



RIDGE

LAND WEST OF GATESMEAD,
HAYWARDS HEATH

TRANSPORT ASSESSMENT

May 2026



TRANSPORT ASSESSMENT

LAND WEST OF GATESMEAD, HAYWARDS HEATH

May 2026

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Version Control

Project Name: Land West of Gatesmead, Haywards Heath
Project Ref: 5029426
Report Title: Transport Assessment
Report Ref: 5029426_TA_P05
Date: May 2026

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
P01	06/03/2026	DRAFT FOR PLANNING/CLIENT REVIEW	KV / BH	SM
P02	10/04/2026	DRAFT FOR PLANNING	RC	SM
P03	16/04/2026	DRAFT FOR PLANNING	RC	SM
P04	28/04/2026	DRAFT FOR PLANNING	RC	SM
P05	14/05/2026	FOR PLANNING	RC	SM

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Assessment (TA) has been prepared by Ridge & Partners LLP ('Ridge') on behalf of Crest Nicholson Operations Ltd (the applicant, 'Crest') to support the detailed planning application for 49 new homes together with open space and associated infrastructure on Land West of Gatesmead, Haywards Heath.
- 1.1.2 The purpose of this vision-led TA is to identify, test and validate the transport solutions needed to deliver the agreed vision for how a place should function (see **section 1.4**) to support the planning application.

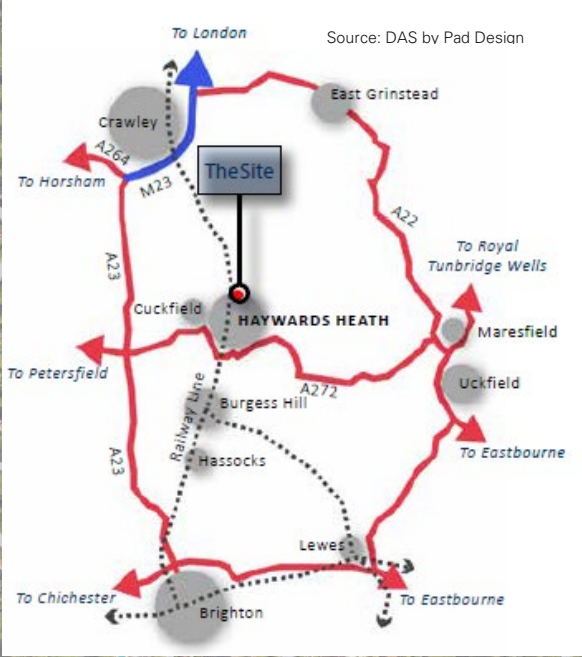
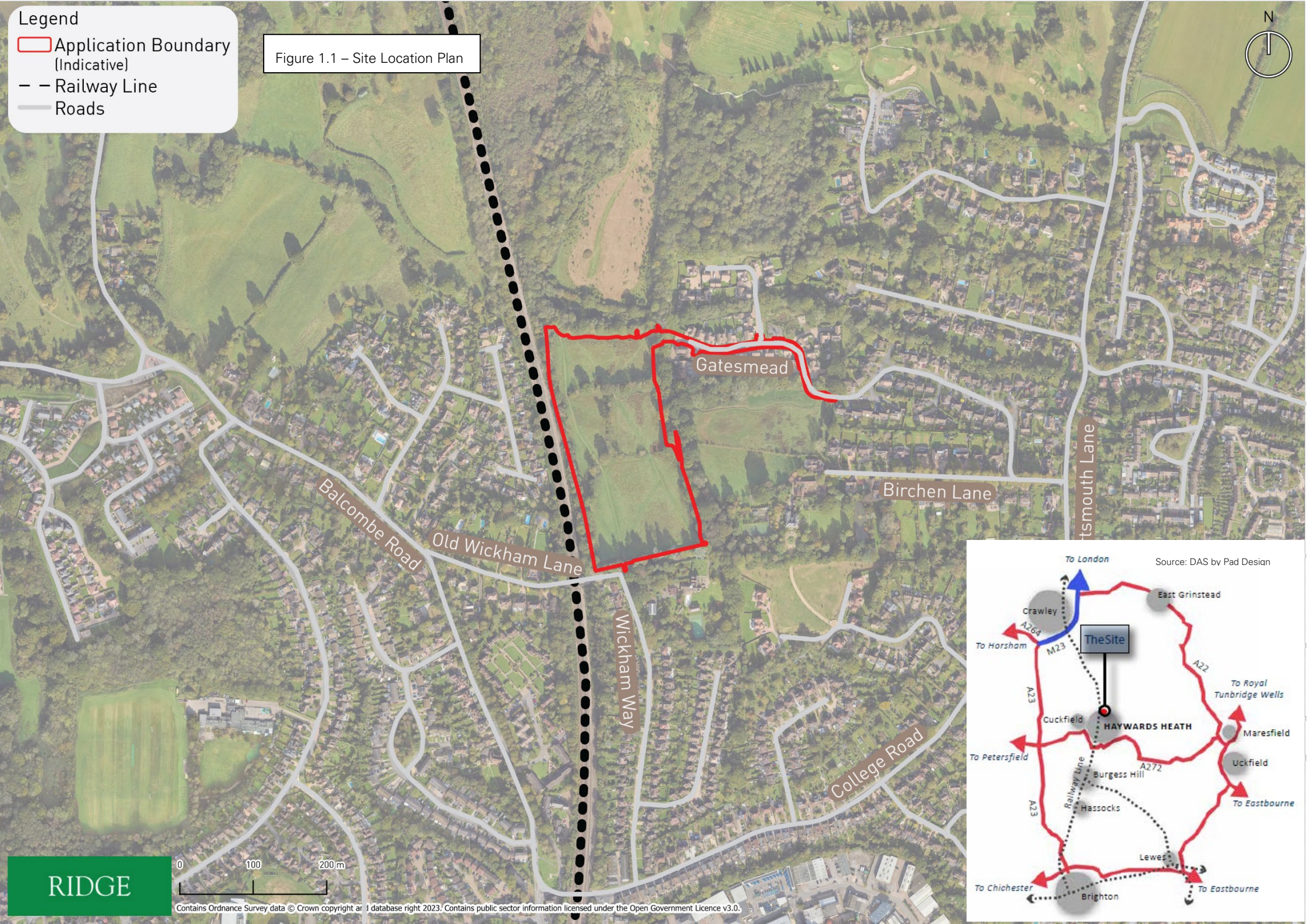
1.2 Site Location

- 1.2.1 The site is located west of Gatesmead and north of Old Wickham Lane in Haywards Heath, approximately a 3km north of the centre of Haywards Heath. The existing site comprises agricultural land of 4.53 hectares.
- 1.2.2 The Brighton main line runs north-south along the western boundary of the site. Gatesmead (road) is to the northeast of the site and Old Wickham Lane runs east-west along the southern boundary of the site. A plan showing the location of the site is presented in **Figure 1.1**.

Legend

- Application Boundary (Indicative)
- Railway Line
- Roads

Figure 1.1 – Site Location Plan



- 1.2.3 The site is situated within the local planning authority of Mid Sussex District Council (MSDC) with West Sussex County Council (WSCC) as the highway authority.

1.3 Development Proposals

- 1.3.1 The development proposals comprise 49 new homes together with open space and associated infrastructure on 4.53 hectares. A detailed description of the proposals is provided in **Chapter 4**, and the site masterplan is included at **Appendix A**

1.4 Vision

- 1.4.1 Development to the Land West of Gatesmead will deliver an attractive and inclusive range of new homes, as an integrated addition to Haywards Heath. Set within mature landscape, dwellings will reflect the local character and benefit from active travel connections.

1.5 Pre-Application Discussions

- 1.5.1 Pre application engagement has taken place with West Sussex County Council (WSCC) as Local Highways Authority (LHA), see **Appendix B**. A virtual meeting was held on 3 October 2025, followed by the written pre application advice note dated 19 November 2025. The advice provided by WSCC has informed the transport and access strategy for the proposed development.

- 1.5.2 WSCC's comments covered the following key matters:

- **Pedestrian and Accessibility Improvements:** WSCC advised on the need for continuous pedestrian routes between the site and, such as dropped kerbs and tactile paving on the approaches to Birchen Lane, Portsmouth Lane, Sunte Avenue, and College Road, to provide a continuous link to the nearest bus stops and the railway station.

Proposal: The proposed improvements are discussed at **section 4.5**

- **Access Design and PRow Connection:** WSCC highlighted the requirement for safe crossing arrangements where the site access crosses FP47bCU, including appropriate gradients, surfacing and signage. The LHA and WSCC Structures team identified Option 1 (mounded earth solution) as the preferred access approach over the root protection zone. A maximum gradient of 1:12 is broadly considered acceptable but the detailed design of the ramps, connectivity with the road carrying feature, and connectivity of the adjacent PRow features should be subject to further scrutiny and approvals, least of all due to the uncertainty of the composition of the road carrying feature that could significantly impact on what is / is not viable for the PRow approach ramps.

- **Proposal:** The access proposal including traffic calming and crossing facility at **section 4.2**.

- **Access Strategy and Adoption:** WSCC confirmed that traffic calming at the access is acceptable in principle and should be supported by a Stage 1 Road Safety Audit (RSA), covering both the access and any proposed pedestrian infrastructure improvements (potential uncontrolled crossings) to be delivered via s278 agreement. Adequate visibility for a 20-mph design speed (25 m SSD) was also required.

Proposal: An RSA is being carried out and will follow shortly after submission.

- **Cycling and Local Network Integration:** Internal links to the PRoW bordering east and south of site should be of suitable width and surface material to allow safe and suitable access. PRoW team may have a view in terms of potential upgrade to bridleway. Further detail was requested on how the site will link into nearby cycle routes.

Proposal: The access proposals are explained in **section 4.2 and 4.5.**

- **PRoW** - A contribution will be sought to improve the surface of Footpath 46cCU, approx. 500m, to a similar standard. This will be sought as the proposed development would undoubtedly result in a significant increase in footfall on a route that will link residential areas to the east and west of the railway line without the need to walk on the road.

Proposal: A contribution will also be sought toward improvements to FP46cCU, approx. 500m, for re-surfacing works (similar to that completed at FP47bCU).

- **Trip Rates, Junction Modelling and Assessment Years:** WSCC requested refinement of the TRICS selection (excluding Greater London), incorporation of both Business as Usual and Decide and Provide trip rates, and modelling of junctions at Gatesmead, Birchen Lane, and Portsmouth Lane for a 2030 future year, rather than 2027.

Proposal: This is explained in **section 5.3.**

- **Travel Plan Requirements:** A Travel Plan Statement (TPS) will be required and secured via S106, including a £150 per dwelling travel voucher and the WSCC monitoring fee of £1,695.

Proposal: A Framework Travel Plan has been submitted within the planning application.

1.6 Report Structure

1.6.1 This TA is structured as follows:

1. **Introduction**
2. **Planning Policy, Strategies and Plans Review** – including a review of national and regional/local policies relevant proposed development.
3. **The Site and Development Proposals** – including a description of the accommodation schedule, vehicular and active travel access proposals, delivery and servicing arrangements, emergency access arrangements, and parking proposals.
4. **Accessibility to Key Services** – including a review of local facilities, walking and cycling accessibility, public transport accessibility, the local highway network, personal injury collision data, and a summary of traffic survey data collected.
5. **Travel Demand Assessment** – including details of methodology employed to calculate the trip generation (both people and vehicle trips), the distribution and assignment to the surrounding highway network.
6. **Highway Impact Assessment** - including details of the scope, methodology, and results of the junction capacity assessment undertaken

7. **Summary and Conclusion**

2 RELEVANT POLICY

2.1 National Policies

National Planning Policy Framework (NPPF) (Updated December 2024)

- 2.1.1 The National Planning Policy Framework (NPPF) was updated in December 2024 and sets out the Government's planning policies for England.
- 2.1.2 Paragraph 109 of the NPPF states that: 'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- a) *making transport considerations an important part of early engagement with local communities;*
 - b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) *understanding and addressing the potential impacts of development on transport networks;*
 - d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains..'*
- 2.1.3 Paragraph 116 states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".
- 2.1.4 An update to NPPF is currently under consultation.

Transport Investment Strategy 2017

- 2.1.5 This document was published by the UK Government in 2017 and sets out the Department for Transport's priorities and approach for future transport investment decisions. Strategic priorities are focused around the following objectives:
- create a more reliable, less congested, and better connected transport network that works for the users who rely on it
 - build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities

- enhance our global competitiveness by making Britain a more attractive place to trade and invest
- support the creation of new housing

2.1.6 The strategy document suggests embracing the opportunities presented by new technologies, extending financial reach by exploring alternative sources of funding, and overcoming delivery constraints through the use of innovative delivery models and support of the supply chain and skills base.

Second Cycling & Walking Investment Strategy 2023

2.1.7 The CWIS2 was published by the UK Government in 2023 and sets out the Department for Transport's ambition for walking, wheeling and cycling. Priorities are focused on the following objectives:

- increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 46% in 2025.
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025.
- double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

2.1.8 The strategy includes the following investment principles:

- Investment will enable everyone to walk, wheel and cycle – through Gear Change, LTN1/20, CWIS2
- Investment in infrastructure will meet minimum quality requirements – through LCWIPs, LTN1/20 and revised Manual for Streets (once published)
- Investment will be fully integrated into wider transport and growth plans.
- Investment will maximise impact on wider government objectives.

Department for Transport's Strategic Road Network and the Delivery of Sustainable Development Circular 1/22

2.1.9 DfT's 'Strategic Road network and the delivery of sustainable development' (December 2022) states that:

Para. 15: "The Transport Decarbonisation Plan and the Future of Freight Plan also recognise that local planning and highway authorities need help when planning for sustainable transport and developing innovative policies to reduce car dependency. This includes moving away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage') [...]"

Para 48: “Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision [...]”

Department for Transport’s Planning Practice Guidance (PPG) Travel Plans, Transport Assessments and Statements (March 2014)

2.1.10 The Planning Practice Guidance (PPG) was published by the Department for Transport in 2014 and provides guidance on integrating transport considerations into development proposals and the planning process.

2.1.11 The PPG outlines that:

- Transport Assessments and Statements should assess the likely transport impacts of developments, proportionate to their size and complexity.
- Travel Plans should promote sustainable travel choices, reducing reliance on private car use.
- Developers are encouraged to consider walking, cycling, and public transport from the earliest stages of design.
- Local Planning Authorities should ensure transport issues are appropriately addressed to support sustainable development and mitigate adverse impacts on the transport network.

Building Regulations 2021 ‘Requirement S1 and regulation 44D: Electric vehicle charging provisions for new residential buildings’

2.1.12 The Building Regulations were updated in 2021 to introduce mandatory requirements for electric vehicle (EV) charging infrastructure in new residential developments.

2.1.13 Key provisions include:

- Requirement S1 mandates that new residential buildings with associated parking must have at least one EV charge point per dwelling.
- Regulation 44D extends this to major renovations of residential buildings where more than 10 parking spaces are provided.
- The policy aims to promote the adoption of electric vehicles, supporting the Government’s decarbonisation objectives and reducing transport emissions.

Department for Transport’s Better Connected: a strategy for integrated transport

2.1.14 Better Connected: a strategy for integrated transport (DfT, April 2026) sets out the Government’s long-term approach to ensuring transport operates as an integrated system that supports people, places and sustainable development. The strategy places particular emphasis on the relationship between transport investment, land-use planning and development outcomes, reinforcing the role of transport as an enabler of growth rather than an isolated infrastructure function.

- 2.1.15 A central theme of the strategy is that transport should be planned and delivered in a way that creates better-connected places, supporting housing delivery, economic activity and access to services. This represents a clear policy shift away from scheme-by-scheme or mode-specific decision-making towards a place-based and vision-led approach that aligns transport provision with the scale, location and function of development.
- 2.1.16 The strategy explicitly prioritises alignment between transport and development, recognising that poor coordination can constrain growth, increase car dependency and reduce the effectiveness of investment. It supports earlier and closer integration between transport authorities, local planning authorities and developers, with transport considered as part of the overall vision for a site or area rather than purely as a mitigation response to development impacts.
- 2.1.17 Better Connected also promotes a greater focus on accessibility outcomes, including access to jobs, education, services and public transport, rather than relying solely on highway capacity or performance metrics. For development proposals, this provides policy support for approaches that demonstrate how sites will be well connected by sustainable modes, how everyday needs can be met locally, and how development contributes to healthier, more inclusive communities.
- 2.1.18 The strategy further supports the use of proportionate and locally appropriate decision-making, empowering local leaders to tailor solutions to their context. This includes recognising that not all developments or locations require the same transport interventions, and that data-led, context-specific approaches can better support timely delivery of housing and employment growth. Improvements to appraisal and decision-making processes are identified as a priority to ensure that wider place, accessibility and development benefits are appropriately captured.
- 2.1.19 Overall, Better Connected provides strong national policy backing for transport planning that is integrated, vision-based and aligned with spatial growth objectives. It supports approaches that link transport investment to sustainable development patterns, reinforce the role of transport in placemaking, and enable development to proceed where it is well connected and planned holistically.

2.2 Regional Policies

Mid Sussex District Plan (2014-2031)

- 2.2.1 The adopted Mid Sussex District Plan sets out a strategic framework for the sustainable development across Mid Sussex, promoting balanced growth with housing, employment and infrastructure provision.
- 2.2.2 It encourages developments in sustainable locations with good transport connections.
- 2.2.3 The plan requires that transport impacts are assessed and mitigated through infrastructure delivery plans.

Draft Emerging Mid Sussex District Plan (2021-2039)

- The Draft Mid Sussex District Plan is currently at Examination and seeks to reflect the need for increased housing, placing emphasises on infrastructure-led developments including transport, education and health.

Site Allocations Development Plan Document (DPD) 2026 -2031

- The Site Allocations Development Plan allocates sites for housing and employment, including a Science and Technology Park.
- It includes strategic policies to support sustainable development and infrastructure delivery by supporting multifunctional transport networks and air quality management.
- Transport assessments are required by the plan and land for strategic highway improvements are safeguarded.

Mid Sussex Design Guide SPD (2020)

- 2.2.4 The Mid Sussex Design Guide SPD was adopted in 2020 and provides the key design principles for a high-quality and sustainable development.
- 2.2.5 The guide promotes the integration of green infrastructure and a low-carbon design, encouraging layouts that support walking, cycling and public transport.

West Sussex County Council Guidance on Parking and New Developments (2020)

- Adopted in September 2020, the guidance sets out parking standards for residential and non-residential developments. The guidance contains advice on the layout and design of parking facilities to ensure safety and accessibility, and encourages the efficient use of land while meeting parking demand.
- It supports the provision of electric vehicles, cycles and car clubs.

West Sussex Transport Plan (2022 – 2036)

- The West Sussex Transport Plan provides the strategic transport vision for the county to support economic growth and sustainability.
- The plan promotes active travel, public transport and low-carbon mobility and supports the integration of transport planning with land use and development

3 ACCESSIBILITY AND BASELINE CONDITIONS

3.1 Overview

- 3.1.1 The **DfT Connectivity Tool** indicates that the site scores 65 and is in **band A** within the local authority (see **Figure 3.1**).
- 3.1.2 The site is within a **Top 60 highest ranking Travel to Work Area by total productivity**
- 3.1.3 The site is with **900m of a railway station**.
- 3.1.4 This section provides a review of the baseline transport conditions around the site in terms of:
- Accessibility to Local Facilities and Services
 - Walking and Cycling Infrastructure
 - Public Transport Services
 - Local Highway Network

3.2 Accessibility to Local Facilities and Services

- 3.2.1 The site is located within a walking or cycling distance of local leisure, retail, employment, education and health facilities, as shown in **Table 3.1**.

Table 3.1 – Local Facilities and Services

TYPE	FACILITY	DISTANCE (KM)
Community & Leisure	Sunte Avenue Bus Stop	0.53
	College Road Bus Stop	0.55
	Burrell Arms	0.85
	Peckish Cafe	0.85
	Haywards Heath Railway Station	0.9
	Hickmans Lane Recreation Ground	1.0
	Haywards Heath Golf Club	1.4
	Haywards Heath Town Council	1.5
	Borde Hill Garden	1.6
	Natwest Haywards Heath	1.7
	Victoria Park	1.9

TYPE	FACILITY	DISTANCE (KM)
	St Pauls Church	2.0
	Lloyds Bank	2.0
	Barclays Bank	2.0
	HSBC Haywards Heath	2.1
	Yorkshire Building Society	2.1
	Pure Gym Haywards Heath	2.1
	Nationwide Building Society	2.2
	Presentation Church Hall	2.4
Retail & Food	Sainsburys	0.85
	Perrymount Road Post Office	0.9
	Waitrose	1.2
	Marks and Spencer	2.0
Education	Harlands Primary School	0.8
	Elan Day Nursey in Haywards Heath	1.0
	Haywards Heath College	1.2
	Treehoppers Forest Kindergarten	1.5
Health	Nuffield Health Haywards Heath Hospital	0.7
	The Clinic Dental Facial	1.0
	Newton Surgery	1.6
	Kamsons Pharmacy	1.6
	Dolphins Practice	2.2

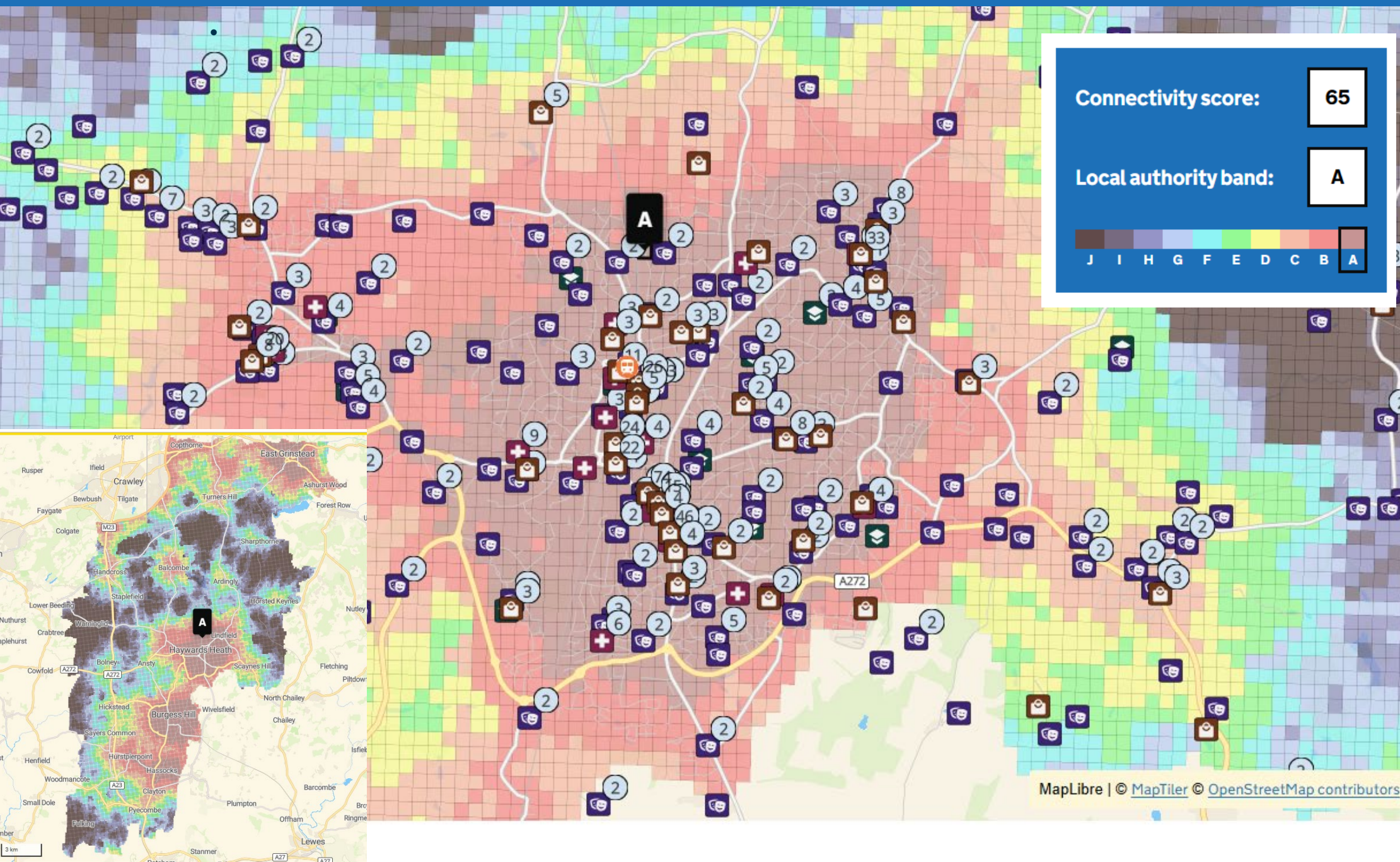
3.3 Walking and Cycling Infrastructure

- 3.3.1 A circa 2m-wide footway is provided on the north side of Gatesmead by the location of the proposed site access. Footways are provided on both sides of Gatesmead for the majority of the length of the road where it connects with Birchen Lane, and then to Portsmouth Lane where a footway is provided at both adjacent to the carriageway.

3.3.2 The site is connected to the local Public Rights of Way (PRoW) network as shown in **Figure 3.2**. The site is bound by two PRoW which run along the eastern and southern boundary. These are as follows:

- Eastern boundary = PRoW FP47bCU
- Southern boundary = PRoW FP46aCU, FP46bCU, FP46cCU and FP47aCU

Figure 3.1 – DfT Connectivity Tool



Legend

Application Boundary

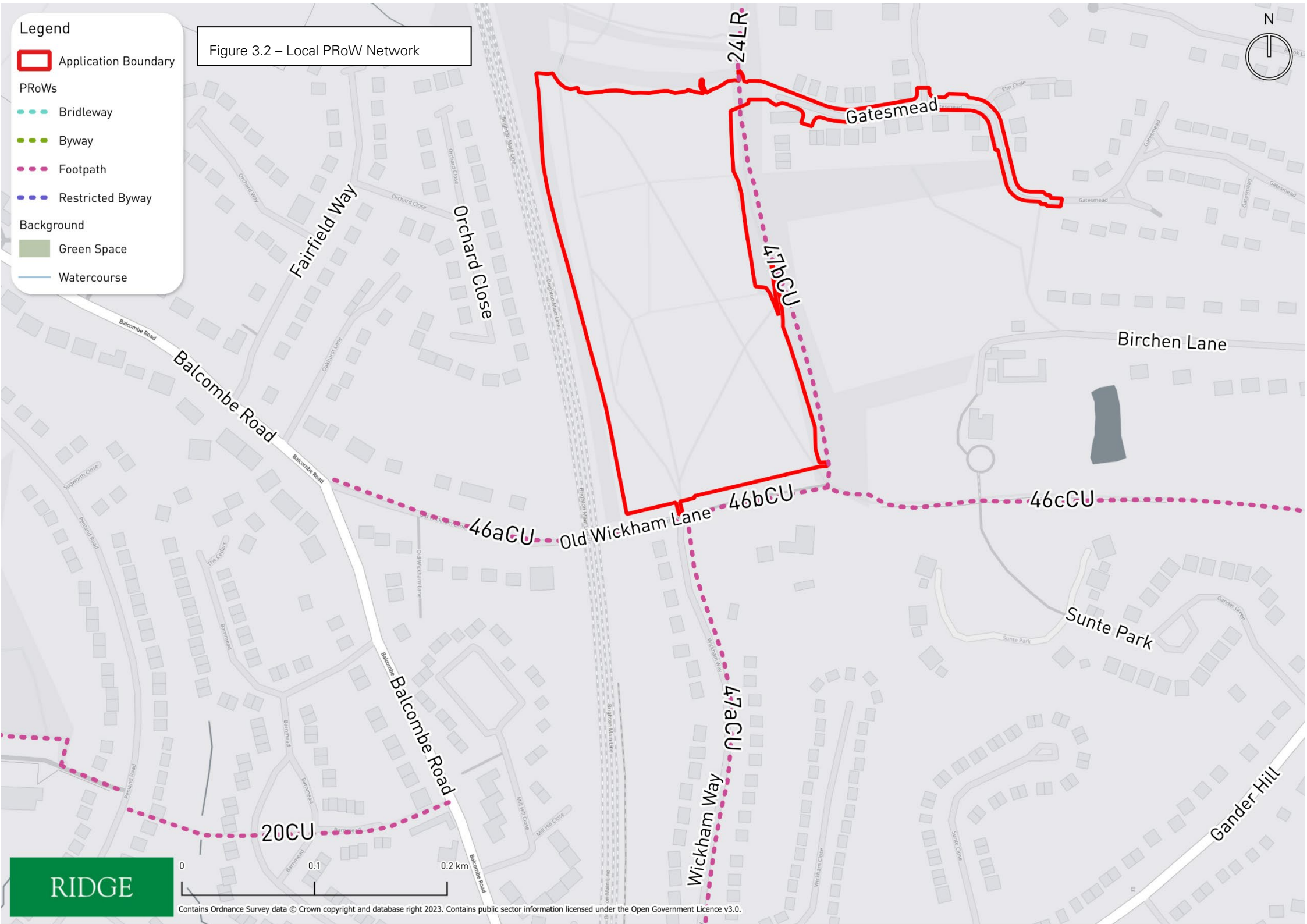
PRoWs

- Bridleway
- Byway
- Footpath
- Restricted Byway

Background

- Green Space
- Watercourse

Figure 3.2 – Local PRoW Network



- 3.3.3 Multiple local cycle routes are located in close proximity to the site within Haywards Heath. The closest route to the site is Route 6 on Balcombe Road. This can be reached within 800m of the site equating to a 10-minute cycle. There are not any National Cycle Network routes in Haywards Heath.
- 3.3.4 **Figures 3.3A** and **3.2B**¹ show the local cycle routes within Haywards Heath identified by Mid Sussex Council.
- 3.3.5 **Figures 3.4A** and **3.3B**² show the preferred Local Cycling and Walking Infrastructure Plan preferred network within Haywards Heath.
- 3.3.6 **Figure 3.5** shows the facilities accessible within a 10-minute walking and cycling isochrone.
- 3.3.7 Gatesmead is 30mph and includes traffic calming (build out) 230m east of proposed site access roads. The surrounding area is 30mph, which is conducive to cycling on carriageway.
- 3.3.8 Collision data (see **section 3.6**) shows some incidents recorded along Portsmouth Lane and junction with Sunte Avenue, but inspection of incident data, and in agreement with WSCC, it does not reveal pattern related to safety concern of road layout/geometry.

¹ <https://www.midsussex.gov.uk/media/1578/cycling-around-haywards-heath-leaflet.pdf>

² <https://www.midsussex.gov.uk/media/9010/mid-sussex-local-cycling-and-walking-infrastructure-plan-2023-vfinal.pdf>

Site Location

Haywards Heath Cycle Routes

1

2

3

4

5

6

7

Green Space

Watercourse

Figure 3.3A – Local Cycle Routes

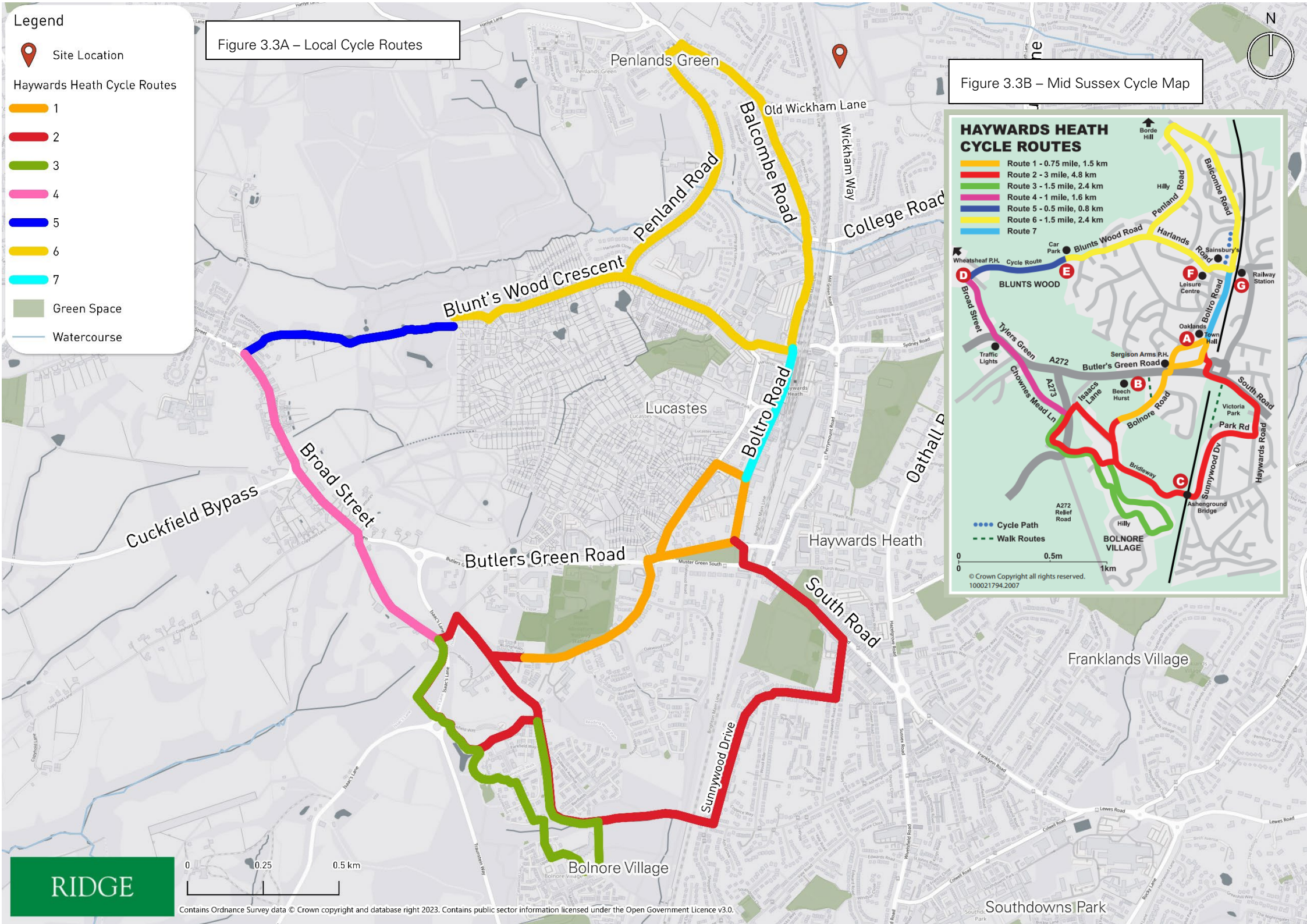
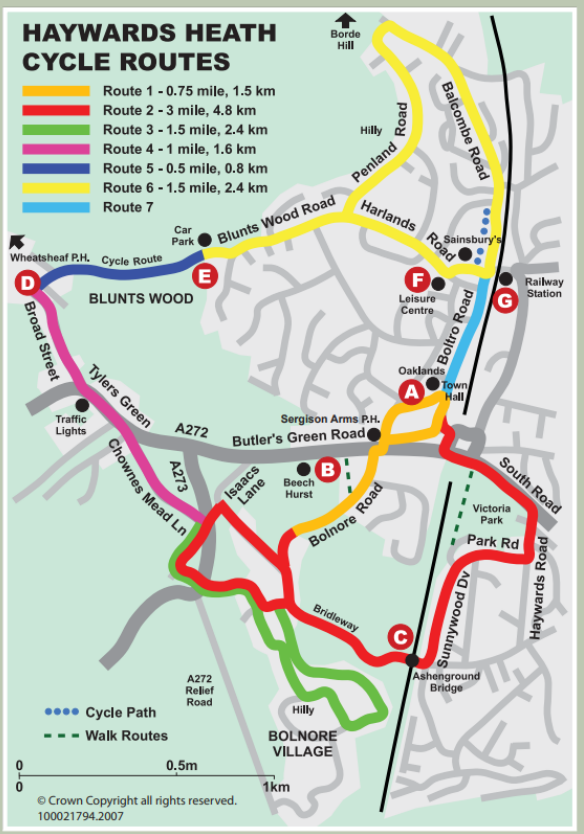


Figure 3.3B – Mid Sussex Cycle Map



Legend

 Site Location

LCWIP Routes

-  A
-  B
-  C
-  D
-  E
-  F
-  G

 Green Space

 Watercourse

Figure 3.4A – LCWIP Network



Figure 3.4B – Mid Sussex LCWIP Preferred Network

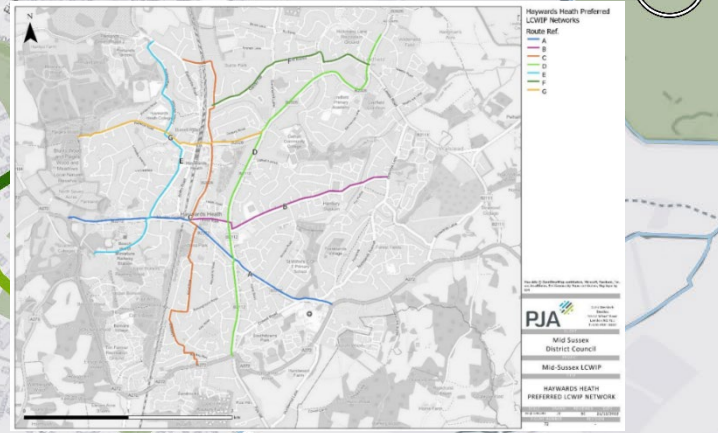


Figure 3.4C – Mid Sussex LCWIP Cycle Route Selector Tool

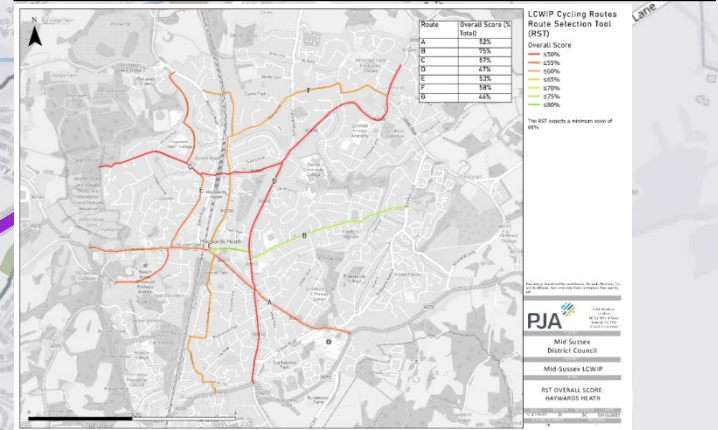
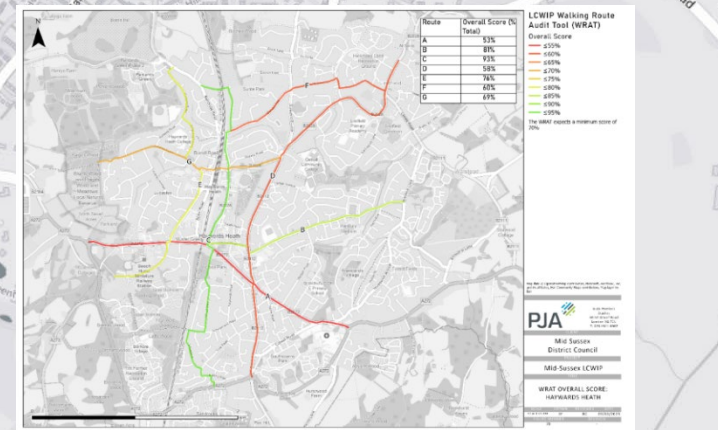


Figure 3.4D – Mid Sussex LCWIP Walking Route Selector Tool



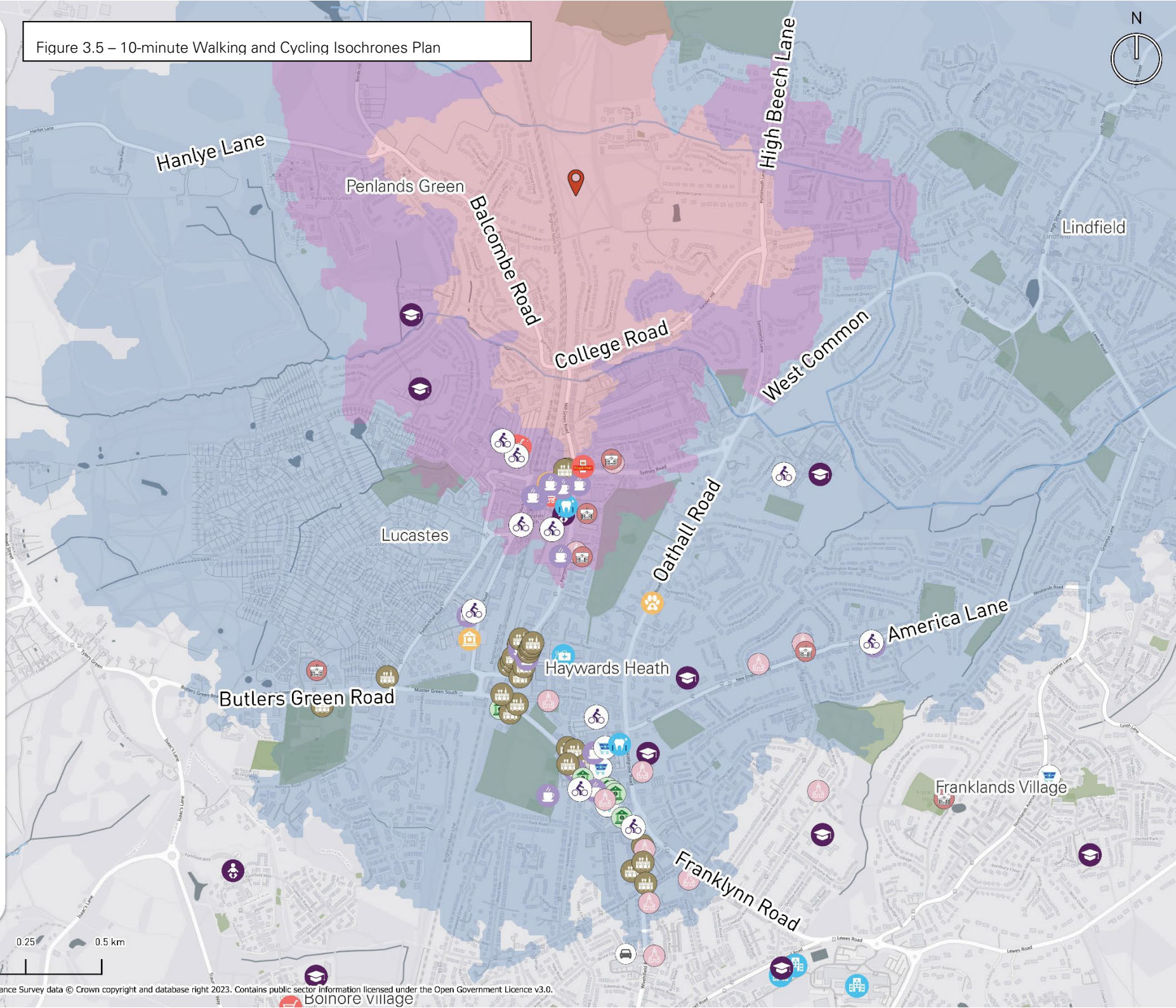
Legend

-  Site Location
- Amenities**
-  ATM
-  Bank
-  School/College
-  Bicycle Parking
-  Cafe
-  Car Rental
-  Childcare/Nursery
-  Clinic
-  Community Centre
-  Dentist
-  Hospital
-  Library
-  Pharmacy
-  Place of Worship
-  Post Office
-  Town Hall
-  Venterinary
-  Bar/Pub/Restaurant
-  Supermarket

-  10-minute Walking Isochrone
-  15-minute Walking Isochrone
-  10-minute Cycling Isochrone

- Background**
-  Green Space
-  Watercourse

Figure 3.5 – 10-minute Walking and Cycling Isochrones Plan



3.4 Public Transport Services

Bus Services

- 3.4.1 There are two sets of bus stops close to the site on Sunte Avenue and College Road, approximately 550m east and south of the site access location respectively, equating to a circa 8-minute walk.
- 3.4.2 The bus stops on Sunte Avenue and College Road are served by bus services 30 and STP1. Bus Service 31A can be accessed via bus stop on Penland Road.
- 3.4.3 A summary of the services is provided in **Table 3.2** including the route, the approximate weekday service frequency, and the operator of these services.

Table 3.2 – Local Bus Services

BUS NO.	ROUTE	APPROXIMATE WEEKDAY SERVICE FREQUENCY	BUS OPERATOR	NOTES
30	Haywards Heath – Lindfield (Circular)	Hourly	Compass Travel	No Sunday service provided
STP1	Lindfield - Haywards Heath – St Pauls Catholic College	Twice daily	Sussex Coaches	School bus service to St Pauls Catholic College. At Sunte Avenue: Pick-up at 07:21 Drop-off at 16:03
31A	Uckfield - Cuckfield	Every 2-hours	Compass Travel	Operates between 08:30 and 17:00
270	East Grinstead Station – Brighton Churchill Square	Hourly	Metrobus	Reduced Sunday service
271	Crawley Bus Station – Royal Sussex County Hospital	Every 2-hours	Metrobus	Reduce weekend service
272	Crawley Bus Station – Royal Sussex County Council (via Crawley Down)	Every 2-hours	Metrobus	No Sunday service provided

- 3.4.4 Bus service STP1 operates as a school service and therefore does not run on weekends.
- 3.4.5 Bus service 30 runs an hourly service on Saturdays from 08:20 to 18:00. There is no service available on Sundays.

- 3.4.6 Bus service 31A operates approximately every two hours between Uckfield and Cuckfield. The service runs during daytime hours only, between around 08:30 and 17:00, with reduced weekend provision.
- 3.4.7 Bus service 270 provides hourly connection between East Grinstead Station and Brighton Churchill square. A reduced service operated on Sundays, with fewer journeys compared to the weekday timetable.
- 3.4.8 Bus service 271 runs approximately every 2 hours between Crawley Bus Station and the Royal Sussex County Hospital. Weekend frequencies are reduced compared to weekdays.
- 3.4.9 Bus service 272 also operates every two hours between Crawley Bus Station and the Royal Sussex County Hospital via Crawley Down. This service does not run on Sundays.
- 3.4.10 A summary of the local bus routes is illustrated in **Figure 3.6**.

Legend



Site Location



Site Boundary



Bus Stops

--- Routes to Bus Stops

Bus Routes

30

STP1

271

272

31A

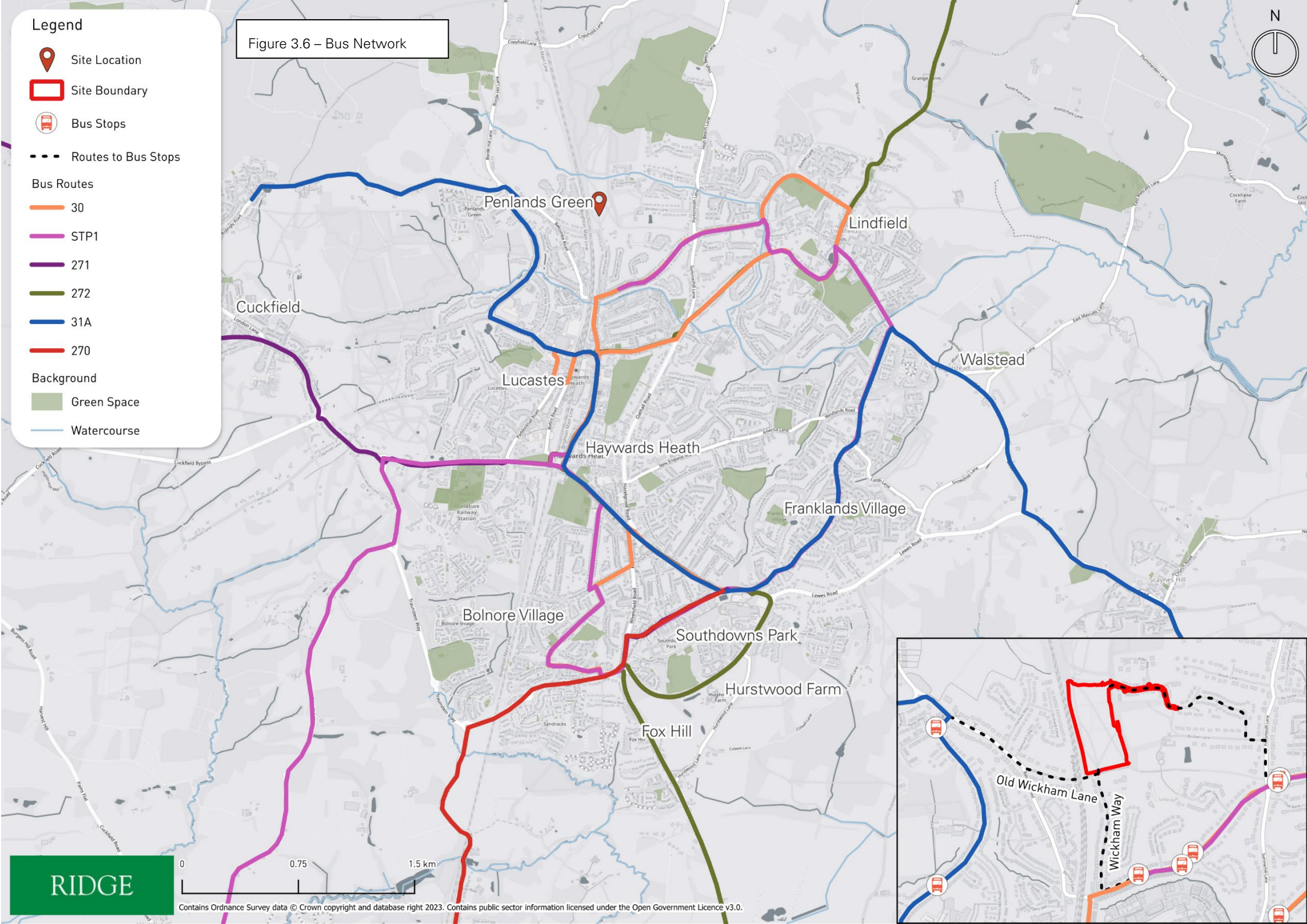
270

Background

Green Space

Watercourse

Figure 3.6 – Bus Network



RIDGE

0 0.75 1.5 km

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Rail Services

- 3.4.11 Haywards Heath Railway Station is located approximately 900m south of the site (shown in **Figure 3.7**). The station can be access via bus service 30 (from bus stops at Sunte Avenue), 13-minute walk or by a 5-minute cycle. This railway station is located along the Brighton Main Line.
- 3.4.12 A list of key definitions which can be reached by Haywards Heath Railway Station, their approximate frequency during weekdays, and the approximate journey times are summarised in **Table 3.3**.

Table 3.3 – Rail Services from Haywards Heath Railway Station

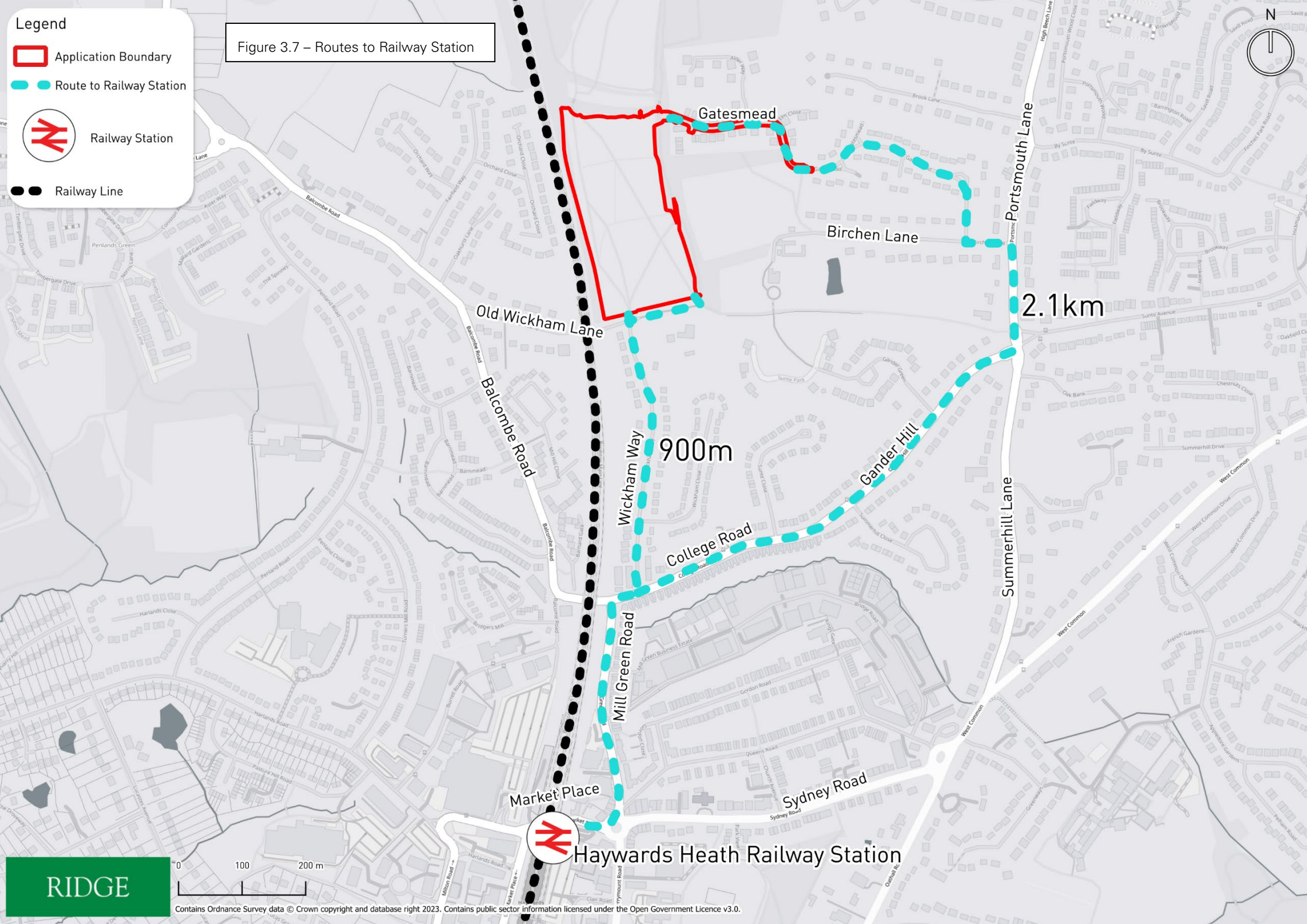
LOCATION	APPROXIMATE WEEKDAY FREQUENCY	APPROXIMATE JOURNEY TIME FROM HAYWARDS HEATH RAILWAY SATION
Burgess Hill	10-minutes	5-minutes
Brighton	15-minutes	20-minutes
London Victoria	15-minutes	45-minutes
Eastbourne	30-minutes	40-minutes
Lewes	30-minutes	20-minutes
Redhill	30-minutes	30-minutes
Crawley	30-minutes	20-minutes (1 change at Three Bridges)
Worthing	30-minutes	35-minutes
Hastings	Hourly	1 hour 20-minutes

- 3.4.13 **Figure 3.8** shows facilities located in the vicinity of the site, including secondary schools, employment and other retail, leisure, health, sports, community and green facilities, that can be reached within a 30-minute public transport journey of the site.

Legend

-  Application Boundary
-  Route to Railway Station
-  Railway Station
-  Railway Line

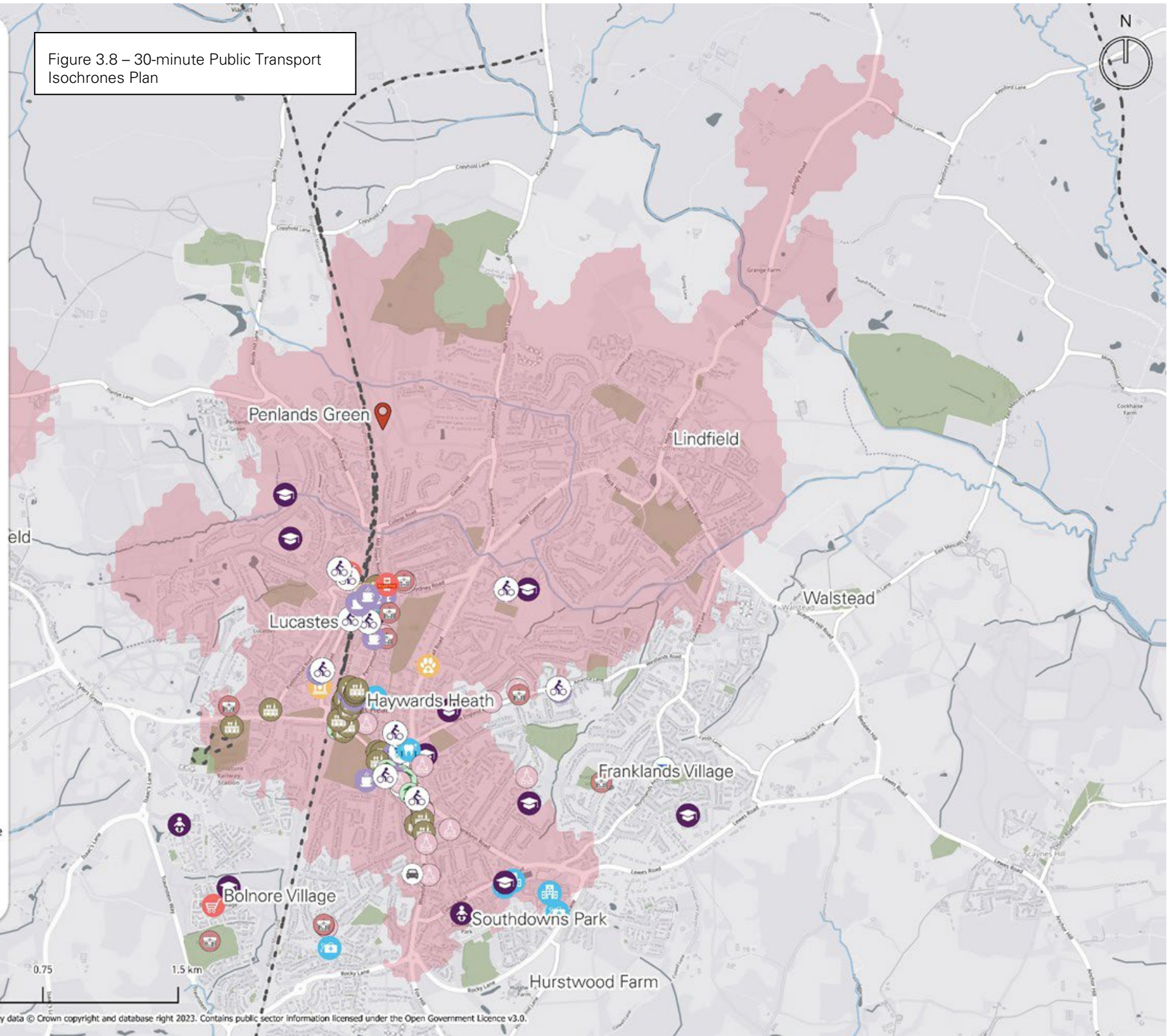
Figure 3.7 – Routes to Railway Station



Legend

-  Site Location
- Amenities**
-  ATM
-  Bank
-  School/College
-  Bicycle Parking
-  Cafe
-  Car Rental
-  Childcare/Nursery
-  Clinic
-  Community Centre
-  Dentist
-  Hospital
-  Library
-  Pharmacy
-  Place of Worship
-  Post Office
-  Town Hall
-  Venterinary
-  Bar/Pub/Restaurant
-  Supermarket
-  Railway Station
-  Railway Line
-  30-minute Public Transport Isochrone
- Background**
-  Green Space
-  Watercourse

Figure 3.8 – 30-minute Public Transport Isochrones Plan



3.5 Local Highway Network

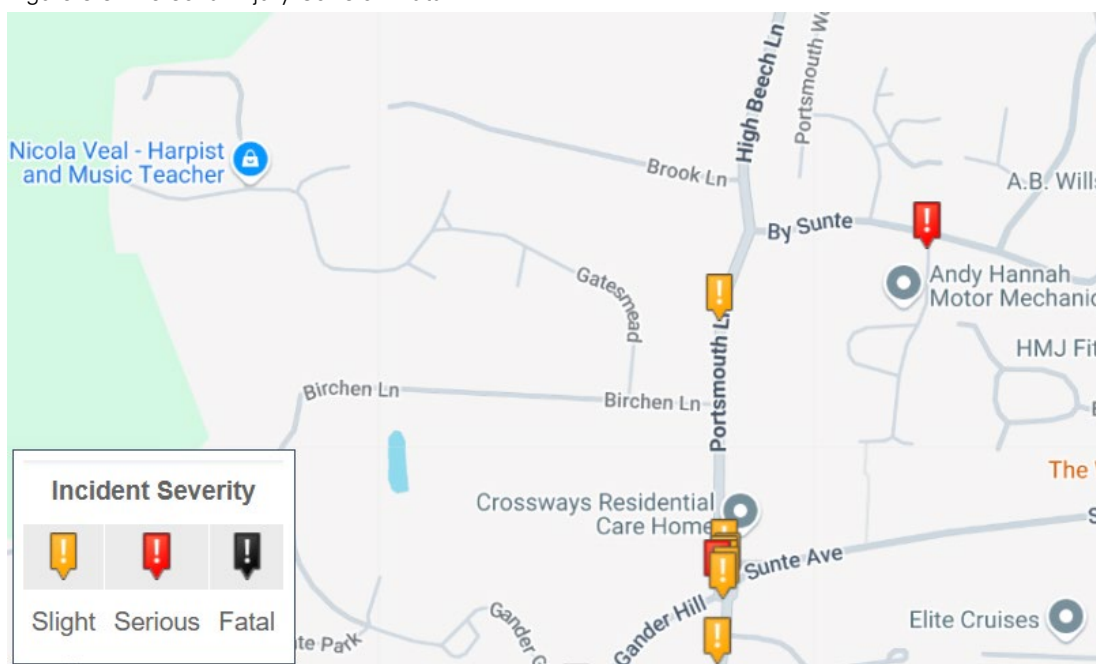
Surrounding Network

- 3.5.1 Vehicular access is proposed from Gatesmead, which links to Portsmouth Lane in the east via Birchen Lane.
- 3.5.2 To the north, Portsmouth Lane becomes High Beeches Lane, which continues towards Ardingly.
- 3.5.3 To the south, Portsmouth Lane becomes Summerhill Lane before joining with the B2028 which in turn links with Lindfield High Street and outlying settlements to the north-east and the town centre and wider highway network to the south-west.
- 3.5.4 The town centre is linked via the B2272 and B2112 to the A272 which forms a bypass to the south and west of the town. The A272 runs east towards town and villages, including Uckfield.
- 3.5.5 To the west, the A272 links with the A273 which runs south towards Burgess Hill, as well as the A23 which links Brighton in the south and London in the north, becoming the M23 between Crawley and the M25.
- 3.5.6 The local highway network surrounding the site comprises of residential roads. These include:
- Gatesmead is a two-way road, approximately 5.8m wide subject to a 30mph speed limit. Footways are provided on both sides of the carriageway (for the majority of the road), circa 2m wide. Gatesmead includes a traffic calming (a build out or shuttle-working section) approximately 230m east of the proposed sites access.
 - Birchen Lane (between Gatesmead and Portsmouth Lane) is a two-way road approximately 5m wide subject to a 30mph speed limit. Footways are present alongside both sides of the carriageway, circa 1.5m wide, separated from the carriageway by a grass verge containing large trees.
 - Portsmouth Lane is a two-way road, approximately 6m wide, subject to a 30mph speed limit. A footway is present on the eastern side of the carriageway, circa 2m wide.
 - Old Wickham Lane is a private road at the south of the site. A Public Right of Way (PRoW HAH/46cCU/1) runs along this route providing connection to Balcombe Road.
 - Wickham Way is a private road with a Public Right of Way (HAH/47aCU/1) that connects Old Wickham Lane at the south of the site to College Road
- 3.5.7 These roads above are connected with simple priority junctions.

Personal Injury Collision Data Review

- 3.5.8 Personal Injury Collision (PIC) data has been obtained from CrashMap.co.uk for the most recent 5-year period (2019– 2023), shown in **Figure 3.9** and summarised in **Table 3.4**.

Figure 3.9 - Personal Injury Collision Data



- 3.5.9 The PIC records indicate that there have not been any collisions along Gatesmead, Birchen Lane, or Portsmouth Lane (by the junction with Birchen Lane) within the most recent 5-year period.
- 3.5.10 The results show that seven collisions were recorded on Portsmouth Lane roundabout of which 6 classified 'sight' severity and one classified 'serious'. A collision was also recorded on Portsmouth Lane, approximately with 100m north of the junction with Birchen Lane classified as 'sight'.

Table 3.4 – Summary of Personal Injury Collision Data (7 accidents).

CASULTY TYPE	SLIGHT	SERIOUS	FATAL
Pedestrian	1	0	0
Cyclist	3	0	0
Motorcycle	0	0	0
Car Driver	5	1	0
Car Passenger	0	0	0
LGV and HGVs	0	0	0
Other	0	0	0

Traffic Survey Data

3.5.11 Traffic surveys were undertaken in June 2025 at the surrounding highway to the site to understand existing traffic flows and to inform the highway impact. Traffic surveys were undertaken week commencing the 24th of June 2025 at the locations:

Manual Classified Count (MCC) – one weekday survey (24th June) recording vehicle turning counts (between 07:00 - 10:00 and 16:00 – 19:00)

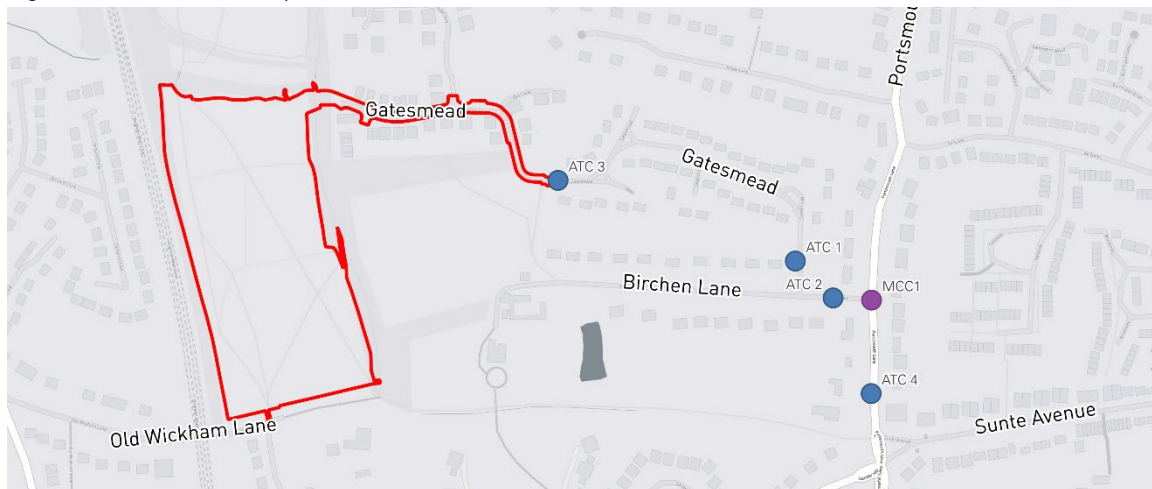
- Portsmouth Lane / Birchen Lane Junction

Automatic Traffic Count (ATC) – 7-day surveys recording vehicle volumes and speeds

- ATC 1: Gatesmead
- ATC 2: Birchen Lane
- ATC 3: Gatesmead
- ATC 4: Portsmouth Lane

3.5.12 The approximate location of the traffic surveys undertaken are shown in **Figure 3.10**.

Figure 3.10 - Traffic Survey Locations



3.5.13 A summary of the traffic survey data results is provided in **Table 3.5**. The raw traffic survey data is provided within **Appendix C**.

Table 3.5 - Summary of ATC Survey Data (Average Weekday)

LOCATION	NO. OF VEHICLES		85% PERCENTILE SPEED (MPH)	
	AM (08:00-09:00)	PM (17:00-18:00)	AM (08:00-09:00)	PM (17:00-18:00)
Gatesmead (northbound)	11.8	20.4	20.9	21.1
Gatesmead (southbound)	33.0	18.4	21.2	21.8

LOCATION	NO. OF VEHICLES		85% PERCENTILE SPEED (MPH)	
	AM (08:00-09:00)	PM (17:00-18:00)	AM (08:00-09:00)	PM (17:00-18:00)
Birchen Lane (eastbound)	28.0	23.7	20.1	21.5
Birchen Lane (westbound)	27.0	29.0	22	22.5
Gatesmead (eastbound)	24.2	11.2	16.6	14.3
Gatesmead (westbound)	7.2	12.4	12.2	17.1
Portsmouth Lane (northbound)	347.8	339.6	30.5	31.8
Portsmouth Lane (southbound)	371.0	324.8	27.5	29.1

4 DEVELOPMENT PROPOSALS

- 4.1.1 The proposals comprise of up to 49 new homes together with open space and associated infrastructure. The expected opening year of development is 2027.
- 4.1.2 An extract of the masterplan is shown in **Figure 4.1** and included in **Appendix A**.

LAND WEST OF GATESMEAD PLANNING LAYOUT

Figure 4.1 – Masterplan [source: PAD Design Ltd]

