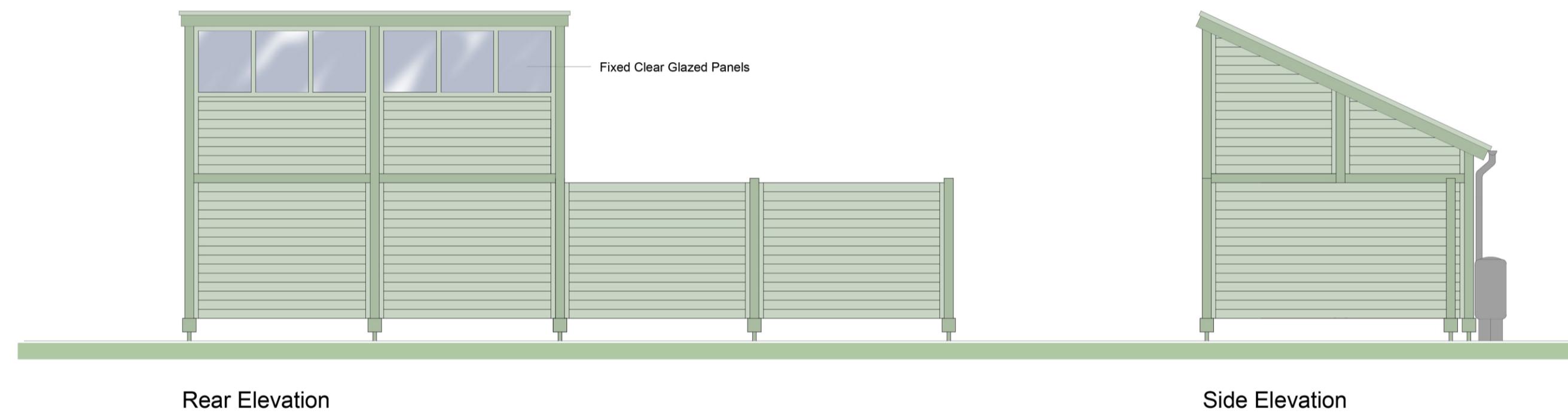
## Appendix B



St Francis Hospital, Colwell Road, Haywards Heath, West Sussex  
Planning Layout

Dwg / no. 696 025 001 / October 2025 / 1:500 Scale @ A2 | landscape





1:50 Scale @ A2 Landscape