



Scamps Hill, Lindfield, West Sussex, RH16 2GT

Residential Travel Plan

Client: Crest Nicholson South

i-Transport Ref: SJ/TWa/ITS210865-003

Date: 30 April 2026

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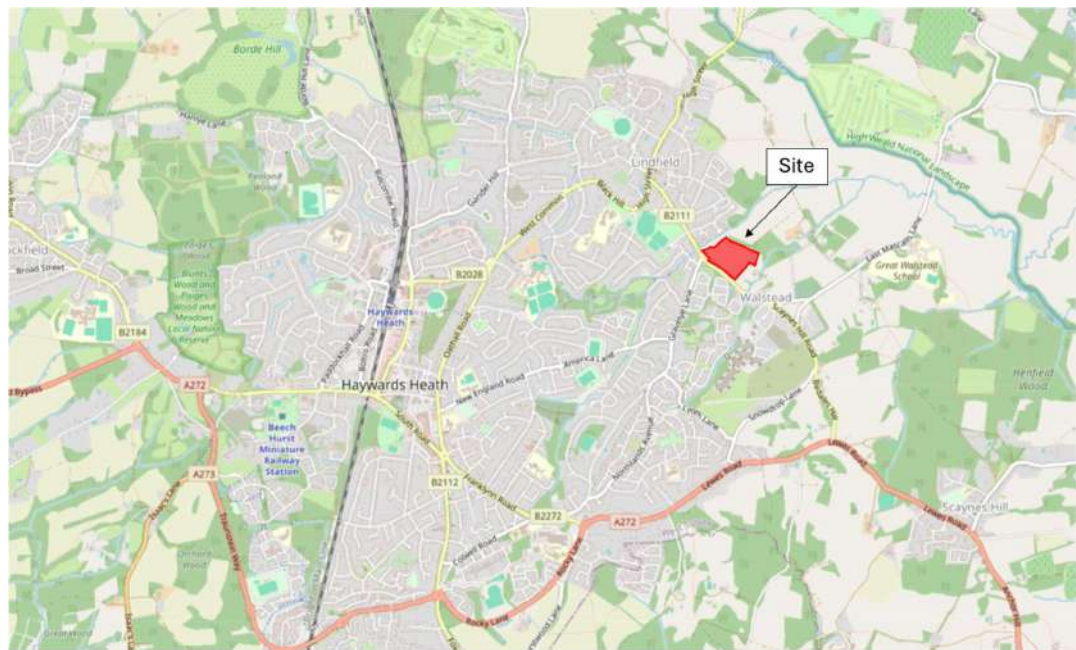
SECTION 1 Introduction

1.1 Scope of Residential Travel Plan

1.1.1 This Residential Travel Plan (RTP) has been prepared by i-Transport LLP on behalf of Crest Nicholson South (CNS) in support of a reserved matters planning application (access, appearance, layout, scale and landscaping) for 87 residential units (Use Class C3) on land off Scamps Hill in Lindfield, West Sussex.

1.1.2 The application site encompasses an area of 6.62-hectares of open land located off the northern side of Scamps Hill, on the eastern periphery of Lindfield, approximately 1.0-kilometre south east of the village centre. The site is bound to the south by Scamps Hill, agricultural land to the north, Walstead Grange to the east, and existing industrial premises and residential buildings to the west. The site in context with the local area and highway network is presented in **Image 1.1**.

Image 1.1: Site Location Plan (Wider Context)



Source: OpenStreetMap

1.1.3 As defined in Annex 2 of the National Planning Policy Guidance (NPPF), a Travel Plan is *"a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."*

- 1.1.4 The purpose of this RTP is to provide a long-term strategy aimed at encouraging future households and visitors of the approved development to reduce their dependency on travelling by private car in favour of the more sustainable modes such as car sharing, public transport, walking and cycling for a variety of journey purposes.
- 1.1.5 To accomplish this aim, the document sets out measures and initiatives, appropriate to future households, thereby ensuring a targeted approach is applied. The TP should be read in conjunction with the Transport Statement (TS) that has been prepared by i-Transport LLP to accompany the RM planning application.
- 1.1.6 This document builds on the Framework Travel Plan (FTP) that was prepared by Ashley Helme Associates (AHA) on behalf of Gladman Developments in support of the Outline Planning Application (OPA). It is designed to be a flexible document, which will evolve over time, thereby ensuring that it remains relevant to future households and visitors.
- 1.1.7 The preparation of this document has been informed by relevant national and local planning policy and best practice guidance including the Ministry of Housing, Communities, and Local Government's Planning Policy Guidance on 'Travel Plans, Transport Assessments and Statements' (March 2014) and West Sussex County Council's (WSCC's) online Travel Plan advice.

1.2 **Background Context**

- 1.2.1 Planning consent for a residential development for the erection of 90 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point was granted at Appeal (Appeal Reference: APP/D3830/W/24/3350075) by the Planning Inspectorate on 2nd May 2025.
- 1.2.2 A Transport Assessment (TA) and Framework Travel Plan (FTP), prepared by Ashley Helme Associates Limited, on behalf of Gladman Developments Limited was submitted to the Local Planning Authority, Mid Sussex District Council (MSDC) in support of the planning application (DM/24/0446). From reviewing WSCC's Highways Consultation Response (dated 2nd May 2024), it appears that the FTP was considered acceptable. It further states that a *"full travel plan will be reviewed by WSCC at the appropriate stage. This will need to be subsequently implemented and monitored by the Applicant."*

- 1.2.3 Within the Section 106 (S106) Agreement (dated 10 February 2025), the Third Schedule sets out the obligations relating to the Travel Plan and Travel Plan Audit Fee. Of note, CNS is obliged to submit a Travel Plan for approval prior to the commencement of the approved residential development. In addition, CNS is required to notify the Local Highway Authority, WSCC of the contact details of the appointed Travel Plan Co-ordinator as well as make payment for the Travel Plan Audit Fee.

1.3 Planning Policy Context

National Planning Policy Framework (NPPF, February 2025)

- 1.3.1 The importance of Travel Plans is recognised in both national, regional, and local planning policy. Of note, paragraph no. 118 states *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

West Sussex Transport Plan 2022 to 2036 (WSTP, April 2022)

- 1.3.2 The WSTP was adopted on 1st April 2022 and sets out how the Council intends to address key challenges by improving, maintaining and managing the transport network in the period up to 2036. The plan contains 5 thematic and 8 area transport strategies, which are intended to deliver the plan's objectives for the following 4 themes: -

- Prosperous West Sussex
- Healthy West Sussex
- Protected West Sussex
- Connected West Sussex

- 1.3.3 The Transport Strategy for the Mid Sussex area is "to:

- *Improve the performance of the A22, A23, A264, A272 and A2300;*
- *Facilitate provision of on-street electric vehicle charging infrastructure, initially in East Grinstead, Lindfield, Ardingly and Balcombe followed by other areas;*
- *Prioritise active travel modes in the towns as development takes place;*
- *Increase space for active travel through infrastructure improvements on priority routes such as between Haywards Heath and Burgess Hill;*

- *Deliver improvements largely within existing highway land to provide bus priority where possible and viable including priority at signal-controlled junctions;*
- *Improve interchange facilities at Burgess Hill and Wivelsfield stations;*
- *Improve public realm in Haywards Heath and Burgess Hill town centres;*
- *Use on-street parking and traffic management techniques to manage demand, particularly in Burgess Hill, East Grinstead and Haywards Heath;*
- *Use behavioural initiatives to tackle inappropriate speed and use of unsuitable rural routes; and*
- *Work with strategic partners to improve rail services to Brighton and London in the long term."*

1.3.4 The vision of the WSTP, as set out in Section 5 is:

"A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Airport, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countrywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public transport or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

Mid Sussex County Council District Plan 2014 – 2031 (March 2018)

1.3.5 The importance of Travel Plans in supporting the objectives of the West Sussex Transport Plan 2011 – 20 is set out in Policy DP21: Transport of the Mid Sussex District Plan 2014-2031. This requires developments *"which generates a significant amounts of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded."*

1.4 Report Structure

1.4.1 The remainder of this RTP is structured as follows:

- **Section 2** describes the location of the site in context with the local area and highway networks to establish the potential for current and future parents/guardians and visitors to adopt long-term sustainable travel patterns and behaviours for journeys to and from the residential development.
- **Section 3** describes the key transport planning aspects of the residential development including a consideration of the access, parking, delivery/servicing arrangements.
- **Section 4** outlines the aims and objectives of the RTP in accordance with various current national, regional, and local planning policies.
- **Section 5** outlines the management of the RTP in respect of the roles and responsibilities of the Travel Plan Co-ordinator.
- **Section 6** details the range of measures/initiatives, which will be implemented to ensure set targets are achieved.
- **Section 7** outlines provisional mode share targets and action plan.
- **Section 8** sets out a framework for monitoring and reviewing the RTP, as well as the potential for corrective measures in the event that set targets are not achieved.
- **Section 9** presents a summary of the document.

SECTION 2 Site Description and Accessibility Credentials

2.1 Introduction

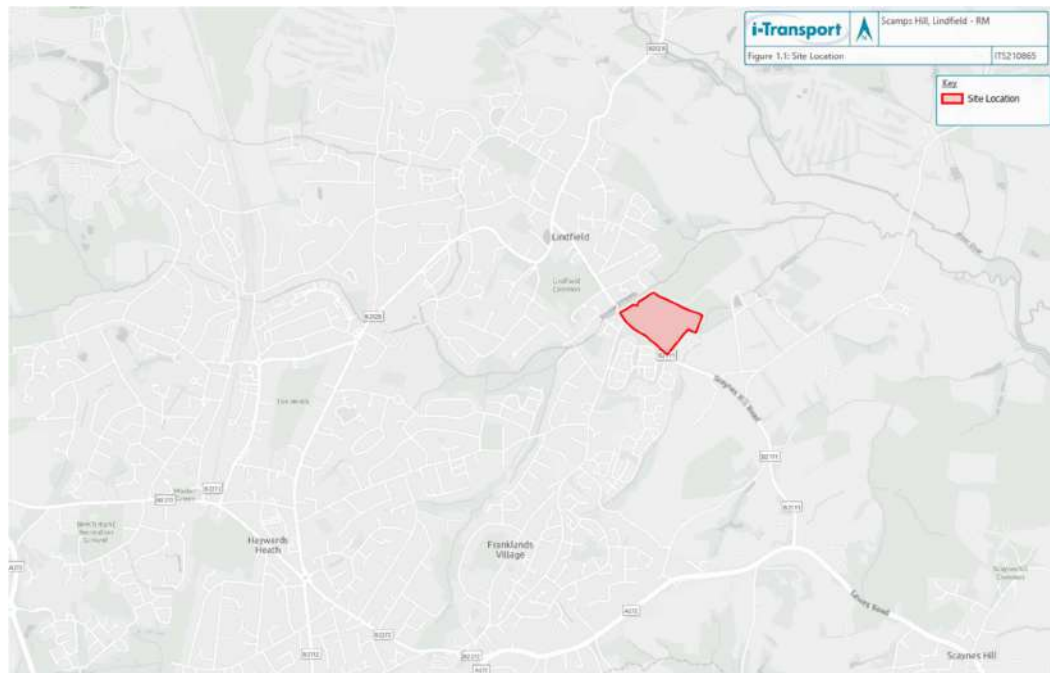
2.1.1 This section of the document describes the site in context with the local area and highway network as well as its accessibility by various transport modes, to establish the potential for future households and visitors to adopt long-term sustainable travel patterns and behaviours for various journey purposes.

2.2 Site Location and Context

2.2.1 The site encompasses an area of circa 6.58-hectares of land located off the northern side of the B2111 Scamps Hill, on the south-eastern periphery of Lindfield, approximately 950-metres south-east of the village centre.

2.2.2 The development is bounded to the north by commercial buildings at Lindfield Enterprise Park and residential dwellings located off East Wick and Noahs Ark Lane; to the east by Little Walstead Wood; to the south and west by the B2111 Scamps Hill. The site in context with the local area and highway network is shown in **Figure 1.1**. (an extract of which is presented in **Image 2.1**).

Image 2.1: Site Location Plan (Local Context)



Source: Figure 1.1 (i-Transport LLP)

2.3 Local Highway Network

- 2.3.1 The B2111 Scamps Hill comprises of a single carriageway two-way road measuring between 6.0 and 6.5-metres in width, and contains an unlit footway along the south-western side. No footway is present along the north-eastern side of the carriageway.
- 2.3.2 The B2111 Scamps Hill runs in a north-west to south-east alignment. The majority of the site's frontage with the B2111 Scamps Hill is subject to a 40-mph posted speed limit with the transition zone to the 30-mph section located circa 15-metres south-east of the give-way junction with Gravelly Lane.
- 2.3.3 To the north-west of the site, the B2111 Scamps Hill/Lewes Road provides a direct route to Lindfield village centre. To the south-east, the B2111 Scamps Hill/Scaynes Hill Road and Bedales Hill forms a give-way priority junction with the A272 Haywards Heath Road with separate left and right turn lanes. A right-turn lane, formed by a ghost island hatching, is provided on the A272 Lewes Road (E) to accommodate vehicular movements onto the B2111 Bedales Hill. A left turn diverge lane is present on the A272 Haywards Heath Road.
- 2.3.4 To the west, the A272 intersects with the A23, a dual carriageway that forms part of the Strategic Road Network (SRN) at the Bolney Interchange. The A23 facilitates direct access to a number of regional destinations including Brighton, Crawley and Gatwick Airport (via the M23).

2.4 Accessibility Credentials

- 2.4.1 As demonstrated in this section of the document, the site is well located on the edge of Lindfield within close proximity and short walking distance to the village centre, which contains a range of amenities likely to cater for the everyday needs of future households.
- 2.4.2 Lindfield is adjacent to Haywards Heath, which is one of three 'Category 1' settlements in Mid Sussex, a large retail and employment centre that also benefits to being accessible to mainline rail services, providing a good level of connectivity to a host of destinations in London and the South East.

2.5 Walking and Cycling Accessibility

On-Foot

- 2.5.1 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available, there is significant potential to reduce the need for short journeys to be undertaken by private car, in-turn minimising levels of vehicular traffic on the surrounding local highway network.

- 2.5.2 Within the vicinity of the site, there is an unlit footway separated from the carriageway by a grass verge, located off the south-western side of the B2111 Scamps Hill. This adjoins to the wider footway network along Gravelye Lane and the B2111 Lewes Road via a number of uncontrolled crossings comprising of dropped kerbs and tactile paving tiles. These provide direct and continuous walking routes to the nearest bus stops along Gravelye Lane and a number of amenities available in Lindfield village centre.
- 2.5.3 In advance of the residential development becoming occupied, a number of highway improvements to the local pedestrian environment will be implemented including the provision of tactile paving at several existing junctions including the access to the Lindfield Enterprise Park and Meadow Drive. These improvements will enhance the environment for mobility impaired individuals gaining access to and from the development.

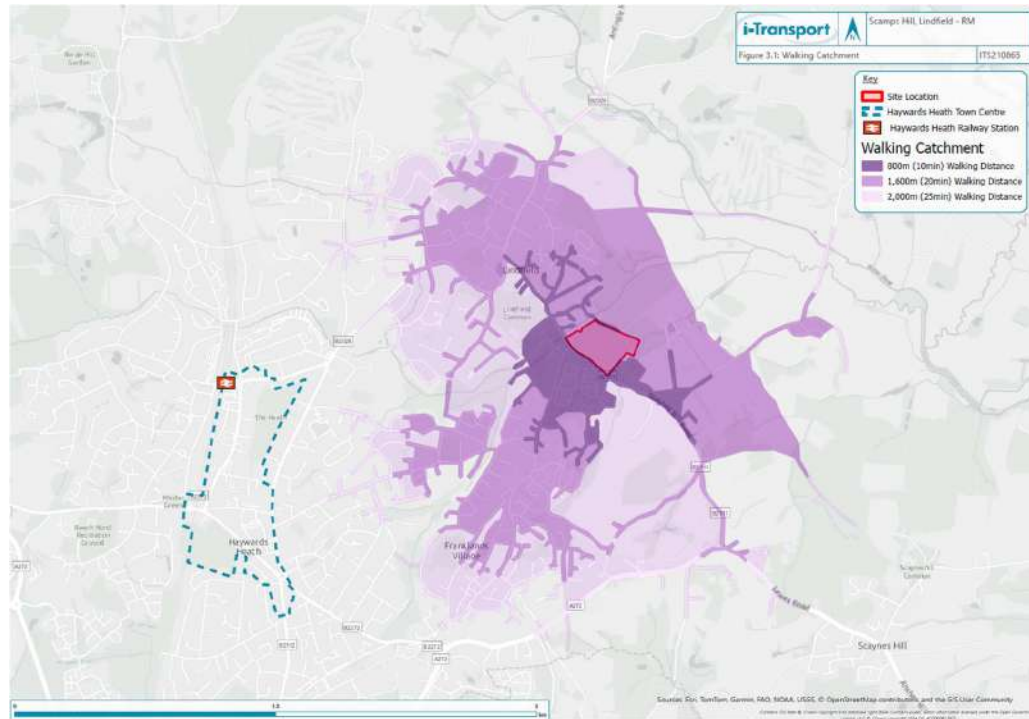
Image 2.2: View of Existing Footway along the B2111 Scamps Hill



- 2.5.4 In addition, the development is located within short walking distance to the Public Right of Way (PRoW) network. Of note, Footpath LIR-5LR commences off the south-western side of the B2111 Scamps Hill, directly opposite Walstead Grange. This heads in a south-westerly direction along Langmore Lane, and intersects with Footpath LIR-4LR, which emerge onto the eastern and northern sides of Gravelye Lane, and Lyoth Lane, respectively. These provide alternative walking routes to the established residential area of Haywards Heath.
- 2.5.5 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states the average length of a walk journey is 1.0-kilometre. It further suggests a preferred maximum walking distance of 2.0-kilometres for commuting/school journeys and 1.2-kilometres for other journey destinations. Other national planning guidance/best practice publications have previously recommended a maximum distance of 5.0-kilometres for reasonably fit individuals to cycle to/from workplace destinations.

2.5.6 **Figure 3.1** (extract of which is provided in **Image 2.3**) shows the potential 1.2 and 2.0-kilometre walk catchment area from the site. It is evident that a significant proportion of the residential area of Lindfield and Haywards Heath are accessible on-foot to/from the site.

Image 2.3: Walk Isochrone Plan



Source: Figure 3.1 (i-Transport LLP)

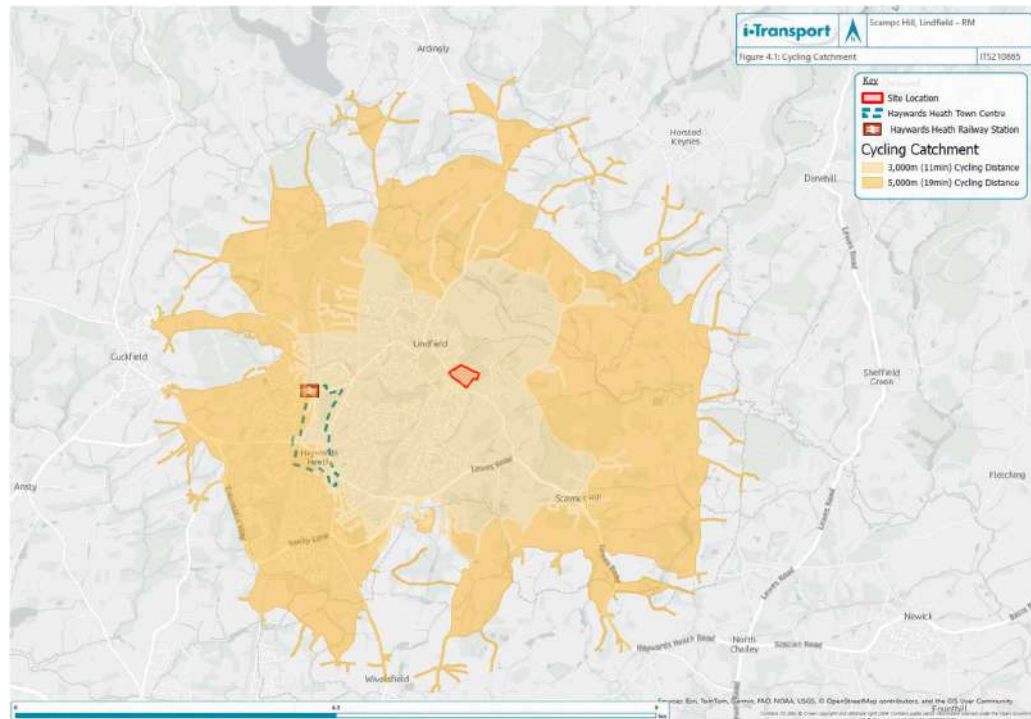
By Cycle

2.5.7 Whilst there is no dedicated cycle infrastructure within the vicinity of the development, the B2111 Scamps Hill and Gravelye Lane provides sufficient width to accommodate cyclists and motorised users.

2.5.8 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Cycling' (October 2014) guidance indicates that the majority of cycling trips are for short distances, with 80% being less than 5 miles (8.0-kilometres or a 20 to 30-minute journey) and with 40% being less than 2 miles (3.2-kilometres or a 10 to 15-minute journey).

2.5.9 This is further supported by the Local Transport Note (LTN) 01/20 'Cycle Infrastructure Design', which discusses typical cycle distances, stating that 'two out of every three personal trips are less than 5 miles in length, which is an achievable distance for most people'. **Figure 4.1** (an extract of which is provided in **Image 2-4**) illustrates the cycle accessibility from the site, based on a 5 to 30-minute cycle journey.

Image 2.4: Cycle Catchment Plan



Source: Figure 4.1 (i-Transport LLP)

2.5.10 It is clear from **Image 2.4**, that Lindfield and a significant proportion of the wider Haywards Heath area including the rail station is within the prescribed cycling distances. Consequently, future households and visitors would have the potential to travel by cycle to/from key destinations in the wider Haywards Heath area.

2.6 Public Transport Accessibility

Bus

2.6.1 The nearest bus stops are located along either side of Gravelly Lane (Meadow Drive), approximately 240 and 280-metres south-west of the site. As shown in **Image 2.5**, these stops comprise of simple flagpoles.

Image 2.5: View of Bus Stops along Gravelye Lane (adjacent and opposite Meadow Drive)



- 2.6.2** As shown in **Table 2.1** these stops are served by up to 6 bus routes, which operate on a frequent basis and facilitate direct access to a host of local and regional destinations including the established residential areas of Lindfield/Haywards Heath, and Cuckfield, Maresfield, and Uckfield.
- 2.6.3** Bus route no.'s 31, 31A and 31B connect Lindfield to Haywards Heath and Uckfield, which in combination provide an hourly frequency in both directions, Monday to Saturday. The first and last bus services broadly coincide with the weekday AM and PM peak hour periods, and as such provide a realistic travel option for future households gaining access to/from potential local workplace destinations. The above-mentioned route no.'s serve bus stops along either side of Perrymount Road within short walking distance of Haywards Heath rail station, thereby providing an opportunity for interchange with mainline rail services. The journey times to Haywards Heath (outside Sainsburys) and Uckfield are 12-17, and 29-33-minutes.
- 2.6.4** In addition, bus route no.'s 149, and STP1 operate as a single return journey to/from a number of educational establishments (i.e. Warden Park School in Cuckfield, Chailey School, and St Paul's Catholic College in Burgess Hill).
- 2.6.5** A bus network map is attached at **APPENDIX A** of this document.

Table 2.1: Summary of Bus Routes Available from Gravelye Lane (opp/adj Meadow Drive)

Route No.	Route	Frequency		
		Weekday		Sat
		AM Peak	PM Peak	-
		First/Last Bus		
31*	Cuckfield – Haywards Heath – Scaynes Hill – North Chailey – Newick – Maresfield - Uckfield	Every 2-hours		Every 2-hours
		10:01/18:46		08:01/18:35
	Uckfield – Maresfield – Newick – North Chailey – Scaynes Hill – Haywards Heath - Cuckfield	Every 2-hours		Every 2-hours
		06:08/18:20		07:35/18:10
31A*	Cuckfield – Haywards Heath – Scaynes Hill – North Chailey – Newick – Maresfield - Uckfield	Every 2-hours		Every 2-hours
		09:01/17:01		09:01/17:01
	Uckfield – Maresfield – Newick – North Chailey – Scaynes Hill – Haywards Heath - Cuckfield	Every 2-hours		Every 2-hours
		09:10/13:10		09:10/17:10
31B*	Cuckfield – Haywards Heath – Scaynes Hill – North Chailey - Newick – Maresfield - Uckfield	1 service per day		-
		16:14		-
62*	Haywards Heath – Bolnore Village – Cuckfield – Balcombe – Three Bridges - Crawley	1 service per day		-
		07:41		-
	Crawley - Three Bridges – Balcombe - Cuckfield – Bolnore Village - Haywards Heath	1 service per day		-
		15:39		-
149**	Scaynes Hill – Haywards Heath – Wivelsfield – Wivelsfield Green – South Chailey	1 service per day		-
		07:50		-
	South Chailey - Wivelsfield Green - Wivelsfield – Haywards Heath - Scaynes Hill***	1 service per day		-
		15:20		-
STP1*** *	Haywards Heath – Lindfield – St Paul's Catholic College	1 service per day		-
		07:28		-
		1 service per day		-

Route No.	Route	Frequency	
		Weekday	
		AM Peak	PM Peak
		First/Last Bus	
	St Paul's Catholic College - Lindfield – Haywards Heath	15:44	-
*Operated by Compass Travel			
**Operated by The Big Lemon			
***Operated by Seaford & District			
****Operated by Sussex Coaches			

Source: bustimes.org

- 2.6.6 To encourage future households and visitors to travel by public transport, the existing bus stops located along Gravelye Lane will be upgraded to include shelters, kassel kerbs to enable low floor access, timetables and real time information.

Rail

- 2.6.7 Haywards rail station is located off the southern side of Market Place, approximately 2.7-kilometres (a 11-minute cycle journey time) to the west of the development. It is managed by Southern and forms a principal stop on the Brighton Main Line, connecting Brighton to London Victoria.
- 2.6.8 As shown in **Table 2.2**, Haywards Heath operates as a regional hub and provides frequent and direct access to rail services to a host of local, regional, and national destinations including Bedford, Brighton, Cambridge, Clapham Junction. Eastbourne, Littlehampton, London Blackfriars/Victoria, and Hastings.

Table 2.2: Summary of Rail Services Available from Haywards Heath Rail Station

Destination	Journey Time	Frequency
Bedford via Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – West Hampstead Thameslink – St Albans City – Harpenden – Luton Airport Parkway – Luton – Legrave – Harlington – Flitwick	2-hours and 5-minutes	2 trains per hour
Brighton via Wivelsfield - Burgess Hill – Burgess Hill – Hassocks – Preston Park	Between 14 and 21-minutes	6 trains per hour

Destination	Journey Time	Frequency
Cambridge via Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – Finsbury Park – Stevenage – Hitchin – Letchworth Garden City – Baldock – Ashwell & Morden – Royston	2-hours and 8-minutes	2 trains per hour
Eastbourne via Wivelsfield – Cooksbridge – Lewes – Polegate – Hampden Park	Between 39 and 43-minutes	2 trains per hour
Littlehampton via Burgess Hill – Hassocks – Preston Park – Hove – Portslade – Shoreham by Sea – Lancing – Worthing – West Worthing – Durrington – Goring by Sea – Angmering	1-hour	2 trains per hour
London Victoria via Gatwick Airport – East Croydon – Clapham Junction	45-46-minutes	6 trains per hour
Ore via Wivelsfield – Plumpton – Lewes – Polegate – Eastbourne – Hampden Park – Pevensey & Westham – Normans Bay – Cooden Beach – Collington – Bexhill – St Leonards Warrior Square – Hastings	1-hour and 24-minutes	2 trains per hour

Source: National Rail

- 2.6.9 The station contains a total of 312 cycle parking spaces comprised of stands and racks, located inside the station car park and along Market Place. This provides an opportunity for future households to travel by cycle and rail for work related journeys.

2.7 Accessibility to Local Amenities

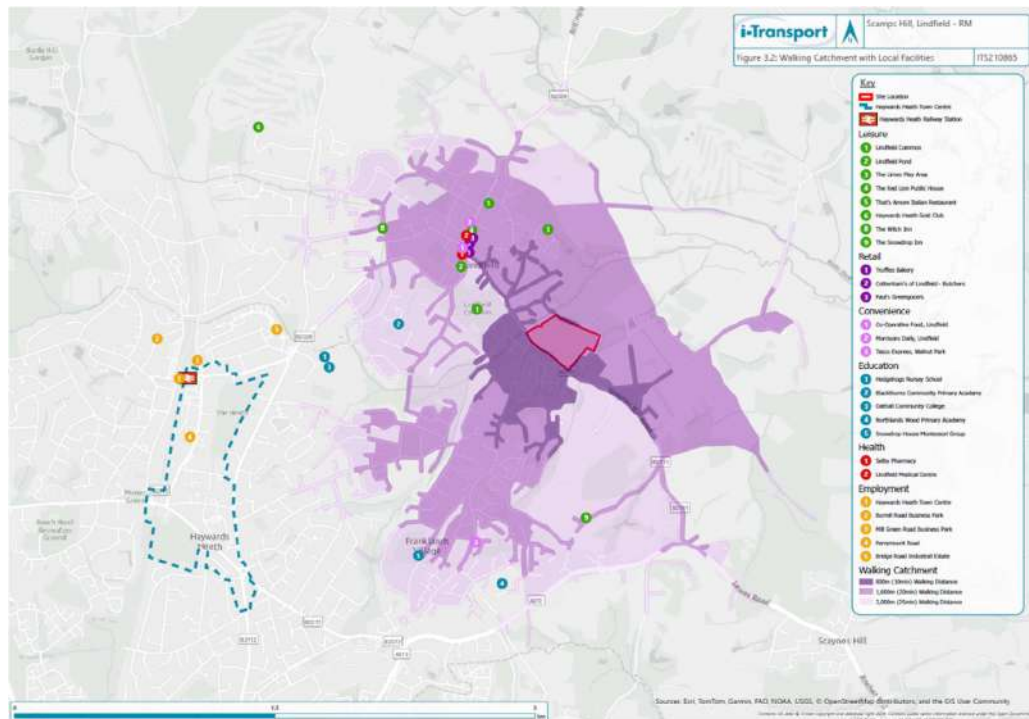
- 2.7.1 In accordance with national and local planning policies, which advocate the 'active' modes of walking and cycling in favour of the private car for various journey purposes, it is evident from **Table 2.3** and **Figures 3.2** and **4.2** (extracts of which are provided in **Images 2.6** and **2.7**) that there are a number of amenities catering for the everyday needs of households, which are available and accessible on-foot and by cycle in Lindfield and the wider Haywards Heath area.

Table 2.3: Summary of Local Amenities

Type of Amenity	Destination	Distance (Metres)	Walk Journey Time	Cycle Journey Time
Convenience	Co-Operative Food – Lindfield – High Street	800	10-minutes	3-minutes
	Morrisons Daily, High Street – Lindfield	1,000	13-minutes	4-minutes
	Tesco Express, Walnut Park	1,400	17-minutes	5-minutes
Education	Hedgehogs Nursey School	1,900	23-minutes	7-minutes
	Blackthorns Community Primary Academy	1,700	21-minutes	7-minutes
	Northlands Wood Primary Academy	1,700	21-minutes	7-minutes
	Snowdrop House Montessori Group	1,600	20-minutes	6-minutes
	Oathall Community College	1,800	22-minutes	7-minutes
Employment	Haywards Heath Town Centre	2,700	33-minutes	10-minutes
	Bridge Road Industrial Estate	2,200	27-minutes	8-minutes
	Burrell Road Business Park	3,000	36-minutes	11-minutes
	Mill Green Road Business Park	2,700	33-minutes	10-minutes
	Perrymount Road	2,600	32-minutes	10-minutes
Retail	Truffles Bakery	750	10-minutes	3-minutes

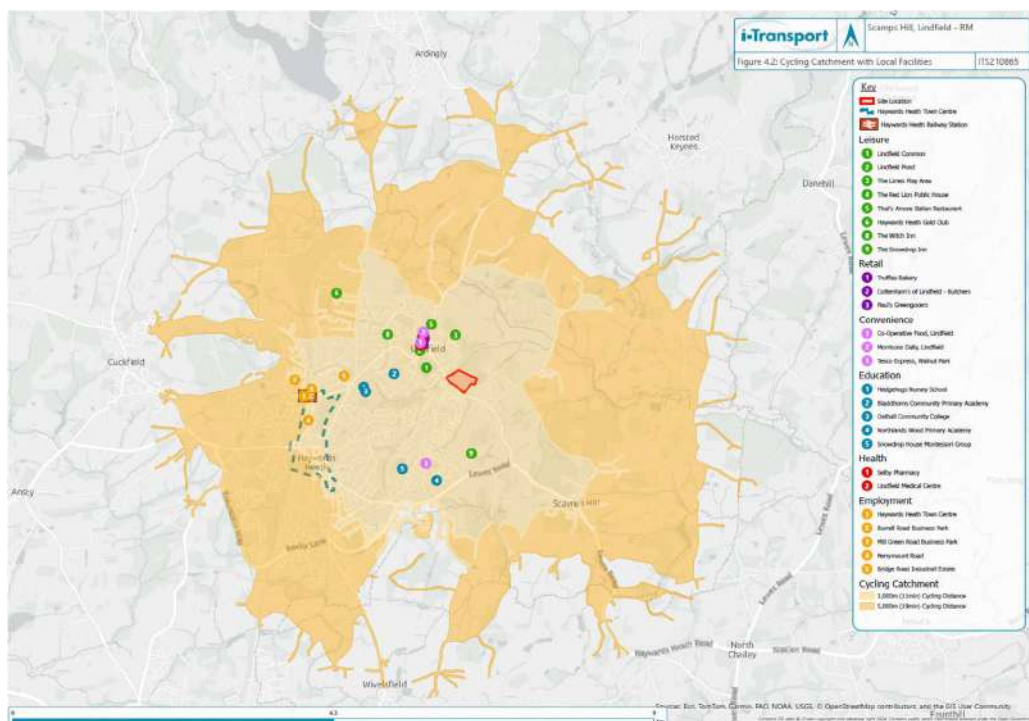
Type of Amenity	Destination	Distance (Metres)	Walk Journey Time	Cycle Journey Time
	Cottenham's of Lindfield - Butchers	850	11-minutes	3-minutes
	Paul's Greengrocers	850	11-minutes	3-minutes
Healthcare	Selby Pharmacy	800	10-minutes	3-minutes
	Lindfield Medical Centre	1,100	14-minutes	4-minutes
Sports & Leisure	Lindfield Common	600	8-minutes	2-minutes
	Lindfield Pond	900	11-minutes	4-minutes
	The Limes Play Ground	1,200	15-minutes	5-minutes
	The Witch Inn	1,400	17-minutes	5-minutes
	The Snowdrop Inn	1,500	18-minutes	6-minutes
	The Red Lion Public House	950	12-minutes	4-minutes
	That's Amore Italian Restaurant	1,100	14-minutes	4-minutes
	Haywards Heath Golf Club	2,800	34-minutes	11-minutes

Image 2.6: Local Amenities Plan with Walk Catchment Isochrones



Source: Figure 3.2 (i-Transport LLP)

Image 2.7: Local Amenities Plan with Cycle Catchment Isochrones



Source: Figure 4.2 (i-Transport LLP)

2.8 **Summary**

- 2.8.1 The review demonstrates that owing to the site's location within an established residential area, it benefits from being accessible on-foot and by cycle to the pedestrian network and public transport infrastructure/services, which provide a good level of connectivity to likely destinations in Lindfield and Haywards Heath.
- 2.8.2 Consequently, there is significant potential for future households and visitors to adopt sustainable travel patterns and behaviours in favour of the private car for journeys to/from the residential development.

SECTION 3 Description of Development

3.1 Introduction

3.1.1 This section of the plan describes key transport planning and highways aspects of the residential development including the access, parking, delivery and servicing arrangements.

3.2 Overview

3.2.1 The reserved matters planning application (access, appearance, layout, scale and landscaping) comprises the erection of 87 residential units (Use Class C3) on land off Scamps Hill in Lindfield, West Sussex.

3.2.2 A site layout plan (Drawing 3416-A-1005-PL-A), prepared by Omega Architects is attached at **APPENDIX B** of this report.

3.2.3 As shown in **Table 4.1**, the mix of accommodation would comprise 8 x one-bedroom (9%), 23 x two-bedroom (26%), 31 x three-bedroom (36%), 18 x four-bedroom (21%), and 7 x five-bedroom (8%) units. In terms of tenure, a total of 26 (30%) units would be designated as affordable with the remaining 61 (70%) as private units.

Table 4.1: Accommodation Schedule

Tenure	Unit Type	No. of Bedrooms	No. of Units	%
Private	FOG*	1-bedroom	1	1
	Maisonette	2-bedroom (GF)	2	2
	Maisonette	2-bedroom (FF)	2	2
	House	2-bedroom	6	7
	House	3-bedroom	26	30
	House	4-bedroom	17	20
	House	5-bedroom	7	8
Affordable	Flat	1-bedroom	7	8
	Flat	2-bedroom	9	10
	Maisonette	2-bedroom (GF)	1	1
	Maisonette	2-bedroom (FF)	1	1
	House	2-bedroom	2	2
	House	3-bedroom	5	6
	House	4-bedroom	1	1
TOTAL	-	-	87	100
*Flat over garage				

Source: Schedule of Accommodation (Omega Architects)

3.3 Access Arrangements

Vehicle

- 3.3.1 In accordance with the approved OAP, the residential development would be served by a give-way priority junction off the northern side of the B2111 Scamps Hill, approximately 150-metres south-east of the intersection with Gravelye Lane. The geometric design of the access and internal road network is shown on **Drawing No. ITS210865-001 Rev F** (attached).
- 3.3.2 As shown on the site layout plan, the main spine road of the residential development, which will be offered for adoption by WSCC benefits from having a carriageway width of 5.5-metres in width. This is sufficient to accommodate the simultaneous entry and exit manoeuvres of vehicles (including large refuse trucks) entering and exiting the residential development in a safe and convenient manner.
- 3.3.3 The remaining parts of the internal road network will have a carriageway width varying between 4.1 to 6.0-metres, which accords with both national and regional design guidance.

Pedestrian/Cyclist

- 3.3.4 To minimise conflict between motorised and non-motorised users along the main spine road and at the access of the development, the masterplan includes the provision of a 3.0-metre-wide shared foot/cycleway.
- 3.3.5 To the west of the vehicular access, the shared foot/cycleway will be set behind the existing vegetation and run parallel with the B2111 Scamps Hill for a distance of 194-metres, prior to emerging at a point circa 45-metres north-west of the junction with Gravelye Lane.
- 3.3.6 The shared foot/cycleway will terminate at the site's boundary and adjoin to a short section of footway and uncontrolled crossing point comprised of dropped kerbs and tactile paving tiles, thereby facilitating direct access to the nearest bus stops along Gravelye Lane. The proposed alignment of the shared foot/cycleway is shown on **Drawing No. ITS210865-001 Rev F** (attached).
- 3.3.7 As previously mentioned, the pedestrian environment will be enhanced through the introduction of dropped kerbs and tactile paving at the following junctions: -
- Gravelye Lane/Meadow Drive;
 - B2111 Scamps Hill/Enterprise Park; and
 - B2111 Scamps Hill/Chaloner Road.

3.4 Parking Arrangements

Car

3.4.1 As shown on the proposed site layout plan, the residential development will have a total of 198 car parking spaces including 181 allocated and 17 unallocated.

3.4.2 The breakdown of car parking spaces is as follows: -

- Allocated
 - 1- and 2-bedroom units – total of 31 spaces (1 space per unit).
 - 3-bedroom units – total of 62 spaces (2 spaces per unit).
 - 4-bedroom units – total of 54 spaces (2 spaces per unit + 18 garages).
 - 5-bedroom units – total of 33 spaces (2 spaces per unit + 19 garage/double garage).
 - 1 x allocated space for pumping station.
- Unallocated
 - 17 spaces (20% of total number of units).

3.4.3 The majority of the allocated provision for the houses comprises of private driveways within the curtilage of each unit. The car parking provision for flats and maisonettes will be provided in the form of private courtyards.

3.4.4 In accordance with WSCC's 'Guidance on Parking at New Developments' (September 2020), and Building Regulations (Part S, June 2022) publications, it is proposed that each residential unit will be provided with access to electric vehicle recharging point.

Cycle

3.4.5 Cycle parking spaces in accordance with the minimum levels of cycle provision, as set out in Table 1 of WSCC's 'Guidance on Parking at New Developments' (September 2020) document will be provided for each residential unit.

3.4.6 Cycle parking will be provided in the curtilage of each residential unit in the form of garages and garden sheds for the houses. Safe and suitable access to the secure cycle parking facilities will be achieved through providing sufficient width on private driveways to pass parked vehicles or via separate paths/gates. Dedicated cycle stores with secure access will be provided for the blocks of flats located on the site's north-western boundary.

3.5 **Proposed Delivery and Servicing Arrangements**

Waste Refuse/Recycling Collections

- 3.5.1 Future households of the development will be responsible for the removal of waste refuse and recycling to dedicated collection points. The storage areas will be conveniently located near to the lift cores to minimise the carry distance for residents (i.e. 30-metres), and allow direct access to the internal road layout, thereby increasing the ease of collection for waste operatives.
- 3.5.2 Future households living in the 2, 3, 4 and 5-bedroom houses will be responsible for temporarily placing waste refuse/recycling bins at the end of private driveways before the specified collection times, to minimise the carry distance (i.e. 25-metres) for waste operatives, in accordance with the Building Regulations and Department for Transport's (DfT's) Manual for Streets 1 (MfS1) publication.

SECTION 4 Aims and Objectives

4.1 Introduction

4.1.1 The applicant, CNS are committed to ensuring that future households are influenced to travel by the more sustainable modes (i.e. on-foot, by cycle, and by public transport) for a variety of journey purposes, to minimise the potential impact of the development on the local highway network.

4.2 Aims

4.2.1 The main aims of the RTP are:-

- To reduce the number of private car trips made to and from the development.
- To minimise the potential for congestion along the B2111 Scamps Hill and adjoining local highway network during the weekday AM and PM peak hour periods.
- To promote safe walking and cycling routes to/from Lindfield village centre and Haywards Heath town centre.
- To help reduce pollution and create a cleaner and safer environment by encouraging future households to travel by alternatives to the private car for journeys to/from the development.
- To address the needs of new households with regards to accessing a full range of facilities and services including convenience, education, employment, healthcare, leisure, and recreation.

4.3 Objectives

4.3.1 The principal objectives of the RTP are set out in **Table 5.1** overleaf.

Table 5.1: Residential Travel Plan Objectives

No.	Objectives
01	All future households to park vehicles in a safe and considerate manner, particularly during drop-off and pick-up periods.
02	Maximise take-up of sustainable travel modes by future households.
03	Minimise the use of private car to and from the development.
04	Pro-actively engage with future households of the development.
05	Pro-actively manage any issues with unintended drop-off and pick-up activity.
06	Provide secure and covered cycle parking prior to the development being occupied.

SECTION 5 Travel Plan Management

5.1 Travel Plan Co-ordinator

5.1.1 The applicant (CNS) is responsible for appointing an individual to act as the Travel Plan Co-ordinator, primarily to oversee the implementation of measures at the residential development over an initial 5-year period following initial occupation.

5.1.2 CNS have appointed i-Transport LLP to fulfil the role of the Travel Plan Co-ordinator (TPC). The TPC will be responsible for the on-going implementation, communication, monitoring and management of the overall aims and objectives defined within the RTP. The role of the TPC will also entail: -

- Overseeing the development/implementation of the RTP.
- Raising awareness of the RTP through continued communication with future households and other stakeholders.
- Organising annual travel surveys amongst staff and parents/guardians, and other data collection exercises, which are required to develop the RTP.
- Consulting with WSCC's Travel Plan Officer.
- Coordinating the monitoring programme for the RTP including the setting of targets and review dates (as agreed with WSCC's Travel Plan Officer).

5.1.3 The applicant will allocate a budget towards the implementation, management, and monitoring/review of the RTP. This budget will also cover any costs associated with the provision of new infrastructure to support sustainable travel to/from the development.

5.1.4 The contact details of the TPC are set out below:

- Name: Matthew Sapsford
- Telephone No: 07565 866637
- E-mail Address: matthew.sapsford@i-transport.co.uk

5.2 Action Plan

5.2.1 The RTP will be underpinned by a comprehensive and deliverable action plan that will clearly and concisely outline a list of actions to be undertaken with regards to the implementation and communication of the strategy to future households. The success of the RTP will be assessed against Smart, Measurable, Achievable, Realistic, Time-related) targets, which are inherently linked to the action plan.

5.2.2 Full details of the targets and action plan are provided in **Section 8** of this document. Further information on the monitoring and review framework is set out in **Section 9**.

5.3 Communication and Marketing

5.3.1 The success of the RTP in achieving set aims, objectives and targets is reliant on effective communication strategies to ensure that staff and parents/guardians are made fully aware of the principles and initiatives established. Accordingly, the TPC will promote the RTP through the following channels: -

- The development's website.
- Notice boards.
- Newsletters and e-mail bulletins.

SECTION 6 Sustainable Travel Measures and Initiatives

6.1 Introduction

6.1.1 This section of the RTP outlines the measures/initiatives, which will be implemented by the applicant and TPC. These measures are categorised as follows:

- 'Hard' infrastructural measures incorporated into the design of the internal layout; and
- 'Soft' information-led measures, which ensure that sustainable travel behaviour is maximised.

6.2 Hard Infrastructural

6.2.1 It is widely recognised by Transport Planning practitioners that the design of an internal layout can have the potential to influence the travel patterns and behaviours of future households. The following measures will be implemented to ensure sustainable travel habits are developed immediately after initial occupation.

Site Layout and Accessibility

6.2.2 As set out in **Section 4** of the document, to minimise conflict between motorised and non-motorised users at the access and internal road, the masterplan for the residential development incorporates the provision of a segregated shared foot/cycleway (measuring circa 3.0-metres in width), which connects to a pedestrian-only access and uncontrolled crossing off the northern side of the B2111 Scamps Hill.

6.2.3 The residential development will be designed to accord with the principles of development as per the Department for Transport's (DfT's) Manual for Streets (MfS1) publication and more recently, Active Travel England. More specifically, the layout will prioritise pedestrians and cyclists through providing a segregated shared foot/cycleway and promoting a design that influences motorised users to travel at low speeds.

6.2.4 The residential development includes the provision of two non-vehicular accesses and crossing points located off the north-eastern side of the B2111 Scamps Hill to the north-west and south-east of the give-way priority junction. The two crossing points will comprise of dropped kerbs and tactile paving tiles, and adjoin to the wider pedestrian network, providing direct walking routes to local public transport infrastructure/services and range of amenities available in Lindfield village centre.

Cycle Parking Provision

- 6.2.5 The proposed layout includes the provision of a secure and covered cycle shelters for the apartments and garages of sufficient size (6.0 x 3.0-metres) to accommodate the demand from households and visitors for the houses.
- 6.2.6 This provision will encourage future households to own and use a cycle for undertaking short journeys for various purposes.

6.3 **Soft Information-Led**

- 6.3.1 The location of the residential development, and its design and proximity to public transport services within the surrounding area, will create all of the conditions to make sustainable travel choices a natural option for future households. However, it is also recognised that a communication strategy is key to the success of the RTP. Details of the communication strategy for the development is set out below.

Travel Information

- 6.3.2 To raise awareness of the RTP, the following will be implemented: -

Website

- 6.3.3 The applicant's marketing website will provide bespoke travel information for the residential development. The website will include a section on the various options for gaining access to/from the development and the associated cost, environmental, health, and personal health and fitness benefits. The section will also include a summary of the aims/objectives, targets, measures of the RTP and the contact details of the TPC.

Travel Pack

- 6.3.4 New households will be provided with a Travel Pack to raise awareness of sustainable travel opportunities and initiatives available to them. More specifically, the Travel Pack will include: -
- Promotion of local sustainable travel networks including nearby bus/rail infrastructure services within short walking distance of the site and local walking/cycling routes together with associated journey times.
 - Promotion of local amenities, which are likely to cater for the everyday needs of future households.
 - Weblinks to relevant national and local public transport information websites (i.e. National Rail, South West Trains, and More Bus).

- Promotion of on-site cycle parking facilities.
- Promotion of the cost, environmental, health and personal fitness benefits of travelling by alternative modes (i.e. walking, cycling and public transport).

Newsletters

6.3.5 The TPC will co-ordinate regular communications with future households through preparing newsletters. These will be distributed on a quarterly basis and will include memos/updates on the following:

- Communications regarding changes to public transport services and road safety/cycle training initiatives.
- Reminders of personalised travel planning to new households.
- Updates on new transport infrastructure/services and other facilities in the local area.

Notice Boards

6.3.6 Notice boards will be placed in the communal areas of the apartments. The boards will display information related to the aims/objectives/targets/measures of the RTP. Information on local walking and cycling routes, and bus timetables will also be provided.

Cycle to Work Scheme

6.3.7 The TPC will actively promote the 'Cycle to Work' scheme to future households. This is a government initiative, which offers the most cost-effective way to purchase a cycle and cycling equipment. More specifically, it provides staff with options to purchase a cycle/equipment through salary sacrifice and tax-saving.

Cycle Training

6.3.8 The TPC will consult with WSCC's Travel Plan Officer to investigate the potential for future households to have personalised one-to-one cycle training in conjunction with WSCC's Road Safety Team. The purpose of the training is to provide adults with confidence and skills to cycle on the local highway network.

Season Ticket Loans

6.3.9 The TPC will liaise with local public transport operators (i.e. Southern and Compass Travel) to establish the potential to obtain season ticket loans/discounts for future households, which will encourage them to travel by public transport, as part of a regular journey to/from the development.

Car Sharing

- 6.3.10 The TPC will actively promote the 'West Sussex Carshare Scheme' amongst future households. This scheme enables members to find potential car sharers for commutes or other trips by registering online, thereby minimising the potential impact of private car travel to/from the development.

Personalised Travel Planning

- 6.3.11 Future households will be offered the opportunity to discuss their specific travel needs with the TPC. This will help them to consider all of the travel options available to them, as well as gain an understanding of the aims/objectives and targets of the RTP.

Travel Voucher

- 6.3.12 Travel vouchers will be distributed to new households (limited to first occupiers) of the development to encourage sustainable travel patterns and behaviour. The vouchers will be exchangeable for a variety of measures including discounts on cycles and equipment, cycle maintenance costs, pedometers and active travel wear.

SECTION 7 Targets and Action Plan

7.1 Overview

7.2 Within national Travel Planning best practice guidance, the predominant indicator of success of a RTP is generally considered to a decrease in the modal share/number of private car trips and corresponding increase of sustainable travel (i.e. on-foot, by cycle and public transport) trips for journeys to/from a specific development.

7.3 Whilst Census data has been noted to indicate a typical mode share, the actual mode shares that will occur will not be fully understood until the first travel surveys have been reviewed. However, it is sensible to set provisional mode share targets which can then be reviewed to ensure that they are Specific, Measurable, Achievable, Relevant, and Time-bound (SMART) following the first round of travel surveys. The mode shares should be achievable and reflect the transport vision for the residential development.

7.4 Interim Targets

7.4.1 Based on the implementation of hard and soft measures, as outlined in **Section 7**, the provisional mode share targets are summarised in **Table 6.1**, below.

Table 6.1: Target Mode Share

Method of Travel	Proportion of Trips (Census 2011)
Driving a car or van	57%↓
Train	24%↑
On Foot	11%↑
Passenger in a car or van	4%↓
Bus, minibus, or coach	1%↑
Bicycle	1%↑
Motorcycle, scooter or moped	1%
Other method of travel to work	1%
Total	100%

Source: Consultant

7.5 The mode share targets primarily seek to achieve a below average car modal share, compared with the surrounding area. The transport vision for the site is heavily led by improvements to active travel as well as prompting access to internet-based car sharing apps such as Liftshare and Homerun. The mode share targets will be refined in light of the first round of monitoring data.

7.6 Action Plan

7.7 In order to achieve the set aims and objectives of the RTP, a clear framework of targets and monitoring/review is required to assess progress. Consequently, this section of the RTP presents an Action Plan (see **Table 8.3**) identifying the timescales and resources responsible for implementing key measures.

7.8 The Action Plan will be regularly reviewed by the TPC to monitor performance against set targets and identify if there is a requirement for corrective actions. It is intended that a revised Action Plan will be included within an updated version of the RTP.

Table 8.3: Action Plan

Action	Timescales	Responsibility
Provide shared foot/cycleway, broadband, and other off-site enhancements to the pedestrian environment.	Prior to occupation of the development.	Contractor working on behalf of Applicant.
Ensure that the nearest bus stops located along either side of Gravelly Lane are upgraded to include shelters, kassel kerbs, and timetable information.	Prior to occupation of the development.	Contractor working on behalf of Applicant/WSCC.
Appoint Travel Plan Co-ordinator.	Prior to occupation of the development.	Applicant.
Obtain approval of Travel Plan Objectives, Measures, and Targets.	Prior to occupation of the development.	TPC in collaboration with WSCC's Travel Plan Officer.
Prepare/distribute Travel Pack.	Prior to and during initial occupation of the development.	TPC.
Liaise with local cycle retailers to obtain discounts on behalf of new households for the purchase of cycles and accessories.	Prior to and during initial occupation of the development.	TPC.
Liaise with local bus operators (Compass Travel) to obtain bus 'taster' tickets and other discounts for new households.	Prior to and during initial occupation of the development.	TPC.
Set up a BUG amongst new households and organise events in conjunction with national travel awareness campaigns (i.e. Bike / Walk Week).	Prior to and during initial occupation of the development.	TPC.
Provide personalised one-to-one cycle training to future households.	Following initial occupation.	TPC.
Promote Cycle-To-Work Scheme amongst new households	Following initial occupation.	TPC.

Action	Timescales	Responsibility
Investigate the potential to provide season ticket loans/bus taster tickets for new households.	Following occupation.	TPC.
Promote WSCC car share database amongst new households.	Following occupation.	TPC.
Prepare/distribute Newsletters to new households.	Following occupation.	TPC
Provide personalised travel planning service to new households.	Following occupation.	TPC.
Provide travel information on notice boards within apartments.	Following occupation	TPC.
Conduct baseline household travel survey and submit results to WSCC's Travel Plan Officer for review / comment.	Within the first 6-months of initial occupation.	TPC.
Re-issue travel surveys to each household and prepare Monitoring Report evaluating progress towards achieving mode share targets.	On an annual basis at the anniversary of the baseline survey.	TPC.
Prepare and submit Monitoring Report to WSCC's Travel Plan Team for review / comment.	Within 3 months of re-issuing the household travel surveys	TPC.
Update RTP in conjunction with WSCC's Travel Plan Officer.	On an annual basis.	TPC/WSCC's Travel Plan Officer

SECTION 8 Monitoring and Review

- 8.1 The RTP will be monitored on an annual basis through undertaking a household travel survey to establish current travel patterns and behaviours, as well as assess the success of the strategy in achieving set aims/objectives and targets.
- 8.2 The baseline household travel survey will be undertaken within the first 6-months of initial occupation of the development during a neutral month (i.e. April, May, June, September or October). The household travel survey will seek to establish the following: -
- The average number of trips made per day by mode of travel;
 - The reasons why households travel by private car for various journey purposes;
 - The barriers to using sustainable travel modes; and
 - Awareness of the RTP and associated measures.
- 8.3 The results of the baseline household travel survey will be issued to WSCC's Travel Plan Officer within one month of being undertaken. This will enable the TPC and WSCC's Travel Plan Officer to monitor the progress of the RTP in achieving set targets and objectives.
- 8.4 Whilst the objectives of the RTP to 'educate' future households to travel by sustainable modes will not change, it is possible that mode share targets and measures will evolve over time to take account of new infrastructure/services in the vicinity of the development. Consequently, the RTP will be the subject of a regular review process to ensure that it remains relevant to all new households. A vital element of the review process will be the re-issuing of the household travel survey.
- 8.5 Once the baseline household travel survey has been undertaken, the process will be repeated on an annual basis at Years 1, 3 and 5. The household travel survey will be undertaken on the anniversary of the baseline to allow for a more reliable comparison and to avoid the influence of seasonal variations.
- 8.6 The re-issue of the household travel survey to all households will offer the opportunity to gather new information about wider attitudes to travel. Analysis of the household travel survey will also provide up-to-date information to enable comparisons to be made with the baseline. A Monitoring Report will be prepared within the first three months of the completion of each travel survey.

8.7 The Monitoring Report will incorporate the following:

- Details of any changes within the development over the time period that may affect travel patterns.
- An outline of the monitoring processes undertaken, as well as analyses of the results from data collection exercises in terms of performance against set targets set within the preceding period.
- Qualitative feedback from households.
- Identification of corrective actions if required, and timetable for implementation.
- Details of new or revised targets and RTP related activities for the following monitoring period.

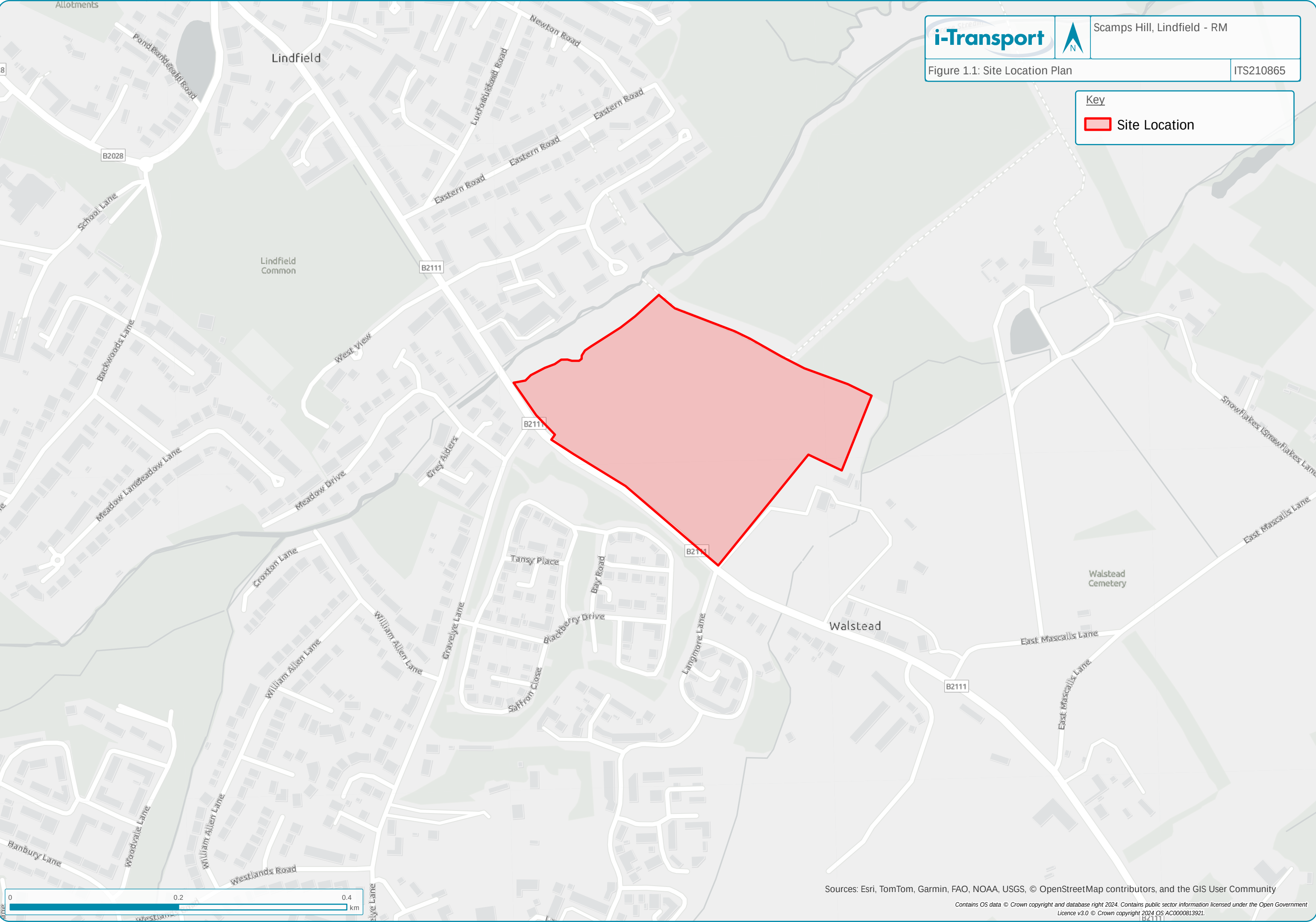
8.8 A copy of the Monitoring Report will also be made available to WSCC's Travel Plan Officer for review and comment. In accordance with the Section 106 (S106) Agreement, the applicant will pay a Travel Plan Audit Fee (£3,815 + VAT) to WSCC for monitoring the delivery of the RTP over the lifetime of the development.

8.9 In the event that set mode share/trip rate targets have not been achieved, the TPC will in conjunction with WSCC's Travel Plan Officer implement corrective/remedial measures. A review meeting will take place to determine what measures will be implemented to further reduce travel-related impacts and achieve a greater take-up/reinforcement of the measures and incentives included within the RTP. It is possible that further monitoring would be required at Years 7 and 9.

SECTION 9 **Summary**

- 9.1 This RTP has been prepared by i-Transport LLP on behalf of the applicant in support of a RM planning application for the erection of 87 residential units (Use Class C3), cycle/refuse storage, public open space, landscaping and car parking on land off Scamps Hill in Linfield, West Sussex.
- 9.2 The document concludes that owing to the site's location on the eastern periphery of Lindfield, it benefits from having a reasonable level of accessibility on-foot, by cycle and by public transport to a range of local amenities available in Lindfield village centre and the wider Haywards Heath area.
- 9.3 With this in mind, the RTP presents a strategy through which sustainable travel patterns and behaviour can be promoted amongst future households and visitors of the development. It is designed to be a flexible document, which will evolve over time, thereby ensuring that it remains relevant to future households.
- 9.4 The strategy proposes provisional mode share targets based on the anticipated multi-modal trip generation of the residential development together with a range of measures / initiatives, which would be implemented by a TPC.

FIGURES



Scamps Hill, Lindfield - RM

Figure 1.1: Site Location Plan

ITS210865

Key

Site Location

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

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Figure 2.1: Local Facilities

ITS210865

Key

- Site Location
- Haywards Heath Town Centre
- Haywards Heath Railway Station

Leisure

- Lindfield Common
- Lindfield Pond
- The Limes Play Area
- The Red Lion Public House
- That's Amore Italian Restaurant
- Haywards Heath Gold Club
- The Witch Inn
- The Snowdrop Inn

Retail

- Truffles Bakery
- Cottenham's of Lindfield - Butchers
- Paul's Greengocers

Convenience

- Co-Operative Food, Lindfield
- Morrisons Daily, Lindfield
- Tesco Express, Walnut Park

Education

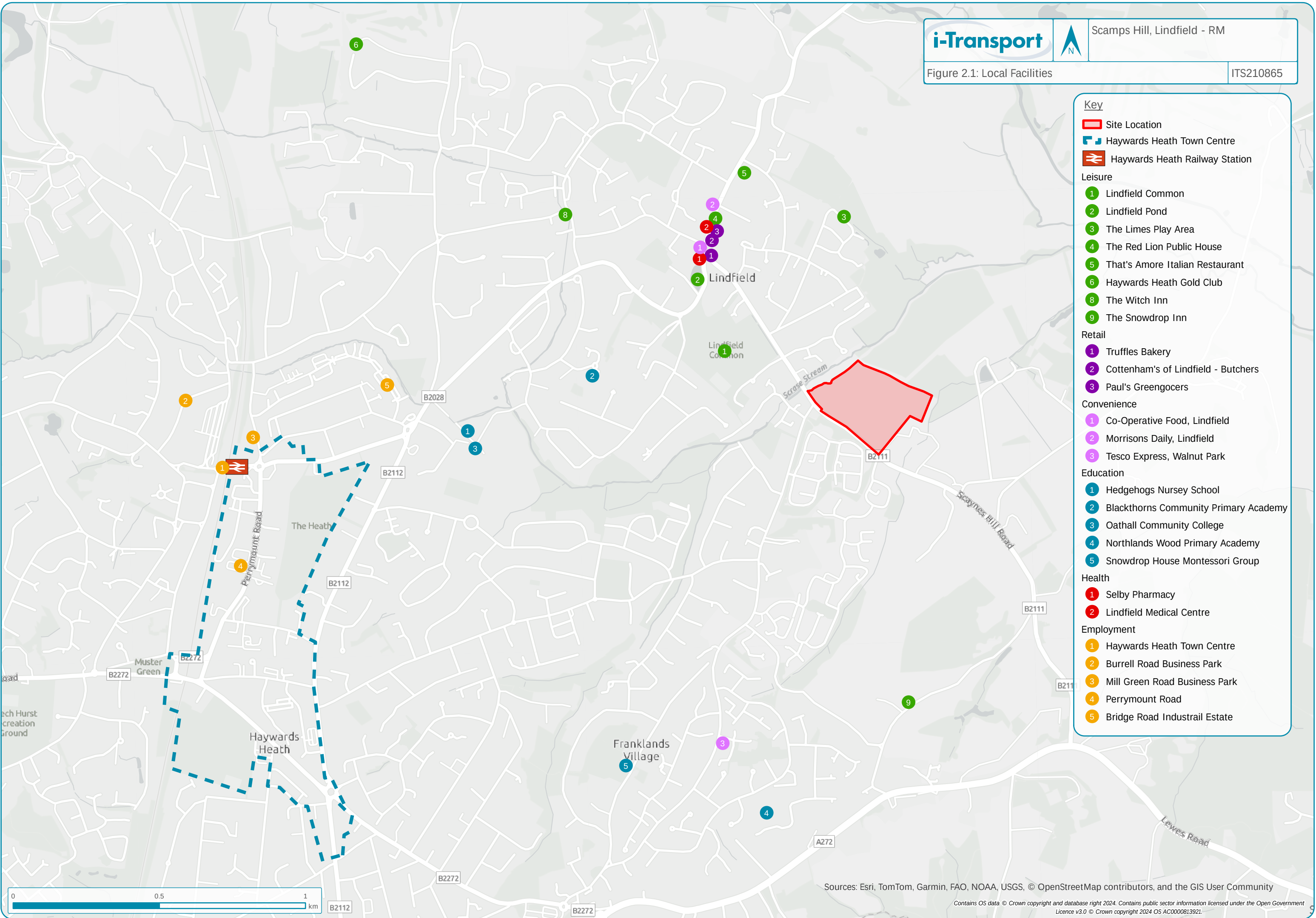
- Hedgehogs Nursey School
- Blackthorns Community Primary Academy
- Oathall Community College
- Northlands Wood Primary Academy
- Snowdrop House Montessori Group

Health

- Selby Pharmacy
- Lindfield Medical Centre

Employment

- Haywards Heath Town Centre
- Burrell Road Business Park
- Mill Green Road Business Park
- Perrymount Road
- Bridge Road Industrail Estate



Key

Site Location

Haywards Heath Town Centre

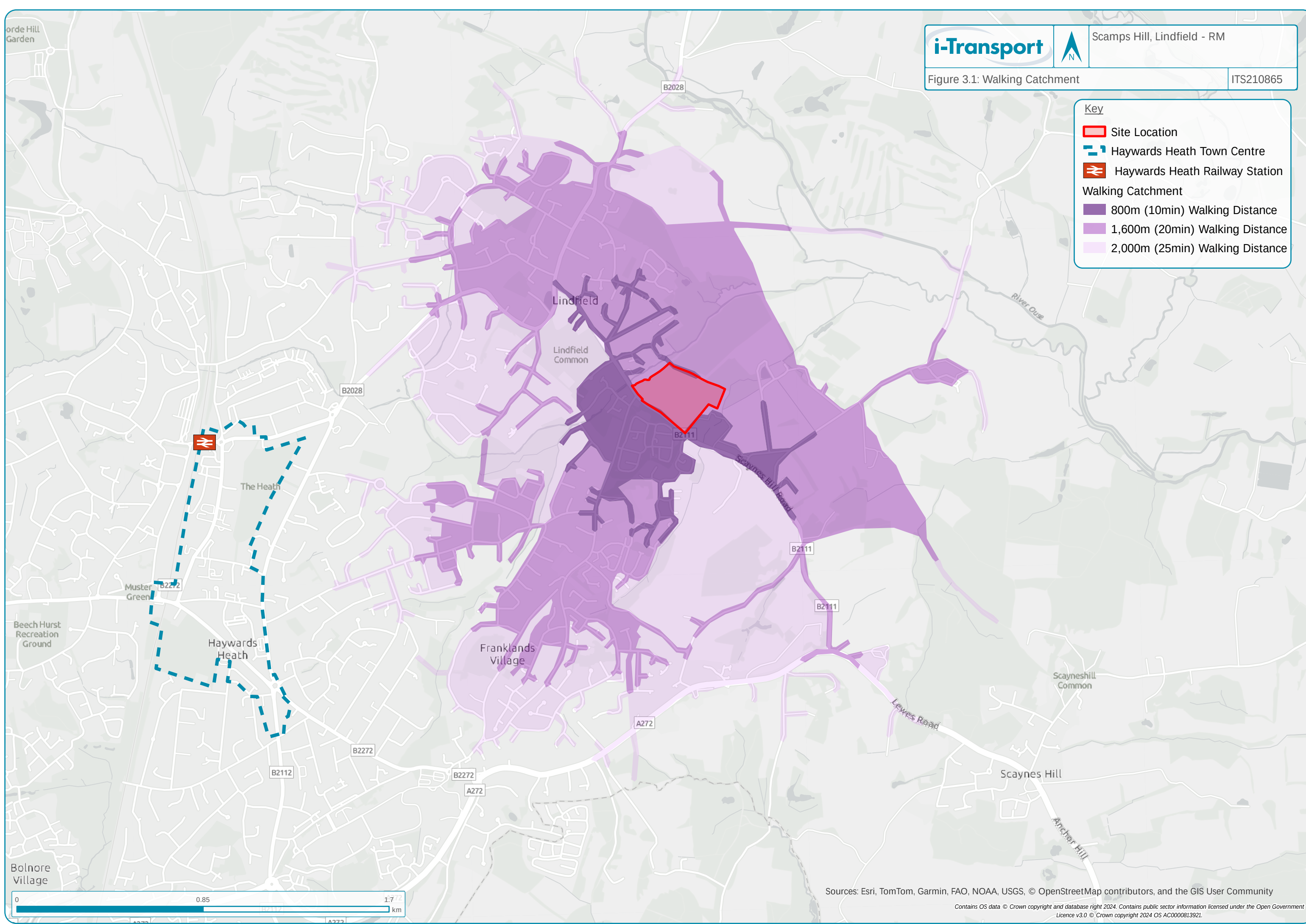
Haywards Heath Railway Station

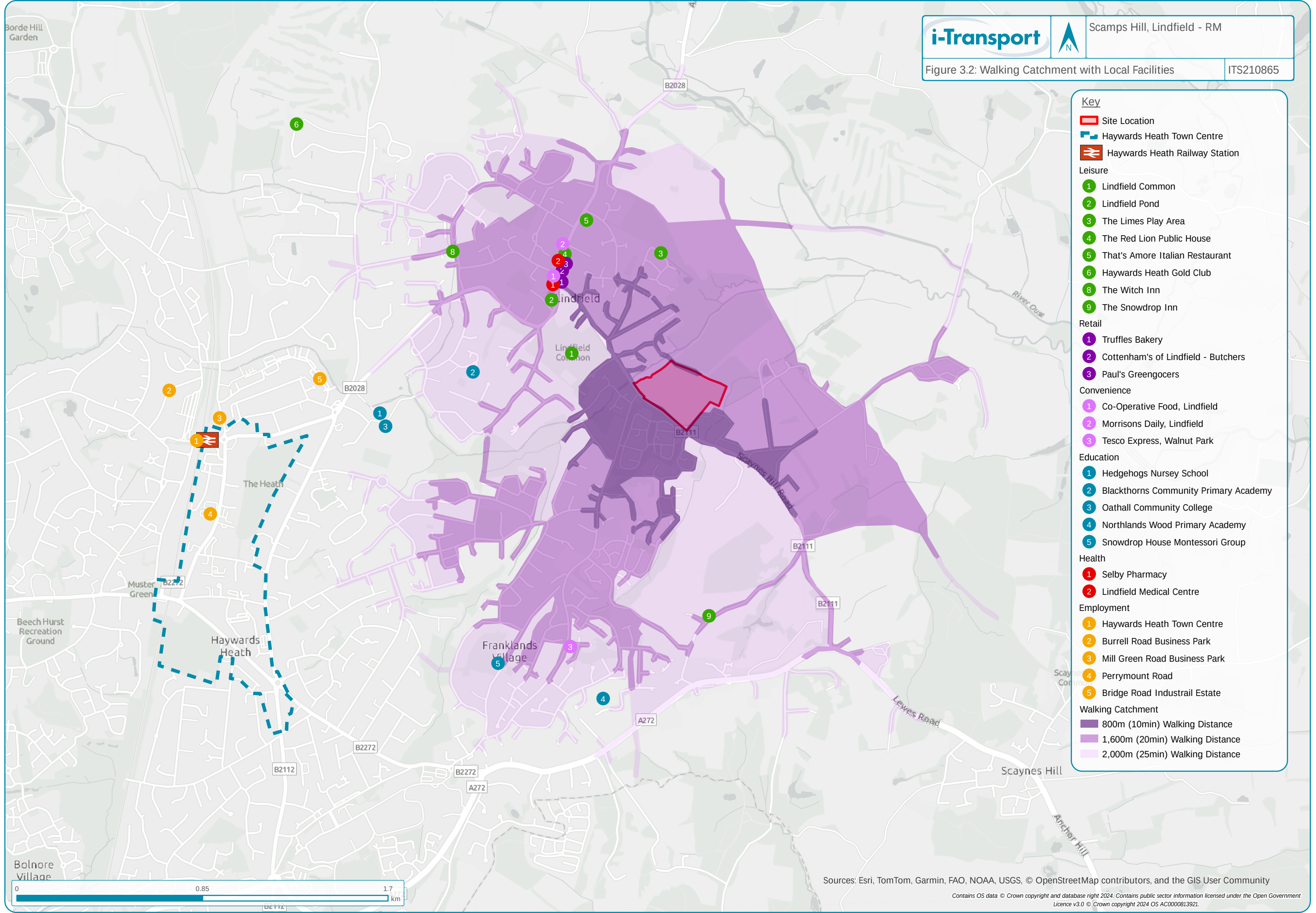
Walking Catchment

800m (10min) Walking Distance

1,600m (20min) Walking Distance

2,000m (25min) Walking Distance





Key

 Site Location

 Haywards Heath Town Centre

 Haywards Heath Railway Station

Leisure

 1 Lindfield Common

 2 Lindfield Pond

 3 The Limes Play Area

 4 The Red Lion Public House

 5 That's Amore Italian Restaurant

 6 Haywards Heath Gold Club

 8 The Witch Inn

 9 The Snowdrop Inn

Retail

 1 Truffles Bakery

 2 Cottenham's of Lindfield - Butchers

 3 Paul's Greengocers

Convenience

 1 Co-Operative Food, Lindfield

 2 Morrisons Daily, Lindfield

 3 Tesco Express, Walnut Park

Education

 1 Hedgehogs Nurse School

 2 Blackthorns Community Primary Academy

 3 Oathall Community College

 4 Northlands Wood Primary Academy

 5 Snowdrop House Montessori Group

Health

 1 Selby Pharmacy

 2 Lindfield Medical Centre

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 2 Burrell Road Business Park

 3 Mill Green Road Business Park

 4 Perrymount Road

 5 Bridge Road Industrail Estate

Walking Catchment

 800m (10min) Walking Distance

 1,600m (20min) Walking Distance

 2,000m (25min) Walking Distance

Figure 4.1: Cycling Catchment

ITS210865

Key

Site Location

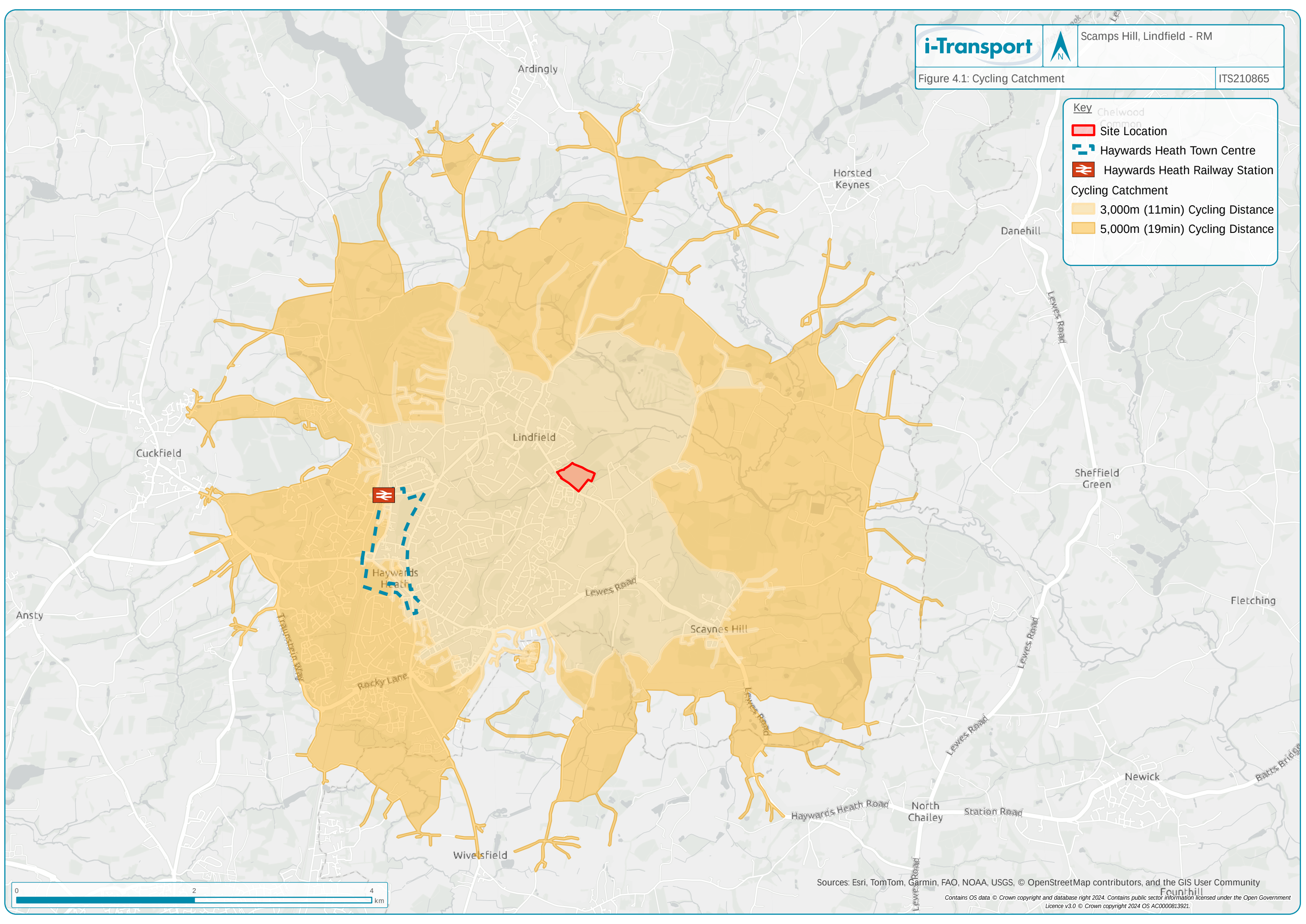
Haywards Heath Town Centre

Haywards Heath Railway Station

Cycling Catchment

3,000m (11min) Cycling Distance

5,000m (19min) Cycling Distance



Key

Site Location

Haywards Heath Town Centre

Haywards Heath Railway Station

Leisure

1 Lindfield Common

2 Lindfield Pond

3 The Limes Play Area

4 The Red Lion Public House

5 That's Amore Italian Restaurant

6 Haywards Heath Gold Club

8 The Witch Inn

9 The Snowdrop Inn

Retail

1 Truffles Bakery

2 Cottenham's of Lindfield - Butchers

3 Paul's Greengocers

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1 Co-Operative Food, Lindfield

2 Morrisons Daily, Lindfield

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5 Snowdrop House Montessori Group

Health

1 Selby Pharmacy

2 Lindfield Medical Centre

Employment

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2 Burrell Road Business Park

3 Mill Green Road Business Park

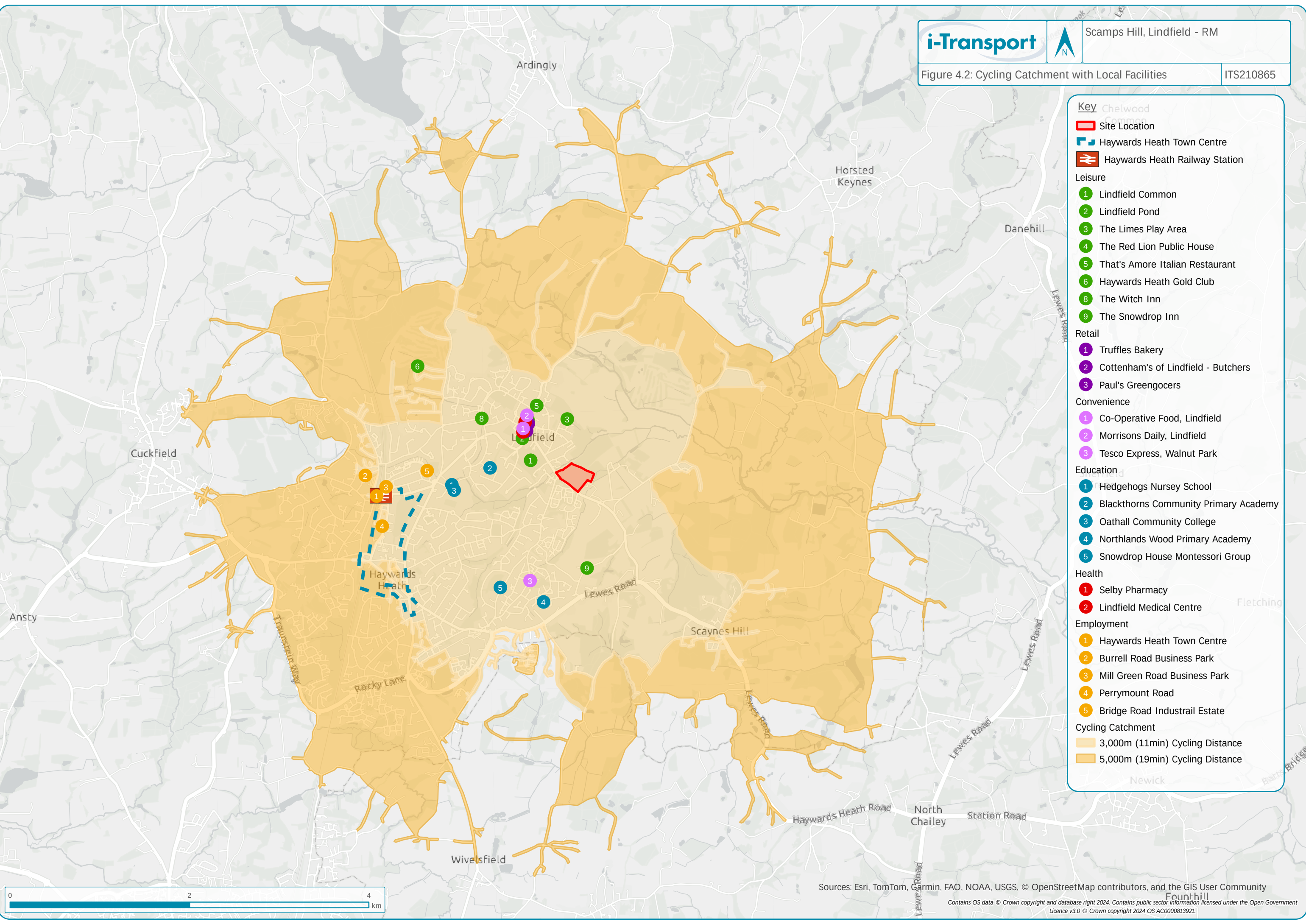
4 Perrymount Road

5 Bridge Road Industrail Estate

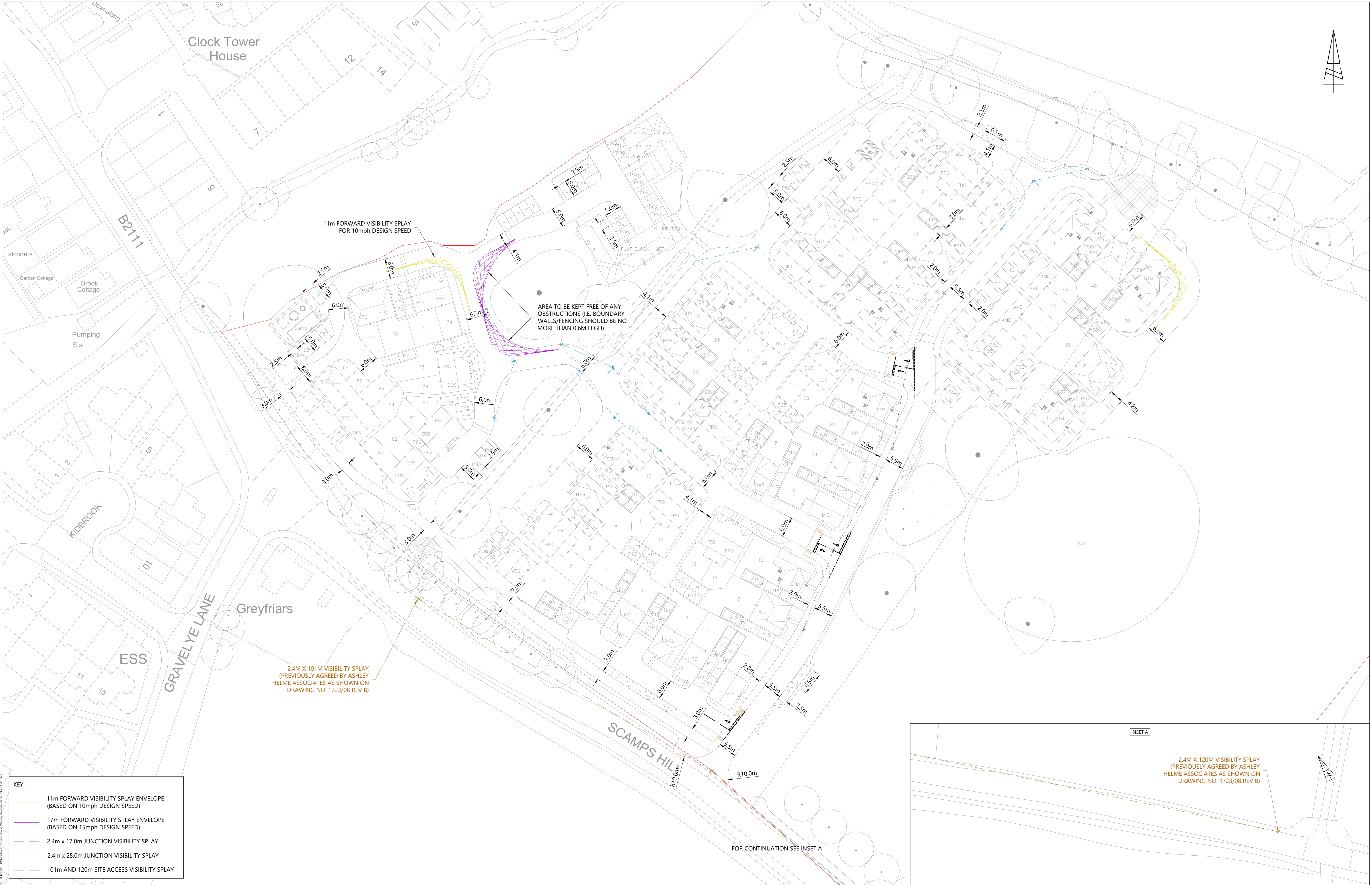
Cycling Catchment

3,000m (11min) Cycling Distance

5,000m (19min) Cycling Distance

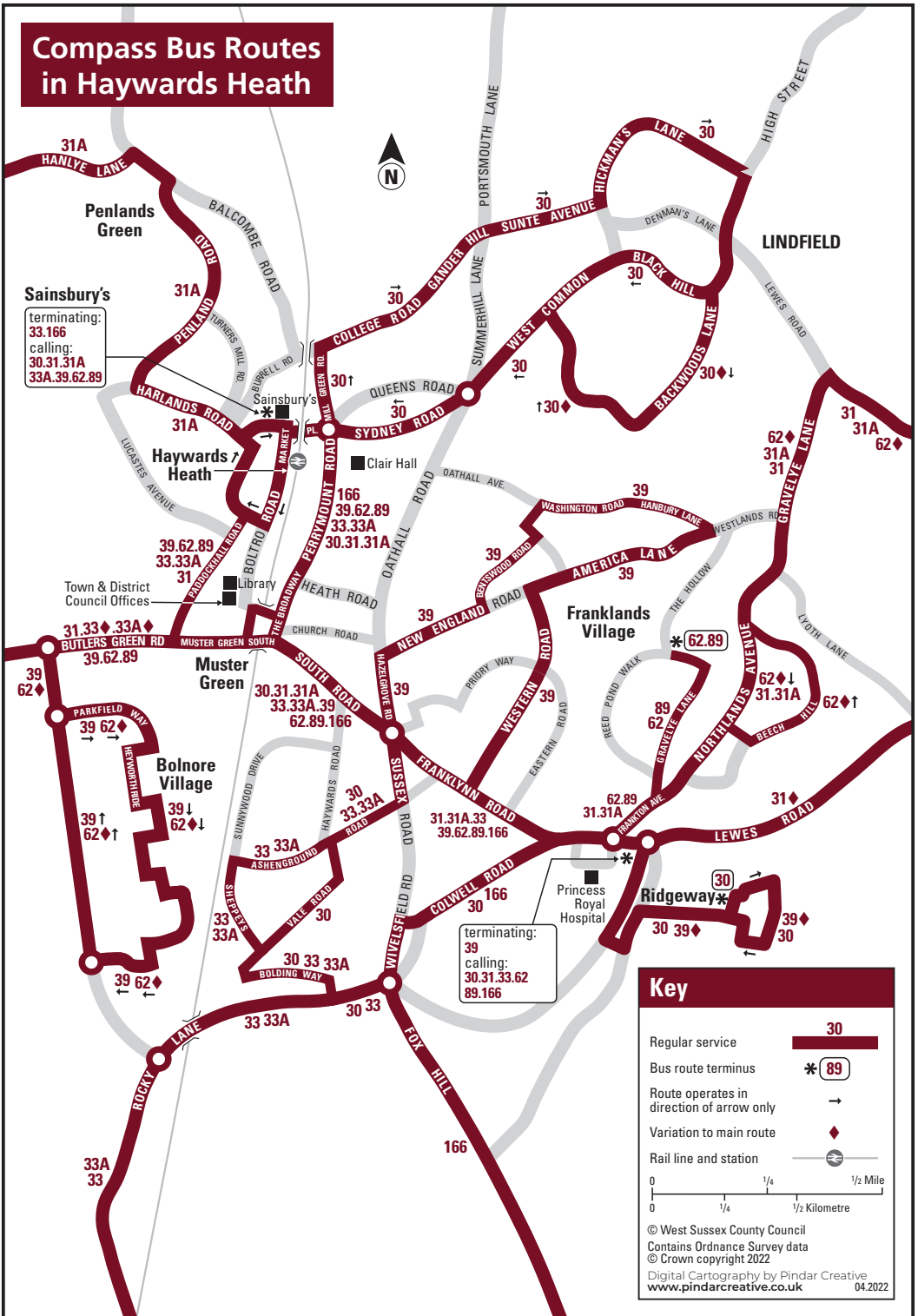


DRAWINGS

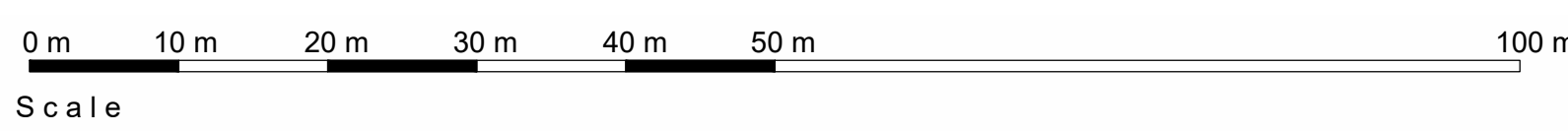


APPENDIX A. Bus Network Map

Compass Bus Routes in Haywards Heath



APPENDIX B. Site Layout Plan





Client:
Crest Nicholson South

Project:
Scamps Hill, Lindfield

Drawing Title:
Site Layout

Scale:
1:500@ A1

Revision	Drawn	Check	Date
A	DT	JH	28.04.26



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Project No	Class	Dwg No	Status	Rev
3416	A	1005	PL	A

CLASS C: COLOURS & BACKS HERE
STATUS BY: MATHS (M) PROGRESS (P) REVISION (R) APPROVAL (A) DRAWING (D)

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