

TECHNICAL NOTE 2



Job Name: Land East of Lunce's Hill, Haywards Heath, West Sussex
Job No: 332611520
Note No: 002
Date: December 2025
Prepared By: B Haydon
Reviewed By: N Fern
Subject: Transport Addendum Note – in response to West Sussex County Council Highways
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, comments were received from West Sussex County Council (WSCC) Highways and Waste teams in May 2025, with a number of additional comments received 15th October 2025.
- 1.3. Following the receipt of the additional comments, a MS Teams meeting was held between Stantec, WSCC, and East Sussex County Council (ESCC) on 4th November 2025 to discuss the additional comments.
- 1.4. This Note covers the comments received in October 2025 and discussions at the subsequent meeting.

2. Response to WSCC Highways Comments

- 2.1. WSCC Highways team submitted an additional formal response to the outline application on 15th October 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 Access and Speed Limit Reduction

"Given the presence of the crossing at the point the speed limit changes, WSCC recommends that the extent of the new 30mph speed limit be extended southwards to take-in both the crossing and access to the development AND that the street lighting along Lunce's Hill be extended too, up to and including the new access to highlight both it and the crossing. Visibility splays, in accordance with 85th%tile speed surveys, should also be shown on any revised drawings, as well as drawings showing the visibility splays along the vertical plane given that there is a crest and overhanging vegetation south of the access point."

- 2.3. Stantec has provided two site access drawings:
 - i) Updated site access drawing based on the current speed limit and recorded speeds;

- ii) Additional site access drawing based on extending the 30mph speed limit to just south of the proposed site access including speed reducing measures (gateway feature), should ESCC agree to a speed limit extension.
- 2.4. The two site access drawings are provided in **Appendix A**.
- 2.5. With reference to WSCC comment, and as shown on Drawing '332611520-STN-HGN-XX-DR-C-0103 P02', the proposed gateway feature and speed limit reduction would include both the proposed site access and proposed toucan crossing facility.
- 2.6. Street lighting will be dealt with at detailed design stage.
- 2.7. Visibility splays in accordance with the 85th percentile speeds recorded by the Automatic Traffic Count (ATC) surveys in June 2024 are shown on Drawing '332611520-STN-HGN-XX-DR-C-0102 P06' in **Appendix B**, which demonstrates that visibility can be achieved with minor vegetation cutback for a 50mph design speed.

Stage 1 Road Safety Audit

"This is still required in accordance with WSCC road safety policy."

- 2.8. A Stage 1 Road Safety Audit of the Site access has been completed, and the Designer's Response was submitted to WSCC and ESCC on 16th October 2025.

Additional Speed Surveys

"WSCC recommends that it would be beneficial for another speed survey to be undertaken to show whether there is compliance with the new speed limit. The position of such a survey should be on both northbound and southbound approaches to the proposed point of access, in accordance with DMRB CA 185. Applicant to undertake."*

- 2.9. Speed surveys were carried out in June 2024 in accordance with DMRB CA 185 in two locations in the vicinity of the proposed Site access.
- 2.10. The surveys were located 215 metres to the north and south of the proposed Site access location, in accordance with DMRB guidance for a 60mph road as speeds were unknown at the time.
- 2.11. The speed surveys revealed 85th percentile speeds of 49mph northbound (ATC A) and 38mph southbound (ATC B), which meant that the junction could be designed for a 50mph speed which required a reduced 160 metre visibility splay.
- 2.12. Visibility splays plotted prove that the junction achieves adequate lateral and longitudinal visibility with a 50mph design speed and minor vegetation clearance, and therefore additional speed surveys will not change these conclusions or the Site access junction design.

Toucan Crossing Design

"Applicant to confirm if the Puffin reference is a typo or not. However, given the design, WSCC consider that it should be a Toucan. And as such, WSCC's standard width is 4.0m and therefore the crossing will need to be widened from the 3.2m shown. Applicant to amend."

- 2.13. Stantec drawings '332611520-STN-HGN-XX-DR-C-0100 P08' and '332611520-STN-HGN-XX-DR-C-0103 P02' show the proposed toucan crossing designed with a width of 4.0m.

Design Check / Review

"At the time of writing, neither the Stage 1 Road Safety Audit, nor the formal Design Check/Review have been made available to the Highway Authorities. In the Design Check/Review, the applicant should state how their access proposals meet current guidance and/or Design Standards, as well as identifying any Departures from Standard that might arise. This, and the Stage 1 Road Safety Audit, are still required, please, without which, the highways components of the proposal cannot be fully considered."

- 2.14. During the Teams meeting in November 2025, it was confirmed by WSCC that this design check referred to the justification of the current proposed Site access form. Both WSCC and ESCC raised comments over the simple priority T-junction form and requested that Stantec complete a design check to review whether this should be upgraded to provide a ghost island right turn lane.
- 2.15. Comments were also raised regarding the interaction of the proposed Site access junction with the adjacent Sigma Homes development access junction.
- 2.16. The Design Review concerning the points above has been prepared separately and is provided in **Appendix C** of this document. To confirm, no Departures from Standards are required for the proposed site access.

Residential Travel Plan

"While the Travel Plan has now been largely updated in accordance with WSCC requirements, it should also include provision of bus taster tickets as described in point 11 below. A value for these should also be included in the final version of the Travel Plan."

- 2.17. Section 5.4 of the Residential Travel Plan identifies the provision of public transport 'taster' tickets to enable residents to trial travelling by bus, and this has been updated to provide a value.

Vision-Led Strategy Document

"The vision-led methodology should be such that it includes provision of additional measures should the vision (that should also include trip rate reduction) not be achieved. This should be separate from the Travel Plan and the measures it contains. Applicant to provide further information along these lines, please."

- 2.18. It was confirmed during the Teams meeting in November 2025 that WSCC are seeking a document which is additional to the Residential Travel Plan to include more detail on contingency and remedial measures that could be provided if the Site does not meet mode shift targets.
- 2.19. This Vision-Led Strategy document has been prepared separately and is provided in **Appendix D** of this document.

B2112 Pedestrian Improvements

"Applicant to confirm whether these improvements are to be implemented as part of this planning application. If they are, then they should also be included in any Stage 1 Safety Audit Brief."

- 2.20. The pedestrian improvement scheme along the B2112 is proposed to be implemented as part of this outline planning application and was included within the Stage 1 Road Safety Audit stud area.

Public Transport Liaison

"Comments from Metrobus should be sought again given that they run several key services in the locality."

- 2.21. Since the receipt of these comments, Metrobus were approached again for comments on how the Proposed Development could support or enhance existing public transport facilities and services.
- 2.22. Metrobus suggested that the development should make a s106 contribution to the 271 / 272 service to be dealt with at the time the Site comes forward, and that the nearby Fox & Hounds bus stops could be further upgraded with a screen displaying Real-Time Information.
- 2.23. The full correspondence from Metrobus is provided in **Appendix E** of this note.

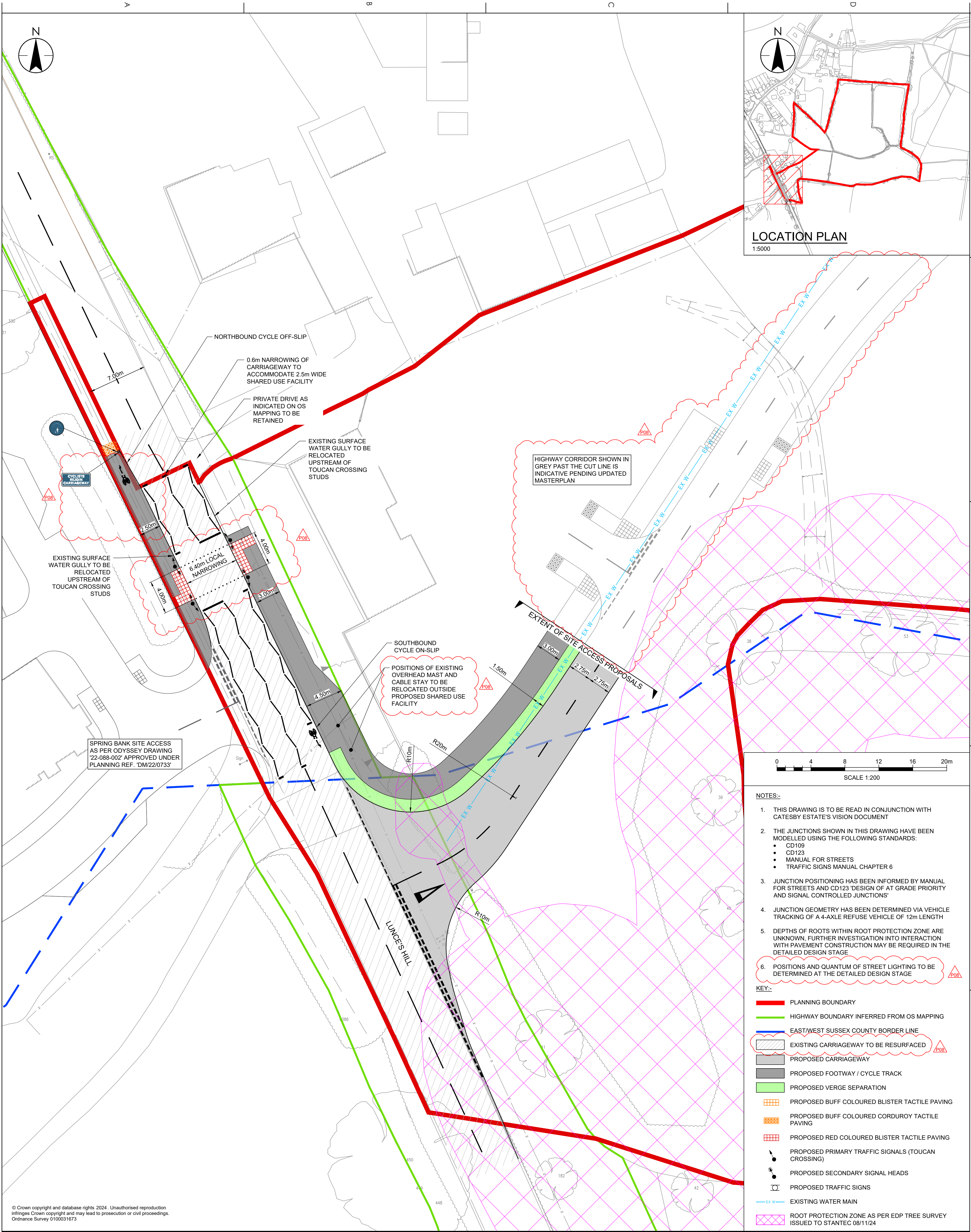
3. Response to ESCC Highways Comments

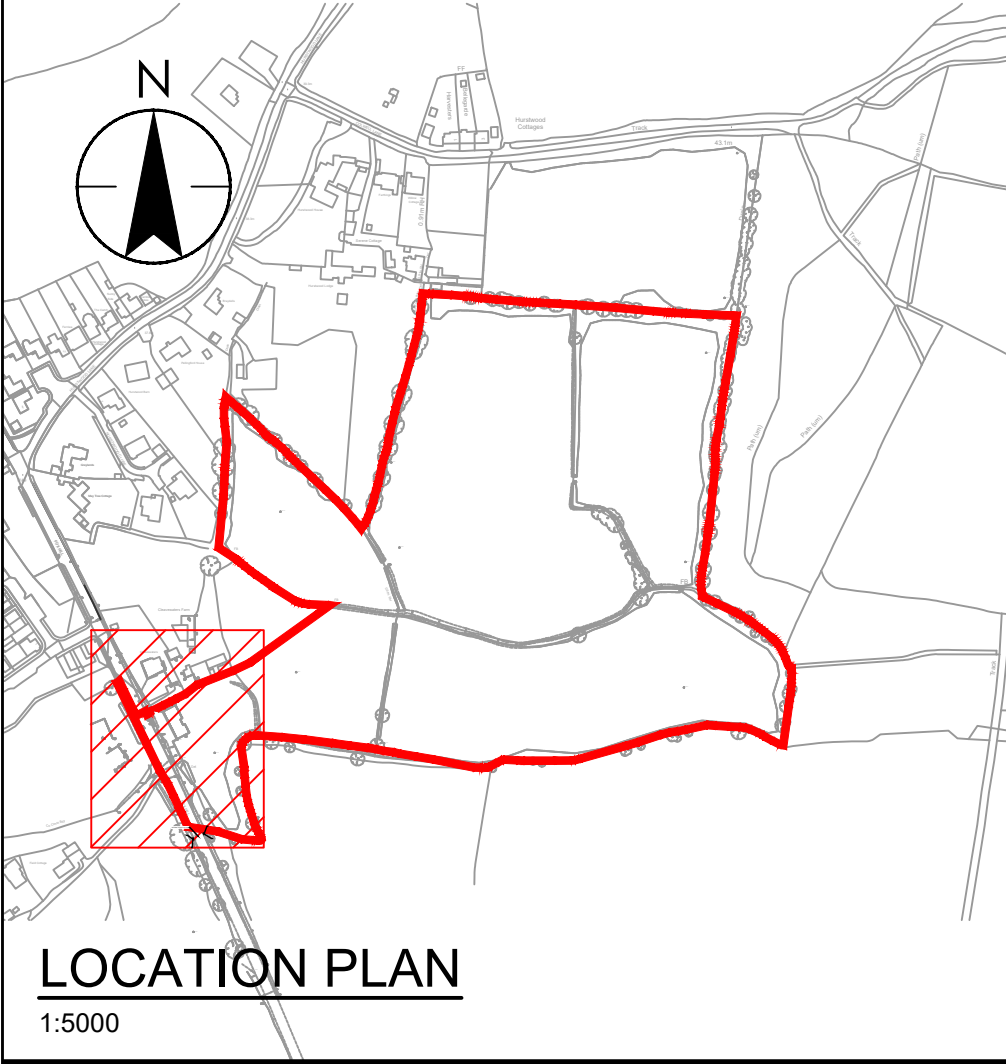
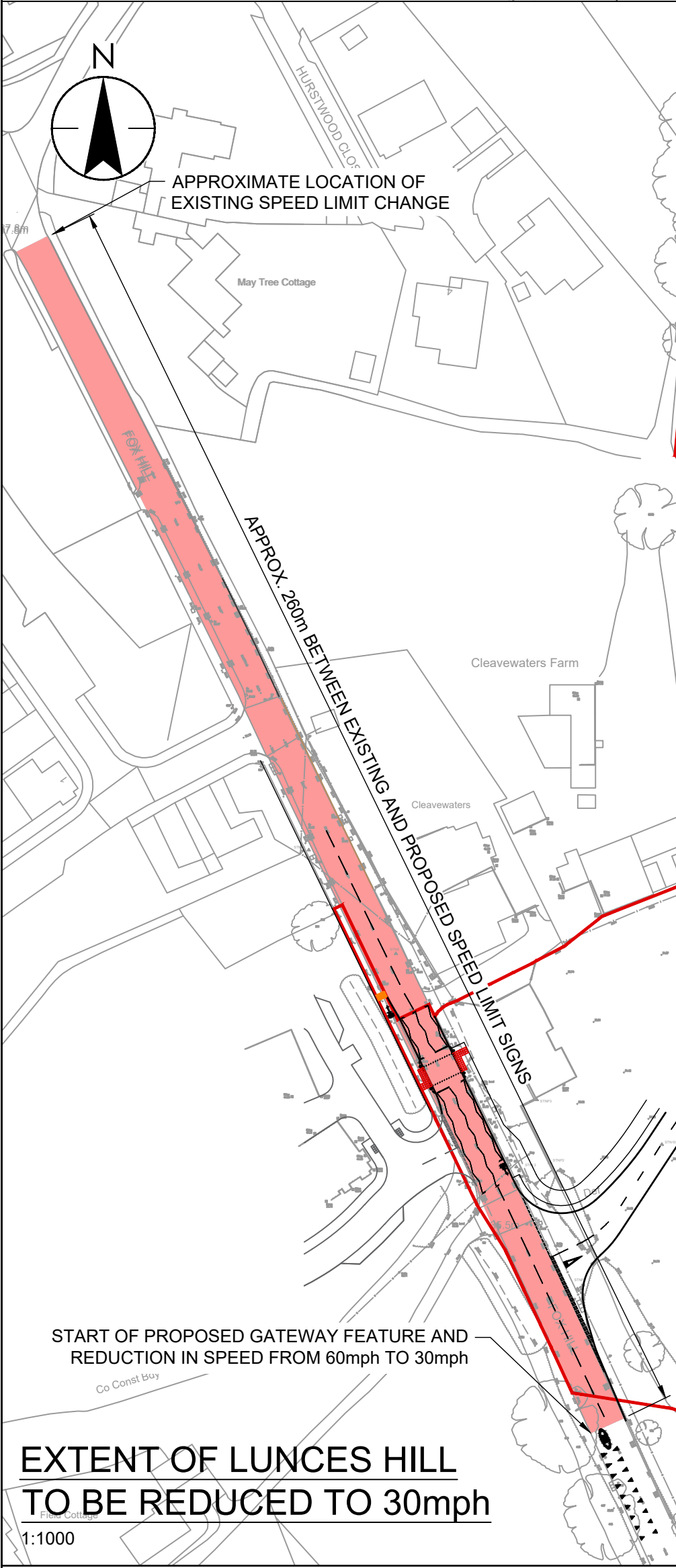
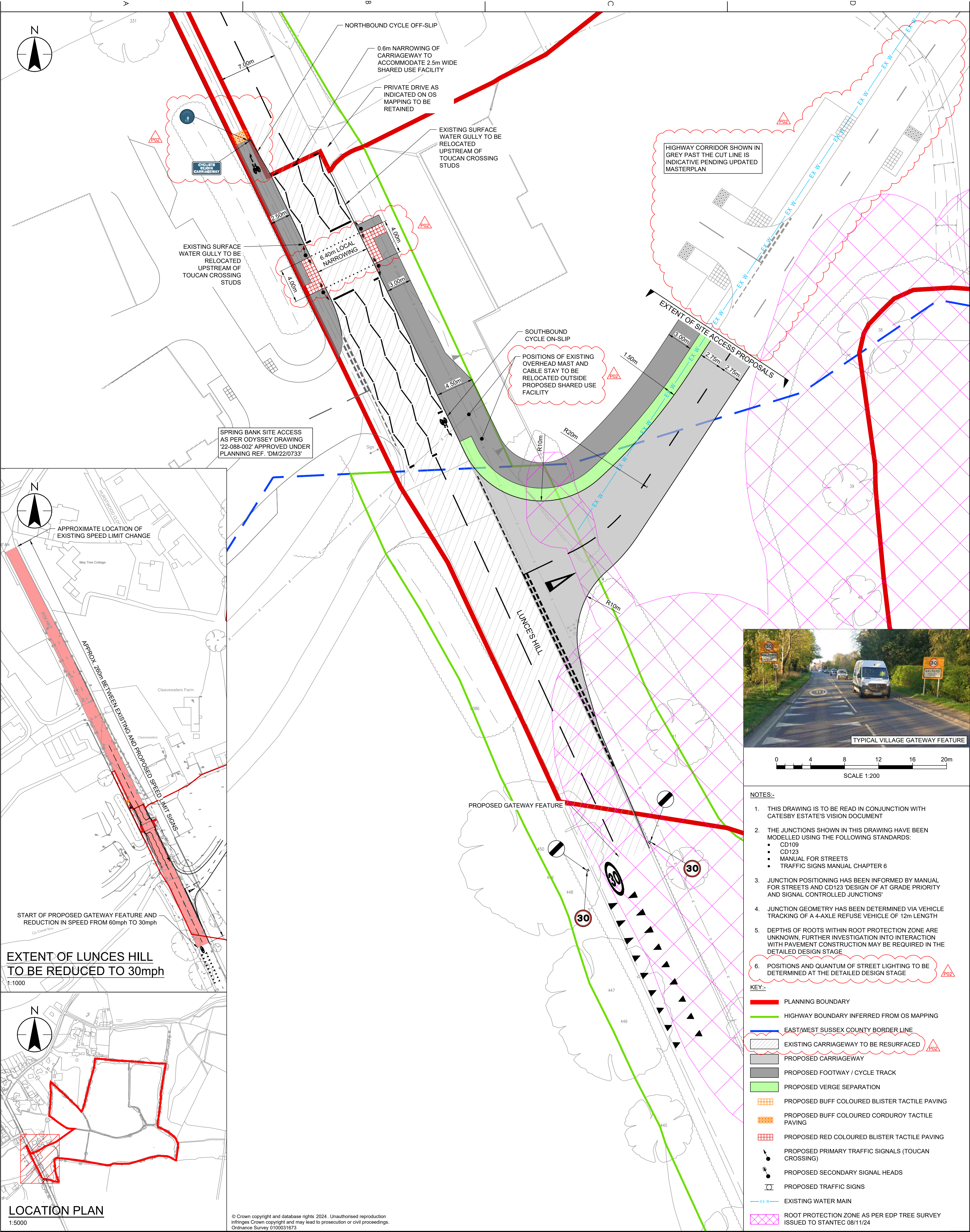
- 3.1. An additional request was made by East Sussex County Council (ESCC) Highways to demonstrate longitudinal visibility to the south of the Site, into ESCC jurisdiction.
- 3.2. This drawing was prepared ahead of the Teams meeting with both ESCC and WSCC, but during the call ESCC requested that this drawing be updated to include a telegraph pole and other utilities in the vicinity of the Site Access.
- 3.3. Stantec Drawing '332611520-STN-HGN-XX-DR-C-0105 P01' demonstrates that this visibility can be achieved, and is provided in **Appendix F** of this Note.

TECHNICAL NOTE 2



Appendix A – Site Access Drawings





0 4 8 12 16 20m
SCALE 1:200

NOTES:-

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT
- THE JUNCTIONS SHOWN IN THIS DRAWING HAVE BEEN MODELLED USING THE FOLLOWING STANDARDS:
 - CD109
 - CD123
 - MANUAL FOR STREETS
 - TRAFFIC SIGNS MANUAL CHAPTER 6
- JUNCTION POSITIONING HAS BEEN INFORMED BY MANUAL FOR STREETS AND CD123 'DESIGN OF AT GRADE PRIORITY AND SIGNAL CONTROLLED JUNCTIONS'
- JUNCTION GEOMETRY HAS BEEN DETERMINED VIA VEHICLE TRACKING OF A 4-AXLE REFUSE VEHICLE OF 12m LENGTH
- DEPTHS OF ROOTS WITHIN ROOT PROTECTION ZONE ARE UNKNOWN. FURTHER INVESTIGATION INTO INTERACTION WITH PAVEMENT CONSTRUCTION MAY BE REQUIRED IN THE DETAILED DESIGN STAGE
- POSITIONS AND QUANTUM OF STREET LIGHTING TO BE DETERMINED AT THE DETAILED DESIGN STAGE

KEY:-

- PLANNING BOUNDARY
- HIGHWAY BOUNDARY INFERRED FROM OS MAPPING
- EAST/WEST SUSSEX COUNTY BORDER LINE
- EXISTING CARRIAGEWAY TO BE RESURFACED
- 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

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Ordnance Survey 0100031673

Client/Project:		Catesby Estates	
Project No.:		332611520	
Title		LAND AT LUNCES HILL - HAYWARDS HEATH	
88	88	DL	2025.10.22
Drawn	Dgn.	Chkd.	YYY/MM/DD
HAYWARDS HEATH SITE ACCESS			
GENERAL ARRANGEMENT			
SPEED LIMIT REDUCTION / GATEWAY			
FEATURE OPTION			
Scale: 1:200			
Revision: P01			
Drawing No. 332611520-SH-HIGHWAY-DR-C-0100			

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

PLANNING

Issue Status

P02	UPDATES FOLLOWING TMS STAGE 1 RSA	BB	DL	2025.09.30
P01	FIRST ISSUE	BB	DL	2025.07.21
Issued/Revision		By	Appd	YYY/MM/DD

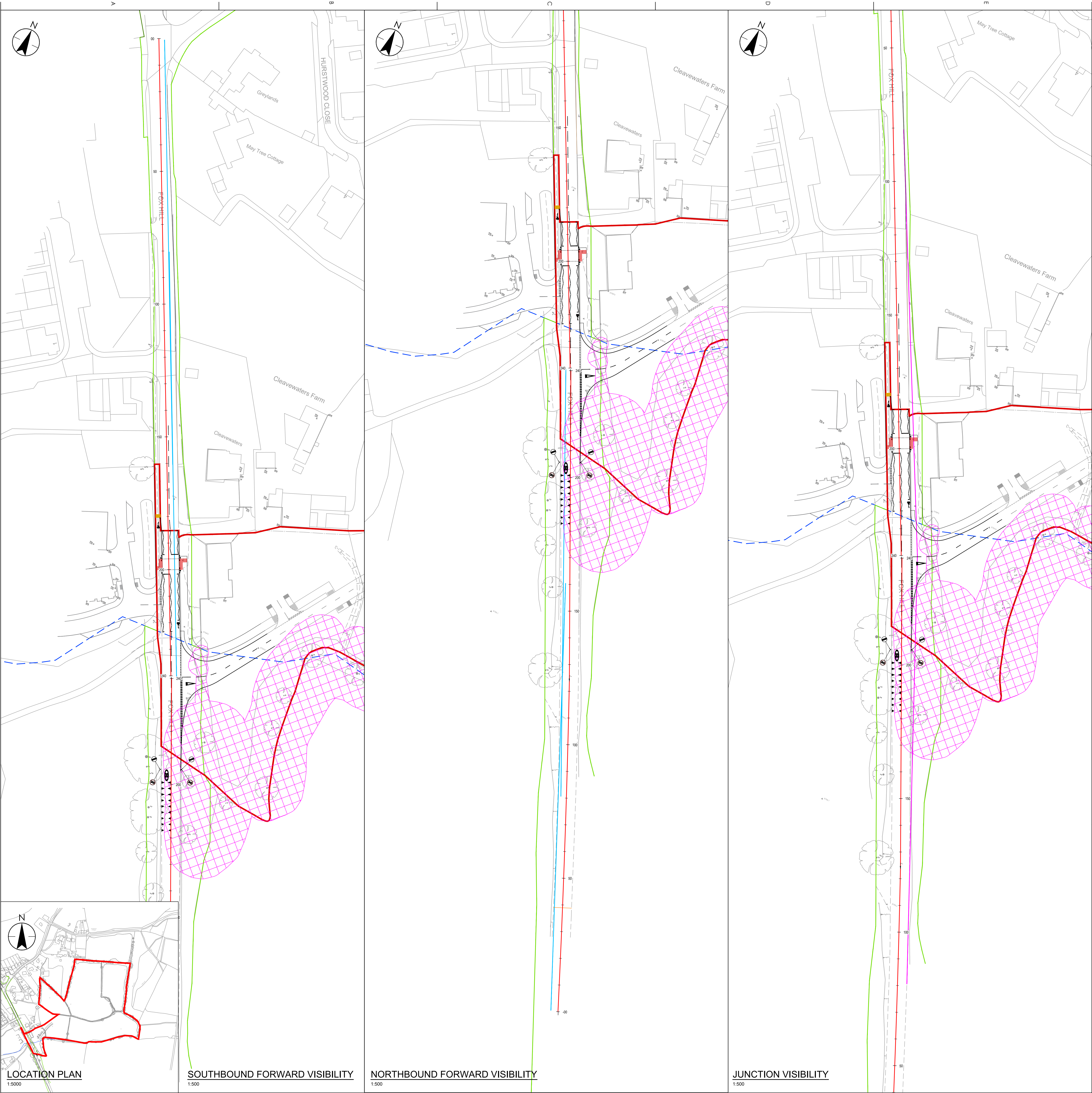
NOTES:
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this is not guaranteed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own services, plant or apparatus may affect their operation.

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

TECHNICAL NOTE 2















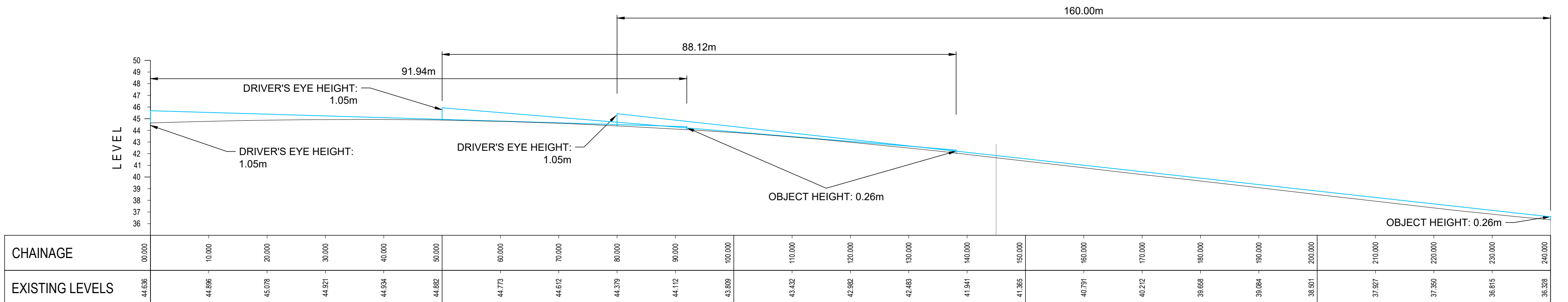
Appendix B – Site Access Visibility Drawings



- NOTES:-**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT.
 2. IN ORDER TO MAINTAIN JUNCTION VISIBILITY, ANY AND ALL VEGETATION IN FRONT OF PLOTTED JUNCTION VISIBILITY SPLAYS IS TO BE REGULARLY CLEARED.
 3. VISIBILITY SPLAYS HAVE BEEN DRAWN AS PER 85th PERCENTILE SPEEDS DERIVED FROM ATC DATA.
 - NORTHBOUND OBSERVED SPEED: 49mph
 - SOUTHBOUND OBSERVED SPEED: 38mph
 4. B2112 EXISTING SPEED: 60mph
 5. B2112 DESIGN SPEED: 85kph (50mph).

KEY:

-  PLANNING BOUNDARY
-  HIGHWAY BOUNDARY
-  EAST/WEST SUSSEX COUNTY BORDER LINE
-  PROPOSED BUFF COLOURED BLISTER TACTILE PAVING
-  PROPOSED BUFF COLOURED CORDOURY TACTILE PAVING
-  PROPOSED RED COLOURED BLISTER TACTILE PAVING
-  PROPOSED PRIMARY TRAFFIC SIGNALS (TOUCAN CROSSING)
-  PROPOSED SECONDARY SIGNAL HEADS
-  PROPOSED TRAFFIC SIGNS
-  ROOT PROTECTION ZONE AS PER EDP TREE SURVEY ISSUED TO STANTEC 08/11/24
-  85kph FORWARD VISIBILITY SPLAYS (160m)
-  85kph DESIRABLE MINIMUM JUNCTION VISIBILITY ($x = 2.4, y = 160$)



LONGITUDINAL SECTION - NORTH APPROACH FORWARD VISIBILITY - 160m (85kph / 50mph)
SCALE H 1:500, V 1:250. DATUM 35.000m AOD

[illegible]

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Appendix C – Design Review Technical Note

TECHNICAL NOTE 3



Job Name: Land East of Lunce's Hill, Haywards Heath, West Sussex
Job No: 332611520
Note No: 003
Date: December 2025
Prepared By: B Haydon
Reviewed By: N Fern
Subject: Transport Addendum Note – Site Access Design Review
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, a second round of formal comments from West Sussex County Council (WSCC) was issued on 15th October 2025.
- 1.3. Following the receipt of the additional comments, a MS Teams meeting was held between Stantec, WSCC, and East Sussex County Council (ESCC) on 4th November 2025 to discuss the outstanding comments on the application.
- 1.4. Included in these comments, and raised at the subsequent meeting, was a request for a Design Review Document to review the following elements of the Site Access design:
 - Proposed Site Access Form; and
 - Proposed Site Access Location.
- 1.5. This Note provides a review of the design process undertaken by Stantec during developing the proposals for the Site access.

2. Proposed Site Access Form

- 2.1. As submitted to WSCC and ESCC, the current Site access proposals consist of a simple priority T-junction with B2112 Lunce's Hill.
- 2.2. When considering the site access junction form, the following was considered:
 - i) Proposed development trip generation and distribution/assignment
 - ii) Junction capacity assessment
 - iii) Vehicle visibility
 - iv) Stage 1 Road Safety Audit
 - v) Traffic calming
 - vi) Tree removal and vegetation clearance

- vii) Geometry and alignment
- 2.3. Two options for the Site access are provided, one with a 30mph speed reduction extension and gateway feature, and one without. These drawings are provided in **Appendix A**.
- i) Proposed Development Trip Generation and Distribution/Assignment**
- 2.4. As detailed in Section 6 of the Transport Assessment (February 2025), with reference to vehicular trip rates generated by TRICS, the Site is forecast to generate 63 and 64 two-way vehicle trips in the AM and PM peaks respectively.
- 2.5. When determining the appropriate access form, Stantec reviewed the number of vehicles turning into the Site to understand whether it was appropriate to provide a ghost island turn lane to facilitate vehicles turning right into the Site.
- 2.6. With reference to the trip rates provided in the TA, it is forecast that there would be 15 and 45 vehicles arriving to the Site in the AM and PM peaks respectively.
- 2.7. Of these vehicles arriving to the Site, only those arriving from the south would be turning right into the Site access.
- 2.8. Section 6 of the TA also provides information on distribution which is derived from 'Journey to Work' data from the 2011 Census. This exercise demonstrates that the split between vehicles travelling to the north and to the south from the Site is not equal, and 76% travel to and from the north, with the remaining 24% travelling to and from the south.
- 2.9. With reference to this distribution, of the 15 and 45 vehicles arriving to the Site within the AM and PM peak hours respectively, only 24% of these would be arriving from the south and turning right into the Site.
- 2.10. This means that only 4 vehicles turn right into the Site in the AM peak (1 vehicle every 15 minutes on average), and 11 vehicles in the PM peak (1 vehicle every 6 minutes on average). This level of flow is extremely modest, particularly when considering these vehicles are spread across the hour-long period.
- 2.11. Therefore, a simple priority T-junction was deemed to be appropriate to sufficiently accommodate the forecast development traffic, with no requirement for a ghost island right turn lane arrangement.
- ii) Junction Capacity Assessment**
- 2.12. As part of the additional package of documents submitted to WSCC in response to their formal comments received in May 2025, Stantec submitted a junction capacity assessment of the Site access junction.
- 2.13. The junction capacity assessment was completed of the proposed simple priority T-junction layout.
- 2.14. The junction was assessed within TRL's Junctions 11 software, and considered the 2028 Do Something scenario, which accounts for committed developments, TEMPro growth, and the proposed trip generation from the Development.
- 2.15. The results of this assessment are shown below in **Plate 2.1**, and the full results provided in **Appendix B** for completeness.

TECHNICAL NOTE 3



Figure 2.1 – Land East of Lunce's Hill – Proposed Site Access Simple Priority T-Junction – Junction Capacity Assessment Results

	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 results of this assessment shows that the proposed Site access junction is forecast to operate well within capacity with minimal levels of delay.
- 2.17. When considering the C-AB stream, which is the northbound movement that would either turn right into the Site or continue onwards along B2112 Fox Hill, very minimal delays are forecast and there are no vehicles predicted to queue as a result of vehicles turning right into the Site.
- 2.18. Therefore, the junction capacity assessment of the proposed simple priority T-junction Site access demonstrates that this junction form operates well within capacity, with low levels of queueing and delay in the future year scenario, and therefore satisfactorily accommodates the development trips (with no requirement for a ghost island right turn lane arrangement).

iii) Visibility

- 2.19. In June 2024, traffic surveys were commissioned to understand existing network conditions and to inform the Transport Assessment.
- 2.20. As part of these surveys, two Automatic Traffic Counts (ATCs) were installed to the north and south of the proposed Site access to understand the conditions on B2112 Lunce's Hill / Fox Hill.
- 2.21. At the time of the surveys, 85th percentile speeds were unknown, and therefore these ATCs were positioned 215 metres either side of the proposed access, which reflect the required visibilities for a junction on a 60mph road.
- 2.22. The results of the speed surveys revealed the following 85th percentile speeds:

ATC A Northbound 49mph

ATC B Southbound 38mph

- 2.23. Therefore, the junction has been positioned such that visibility, both on the approach, and at the give way line, is achieved in line with the 85th percentile speeds recorded in the ATC's.
- 2.24. It has been demonstrated on Stantec Drawing '332611520-STN-HGN-XX-DR-C-0102 P06' that visibility on the approach to the proposed site access can be achieved. In line with CD109 Clause 2.13 Note 2, forward visibility splays have been plotted at a distance 1.5 times the stopping site distance away from the centreline of the proposed site access (240m for 85kph). It has also been demonstrated that vehicles have unobstructed vertical visibility on the immediate approach to the proposed site access due to the topography.
- 2.25. Stantec drawing '332611520-STN-HGN-XX-DR-C-0105 P01' demonstrates that vertical visibility to traffic entering Haywards Heath can be achieved both in-plan and longitudinally.
- 2.26. Therefore, a simple priority T junction site access design provides adequate visibility splays for both vehicles exiting the development, and northbound vehicles to stationary vehicles turning right into the development (with no requirement for a ghost island right turn lane arrangement).

iv) Stage 1 Road Safety Audit

- 2.27. As part of the application, WSCC and ESCC required a Stage 1 Road Safety Audit of the proposed Site access junction.
- 2.28. Stantec commissioned TMS Consultancy to carry out this RSA in September 2025, with a report provided to both Highway Authorities to detail their findings and recommendations.
- 2.29. To carry out the RSA, TMS were provided with all relevant submission documents, including the Transport Assessment and Site access designs, as well as key information such as trip generation in the Audit Brief prepared by Stantec.
- 2.30. Ultimately, TMS did not raise any safety concerns over the lack of a ghost island turn facility, nor visibility splays, and therefore Stantec are comfortable that this junction form is appropriate in terms of safety.
- 2.31. It is worth noting that Problem 3.2 identified that Lunce's Hill has poor carriageway surfacing at the site access location, and the recommendation should be to resurface to cover the site access junction and toucan crossing using a PSV of 68+ (higher friction surfacing). This will improve vehicle braking to the site access.

v) Traffic Calming

- 2.32. As part of the Site access proposals, it is proposed to extend the existing 30mph speed limit further south to include the Site access junction.
- 2.33. Whilst the Site does not depend on this reduction to deliver the scheme, given that it has been demonstrated that visibility can be achieved for the 50mph design speed, it complements the proposals well, creating a more residential feel to the area.
- 2.34. It is envisioned that as part of this reduction, a gateway feature would be provided to clearly identify the reduction in speed limit for those travelling northbound and approaching at 60mph. There would also be localised narrowing of the carriageway, which would serve to reduce speeds further.
- 2.35. In terms of traffic calming, the simple priority T-junction form and gateway feature serves well to enforce the lower speed limit as vehicles approaching from the south would be forced to reduce their speed to account for vehicles turning right into the Site.
- 2.36. The provision of a ghost island right turn lane facility would widen the highway corridor, open up the road, and would enable northbound traffic to bypass vehicles queuing to turn right into the Site, allowing them to continue at a higher speed.
- 2.37. Therefore, Stantec believes that the simple priority T-junction form also serves to help enforce the urban character setting, and the lower 30mph speed limit. A ghost island priority T-junction would likely increase vehicle speeds by opening up the highway.

vi) Tree Removal and Vegetation Clearance

- 2.38. The Site has sought to minimise its impact on the existing landscape surrounding the Site, which includes significant highway vegetation and mature trees. The current simple priority T-junction design has minimal impact on the surrounding trees and vegetation, with only minor vegetation cutback required to achieve visibility.
- 2.39. As the design has progressed, Stantec have been in contact with EDP arboriculturists due to concerns raised over the proximity of the site access to a nearby group of 'Category A' trees. Category A trees are defined by EDP as trees of high quality and value.

- 2.40. Stantec have received plans from EDP describing a series of root protection zones (tree group G32) to factor into the placement and geometry of the proposed site access. Tree Constraints Plans, provided by EDP, have been included in **Appendix D**. These root protection zones are also shown on all Stantec drawings, denoted by pink crosshatch.
- 2.41. The provision of a ghost island right turn facility would see provision of new carriageway construction entering the root protection zone as a result of widening required under CD 123 (minimum 3m required as per clause 6.10). Removal of affected Category A trees may be required as a result of new carriageway construction in this area.
- 2.42. Widening of the carriageway would only be feasible on the eastern side of the carriageway, due to existing access junctions and highway boundary restrictions along the western edge.
- 2.43. Therefore, to minimise the impact on the existing landscape and greenery, Stantec believes that the simple priority T-junction form is appropriate. A ghost island right turn lane site access would have an extensive impact on the existing highway tree and hedge line.

vii) Geometry and Alignment

- 2.44. Geometry and alignment of the proposed site access have been influenced by the following:-
- Existing water main (diameter unknown at this stage) through the site – the site access has been aligned such that the existing water main is located centrally inside a proposed 1-metre-wide verge for maintenance benefits.
 - The site access corridor has been minimised in width as far as is reasonably practicable to avoid nearby root protection zones.
 - Road widths and radii have been determined via tracking of a 12m Refuse Collection Vehicle.

3. Proposed Site Access Location

- 3.1. In line with current industry best practice and standards, the Site access has been staggered 30 metres south of the existing Spring Bank Sigman Homes development access. Figure 3.12(a) of Manual for Streets states the minimum stagger distance for opposing junctions is to be 30 metres.
- 3.2. As outlined above, the Site access proposes for the existing speed limit reduction to be extended across the bellmouth. As such, the Site access is to be situated inside a 30mph speed environment; meaning that Manual for Streets applies in place of the 50 metre stagger outlined in CD 123 (Clause 2.24).
- 3.3. Whilst it is acknowledged that the Sigma Homes Spring Bank development is in close proximity to the proposed site access, the site is very small scale with only 20 dwellings. As such, the trip generation for the Spring Bank development is very modest, with only 3 and 7 trips turning into the development within the AM and PM peaks respectively. Furthermore, there will be minimal interaction between the two site access junctions, with only refuse vehicles and deliveries potentially routing between the two site accesses.
- 3.4. Stantec are comfortable that the location of the proposed Site access junction adheres to relevant industry standards.

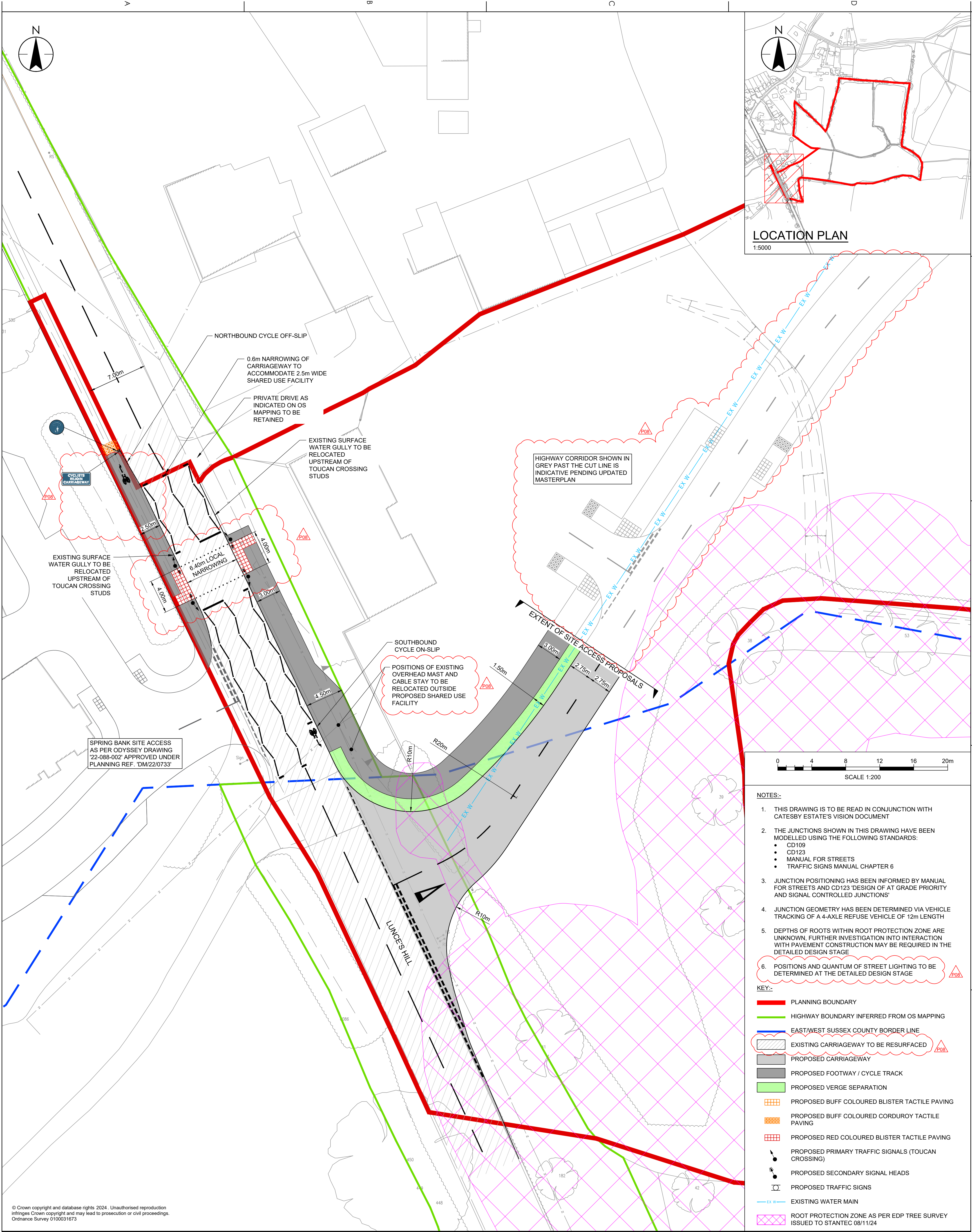
4. Conclusion

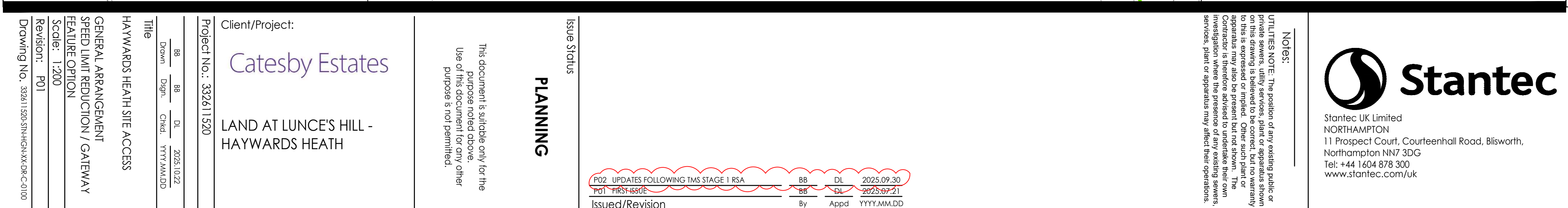
- 4.1. Stantec has prepared this Note to detail the design review process Stantec undertook during the design of the proposed Site access, in response to comments from West Sussex County Council (WSCC) and East Sussex County Council (ESCC) on the proposed access form.
- 4.2. This Note details several key considerations made by Stantec both during the early stages of determining the junction form and as the application has progressed.
- 4.3. To confirm, no Departures from Standards are required for the proposed site access.
- 4.4. In Stantec's view, there is no reason, in capacity or safety terms, why the proposed simple T-junction Site access form would not sufficiently support the proposed development.

TECHNICAL NOTE 3



Appendix A – Site Access Drawings





Notes:



TECHNICAL NOTE 3



Appendix B – Site Access Junction – Junctions 11 Outputs

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.0.0.2177											
© Copyright TRL Software Limited, 2024											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

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
	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
	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				

TECHNICAL NOTE 3



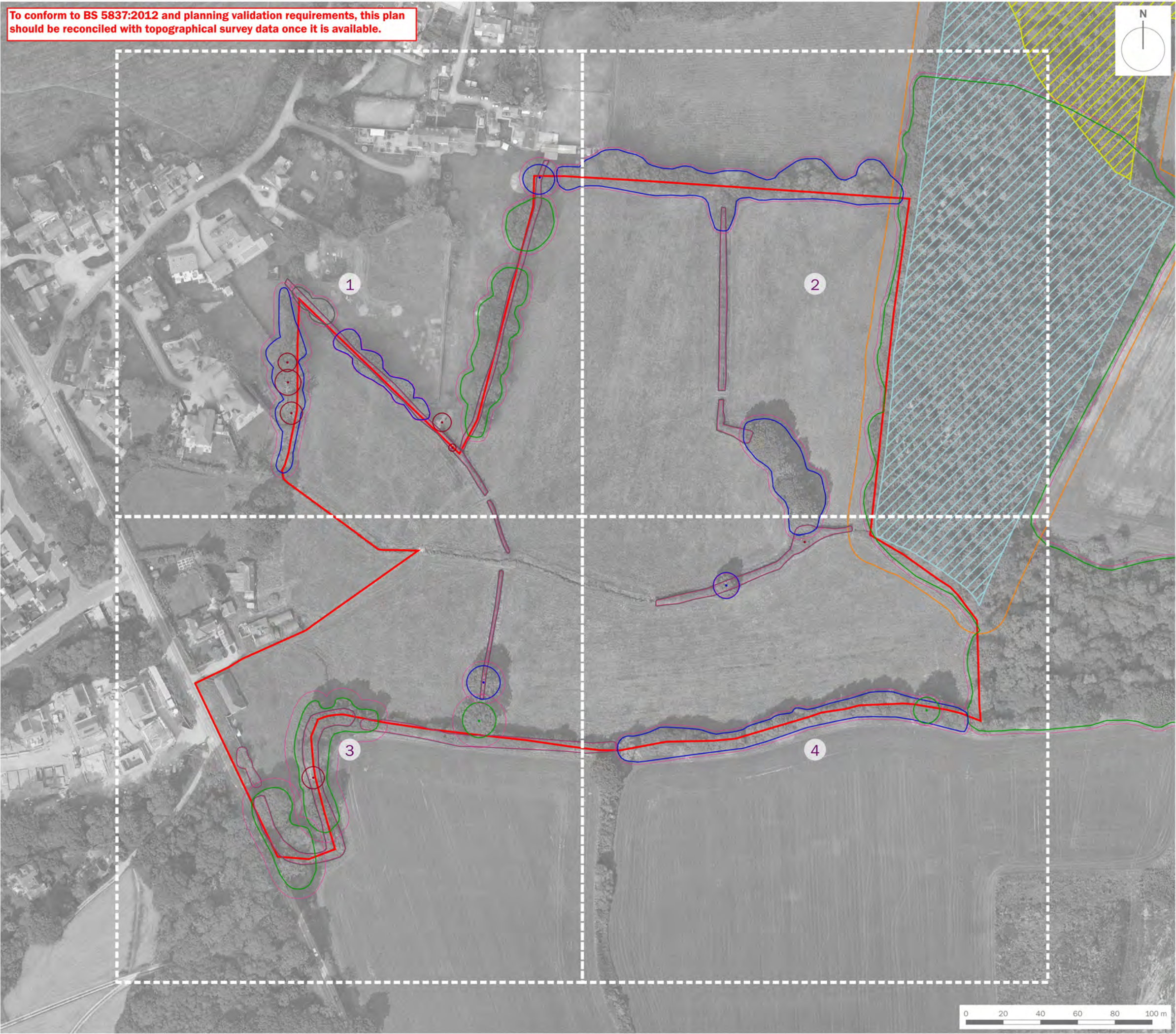
Appendix C – Visibility Drawing

TECHNICAL NOTE 3



Appendix D – EDP Tree Surveys

To conform to BS 5837:2012 and planning validation requirements, this plan should be reconciled with topographical survey data once it is available.



Site Boundary

T1

Tree/Group Number

Tree/Group Canopy

Tree Stem

Root Protection Area

Category A: Trees of high quality and value

Category B: Trees of moderate quality and value

Category C: Trees of low quality and value

Category U: Trees of poor quality and value

Ancient Semi-natural Woodland

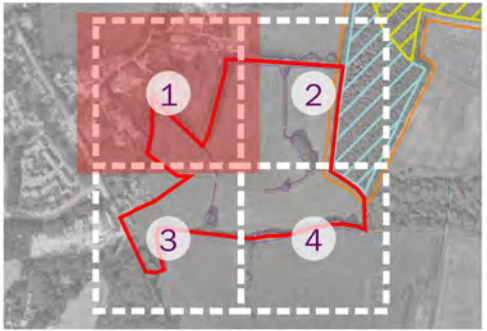
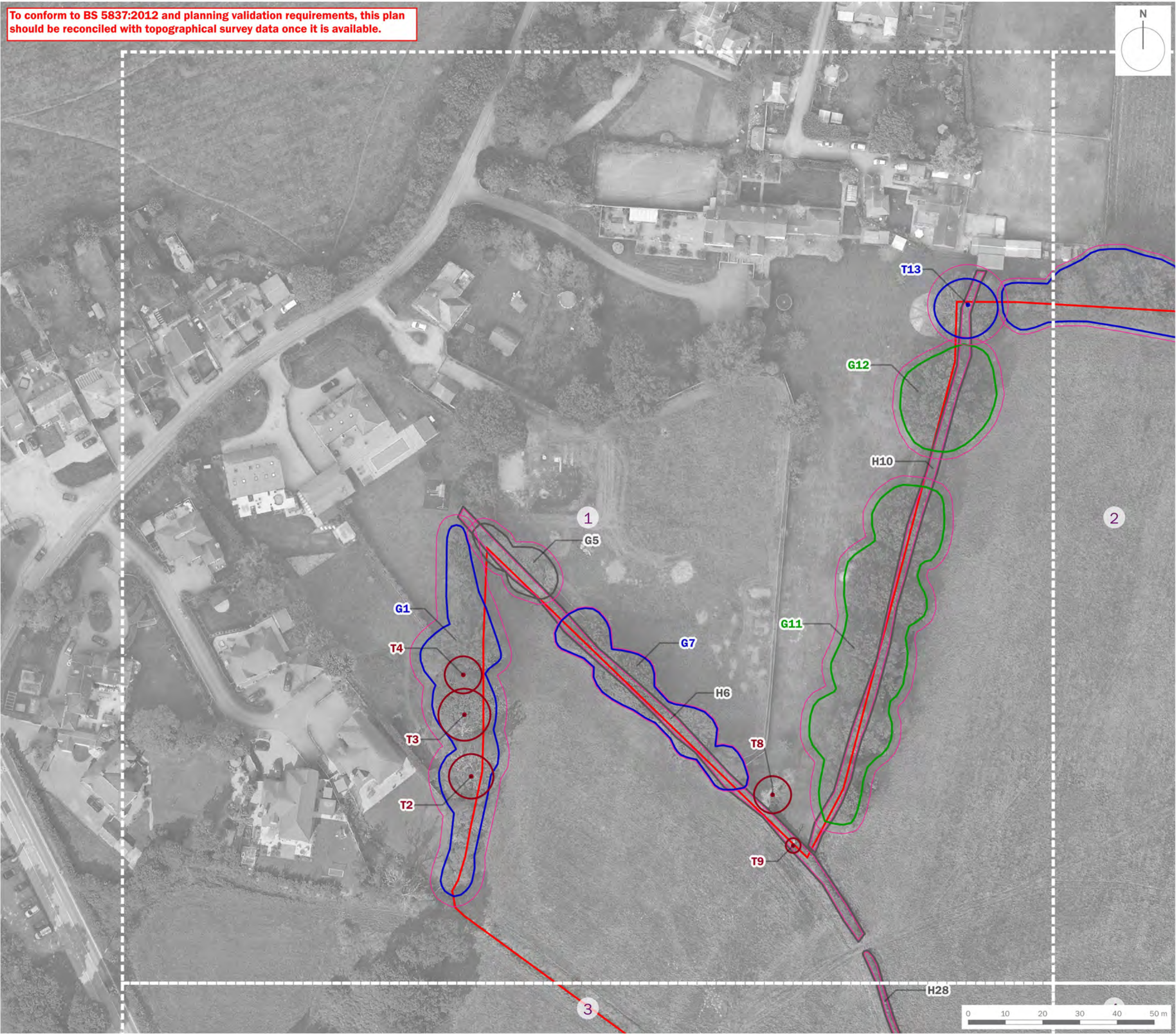
Plantation on Ancient Woodland Site

15m Buffer from Ancient Woodland

DRAFT

client	Catesby		
project title	Lunce's Hill, Haywards Heath		
drawing title	Tree Constraints Plan (Overview)		
date	18 SEPTEMBER 2024	drawn by	GYo
drawing number	edp8571_d009	checked	GSn
scale	1:2,000 @ A3	QA	

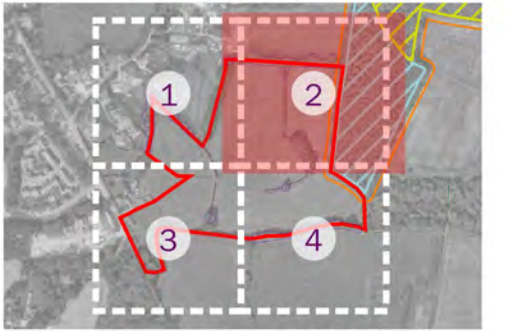
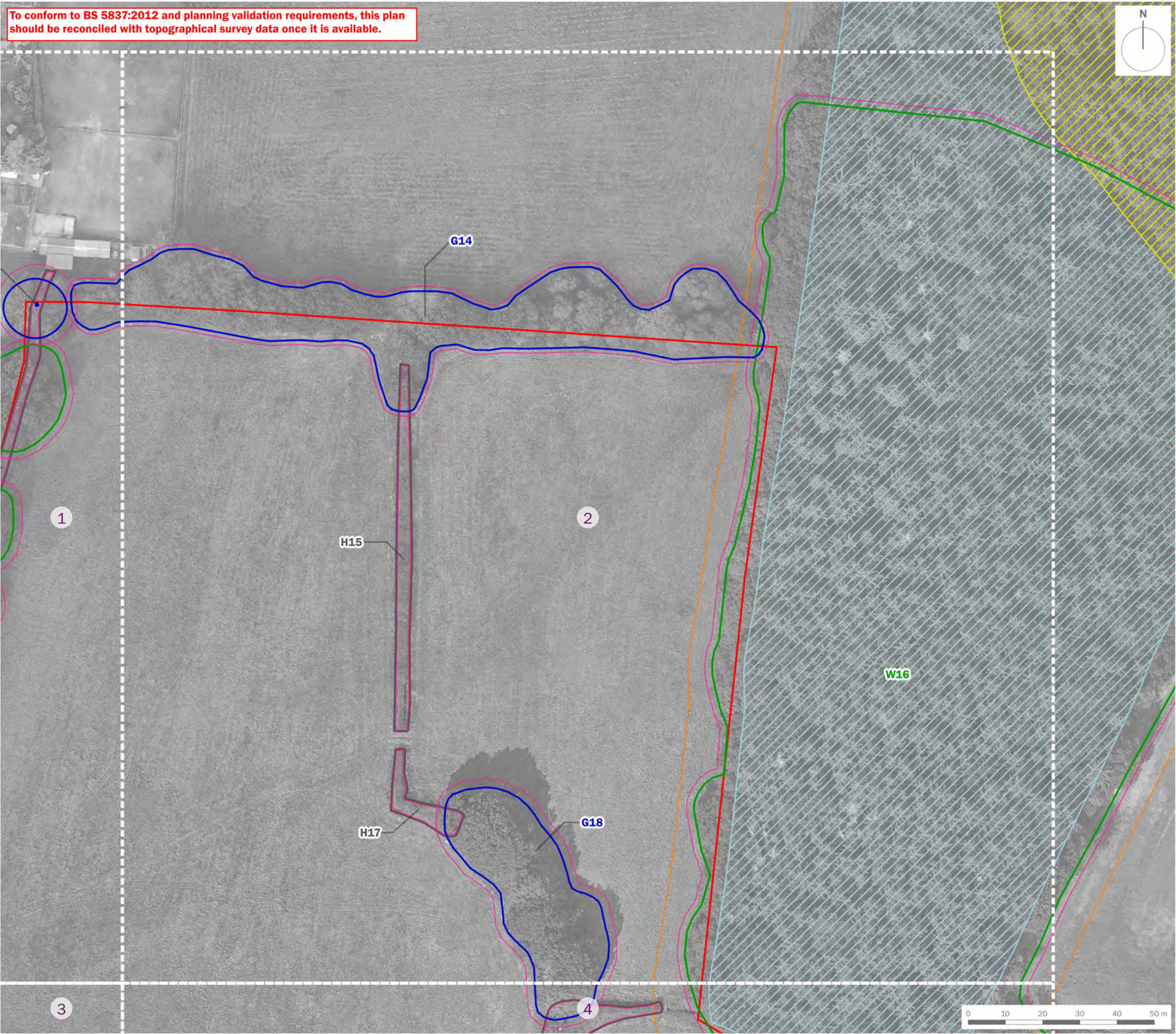
To conform to BS 5837:2012 and planning validation requirements, this plan should be reconciled with topographical survey data once it is available.



client	Catesby		
project title	Lunces Hill, Haywards Heath		
drawing title	Tree Constraints Plan (Sheet 1 of 4)		
date	18 SEPTEMBER 2024	drawn by	GYo
drawing number	edp8571_d009	checked	GSn
scale	1:1,000 @ A3	QA	



To conform to BS 5837:2012 and planning validation requirements, this plan should be reconciled with topographical survey data once it is available.

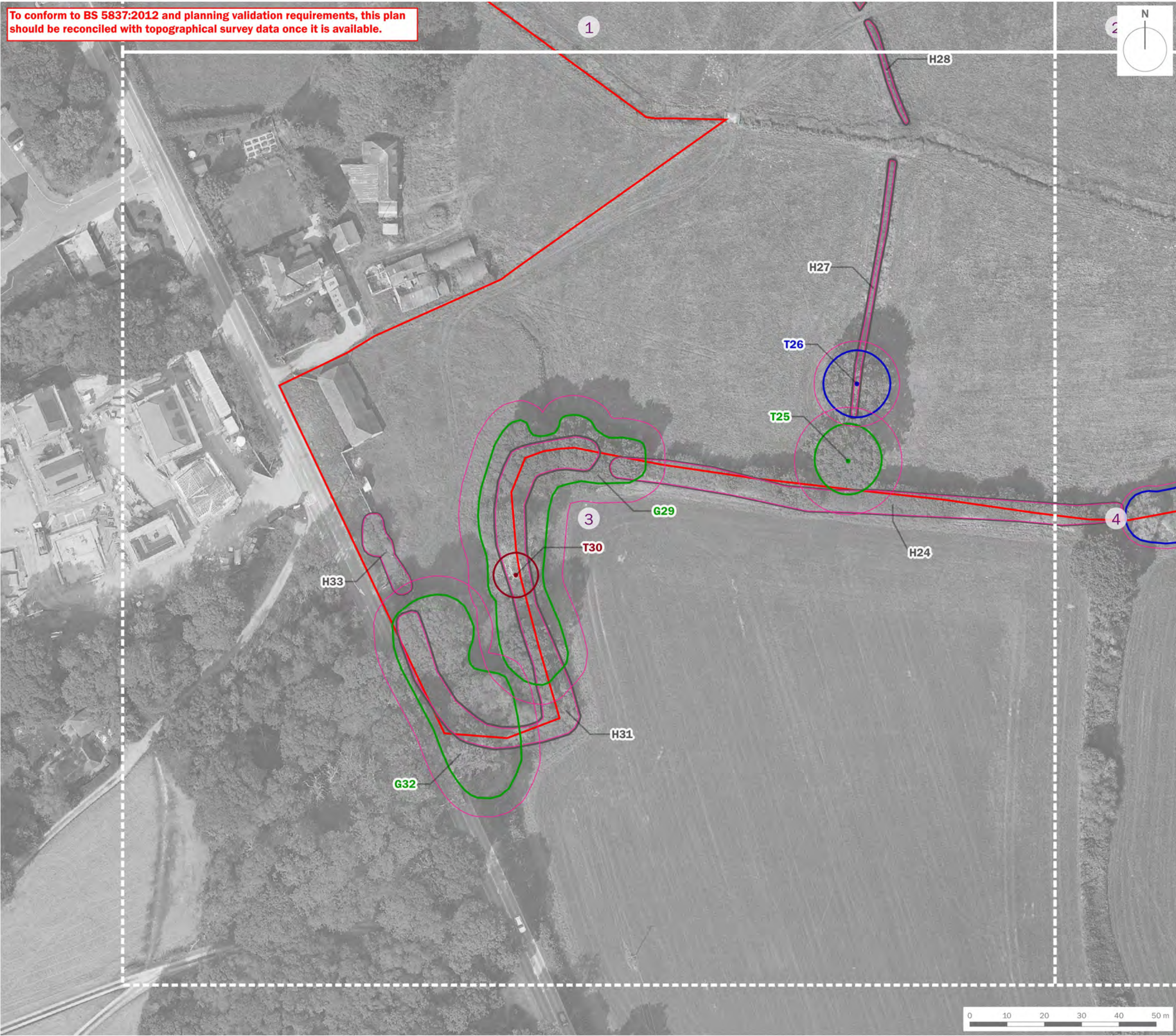


client	Catesby		
project title	Lunce's Hill, Haywards Heath		
drawing title	Tree Constraints Plan (Sheet 2 of 4)		
date	18 SEPTEMBER 2024	drawn by	GYo
drawing number	edp8571_d009	checked	GSn
scale	1:1,000 @ A3	QA	



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To conform to BS 5837:2012 and planning validation requirements, this plan should be reconciled with topographical survey data once it is available.



Site Boundary

T1

Tree/Group Number

Tree/Group Canopy

Tree Stem

Root Protection Area

Category A: Trees of high quality and value

Category B: Trees of moderate quality and value

Category C: Trees of low quality and value

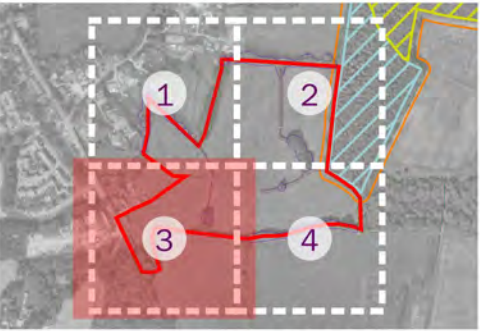
Category U: Trees of poor quality and value

Ancient Semi-natural Woodland

Plantation on Ancient Woodland Site

15m Buffer from Ancient Woodland

DRAFT

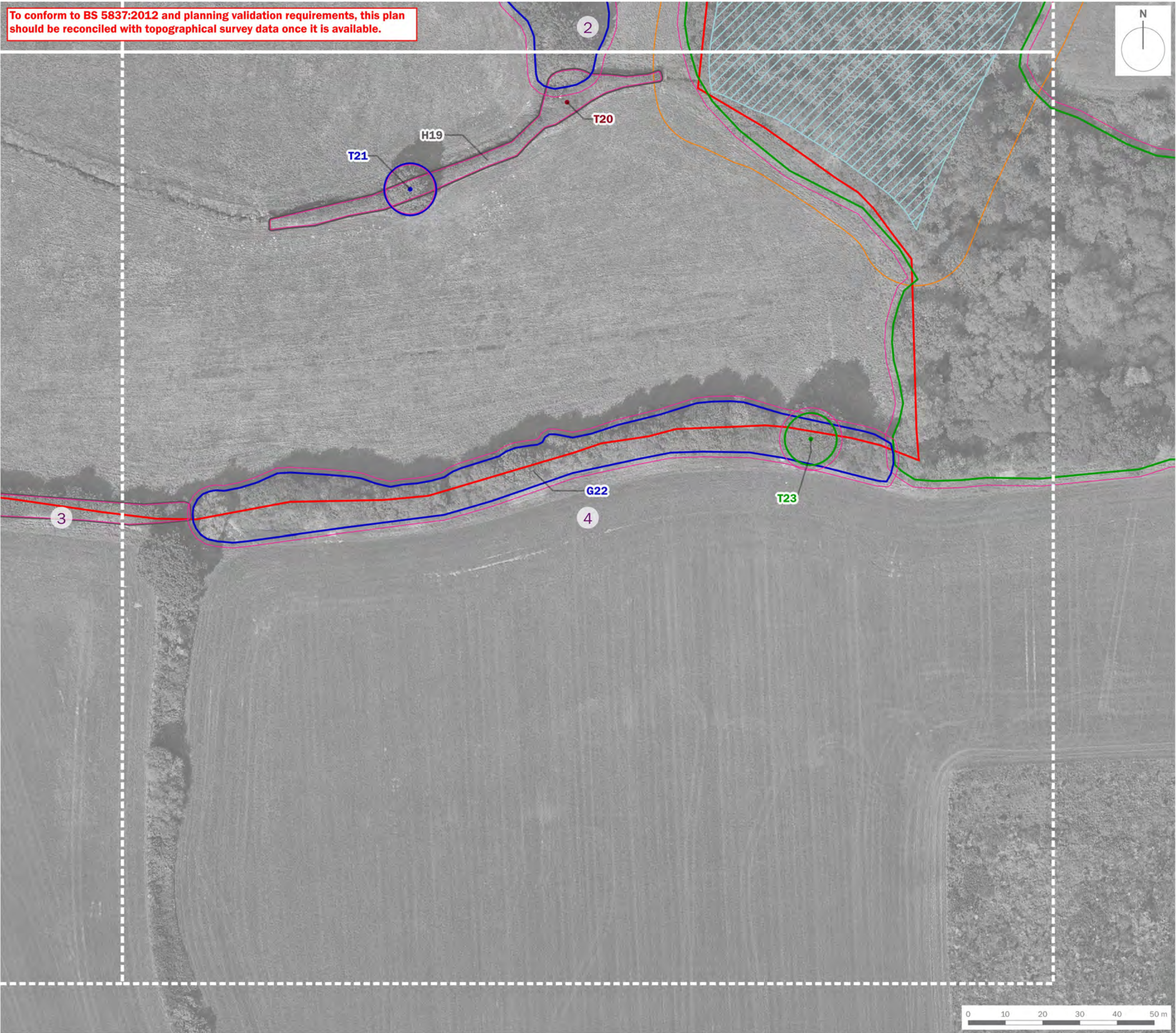


client	Catesby		
project title	Lunce's Hill, Haywards Heath		
drawing title	Tree Constraints Plan (Sheet 3 of 4)		
date	18 SEPTEMBER 2024	drawn by	GYo
drawing number	edp8571_d009	checked	GSn
scale	1:1,000 @ A3	QA	



Registered office: 01285 740427 - www.edp-uk.co.uk - info@edp-uk.co.uk

To conform to BS 5837:2012 and planning validation requirements, this plan should be reconciled with topographical survey data once it is available.



Site Boundary

T1

Tree/Group Number

Tree/Group Canopy

Tree Stem

Root Protection Area

Category A: Trees of high quality and value

Category B: Trees of moderate quality and value

Category C: Trees of low quality and value

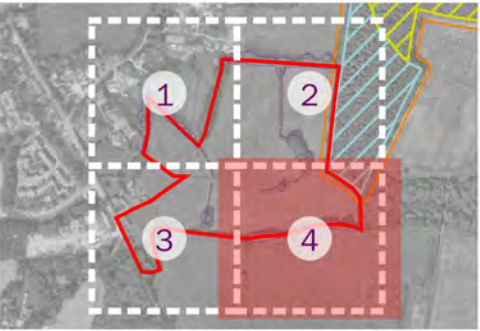
Category U: Trees of poor quality and value

Ancient Semi-natural Woodland

Plantation on Ancient Woodland Site

15m Buffer from Ancient Woodland

DRAFT



client	Catesby		
project title	Lunce's Hill, Haywards Heath		
drawing title	Tree Constraints Plan (Sheet 4 of 4)		
date	18 SEPTEMBER 2024	drawn by	GYo
drawing number	edp8571_d009	checked	GSn
scale	1:1,000 @ A3	QA	



TECHNICAL NOTE 2



Appendix D – Vision-Led Strategy Technical Note

TECHNICAL NOTE 4



Job Name: Land East of Lunce's Hill, Haywards Heath, West Sussex
Job No: 332611520
Note No: 004
Date: December 2025
Prepared By: B Haydon
Reviewed By: N Fern
Subject: Transport Addendum Note – Vision-Led Strategy Document
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, a second round of formal comments from West Sussex County Council (WSCC) was issued on 15th October 2015.
- 1.3. Following the receipt of the additional comments, a Teams meeting was held between Stantec, WSCC, and East Sussex County Council (ESCC) on 4th November 2025 to discuss the outstanding comments on the application.
- 1.4. Included in these comments, and raised at the subsequent meeting, was a request for a standalone Vision-Led Strategy Note, which was to be provided separately from the previously submitted Residential Travel Plan (RTP) (February 2025).
- 1.5. WSCC requested that this additional Note would provide further information on contingency and remedial measures to be taken should the mode shift targets detailed in the RTP not be met.
- 1.6. This Note summarises the Site's approach to private car trip reduction, relevant targets, and remedial measures to be provided if targets are not achieved.

2. Vision for the Site

- 2.1. 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.
- 2.2. The aim of this vision is to reduce traffic congestion through trip rate reduction, 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 and measures to encourage use.
- 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.

3. Residential Travel Plan (February 2025) – Mode Shift Targets

- 3.1. The Residential Travel Plan (RTP) targets a 20% mode shift from single occupancy vehicles for the Site.
- 3.2. In order to achieve the target 20% mode shift from single occupancy car trips, it is proposed that a staged approach towards the overall target is implemented. It is estimated that construction on-site would start in 2026, subject to achieving outline planning permission. It is anticipated that the development will be constructed within 2 years. Given the timescales, the proposed staged mode shift targets from single occupancy car trips are as follows - with a target timeframe for the 20% reduction in single occupancy vehicle trips within 5 years of first occupation:
 - Commencement of development e.g. end of 2026
 - Target of 5% mode shift after 1 year - 80 units completed e.g. 2027
 - Target of 10% mode shift after 3 years - 130 units completed e.g. 2028
 - Target of 20% mode shift after 5 years e.g. 2033
- 3.3. The targets have been derived to allow sufficient time to review the Residential Travel Plan and the success of its measures. This will ensure that as the Residential Travel Plan is reviewed, the focus of the document remains on implementing the most successful measures to give the best opportunity to achieve the mode shift targets set out above.
- 3.4. These initial staged targets are to be reviewed accordingly as the site and the Residential Travel Plan develop, and with reference to the monitoring results. These interim targets are not fixed but are intended to give an indication of progress towards the overall 20% mode shift target. The key aim of the Residential Travel Plan remains to achieve a 20% shift away from single occupancy car journeys. Therefore, the walking, cycling, public transport and car sharing estimated mode shift targets detailed above are only predictions. A contingency sum will be set aside for the implementation of further measures and the extension of the Travel Plan Coordinator role in the event that the mode shift target is not met within the timescales set out above.

4. Residential Travel Plan (February 2025) – Contingency Measures

- 4.1. For completeness, the contingency measures detailed in Section 7.6 of the Residential Travel Plan (RTP) have been provided within this Vision-Led Strategy Document.
- 4.2. Should the monitoring and review process reveal that targets set out in the RTP have not been met within the stated timescales, then it will be appropriate to consider / implement the remedial measures set out below.

- 4.3. These contingency measures will be agreed between the developer and the local authority, and will act as the mechanism for addressing the areas potentially failing to achieve the required mode shift.
- 4.4. The following contingency measures will be considered depending on where the shortfall is occurring:
- the extension of the RTP monitoring period and the Coordinator role if necessary;
 - the provision of additional cycle vouchers and bus voucher contributions;
 - further promotional RTP materials / events; and
 - further incentives to promote car sharing.
- 4.5. Should remedial action be required, the Coordinator and the authorities will agree a strategy for implementing appropriate measures, using resources set aside in the Contingency Fund.

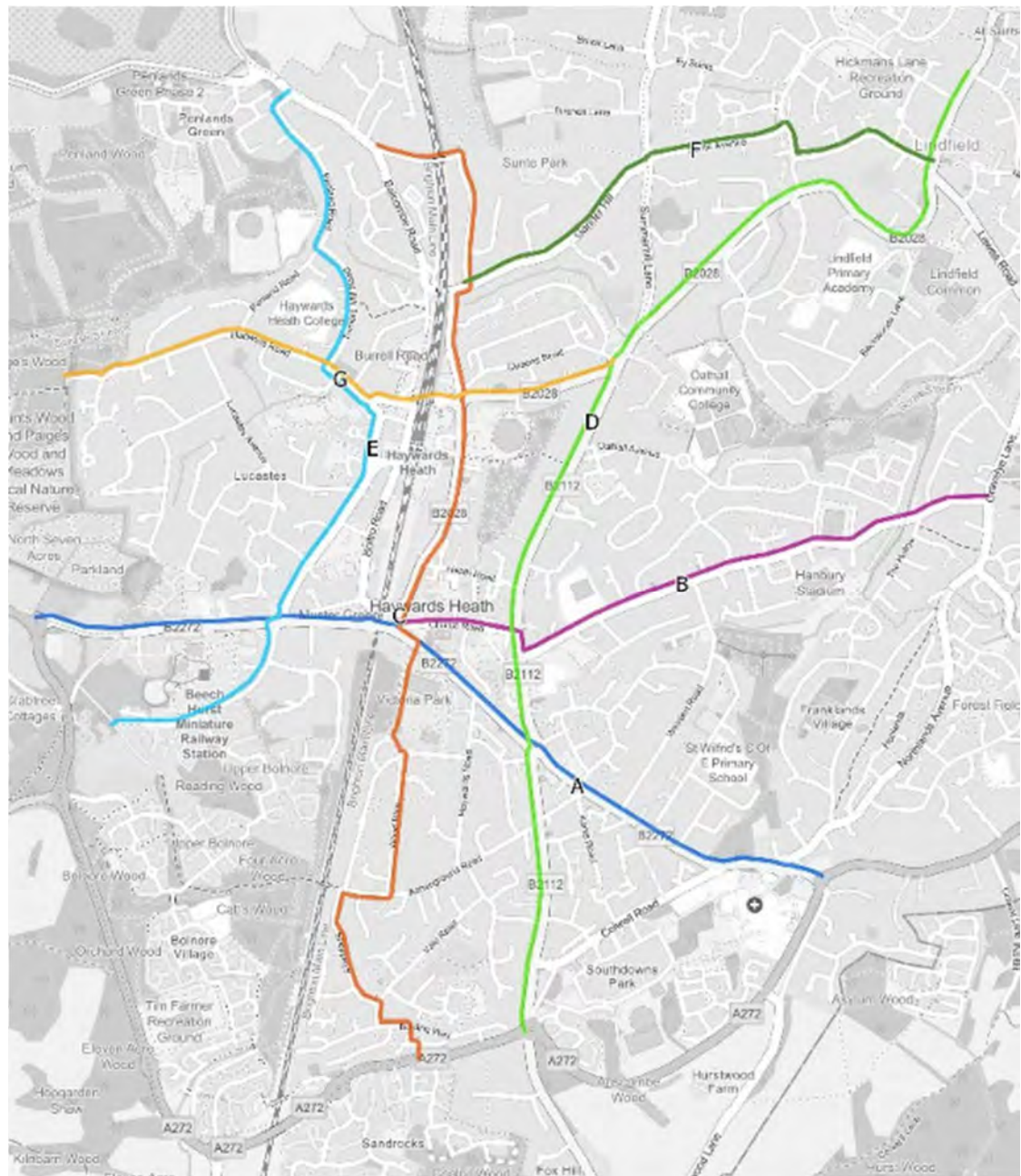
5. Additional Contingency Measures

- 5.1. In addition to the contingency measures detailed above and provided in the RTP, the Site has considered additional measures to be implemented if the 20% mode shift target is not reached.
- 5.2. These measures would only be introduced in the event that the 20% mode shift target had not been achieved at the end of the 5 year monitoring period, in order to give the RTP time to be fully effective.
- 5.3. These measures would be covered by the Contingency Fund mentioned above, and would focus on cycle and public transport connectivity to Haywards Heath. This is deemed appropriate as the Site is already implementing a pedestrian improvement scheme along the B2112 Fox Hill as part of the application, and so it is likely that the greatest additional opportunity to influence mode shift would be via cycling and public transport.

Additional Contributions to the Local Walking and Cycling Infrastructure Plan

- 5.4. The Site would propose to make contributions to the Mid Sussex Local Walking and Cycling Infrastructure Plan (LCWIP), which identifies several routes to improve pedestrian and cycle connectivity in the area.
- 5.5. Preferred Route 'D' would improve the route from the Site into Haywards Heath town centre, where residents are able to access many key local facilities, and is shown below on **Plate 4.1**.

Plate 4.1 – Mid Sussex Local Walking and Cycling Infrastructure Plan (LCWIP) – Preferred Routes



- 5.6. Contributing to the improvement of this route would benefit residents of the Site by making their primary route into Haywards Heath more appealing, and therefore encouraging more to cycle to the town centre.

Additional Contributions towards Off-Site Cycle Storage

- 5.7. There is currently limited cycle storage provided in Haywards Heath town centre, and in most locations where there is cycle parking, this is limited to only a few Sheffield stands.

- 5.8. To encourage cycling into the town centre, the Site would provide contributions towards an additional dedicated cycle storage facility which would be sheltered, which is a much more attractive storage option for cyclists wishing to travel into the town centre and leave their bikes.

Additional Month of Public Transport Taster Tickets

- 5.9. Whilst already proposed following occupation of the Site, an additional month of public transport taster tickets would be provided to residents should the mode shift target not be met, to encourage residents to make their journeys via bus.
- 5.10. Due to the 5-year period given to the RTP to achieve the 20% mode shift, it is possible that upgrades in public transport over this time would enable more residents to travel via bus than following the initial taster ticket offer.

6. Conclusion

- 6.1. 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).
- 6.2. This Note has been prepared in response to a request from West Sussex County Council (WSCC) to provide further details on additional contingency measures to be provided by the Site should the 20% mode shift target set out in the Residential Travel Plan (RTP) not be met.
- 6.3. This Note has provided several measures that could be implemented by the Site if the mode shift target is not achieved, particularly through improvements to cycle connectivity and public transport accessibility.

TECHNICAL NOTE 2



Appendix E – Liaison with Metrobus

Haydon, Bethany

From: Nick Hill [REDACTED]
Sent: 31 October 2025 12:37
To: Haydon, Bethany
Subject: Re: [EXTERNAL] Fwd: 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

Thanks for getting in touch about this and apologies for the delay in responding.

There is certainly scope to do something here to improve the service level, such as later journey(s), earlier journey(s) or better morning peak service to Crawley.

It is challenging coming up with a specific proposal as we've done this for several other local development and we are also planning on working with the county council on some improvements too but the detail is unclear. We're finding that promising specific improvements at planning stage is problematic in this area.

What I would suggest is that if you can make a S106 contribution towards improvements to the 271/272 then at the time we can agree with West Sussex County Council and whatever the new planning authority the detail of what it is to be spent on. Contributions from other similar smaller developments that have been accepted in Mid Sussex have averaged a little over £100k.

The nearby bus stops at Fox & Hounds have been improved in recent years so already have shelters and live times screens, although the screens could be upgraded to a newer TV screen type. I think the cost to do both would be £15-20k. The contact to discuss this with would be Liz Robbins at West Sussex County Council - [REDACTED]

I hope that's helpful. If you could keep me in the loop with developments with this development, that would be great. If needed, we can provide support to Mid Sussex that we think that this is a good location for a development in terms of sustainable transport availability, especially if it were to contribute to improving it.

Kind regards

Nick Hill | Commercial Director
Brighton & Hove Buses | [Metrobus](#) | [The Spirit of Sussex](#)



From: Metrobus [REDACTED]
Sent: Saturday, October 18, 2025 7:01:57 PM
To: Ashley Jinks [REDACTED]
Subject: [EXTERNAL] Fwd: RE: DM/25/0827 Land East of Lunce's Hill - Public Transport

Please take a look at ticket [#352785](#) raised by Haydon, Bethany [REDACTED].

RE: DM/25/0827 Land East of Lunce's Hill - Public Transport

H

Haydon, Bethany

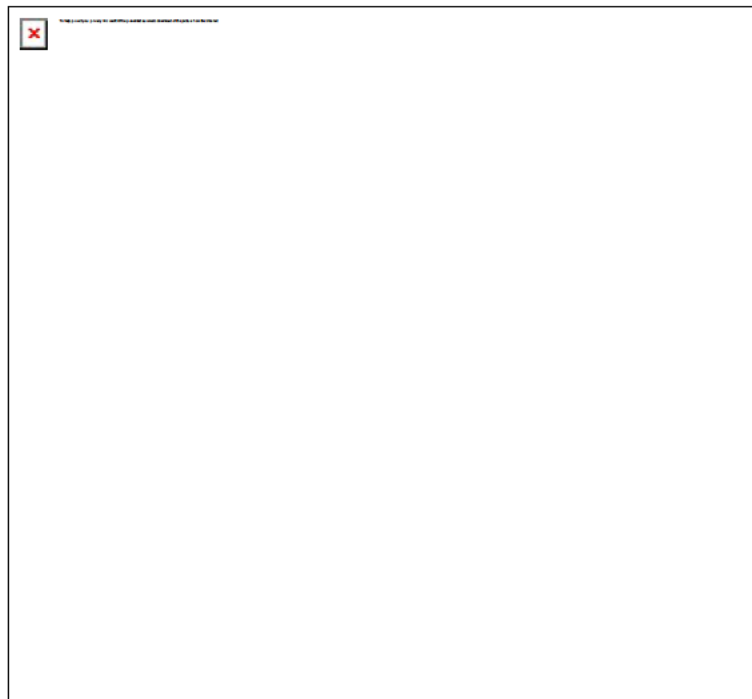
reported via email

a day ago (Fri, 17 Oct 2025 at 5:28 PM)

[REDACTED]

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.

We would be grateful for any comments or feedback you could provide us on the above.

Kind regards,

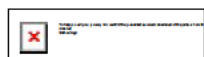
Beth Haydon, BSc (Hons)

Assistant Transport Planner

[REDACTED]
[REDACTED]

Stantec UK Limited

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





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Registered office: Second Floor, 55 Degrees North, Pilgrim Street, Newcastle Upon Tyne, NE1 6BL
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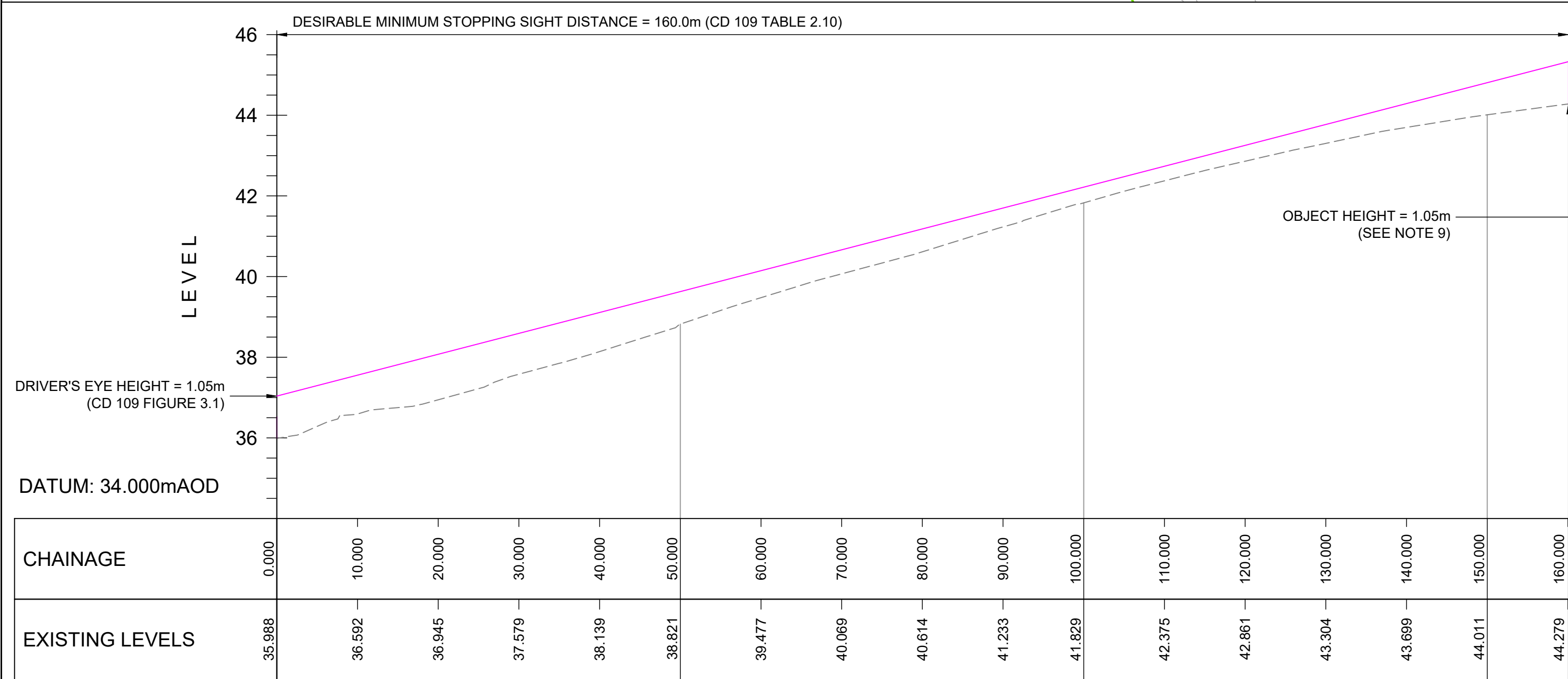
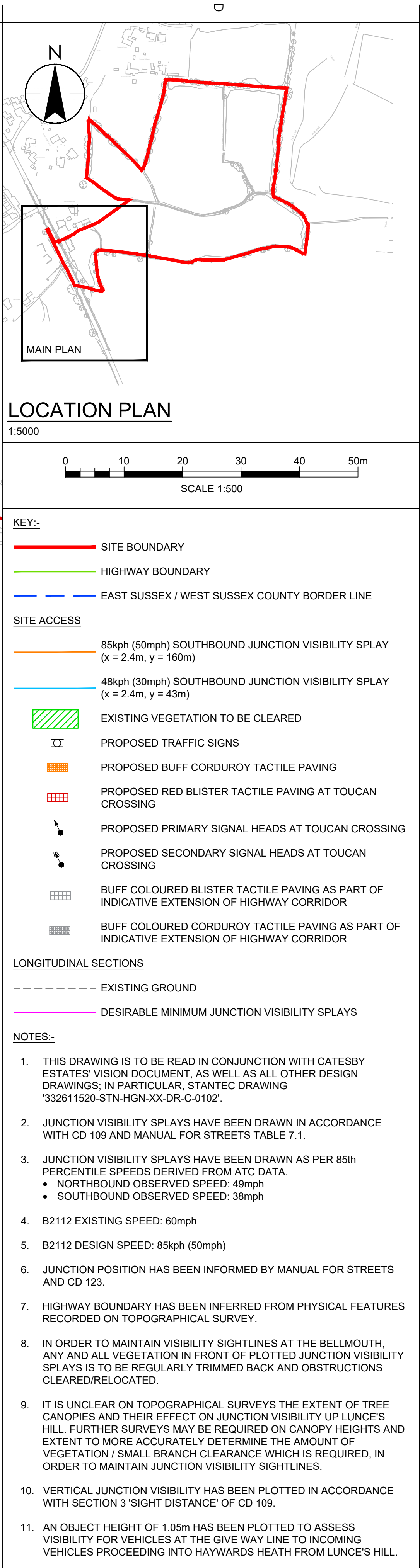
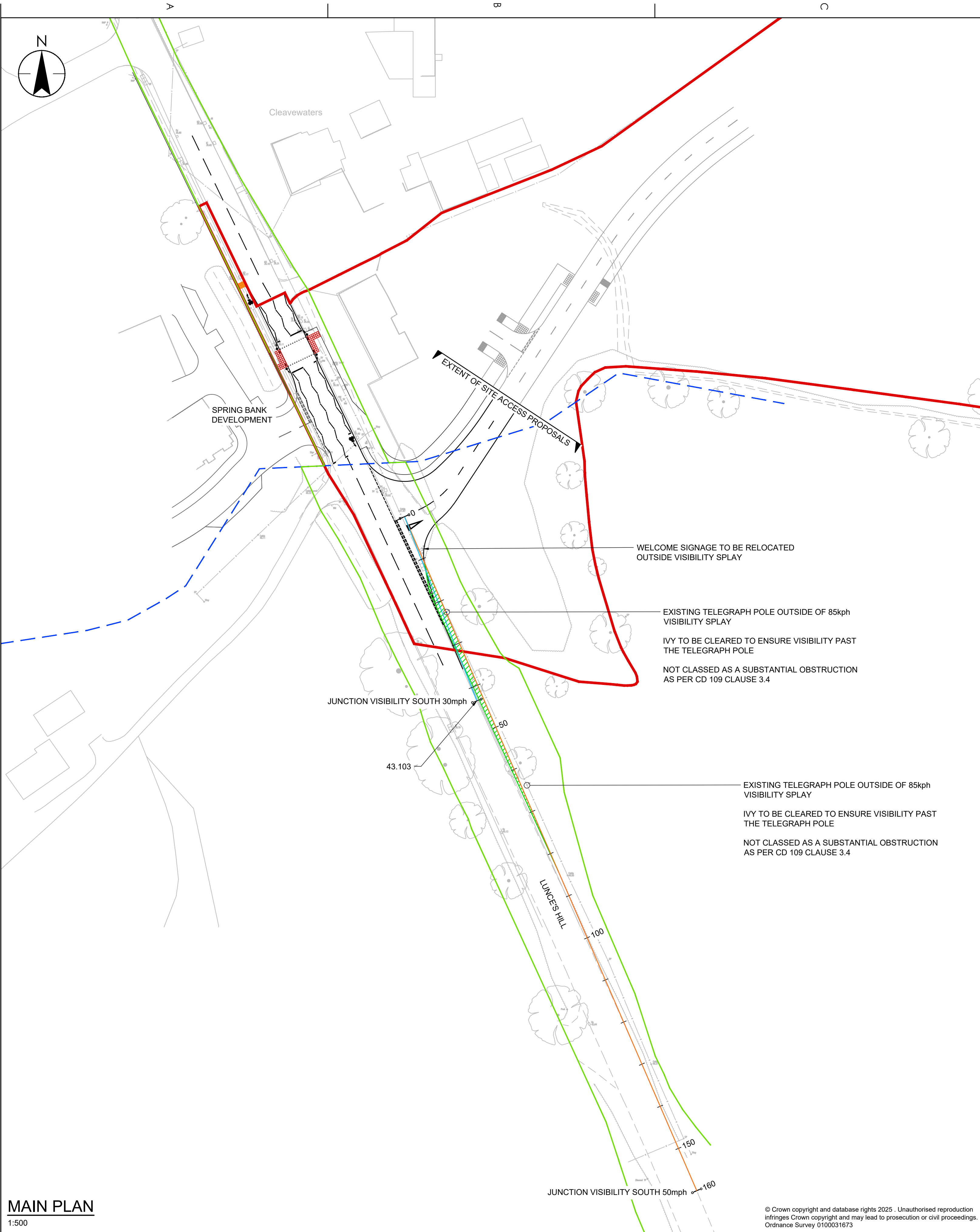
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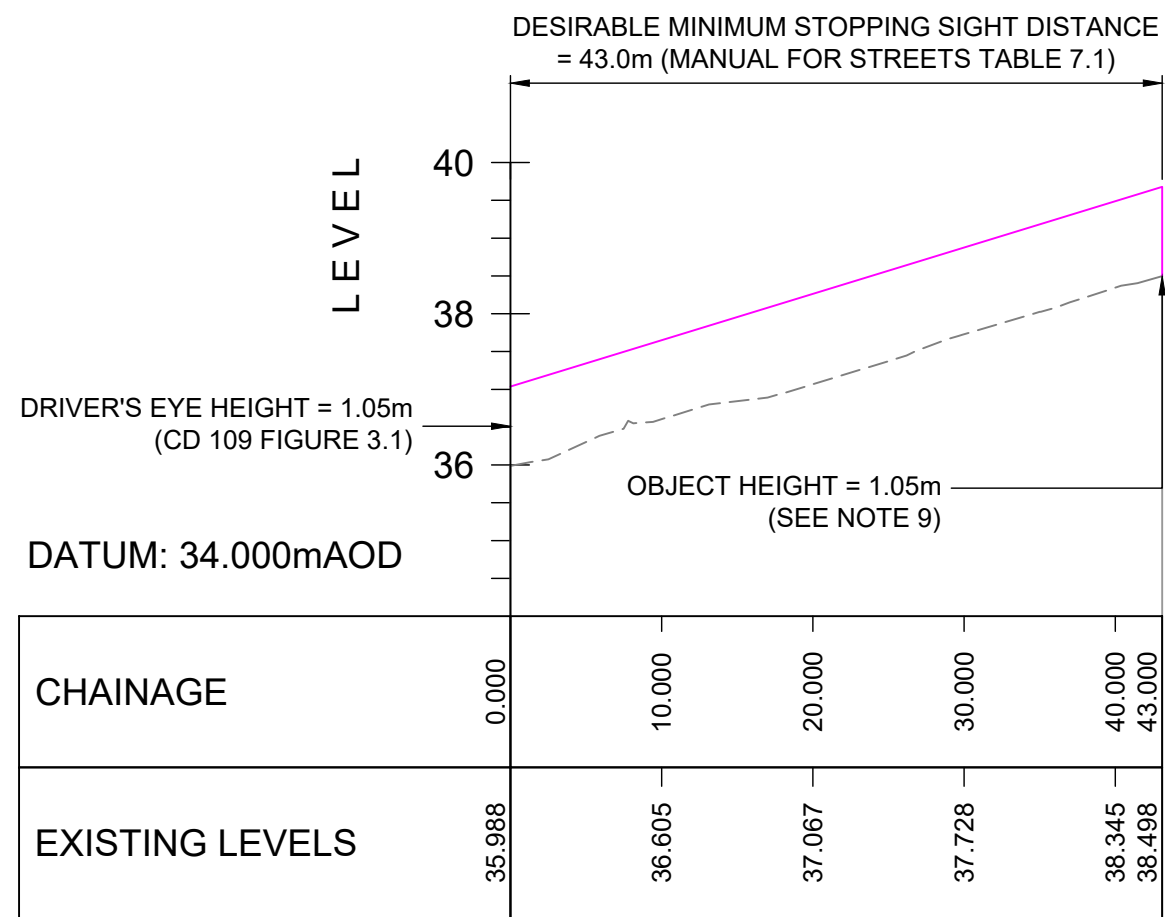
TECHNICAL NOTE 2



Appendix F – Site Access Southbound Visibility Drawing



JUNCTION VISIBILITY SOUTH 50MPH
SCALE: H 1:500, V 1:100, 5x VERTICAL EXAGGERATION



JUNCTION VISIBILITY SOUTH 30MPH
SCALE: H 1:500, V 1:100, 5x VERTICAL EXAGGERATION

Client/Project:

Catesby Estates

LAND AT LUNCES HILL,
HAYWARDS HEATH

Project No.: 332611520

Scale: 1:500 @ A1

Revision: PO1

Drawing No. 332611520-STN-HGN-XX-DR-C-0105

SOUTHBOWN JUNCTION VISIBILITY
ASSESSMENT

Issue Status

PLANNING

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

Issue/Revision

By: BB

Appd: DL

2025.12.02

YYYY.MM.DD

Notes:

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is for information only. It is not intended to be used as a basis for design or construction. The Contractor is therefore advised to undertake their own 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