TECHNICAL NOTE

Job Name: Land East of Lunce's Hill, Haywards Heath, West Sussex

Job No: 332611520

Note No: 001

Date: September 2025

Prepared By: **B Haydon**

Reviewed By: **N Fern**

Subject: **Transport Addendum Note – in response to West Sussex County Council Highways and West Sussex County Council Waste**

Planning Reference: DM/25/0827

1. Introduction

1.1. Stantec UK Ltd (Stantec) has been appointed by Catesby Strategic Land Limited (The Applicant) to provide transport and highways advice to support an outline application for the Site known as Land East of Lunce's Hill (planning ref. DM/25/0827).

1.2. Since the formal outline planning submission in March 2025, there have been comments received from West Sussex County Council's (WSCC) Highways and Waste teams, both of which are addressed within this note.

1.3. This Note covers the following:

- WSCC Highways comments; and
- WSCC Waste comments.

2. Response to WSCC Highways Comments

2.1. West Sussex County Council's (WSCC) Highways team submitted their formal response to the outline application on 6th May 2025, with the comments reviewed in more detail below.

2.2. This Technical Note is in the same order as the WSCC response, with comments received in *italics* for ease for reading. Responses to each comment are then made.

Site Location and Access

"Because of the presence of the proposed puffin crossing, the speed limit will need to be reduced. As such, the applicant will need to show the extent of any revised (reduced) speed limit along Fox Hill (B2112) and how the extent promoted would meet the requirements of the WSCC Speed Limit Policy."

2.3. Stantec has provided two site access drawings:

i) Updated site access drawing based on the current speed limit;

ii) Additional site access drawing based on extending the 30mph speed limit to just south of the proposed site access including speed reducing measures, should WSCC agree to a speed limit extension.

The two site access drawings are provided in **Appendix A**.

2.4. With reference to WSCC's Speed Limit Policy, the extent promoted would meet the requirements as follows:

i) 30mph speed limit (Table 1) – with reference to the typical functional use under a 30mph speed limit, the B2112 past the site would constitute a 'partially built-up urban area' due to the proposed development and existing developments already built on the western side of the B2112, extending the natural urban area of Haywards Heath. There will also be an increased number of VRU (vulnerable road users) on the B2112.

ii) Speed reducing measures (Table 3) – the proposed site access design includes the following speed reducing measures that are contained within this Policy:

- Gateway feature including traffic signs
- Road markings including speed limit roundels and dragons teeth
- Horizontal deflection including road narrowing and a proposed controlled crossing

2.5. As a separate note, whilst WSCC's Speed Limit Policy would support extending the 30mph speed limit past the proposed crossing and site access along the B2112 due to it being a 'partially built-up urban area', there is no necessity for this reduction to be enforced for the crossing to be introduced.

2.6. DMRB's Standard CD 143 Designing for Walking, Cycling and Horse-Riding states that:

"Stand-alone signal controlled crossings for pedestrians and cyclists shall not be provided where the 85th percentile speed exceeds 50mph."

2.7. The highest 85th percentile speed recorded by the ATCs positioned to the north and south of the proposed Site access location was 49mph, which falls within the 50mph limit of introducing a stand-alone signal controlled pedestrian crossing.

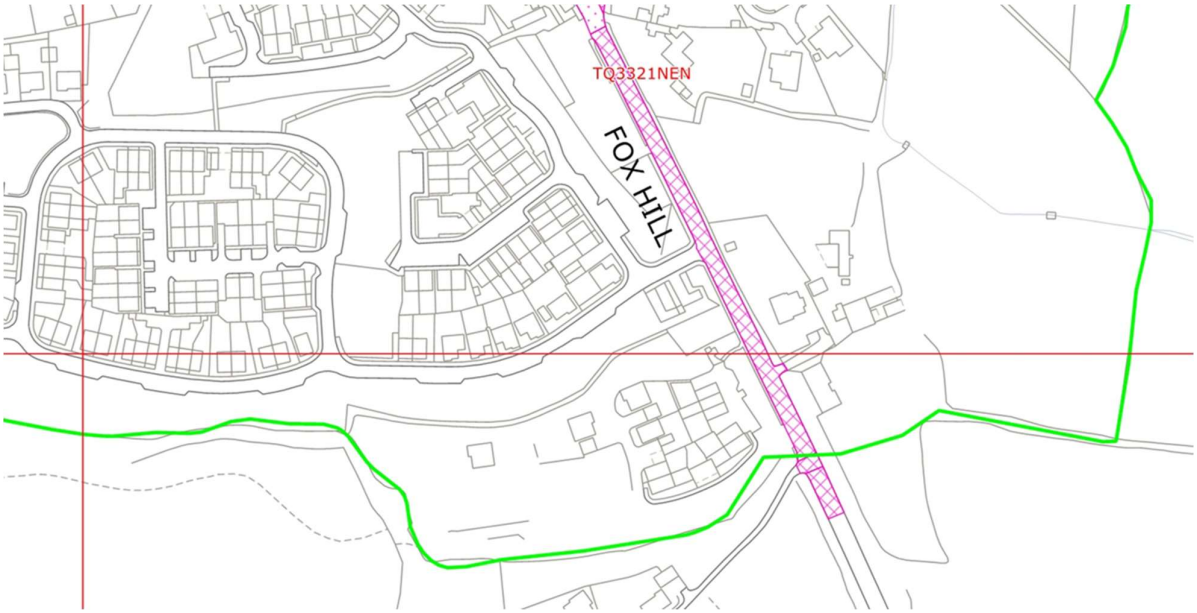
2.8. Nevertheless, a speed limit extension coupled with the controlled crossing together is proposed and the Developer is willing to make a contribution towards the TRO.

2.9. Since the submission of the Transport Assessment (March 2025), there has been an application for a Traffic Regulation Order (TRO) (Ref. MDS2414MM) submitted in April 2025.

2.10. Whilst this appears to be approved, liaison with WSCC Highways has confirmed that the reduction has not currently been implemented and there are no timescales relating to its potential installation.

2.11. The extent proposed by the TRO is similar to that proposed in the additional site access drawing, along the B2112 to the south of the proposed site access bellmouth.

2.12. The extent of the TRO is shown in the screenshot below.



Road Safety Considerations

"No Stage 1 Road Safety Audit, nor a formal design check of the access works and any off-site mitigation (against DMRB given the speed limit and recorded traffic speeds) has been submitted. Without these, the highways components of the access and associated off-site mitigation cannot be fully considered. Applicant to submit both, please, plus a Road Safety Audit Decision Log in Microsoft WORD format for WSCC to add its comments."

2.13. A Stage 1 Road Safety Audit of the Site access has been commissioned independently of this Technical Note and will be submitted to WSCC and ESCC in due course.

"With regard to the proposed junction arrangement, the daily traffic flows from the new development might trigger the need to consider further intervention in the design, such as a right-hand turning lane, as informed by DMRB. Applicant to provide junction assessment showing predicted traffic flows through the junction and what consideration, if any, has been given to further intervention."

2.14. The proposed Site access junction has been subject to a junction capacity assessment within TRL's Junctions 11 software (PICADY).

2.15. The assessment demonstrated that the junction is forecast to operate well within capacity, with minor levels of queuing and delay – please see screenshot below.

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2028 - Do Something											
Stream B-AC	D1	0.2	12.70	0.16	B	0.52	D2	0.1	11.32	0.06	B	0.27
Stream C-AB		0.0	4.22	0.02	A			0.1	4.60	0.04	A	

2.16. The full Junctions 11 output is provided in **Appendix B**.

Controlled Crossing

"To implement a controlled crossing for pedestrians, it will be necessary to reduce the speed limit. A Traffic Regulation Order will need to be promoted to achieve this. As such, the applicant will need to show the extent of any revised (reduced) speed limit along Fox Hill (B2112) and how the extent promoted would meet the requirements of the WSCC Speed Limit Policy."

2.17. Please see response under Site Location and Access above.

"The proposed location would necessitate ducting and detection loops being located within East Sussex (above ground vehicle detection wouldn't be an option here due to the vegetation and tree canopy) which could cause some challenges for construction and maintenance. Therefore, it is recommended that the location of the crossing is reviewed with a view to locating it further north (possibly as much as 100m inside the WSCC county border). The foot/cycle way proposed on the eastern side of the road will need to be extended to meet it. The applicant will also need to demonstrate how the location of the crossing fulfils ongoing connectivity for pedestrians with regard to footways and PRoW."

2.18. Stantec has further reviewed the proposed controlled crossing location (now a proposed Toucan – see below for further details), and concluded that this is the optimum location taking into account a number of factors:

i) to reduce the impact on the heritage asset to the north, a Grade II Listed cottage located approximately 70 metres north of the Site access;

ii) insufficient public highway land on the eastern side of Lunce's Hill north of this point to provide a footway/cycleway;

iii) the proposed crossing location is on the desire line to the bus stop northbound and ties in with the Sigma Homes footway improvements, and recent Linden Homes Fox Hill footway improvements;

iv) the proposed crossing location would provide a safe crossing point to Public Right of Way footpath WIV/15/1, and bridleway WIV/3/1 situated immediately south of the Sigma Homes access.

2.19. An initial review into the detection options for the crossing within a 30mph speed limit shows that the ducting and detection loops will extend approximately 60m into ESCC jurisdiction with the crossing remaining in its current proposed location. This review is shown on the crossing detection options drawing provided in **Appendix C**.

2.20. If the above extents are not acceptable to WSCC, and overhead detection is not possible in this location, an alternative option could be to consider a Tiger crossing in this location which would be within the proposed extended 30mph speed limit, and which would not require detection loops. This would be subject to further discussions with WSCC.

"With regards the detail of what is shown so far, concern is expressed regarding the proposal to encourage northbound cyclists to rejoin the carriageway on the opposite side to the southbound side. The signing on the plan does not appear to be correct. If the design is to remain largely as-is, it would require cyclists to dismount and then cross before continuing on the carriageway in northerly direction. The above should be looked at again."

2.21. WSCC Highways comments on cyclist provision has been noted, and further amendments have been made including changing the proposed controlled crossing to a toucan crossing.

2.22. The updated site access drawing is provided in **Appendix A**.

"Another observation is that some right turners into the development to the north-west of the site (and on the opposite side of the road) will be stationary on the crossing and could block it, hence reinforcing grounds to get it moved further north. Applicant to look at this again, too."

2.23. Whilst it is acknowledged that the Sigma Homes 'Springbank' development is in close proximity to the proposed Site access, the site is very small in scale with only 20 dwellings. As such, the trip generation for the Springbank development is very modest, with only 3 and 7 trips turning into the development with the AM and PM peaks respectively. This low number of trips, spread over the hour, is unlikely to result in any queuing at the access junction, and therefore onto the crossing.

2.24. Additionally, motorists generally abide by Highway Code Rule 192 which states that in slow-moving and queuing traffic crossings should be kept completely clear, and that motorists should not enter a pedestrian crossing if they are unable to completely clear it.

"A formal design check of the crossing should be provided, demonstrating how it meets current design guidance and/or standards – and - a Stage 1 Road Safety Audit plus Decision Log to be provided."

2.25. A Stage 1 Road Safety Audit of the crossing has been commissioned independently of this Technical Note and will be submitted to WSCC and ESCC in due course.

Travel Plan

"The supplied Travel Plan appears to be a relatively comprehensive document. However, the following amendments should be included:

- *Commitment to provision of £150 cycle purchase vouchers (per-household)*
- *Clear indication of trip rate reduction target across a five-year monitoring regime*
- *Commitment to SAM monitoring*
- *Reference to WSCC standard Travel Plan requirements (as well as those for East Sussex)*

Applicant to update, please."

2.26. The trip rate reduction targets across the five-year monitoring regime are already provided in Section 7.4 – Assessment of Mode Shift of the submitted Travel Plan.

2.27. The submitted Travel Plan also demonstrates a commitment to SAM monitoring in Section 7.5 – Monitoring and Review.

Vision-Led Approach to Development

"The TA states that the proposals identified within this Transport Assessment are in accordance with the latest NPPF. However, no form of vision appears in the actual text of the TA, nor any targets, method of monitoring or penalties should measures in the vision-led approach not be achieved. Any such measures would be additional to those in a Travel Plan. Applicant to provide further information about how they consider they would be achieving a vision-led approach for the site, including details of measures, monitoring and additional measures should the vision-led approach not be achieved at certain milestones."

2.28. This request is acknowledged. Below sets out a vision for the site through five key principles that want to be achieved. The measures and strategies set out in the Transport Assessment, Residential Travel Plan, and this Technical Note will be put in place to deliver this vision. This based on integrating sustainable modes into the heart of the vision.

2.29. The aim of this vision is to reduce traffic congestion, enhance connectivity, cost savings to residents, environmental savings, physical/mental health benefits, safety enhancements, and long term viability.

Five key principles:

i) Safe, lit and accessible streets within the development providing convenient desire line access to the site access.

ii) Providing direct and safe access for pedestrians and cyclists onto Lunce's Hill and towards Haywards Heath town centre and rail station, where possible.

iii) Enhanced bus services and facilities on Lunce's Hill providing comfortable and convenient attractive travel to local connections and onwards.

iv) Direct and safe access junction for all road users, minimising conflicts between vulnerable road users and vehicles.

v) Measures and designs to reduce traffic speeds on Lunce's Hill and create a gateway to Haywards Heath.

2.30. The supporting Residential Travel Plan has mode shift targets, sets out mode shift targets, and contingency measures should targets not be achieved.

Access by Non-Car Modes (Walking and Cycling)

"As the site includes very little in terms of off-site cycle facilities, the applicant should investigate whether further measures can be implemented off-site and close to the site."

2.31. The opportunity to enhance off-road or on-road cycle provision in the area was investigated as part of the application, though it was determined that the B2112 Lunce's Hill was too constrained to provide a safe, direct and coherent combined footway / cycle track in either verge.

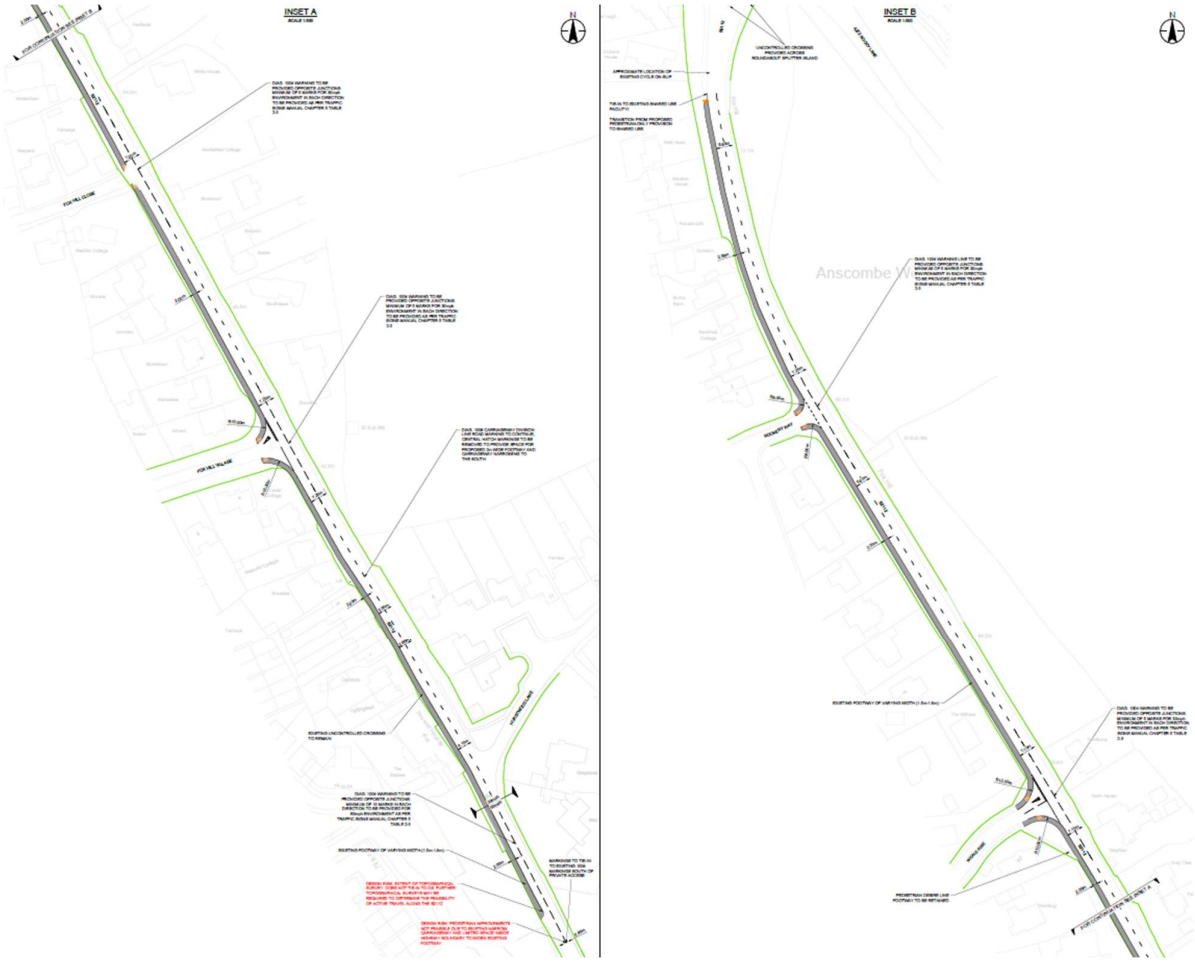
2.32. Nevertheless, the following has been proposed locally to encourage cycling:

- a proposed toucan crossing has been included close to the site access providing safe cycle access in and out of the site.
- proposed extension of the speed limit to 30mph past the site including traffic calming measures to make on-road cycling more desirable.

2.33. Whilst it is acknowledged that there is limited opportunity to enhance the provision for cyclists along the B2112, there is an opportunity for the existing pedestrian provision to be improved.

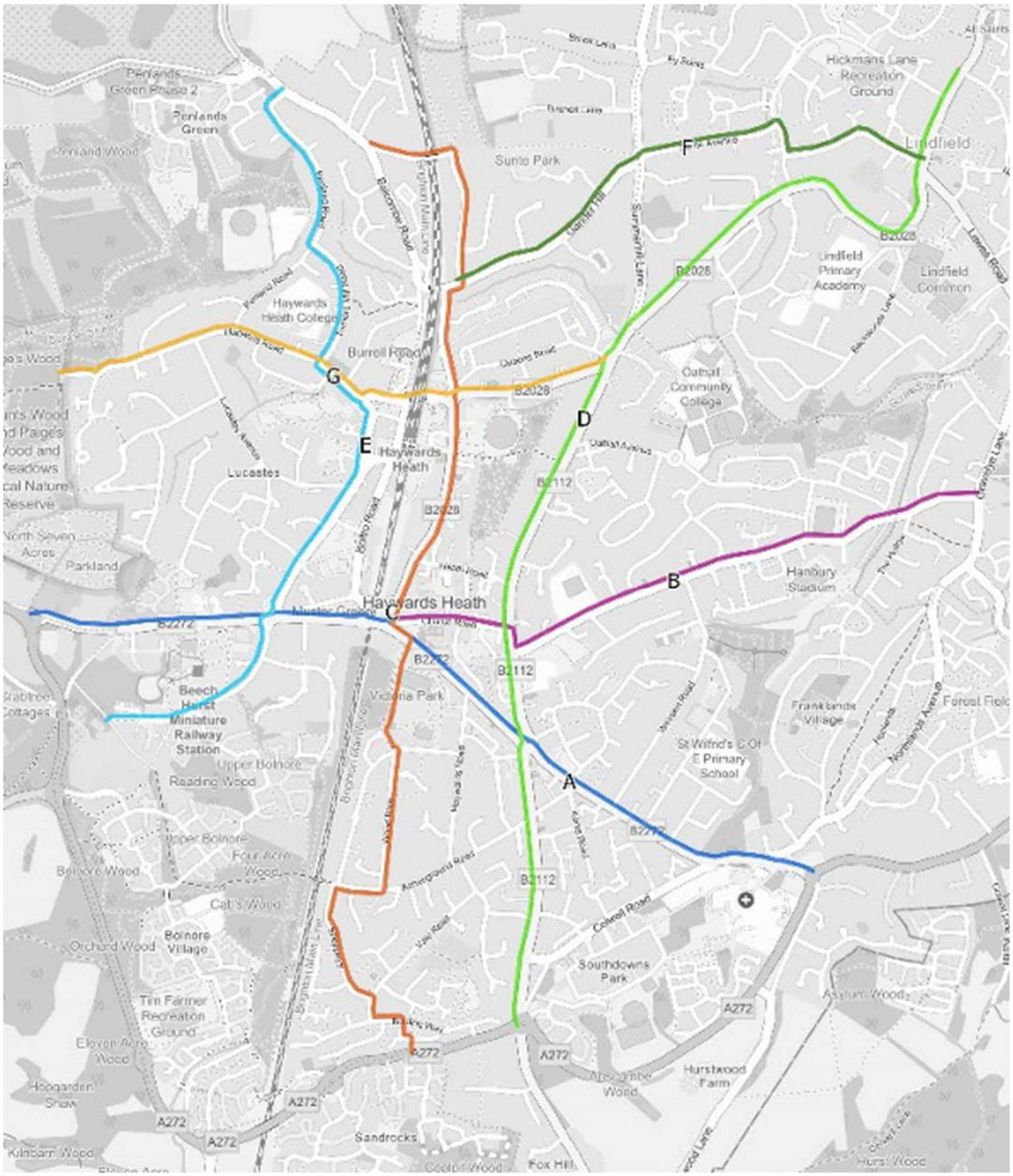
2.34. Stantec has undertaken a review of the existing provision along the B2112, focussing on the western verge where there is a greater opportunity for improvement. The review focussed on widening the existing provision to a consistent width, as well as providing tactile paving at the crossings.

2.35. The extent of the proposed improvements are shown in the plan below, with the full plan provided in **Appendix D**.



2.36. Additionally, the site does have the potential to support improvement schemes further afield through the Mid Sussex Local Cycling and Walking Infrastructure Plan (LCWIP).

2.37. The Preferred LCWIP Network for Hayward's Heath is shown in the screenshot below.



2.38. The Site would particularly benefit from improvements along Route D (light green) which provides a route for residents to the town centre from the roundabout with Lunce's Hill. It is recommended that further discussions are had with WSCC regarding potential proportionate financial contributions towards Route D.

Public Transport

"As the services are not particularly frequent, the applicant should speak directly to the local bus service providers to explore whether services could be improved."

2.39. As detailed in the submitted Residential Travel Plan, the Site is likely to generate modest numbers of public transport users, with 4 users forecast in each peak in the mode shift scenario.

2.40. Nevertheless, Stantec have engaged with Compass Travel (service 166), a local bus operator as suggested by WSCC, to understand how the Site could support or enhance existing facilities and services. The correspondence from Compass Travel is provided in **Appendix E**.

2.41. Metrobus were also approached but did not provide a response.

2.42. Compass Travel have bus service 166 that routes past the site providing 5 return journeys each day between Lewes and Haywards Heath.

2.43. Compass Travel suggested that based on their experience with other developments of a similar smaller scale, developers have funded free or reduced price offer to residents to give them the opportunity to use the existing public transport provision rather than funding a new service.

2.44. It is proposed that the Developer would provide 'Compass Rover' tickets to residents, which would give unlimited travel on most Compass Travel routes for a seven-day period. It is proposed that each residential property would each be able to claim up to 28 days' worth of tickets.

2.45. To increase the service frequency would require an additional bus at considerable cost from liaison with Compass Travel, which this proposed development could not sustain viably.

"With regard to bus waiting facilities, the applicant should review the current closest stops and where not provided, provide shelters, seating and real-time passenger information."

2.46. The closest bus stops are around 180m north of the site entrance outside the Fox and Hounds Public House. The northbound and southbound bus stops currently benefit from bus shelters and seating, but no real time information.

2.47. Stantec has discussed the opportunity to provide real-time passenger information at the Public House adjacent the Fox and Hounds, which Compass Travel confirmed would be able to be integrated with their existing services. All of Compass Travel buses can operate real time information. Therefore, the Developer is willing, through further discussions with WSCC to fund and supply real time information at these bus stops.

2.48. In summary, the following is proposed

- Provision of real time passenger information digital displays at x2 existing bus shelters;
- Provision of free bus taster tickets to all new household through the Household Welcome Packs.

3. Response to WSCC Waste Comments

Swept Path Analysis

"The swept path analysis assessment has been done using vehicle measurements of; Length 11.125m and width 2.530m. Please take into consideration that our vehicles are 12m - length and 2.6m – width. There will need to be sufficient space for vehicles of this size to safely access and manoeuvre for collections."

3.1. The Swept Path Analysis submitted in Appendix F of the Transport Assessment have been updated for the larger vehicle detailed in the Waste team's comments and are provided in **Appendix F** of this Technical Note.

3.2. The results of this assessment have demonstrated that this larger refuse vehicle would be able to suitably access the Site via the proposed access arrangement.

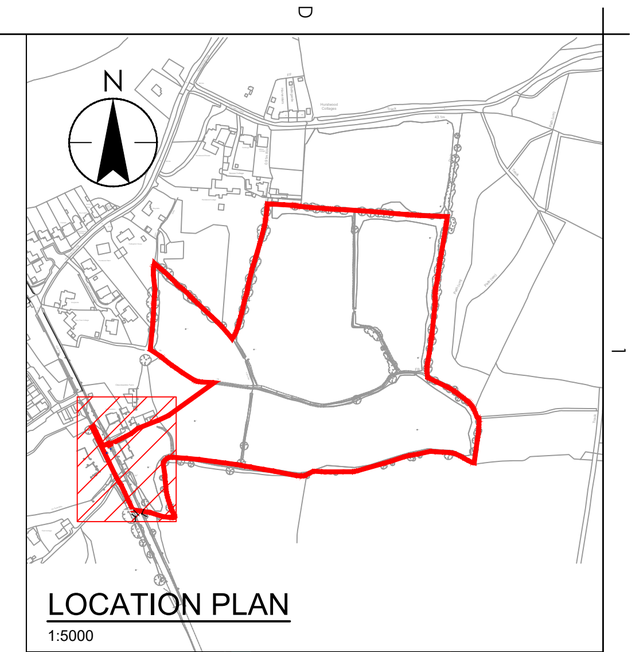
"In the Design and Access statement Part 1, Parking and refuse strategy, it states that, all roads have been designed to adhere to adequate widths and turning to accommodate refuse collection vehicles. We will need a sweep path analysis for our size vehicles for the whole development site, not just for access to get onto the development. We need to know if our vehicles will be to able access and safely manoeuvre on all roads for us to be able to provide our services for all residents."

3.3. At this stage in the outline planning process, with all matters reserved except for access, the internal road layout is not fixed, with any roads shown on the illustrative masterplan indicative and subject to change.

3.4. Therefore, at this stage with no definitive internal road layout, we would not carry out swept path analyses for the entire Site.

Appendix A – Site Access Drawings

Plotted: 08.08.2025 2025.08.08 12:11:48 PM By: Banks, Bailey
ORIGINAL SHEET - ISOA1 j:\332611520 - lunces hill, haywards heath\3_technical\cad\drawings\332611520-stn-hgn-xx-dr-c-0100 p04



NORTHBOUND CYCLE OFF-SLIP

0.6m NARROWING OF CARRIAGEWAY TO ACCOMMODATE 2.5m WIDE SHARED USE FACILITY

PRIVATE DRIVE AS INDICATED ON OS MAPPING TO BE RETAINED

EXISTING SURFACE WATER GULLY TO BE RELOCATED UPSTREAM OF TOUCAN CROSSING STUDS

EXISTING SURFACE WATER GULLY TO BE RELOCATED UPSTREAM OF TOUCAN CROSSING STUDS

SOUTHBOUND CYCLE ON-SLIP

SPRING BANK SITE ACCESS AS PER ODYSSEY DRAWING '22-088-002' APPROVED UNDER PLANNING REF. 'DM/22/0733'

LUNCE'S HILL

TO TIE IN TO ON-SITE PROPOSALS

7.00m
2.50m
3.20m
6.40m LOCAL NARROWING
3.00m
4.50m
1.50m
2.75m
2.75m
2.75m
3.20m
2.00m
R5m
R10m
R20m
R10m
EX W

CYCLISTS REJOIN CARRIAGEWAY

0 4 8 12 16 20m
SCALE 1:200

NOTES:-

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT
2. THE JUNCTIONS SHOWN IN THIS DRAWING HAVE BEEN MODELLED USING THE FOLLOWING STANDARDS:
   - CD109
   - CD123
   - MANUAL FOR STREETS
   - TRAFFIC SIGNS MANUAL CHAPTER 6
3. JUNCTION POSITIONING HAS BEEN INFORMED BY MANUAL FOR STREETS AND CD123 'DESIGN OF AT GRADE PRIORITY AND SIGNAL CONTROLLED JUNCTIONS'
4. JUNCTION GEOMETRY HAS BEEN DETERMINED VIA VEHICLE TRACKING OF A 4-AXLE REFUSE VEHICLE OF 11.125m LENGTH
5. DEPTHS OF ROOTS WITHIN ROOT PROTECTION ZONE ARE UNKNOWN, FURTHER INVESTIGATION INTO INTERACTION WITH PAVEMENT CONSTRUCTION MAY BE REQUIRED IN THE DETAILED DESIGN STAGE

KEY:-

- PLANNING BOUNDARY
- HIGHWAY BOUNDARY INFERRED FROM OS MAPPING
- EAST/WEST SUSSEX COUNTY BORDER LINE
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY / CYCLE TRACK
- PROPOSED VERGE SEPARATION
- PROPOSED BUFF COLOURED BLISTER TACTILE PAVING
- PROPOSED BUFF COLOURED CORDUROY TACTILE PAVING
- PROPOSED RED COLOURED BLISTER TACTILE PAVING
- PROPOSED PRIMARY TRAFFIC SIGNALS (TOUCAN CROSSING)
- PROPOSED SECONDARY SIGNAL HEADS
- PROPOSED TRAFFIC SIGNS
- EXISTING WATER MAIN
- ROOT PROTECTION ZONE AS PER EDP TREE SURVEY ISSUED TO STANTEC 08/11/24

Notes:

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Stantec
Stantec UK Limited
NORTHAMPTON
11 Prospect Court, Courteenhall Road, Blisworth,
Northampton NN7 3DG
Tel: +44 1604 878 300
www.stantec.com/uk

Issued/Revision	By	Appd	YYYY.MM.DD
P07 ALIGNMENT TO ODYSSEY ACCESS PLAN	BB	DL	2025.08.08
P06 SCALE BAR ADDED	BB	NF	2025.03.05
P05 UPDATED SITE BOUNDARY	BB	NF	2025.01.13
P04 RELOCATION OF PUFFIN CROSSING	BB	NF	2024.12.13
P03 NARROWING FOLLOWING EDGE PROVING MAP	BB	MH	2024.11.19
P02 REALIGNMENT FOLLOWING TREE SURVEY	BB	MH	2024.11.13
P01 FIRST ISSUE	BB	MH	2024.08.23

Issue Status

PLANNING

This document is suitable only for the purpose noted above. Use of this document for any other purpose is not permitted.

Client/Project:

CATESBY ESTATES

LAND AT LUNCE'S HILL - HAYWARDS HEATH

Project No.: 332611520

Drawn	BB	MH	2025.07.21
Dsgn.	BB		
Chkd.			YYYY.MM.DD

Title

HAYWARDS HEATH SITE ACCESS

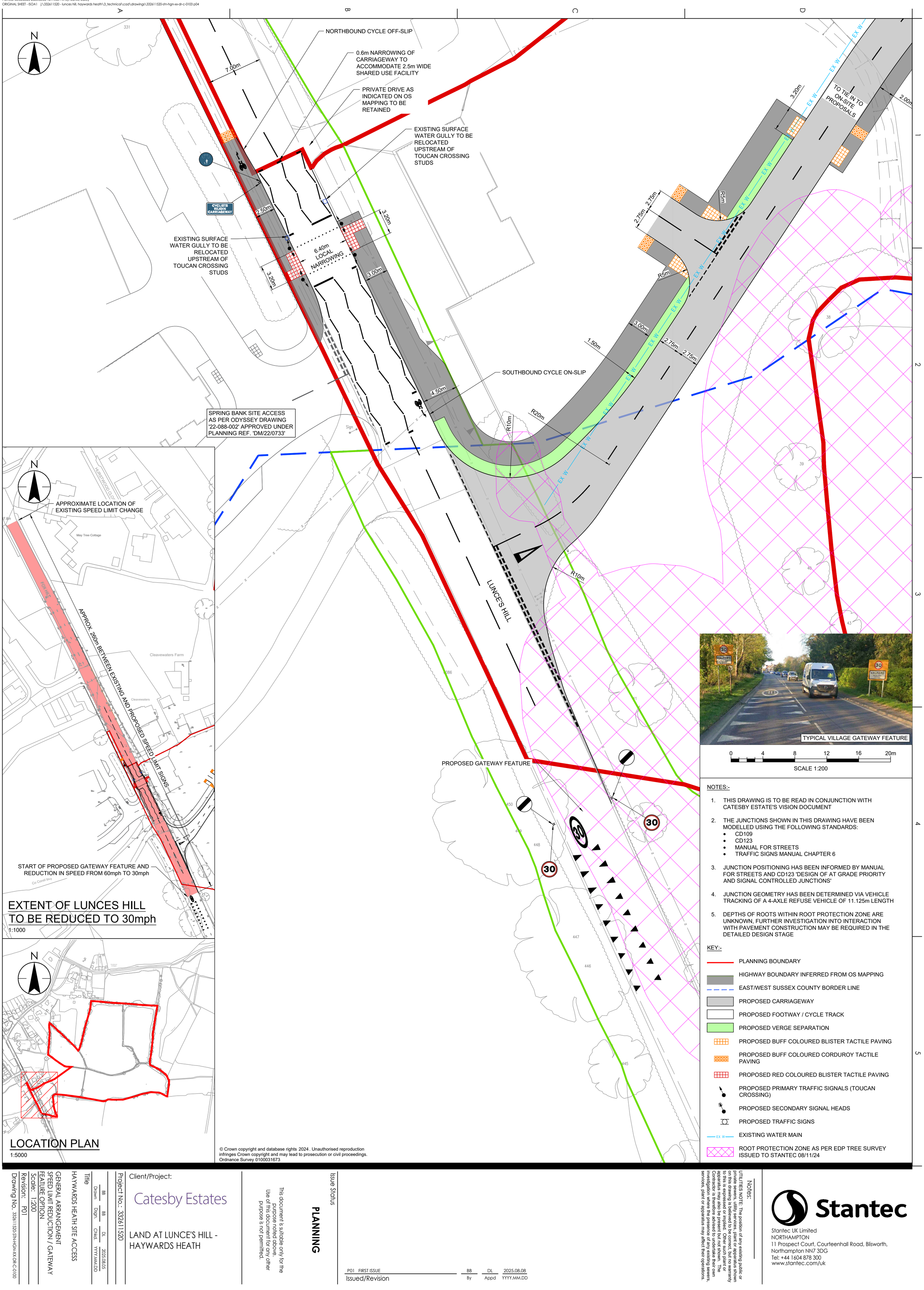
GENERAL ARRANGEMENT

Scale: 1:200

Revision: P07

Drawing No. 332611520-STN-HGN-XX-DR-C-0100

Plotted: 08.08.2025 2025.08.08 12:14:35 PM By: Banks, Bailey
ORIGINAL SHEET - ISOA1 j:\332611520 - lunces hill, haywards heath\3_technical\cad\drawings\332611520-stn-hgn-xx-dr-c-0103 p04



EXTENT OF LUNCES HILL TO BE REDUCED TO 30mph

1:1000

LOCATION PLAN

1:5000

TYPICAL VILLAGE GATEWAY FEATURE

0 4 8 12 16 20m

SCALE 1:200

NOTES:-

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT
2. THE JUNCTIONS SHOWN IN THIS DRAWING HAVE BEEN MODELLED USING THE FOLLOWING STANDARDS:
   - CD109
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- ROOT PROTECTION ZONE AS PER EDP TREE SURVEY ISSUED TO STANTEC 08/11/24

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Stantec
Stantec UK Limited
NORTHAMPTON
11 Prospect Court, Courteenhall Road, Blisworth,
Northampton NN7 3DG
Tel: +44 1604 878 300
www.stantec.com/uk

Client/Project:

Catesby Estates

LAND AT LUNCE'S HILL - HAYWARDS HEATH

Project No.: 332611520

Title
HAYWARDS HEATH SITE ACCESS
GENERAL ARRANGEMENT
SPEED LIMIT REDUCTION / GATEWAY FEATURE OPTION

Drawn	BB	BB	2025.08.05
Dsgn.	BB	DL	YYYY.MM.DD
Chkd.	YYYY.MM.DD		

Scale: 1:200
Revision: P01
Drawing No. 332611520-STN-HGN-XX-DR-C-0100

Issue Status
PLANNING

P01 FIRST ISSUE	BB	DL	2025.08.08
Issued/Revision	By	Appd	YYYY.MM.DD

Appendix B – Site Access Junction – Junctions 11 Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: 250620 - Site Access Priority T-Junction.j11
Path: J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\JCA\Site Access
Report generation date: 07/07/2025 12:37:53

»2028 | Do Something | AM
»2028 | Do Something | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2028 - Do Something											
Stream B-AC	D1	0.2	12.70	0.16	B	0.52	D2	0.1	11.32	0.06	B	0.27
Stream C-AB		0.0	4.22	0.02	A			0.1	4.60	0.04	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	20/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\bhaydon
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2028	Do Something	AM	ONE HOUR	07:45	09:15	15	✓
D2	2028	Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2028 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

Arms

Arms

Arm	Name	Description	Arm type
A	B2112 (NW)		Major
B	Site Access		Minor
C	B2112 (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.01			115.6	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.86	50	111

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	596	0.104	0.262	0.165	0.375
B-C	754	0.110	0.279	-	-
C-B	641	0.237	0.237	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2028	Do Something	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	607	100.000
B		ONE HOUR	✓	49	100.000
C		ONE HOUR	✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	595
	B	37	0	12
	C	673	6	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	12.70	0.2	B	45	67
C-AB	0.02	4.22	0.0	A	17	25
C-A					607	910
A-B					11	17
A-C					546	819

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	432	0.085	37	0.0	0.1	9.094	A
C-AB	10	3	0.00	889	0.012	10	0.0	0.0	4.210	A
C-A	501	125	0.00			501				
A-B	9	2	0.00			9				
A-C	448	112	0.00			448				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	393	0.112	44	0.1	0.1	10.318	B
C-AB	15	4	0.00	945	0.016	15	0.0	0.0	3.989	A
C-A	595	149	0.00			595				
A-B	11	3	0.00			11				
A-C	535	134	0.00			535				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	337	0.160	54	0.1	0.2	12.675	B
C-AB	24	6	0.00	1025	0.023	24	0.0	0.0	3.718	A
C-A	724	181	0.00			724				
A-B	13	3	0.00			13				
A-C	655	164	0.00			655				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	13	0.00	337	0.160	54	0.2	0.2	12.697	B
C-AB	24	6	0.00	1025	0.023	24	0.0	0.0	3.727	A
C-A	724	181	0.00			724				
A-B	13	3	0.00			13				
A-C	655	164	0.00			655				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	0.00	393	0.112	44	0.2	0.1	10.341	B
C-AB	15	4	0.00	945	0.016	15	0.0	0.0	4.006	A
C-A	595	149	0.00			595				
A-B	11	3	0.00			11				
A-C	535	134	0.00			535				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	432	0.085	37	0.1	0.1	9.118	A
C-AB	11	3	0.00	889	0.012	11	0.0	0.0	4.221	A
C-A	501	125	0.00			501				
A-B	9	2	0.00			9				
A-C	448	112	0.00			448				

2028 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2028	Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	694	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	34	660
	B	14	0	5
	C	542	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	11.32	0.1	B	17	26
C-AB	0.04	4.60	0.1	A	25	38
C-A					482	723
A-B					31	47
A-C					606	908

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	434	0.033	14	0.0	0.0	8.580	A
C-AB	17	4	0.00	808	0.021	17	0.0	0.0	4.596	A
C-A	400	100	0.00			400				
A-B	26	6	0.00			26				
A-C	497	124	0.00			497				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	394	0.043	17	0.0	0.0	9.542	A
C-AB	23	6	0.00	847	0.028	23	0.0	0.0	4.419	A
C-A	474	118	0.00			474				
A-B	31	8	0.00			31				
A-C	593	148	0.00			593				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	339	0.062	21	0.0	0.1	11.312	B
C-AB	36	9	0.00	904	0.040	36	0.0	0.1	4.197	A
C-A	573	143	0.00			573				
A-B	37	9	0.00			37				
A-C	727	182	0.00			727				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	339	0.062	21	0.1	0.1	11.317	B
C-AB	36	9	0.00	904	0.040	36	0.1	0.1	4.202	A
C-A	573	143	0.00			573				
A-B	37	9	0.00			37				
A-C	727	182	0.00			727				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	394	0.043	17	0.1	0.0	9.551	A
C-AB	23	6	0.00	847	0.028	23	0.1	0.0	4.427	A
C-A	474	118	0.00			474				
A-B	31	8	0.00			31				
A-C	593	148	0.00			593				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	434	0.033	14	0.0	0.0	8.588	A
C-AB	17	4	0.00	808	0.021	17	0.0	0.0	4.602	A
C-A	400	100	0.00			400				
A-B	26	6	0.00			26				
A-C	497	124	0.00			497				

Appendix C – Signal Crossing Detection Options

Plotted: 11.08.2025 2025.08.11 11:55:44 AM By: Walton-Melhuish, Katherine
ORIGINAL SHEET - ISOA1 j:\332611520\332611520-stn-hgn-xx-m2-fs-1230_ind loopsii

VIEWPORT A
S/B 30mph & 40mph
1:250

(Blue) Reduction to 40mph
(13m/s ideal)
MOVA IN @109m FSL
MOVA X @51m FSL

(Red) Reduction to 30mph
(8.5m/s ideal)
MOVA IN @73m FSL
MOVA X @35m FSL

FOR CONTINUATION SEE
VIEWPORT B OR C

VIEWPORT B
N/B 30mph
1:250

BANK SITE ACCESS
SSEY DRAWING
PPROVED UNDER
F 'DM/22/0733'

VIEWPORT A
FOR CONTINUATION SEE

(Red) Reduction to 30mph
(8.5m/s ideal)
MOVA IN @73m FSL
MOVA X @35m FSL

PROPOSED GATEWAY FEATURE

35.5m

LUNCE'S HILL

FOX HILL

VIEWPORT C
N/B 40mph
1:250

BANK SITE ACCESS
SSEY DRAWING
PPROVED UNDER
F 'DM/22/0733'

VIEWPORT A
FOR CONTINUATION SEE

(Blue) Reduction to 40mph
(13m/s ideal)
MOVA IN @109m FSL
MOVA X @51m FSL

PROPOSED GATEWAY FEATURE

35.5m

LUNCE'S HILL

FOX HILL

0 5 10 15 20 25m
SCALE 1:250

NOTES:-

1. THIS SKETCH IS FOR REVIEW PURPOSES ONLY AND THE 3.2m WIDE TOUCAN CROSSING LAYOUT REMAINS SUBJECT TO POTENTIAL SPEED LIMIT REDUCTION, DETAILED DESIGN AND LOCAL AUTHORITY APPROVAL. **THIS PLAN SHALL NOT BE USED FOR CONSTRUCTION.**
2. THE TOUCAN CROSSING SHOWN ASSUMES MOVA CONTROL AND THE FINAL MOVA DESIGN IS SUBJECT TO DETAILED DESIGN WHICH INCLUDES A CRUISE SPEED SURVEY.
3. THE PROPOSED TOUCAN CROSSING UTILISES INDUCTIVE LOOP VEHICLE DETECTION HOWEVER A POSSIBLE OPTION IS TO UTILISE ABOVE GROUND VEHICLE DETECTION, SUBJECT TO VEGETATION CLEARANCE. TO ILLUSTRATE THE POTENTIAL IMPACT VIEWPORTS B (REDUCTION TO 30mph) & C (REDUCTION TO 40mph) SHOW SIGHT LINES FROM THE NORTHBOUND NEARSIDE PRIMARY SIGNAL POLE TO THE MOVA IN LOOP.

KEY:-

- PLANNING BOUNDARY
- HIGHWAY BOUNDARY INFERRED FROM OS MAPPING
- EAST/WEST SUSSEX COUNTY BORDER LINE
- ROOT PROTECTION ZONE AS PER EDP TREE SURVEY ISSUED TO STANTEC 08/11/24
- PROPOSED TRAFFIC SIGNALS WITH PRIMARY HOODS (TOUCAN CROSSING)
- PROPOSED NEARSIDE COMBINED TOUCAN DISPLAY AND PUSH BUTTON UNIT (TOUCAN CROSSING)
- PROPOSED PUSH BUTTON UNIT (TOUCAN CROSSING)
- PROPOSED ABOVE GROUND PEDESTRIAN DETECTION (TOUCAN CROSSING)
  -KERBSIDE
  -ON CROSSING
- PROPOSED INDUCTIVE LOOP & SLOT CUT - DIAMOND SHAPE FOR MOVA
- PROPOSED 4m TRAFFIC SIGNAL POLE (TOUCAN CROSSING) WITH 100mmØ DUCT TO NEAREST DRAWPIT
- PROPOSED ORANGE 100mmØ TRAFFIC SIGNAL DUCT - QUANTITY AS SHOWN
- PROPOSED 450x600mm NAL STAKKAbox DRAWPIT
- PROPOSED 450x450mm NAL STAKKAbox DRAWPIT
- PROPOSED NAL IN-CARRIAGEWAY LOOP BOX WITH 50mmØ DUCT TO NEAREST DRAWPIT

NEARSIDE TOUCAN CROSSING
1:100

3.0m

0 2 4 6 8 10m
SCALE 1:100

LOCATION PLAN
1:5000

Client/Project:
Catesby Estates

LAND AT LUNCE'S HILL -
HAYWARDS HEATH

Project No.: 332611520

Title
HAYWARDS HEATH SITE ACCESS
GENERAL ARRANGEMENT
TOUCAN CROSSING DETECTION OPTIONS

Scale: AS SHOWN
Revision: P01
Drawing No. 332611520-STN-HGN-XX-SK-TS-1230

	Drawn	Dsgn.	Chkd.
	KWM	KWM	SK
	2025.08.11	2025.08.11	YYYY.MM.DD

Issue Status
WORK IN PROGRESS

Issued/Revision	By	Appd	YYYY.MM.DD
P01 FIRST ISSUE	-	-	-

Notes:

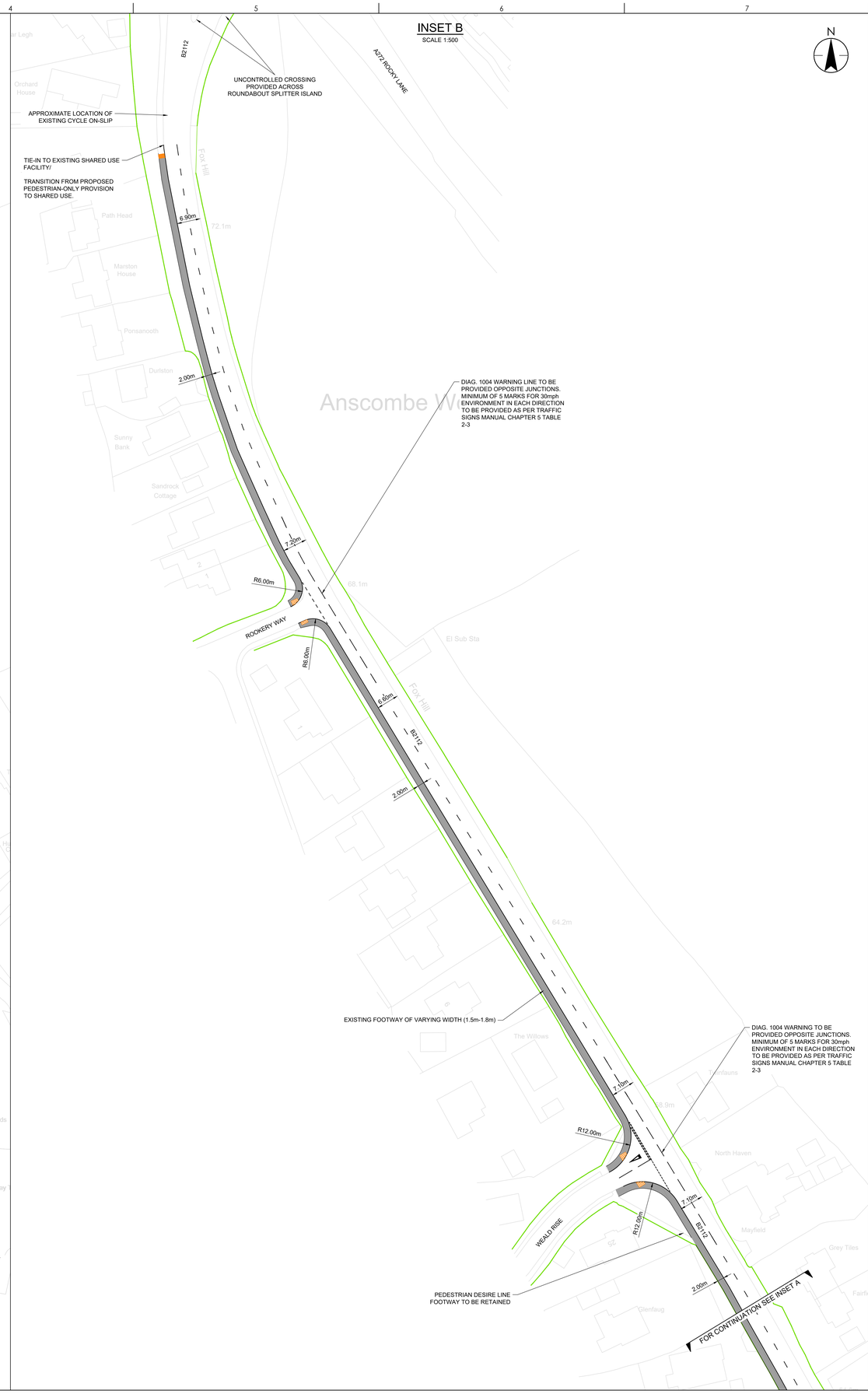
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Stantec
Stantec UK Limited
NORTHAMPTON
11 Prospect Court, Courteenhall Road, Blisworth,
Northampton NN7 3DG
Tel: +44 1604 878 300
www.stantec.com/uk

Appendix D – B2112 Pedestrian Improvements

INSET A
SCALE 1:500

INSET B
SCALE 1:500

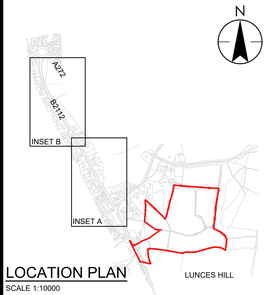


Stantec

Stantec UK Limited
NORTHAMPTON
11 Prospect Court, Courteenhall Road, Blisworth,
Northampton NN7 3DG
Tel: +44 1604 878 300
www.stantec.com/uk

Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.



LOCATION PLAN
SCALE 1:10000

0 10 20 30 40 50m
SCALE 1:500

NOTES:-

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT.
2. THE JUNCTIONS SHOWN IN THIS DRAWING HAVE BEEN MODELLED USING THE FOLLOWING STANDARDS:
   - CD109
   - CD123
   - MANUAL FOR STREETS
   - TRAFFIC SIGNS MANUAL CHAPTER 5
   - TRAFFIC SIGNS MANUAL CHAPTER 6
3. FOR SITE ACCESS SPECIFICATION REFER TO THE FOLLOWING STANTEC DRAWINGS:
   - 332611520-STN-HGN-XX-DR-C-0100
   - 332611520-STN-HGN-XX-DR-C-0101
   - 332611520-STN-HGN-XX-DR-C-0102
4. ACTIVE TRAVEL PROPOSALS HAVE BEEN BASED ON OS MAPPING. FURTHER TOPOGRAPHICAL SURVEYS MAY BE REQUIRED TO BETTER ASSESS THE FEASIBILITY OF ACTIVE TRAVEL ALONG THE B2112.

KEY:-

- PLANNING BOUNDARY
- HIGHWAY BOUNDARY INFERRED FROM OS MAPPING
- PROPOSED 2m FOOTWAY
- PROPOSED BUFF COLOURED BLISTER TACTILE PAVING
- PROPOSED BUFF COLOURED CORDUROY TACTILE PAVING

P01	FIRST ISSUE	BB	DL	2025.08.08
	Issued/Revision	By	Appd	YYYY.MM.DD
		BB	DL	2025.08.07
		Dwn.	Chkd.	YYYY.MM.DD

Issue Status

INFORMATION

This document is suitable only for the purpose noted above.
Use of this document for any other purpose is not permitted.

Client/Project Logo

Catesby Estates

Client/Project
CATESBY ESTATES

LUNCES HILL, HAYWARDS HEATH

Title
B2112 ACTIVE TRAVEL FEASIBILITY PLAN

Project No.	Scale
332611520	1:500 @ A0
Revision	Drawing No.
P01	332611520-STN-HGN-XX-DR-C-0104

Plotted: 08.08.2025 08:28 | 3.54.0 Pre Rc. Bolney
P:\Projects\332611520 - Lunces Hill, Haywards Heath\3_Live\Acad\Drawings\332611520-STN-HGN-XX-DR-C-0104.dwg

Appendix E – Liaison with Compass Travel

Haydon, Bethany

From: Chris Chatfield <[redacted]>
Sent: 19 June 2025 17:03
To: Fern, Nigel; Haydon, Bethany
Cc: Kevin Hawkins
Subject: RE: DM/25/0827 Land East of Lunce's Hill - Public Transport

Hi Nigel

We can fairly easily get involved in a scheme for free taster bus tickets – as we've done elsewhere.

All our routes now have Real Time Displays at bus stops, operated by our buses, so this should be fairly easy for you to organise – via WSCC – at the stops in question.

Your figures for an additional bus aren't too far out but would be more in the region of £200k if operating over a 6 day week.

Regards
Chris

Chris Chatfield
Managing Director

Compasstravel

Pilgrim House | 51-63 St. Dunstan's Road | Worthing | West Sussex | BN13 1AA
Tel: [redacted] | www.compass-travel.co.uk

From: Fern, Nigel <[redacted]>
Sent: 19 June 2025 15:13
To: Chris Chatfield <[redacted]>; Haydon, Bethany <[redacted]>
Cc: Kevin Hawkins <[redacted]>
Subject: RE: DM/25/0827 Land East of Lunce's Hill - Public Transport

Hi Chris,

Many thanks for your promote response to Beth on this.

The offer of free bus taster tickets to new residents is a good one.

In terms of new bus stops, there are already two existing bus stops outside the Fox and Hounds PH in close proximity to the site. They both have shelters and seating, but no real-time passenger information. Do your buses have the ability to feed into a real-time electronic display screen if we installed these at these existing bus stops please?

Noted on your comment about an additional bus. Out of interest, would this be in the order of £150-£200k per annum to add an additional bus?

Kind regards,

Nigel Fern BSc(Hons) MSc DIC MCIHT
Director of Transport Planning
11 Prospect Court
Courteenhall Road
Blisworth
Northampton
NN7 3DG
United Kingdom

Direct: [redacted]
Mobile: [redacted]

Stantec

From: Chris Chatfield <[redacted]>
Sent: 18 June 2025 16:00
To: Haydon, Bethany <[redacted]>
Cc: Fern, Nigel <[redacted]>; Kevin Hawkins <[redacted]>
Subject: RE: DM/25/0827 Land East of Lunce's Hill - Public Transport

> You don't often get email from [redacted]. Learn why this is important

Hi Beth

A further thought following on from my email below. What has been done elsewhere for a development of this size, is that the developer has funded a free/reduced price offer to residents of the new housing to give the existing bus a try rather than increasing the service level.

This is obviously a lot cheaper and more cost effective than paying for an additional bus.

Regards
Chris

Chris Chatfield
Managing Director

Compasstravel

Pilgrim House | 51-63 St. Dunstan's Road | Worthing | West Sussex | BN13 1AA
Tel: [redacted] | www.compass-travel.co.uk

From: Chris Chatfield
Sent: 18 June 2025 14:12
To: [redacted]
Cc: [redacted]; Kevin Hawkins <[redacted]>
Subject: FW: DM/25/0827 Land East of Lunce's Hill - Public Transport

Hi Beth

Thank you for contacting us about this possible housing development in Haywards Heath.

This road is served by our 166 bus route which provides 5 return journeys each day between Lewes and Haywards Heath. Unfortunately the only way this service could be enhanced in any way would be to provide an additional bus which would obviously incur considerable costs. This would be equally true if a new service was required.

Since the 166 bus goes past the site it would be relatively easy to provide additional bus stops if required to serve this new development.

I don't think there is much I can add to the above comments but if you require further information we would normally refer you to the consultant we used for developments who could then look into local bus provision in more detail for you – although there is likely to be a cost for doing this.

Regards
Chris

Chris Chatfield
Managing Director

Compasstravel

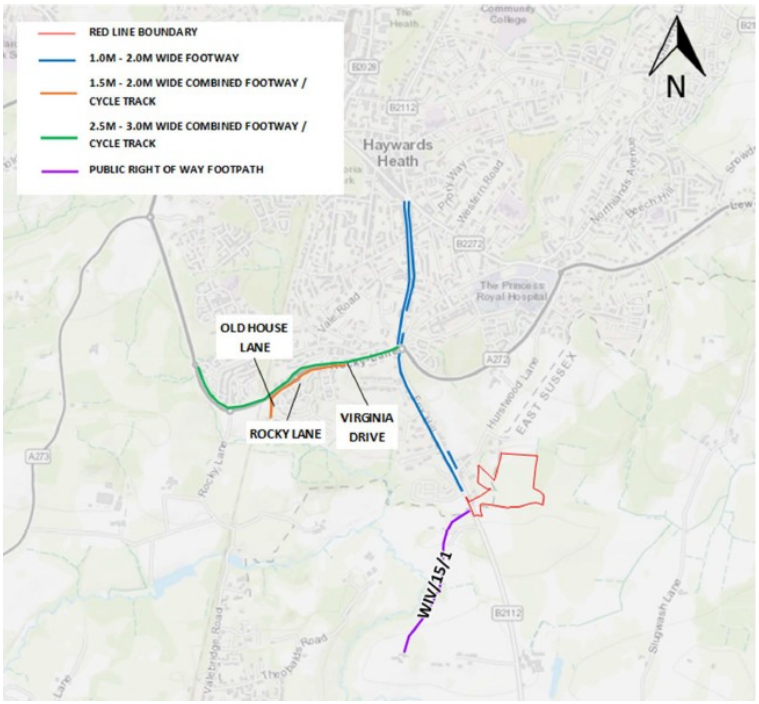
Pilgrim House | 51-63 St. Dunstan's Road | Worthing | West Sussex | BN13 1AA
Tel: [redacted] | www.compass-travel.co.uk

From: Haydon, Bethany <[redacted]>
Sent: 18 June 2025 11:20
To: Office <[redacted]>
Cc: Fern, Nigel [redacted]>
Subject: DM/25/0827 Land East of Lunce's Hill - Public Transport

> You don't often get email from [redacted]. Learn why this is important

Hi,

We are working on a planning application (DM/25/0827) for a residential scheme of up to 130 dwellings, off Lunces Hill, Haywards Heath. The location of the Site is shown below:



WSCC Highways have responded to the proposals, seeking we discuss with public transport operators whether there is any opportunity to improve services running past the site.

Obviously this is a relatively small scheme, therefore significant funding of public transport services may not be viable, however it would be good to understand if we could work with you to investigate whether enhancements in public transport could be made locally – such as:

i) enhancing any existing services at certain times of day e.g. school times / commuting times;
ii) procuring a new service for certain times of day in conjunction with other development funds in the area (if such funds exist); or
iii) improvements in bus stop facilities of any sort.

In the first instance, it would be helpful to discuss this with you. I would be grateful if you can provide your availability in the next two weeks for a brief call on this.

Beth Haydon, BSc (Hons)
Assistant Transport Planner

Direct: [redacted]

Stantec UK Limited
Unit 11, Prospect Court, Courteenhall Road, Blisworth, Northampton NN7 3DG, United Kingdom

Stantec

With every community, we redefine what's possible.

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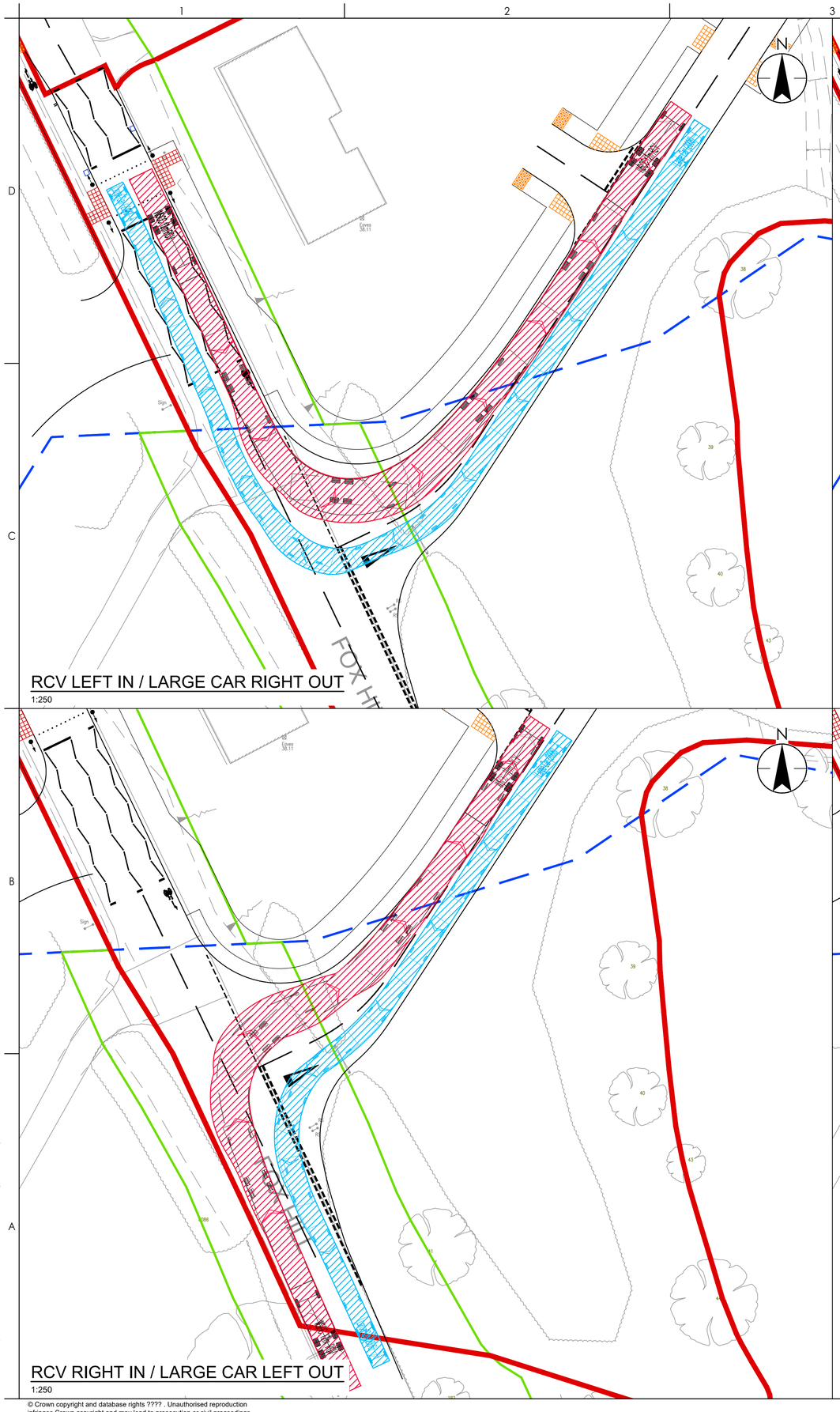
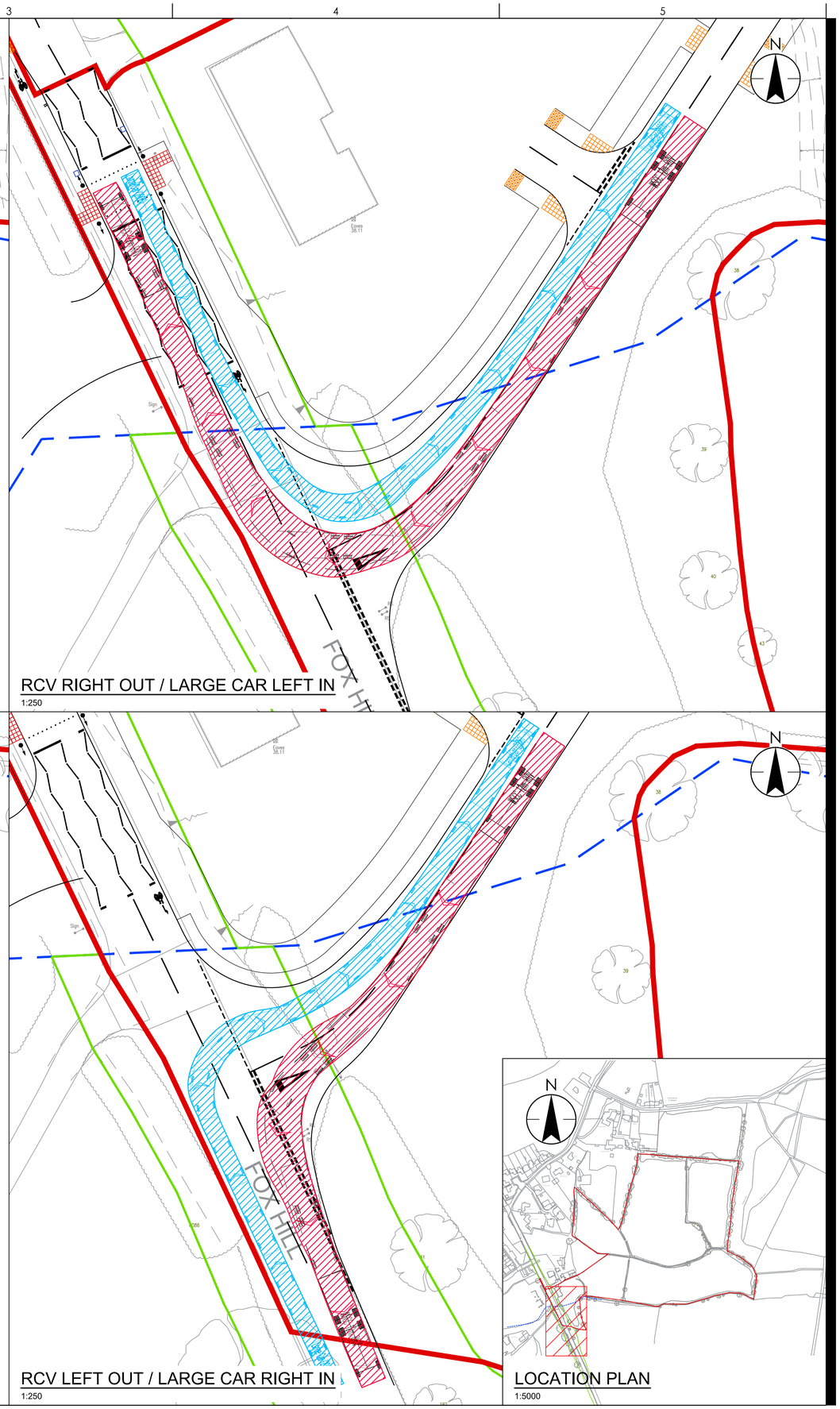
Appendix F – Swept Path Analysis





Stantec

Stantec UK Limited
NORTHAMPTON
11 Prospect Court, Courteenhall Road, Blisworth,
Northampton NN7 3DG
Tel: +44 1604 878 300
www.stantec.com/uk

Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

NOTES:-

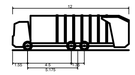
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT
2. THE JUNCTIONS SHOWN IN THIS DRAWING HAVE BEEN MODELLED USING THE FOLLOWING STANDARDS:
   - CD109
   - CD123
   - MANUAL FOR STREETS
3. LAND ENVELOPED BY THE PRESCRIBED OUTLINE PLANNING BOUNDARY AND HIGHWAY BOUNDARY IS UNDER ABEYANCE AND PERMISSION FOR RELAXATION IS TO BE SOUGHT FROM THE DIRECTOR OF HIGHWAYS TRANSPORT AND PLANNING PLACE SERVICES UPON SUBMISSION OF THE OUTLINE PLANNING APPLICATION
4. JUNCTION GEOMETRY HAS BEEN DETERMINED VIA VEHICLE TRACKING OF A 3-AXLE REFUSE VEHICLE OF 12.000m LENGTH

KEY:-

PLANNING BOUNDARY

HIGHWAY BOUNDARY

EAST/WEST SUSSEX COUNTY BORDER LINE



WSCC 12m RCV	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.430m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.400m

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.972m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

P05 WSCC RCV TRACKED	BB	DL	2025.07.08
P04 UPDATED SITE BOUNDARY	BB	MH	2025.01.13
P03 NARROWING FOLLOWING EDGE PROVING MAP	BB	MH	2024.11.19
P02 REALIGNMENT FOLLOWING TREE SURVEY	BB	MH	2024.11.13
P01 FIRST ISSUE	BB	MH	2024.08.23
Issued/Revision	By	Appd	YYYY.MM.DD
	BB	MH	2024.11.19
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

Issue Status

PLANNING

This document is suitable only for the purpose noted above.
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Catesby Estates

Client/Project

CATESBY ESTATES

LAND AT LUNCE'S HILL - HAYWARDS HEATH

Title

HAYWARDS HEATH SITE ACCESS

VEHICLE SWEPT PATH ANALYSIS

Project No.	Scale
332611520	1:250

Revision	Drawing No.
P05	**332611520-STN-HGN-XX-DR-C-0101**