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.

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.

Appendix A – Site Access Drawings

Plotted: 01.12.2025 2025.12.01 12:01:58 PM By: Banks, Bailey
ORIGINAL SHEET - ISOA1 J:\332611520 - lunces hill, haywards heath\3_technical\cad\drawings\332611520-stn-hgn-xx-dr-c-0100

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 12m 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
6. POSITIONS AND QUANTUM OF STREET LIGHTING TO BE DETERMINED AT THE DETAILED DESIGN STAGE P08

KEY:-

- PLANNING BOUNDARY
- HIGHWAY BOUNDARY INFERRED FROM OS MAPPING
- EAST/WEST SUSSEX COUNTY BORDER LINE
- EXISTING CARRIAGEWAY TO BE RESURFACED P08
- 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
- EX W — 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.

Issued/Revision	By	Appd	YYYY.MM.DD
P08 UPDATES FOLLOWING TMS STAGE 1 RSA	BB	DL	2025.09.30
~~P07 ALIGNMENT TO ODYSSEY ACCESS PLAN~~	~~BB~~	~~NF~~	~~2025.07.21~~
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

Title

HAYWARDS HEATH SITE ACCESS

GENERAL ARRANGEMENT

Drawn: BB
Dsgn.: BB
Chkd.: MH
2025.11.04
YYYY.MM.DD

Scale: 1:200

Revision: P08

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

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Plotted: 01.12.2025 2025.12.01 12:18:20 PM By: Banks, Bailey
ORIGINAL SHEET - ISOA1 J:\332611520 - lunces hill, haywards heath\3_technical\cad\drawings\332611520-stn-hgn-xx-dr-c-0103

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

HIGHWAY CORRIDOR SHOWN IN GREY PAST THE CUT LINE IS INDICATIVE PENDING UPDATED MASTERPLAN

EXTENT OF SITE ACCESS PROPOSALS

SOUTHBOUND CYCLE ON-SLIP

POSITIONS OF EXISTING OVERHEAD MAST AND CABLE STAY TO BE RELOCATED OUTSIDE PROPOSED SHARED USE FACILITY

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

PROPOSED GATEWAY FEATURE

LUNCE'S HILL

7.00m
2.50m
4.00m
6.40m LOCAL NARROWING
4.00m
3.00m
4.50m
3.00m
1.50m
2.75m
2.75m
R20m
R10m
R10m

CYCLISTS REJOIN CARRIAGEWAY

P02

EX W

EXTENT OF LUNCES HILL TO BE REDUCED TO 30mph

1:1000

APPROXIMATE LOCATION OF EXISTING SPEED LIMIT CHANGE

APPROX. 260m BETWEEN EXISTING AND PROPOSED SPEED LIMIT SIGNS

START OF PROPOSED GATEWAY FEATURE AND REDUCTION IN SPEED FROM 60mph TO 30mph

LOCATION PLAN

1:5000

TYPICAL VILLAGE GATEWAY FEATURE

0 4 8 12 16 20m

SCALE 1:200

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6. POSITIONS AND QUANTUM OF STREET LIGHTING TO BE DETERMINED AT THE DETAILED DESIGN STAGE P02

KEY:-

- PLANNING BOUNDARY
- HIGHWAY BOUNDARY INFERRED FROM OS MAPPING
- EAST/WEST SUSSEX COUNTY BORDER LINE
- EXISTING CARRIAGEWAY TO BE RESURFACED P02
- PROPOSED CARRIAGEWAY
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- ROOT PROTECTION ZONE AS PER EDP TREE SURVEY ISSUED TO STANTEC 08/11/24

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

Scale: 1:200

Revision: P01

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

	Drawn	Dsgn.	Chkd.
	BB	BB	DL
			YYYY.MM.DD
			2025.10.22

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Issue Status

PLANNING

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

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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

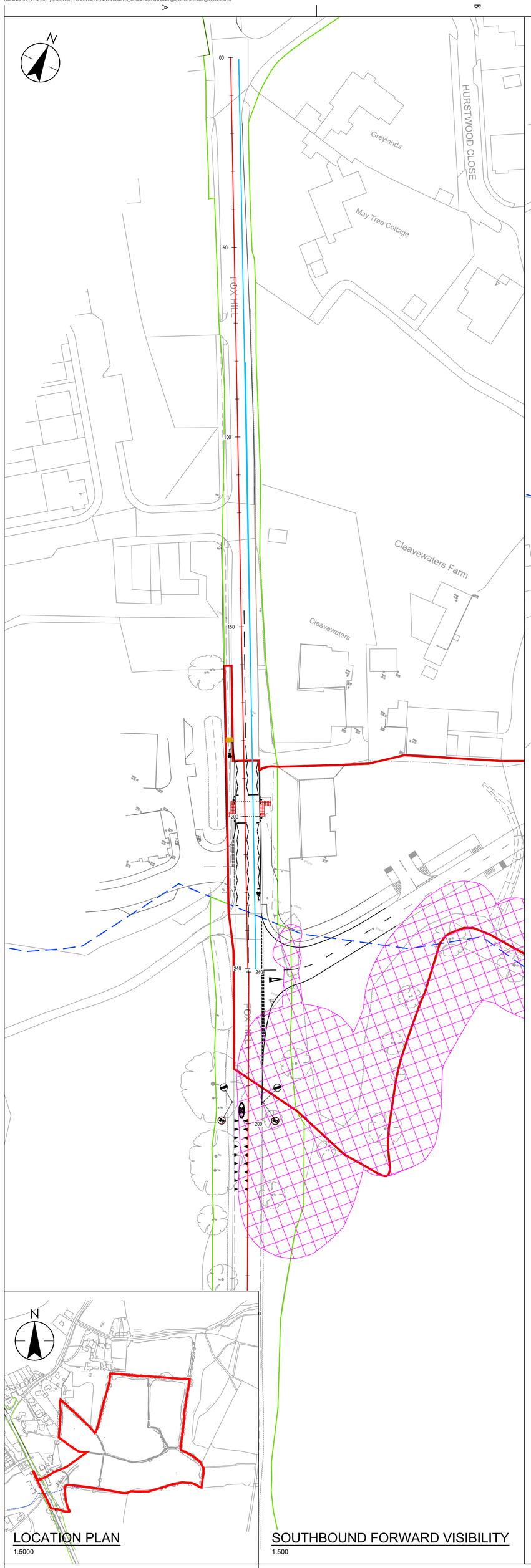
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	394	0.043	17	0.1	0.0	9.551	A
C-AB	23	6	0.00	847	0.028	23	0.1	0.0	4.427	A
C-A	474	118	0.00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

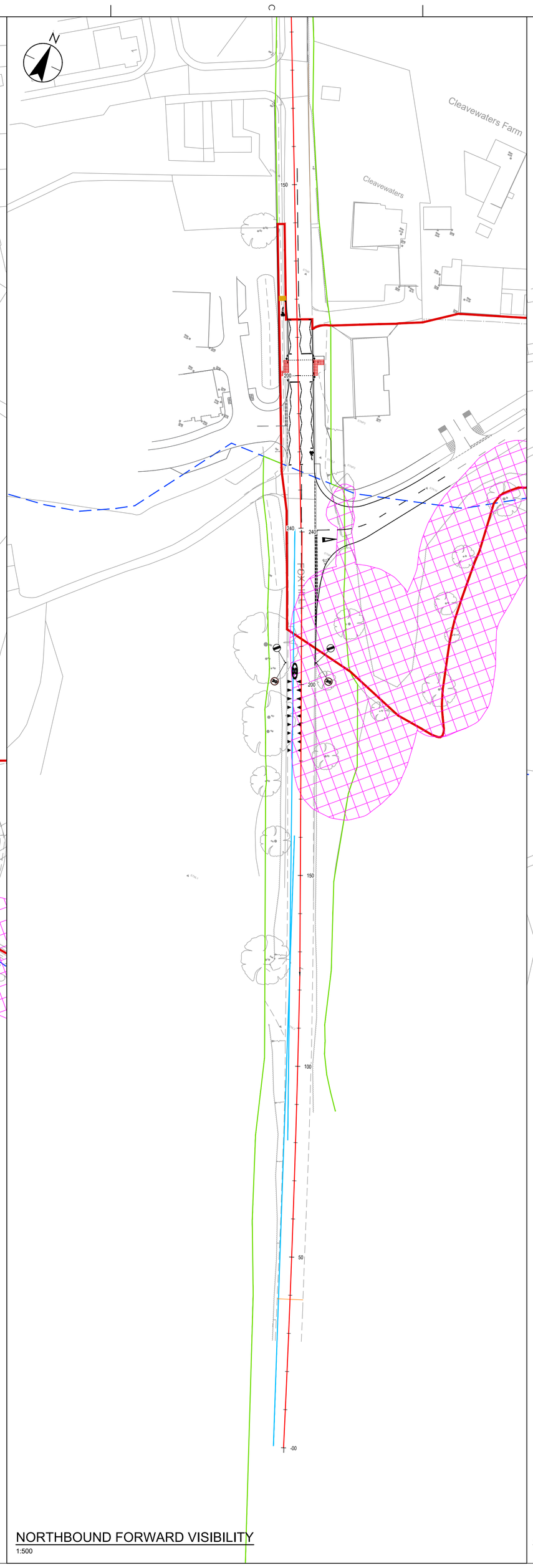
Appendix C – Visibility Drawing

Plotted: 01.12.2025 2025.12.01 12:56:40 PM By: Banks, Bailey
ORIGINAL SHEET - ISO A0 J:\332611520 - lunces hill, haywards heath\3_technical\cad\drawings\332611520-stn-hgn-xx-dr-c-0102

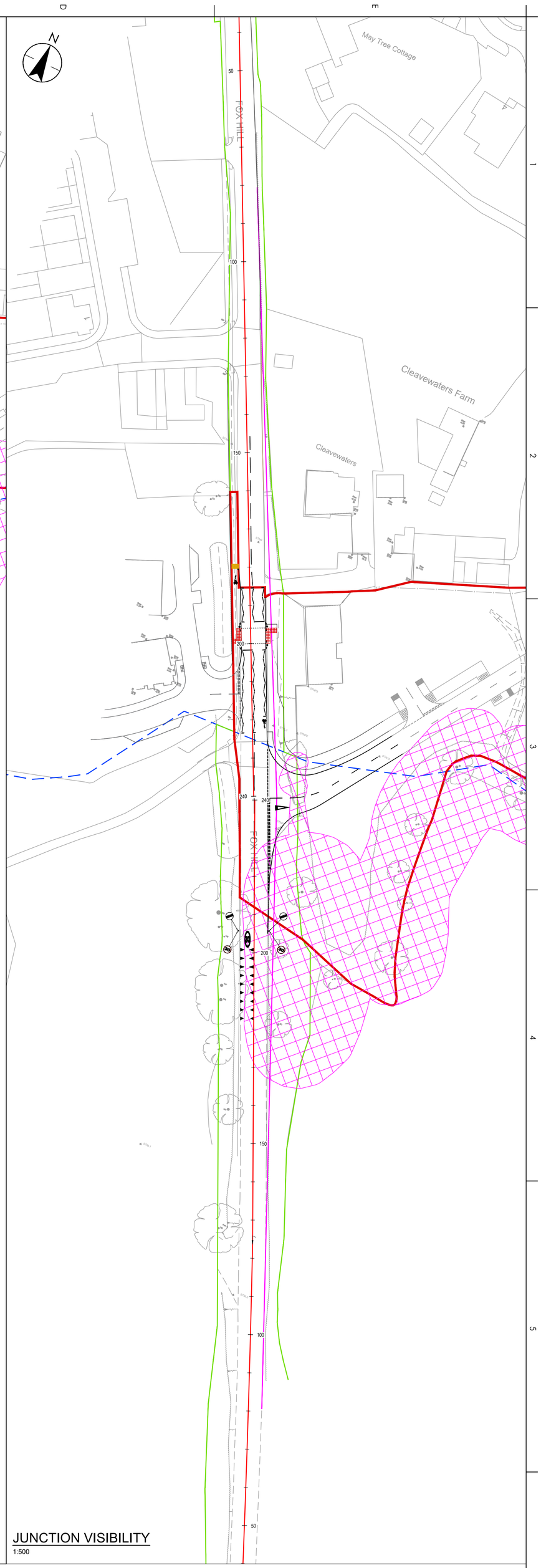


LOCATION PLAN
1:5000

SOUTHBOUND FORWARD VISIBILITY
1:500



NORTHBOUND FORWARD VISIBILITY
1:500



JUNCTION VISIBILITY
1:500

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).

P06

KEY:-

- PLANNING BOUNDARY
- HIGHWAY BOUNDARY
- EAST/WEST SUSSEX COUNTY BORDER LINE
- 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
- 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)

0 10 20 30 40 50m
SCALE 1:500

CHAINAGE	00.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	220.000	230.000	240.000
EXISTING LEVELS	44.636	44.896	45.078	44.921	44.934	44.882	44.773	44.612	44.379	44.112	43.809	43.432	42.982	42.483	41.941	41.365	40.791	40.212	39.888	39.084	38.501	37.927	37.350	36.815	36.328

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

Notes:

UTILITIES NOTE: The position of any existing public or private utility apparatus shown on this drawing is believed to be correct, but no warranty is expressed or implied. Other such plant or apparatus may be present. 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
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NORTHAMPTON
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www.stantec.com/uk

Issue Status
PLANNING

Client/Project:
Catesby Estates
LAND AT LUNCE'S HILL - HAYWARDS HEATH

Project No.: 332611520

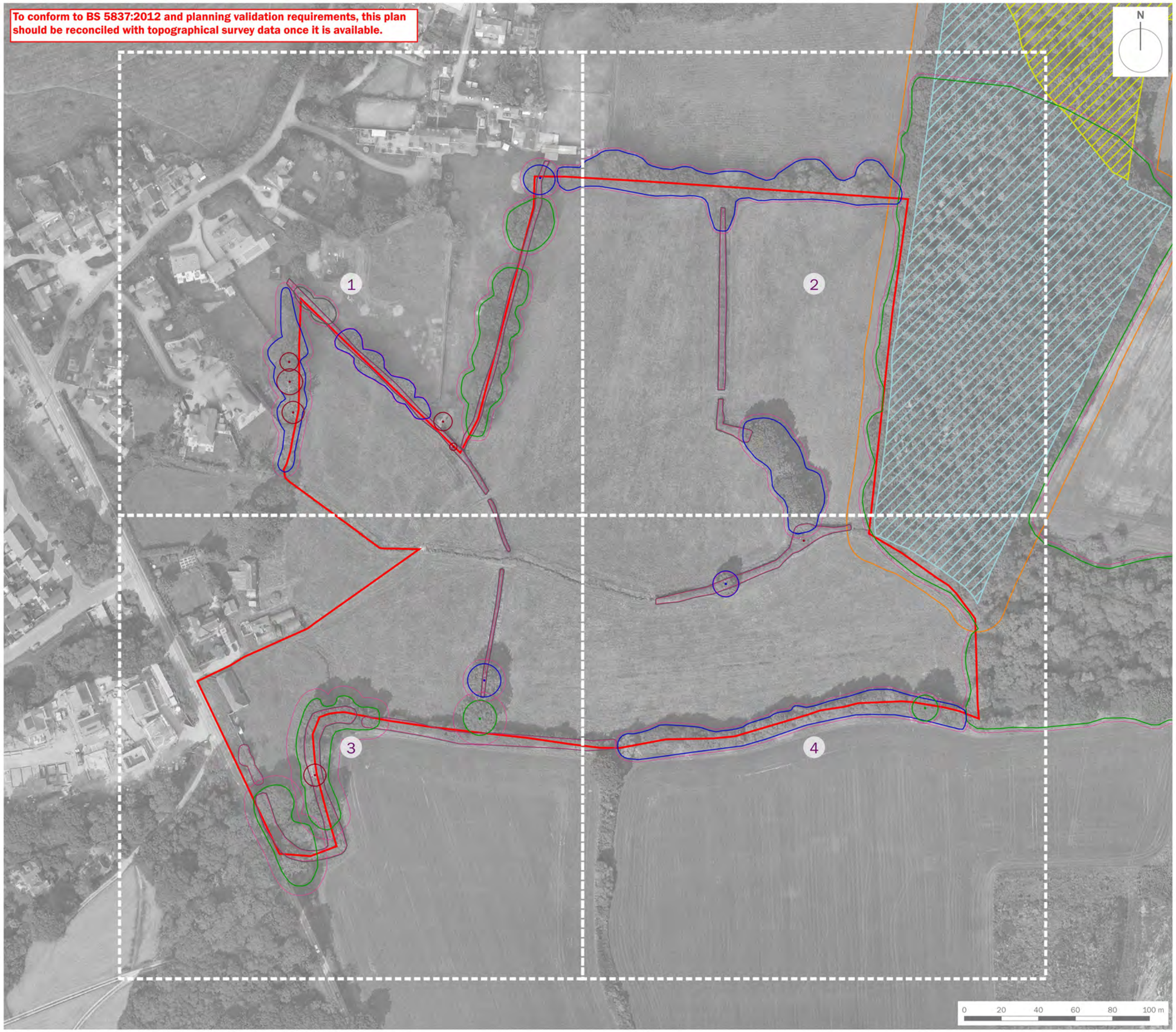
Title
HAYWARDS HEATH SITE ACCESS
VISIBILITIES

	BB	BB	MH	2025.10.14
	Drawn	Dsgn	Chkd	YYYY.MM.DD

Scale: 1:500
Revision: P06
Drawing No.: 332611520-STN-HGN-XX-DR-C-0102

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.



DRAFT

- 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

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	

the environmental dimension partnership

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.

N

T13
G12
H10
1
G5
2
G1
T4
T3
T2
G7
H6
T8
G11
T9
H28
3
4
0 10 20 30 40 50 m

Site Boundary

DRAFT

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

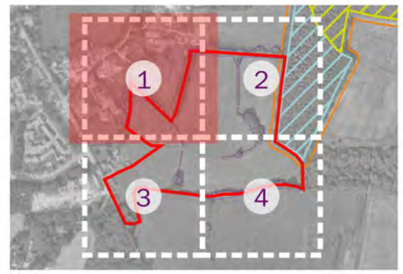
Category C: Trees of low quality and value

Category U: Trees of poor quality and value

Ancient Semi-natural Woodland

Plantation on Ancient Woodland Site

15m Buffer from Ancient Woodland



client
Catesby

project title
Lunce's 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	

the environmental dimension partnership

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.

N

G14

H15

H17

G18

W16

1

2

3

4

0 10 20 30 40 50 m

Site Boundary

DRAFT

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

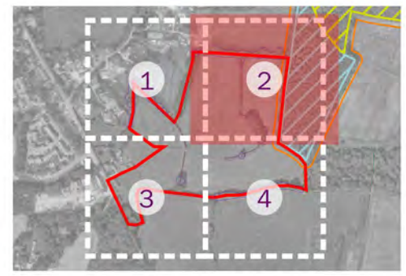
Category C: Trees of low quality and value

Category U: Trees of poor quality and value

Ancient Semi-natural Woodland

Plantation on Ancient Woodland Site

15m Buffer from Ancient Woodland



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

DRAFT

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

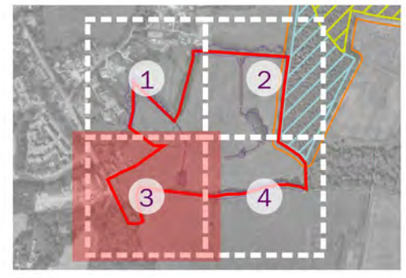
Category C: Trees of low quality and value

Category U: Trees of poor quality and value

Ancient Semi-natural Woodland

Plantation on Ancient Woodland Site

15m Buffer from Ancient Woodland



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	

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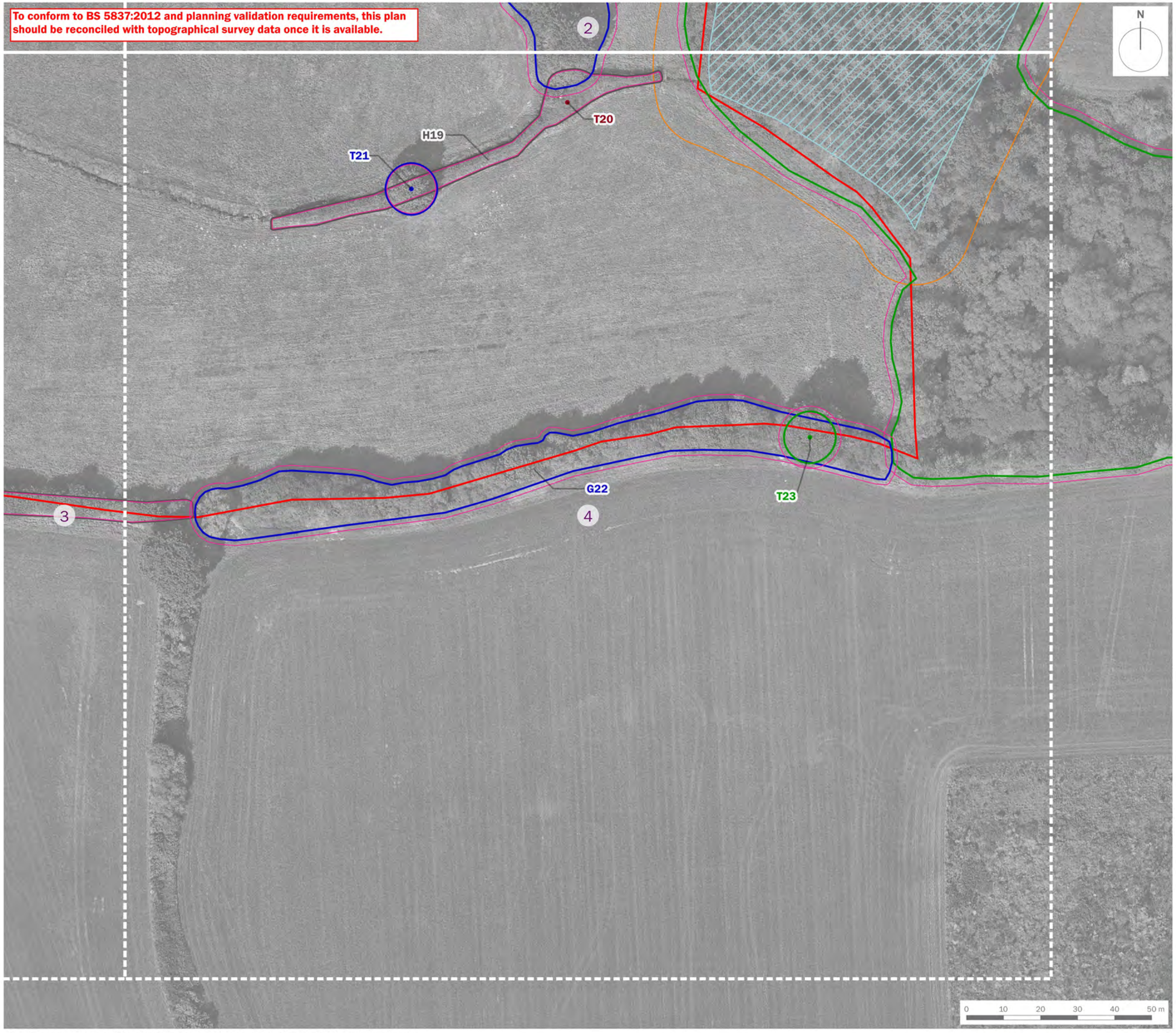
To conform to BS 5837:2012 and planning validation requirements, this plan should be reconciled with topographical survey data once it is available.



Site Boundary

DRAFT

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

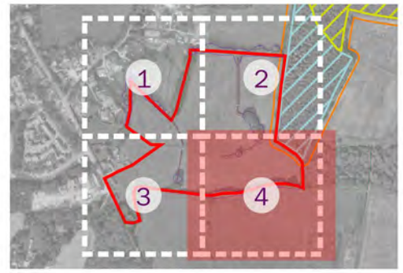
Category C: Trees of low quality and value

Category U: Trees of poor quality and value

Ancient Semi-natural Woodland

Plantation on Ancient Woodland Site

15m Buffer from Ancient Woodland



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	

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