

Job Name: Land East of Lunce's Hill, Haywards Heath, West Sussex
Job No: 332611520
Note No: 004
Date: December 2025
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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.

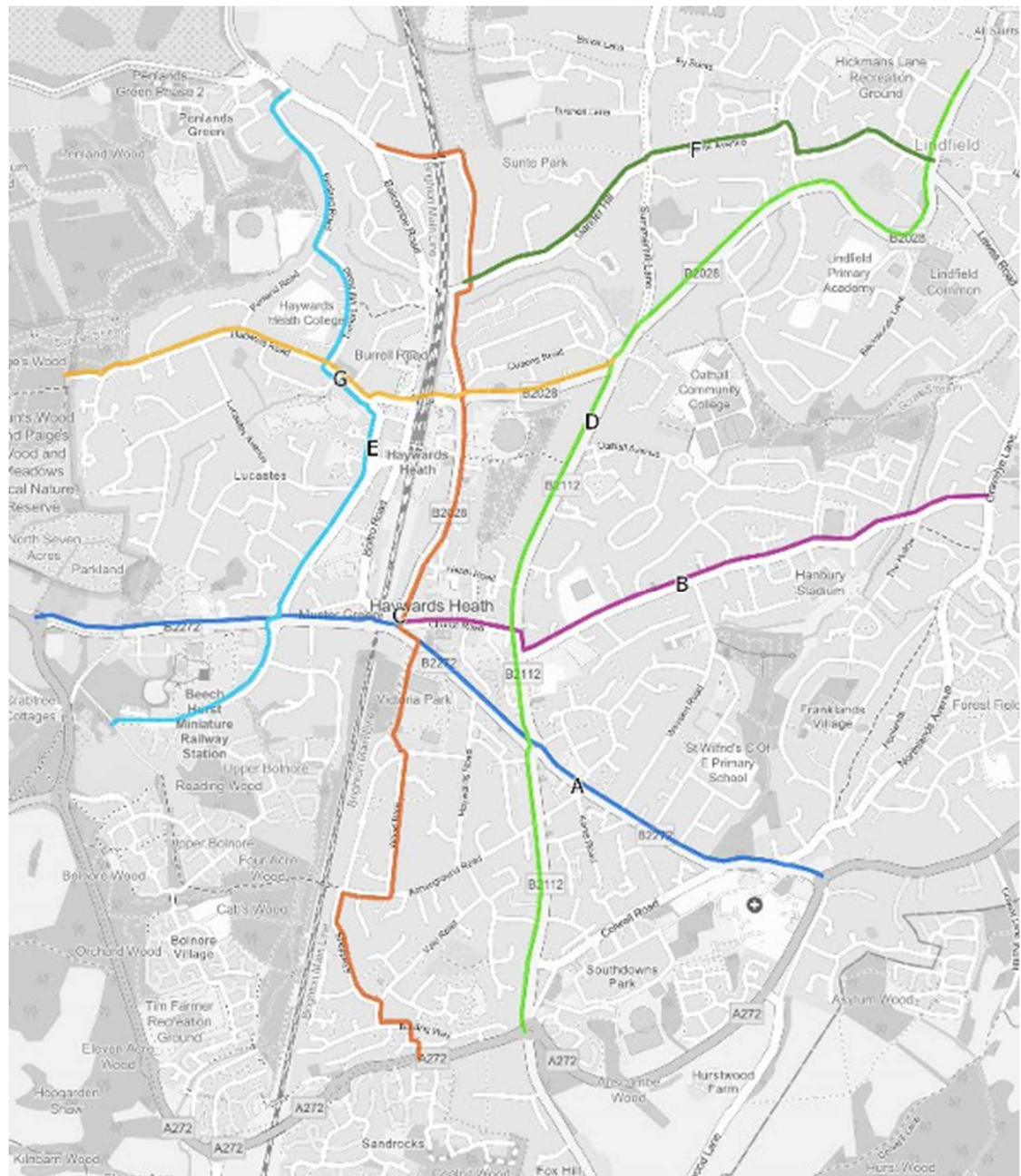
5. Additional Contingency Measures

- 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.