

**PROPOSED RESIDENTIAL DEVELOPMENT
HANLYE LANE, CUCKFIELD, WEST SUSSEX
SITE ACCESSIBILITY OVERVIEW
15TH NOVEMBER 2019**

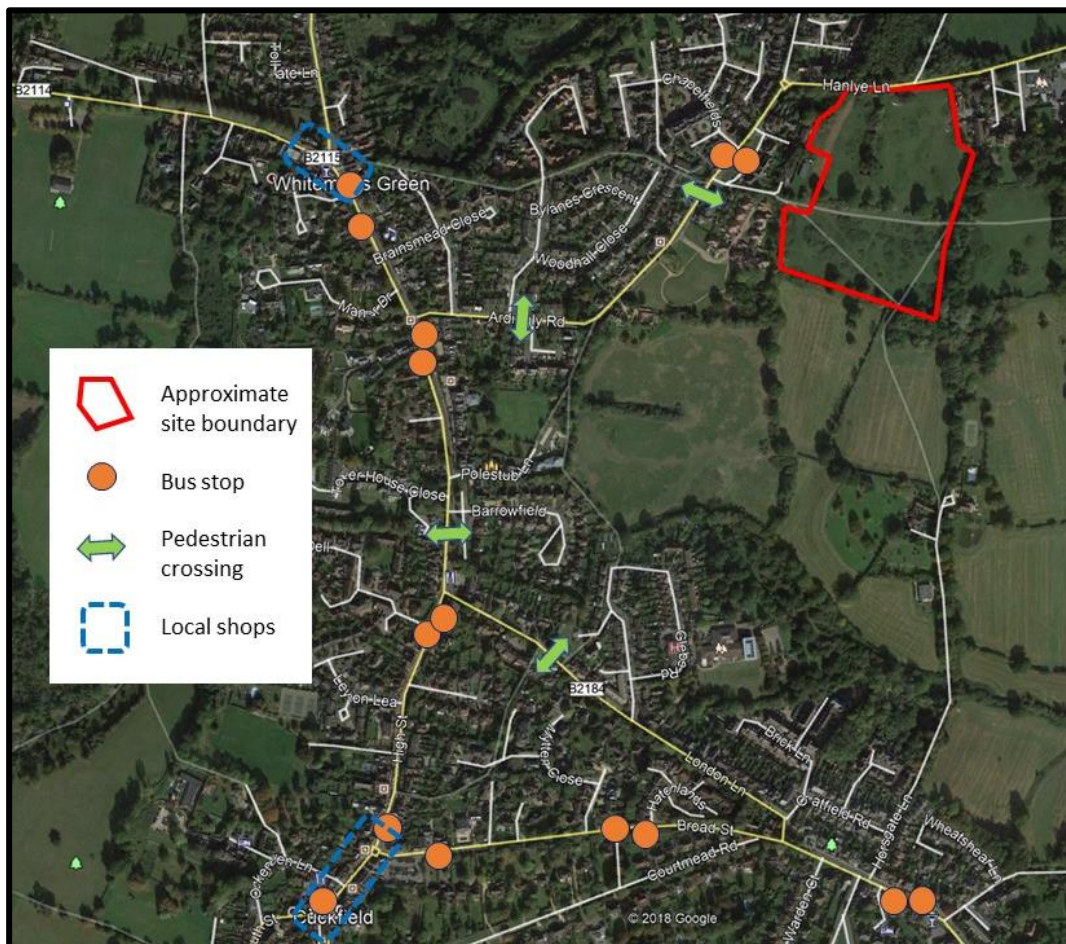
Introduction

This technical note has been produced by Connect Consultants Limited on behalf of Glenbeigh Developments Limited in relation to land at Hanlye Lane, Cuckfield, West Sussex. Its purpose is to consider the accessibility of the site by all relevant travel modes to support the promotion of the site for a residential development.

The development will comprise approximately 55 dwellings with an access off Hanlye Lane, as set out in the *Mid Sussex District Council Site Allocations Development Plan Document Regulation 18 Consultation Draft, October 2019*, in which this site is identified as *SA 23 Land at Hanlye Lane to the east of Ardingly Road, Cuckfield*.

The site has an area of approximately 5.75 hectares and is located in Cuckfield to the east of B2036 London Road and immediately south of Hanlye Lane. The site is located on the north-eastern side of the village as shown at Figure 1 below.

Figure 1 – Site Location



Pedestrian Access

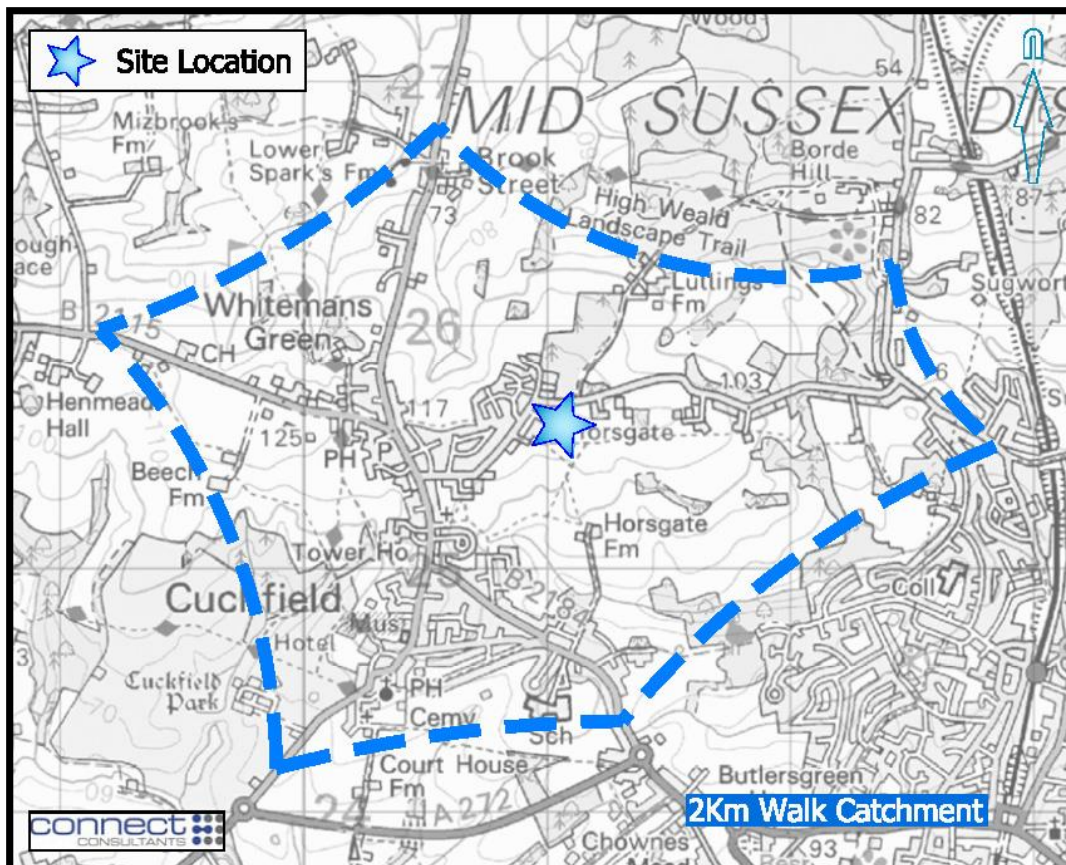
The pedestrian site entrances are located on Longacre Crescent / Ardingly Road on the western side of the site and on Hanlye lane along the northern site boundary.

Local to the site Ardingly Road has continuous footways along both sides of the carriageway, and is street-lit. Ardingly Road meets the B2036 London Road at a mini-roundabout junction to the east and meets Hanlye Lane at a mini-roundabout junction to the north. There is also foot/cycle path connecting Ardingly Road with Polestub Lane and Glebe Road to the south of the site and a footpath connecting Ardingly Road with London Road to the west.

B2036 London Road has footways on both sides of the carriageway for the length of the village connecting the site with local pedestrian infrastructure and facilities. To the north of the site, Hanlye Road has a footway along the southern side of the carriageway between the Ardingly Road roundabout and the Court Meadow School site entrance.

Walking has the potential to replace car trips for journeys under 2km in length, depending on factors such as the journey purpose, topography etc. A 2km walking radius from the site is shown at Figure 2 below.

Figure 2 – Walking Catchment



The development site is within walking distance of the entirety of Cuckfield village, which offers a number of local centre services and facilities, including a food store, pharmacy, medical centre, post office, primary school and secondary school.

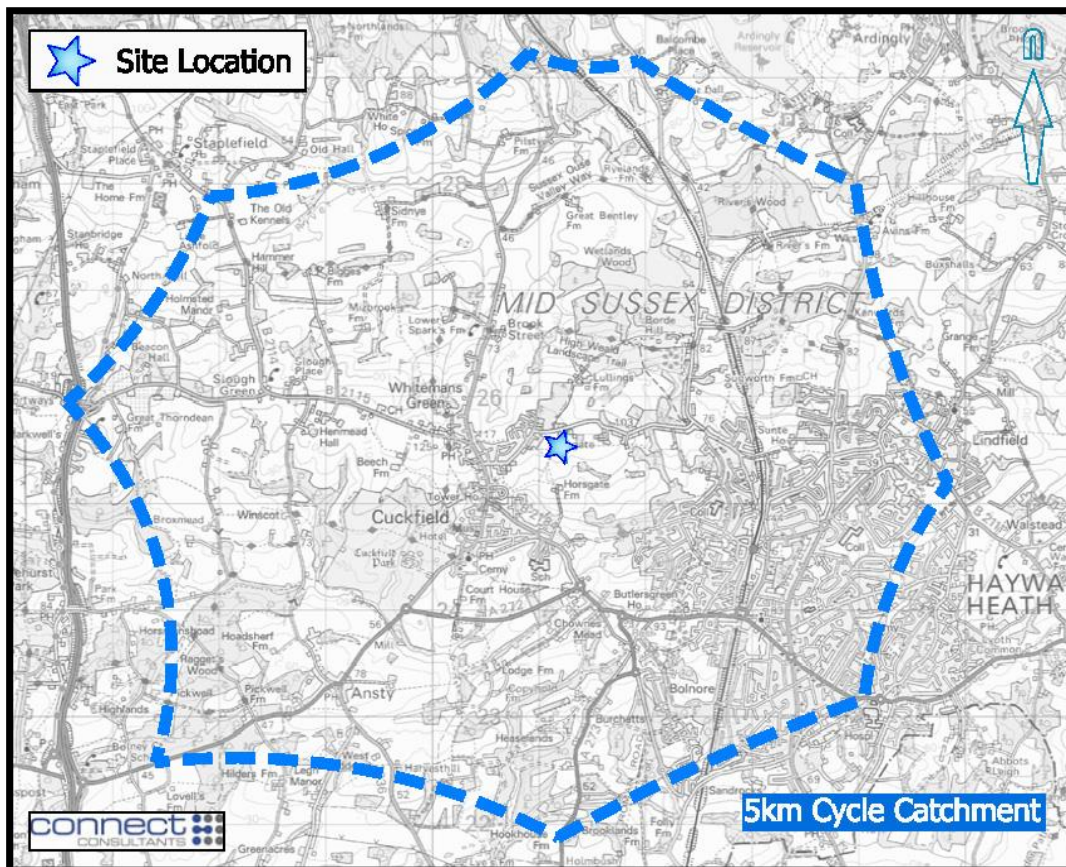
Based on the above, there is existing pedestrian infrastructure and there is a range of facilities available within walking distance of the proposal site.

Cycle Access

Cyclists will be able to access the proposed site via the pedestrian/cycle access from Longacre Crescent / Ardingly Road, as well as the proposed vehicular access at the northern end of the site to Hanlye Lane.

Cycling also has the potential to replace short car trips, particularly for journeys of less than 5km in length. Assuming a 5km cycle distance, the catchment area of the site by cycle is shown at Figure 3 below.

Figure 3 – Cycle Catchment



The 5km cycling radius includes the entirety of Cuckfield along with a large proportion of Haywards Heath, including the town centre, railway station, and a supermarket.

Overall, the site is within cycling distance of a variety of employment, education, and day-to-day facilities, thereby offering a sustainable travel choice to future residents and visitors.

Bus Access

The guidance contained within the Institute of Highways and Transportation's publication entitled "Planning for Public Transport in Developments" recommends a maximum walking distance of 400 metres between travel generating land-uses and the nearest bus stop.

The nearest bus stops are located on Ardingly Road adjacent to Longacre Crescent c80m walk distance from the western pedestrian / cycle site access. There are also bus stops located on

London Road adjacent to the Ardingly Road mini roundabout c.550m walk distance from the site. The context of bus routes relative to the site is shown at Figure 1.

Ardingly Road is served by the 31 service whilst the London Road bus stops are served by routes 31, 62, and 271, provided by Compass Travel and Metrobus.

The bus routes serving the site provide a reasonable level of bus frequency and, coupled with the convenient location of the site relative to the local bus routes, bus travel represents an alternative travel mode for trips within the surrounding area.

Rail Access

Haywards Heath railway station is c.3km from the proposal site, with regular rail services between the south coast and London. The station can be reached from Cuckfield via the 31 bus, and by cycle/car.

The opportunity exists for future residents to make longer journeys by rail, as part of a multi-modal journey.

Highway Access

The main vehicular access to the site is proposed from Hanlye Lane at the northern end of the site. The access road into the site will be designed in accordance with West Sussex Highways Design Guide, and will accommodate refuse and emergency vehicles and will also provide pedestrian access.

To the east, Hanlye Road provides access to the northern side of Haywards Heath.

To the west of the site, Hanlye Road connects with Ardingly Road at a 3-arm mini-roundabout; c.550m further west, Ardingly Road connects with London Road at a 3-arm mini-roundabout. London Road is the main north-south route through the village, which connects with the A23 and Balcombe to the north and the A23, Cuckfield village centre and Haywards Heath to the south.

Overall, the local road network does not prohibit the development of the site subject to suitable access design.

Summary

The proposed development site for up to 55 homes is within walking distance of a range of local facilities and services, including bus stops with regular local services.

It is within cycling distance of much of Haywards Heath, including Haywards Heath Station, with rail services to London and the south coast.

There are therefore good opportunities for future residents to make journeys by sustainable travel modes.

The site is readily accessible by car, with links to the local and strategic road network.