

Scamps Hill, Lindfield, West Sussex, Lindfield, West Sussex, RH16 2GT

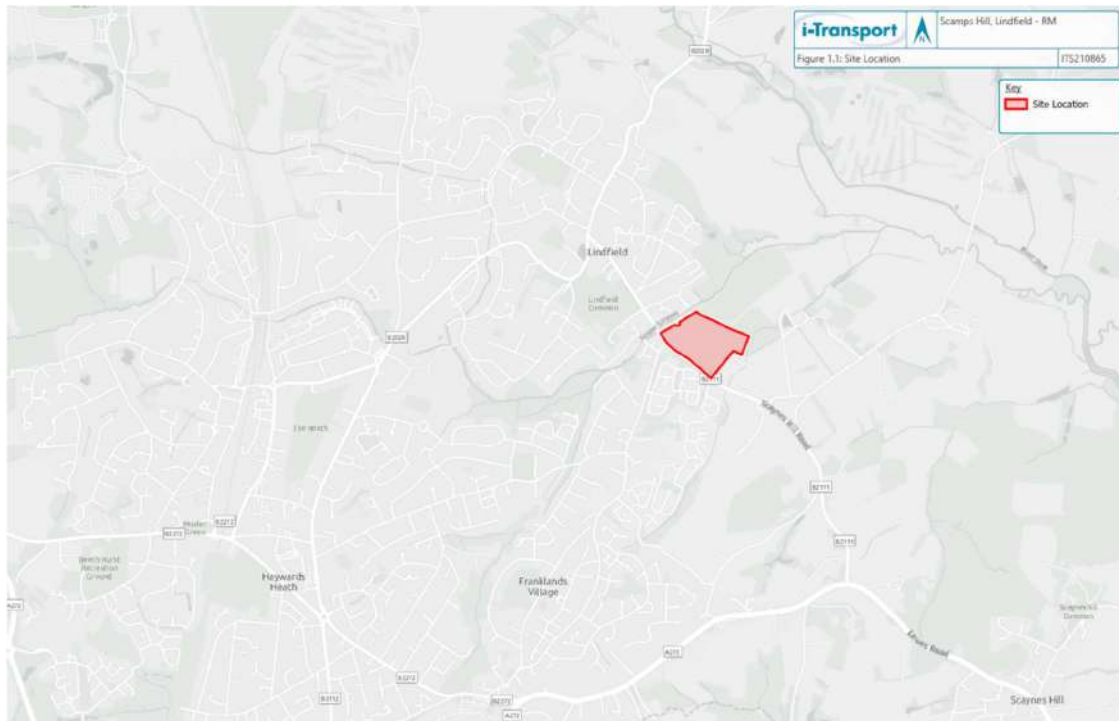
Ref: SJ/TWa/ITS210865
Date: 30 April 2026

SECTION 1 Introduction

1.1 Scope of Transport and Highways Technical Note

- 1.1.1** This Transport and Highways Technical Note (THTN) has been prepared by i-Transport LLP on behalf of Crest Nicholson South (CNS, 'the applicant') in support of a reserved matters application (access, appearance, layout, scale and landscaping) for 87 dwellings and associated infrastructure on land off Scamps Hill in Lindfield, West Sussex. Access was approved as part of an outline planning application (see paragraph 1.2.1).
- 1.1.2** The 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-kilometres 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 highway network and surrounding area is shown in **Figure 1.1**, and extract of which is provided in **Image 1.1**.

Image 1.1: Site Location Plan (Local Context)



Source: Figure 1.1 (i-Transport LLP)

1.2 Background Context

1.2.1 Outline 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).

1.2.3 In comparison with the approved outline planning application (OPA), the proposed development equates to a reduction of 3 residential units.

1.3 Planning Conditions and Obligations

1.3.1 The key planning conditions relating to the scheme, as set out in the Conditions Annex of the Appeal Decision are out in turn below: -

- "1. Approval of the details of the appearance, layout, scale and landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority, prior to the commencement of development on site.

- 4. *The detailed design of the development proposed through Reserved Matters applications pursuant to this outline planning permission shall have regard to, and broadly accord with, the principles set out in the Illustrative Framework Plan 9432-L-02 Rev V.*
- 8. *The development shall be carried out in accordance with the following:*
 - *All 'more vulnerable' development, including residential and access to the site, will be located within Flood Zone 1 only.*
 - *In line with the Environment Agency's standing advice, finished floor levels will be set 0.3m above ground level or average flood level, whichever is higher.*
 - *An access route for use and transport of plant/machinery to the full length of the Scrase Stream (northwest of site) shall be designed, in communication with the Environment Agency, into the proposed development.*
- 11. *No part of the development shall be first occupied until such time as the vehicular and pedestrian accesses, including the ancillary lengths of footway, serving the development have been constructed in accordance with the details shown on the drawing titled Proposed Access Arrangements and numbered 1723/08 revision B.*
- 12. *The development hereby permitted shall not commence until details of the proposed 3m wide footway and cycleway, shown indicatively on Proposed Access Arrangements drawing reference 1723/08 revision B, have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the footway and cycleway has been constructed in accordance with the approved details.*
- 13. *No development shall take place until a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to*
 - *the anticipated number, frequency and types of vehicles used during construction;*
 - *the method of access and routing of vehicles during construction;*
 - *the parking of vehicles by site operatives and visitors;*
 - *the loading and unloading of plant, materials and waste;*
 - *the storage of plant and materials used in construction of the development;*
 - *the erection and maintenance of security hoarding;*

- *the provision and use of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);*
 - *details of public engagement both prior to and during construction works, including site contact details in case of complaints;*
 - *measures to control noise and vibration affecting nearby residents;*
 - *artificial illumination;*
 - *pollution incident control; and*
 - *dust control measures.*
- 21. *Prior to commencement of any development, including any works of demolition a Construction Environmental Management Plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following.*
 - *a) Risk assessment of potentially damaging construction activities.*
 - *b) Identification of "biodiversity protection zones."*
 - *c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (to be provided as a set of method statements, in particular for Otter and other riparian mammals, reptiles and breeding birds).*
 - *d) The location and timing of sensitive works to avoid harm to biodiversity features.*
 - *e) The times during construction when specialist ecologists need to be present on site to oversee works.*
 - *f) Responsible persons and lines of communication.*
 - *g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*
 - *h) Use of protective fences, exclusion barriers and warning signs.*

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

1.4 Purpose

1.4.1 Since the key transport planning and highways principles of the proposed development with regards to the site's accessibility credentials, access design, and multi-modal trip generation and impact on the local highway and transport networks have been agreed with the Local Highways Authority, West Sussex County Council (WSCC), the main purpose of this note is to: -

- Present the detailed layout of the masterplan including drawings, which show the vehicular, cycle, and pedestrian accesses and street hierarchy.
- Describe the parking strategy including the layout and number of car and cycle parking spaces, and compliance with WSCC's 'Guidance on Parking at New Developments' (September 2020).
- Present an updated multi-modal trip generation and impact assessment.
- Present a long-term strategy for encouraging future households to adopt sustainable travel patterns and behaviour for various journey purposes, primarily through the preparation and active implementation of a Residential Travel Plan.

1.5 Structure of Note

1.5.1 The remainder of this TN is structured as follows: -

- **Section 2** presents the key aspects of the residential development, including the access, pedestrian and cycle connections and car and cycle parking provision.
- **Section 3** considers the proposed internal site layout, including matters of movement, site servicing and car and cycle parking design.
- **Section 4** provides a summary and draws conclusions.

SECTION 2 Description of Residential Development

2.1 Introduction

2.1.1 This section of the note describes the key aspects of the residential development, the subject of the reserved matters planning application, which includes access, appearance, layout, scale and landscaping) for the 87 residential unit scheme (Use Class C3).

2.1.2 A proposed site layout plan (Drawing 3416-A-1005-PL-A), prepared by Omega Architects demonstrates how the scheme will be determined. An extract of the site layout plan is shown in **Image 2.1**, whilst a full copy is attached at **APPENDIX A** of this note.

Image 2.1: Site Layout Plan



Source: Omega Architects – Site Layout + Constraints (Drawing 3416-A-1005-PL-A)

2.1.3 As shown in **Table 2.1**, 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 2.1: 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)

2.2 Access Arrangements

Vehicular

- 2.2.1 In accordance with the approved OPA, the site's proposed vehicular access will take the form of a priority give-way junction off the north-eastern side of Scamps Hill, approximately 150-metres south-east of the junction with Gravelye Lane. The geometric design of the access and internal road network is shown on **Drawing No. ITS210865-001 Rev F** (attached).
- 2.2.2 The results (i.e. 85th percentile speeds) of two Automatic Traffic Counter (ATC) surveys, installed along the B2111 Scamps Hill, to the north-west and south-east of the site's proposed access were used to inform the length of the visibility splays in the horizontal plane. The ATCs were installed for a 7-day period commencing 17th October 2023.
- 2.2.3 Based on the observed speeds (i.e. 85th percentile) of vehicles travelling in a north (44.4-mph) and southbound (40.0-mph) direction along the B2111 Scamps Hill, the design of the site's proposed access includes visibility splays measuring 2.4-metres (X-distance) x 101.0-metres (Y-distance) and 2.4-metres (X-distance) x 120.0-metres (Y-distance) to the right (leading traffic direction) and left (trailing traffic direction) edge of carriageway.

- 2.2.4 As shown on **Drawing No. ITS210865-GA-001 Rev F** (attached), the geometric design of the site's proposed access will take the form of a bellmouth junction with 10.0-metre kerb radii that adjoins to a main spine road with a 5.5-metre-wide carriageway. This will provide sufficient width to accommodate the simultaneous entry and exit movements of various sized vehicles in a safe and convenient manner. It is intended that the main spine road will be offered for adoption by WSCC.
- 2.2.5 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 and Cyclist

- 2.2.6 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.
- 2.2.7 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.
- 2.2.8 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).
- 2.2.9 In addition, a 2.0-metre-wide footway will be provided along the western side of the main spine road. This will adjoin to a number of uncontrolled crossings comprised of dropped kerbs and tactile paving tiles at various intersections. Beyond the main spine road, the internal road network will take the form of a shared surface arrangement.

2.3 Parking Arrangements

Car

- 2.3.1 Car parking standards relevant to the development proposals are set out in WSCC's 'Guidance on Parking at New Developments' (September 2020) publication. This sets the requirement for the anticipated levels of parking demand within a particular residential development to take account of location (parking behaviour zone), dwelling size (rooms), parking provision (allocated or unallocated), and arrangements for control/enforcement (charges etc).

2.3.2 Table 2 of the above-mentioned guidance sets out the expected parking demand per dwelling for new residential developments in Parking Behaviour Zones (PBZ's) 1 to 5. The expected future growth in the demand for parking has been derived through applying growth factors from the Department for Transport's (DfT's) National Trip End Model dataset (i.e. TEMPro) for a forecast year of 2033 (end of current local plan period) to 2011 Census data for different sizes of dwelling in each PBZ. These have been reproduced in **Table 2.1**.

Table 2.1: Residential Parking Demand (Spaces per Dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4	7 or more	2.7	2.7	2.5	2.2	2.2

Source: WSCC: Guidance on Parking at New Developments (September 2020)

2.3.3 Based on the mapping attached at APPENDIX A of the Guidance on Parking at New Developments, it is evident that the site is located within PBZ4.

2.3.4 Of note, WSCC's guidance states that the provision of garages measuring 6.0 x 3.0-metres in size will only be as an allocated parking space of 0.5 and calculations of parking demand will take this into account.

2.3.5 When applying the residential parking demand (spaces per dwelling) to the schedule of accommodation, a total of 140 car parking spaces would be required to ensure compliance with WSCC's guidance.

2.3.6 As shown on the proposed site layout plan, the residential development be provided with a total of 180 car parking spaces including 162 allocated (i.e. 143 spaces and 19 garages) and 18 unallocated (17 for visitors and 1 for pumping station). The breakdown of the on-site car parking provision 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).

2.3.7 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.

2.3.8 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.

2.3.9 To cater for increased sales in EVs over time, and in accordance with Appendix B (Electric Vehicle Space Allocations) of WSCC's guidance, approximately 66% of spaces available in the private courtyards for the flats and communal spaces will be provided with EV charging points.

Cycle

2.3.10 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.

2.3.11 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.

SECTION 3 Site Layout Matters

3.1 Overview

3.1.1 The proposed site layout plan has been designed in accordance with the Department for Transport's (DfT's) Manual for Streets 1 (MfS1), WSCC's 'Local Design Guide Supplementary Guidance for Residential Development Proposals' (March 2010) and MSDC's 'Mid Sussex Design Guide' (November 2020) publications.

3.1.2 This section of the note outlines the key elements of the proposed site layout, most notably in relation to: -

- Adequacy of the Internal Street Network;
 - Street Hierarchy and Geometry;
 - Design Speed;
 - Junction and Forward Visibility;
 - Pedestrian Crossings and Visibility; and
 - Indicative Road Adoption.
- Refuse Servicing Arrangements and Emergency Access; and
- Suitability of Car Parking Design and Allocation.

3.2 Internal Street Network

3.2.1 A permeable and connected movement network is proposed throughout the site to ensure safe and efficient movement for all modes of travel and to limit the need for turning movements. A single vehicular access arrangement comprising pedestrian provision is provided via the creation of a new priority give-way junction off the north-eastern side of the B2111 Scamps Hill.

3.2.2 Additional access points for pedestrians and cyclists together with uncontrolled crossing points will be provided to the north-west and south-east of the vehicular access.

Street Hierarchy and Geometry

- 3.2.3 A review of the on-site street geometry has been undertaken, and this is shown on **Drawing No. ITS210865-001 Rev F**. The layout comprises of a 5.5-metre-wide spine road with a 2.0-metre-wide footway along the western side of the carriageway. This connects to shared surfaces with a width varying between 4.1 to 6.0-metres, and complies with WSCC's 'Local Design Guide Supplementary Guidance for Residential Development Proposals' document. The street hierarchy and typical parameters of the internal road network is provided below.

Primary Street

- 3.2.4 The Primary Street provides both vehicular and pedestrian access to all parts of the residential development from the B2111 Scamps Hill. It comprises a 5.5-metre carriageway with a separate 2.0-metre-wide footway on the western side.

Minor Streets and Shared Surfaces

- 3.2.5 The Minor Streets and Shared Surfaces include a variety of internal and edge streets that provide direct access to dwellings. These streets will serve a small number of dwellings and will therefore experience a low volume of vehicular movements and slow traffic speeds (10-20-mph). Priority will be afforded to pedestrians.
- 3.2.6 These are more informal in nature and are predominantly provided as 6.0-metre-wide shared surfaces with pedestrians and cyclists expected to be on carriageway. This adheres to the "Mixed Traffic" criteria within the DfT's 'Local Transport Note (LTN) 1/20 Cycle Infrastructure Design (July 2020)', and as such will be suitable for all cyclists.
- 3.2.7 Different carriageway surfacing will be provided to clearly distinguish Minor Streets/Shared Surfaces from the Primary Street.

Design Speed

- 3.2.8 The Primary Street has been designed to a 20-mph design speed with self-enforcing traffic calming measures. This is consistent with the DfT's MfS1's recommendation that residential development should be designed to achieve a design speed of 20mph or less. The remaining Minor Streets and Shared Surfaces have been designed to reflect a lower design speed (i.e. 15-mph).
- 3.2.9 Consequently, the proposed site layout is designed to encourage low traffic speeds and to achieve speeds of no more than 20mph. This is achieved through regularly spaced speed control bends, horizontal bends and visibility splays commensurate with the proposed design speed.

- 3.2.10 Taken together, the design of the scheme and the associated measures will ensure a low-speed environment commensurate with the residential nature of the scheme.

Junction and Forward Visibility

- 3.2.11 **Drawing No. ITS210865-001 Rev F** provides the assessment of junction visibility and forward visibility within the internal road network.
- 3.2.12 Junction visibility splays of 2.4-metres x 25-metres in line with the design speed of 20mph are provided at all internal bellmouth junctions located off the western side of the main spine road (Primary Street).
- 3.2.13 The remaining parts of the internal road network, which comprise of Minor Streets/Shared Surfaces are provided with junction visibility splays of 2.4-metres x 17-metres to the right and left edge of carriageway. As mentioned previously, these sections will be subject to very low levels of vehicular traffic and slow speeds.
- 3.2.14 Forward visibility splays measuring 11.0 and 17.0-metres will be provided at bends in line with a 10 and 15-mph design speed, adjacent to Plot 39, as well adjacent and opposite Plots 74/75. This part of the internal road network will experience a very low volume of vehicular movements and slow traffic speeds. The junctions will be kept clear of parking and other obstructions such as trees and planting, to ensure motorised users are able to safely navigate the streets.

Road Adoption

- 3.2.15 The main spine road (Principal Street) has been designed to meet WSCC's standards and provides sufficient carriageway widths, service margins and alignment, and as such will be offered for adoption. The remaining Minor Streets and Shared Surfaces will be private and maintained by a Management Company.

3.3 Servicing Arrangement and Emergency Access

- 3.3.1 Analysis of the proposed layout has been undertaken for a large 10.5-metre-long refuse vehicle and is shown in **Drawing No: ITS210865-GA-002 Rev E**. The analysis demonstrates that the refuse vehicle will be able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties.
- 3.3.2 To enable refuse access, the layout is provided with a series of interconnecting streets and bin collection points to minimise the need for turning heads. Where these are required, these are demonstrated to be sufficient to enable a refuse vehicle to turn. All properties comply with the maximum refuse carry distances (30m for residents / 25m for refuse operatives) (MfS1 para 6.8.9 and 6.8.11).

- 3.3.3 Analysis of the proposed site layout for emergency vehicles has also been undertaken and is shown on **Drawing No. ITS210865-GA-003 Rev E**. It is demonstrated that the fire tender will be able to access, circulate and egress the development satisfactorily. The turning heads provided enable the fire tender to turn around within the site and manoeuvre in the forward gear, in accordance with Building Regulations Approved Document B: Fire Safety.
- 3.3.4 The proposed site layout includes a proposed pumping station in the western corner of the site, which has been assessed for access using a water tanker (10.0-metres in length). As shown on **Drawing No. ITS210865-GA-004 Rev F** a water tanker would be required to undertake a three-point turn through using the internal turning head adjacent to Plot 87, prior to entering the dedicated parking space in reverse gear.

SECTION 4 Summary and Conclusions

4.1.1 This TTN has been prepared by i-Transport LLP on behalf of the applicant in support of a reserved matters application (access, appearance, layout, scale and landscaping) for 87 dwellings and associated infrastructure on land off Scamps Hill in Lindfield, West Sussex.

4.1.2 The application is to include matters of layout, appearance, landscaping, scale and the open space of the development. In transport terms, only the layout of the development remains for determination and forms part of this reserved matters submission, with other matters including access, transport impacts and accessibility already determined as part of the OPA.

4.1.3 In summary, the note demonstrates that the proposed layout will:

- Deliver safe and suitable access for all users in line with the requirements of the NPPF, delivering a permeable and connected development. The development proposes the delivery of two points of access for pedestrians and cyclists onto the B2111 Scamps Hill, in-turn providing direct walking routes to nearby public transport infrastructure/services and a range of amenities available in Lindfield village centre.
- Provide a safe and effective layout to support site servicing and emergency vehicle access, demonstrated through swept path analyses.
- Provide sufficient, well designed and conveniently located car and cycle parking in accordance with the WSCC's standards including provision of EV charging points.

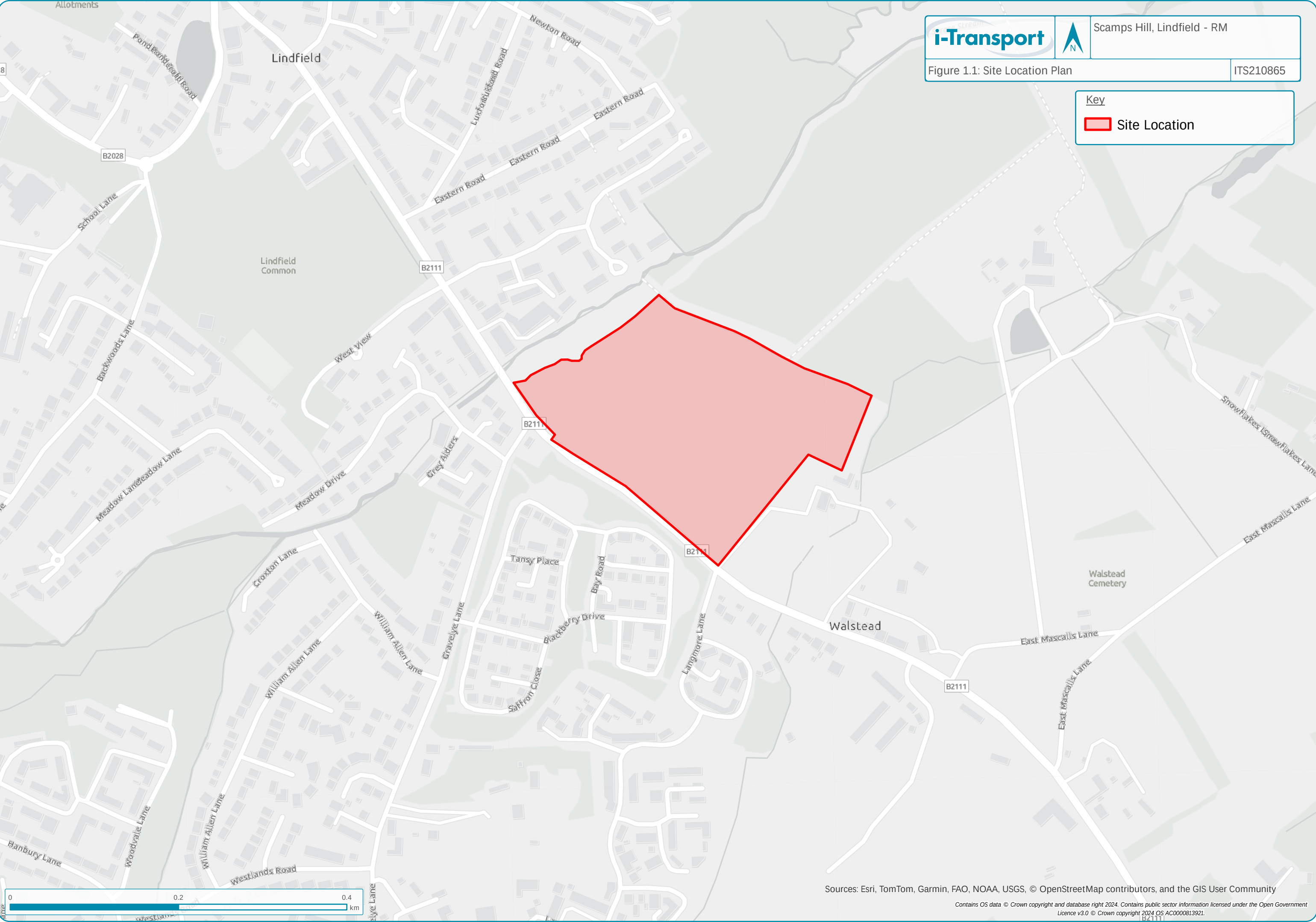
4.1.4 Overall, the proposed site layout is demonstrated to comply with the relevant national and regional design guidance and standards and is acceptable in transport terms.

4.1.5 The NPPF at Paragraph 115 states that decisions on development applications should take account of whether:

- Sustainable transport modes are prioritised;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

- 4.1.6 Considered against these criteria, the development proposal is shown to deliver safe and suitable access for all users, ensures opportunities for sustainable travel can be taken up, provides an internal street design that accords with national and local design guidance, including WSCC's 'Local Design Guide Supplementary Guidance for Residential Development Proposals' (March 2010).
- 4.1.7 The NPPF (Paragraph 116) identifies that only when the highway safety impact would be unacceptable, or the residual impacts on the road network, following mitigation, would be severe, that an application should be refused. This is a high bar. The scheme is shown to comply with prevailing policy, such that there is no transport reason the reserved matters planning application should be refused.

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

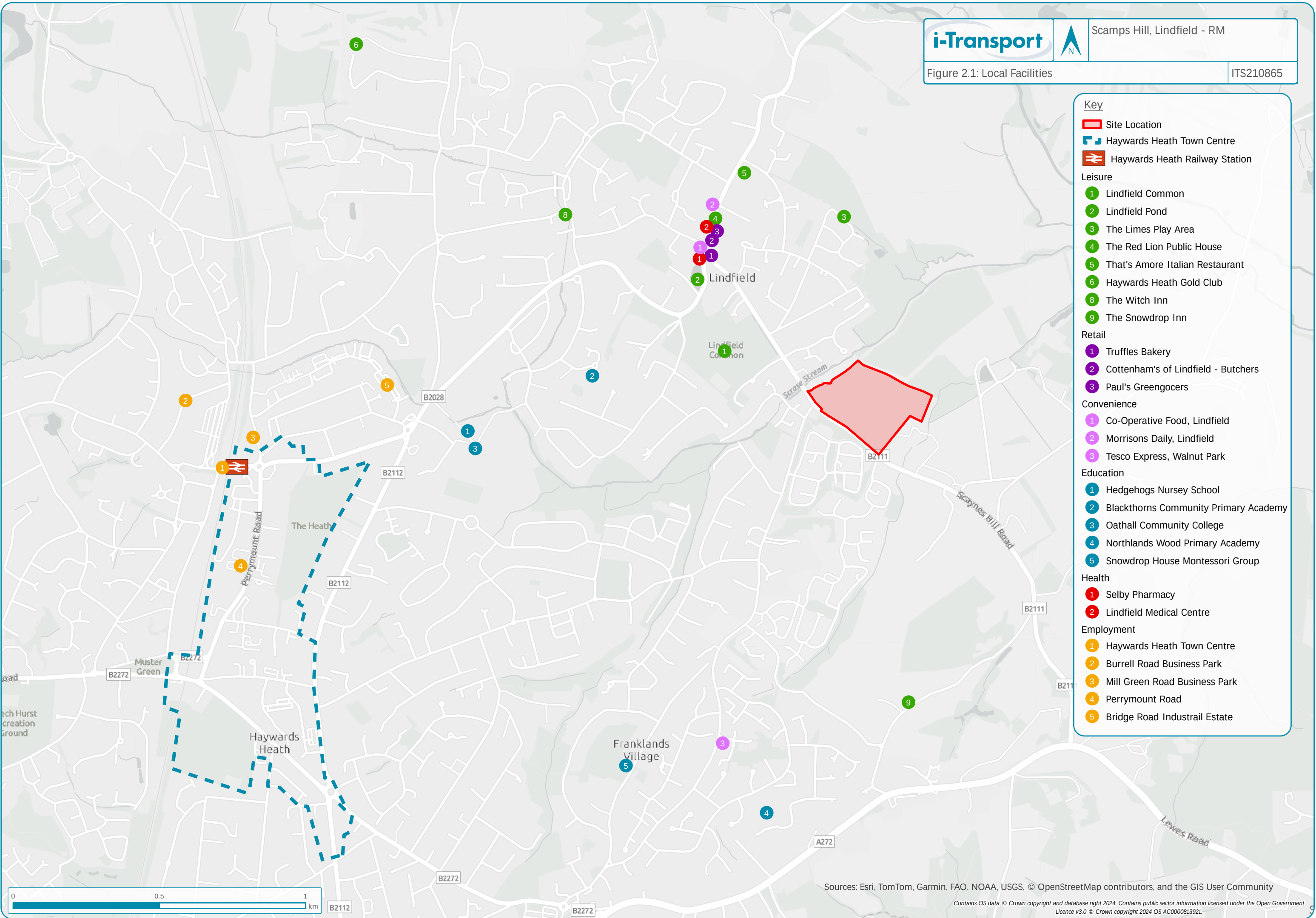
- Hedgehogs Nursey School
- Blackthorns Community Primary Academy
- Oathall Community College
- Northlands Wood Primary Academy
- Snowdrop House Montessori Group

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

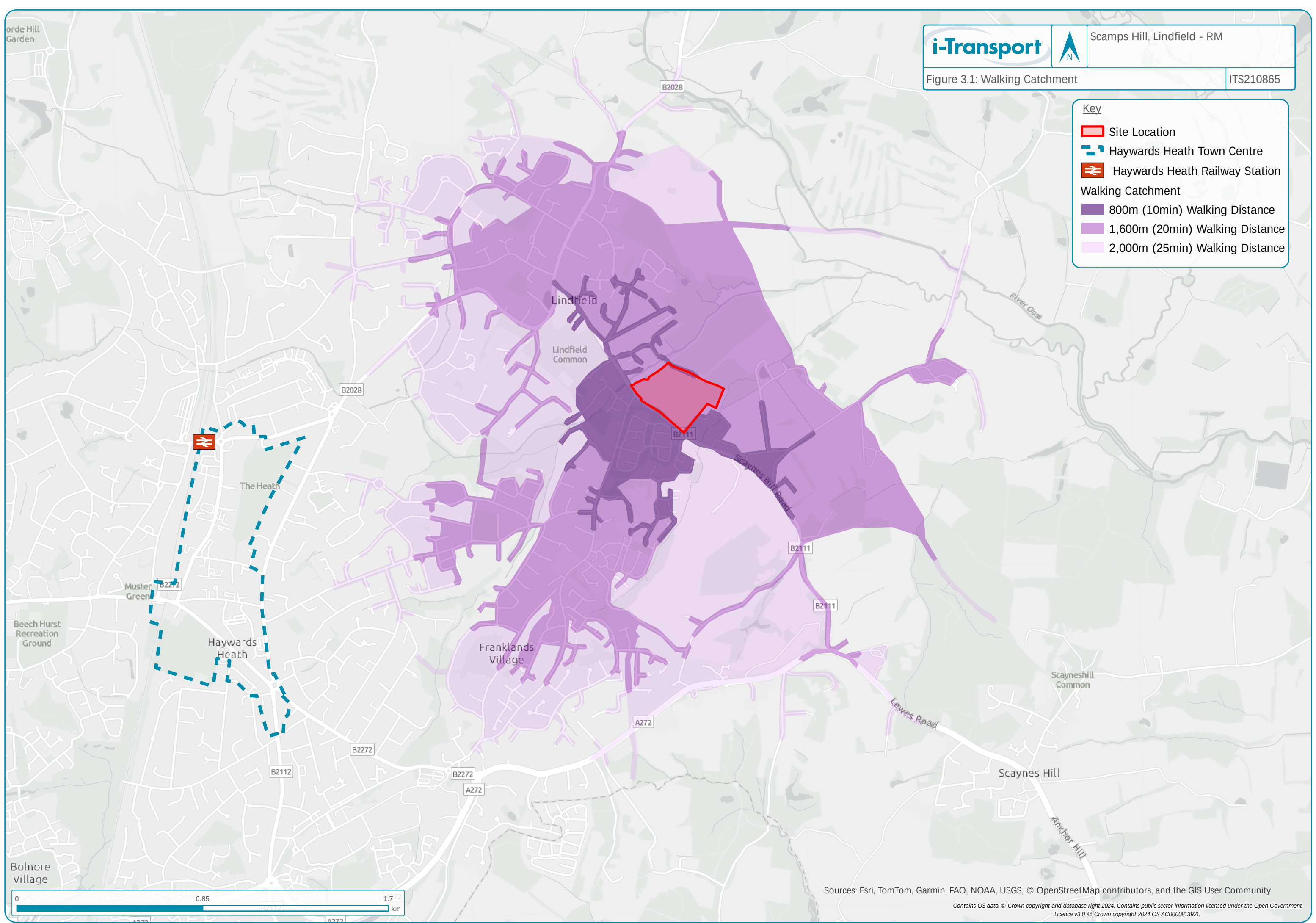
Haywards Heath Railway Station

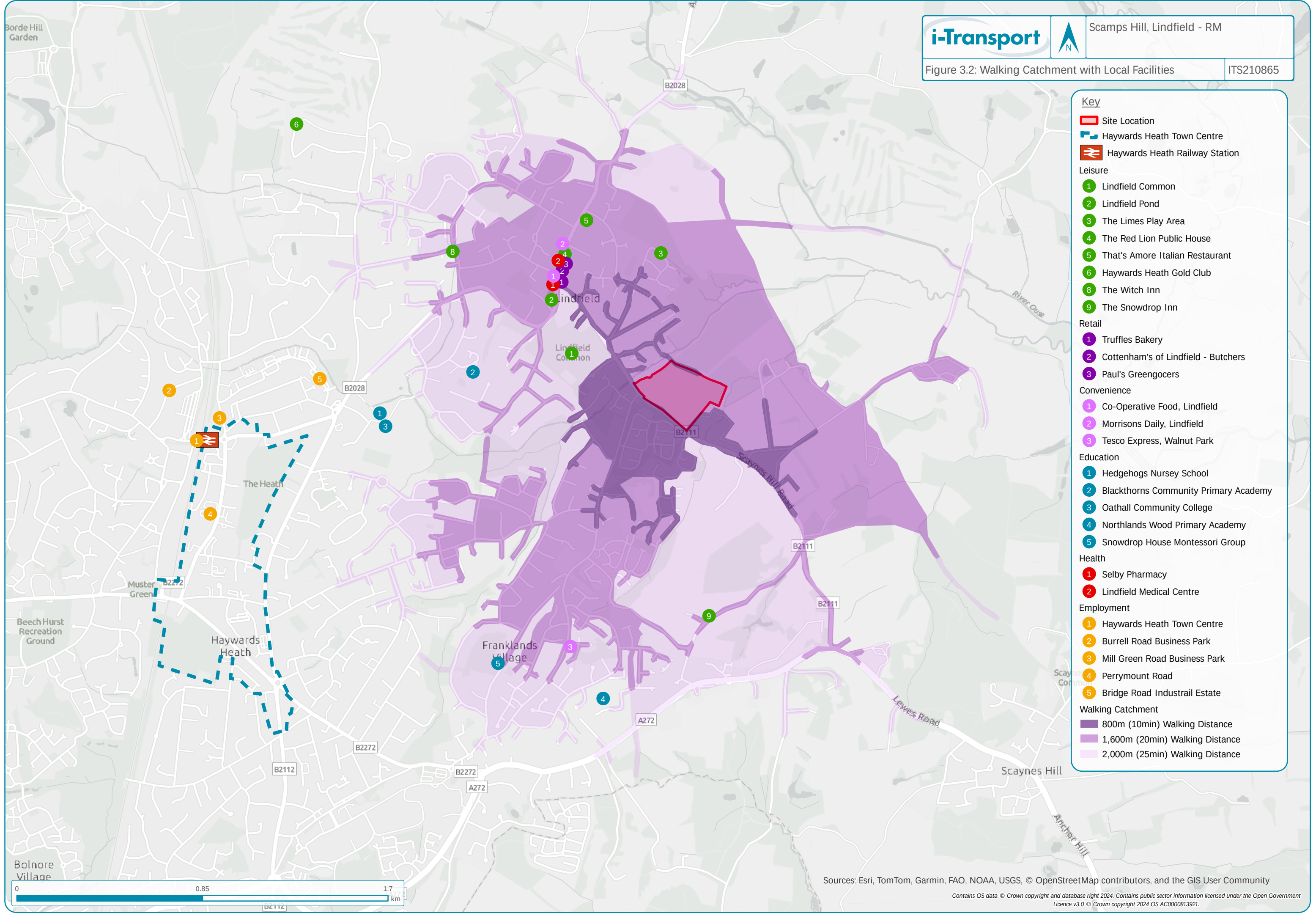
Walking Catchment

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

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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

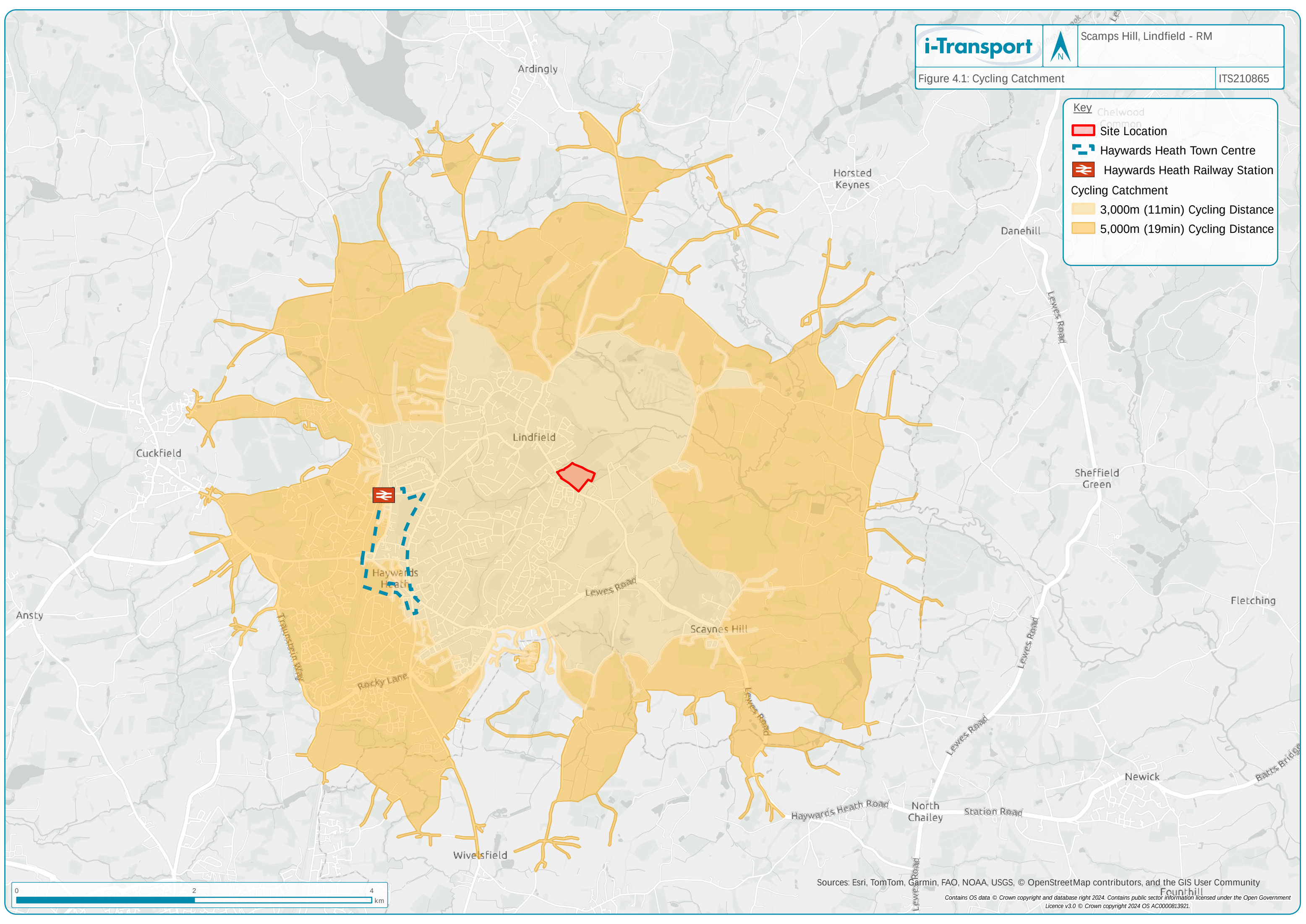
Haywards Heath Town Centre

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

Lindfield Common

Lindfield Pond

The Limes Play Area

The Red Lion Public House

That's Amore Italian Restaurant

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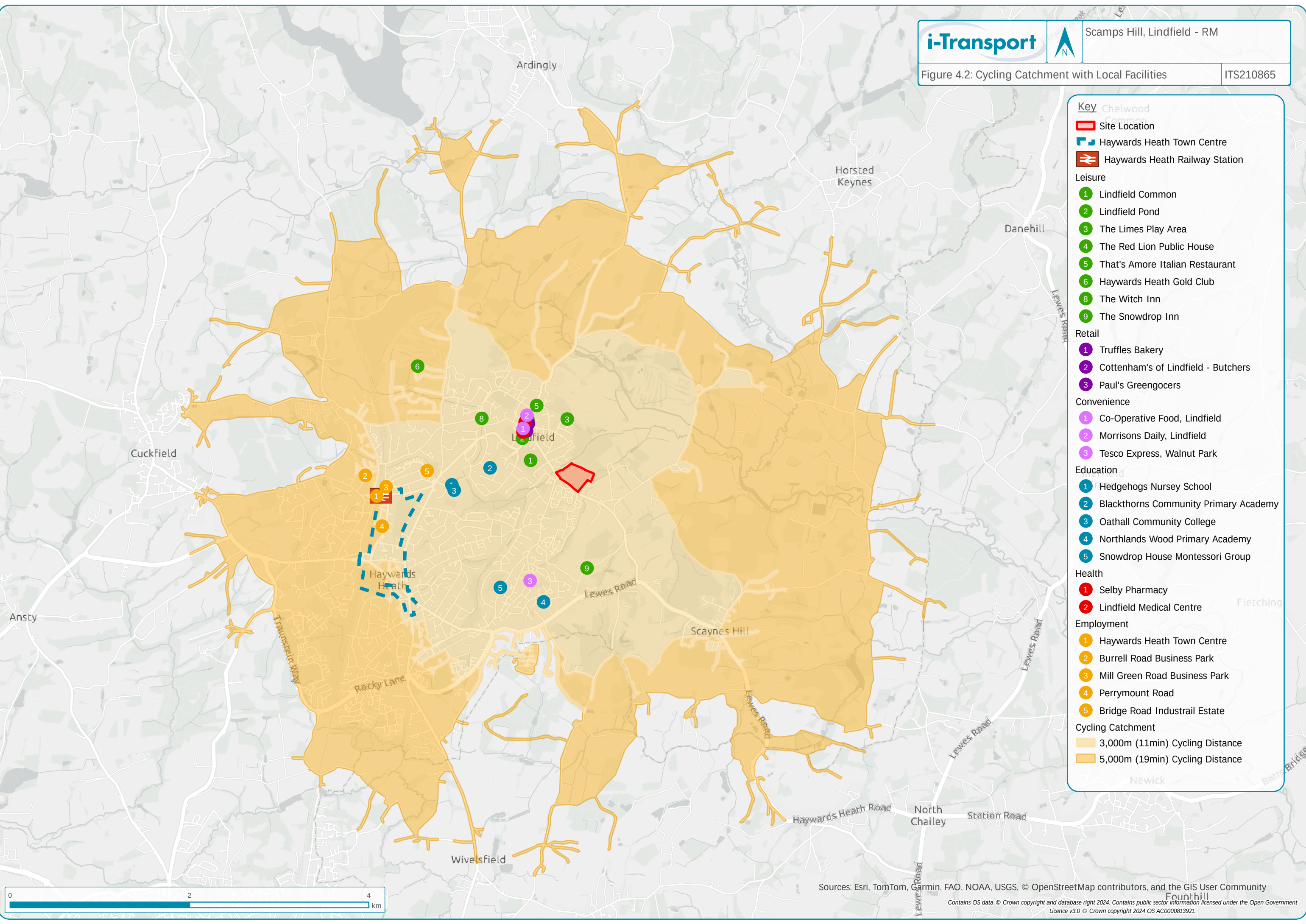
Perrymount Road

Bridge Road Industrail Estate

Cycling Catchment

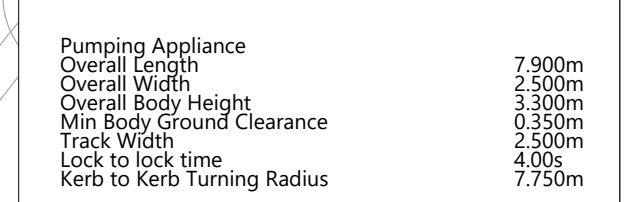
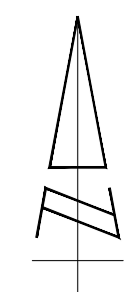
3,000m (11min) Cycling Distance

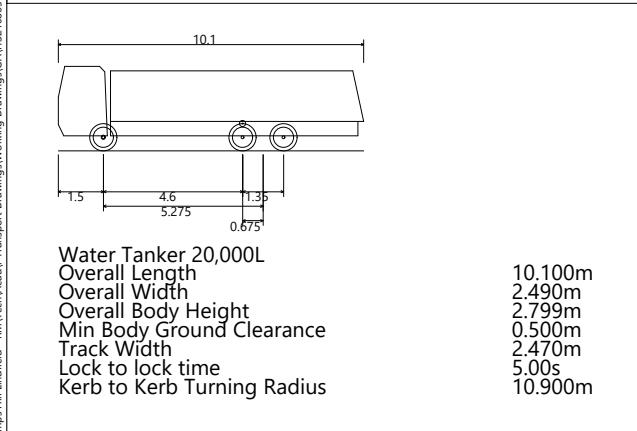
5,000m (19min) Cycling Distance



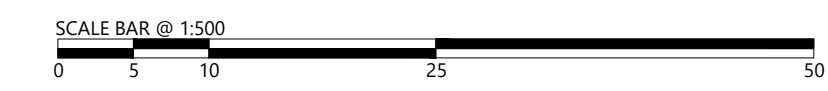
DRAWINGS







i-Transport
Lakeside North Harbour, Building 1000, Lakeside
North Harbour Western Road, Portsmouth,
Hampshire, PO6 3EZ
www.i-transport.co.uk
Tel: 03316 300366



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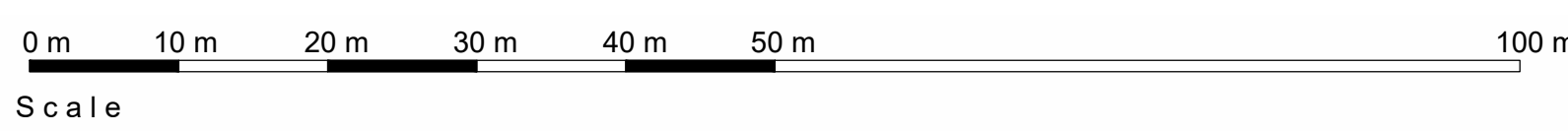
REV	DATE	BY	DESCRIPTION
F	01.05.26	TC	RM SUBMISSION ISSUE
E	16.04.26	TC	SITE LAYOUT HAS BEEN UPDATED
D	31.03.26	TA	SITE LAYOUT HAS BEEN UPDATED
C	17.03.26	TC	SWEEP PATH ADJUSTED
B	16.03.26	TC	SITE LAYOUT HAS BEEN UPDATED
A	18.02.26	TA	SITE LAYOUT HAS BEEN UPDATED
STATUS			FOR INFORMATION

CHK	APD	PROJECT
TW	SI	SCAMPS HILL, LINDFIELD

TITLE	CUSTOMER
SITE LAYOUT SWEEP PATH ANALYSIS - WATER TANKER	CREST NICHOLSON SOUTH

DRAWN	CHECKED	APPROVED
TA	TW	SI
PROJECT No:	SCALE @ 1:	DATE:
ITS210865	1:500	29.01.26
DRAWING No:	ITS210865-GA-004	REV
		F

APPENDIX A. 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



Project No/
3416

Class/
A

Dwg No/
1005

Status/
PL

Rev/
A

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

THE FRONT BAR, 124 MARSH ROAD NORTH, THAMES DITTON, KT7 0BH
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