



**Land south of the A271 and east of the A22,
Lower Horsebridge, Hailsham, East Sussex,
BN27 4DN**

**Transport and Highways Statement of Common Ground between the Appellant
and East Sussex County Council.**

Appeal by Hertfordshire Holdings Limited

Planning Inspectorate Ref. APP/C1435/W/23/3335625

LPA Ref. WD/2022/3222/MAO

On behalf of **Hertfordshire Holdings Limited**

Project Ref: 332110699/9000 | Rev: AA | Date: February 2024

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Project Name: Land at Lower Horsebridge, Hailsham

Project Ref: 332110699

Report Title: Statement of Common Ground on Transportation

Doc Ref: 332110699/Stantec/SoCG/Rev 2

Date: 22 February 2024

	Name	Position	Signature	Date
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Approved by:	Henk Gelens	Director		
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1	20 Feb 2024	Update following meeting with ESCC	RH	ML	HG
2	22 Feb 2024	Update following agreement with ESCC	RH	ML	HG

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1 Introduction

- 1.1.1 This Statement of Common Ground has been prepared in accordance with the January 2024 Planning Appeal Regulations to set out common ground between the local highway authority, East Sussex County Council (“the County Council”) and Hertfordshire Holdings Ltd (“the appellant”) in relation to the appeal which has been lodged against the Wealden District Council (“the Council”) refusal of planning permission (ref WD/2022/3222/MAO) for the following:

Outline planning application for up to 124 dwellings and associated infrastructure, including structural landscaping, biodiversity enhancements and new vehicular access from the A271 Horsebridge Road (development principle and details of access for approval, with all other matters reserved for future consideration).

- 1.1.2 The statement covers the following matters:

- Section 2: Background
- Section 3: Matters agreed between Appellant and the County Council
- Section 4: Updated Position
- Section 5: Planning Conditions and S106
- Section 6: S278

- 1.1.3 The planning application the subject of the appeal was submitted to the Council on 8 December 2022 and validated on 2 February 2023. The application was refused with the decision notice issued on 30 June 2023 (CD4.2). There were 5 reasons for refusal which included the following transportation reason;

“3. The proposal has failed to demonstrate that, the site is suitably accessible by non-car modes. The development would therefore be contrary to Saved Policies EN1, EN2, TR3, TR13 and CS1 of the Wealden Local Plan 1998, Spatial Planning Objectives SPO7 and SPO15 and Policies WCS7 and WSC14 of the Wealden Core Strategy Local Plan 2013 and the guidance within Chapter 9 of the NPPF in particular paragraphs 111 and 112.”

- 1.1.4 There are no reasons for refusal associated with highway impact.

2 Background Factual Matters

2.1 Relevant Transport Policies

- 2.1.1 The policies and guidance set out in Section 2.4 of the Transport Assessment (CD1.8) are agreed to be accurate.

2.2 Updated Vehicular Access Proposals

- 2.2.1 Prior to the determination of the planning application, Stantec commissioned an independent auditor, Acorns Projects Ltd, to conduct a Stage 1 Road Safety Audit of the vehicular access as shown in Stantec Drawing 332110699/5501/SK001/P01, which was submitted in support of the planning application.
- 2.2.2 The independent auditor provided three RSA recommendations, which were all accepted by Stantec, and shown in the updated design drawing, 332110699/5501/SK001/P03, as appended to the RSA Stage 1 response (Stantec TN001 V2, 24 January 2023)
- 2.2.3 Subsequently, and in response to the design response by ESCC (dated the 8th of February 2023), further improvements to the design were incorporated and shown in the Stantec Drawing 332110699/5501/SK009, which was submitted as the “final scheme” in support of the planning application. The main changes included the proposed provision of a continuous 3m wide (plus 0.5m off set to the carriageway) shared foot and cycleway between the Boship roundabout and the built-up area of Lower Horsebridge, increased and wider crossing points for pedestrians and the proposed speed limit reduction to 30mph on Lower Horsebridge (A271)

3 Matters agreed between Appellant and the County Council

- 3.1.1 There are no reasons for refusal related to transport on technical matters. The reason for refusal related to the conclusion that the Appellant has not demonstrated that the site is suitably accessible for non-motorised users (NMU's).
- 3.1.2 The matters of agreement set out below are based upon the correspondence between the Highway Authority, ESCC, and Stantec, as transport consultant on behalf of the appellant:
- a. ESCC Response, dated the 13th of April 2023 (included in Appendix A)
 - b. Stantec Response to ESCC Highways representations (Stantec Technical Note, dated the 26th of May 2023, included in Appendix B)
 - c. ESCC Response, dated the 27th of June 2023, (included in Appendix C)

3.2 Highway Safety

- 3.2.1 The Highway Safety aspects of the development site access proposals have been addressed through the Road Safety Audit (Stage 1) and all recommended improvements have been incorporated in the updated design drawings.
- 3.2.2 The required visibility splays onto the A271 will be implemented as part of the construction and maintained thereafter.
- 3.2.3 Safety issues at or on the approach to Boship Roundabout will be addressed as part of the planned ESCC Major Route Network improvement scheme.

3.3 Travel Plan

- 3.3.1 The submitted Travel Plan is generally in accordance with ESCC and national guidance.
- 3.3.2 The Travel Plan as submitted is a Framework Travel Plan, as this is an outline application. A further detailed residential travel plan will be submitted as part of any future Reserved Matters Application(s). This final travel plan will be discussed and agreed with ESCC, including the setting of appropriate objectives and targets.
- 3.3.3 The measures within the Travel Plan will include as a minimum:
- Resident travel information pack, appointment of a Travel Plan coordinator and promotion/creation of travel events e.g. walk to school week, local groups, and buddy schemes.
 - The provision of vouchers worth £300 towards bus travel and/or cycles and cycling equipment for each dwelling or as otherwise agreed.
 - Shopping Delivery vouchers for each dwelling
 - Creation of a car share club
- 3.3.4 The TP will also include commitment to monitor the travel plan over 5 years and to put in place remedial measures should targets not be met.

3.4 Proposed Access Arrangements

- 3.4.1 The access will be a priority controlled ghost island right turn T-junction, as shown in Stantec Drawing 332110699/SK009. This proposed access arrangement is acceptable.
- 3.4.2 A stage 1 Road Safety Audit (RSA) was undertaken, the appellant accepted the Auditors recommendations and updated the design. ESCC have no further highway safety concerns.
- 3.4.3 The extension of the 30mph west of the proposed development up to the Boship roundabout to tie into the proposed 30mph at Boship, as included in ESCC's scheme, is acceptable in principle and will be funded by a £5,000 fee for the TRO to be covered by the appellant.
- 3.4.4 The detailed design of the access junction will be agreed as part of a Section 278 application.
- 3.4.5 The applicant will also pay £5,000 to cover the cost of the Traffic Regulation Order for the internal layout of the site, including the formal speed limit of 20mph.
- 3.4.6 The access is suitable to allow servicing by a refuse vehicle and safe access by a fire tender, as shown in the amended vehicle tracking drawings.
- 3.4.7 The proposed access provides safe access for pedestrians and cyclists.

3.5 Active Travel

- 3.5.1 Improvements to walking and cycling facilities have been optimised, as far as possible within the immediate remit of the applicant, i.e. within its land ownership or, regarding bus stop improvements, within highway land.
- 3.5.2 The key benefit to support active travel is the provision of a continuous 3m wide (plus 0.5m buffer to the highway) shared foot and cycleway between the Boship Roundabout (connecting to the scheme proposed as part of the MRN proposals) and the built up area of Lower Horsebridge.
- 3.5.3 This proposed pedestrian and cycling route provides access to the bus stops in Lower Horsebridge, where an uncontrolled pedestrian crossing will be included together with the requested measures to upgrade both bus stops.

3.6 Public Transport

- 3.6.1 The provision of bus services is important to support greater levels of sustainable travel. Improvements can be achieved by supporting the existing bus services and enable a possible increase in frequency.
- 3.6.2 The appellant has agreed to cover part of the cost of improvement to bus services by accepting the requested contribution of £1,100 per dwelling.
- 3.6.3 The principle of the introduction of upgraded bus stops, poles, shelters, real-time information signs and crossing provisions at appropriate locations is agreed in principle by the appellant.
- 3.6.4 It is noted that improvements have already been implemented since the application was submitted. These measures include the provision of an additional bus route (service 28) and new bus stop flags, now including for the west bound services at Paygate Cottages.

3.7 Traffic Impact

- 3.7.1 The trip rates and trip distribution that form the basis of the traffic impact assessment were agreed as part of the pre-application discussions.

3.7.2 Site Access

- a. The right turn lane access will operate satisfactory without detriment to the traffic flow on the A271.

3.7.3 Local Highway Network

- a. The local highway network junction modelling undertaken demonstrated that the impact of traffic generated by the development can be accommodated satisfactorily and is acceptable.

3.7.4 Boship Roundabout

- a. The Boship roundabout forms part of the proposed improvements to the A22 corridor put forward by ESCC and included in both the Transport for the South-East Strategic Investment Plan and the recently published Wealden District Council Regulation 18 Interim Infrastructure Delivery Plan. Final approval of this Major Route Network bid is expected in early 2024.
- b. The transport modelling is based on the proposed improvements and mitigation as proposed by ESCC's MRN package of works.
- c. The modelling of Boship Roundabout, that was commissioned by the appellant but carried out by ESCC, shows that the roundabout will operate satisfactorily, with and without the addition of development traffic.
- d. The appellant has agreed in principle to a contribution towards these improvement works, in addition to the required CIL payments.

3.8 Internal Layout

- 3.8.1 The internal layout of the proposed development will be agreed at the reserved matters stage.
- 3.8.2 The detailed layout of the proposed development will be designed in accordance with the relevant ESCC guidance and the Manual for Streets. The proposed 20mph speed limit is agreed. A further Traffic Regulation Order will be necessary along with a further fee of £5,000 to cover ESCC cost for progressing the order.
- 3.8.3 The layout details of the proposed development are not to be considered at this stage of the application.

3.9 Parking

- 3.9.1 Parking provision and design will be agreed at the reserved matters stage.
- 3.9.2 Cycle parking will be provided for each dwelling in accordance with the East Sussex County Council standards.
- 3.9.3 Vehicle parking, including the provision of EV chargers, will be provided in accordance with ESCC Parking Calculator and to the minimum size requirements.
- 3.9.4 The detailed parking provision of the proposed development is not to be considered at this stage of the application.

3.10 Updated position

- 3.10.1 A meeting (via Teams) took place on the 19th February 2024 between Claire Warwick, on behalf of East Sussex County Council (Highways) and Andrew Elliott (tor&co), Max Law and Henk Gelens (Stantec) on behalf of the appellant to discuss the ESCC objection and this draft Statement of Common Ground.
- 3.10.2 It was agreed in principle that so far, all Highways and Transport matters are agreed with the exception of the accessibility issues as set out in ESCC's objection.
- 3.10.3 However, ESCC have now reviewed their objection following material changes in circumstances that have occurred since the submission and determination of the application. The main change is that the site is now serviced by an additional bus route (route 28, the "Regency Route" between Brighton and Eastbourne with a 30min frequency during daytime) which has increased the site's accessibility significantly.
- 3.10.4 In addition, the recent application for the "Wealden Sports hub" (WD/2023/2100/DC – Land at Knights Farm East, Lower Horsebridge, Hailsham) has been submitted and 'approved' by Wealden District Council (planning committee resolution to grant). Some of the accessibility proposals committed to in this application are relevant and provide the opportunity to combine these with commitments made by the appellant such that the combined effect of the proposed improvements can be optimised. This refers in particular to:
- The provision of a 3.0m wide refuge island to assist pedestrian (and cyclists) to cross the A271 Lower Horsebridge, which could be provided as part of the appellants highway access proposals.
 - The new shared foot and cycleway (as included in both applications) could be optimised and provided at the preferred width of 3.0m. Whereas the Sports hub application can only deliver this with a 2.5m width (*where feasible*) within Highway Land, a widening to 3.0m (plus a 0.5m buffer) would be possible by using land owned by the appellant.
 - The opportunity to provide a new pair of bus stops where the eastbound stop would be located on land which is part of the Sports Hub, and the westbound stop being provided by the Appellant.
 - It is noted that the measures set out above are shown in the Stantec Drawing 332110699_5501_SK008_P01 which is included in the Stantec response to ESCC comments (see Appendix B)
- 3.10.5 ESCC re-stated their requirement that the appellant agrees to further measures to support the Local Cycling and Walking Infrastructure Plan (LCWIP), as stated in their response (see also 6.1.2 below). These improvements to footways and (cycleways where appropriate) are preferably implemented on routes between the development site and Hailsham. However, such improvements are outside the appellants remit (and land ownership) so it would be more practical to agree a financial contribution towards such LCWIP measures.
- 3.10.6 The Appellant is prepared to do so and offers a contribution of £25,000, which can be included in the S106 agreement.

4 Conclusion

- 4.1.1 It has been agreed that subject to the additional agreements as set out above ESCC would remove its objection.
- 4.1.2 The additional items agreed are:
- 4.1.3
- The addition of a contribution towards the LCWIP of £25,000, this will be added to the S106 agreement.
 - Proactive cooperation with the Wealden Sports hub to optimise access and safety for pedestrian and cyclists, including the provision of a refuge and further review of the possibility to provide a pair of new bus stops.
- 4.1.4 This Statement of Common Ground can now conclude that there are no remaining matters not agreed between the Highway Authority ESCC and the appellant.

5 Planning Conditions and S106 Obligations

5.1.1 The Appellant, the Council and County Council have discussed transport related planning contributions which will be provided through Obligations in the Section 106 agreement. These cover the following:

1. £1,100 per dwelling for bus services serving the site;
2. £12,000 per RTPI sign (2 bus stops);
3. £500 per bus stop clearway (4 bus stops)
4. TRO fee £5,000 for the implementation of the extended 30mph on the A271;
5. TRO fee of £5,000 for the implementation of the of a 20mph within the site if needed.
6. Travel Plan and Travel Plan Audit fee of £6,000
7. £1,000 per dwelling for MRN schemes (Boship roundabout)
8. A contribution of £25,00 towards the LCWIP

Highway works:

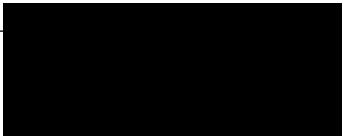
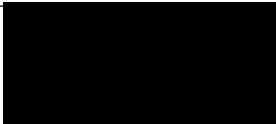
9. A Right Turn Lane access to the site to tie in the ESCC scheme at the Boship roundabout.
10. Provision of a shared footway/cycleway along the site frontage to the Paddock to tie into the ESCC scheme at the Boship Roundabout.
11. Pedestrian refuge to the east of the site access close to the access to the permitted Sports Park
12. Bus stop on the A271 to the west of the main site access with an associated pedestrian and cycle link into the site
13. Bus stop improvements to the existing bus stops to the east of the site.

5.1.2 ESCC propose a total of 10 planning conditions, which are all standard conditions and acceptable to the appellant.

6 S278 Agreement

- 6.1.1 It is agreed that the proposed highway and infrastructure works will be subject to a subsequent S278 application.

7 Signatories

Stantec	East Sussex County Council
	
Henk Gelens - Director	Claire Warwick
On behalf of the Appellant	On behalf of East Sussex County Council
Date: 23 February 2024	Date: 22 February 2024

Appendix A ESCC Response – 13 April 2023

Communities Economy and Transport

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To: Head of Planning
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Council Offices
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BN27 2AX

FAO: Claire Turner

Our Ref: WD/2022/3222
District Ref: WD/2022/3222/MAO

Applicant: Hertfordshire Holdings Ltd

Location: LAND TO THE SOUTH OF THE A271 AND EAST OF THE A22, LOWER HORSEBRIDGE, HAILSHAM

Development: DEVELOPMENT OF UP TO 124 NO. RESIDENTIAL DWELLINGS, ASSOCIATED INFRASTRUCTURE (INCLUDING A NEW ACCESS JUNCTION ONTO THE A271) AND OPEN SPACE.

Road Name or Number	A271 / A22	Consultation Date	8 February 2023
National Grid Reference	557199111179	Contact Officer Details:	Claire Warwick [REDACTED] [REDACTED]

Recommendation:

No objection		Objection	x
No objection subject to the imposition of conditions		Objection due to insufficient information	

Executive Summary

This application seeks permission for 124 residential dwellings. The applicant sought highway and transport pre-application advice in relation to a proposal for 150 dwellings in 2022 but the process was not completed.

The accessibility of the site has not been fully appraised nor appropriate connections proposed to enable appropriate non car travel at the site.

The TA has been submitted without a conclusion on the impacts on Boship roundabout (A22/A267/A271 roundabout junction)

As such I object to this application as submitted.

Notwithstanding the above I have the following comments on the other elements of the planning application.

Response

Planning Status and Pre-application advice

This is a speculative application in that it has not been tested through a Local Plan process. As such the principle of development has not been established so the impacts of the development are expected to be assessed fully through the submitted TA.

The applicant did seek pre-application advice but it would appear that while some of that advice informs the TA, the required modelling of the Boship roundabout was not completed. The TA has been submitted without that detail. The TA refers to that missing information.

It should also be noted that the Transport Assessment does not follow a “decide and provide” approach to development impacts (whereby we agree what we want the development to “look” like and decide which measures and interventions to provide to achieve those outcomes). ESCC will be adopting this approach for major developments going forward as a means of promoting sustainable development. The TA is incorrectly focussed on car travel.

Site and surrounding network

The site is currently in agricultural use and is approximately 7.6 hectares. It is located to south of the A271 and east of the A22 in Lower Horsebridge in the parish of Hellingly. Hellingly and Lower Horsebridge are historic villages. The parish of approximately 8500 residents is set to grow with a number of major development sites under construction/with planning permission in the parish.

The development would be an edge of town development (albeit with gaps between the site and Hailsham to the south) by its nature far from local facilities. It would have good road connections.

The site is currently accessed from the A22 bypass or A271 via gated field accesses. A narrow (around 1m) footway is available along the site frontage on the A271. The nearest bus stops are on A271 at 150m to the east of the site and are not up to current standards. The eastbound bus stop is not marked.

The A271 is a distributor route from the A22 Boship roundabout eastwards to the A2100 near Battle. Pre-pandemic, the section through North Hailsham carried over 10,000 vehicles per day and is used for longer distance travel as one of the limited east-west A-road routes in East Sussex.

In the vicinity of the site the speed limit is 60mph the national speed limit. The road is a single carriageway- approximately 6.5m wide.

Vehicle crashes

Eight vehicle crashes have been recorded on the A271 in the vicinity of the site in the last five years, (seven of them at or on approach to Boship roundabout). The roundabout suffers a higher number of accidents, than would be expected and ESCC is keen to improve this record.

A planned improvement scheme at the roundabout and other junctions on the A22 (see paragraph on Traffic Impact below) will address safety issues and forms part of the package of Major Road Network highway works.

Accessibility

Some retail (a small co-op, takeaway, pharmacy newsagent etc.) is available in Upper Horsebridge on the A271 approximately a 1.6km to the east. Lower Horsebridge offers two pubs, a vets and Rugby club. Other local services and the main employment centres are in Hailsham and other surrounding towns.

As local facilities close to the site are limited, residents will need to leave the area, to access retail, employment and leisure facilities. Linking this site via non-car modes to local facilities and other existing/committed non car routes is difficult given distances involved and the severance caused by the Cuckmere River and tributary.

An NMU Audit has not been submitted with the application to detail the current availability and standard of non-car travel routes for residents, The TA does cover distances to a number of facilities and associated walking and cycle times, but what's not included is an assessment of the quality of those routes.

As an example, while Hellingly primary school is 1km away (800m in the TA) and longer or those living to the south or west of the site, the footways connecting the site to the school are narrow and will require children to walk along two classified roads- the A271 (60mph proposed as 30mph) and B2104 (40mph) which is unlit. The route would certainly not be suitable for cycling for children.

There is scope to widen footways given the presence of highway verges, so it is disappointing that the improvements are not proposed.

No footway improvements to the school- or anywhere else, are proposed as part of the development only a footway along the site frontage and pedestrian refuge islands as part of the new access arrangement – a Right Turn Lane. The pedestrian refuges were only

added as a result of a recommendation of Road Safety Audit rather than the applicant recognising their importance.

The necessary associated tactile paved dropped crossing points are not shown on plans no: 332110699_5501_SK001 rev P03.

Hailsham Community College, supermarkets and Quintins Medical centre are 3km away. Again, no consideration of the walking routes has been given in the TA.

Cycling

As covered in the TA there are no dedicated cycleways in the vicinity of the site. Local facilities may be within 5, 10 and 15 minute cycle rides, but the routes are not of a standard to enable less confident cyclists and children to use them.

The Cuckoo Trail, a long-distance cycle route links Heathfield and Eastbourne via Hellingly and Hailsham. The site access is over 1km from the Cuckoo Trail accessed via Horsebridge Road. The route continues south 7km to Polegate station. The Cuckoo trail is an important pedestrian/cycle link in the town and its use should be maximised through suitable connections and crossing points.

The footway on the A271 could be widened to accommodate cyclists and pedestrians to allow a more secure route to the Cuckoo Trail.

Hailsham Local Cycling and Walking Infrastructure Plan (LCWIP)

Hailsham LCWIP sets out East Sussex County Councils assessment of the quality of walking and cycling routes in Hailsham and makes recommendations for improvement that ESCC will seek to deliver as part of a commitment to improving active travel in the county. I consider routes 220, 221 and 310 in the Hailsham LCWIP to be of most relevance for the future residents of this site.

The LCWIP recommends:

Route 220 Cuckmere Close to Battle Road

Upgrades to footways to shared use

Improved access onto and from Cuckoo Trail at signalised crossing

Review of pedestrian access and crossing provision

Review footway widths and upgrades to shared use

Review of on carriageway cycle facilities

Review on street parking, improve access from right turn to petrol station

Review crossings at roundabouts and other junctions and wayfinding to paths

Route 221 A271- Lower Dicker to Park Gate

Provision of consistent footways throughout, and improve to shared use width on to south side of road.

Improved frequency of safe crossing points within residential area

Route 310- Summerheath Road to Upper Horsebridge

Reduction in speeds and consider measures to encourage slower vehicle speeds

Review parking provision

Upgrade footway to shared use, improve visibility at junctions

Review of junction treatments and pedestrian crossing points

Reduce speed limit to 20 mph in narrow section between Grovelands Road and Hempstead Lane roundabout

The applicant refers to the LCWIP in section 2.4 of the TA “Planning Framework” but does not propose to deliver improvements to serve this development.

These routes and recommendations should be considered by the applicant and measures put forward to enable active travel. This is to the benefit of the new residents of the development, and as a way to mitigate the traffic impact of the development through travel behaviour change not capacity works at junctions.

Bus services

In the vicinity of the proposed development there is only an hourly bus service, which runs Monday to Saturday daytime only. This is Stagecoach’s route 54 running between Uckfield, Horsebridge, Hailsham, Polegate and Eastbourne. The East Sussex Bus Service Improvement Plan sets the ambition of increasing the frequency of this service to half-hourly, and to introduce a new hourly evening and Sunday service. Such improvements are required to increase the sustainability of this edge of town site.

Currently the nearest bus stops for the west part of the development are located on the A271 at ‘Pay Gate Cottages’, though the westbound stop is unmarked. The eastbound stop only consists of a bus stop pole and has no raised kerb. Its position is approximately up to 550 metres distant from dwellings in the south-west section of the proposed development layout. A pair of new bus stops is therefore required west of the current location (within 400 metres of all the proposed dwellings), each consisting of a raised kerb, bus stop clearway markings, bus stop pole, shelter (subject to the Parish Council’s agreement) and a real time information sign. A safe road crossing provision would also be needed.

In line with other developments in North Hailsham, I would seek a contribution of £1,100 per dwelling towards improving bus services in the area, including establishing the proposed uplift to route 54.

Rail Services:

The nearest train station is in Polegate with regular services to Eastbourne, London and Gatwick Airport and along the south coast between Brighton and Hastings. Bus service 54 connects to Polegate station. It is important that Polegate station is further served by buses.

In conclusion, I consider that the position of the access – onto the A271 to the north of the site in effect means the development does not “face” Hailsham town or Hellingly/Lower Horsebridge villages which leads to extended walking and cycle distances/times to all the local facilities. No connections are available or achievable to the south to allow better connection to the town mainly due to the Cuckmere River severing

the site from the rest of Hailsham. Better connections are needed to reduce vehicle trips and few have been put forward or even suitably assessed as part of the application.

The application does not meet the requirements of a 'ten- minute town', as identified in Hailsham's Neighbourhood Plan, whereby there is an aspiration that key amenities are within a ten-minute walk.

Travel Plan

A Travel Plan Framework has been submitted as part of the application. The document generally follows ESCC and national guidance and includes a number of measures to encourage non car trips.

Travel Plan Co-ordinator

Key to the success of the Travel Plan will be the promotion and visibility of the Travel Plan and appointment of the Travel Plan Co-ordinator (TPC) to manage the Travel Plan from the commencement of development til the successful Travel Plan delivery for at least 5 years. I note the applicant's commitment to this and the intended tasks for the TPC. Details of the TPC should be forwarded to ESCC on appointment.

It seems that in this case the details of the Travel Plan will be widely available in the marketing suite as new homes are sold, through information packs for new residents (this should include all residents not just first residents), events and site notice boards. The applicant proposes that the TPC will set up a Travel Plan Steering Group.

Measures:

The measures detailed to enable walking, cycling, public transport use and reduce the need to travel are noted but should be expanded. While I expect suitably designed pedestrian routes and cycling parking to be provided within the site, the key to a successful development and Travel Plan to is to connect the site to the wider transport network/ local facilities and remove (perceived) barriers to sustainable mode choice. Further measures to enable walking, cycling and public transport use and to reduce the need to travel should include (not exhaustive)

- Route planning and way finding signage (including access to Cuckoo Trail)
- Explanation of all benefits of active travel (wellbeing, health, climate change, local air pollution and reduced congestion)
- Establishment of walking buses, walking groups/partners
- Creation of a Bicycle User Group,
- Promotion of events (Walk or Cycle to Work/School Week) Dr Bike sessions.
- Vouchers for bikes, (including electric cycles) scooters and associated equipment (helmets, bike pump etc),
- Supply of high visibility clothing.
- Supply of personal alarms to residents
- Shopping delivery vouchers/coordination

Car club and car sharing – Given that many residents are likely to drive from this site onto the strategic road network, a car club and car sharing could be important measures in the Travel Plan. The applicant has only committed to investigate the possibility of a car club. The use of an existing car share database is welcome. Residents should be incentivised to car share/use a car club through things like prize draws and sharing the (cost) benefits of car sharing. The database should be extended to other residential areas. A number of the other committed north Hailsham development sites have similarly committed to car sharing and car clubs.

Supermarket deliveries- To reduce retail trips, vouchers for supermarket deliveries will be offered to residents. The RTPC could manage such delivery timeslots so fewer trips by delivery vehicles are made.

Working from Home- Since the beginning of the pandemic a greater number of prospective residents will likely be working at home for at least some of their working week. The provision of space within dwellings to do this is imperative along with appropriate broadband connections. “Office space” within dwellings should be considered as part of dwelling layouts.

Targets

The applicant wishes to agree the measures and targets with ESCC once the first (baseline) survey has been undertaken. At this point they have used census travel to work data to estimate mode share as a starting point to determine targets. The Framework Travel Plan acknowledges that there are opportunities to improve the non-car network which is not taken forward in the TA.

The targets can be finalised on completion of the baseline survey, but it would be helpful to have an idea of the applicant’s intention with regard to targets. I would suggest an overall target of a 10% reduction in single occupancy vehicles.

Monitoring

ESCC requires that the Travel Plan is monitored in accordance with SAM from TRICS. The applicant refers to SAM which requires the completion of a base line survey (usually at 25% of occupations or 6 months after first occupation whichever is sooner (in order that residents’ travel habits are not yet established) and follow up surveys 1, 3 and 5 years later.

Remedial/further Travel Plan measures may be required if Travel Plan targets are not met.

The Travel Plan Framework should be amended in light of the comments above.

ESCC will require an Audit fee of £6000 to cover the cost of auditing the Travel Plan process from a Highway Authority perspective from completion of the full TP documents to a time after the year 5 monitoring and implementation of remedial Travel Plan measures (should they be needed).

Proposed vehicle access arrangements

The applicant proposes a Right Turn Lane access into the site from the A271. The highway alterations would commence almost immediately on exit from the Boship roundabout. The applicant also proposes an amendment to the speed limit – ie extending the existing 30mph to the west of the site eastwards up to the Boship roundabout to tie in with the proposed 30mph at Boship (as included in ESCC's scheme, see below)

I do not object to the principle of a Right Turn Lane access nor the 30mph extension as shown on plan 332110699_5501_SK001 rev P03 which will go some way to make the route more attractive to pedestrians (and possibly cyclists).

The access has been designed to DMRB standards and will achieve visibility splays of 2.4m by 90m in both directions commensurate with the proposed 30mph speed limit. Traffic counts have been undertaken on the A271 recording volumes and speed. The 85th percentile vehicle speeds are recorded as 36mph westbound and 33mph eastbound. From an ESCC perspective these traffic speeds would allow for the implementation of an extended 30mph speed limit.

It should be noted that the implementation of a 30mph limit will require a Traffic Regulation Order separate to the planning process. The applicant will be expected to cover ESCC costs for undertaking the legal process. A fee of £5000 will be required. The TRO will be subject to consultation with emergency services and the public and is therefore open to objections.

A stage 1 Road Safety Audit has been undertaken on the access proposal, (although not included within the submitted documents WDC website). Three problems were identified. The applicant has accepted the Auditor's recommendations and updated the plan accordingly. I have no concerns relating to the access design as a result of the RSA.

Tracking drawings have been submitted (again not included within the submitted documents WDC website) showing how a refuse vehicle and fire appliance would access the site. The junction will be able to accommodate these vehicles, but I note the refuse vehicle is not the correct size. WDC use 12m long refuse vehicles. The plans should be amended.

Traffic impact

Trip rates

As part of pre-application discussions with the applicant the trip rates for the residential development were agreed based on an agreed selection of TRICS sites and ESCC modelling in this area for other studies.

The subsequent trip generations for this development of 124 dwellings are:

Table 4.3: Peak Hour Person and Vehicle Trip Generation

	AM Peak			PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<i>Total Person Trip Generation</i>						
Proposed Trip Rate	0.173	0.754	0.927	0.614	0.311	0.925
Trip Generation	21	93	115	76	39	115
<i>Total Vehicle Trip Generation</i>						
Proposed Trip Rate	0.105	0.345	0.450	0.323	0.148	0.471
Trip Generation	13	43	56	40	18	58

Modelling

The applicant has undertaken modelling of local junctions based on 150 dwellings justified as a robust approach. While I will accept this (it is the scale of development envisaged at Pre-app stage) this does not follow current guidance for assessment of traffic impacts on the capacity of junctions.

The TA demonstrates that the new Right Turn Lane access will operate satisfactorily without detriment to the traffic flow on the A271.

The modelling of the other local junctions on the A271 westwards does not cause me concern in terms the impact of this development on junction capacity. While the junctions may operate above capacity in 2030 and with development traffic added the actual increase attributable to this development is low and ESCC planned improvements to the MRN will go some way to re-route traffic in the area. As stated above I feel it would be better to mitigate the impact of this development through improved pedestrian, cycle and bus links.

Boship roundabout

As stated above and in the Transport Assessment, it is ESCC's intention to complete upgrading works at Boship roundabout. The scheme will include the signalisation of the roundabout and the implementation of a 30mph speed limit on the A271 approach. The scheme will reduce the risk of conflict and improve capacity by allowing more controlled movement around the junction and managing traffic flow.

The roundabout improvement is part of a package of improvements proposed by ESCC for the A22 corridor. ESCC intends to deliver six junction improvements on the A22 from Boship roundabout south to the A22/Dittons Road roundabout junction. The current designs have been subject to public consultation and have generally received positive feedback. ESCC awaits acceptance of the business case for these improvements from DfT and confirmation from government on our bid for Major Route Network (MRN) funding. A decision is expected in May.

The applicant is aware of the planned improvements to Boship roundabout and other parts of the MRN. Modelling of the Boship roundabout was undertaken but not completed as part of the pre-application discussions between the applicant and the Highway Authority. It is regrettable that the modelling process was not completed before submission of the application. I note that further information is likely to be submitted. I will

comment on that in due course. As it stands the impacts on Boship roundabout have not been suitably assessed and/or mitigated.

CIL Funding for Major Road Network interventions

WDC officers have previously agreed, that Community Infrastructure Levy (CIL) funds would be released to complement Major Route Network (MRN) funding from government to deliver the package of works identified to support housing delivery. I trust that a consistent approach will be taken by WDC and that CIL monies attributable to this development would be available to add to MRN funds to deliver the works.

Please also note however that given this site is not allocated it may be more appropriate to secure a specific contribution towards the MRN schemes.

Internal Layout

As an outline application, the layout of the site is not being considered as part of this application. Should outline planning consent be granted then ESCC would require any Reserved Matters application to demonstrate that the development layout is designed in accordance with the principals of the Manual for Streets to ensure a permeable development that meets the needs of pedestrians, cyclists, service vehicles and cars- in that order.

The applicant should note my comments in relation to pedestrian cycling and bus connections when designing the internal site layout. Non car routes should be as direct as possible, ie take less time than driving.

Any design submitted will also need to be subject to independent safety audit procedures. Suitable access throughout the site for emergency and refuse vehicles should be demonstrated.

Parking

While this is an outline application with all matters reserved except access, I wish to confirm that cycle and car parking will be required in accordance with the East Sussex County Council Parking Standards, should this development be approved.

Cycle Parking

Safe, secure and covered cycle parking facilities need to be provided at new developments and are equally important as car parking, as cycling has the potential to replace shorter car journeys. The level of cycle parking will need to meet the requirements of the East Sussex County Council standards which are one space per unit for one and two-bedroom dwellings and two spaces per dwelling with three bedrooms or more. Ideally sufficient space for family cycles should be provided. Providing additional cycle parking will form a Travel Plan measure.

All spaces should be easily and conveniently and independently accessible. Driveways may have to be widened and rear footpaths provided to allow access to cycle parking in rear gardens, for example.

Vehicle Parking

The level of vehicle parking required will need to be in accordance with results obtained from the ESCC Parking Calculator which is based on local car ownership levels and includes an allowance for visitor parking. As the number of spaces is based on the size and numbers of properties proposed an indicative figure cannot be provided as the proposed breakdown is not known.

Parking spaces would need to meet the required minimum dimensions to be counted towards the overall provision. The minimum sizes are as follows:

Parking Spaces: 2.5m x 5m

Car Ports: 2.8m x 5m

Garages: 3m x 6m or 3m x 7m if cycle storage is included.

It should be noted that garages only count towards 1/3 of a parking spaces regardless of size.

Electric Vehicle Charging Points

I will also expect to see provision of Electric Vehicle charging points. Each dwelling should be provided with a facility to enable use of electric vehicles. Details of the applicant's intention with regard to managing EV spaces should be included in any reserved matters application.

Construction Traffic

Should consent be granted then careful consideration would need to be given to how the site can be built in a safe manner minimising highway disruption as much as possible. I will require Construction Traffic Management Plan. A robust plan is particularly important in this location given the direct access onto the A271.

Conclusion

I object to this application for the following reason:

It has not been demonstrated that, the site is suitably accessible by non-car modes, and the impacts of the development at Boship roundabout have not been suitably assessed and mitigated. The development would therefore be contrary to para 111 and 112 of the National Planning Policy Framework.

While I object to this development as submitted should planning permission be granted, I require that the following obligations and conditions form part of any consent. The obligations and conditions set out here are not exhaustive, subject to further submissions by the applicant.

s106 obligations

- £1100 per dwelling for bus services serving the site

- £12,000 per RTPI sign (4 bus stops)
- £500 per bus stop clearway (4 bus stops)
- TRO fee of £5000 for the implementation of the extended 30mph on the A271
- Travel Plan and Travel Plan Audit fee of £6000

Conditions

1 No development shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing no 332110699_5501_SK001 rev P03 as amended as part of the s278 agreement and detailed design.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

2 The access shall not be used until visibility splays of 2.4m by 90m to the east and 210m to the west of the proposed access are provided in both directions and maintained thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

3 The development shall not be occupied until parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

4 Parking spaces shall measure at least 2.5m by 5m (with an extra added an extra 50cm where spaces abut walls/fences hedges).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

5 The development shall not be occupied until cycle parking areas have been provided in accordance with approved plans and details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

6 The development shall not be occupied until turning spaces for vehicles likely to visit the site have been provided and constructed in accordance with the plans/details which shall have been submitted to and approved in writing by the Planning Authority in

consultation with the Highway Authority and the turning space shall thereafter be retained for that use and shall not be used for any other purpose.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

7 Prior to the commencement of development details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding

8 Prior to the commencement of development, detailed drawings, including levels, sections and constructional details of the proposed roads, and street lighting to be provided, shall be submitted to the Planning Authority and be subject to its approval, in consultation with the Highway Authority with a view to their subsequent adoption as a publicly maintained highway

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

9 The new estate roads shall be designed and constructed to the Highway Authority's standards with a view to their subsequent adoption as a publicly maintained highway.

Reason: In the interest of highway safety and for this benefit and convenience of the public at large

10 No development shall take place, including any ground works or works of demolition, until a Construction 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 in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters.

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routeing 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 utilisation 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.

Reason: In the interests of highway safety and the amenities of the area

Informatives

This Authority's requirements associated with this development proposal will need to be secured through Section 106 and Section 278 Legal Agreements between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

The applicant will be required to obtain a permit for any highway works in accordance with the requirements of the Traffic Management Act, 2004. The applicant should contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the permit being in place.

In the event that roads are not offered for adoption, the Highway Authority would wish to see the roads within the site laid out and constructed to standards at, or at least close to, adoption standards.

The applicant is advised that as the estate roads are to remain private/unadopted, the Highway Authority would require provisions in any s106 agreement to confirm that the estate roads would not be offered for adoption at a later date and wording included to ensure that the carriageways, footways and parking areas are properly constructed, surfaced, drained and where appropriate lit and that the works are appropriately certified from a suitably qualified professional confirming the construction standard.

The applicant should be made aware that the creation/alteration of this access will require the compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the East Sussex Highways Network Co-ordination team (0845 6080193).

Due to the nature of the highway in the vicinity of the site, construction traffic could damage the carriageway/verges/footways. The Highway Authority will require the applicant to reimburse their legitimate expenses in making good any such damage. Prior to the commencement of development, the applicant should contact East Sussex County Council's Transport Development Control team on 01273 482254 to arrange a photographic survey and joint inspection of the local highway network.

Signed: Claire Warwick

Date: 13 April 2023

On behalf of the Highway Authority
For Director of Communities, Economy and Transport (sent by email)

Appendix B Stantec Response- 26 May 2023

Technical Note

Job Name: Land East of the A22 and South of the A271, Lower Horsebridge
Job No: 332210671
Date: 26/05/2023
Prepared By: Morteza Nejad
Reviewed By: Henk Gelens
Subject: **Response to ESCC Highways Representations on the Lower Horsebridge Residential Scheme (WD/2022/3222)**

1. Introduction

- 1.1. This response has been prepared in response to East Sussex County Council's (ESCC) representations and objection (dated 13/04/2023) in relation to the planning application for the proposed residential development at Lower Horsebridge (Ref: WD/2022/3222), hereafter referred to as the Proposed Development.
- 1.2. This response primarily focuses on ESCC's comments relating to the accessibility of the site and the highway impacts at Boship Roundabout, which are the key reasons ESCC have stated for their objection recommendation.
- 1.3. ESCC's representations have been included in **Attachment 1**.

2. Summary of Proposed Walking, Cycling and Public Transport Provisions

- 2.1. In response to the representations received from ESCC, the Proposed Development would now include the following off-site improvements for walking, cycling and public transport:
 - 3m shared walking and cycling path, with a 0.5m carriageway separation, provided on the A271 Lower Horsebridge between the Boship Roundabout and the urban footprint to the east of the site (Shown in **Attachment 2**).
 - Reduction of the speed limit on A271 Lower Horsebridge Road to 30mph, between the Boship Roundabout and the existing 30mph limit to the east of the site.
 - New bus stops, pole, shelter, real time information sign and crossing provision, at an appropriate location to the west of the current bus stops. An indicative location for the bus stops is shown in **Attachment 2** (subject to agreement with ESCC, third-party land ownership checks and a Road Safety Audit).
 - Contribution of £1,100 per dwelling towards improving bus services in the area.
 - An uncontrolled crossing facility on the A271 Lower Horsebridge Road comprising a pedestrian island, dropped kerbs and tactile paving, (shown in **Attachment 2**).

3. ESCC Comments on Accessibility

- 3.1. ESCC comments on non-car mode accessibility and footway improvements include:
 - *Linking this site via non-car modes to local facilities and other existing/committed non car routes is difficult.*

Technical Note

- *A Non-Motorised User Audit has not been submitted with the application to detail the current availability and standard of non-car travel routes for resident. The TA doesn't include an assessment of the quality of those routes.*
- *No footway improvements to [Hellingly primary] school- or anywhere else, are proposed as part of the development only a footway along the site frontage and pedestrian refuge islands as part of the new access arrangement – a Right Turn Lane. The necessary associated tactile paved dropped crossing points are not shown on plans no: 332110699_5501_SK001 rev P03.*
- *...It is disappointing that [footway] improvements are not proposed [along B2014 North Street]*

Stantec Response:

Regarding the accessibility of the site by non-car modes, Table 3.2 of the Transport Assessment (TA) for the Proposed Development sets out the various different shopping, education, health and leisure facilities that are within reasonable walking and/or cycling distances and are accessible by existing public transport. The accessibility of the site by non-car modes is generally similar to other proposed residential developments in close proximity which have recently been approved by ESCC (See Section 6 below).

A Non-Motorised User Audit was not requested from ESCC as part of the pre-application consultation, TA scoping discussions or subsequent meetings with ESCC. The TA includes high-level commentary on the existing provision and suitability of walking and cycling facilities in the surrounding area, in-line with common practice and ESCC's Transport Assessment Guidelines. Notwithstanding this, a review of the availability and standard of walking and cycling routes from the site to key locations, along with potential improvement measures, has been included in **Attachment 3**. The review shows that although existing walking and cycling connections to key destinations are available, their availability and quality are not consistent and that there is potential for improvements along all of the routes reviewed.

In response to the representations received from ESCC, it is proposed that a 3m shared walking and cycling path, is provided along the site frontage on the A271 Lower Horsebridge. The shared walking and cycling path would provide connections to the Boship Roundabout where planned ESCC improvements include crossing facilities for pedestrians and cyclists. To the east, the path could be extended up to the urban footprint where there are residential dwellings. At this point, cyclists would be required to join the carriageway due to the space constraints that exist. Appropriate signage and paving would be provided at this point. The developer would also consider providing contributions towards additional improvements such as traffic calming at this location to improve cyclist safety in joining the carriageway. However, this is not considered necessary since existing vehicle speeds on the A271 Lower Horsebridge are low (TA Paragraph 3.8.3) and there are no existing safety issues based on the collision analysis (TA Paragraph 3.8.7).

In terms of wider off-site improvements to walking and cycling infrastructure, it is beyond the remit of the developer to deliver or fully fund off-site improvements. This is in line with other planned residential developments nearby where the secured off-site walking and cycling improvements are generally adjacent or within close proximity to the development sites (See Section 6 below).

3.2. ESCC Comments on Cycling Improvements:

- *There are no dedicated cycleways in the vicinity of the site and routes are not of a standard to enable less confident cyclists and children to use them*
- *The Cuckoo trail is an important pedestrian/cycle link in the town and its use should be maximised through suitable connections and crossing points.*
- *The footway on the A271 could be widened to accommodate cyclists and pedestrians to allow a more secure route to the Cuckoo Trail.*

Technical Note

Stantec Response:

The proposals include introducing a 30mph speed limit on Lower Horsebridge Road between Boship Roundabout and the existing 30mph zone to the east of the site. ESCC acknowledge in their representation that this would possibly make cycling more attractive along the A271 Lower Horsebridge.

It is proposed that a 3m shared walking and cycling path is provided along the site frontage on the A271 Lower Horsebridge (Refer to **Attachment 2**). This would provide a cycling facility segregated from vehicle traffic and in accordance with Hailsham's LCWIP, as explained under Paragraph 3.3 below. Additionally, this would significantly improve a key section of the walking and cycling route to the Cuckoo trail which is currently in a very poor standard. As set out in **Attachment 3**, there is potential for wider improvements to the walking and cycling route to the Cuckoo trail. However, it is beyond the remit of the developer to deliver or fully fund off-site improvements not within close proximity to the site

3.3. ESCC Comments on Hailsham Local Cycling and Walking Infrastructure Plan (LCWIP):

Routes 220, 221 and 310 in the Hailsham LCWIP to be of most relevance for the future residents of this site... The applicant refers to the LCWIP in section 2.4 of the TA "Planning Framework" but does not propose to deliver improvements to serve this development. These routes and recommendations should be considered by the applicant and measures put forward to enable active travel.

Stantec Response:

The recommendations under the LCWIP routes referenced are expected to benefit future residents by improving wider connections by non-car modes. LCWIP Route 221 (A271- Lower Dicker to Park Gate) passes the northern frontage of the site on Lower Horsebridge Road and recommendations include:

- Provision of consistent footways throughout
- Improve the shared use width on to south side of road.
- Improved frequency of safe crossing points within residential areas

The proposed shared walking and cycling path along the northern frontage of the site on the A271 Lower Horsebridge would provide part of the recommendations under LCWIP Route 221. However, it is outside of the remit of the developer to provide wider contributions towards the recommendations of the LCWIP. In terms of development contributions, the LCWIP document states:

'Funding will also be sought through the planning process for new development by securing development contributions. To enable this to happen, the networks will need to be included as part of the district and borough Local Plans and potential schemes included in the accompanying Infrastructure Development Plans (IDPs), which list the infrastructure required to support future development.'

Our understanding is that these recommendations are not currently included in the Wealden Local Plan and/ or any Infrastructure Development Plans.

3.4. ESCC Comments on Bus Services:

- *Currently the nearest bus stops for the west part of the development are located on the A271 at 'Pay Gate Cottages' ... Its position is approximately up to 550 metres distant from dwellings in the south-west section of the proposed development layout.*
- *A pair of new bus stops is therefore required west of the current location (within 400 metres of all the proposed dwellings), each consisting of a raised kerb, bus stop clearway markings, bus stop pole, shelter (subject to the Parish Council's agreement) and a real time information sign. A safe road crossing provision would also be needed.*

Technical Note

- *A contribution of £1,100 per dwelling is required towards improving bus services in the area, including establishing the proposed uplift to route 54.*

Stantec Response:

- 3.5. The applicant agrees to provide a pair of new bus stops, shelter, real time information sign and crossing provision, at an appropriate location to the west of the current bus stops, subject to consideration of third-party land ownership.
- 3.6. The applicant also agrees to provide a contribution of £1,100 per dwelling towards improving bus services in the area. It should be noted that uplifts to bus route 54 would also improve the frequency of bus services to Polegate railway station (which provides regular services to Eastbourne, London and Gatwick Airport).
- 3.7. It is understood that Wealden District Council own the land at Knights Farm opposite the site to the north of the A271 Lower Horsebridge and that there are plans to develop the site into a community sports hub. Initial design concepts for the sports hub, available publicly on the Wealden District Council website, indicate that the primary walking and cycling access point to the sports hub would be from the A271 Lower Horsebridge, opposite to the Proposed Development site access. An eastbound bus stop could be provided on land owned by the Wealden District Council to the east of the sports hub walking and cycling access point. This would improve the public transport accessibility of both the Proposed Development and a future sports hub.
- 3.8. Concluding ESCC Comment on Accessibility:
- *The application does not meet the requirements of a ‘ten- minute town’, as identified in Hailsham’s Neighbourhood Plan, whereby there is an aspiration that key amenities are within a ten-minute walk.*
 - *In conclusion, I consider that the position of the access – onto the A271 to the north of the site in effect means the development does not “face” Hailsham town or Hellingly/Lower Horsebridge villages which leads to extended walking and cycle distances/times to all the local facilities. No connections are available or achievable to the south to allow better connection to the town mainly due to the Cuckmere River severing the site from the rest of Hailsham. Better connections are needed to reduce vehicle trips, and few have been put forward or even suitably assessed as part of the application.*

Stantec Response:

In response to the ten-minute town requirements:

- The application site is within Hellingly parish, and is therefore outside of the Hailsham neighbourhood plan area
- The ten minute town is an aspiration of the Hailsham neighbourhood plan and is not a formal policy
- The ‘ten minutes’ aspiration refers to walking, cycling and bus rides and does not refer to journeys by walking only. As set out in Section 3.6 of the TA, various local services and facilities are available within a short time by walking, cycling or using public transport.

Paragraph 111 of the National Planning Policy Framework (NPPF) (updated in July 2021) 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 would be severe.” Additionally, Paragraph 112 of the NPPF states that “...applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport...”.

Technical Note

The Proposed Development prioritises walking and cycling within the site, provides off-site improvements to walking and cycling, improves accessibility to public transport and provides improvements to the existing public transport provision. These improvements would facilitate movements to local facilities by non-car modes. Furthermore, as detailed under Section 4 below, the proposed development would not result in unacceptable impacts on highway safety and would not result in severe cumulative impacts on the road network.

On this basis, the Proposed Development is considered to be acceptable on highway grounds and should not be refused because it does not “face Hailsham town or Hellingly/Lower Horsebridge villages”.

4. ESCC Comments on the Traffic Impacts at Boship Roundabout

4.1. ESCC Comment of Boship Roundabout Impacts:

- *Modelling of the Boship roundabout was undertaken but not completed as part of the pre-application discussions between the applicant and the Highway Authority. It is regrettable that the modelling process was not completed before submission of the application. I note that further information is likely to be submitted. I will comment on that in due course. As it stands the impacts on Boship roundabout have not been suitably assessed and/or mitigated.*
- *The current designs have been subject to public consultation and have generally received positive feedback. ESCC awaits acceptance of the business case for these improvements from DfT and confirmation from government on our bid for Major Route Network (MRN) funding. A decision is expected in May.*

4.2. Stantec Response:

Stantec commissioned ESCC to undertake modelling of the Boship Roundabout in October 2022. At a pre-application meeting in November 2022, ESCC stated that the junction modelling had been completed and that the results show that the planned ESCC scheme for the roundabout would accommodate the development traffic flows. However, despite countless emails and calls, ESCC did not provide the modelling results and report until the end of March 2023.

The modelling report (dated 09/11/2022 and included in **Attachment 4**) confirms that the Boship Roundabout, based on its existing layout, is expected to operate over capacity in a 2030 scenario without the proposed development traffic. The addition of the proposed development traffic would only result in a minor increase to the existing capacity and queuing issues. However, with the planned improvement scheme, the modelling results show that the roundabout would operate comfortably within capacity without and queuing issues, even with the inclusion of the proposed development traffic.

5. Other Comments

5.1. ESCC Comment on Refuse Access:

Tracking drawings have been submitted... showing how a refuse vehicle and fire appliance would access the site. The junction will be able to accommodate these vehicles, but I note the refuse vehicle is not the correct size. WDC use 12m long refuse vehicles. The plans should be amended.

Stantec Response:

It should be noted that the existing tracking drawings are based on the Phoenix 2 Duo (P2-15W with Elite 6x4 chassis), which the Wealden District Council Waste team have suggested as suitable for the purposes of refuse vehicle tracking. Despite this, additional tracking drawings, based on a 12m long refuse vehicle have been prepared and included in **Attachment 5**.

6. Review of Similar Recent Approved Planning Application

- 6.1. Recent examples of similar major local residential planning applications which have been approved in the past 3 years include the following:

Technical Note

- WD/2019/1575 – Land East Of North Street, Lower Horsebridge, (Approved August 2021 – proposals include 130 residential units)
 - WD/2021/2056/MAO – Land East Of North Street, Lower Horsebridge, (Approved March 2023 – proposals include 55 residential units)
 - WD/2019/2542/MAO - Park Farm West, Hellingly, (Approved April 2021 – proposals include 370 residential units)
- 6.2. All of the sites listed are located in areas which are considered to have a similar levels of accessibility by non-car modes compared to the Proposed Development.
- 6.3. A review of the planning obligations for the sites listed above shows that the S278 highway works and S106 financial contributions relating to walking, cycling and public transport, primarily include local improvements to footways, crossing facilities, bus stops and bus services. This is inline with the walking, cycling and public transport improvements which have been proposed as part of the Proposed Development.

7. Conclusion

- 7.1. Based on the findings of the Transport Assessment, and the information presented in this response, it is considered that the proposed development is acceptable on highway grounds. This is because:
- The proposed development would not result in unacceptable impacts on highway safety and would not result in severe cumulative impacts on the road network, including the Boship Roundabout
 - The proposed development provides off-site improvements to walking and cycling, improves accessibility to public transport, and provides improvements to the existing public transport provision in the area which would also benefit the wider community. The proposed development would also contribute to strategic infrastructure via Community Infrastructure Levy.
 - The indicative internal design of the site considers the movement of pedestrians and cyclists, and the detailed design of the site layout will be in accordance with best design principles as set out in Manual for Streets and East Sussex design guidance.
 - The Proposed Development is similar in scale and location/accessibility to other recently approved major residential planning applications which have been required to provide a similar package of off-site improvements for non-car modes, compared to what is proposed as part of this development.

Technical Note

Attachments List:

Attachment 1 – ESCC Highways Representations for WD/2022/3222

Attachment 2 – Proposed Shared Walking and Cycling path and Bus Stops

Attachment 3 – Review of Walking and Cycling Routes Surrounding the Site

Attachment 4 – Boship Roundabout Modelling Results Report

Attachment 5 – Updated Refuse Tracking Drawings

Technical Note

Attachment 1: : ESCC Highways Representations for WD/2022/3222

Communities Economy and Transport

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To: Head of Planning
Planning and Environmental Services
Wealden District Council
Council Offices
Vicarage Lane, Hailsham
BN27 2AX

FAO: Claire Turner

Our Ref: WD/2022/3222
District Ref: WD/2022/3222/MAO

Applicant: Hertfordshire Holdings Ltd

Location: LAND TO THE SOUTH OF THE A271 AND EAST OF THE A22, LOWER HORSEBRIDGE, HAILSHAM

Development: DEVELOPMENT OF UP TO 124 NO. RESIDENTIAL DWELLINGS, ASSOCIATED INFRASTRUCTURE (INCLUDING A NEW ACCESS JUNCTION ONTO THE A271) AND OPEN SPACE.

Road Name or Number	A271 / A22	Consultation Date	8 February 2023
National Grid Reference	557199111179	Contact Officer Details:	Claire Warwick [REDACTED] [REDACTED]

Recommendation:

No objection		Objection	x
No objection subject to the imposition of conditions		Objection due to insufficient information	

Executive Summary

This application seeks permission for 124 residential dwellings.

The applicant sought highway and transport pre-application advice in relation to a proposal for 150 dwellings in 2022 but the process was not completed.

The accessibility of the site has not been fully appraised nor appropriate connections proposed to enable appropriate non car travel at the site.

The TA has been submitted without a conclusion on the impacts on Boship roundabout (A22/A267/A271 roundabout junction)

As such I object to this application as submitted.

Notwithstanding the above I have the following comments on the other elements of the planning application.

Response

Planning Status and Pre-application advice

This is a speculative application in that it has not been tested through a Local Plan process. As such the principle of development has not been established so the impacts of the development are expected to be assessed fully through the submitted TA.

The applicant did seek pre-application advice but it would appear that while some of that advice informs the TA, the required modelling of the Boship roundabout was not completed. The TA has been submitted without that detail. The TA refers to that missing information.

It should also be noted that the Transport Assessment does not follow a “decide and provide” approach to development impacts (whereby we agree what we want the development to “look” like and decide which measures and interventions to provide to achieve those outcomes). ESCC will be adopting this approach for major developments going forward as a means of promoting sustainable development. The TA is incorrectly focussed on car travel.

Site and surrounding network

The site is currently in agricultural use and is approximately 7.6 hectares. It is located to south of the A271 and east of the A22 in Lower Horsebridge in the parish of Hellingly. Hellingly and Lower Horsebridge are historic villages. The parish of approximately 8500 residents is set to grow with a number of major development sites under construction/with planning permission in the parish.

The development would be an edge of town development (albeit with gaps between the site and Hailsham to the south) by its nature far from local facilities. It would have good road connections.

The site is currently accessed from the A22 bypass or A271 via gated field accesses. A narrow (around 1m) footway is available along the site frontage on the A271. The nearest bus stops are on A271 at 150m to the east of the site and are not up to current standards. The eastbound bus stop is not marked.

The A271 is a distributor route from the A22 Boship roundabout eastwards to the A2100 near Battle. Pre-pandemic, the section through North Hailsham carried over 10,000 vehicles per day and is used for longer distance travel as one of the limited east-west A-road routes in East Sussex.

In the vicinity of the site the speed limit is 60mph the national speed limit. The road is a single carriageway- approximately 6.5m wide.

Vehicle crashes

Eight vehicle crashes have been recorded on the A271 in the vicinity of the site in the last five years, (seven of them at or on approach to Boship roundabout). The roundabout suffers a higher number of accidents, than would be expected and ESCC is keen to improve this record.

A planned improvement scheme at the roundabout and other junctions on the A22 (see paragraph on Traffic Impact below) will address safety issues and forms part of the package of Major Road Network highway works.

Accessibility

Some retail (a small co-op, takeaway, pharmacy newsagent etc.) is available in Upper Horsebridge on the A271 approximately a 1.6km to the east. Lower Horsebridge offers two pubs, a vets and Rugby club. Other local services and the main employment centres are in Hailsham and other surrounding towns.

As local facilities close to the site are limited, residents will need to leave the area, to access retail, employment and leisure facilities. Linking this site via non-car modes to local facilities and other existing/committed non car routes is difficult given distances involved and the severance caused by the Cuckmere River and tributary.

An NMU Audit has not been submitted with the application to detail the current availability and standard of non-car travel routes for residents, The TA does cover distances to a number of facilities and associated walking and cycle times, but what's not included is an assessment of the quality of those routes.

As an example, while Hellingly primary school is 1km away (800m in the TA) and longer or those living to the south or west of the site, the footways connecting the site to the school are narrow and will require children to walk along two classified roads- the A271 (60mph proposed as 30mph) and B2104 (40mph) which is unlit. The route would certainly not be suitable for cycling for children.

There is scope to widen footways given the presence of highway verges, so it is disappointing that the improvements are not proposed.

No footway improvements to the school- or anywhere else, are proposed as part of the development only a footway along the site frontage and pedestrian refuge islands as part of the new access arrangement – a Right Turn Lane. The pedestrian refuges were only

added as a result of a recommendation of Road Safety Audit rather than the applicant recognising their importance.

The necessary associated tactile paved dropped crossing points are not shown on plans no: 332110699_5501_SK001 rev P03.

Hailsham Community College, supermarkets and Quintins Medical centre are 3km away. Again, no consideration of the walking routes has been given in the TA.

Cycling

As covered in the TA there are no dedicated cycleways in the vicinity of the site. Local facilities may be within 5, 10 and 15 minute cycle rides, but the routes are not of a standard to enable less confident cyclists and children to use them.

The Cuckoo Trail, a long-distance cycle route links Heathfield and Eastbourne via Hellingly and Hailsham. The site access is over 1km from the Cuckoo Trail accessed via Horsebridge Road. The route continues south 7km to Polegate station. The Cuckoo trail is an important pedestrian/cycle link in the town and its use should be maximised through suitable connections and crossing points.

The footway on the A271 could be widened to accommodate cyclists and pedestrians to allow a more secure route to the Cuckoo Trail.

Hailsham Local Cycling and Walking Infrastructure Plan (LCWIP)

Hailsham LCWIP sets out East Sussex County Councils assessment of the quality of walking and cycling routes in Hailsham and makes recommendations for improvement that ESCC will seek to deliver as part of a commitment to improving active travel in the county. I consider routes 220, 221 and 310 in the Hailsham LCWIP to be of most relevance for the future residents of this site.

The LCWIP recommends:

Route 220 Cuckmere Close to Battle Road

Upgrades to footways to shared use

Improved access onto and from Cuckoo Trail at signalised crossing

Review of pedestrian access and crossing provision

Review footway widths and upgrades to shared use

Review of on carriageway cycle facilities

Review on street parking, improve access from right turn to petrol station

Review crossings at roundabouts and other junctions and wayfinding to paths

Route 221 A271- Lower Dicker to Park Gate

Provision of consistent footways throughout, and improve to shared use width on to south side of road.

Improved frequency of safe crossing points within residential area

Route 310- Summerheath Road to Upper Horsebridge

Reduction in speeds and consider measures to encourage slower vehicle speeds

Review parking provision

Upgrade footway to shared use, improve visibility at junctions

Review of junction treatments and pedestrian crossing points

Reduce speed limit to 20 mph in narrow section between Grovelands Road and Hempstead Lane roundabout

The applicant refers to the LCWIP in section 2.4 of the TA “Planning Framework” but does not propose to deliver improvements to serve this development.

These routes and recommendations should be considered by the applicant and measures put forward to enable active travel. This is to the benefit of the new residents of the development, and as a way to mitigate the traffic impact of the development through travel behaviour change not capacity works at junctions.

Bus services

In the vicinity of the proposed development there is only an hourly bus service, which runs Monday to Saturday daytime only. This is Stagecoach’s route 54 running between Uckfield, Horsebridge, Hailsham, Polegate and Eastbourne. The East Sussex Bus Service Improvement Plan sets the ambition of increasing the frequency of this service to half-hourly, and to introduce a new hourly evening and Sunday service. Such improvements are required to increase the sustainability of this edge of town site.

Currently the nearest bus stops for the west part of the development are located on the A271 at ‘Pay Gate Cottages’, though the westbound stop is unmarked. The eastbound stop only consists of a bus stop pole and has no raised kerb. Its position is approximately up to 550 metres distant from dwellings in the south-west section of the proposed development layout. A pair of new bus stops is therefore required west of the current location (within 400 metres of all the proposed dwellings), each consisting of a raised kerb, bus stop clearway markings, bus stop pole, shelter (subject to the Parish Council’s agreement) and a real time information sign. A safe road crossing provision would also be needed.

In line with other developments in North Hailsham, I would seek a contribution of £1,100 per dwelling towards improving bus services in the area, including establishing the proposed uplift to route 54.

Rail Services:

The nearest train station is in Polegate with regular services to Eastbourne, London and Gatwick Airport and along the south coast between Brighton and Hastings. Bus service 54 connects to Polegate station. It is important that Polegate station is further served by buses.

In conclusion, I consider that the position of the access – onto the A271 to the north of the site in effect means the development does not “face” Hailsham town or Hellingly/Lower Horsebridge villages which leads to extended walking and cycle distances/times to all the local facilities. No connections are available or achievable to the south to allow better connection to the town mainly due to the Cuckmere River severing

the site from the rest of Hailsham. Better connections are needed to reduce vehicle trips and few have been put forward or even suitably assessed as part of the application.

The application does not meet the requirements of a 'ten- minute town', as identified in Hailsham's Neighbourhood Plan, whereby there is an aspiration that key amenities are within a ten-minute walk.

Travel Plan

A Travel Plan Framework has been submitted as part of the application. The document generally follows ESCC and national guidance and includes a number of measures to encourage non car trips.

Travel Plan Co-ordinator

Key to the success of the Travel Plan will be the promotion and visibility of the Travel Plan and appointment of the Travel Plan Co-ordinator (TPC) to manage the Travel Plan from the commencement of development til the successful Travel Plan delivery for at least 5 years. I note the applicant's commitment to this and the intended tasks for the TPC. Details of the TPC should be forwarded to ESCC on appointment.

It seems that in this case the details of the Travel Plan will be widely available in the marketing suite as new homes are sold, through information packs for new residents (this should include all residents not just first residents), events and site notice boards. The applicant proposes that the TPC will set up a Travel Plan Steering Group.

Measures:

The measures detailed to enable walking, cycling, public transport use and reduce the need to travel are noted but should be expanded. While I expect suitably designed pedestrian routes and cycling parking to be provided within the site, the key to a successful development and Travel Plan to is to connect the site to the wider transport network/ local facilities and remove (perceived) barriers to sustainable mode choice. Further measures to enable walking, cycling and public transport use and to reduce the need to travel should include (not exhaustive)

- Route planning and way finding signage (including access to Cuckoo Trail)
- Explanation of all benefits of active travel (wellbeing, health, climate change, local air pollution and reduced congestion)
- Establishment of walking buses, walking groups/partners
- Creation of a Bicycle User Group,
- Promotion of events (Walk or Cycle to Work/School Week) Dr Bike sessions.
- Vouchers for bikes, (including electric cycles) scooters and associated equipment (helmets, bike pump etc),
- Supply of high visibility clothing.
- Supply of personal alarms to residents
- Shopping delivery vouchers/coordination

Car club and car sharing – Given that many residents are likely to drive from this site onto the strategic road network, a car club and car sharing could be important measures in the Travel Plan. The applicant has only committed to investigate the possibility of a car club. The use of an existing car share database is welcome. Residents should be incentivised to car share/use a car club through things like prize draws and sharing the (cost) benefits of car sharing. The database should be extended to other residential areas. A number of the other committed north Hailsham development sites have similarly committed to car sharing and car clubs.

Supermarket deliveries- To reduce retail trips, vouchers for supermarket deliveries will be offered to residents. The RTPC could manage such delivery timeslots so fewer trips by delivery vehicles are made.

Working from Home- Since the beginning of the pandemic a greater number of prospective residents will likely be working at home for at least some of their working week. The provision of space within dwellings to do this is imperative along with appropriate broadband connections. “Office space” within dwellings should be considered as part of dwelling layouts.

Targets

The applicant wishes to agree the measures and targets with ESCC once the first (baseline) survey has been undertaken. At this point they have used census travel to work data to estimate mode share as a starting point to determine targets. The Framework Travel Plan acknowledges that there are opportunities to improve the non-car network which is not taken forward in the TA.

The targets can be finalised on completion of the baseline survey, but it would be helpful to have an idea of the applicant’s intention with regard to targets. I would suggest an overall target of a 10% reduction in single occupancy vehicles.

Monitoring

ESCC requires that the Travel Plan is monitored in accordance with SAM from TRICS. The applicant refers to SAM which requires the completion of a base line survey (usually at 25% of occupations or 6 months after first occupation whichever is sooner (in order that residents’ travel habits are not yet established) and follow up surveys 1, 3 and 5 years later.

Remedial/further Travel Plan measures may be required if Travel Plan targets are not met.

The Travel Plan Framework should be amended in light of the comments above.

ESCC will require an Audit fee of £6000 to cover the cost of auditing the Travel Plan process from a Highway Authority perspective from completion of the full TP documents to a time after the year 5 monitoring and implementation of remedial Travel Plan measures (should they be needed).

Proposed vehicle access arrangements

The applicant proposes a Right Turn Lane access into the site from the A271. The highway alterations would commence almost immediately on exit from the Boship roundabout. The applicant also proposes an amendment to the speed limit – ie extending the existing 30mph to the west of the site eastwards up to the Boship roundabout to tie in with the proposed 30mph at Boship (as included in ESCC's scheme, see below)

I do not object to the principle of a Right Turn Lane access nor the 30mph extension as shown on plan 332110699_5501_SK001 rev P03 which will go some way to make the route more attractive to pedestrians (and possibly cyclists).

The access has been designed to DMRB standards and will achieve visibility splays of 2.4m by 90m in both directions commensurate with the proposed 30mph speed limit. Traffic counts have been undertaken on the A271 recording volumes and speed. The 85th percentile vehicle speeds are recorded as 36mph westbound and 33mph eastbound. From an ESCC perspective these traffic speeds would allow for the implementation of an extended 30mph speed limit.

It should be noted that the implementation of a 30mph limit will require a Traffic Regulation Order separate to the planning process. The applicant will be expected to cover ESCC costs for undertaking the legal process. A fee of £5000 will be required. The TRO will be subject to consultation with emergency services and the public and is therefore open to objections.

A stage 1 Road Safety Audit has been undertaken on the access proposal, (although not included within the submitted documents WDC website). Three problems were identified. The applicant has accepted the Auditor's recommendations and updated the plan accordingly. I have no concerns relating to the access design as a result of the RSA.

Tracking drawings have been submitted (again not included within the submitted documents WDC website) showing how a refuse vehicle and fire appliance would access the site. The junction will be able to accommodate these vehicles, but I note the refuse vehicle is not the correct size. WDC use 12m long refuse vehicles. The plans should be amended.

Traffic impact

Trip rates

As part of pre-application discussions with the applicant the trip rates for the residential development were agreed based on an agreed selection of TRICS sites and ESCC modelling in this area for other studies.

The subsequent trip generations for this development of 124 dwellings are:

Table 4.3: Peak Hour Person and Vehicle Trip Generation

	AM Peak			PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<i>Total Person Trip Generation</i>						
Proposed Trip Rate	0.173	0.754	0.927	0.614	0.311	0.925
Trip Generation	21	93	115	76	39	115
<i>Total Vehicle Trip Generation</i>						
Proposed Trip Rate	0.105	0.345	0.450	0.323	0.148	0.471
Trip Generation	13	43	56	40	18	58

Modelling

The applicant has undertaken modelling of local junctions based on 150 dwellings justified as a robust approach. While I will accept this (it is the scale of development envisaged at Pre-app stage) this does not follow current guidance for assessment of traffic impacts on the capacity of junctions.

The TA demonstrates that the new Right Turn Lane access will operate satisfactorily without detriment to the traffic flow on the A271.

The modelling of the other local junctions on the A271 westwards does not cause me concern in terms the impact of this development on junction capacity. While the junctions may operate above capacity in 2030 and with development traffic added the actual increase attributable to this development is low and ESCC planned improvements to the MRN will go some way to re-route traffic in the area. As stated above I feel it would be better to mitigate the impact of this development through improved pedestrian, cycle and bus links.

Boship roundabout

As stated above and in the Transport Assessment, it is ESCC's intention to complete upgrading works at Boship roundabout. The scheme will include the signalisation of the roundabout and the implementation of a 30mph speed limit on the A271 approach. The scheme will reduce the risk of conflict and improve capacity by allowing more controlled movement around the junction and managing traffic flow.

The roundabout improvement is part of a package of improvements proposed by ESCC for the A22 corridor. ESCC intends to deliver six junction improvements on the A22 from Boship roundabout south to the A22/Dittons Road roundabout junction. The current designs have been subject to public consultation and have generally received positive feedback. ESCC awaits acceptance of the business case for these improvements from DfT and confirmation from government on our bid for Major Route Network (MRN) funding. A decision is expected in May.

The applicant is aware of the planned improvements to Boship roundabout and other parts of the MRN. Modelling of the Boship roundabout was undertaken but not completed as part of the pre-application discussions between the applicant and the Highway Authority. It is regrettable that the modelling process was not completed before submission of the application. I note that further information is likely to be submitted. I will

comment on that in due course. As it stands the impacts on Boship roundabout have not been suitably assessed and/or mitigated.

CIL Funding for Major Road Network interventions

WDC officers have previously agreed, that Community Infrastructure Levy (CIL) funds would be released to complement Major Route Network (MRN) funding from government to deliver the package of works identified to support housing delivery. I trust that a consistent approach will be taken by WDC and that CIL monies attributable to this development would be available to add to MRN funds to deliver the works.

Please also note however that given this site is not allocated it may be more appropriate to secure a specific contribution towards the MRN schemes.

Internal Layout

As an outline application, the layout of the site is not being considered as part of this application. Should outline planning consent be granted then ESCC would require any Reserved Matters application to demonstrate that the development layout is designed in accordance with the principals of the Manual for Streets to ensure a permeable development that meets the needs of pedestrians, cyclists, service vehicles and cars- in that order.

The applicant should note my comments in relation to pedestrian cycling and bus connections when designing the internal site layout. Non car routes should be as direct as possible, ie take less time than driving.

Any design submitted will also need to be subject to independent safety audit procedures. Suitable access throughout the site for emergency and refuse vehicles should be demonstrated.

Parking

While this is an outline application with all matters reserved except access, I wish to confirm that cycle and car parking will be required in accordance with the East Sussex County Council Parking Standards, should this development be approved.

Cycle Parking

Safe, secure and covered cycle parking facilities need to be provided at new developments and are equally important as car parking, as cycling has the potential to replace shorter car journeys. The level of cycle parking will need to meet the requirements of the East Sussex County Council standards which are one space per unit for one and two-bedroom dwellings and two spaces per dwelling with three bedrooms or more. Ideally sufficient space for family cycles should be provided. Providing additional cycle parking will form a Travel Plan measure.

All spaces should be easily and conveniently and independently accessible. Driveways may have to be widened and rear footpaths provided to allow access to cycle parking in rear gardens, for example.

Vehicle Parking

The level of vehicle parking required will need to be in accordance with results obtained from the ESCC Parking Calculator which is based on local car ownership levels and includes an allowance for visitor parking. As the number of spaces is based on the size and numbers of properties proposed an indicative figure cannot be provided as the proposed breakdown is not known.

Parking spaces would need to meet the required minimum dimensions to be counted towards the overall provision. The minimum sizes are as follows:

Parking Spaces: 2.5m x 5m

Car Ports: 2.8m x 5m

Garages: 3m x 6m or 3m x 7m if cycle storage is included.

It should be noted that garages only count towards 1/3 of a parking spaces regardless of size.

Electric Vehicle Charging Points

I will also expect to see provision of Electric Vehicle charging points. Each dwelling should be provided with a facility to enable use of electric vehicles. Details of the applicant's intention with regard to managing EV spaces should be included in any reserved matters application.

Construction Traffic

Should consent be granted then careful consideration would need to be given to how the site can be built in a safe manner minimising highway disruption as much as possible. I will require Construction Traffic Management Plan. A robust plan is particularly important in this location given the direct access onto the A271.

Conclusion

I object to this application for the following reason:

It has not been demonstrated that, the site is suitably accessible by non-car modes, and the impacts of the development at Boship roundabout have not been suitably assessed and mitigated. The development would therefore be contrary to para 111 and 112 of the National Planning Policy Framework.

While I object to this development as submitted should planning permission be granted, I require that the following obligations and conditions form part of any consent. The obligations and conditions set out here are not exhaustive, subject to further submissions by the applicant.

s106 obligations

- £1100 per dwelling for bus services serving the site

- £12,000 per RTPI sign (4 bus stops)
- £500 per bus stop clearway (4 bus stops)
- TRO fee of £5000 for the implementation of the extended 30mph on the A271
- Travel Plan and Travel Plan Audit fee of £6000

Conditions

1 No development shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing no 332110699_5501_SK001 rev P03 as amended as part of the s278 agreement and detailed design.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

2 The access shall not be used until visibility splays of 2.4m by 90m to the east and 210m to the west of the proposed access are provided in both directions and maintained thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

3 The development shall not be occupied until parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

4 Parking spaces shall measure at least 2.5m by 5m (with an extra added an extra 50cm where spaces abut walls/fences hedges).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

5 The development shall not be occupied until cycle parking areas have been provided in accordance with approved plans and details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

6 The development shall not be occupied until turning spaces for vehicles likely to visit the site have been provided and constructed in accordance with the plans/details which shall have been submitted to and approved in writing by the Planning Authority in

consultation with the Highway Authority and the turning space shall thereafter be retained for that use and shall not be used for any other purpose.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

7 Prior to the commencement of development details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding

8 Prior to the commencement of development, detailed drawings, including levels, sections and constructional details of the proposed roads, and street lighting to be provided, shall be submitted to the Planning Authority and be subject to its approval, in consultation with the Highway Authority with a view to their subsequent adoption as a publicly maintained highway

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

9 The new estate roads shall be designed and constructed to the Highway Authority's standards with a view to their subsequent adoption as a publicly maintained highway.

Reason: In the interest of highway safety and for this benefit and convenience of the public at large

10 No development shall take place, including any ground works or works of demolition, until a Construction 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 in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters.

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routeing 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 utilisation 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.

Reason: In the interests of highway safety and the amenities of the area

Informatives

This Authority's requirements associated with this development proposal will need to be secured through Section 106 and Section 278 Legal Agreements between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

The applicant will be required to obtain a permit for any highway works in accordance with the requirements of the Traffic Management Act, 2004. The applicant should contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the permit being in place.

In the event that roads are not offered for adoption, the Highway Authority would wish to see the roads within the site laid out and constructed to standards at, or at least close to, adoption standards.

The applicant is advised that as the estate roads are to remain private/unadopted, the Highway Authority would require provisions in any s106 agreement to confirm that the estate roads would not be offered for adoption at a later date and wording included to ensure that the carriageways, footways and parking areas are properly constructed, surfaced, drained and where appropriate lit and that the works are appropriately certified from a suitably qualified professional confirming the construction standard.

The applicant should be made aware that the creation/alteration of this access will require the compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the East Sussex Highways Network Co-ordination team (0845 6080193).

Due to the nature of the highway in the vicinity of the site, construction traffic could damage the carriageway/verges/footways. The Highway Authority will require the applicant to reimburse their legitimate expenses in making good any such damage. Prior to the commencement of development, the applicant should contact East Sussex County Council's Transport Development Control team on 01273 482254 to arrange a photographic survey and joint inspection of the local highway network.

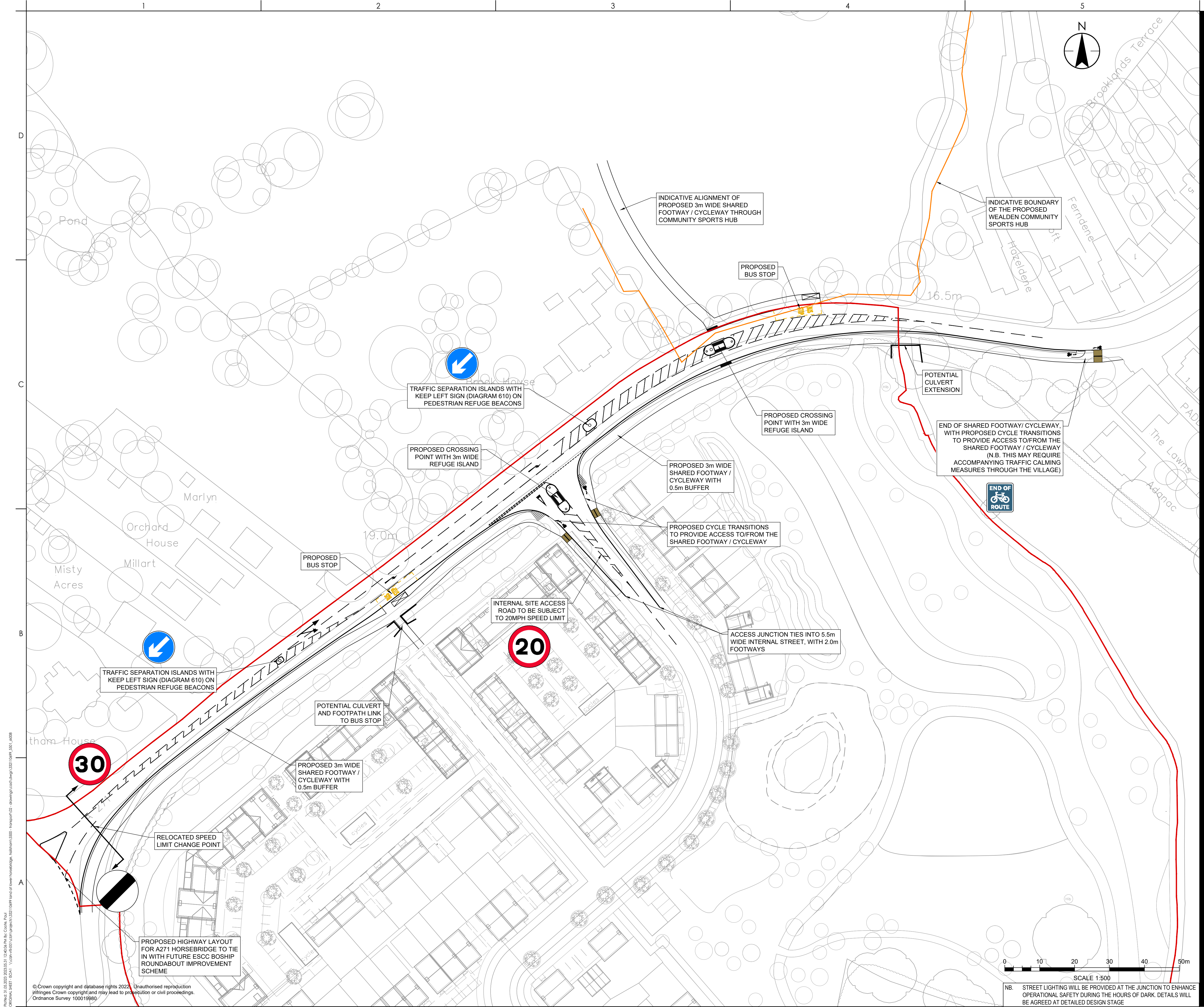
Signed: Claire Warwick

Date: 13 April 2023

On behalf of the Highway Authority
For Director of Communities, Economy and Transport (sent by email)

Technical Note

Attachment 2: Proposed Shared Walking and Cycling path and Bus Stops



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- Notes
1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
 2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS;
 3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
 4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS;
 5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS.
 6. THE HIGHWAY LAYOUT IS SUBJECT TO REVIEW AND COMMENTS FROM THE LOCAL HIGHWAY AUTHORITY.

KEY:

- INDICATIVE SITE BOUNDARY
- INDICATIVE BOUNDARY OF THE PROPOSED WEALDEN COMMUNITY SPORTS HUB

PO1 First Issue	PC	HG	2023.05.31
Issued/Revision	By	Appd	YYYY.MM.DD
	REM Dwn.	REM Dsgn.	MN 2023.05.31 YYYY.MM.DD

Issue Status

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HAILSHAM, UNITED KINGDOM

Title
SITE ACCESS LAYOUT WITH INDICATIVE BUS STOP PROVISION

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Project No: 332110699
Client: HERTFORDSHIRE HOLDING LTD
Site: LAND AT LOWER HORSEBRIDGE
Location: HAILSHAM, UNITED KINGDOM
Title: SITE ACCESS LAYOUT WITH INDICATIVE BUS STOP PROVISION
Revision: P01
Drawing No: 332110699_5501_SK008

Technical Note

Attachment 3 – Review of Walking and Cycling Routes Surrounding the Site

TECHNICAL NOTE

Job Name: Land East of the A22 and South of the A271, Lower Horsebridge
Job No: 332210671
Note No: Post App 02
Date: 16/05/2023
Prepared By: Morteza Nejad
Reviewed By: Henk Gelens
Subject: **Review of Walking and Cycling Routes Surrounding the Proposed Lower Horsebridge Residential Development (WD/2022/3222)**

1. Introduction

- 1.1. This technical note has been prepared in support of the response to East Sussex County Council's (ESCC) representations and objection (dated 13/04/2023) – in relation to the planning application for the proposed residential development at Lower Horsebridge (Ref: WD/2022/3222), hereafter referred to as the Proposed Development.
- 1.2. This note provides a review of the availability and standard of walking and cycling routes from the Proposed Development to key locations and facilities. Potential measures to improve upon the existing walking and cycling provision have been included for each route.
- 1.3. It is beyond the scope of this note to determine whether it is reasonable or appropriate for the Proposed Development to be required to provide financial contributions towards the delivery and/or maintenance of any of the potential walking and cycling improvements listed.
- 1.4. The routes which have been assessed include the following:
 - Route 1: Site access to Boship Roundabout. This route provides connections to the amenities to the north and west of Boship Roundabout (Greggs, Starbucks, Shell petrol station store and Bishops Lions Farm Hotel).
 - Route 2: Site access to the Pay Gate Cottages Bus Stop
 - Route 3: Pay Gate Cottages bus stop to the B2104 North Street
 - Route 4: B2104 North Street/ A271 Lower Horsebridge junction to Hellingly Community Primary School
 - Route 5: B2104 North Street/ A271 Lower Horsebridge junction to the Cuckoo Trail. This route provides a connection to the Cuckoo trail which provides walking and cycling connectivity to Hailsham town centre.
- 1.5. The location and extents of the abovementioned routes are shown on Figure 1.
- 1.6. The review of each route is based on a desktop study utilising the information included as part of the Transport Assessment, as well of Google satellite and Street View imagery. The review includes commentary on walking and cycling provision, collisions involving pedestrians or cyclists (based on the collision analysis undertaken as part of the Transport Assessment), and whether lighting is available along the route.

2. Review of Walking and Cycling Routes

2.1. The review of the keys walking and cycling routes have been included within Tables 1 – 6 of this note.

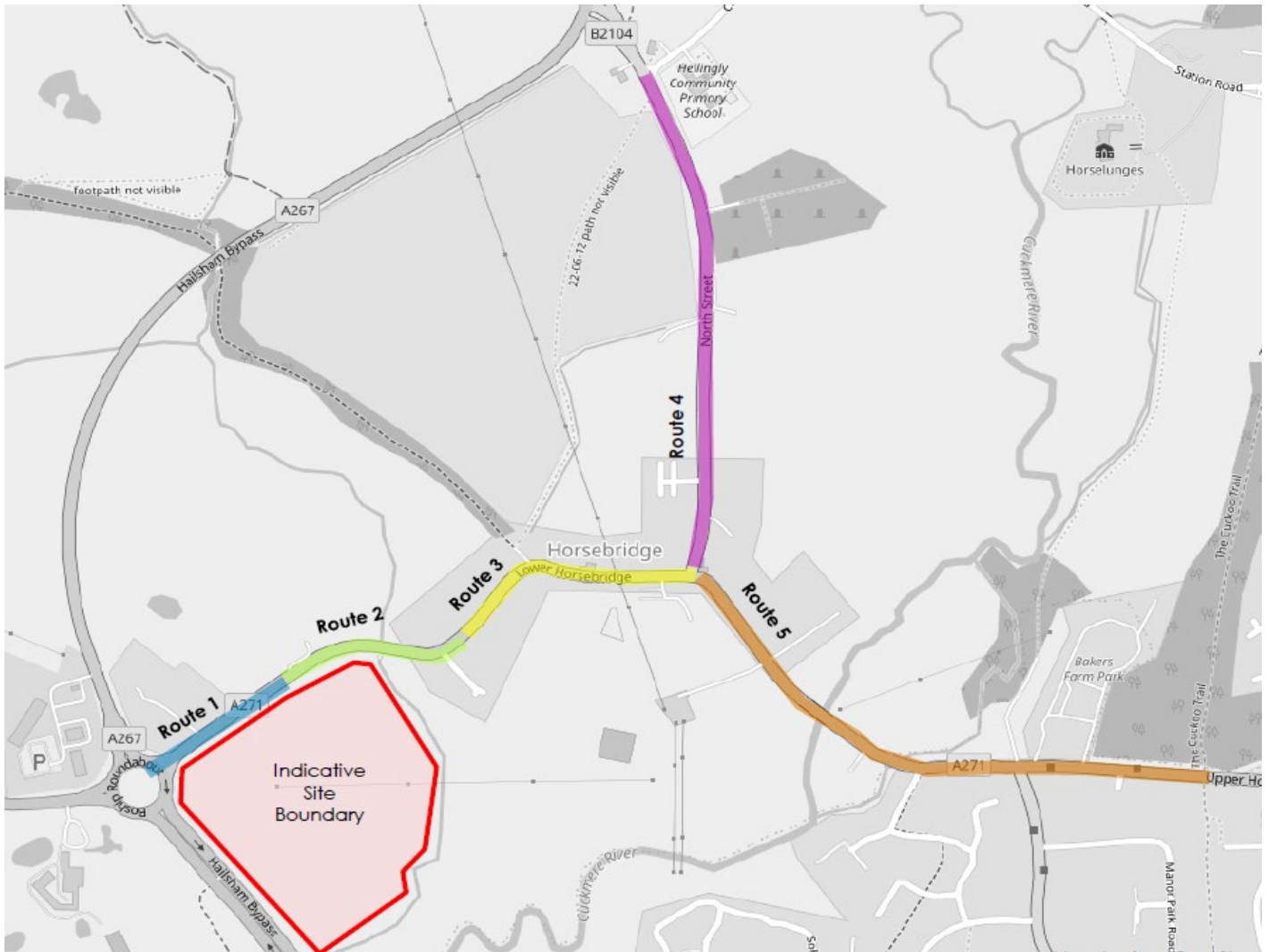


Figure 1: Location of Walking and Cycling Routes Reviewed

TECHNICAL NOTE

Table 1: Route 1 - Site access to Boship Roundabout

Route Assessment Factor	Existing Condition	Potential for Improvement
Walking Provision	- Narrow footway on the southern side of the A271 Lower Horsebridge - Poor quality with sections of overgrown vegetation - No formal crossing facilities available at the Boship Roundabout - High speed and high trafficked road unattractive for walking	- A 3m shared walking and cycling path could be provided connecting to the Boship Roundabout - Planned ESCC Boship Roundabout improvements include formal crossings and footways along the A271, A267 and A22 (west). A shared walking and cycling path would link to these planned facilities. - Reduce speed limit along the A271 Lower Horsebridge to 30mph
Cycling Provision	- No dedicated cycling facilities - High speed and high trafficked road unattractive for cycling	Same as above
Collision Analysis	- No collisions involving pedestrians on cyclists of the A271 Lower Horsebridge 4 collisions on the Boship Roundabout involved cyclists, all involving the cyclist being on the roundabout and the vehicle entering the roundabout colliding with the cyclist. 1 fatal and 3 slight in severity	The planned ESCC improvements at the Boship Roundabout is expected to address safety concerns.
Lighting	- No lighting provided on the A271 Lower Horsebridge - Lighting provided on the approach to and on the Boship Roundabout	Provide lighting along the A271 Lower Horsebridge

TECHNICAL NOTE

Table 2: Route 2 - Site access to the Pay Gate Cottages bus stop

Route Assessment Factor	Existing Condition	Potential Improvement Measures
Walking Provision	• Poor quality narrow footway on the southern side of the A271 Lower Horsebridge until the where the urban footprint begins. • Footways provided on both sides of the street thereafter. • No formal crossing facilities available • Western section is high speed and high trafficked unattractive for walking	• A 3m shared walking and cycling path could be provided connecting to the urban footprint to the east where existing footways are available. • Reduce speed limit along the A271 Lower Horsebridge to 30mph
Cycling Provision	• No dedicated cycling facilities • High speed and high trafficked road unattractive for cycling	• Same as above. • Cyclists would have to join the carriageway at the start of the urban footprint. Appropriate signage and paving would be required at this point. • Consider a 20mph speed limit at from the urban footprint eastwards. • Consider traffic calming measures
Collision Analysis	• No collisions involving pedestrians on cyclists of the A271 Lower Horsebridge along Route 2	• Potential improvements set out above would provide improvements to pedestrian and cyclist safety
Lighting	• No lighting provided on the A271 Lower Horsebridge • Lighting provided on the approach to and on the Boship Roundabout	• Provide lighting along the A271 Lower Horsebridge

TECHNICAL NOTE

Table 3: Route 3 - Pay Gate Cottages Bus Stop to the B2104 North Street

Route Assessment Factor	Existing Condition	Potential Improvement Measures
Walking Provision	• Footways generally provided on both sides of the street • Sections of narrow/ interrupted footways and overgrown vegetation • Instances of cars parking on footways • No formal crossing facilities available	• Widen/ maintain sections of narrow footway due to verges/ vegetation • Consider uncontrolled crossing facilities such as pedestrian islands towards the eastern end of route • Consider measures to address parking on footways
Cycling Provision	• No dedicated cycling facilities • High speed and high trafficked road unattractive for cycling	• Cyclists would have to cycle on the carriageway due to space constraints. • Consider signage and road markings along route • Consider a 20mph speed limit • Consider traffic calming measures
Collision Analysis	• No collisions involving pedestrians on cyclists of the A271 Lower Horsebridge along Route 3	• Potential improvements set out above would provide improvements to pedestrian and cyclist safety.
Lighting	• No lighting provided on the western section of route on A271 Lower Horsebridge	• Provide lighting along western section of route on the A271 Lower Horsebridge

TECHNICAL NOTE

Table 4: Route 4 - B2104 North Street/ A271 Lower Horsebridge junction to Hellingly Community Primary School

Route Assessment Factor	Existing Condition	Potential Improvement Measures
Walking Provision	• Footways generally provided on both sides of the carriageway. • Sections of narrow/ interrupted footways and overgrown vegetation • No formal crossing facilities available	• Widen/ maintain sections of narrow footway due to verges/ vegetation • Consider a 2.5m – 3m shared walking and cycling path subject to highway boundary and third-party ownership • Consider uncontrolled crossing facilities such as dropped kerbs and appropriate paving at the B2104 North Street/ A271 Lower Horsebridge junction
Cycling Provision	• No dedicated cycling facilities • 40mph road which may be unattractive for cycling	• Consider a 2.5m – 3m shared walking and cycling path subject to highway boundary and third-party ownership. • Consider signage and road markings along route • Consider a reduced speed limit and or traffic calming measures depending on anticipated cyclists traffic flows
Collision Analysis	• No collisions involving pedestrians on cyclists of the A271 Lower Horsebridge along Route 3	• Potential improvements set out above would provide improvements to pedestrian and cyclist safety.
Lighting	• No lighting provided along route	• Provide lighting along route

TECHNICAL NOTE

Table 5: Route 5 - B2104 North Street/ A271 Lower Horsebridge junction to the Cuckoo Trail

Route Assessment Factor	Existing Condition	Potential Improvement Measures
Walking Provision	• Footways generally provided on both sides of the carriageway but with interruptions, narrow sections and areas of overgrown vegetation • Sections of footway have poor quality surfaces with evidence of water pooling • Infrequent crossing facilities	• Provide consistent footways along route through widening instances or narrow sections and overgrown vegetation where possible • Improve footway quality and areas with drainage issues • Consider a 2.5m – 3m shared walking and cycling path along sections of the route subject to highway boundary and third-party ownership (see below). • Consider more frequent crossing facilities
Cycling Provision	• No dedicated cycling facilities • Some sections of route include straight segments and with little street frontage which may be conducive to speeding vehicles and unattractive for on-street cycling	• Consider a 2.5m – 3m shared walking and cycling path subject to highway boundary and third-party ownership. This will not be possible along the entirety of the route due to existing constraints. Therefore, a shared walking and cycling path cannot be provided consistently along route. • Consider signage and road markings along route • Consider a reduced speed limit and/or traffic calming measures
Collision Analysis	• No collisions involving pedestrians on cyclists of the A271 Lower Horsebridge along Route 5	• Potential improvements set out above would provide improvements to pedestrian and cyclist safety.
Lighting	• Lighting provided along route	• N/A

Technical Note

Attachment 4 – Boship Roundabout Modelling Results Report

Boship Roundabout Modelling for the Land at Lower Horsebridge TA

PREPARED FOR: TDC, East Sussex County Council Claire Warwick

COPY TO: -

PREPARED BY: Abhijit Chatterjee

DATE: 09/11/2022

PROJECT NUMBER: PS-108

REVISION NO.: 01

APPROVED BY: Mel Tobias

Introduction

East Sussex Highways (ESH) have been commissioned by East Sussex County Council (ESCC) to undertake a junction modelling of the existing Boship Roundabout Layout, which is formed of three key A-category roads, A22, A267 and A271.

This junction modelling review is due to a request by a third party promoting a development seeking to obtain planning permission to construct approximately 150 residential dwellings located at the Land at Lower Horsebridge, southeast of the Boship Roundabout.

Over the past few years, ESH have advised ESCC on assessing the capacity of the Boship Roundabout (existing layout) and suggested further improvement plans. These works were taken place during the Wealden District Local Plan assessment, also as a part of the A22 Improvements Outline Business Case (OBC) submission.

To aim for consistency in the assessment of the roundabout, ESCC have requested that a traffic model of the existing roundabout be built by ESH using the software programme Junctions 9's ARCADY module, to identify the potential traffic impact that the proposed development will have on the Boship Roundabout. These models would be based on existing models built for the in-progress A22 Improvements OBC study.

This existing priority roundabout layout at this location is suggested for further improvement in the A22 OBC study. The junction is proposed to be converted to a partial signalised roundabout, which would retain the A271 approach as a give-way approach, with the other three approaches to be signalised to provide substantial capacity improvements in the future. The task brief from ESCC also requested an investigation on the extent of the impact the new development trips would have on the proposed improved layout at Boship Roundabout. The partial signalised layout assessed in this assessment is as per the scheme included within ESCC's Engagement brochure and survey document published for the 'A22 and A2290 Improvements Consultation'¹ and is presented in the figure below for illustration purposes.

¹ https://consultation.eastsussex.gov.uk/economy-transport-environment/a22-a2290-improvements/user_uploads/a22_a2290_brochure-2.pdf

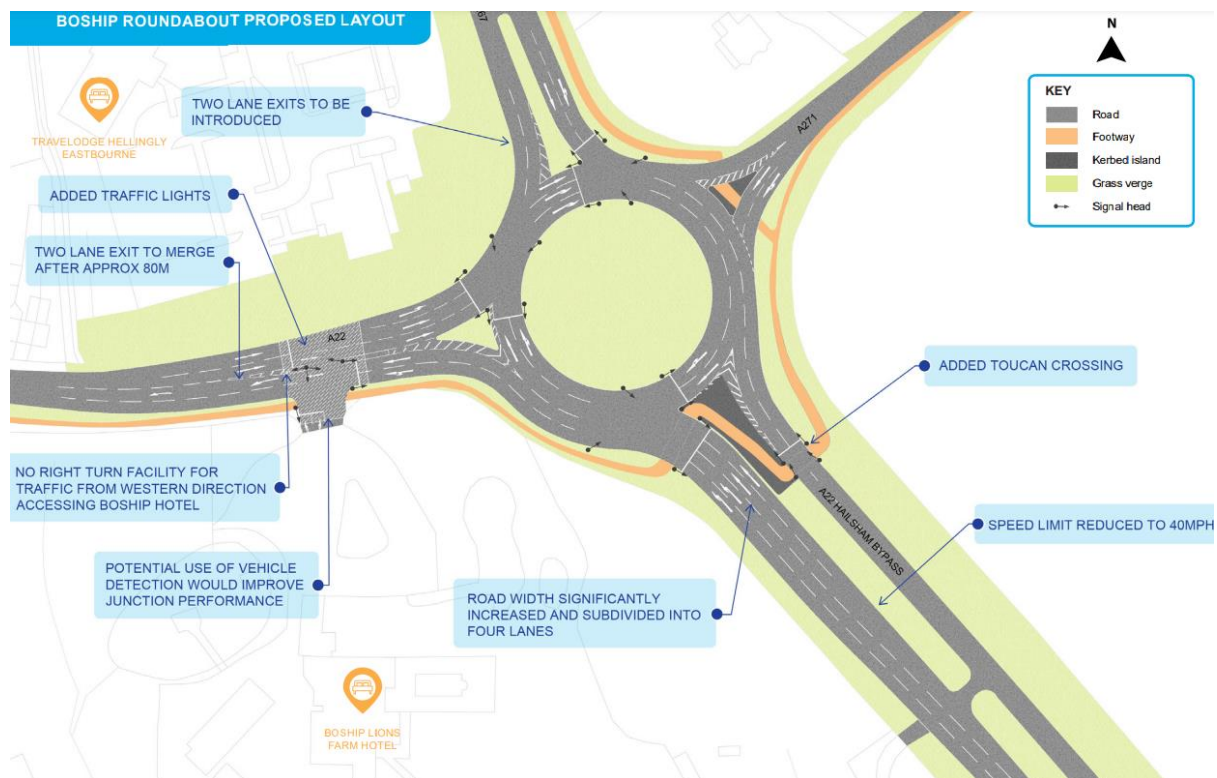


Figure 1: Proposed Layout of Boship Roundabout Improvement (part of A22 Improvement Study)

Modelling Approach

The base year (2018) and intermediate forecast year (2028) base models for the existing priority-controlled roundabout from the OBC study has been used as a basis for this assessment.

The forecasted 2028 flows used in the model are estimated using the agreed methodology with the ESCC. Within the OBC study to arrive at the 2028 forecast flows, the following process has been followed

- turning counts for 2018 and 2028 has been extracted from the strategic model prepared for the OBC study.
- The change in traffic levels from 2018 to 2028 has been calculated.
- The change in traffic flows (in absolute terms) added to the 2018 existing traffic counts to derive 2028 flows for inputs into the Junctions 9 model.

A similar process was also adopted for estimating 2028 flows when a proposed partial signalised roundabout would be in place. In this case, flow outputs a separate model run which includes the proposed scheme modelled has been extracted.

The trip generation and their distributions as estimated for the development are provided to ESH following the agreement with the ESCC's TDC officials. In addition to the proposed development flows, the developer's consultant also provided their own estimation of the 2030 Future Base flows (without the development). As a part of this exercise, we reviewed it and found them to be slightly higher when compared to 2028 OBC flows. Therefore, 2030 forecast flows estimated by the developer are deemed appropriate for their assessment for investigating other junctions, also subjected in this application.

For this assessment of the Boship Roundabout, we have retained the future base year as 2028, as it is consistent with the A22 OBC study. For this planning application, the 2028 assessment can be considered as a proxy for 2030 (planned to be adopted for the planning

application itself). This document will refer to these 2028 OBC flows as the 'Future Base (Without Development)' flow scenario.

After that, we added the development flows provided in junction turning movements to the 2028 Future Base year traffic estimates to create forecasts for the 2028 'With Development' scenario.

Similarly, we also estimated flows for testing the proposed partial signalised roundabout for the 'Without' and 'With' development scenarios. It is important to note that forecasts for the 'without' development scenarios for the 'existing layout' and 'proposed partial signalised layout' is different. The total junction flows for the 'proposed partial signalised layout' is higher than the existing layout. Within the strategic model, the new layout at Boship and other A22 OBC improvements are predicted to attract more traffic through the roundabout in the future.

We have calibrated the model for the base year based on its turning proportion and site observations carried out at that point. These calibration parameters were further reviewed based on the 2028 Future base traffic flow forecasts, and necessary changes were made as required.

No further changes were made to the calibration for the 'With Development' scenarios as development flows are not high enough to require calibration adjustment that would impact modelling results.

Existing Boship Roundabout Junction

The junction between the A267, A22 and A271 also known as the Boship Roundabout is a four-arm roundabout with the west and south arms consisting of the A22. The northern arm is formed of the A267 and currently consists of a single-carriageway approach with two-lane flared entry, the exit on this arm consists of two unmarked lanes which merge into one lane before an access junction to the nearby service area. The eastern arm forms part of the A271 which begins at this roundabout and is used as a direct connection to Horsebridge. The eastern arm consists of a single lane approach with some local widening at the entry to the junction, there is also a wide single lane exit on the eastern arm. Both the entry and the exit on the southern arm are comprised of two full lanes. On the A22 southern entry to the roundabout, there is a local property access located approximately 100m from the junction, leading to a local farm.

There is also an uncontrolled pedestrian crossing located across the southern arm of the roundabout. The western arm of the junction also forms a part of the A22 corridor, consisting of a single lane approach. The width of the existing carriageway is reduced by the presence of nearside hatched marking along the 150m stretch of carriageway bordered by a row of houses. This hatching tapers off near the roundabout entry, allowing an additional flared lane at the entry to the roundabout. The western exit from the roundabout has enough width for two lanes but is reduced with hatching to a single lane exit. There is an access to a hotel on the western exit, located approximately 50m downstream from the roundabout.

Modelling Results

The existing roundabout has been modelled using junction assessment software 'Junctions 9' (ARCADY Module). The Ratio of Flow to Capacity (RFC) for non-priority approaches was used in analysing the performance of the junction. The RFC provides a basis for judging the acceptability of junction design, and typically a value of less than 0.85-0.90 range (85%-90%) is considered to indicate satisfactory traffic performance.

An important criterion for the junction performance evaluation (from the congestion point of view) is the mean delay per vehicle on each of the approaches. Where modelled RFC values exceed the range of 1.05-1.10, the model outputs become less reliable, and the increase in delays is exponential rather than linear. Therefore, delays on any approach with RFC values exceeding ~1.05 is presented as 'Overcapacity (OC)'.

The junction performance was assessed for the 'Future Base – without development' and the 'Future Base with Development' scenarios. The 'Future Base – without development' Scenario assumes the same existing layout with the forecasted traffic growth. The 'Future Base + Development' scenario assesses the impact of additional development growth on the existing layout and estimates how much traffic capacity would decrease in the future year.

Base Year Model Results

The Base Year modelling results for the current junction layout are displayed in Table 1.

Table 1: Existing 2018 Base Modelling Results

Arm/Movement	Queue (PCU)	Delay (s/PCU)	RFC	Queue (PCU)	Delay (s/PCU)	RFC
		AM			PM	
A267	5	22	0.84	7	32	0.88
A271	6	44	0.87	4	48	0.83
A22 (south)	12	32	0.94	3	8	0.76
A22 (west)	4	16	0.77	26	62	0.99

As the 2018 modelling results show, Boship Roundabout was found to be over its capacity and operating above 0.90 RFC in both the AM and PM peaks. In the AM Peak, the A22 south arm has been predicted to operate at the highest RFC (0.94) level, while in the PM peak, the A22 western approach shows the highest RFC levels (0.99). Both in AM and PM peaks, at least two of the roundabout arms are operating over the 0.85 RFC. The RFC and delay values are modelled to be lower in the AM peak when compared to PM peak, with the A22 south arm operating over the 0.90 RFC threshold. In the PM peak, delays are estimated to be over a minute and queues on the A22 west are expected to be around 25 PCU on average, which is accommodated over a lane plus flare approach.

2028 Future Year Model Results

Future Base (existing layout) - Without Development Scenario

The modelling results from Junctions 9 are reported below in Table 2 showing the forecasted junction capacity of the existing junction layout for the 2028 Future Base Year Without Development Scenario.

Table 2: 2028 Modelling Results: Future Base Without Dev. Scenario (existing layout)

Arm/Movement	Queue (PCU)	Delay (s/PCU)	RFC	Queue (PCU)	Delay (s/PCU)	RFC
		AM			PM	
A267	35	OC	1.06	17	72	0.98
A271	26	OC	1.08	17	144	1.03
A22 (south)	61	OC	1.10	13	30	0.94
A22 (west)	5	18	0.82	64	OC	1.08

OC- Overcapacity

Overall, a significant delay increase is predicted with the existing layout when subject to the 2028 future base year without development flows. In most cases, the delays are likely to be significant, and at least three arms would be operating over or close to RFC of 1.0. In certain circumstances it reaches the value almost 1.10, which is the case with the A22 southern approach in the AM peak. These results indicate that, with decades of traffic growth added to the 2018 traffic levels with no physical improvements conducted, a severe impact on junction performance could be expected.

Therefore, it is unlikely that the current junction layout would continue to support the further traffic increase as predicted in the area, as it is already operating over its capacity in the busy peak hours.

Future Base (existing layout) - With Development Scenario

The future base modelling results from Junctions 9 are reported below in Table 3 showing the forecasted junction capacity of the existing junction layout, for the Future Base With Development trips scenario.

Table 3: 2028 Modelling Results: Future Base With Dev. Scenario (existing layout)

Arm/Movement	Queue (PCU)	Delay (s/PCU)	RFC	Queue (PCU)	Delay (s/PCU)	RFC
		AM			PM	
A267	38	OC	1.07	19	80	0.99
A271	33	OC	1.10	21	OC	1.05
A22 (south)	67	OC	1.11	16	36	0.95
A22 (west)	5	20	0.83	76	OC	1.10

OC- Overcapacity

The proposed development would add around 40 PCU in the busiest direction of the A271 arm which would get distributed to other three arms and connect to the development located southeast of the roundabout. Overall, significant delays are predicted with the existing layout when subject to the forecasted flows which would be similar to the 'without development' scenario modelled results. In most cases, the increase in delays is not significant. However, there will be an increase in both RFC and queue levels, particularly the highest for the eastern A271 am.

Therefore, it is likely that the current junction layout would not be able to continue to support the further traffic increase as predicted in the area, as it is already operating over its capacity in the busy peak hours. The predicted increase in RFC value for the A271 arm would be around 0.02 for the peak hours, and there will be an increase in the queue of 4-7 PCUs. Other arms would also experience an increase of RFC of about 0.01 and an increase in the queue of 1-2 vehicles.

Proposed Partial Signalised Roundabout

The proposed design is shown in Figure 1 earlier; traffic signals have been suggested for the roundabout approaches at the A22 south, A22 west and A267 (northern approach). It is envisaged that the northern arm of the roundabout would also require widening to accommodate a longer two-lane approach and to provide the required storage capacity. The existing priority-controlled approach to the roundabout from the A271 would be retained and widened to include an additional flared entry lane. On the A22 west, the existing single lane carriageway with two entry lanes would be improved to provide two lanes plus a flare. Additionally, the A22 west exit would be modified to allow a two-lane exit which would merge into one lane downstream of the existing hotel access. With the widening of the carriageway, the existing two-lane southern arm approach would be widened to accommodate two additional flared lanes.

Modelling Results

The partial signalised roundabout layout has been modelled using the junction assessment software 'LinSig 3'. The Degree of saturation (DoS) was used in analysing the performance of the junction. The DoS provides a basis for judging the acceptability of junction design, and typically a value of less than 85%-90% range is considered to indicate satisfactory traffic performance.

The proposed junction layout's performance was assessed for the 'Future Base – without development' and the 'Future Base with Development' scenarios. The 'Future Base + Development' scenario assesses the impact of additional development growth on the new layout and estimates how much traffic capacity would decrease in the future year.

2028 Future Year Model Results

Future Base (Proposed layout) - Without Development Scenario

The modelling results from LinSig are reported in Table 4 below, showing the forecasted junction capacity of the existing junction layout for the 2028 Future Base Year Without Development Scenario. We only reported the maximum value of all lanes on a particular approach in the tables below

Table 4: 2028 Modelling Results: Future Base Without Dev. Scenario (Proposed partial signalised layout)

Arm/Movement	MMQ (PCU)	Delay (s/PCU)	DoS	MMQ (PCU)	Delay (s/PCU)	DoS
	AM			PM		
A267	6	22	58.5%	9	36	82.5%
A271	2	4	43.7%	1	6	38.9%
A22 (south)	11	46	88.6%	5	22	55.4%
A22 (west)	4	12	54.8%	10	14	79.3%

It is predicted that the proposed layout, with improvement, would operate within capacity when subject to the 2028 future base year 'Without' development flows. The delays are likely to be moderate for the A22 (south) and is indicated with a maximum DoS of 88.6% out of both peak hours.

Future Base (Proposed layout) - With Development Scenario

The future base modelling results of the partial signalised layout are reported below in Table 5 showing the forecasted junction capacity for the Future Base 'With' Development trips scenario.

Table 5: 2028 Modelling Results: Future Base + Dev. Scenario (Proposed partial signalised layout)

Arm/Movement	MMQ	Delay	DoS	MMQ	Delay	DoS
	(PCU)	(s/PCU)		(PCU)	(s/PCU)	
	AM			PM		
A267	6	22	58.7%	9	38	82.7%
A271	2	6	49.6%	1	6	41.3%
A22 (south)	11	46	88.6%	5	22	55.4%
A22 (west)	5	12	55.2%	10	14	80.1%

With the addition of development trips in the busiest direction of the A271 arm, the DoS levels increase by around 6% point, and increases to delays are predicted of around 2s/PCU in the AM peak with the new layout. There will be some increases to DoS and delay levels on other arms; however, these increases are not likely to be as significant.

Therefore, it is likely that the A22 OBC study's proposed junction layout would be able to continue to support the proposed development trips with some marginal increase in delays and reduction in capacity.

Conclusions

The Boship Roundabout is already operating at capacity at 2018 traffic levels. The proposed development would add around 52-54 PCUs/hour in the peak hours to the total junction flows predicted for the 2028 Future Base scenario and would result in a 1.3-1.5% increase. Consequently, the predicted junction capacity of the existing priority-controlled roundabout would decrease further (around 1-2%), operating over its capacity in the 2028 future base scenario. The existing roundabout is proposed to be improved to a partially signalised layout as a part of the A22 OBC study. It is anticipated the partial-signalised roundabout that would also experience some reduction (around DoS of 6% for the A271 arm) in capacity with the addition of development trips. It is most likely as a part of the improved Boship roundabout layout; the A271 arm would still continue to operate within an acceptable limit as a give-way approach, which the proposed development is most likely to impact.

Technical Note

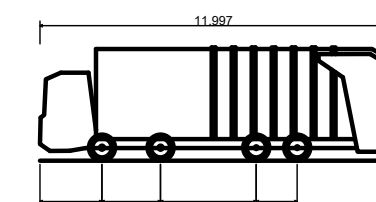
Attachment 5 – Updated Reuse Tracking Drawings

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Vulture 3025(N)	
Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.742m
Min Body Ground Clearance	0.295m
Track Width	2.450m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.800m

11.997m
2.500m
3.742m
0.295m
2.450m
6.00s
10.800m

P03	UPDATED HIGHWAY LAYOUT AS SK009	PC	MN	2023.05.31
P02	CHANGE OF VEHICLE	JAD	MN	2023.05.15
P01	FIRST ISSUE	MH	MN	2022.11.04
Issued/Revision		By	Appd	YYYY.MM.DD
		MH	MN	2022.11.04
		Dwn	Chkd	YYYY.MM.DD

Issue Status

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HERTFORDSHIRE HOLDING LTD

LAND AT LOWER HORSEBRIDGE

HAILSHAM, UNITED KINGDOM

Title

VEHICLE TRACKING FOR 12m REFUSE
VEHICLE

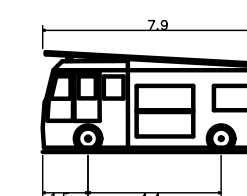
Project No. 332110699	Scale 1:250
Revision P03	Drawing No. 332110699 5501 SK004

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Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

P02	UPDATED HIGHWAY LAYOUT AS SK009	PC	MN	2023.05.31
P01	FIRST ISSUE	MH	-	2022.11.04
Issued/Revision		By	Appd	YYYY.MM.DD
		MH	MN	2022.11.04
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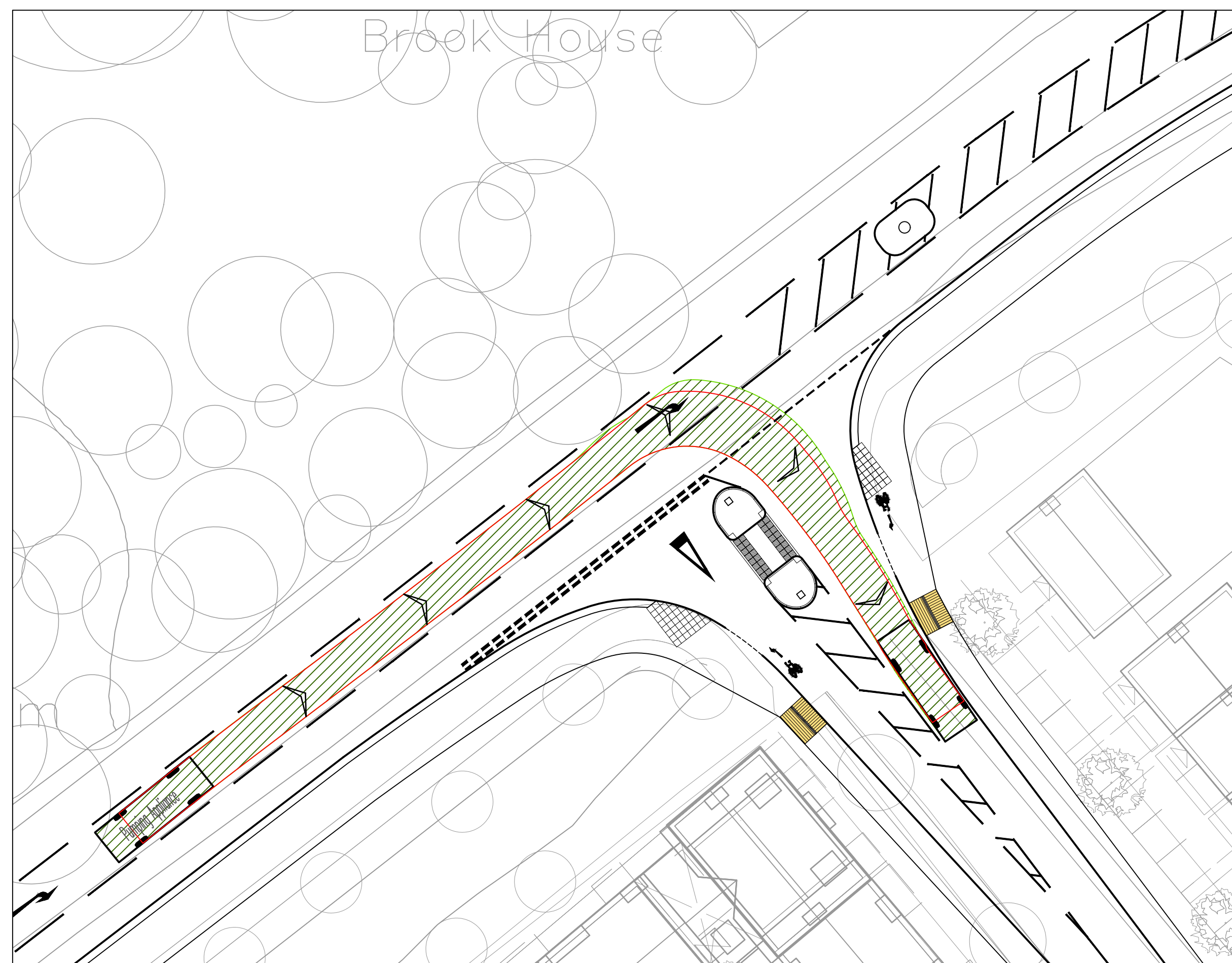
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LAND AT LOWER HORSEBRIDGE

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Title
VEHICLE TRACKING FOR 7.9m
EMERGENCY VEHICLE

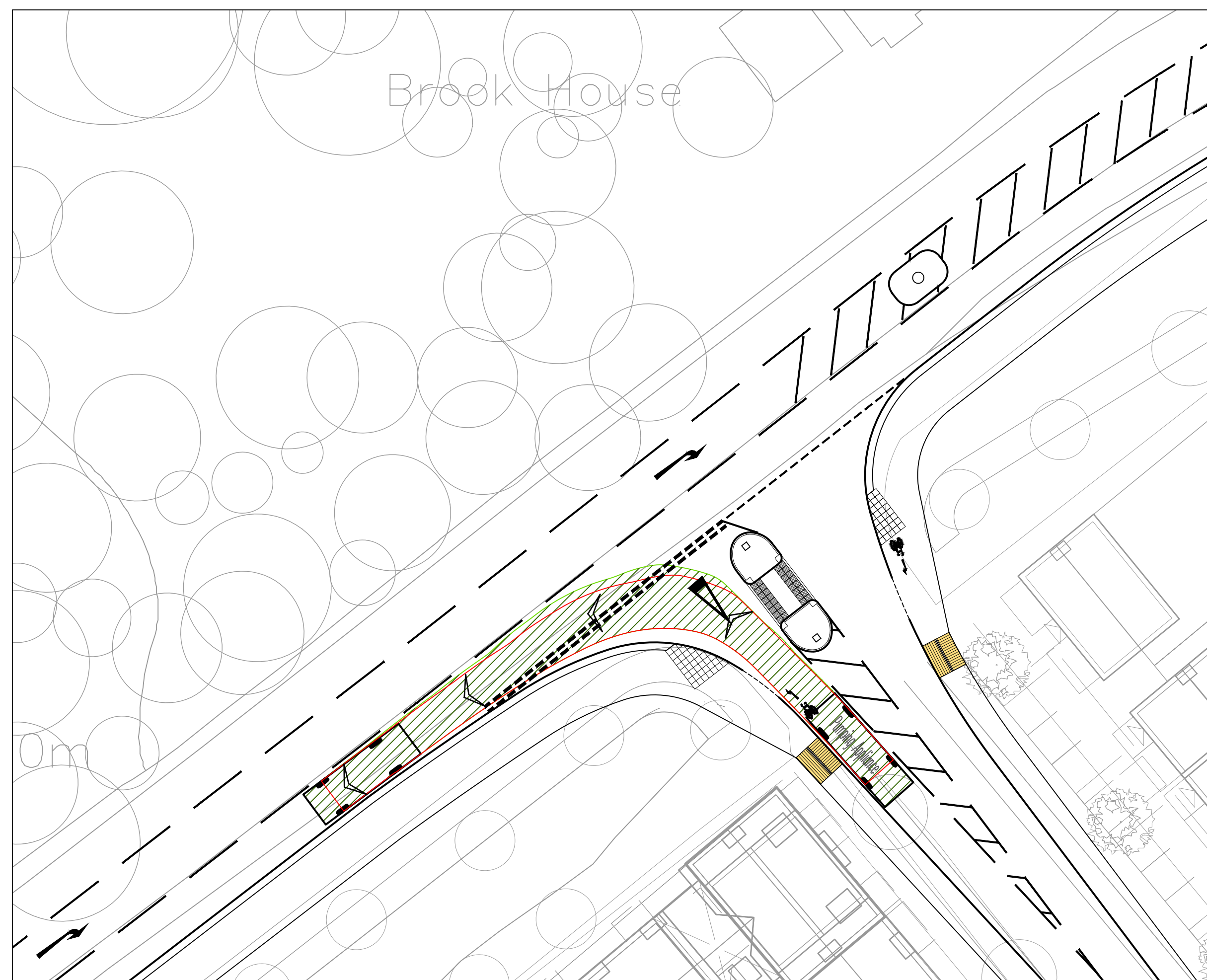
Project No.	Scale
332110699	1:250
Revision	Drawing No.
P02	332110699 5501 SK005



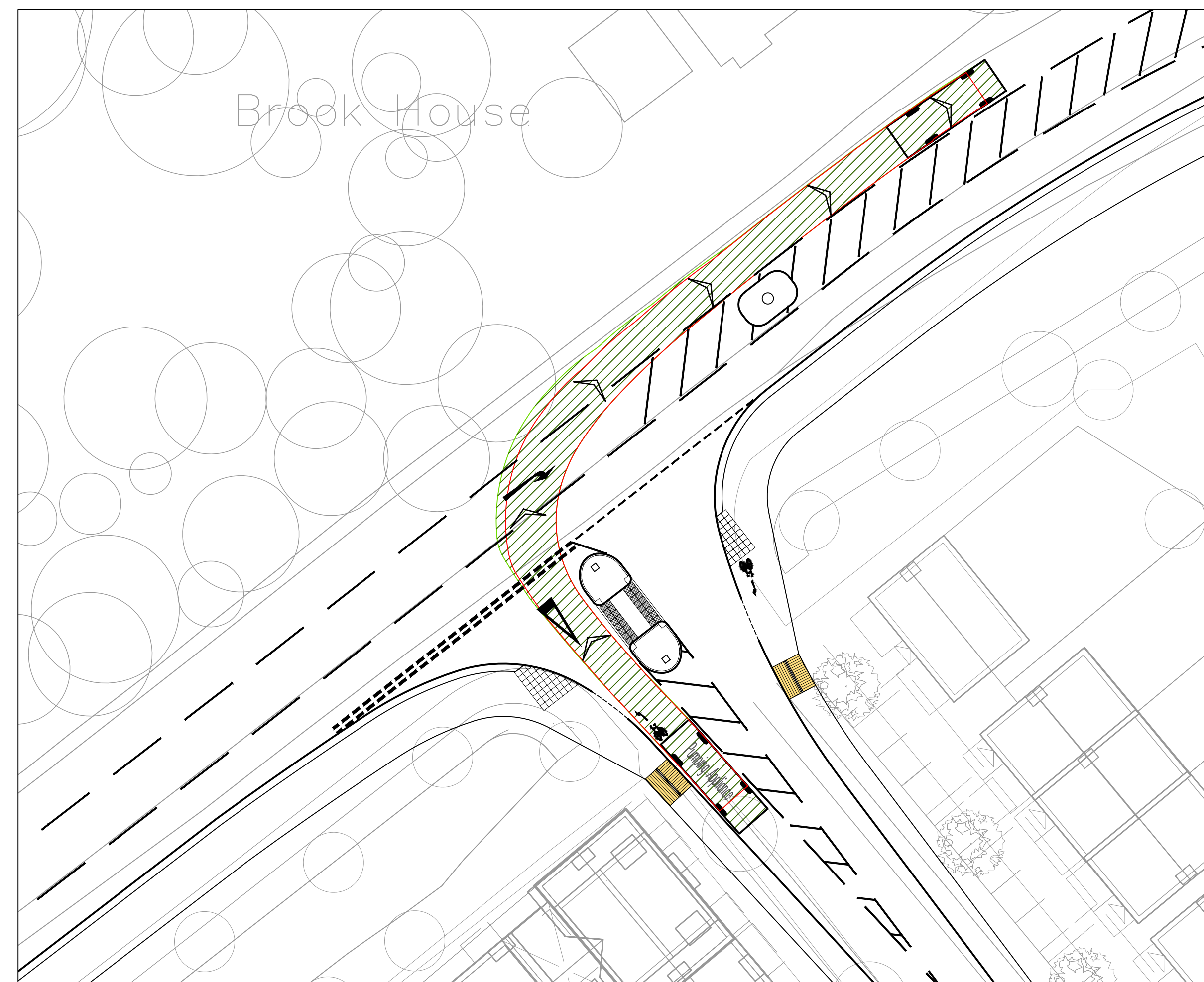
7.9m EMERGENCY VEHICLE INBOUND FROM THE WEST



7.9m EMERGENCY VEHICLE INBOUND FROM THE EAST



7.9m EMERGENCY VEHICLE OUTBOUND TO THE WEST



7.9m EMERGENCY VEHICLE OUTBOUND TO THE EAST

Appendix C ESCC Response – 27 June 2023

To: Head of Planning
Planning and Environmental Services
Wealden District Council
Council Offices
Vicarage Lane, Hailsham
BN27 2AX

FAO: Claire Turner

Our Ref: WD/2022/3222
District Ref: WD/2022/3222/MAO

Applicant: Hertfordshire Holdings Ltd

Location: LAND TO THE SOUTH OF THE A271 AND EAST OF THE A22, LOWER HORSEBRIDGE, HAILSHAM

Development: DEVELOPMENT OF UP TO 124 NO. RESIDENTIAL DWELLINGS, ASSOCIATED INFRASTRUCTURE (INCLUDING A NEW ACCESS JUNCTION ONTO THE A271) AND OPEN SPACE.

Road Name or Number	A271 / A22	Consultation Date	8 February 2023
National Grid Reference	557199111179	Contact Officer Details:	Claire Warwick [REDACTED] [REDACTED]

Recommendation:

No objection		Objection	x
No objection subject to the imposition of conditions		Objection due to insufficient information	

Executive Summary

This response follows the applicant's further submissions dated 7 June 2023 seeking to address my comments of 13 April 2023. The applicant has submitted a technical note, new site access plan and Illustrative Masterplan.

Response:

Accessibility

The applicant has sought to address the accessibility deficiencies associated with the site and proposes a number of measures to improve the connectivity.

The applicant has argued that the site is similarly accessibility to other development sites in the area. However, the issue with this site is the disconnect of the site from the rest of Hailsham due to the Cuckmere River, undeveloped land to the south and lack of connection to other residential development. It is likely that residents will perceive the distance to Lower Horsebridge and Hailsham and local services, to be too great for active travel and not suitable for non-car use. All residents will have to walk and cycle north out to the A271 to travel south and east. To overcome this the applicant needs to provide many sustainable travel measures to reduce the attractiveness of a car trip out to Boship roundabout, along the by-pass into Hailsham or onwards to Eastbourne for services, retail, education, employment etc etc.

The mitigation measures (including the travel plan) should therefore be exemplar to achieve sustainable travel take up.

The applicant has offered the following:

- *3m shared walking and cycling path, with a 0.5m carriageway separation, provided on the A271 Lower Horsebridge between the Boship Roundabout and the urban footprint to the east of the site (Shown in **Attachment 2 of the TN**).*

- *Reduction of the speed limit on A271 Lower Horsebridge Road to 30mph, between the Boship Roundabout and the existing 30mph limit to the east of the site.*

Acceptable subject to a Traffic Regulation Order

- *New bus stops, pole, shelter, real time information sign and crossing provision, at an appropriate location to the west of the current bus stops. An indicative location for the bus stops is shown in **Attachment 2** (subject to agreement with ESCC, third-party land ownership checks and a Road Safety Audit).*

RSA now?

- *Contribution of £1,100 per dwelling towards improving bus services in the area.*

Noted

- *An uncontrolled crossing facility on the A271 Lower Horsebridge Road comprising a pedestrian island, dropped kerbs and tactile paving,*

Attachment 2 shows the shared footway/cycleway, pedestrian crossing and bus stops. All are welcomed and are acceptable as far as they go but the works go no further than The

Paddock, approximately 65m from the site's eastern boundary. Cyclists then need to join the carriageway. I acknowledge as I did previously that the proposed 30mph limit may make cycling more attractive, but I also pointed out that that A271 carries over 10,000 vehicles per day. The horizontal alignment of the route through Lower Horsebridge affects forward visibility and limits places where vehicles can safely and confidently overtake cyclists.

The pedestrian island shown, only connects pedestrians to the proposed bus stops rather than to a pedestrian route along the northern side of the A271 continuing to Lower Horsebridge.

The bus stops may not actually be deliverable, as the applicant has noted, due to third party land constraints, albeit that WDC may be the landowner. I am unaware of the applicant having had any discussion with WDC on this matter. The details of the bus stops should be more definite to allow me to accept the proposal.

No RSA has been submitted to support the update access scheme nor any liaison with ESCC in relation to the tie in with the Boship roundabout improvement scheme.

The comments I made previously on the Travel Plan have not been acknowledged in the TN nor a greater commitment to the Travel Plan given.

The applicant has stated that wider accessibility improvements are not within the developer's remit to fund or deliver and that all LCWIP and off-site schemes would be funded by CIL. I do not accept that. In this case the site is isolated from the rest of Hailsham and Lower Horsebridge, and should therefore provide or contribute towards improving routes relevant to site residents ie routes to Hellingly schools. The Highway Authority has secured contributions towards or works for Hailsham LCWIP schemes associated with development in Hailsham/Hellingly. The examples of other developments cited as only providing local connections is not the case and some of the contributions secured are for LCWIP schemes.

Boship roundabout

The modelling work undertaken to support this application has now been included in the TN (Attachment 4). Boship roundabout modelling was commissioned by the applicant and undertaken by my colleagues. The assessment shows that Boship roundabout would operate beyond capacity with development traffic added but went on to show that with the proposed signalisation of the roundabout as part of ESCC's MRN package of works, that the roundabout would operate satisfactorily.

Funding for Major Road Network interventions

For development of allocated (or tested sites) it has been agreed by WDC officers that Community Infrastructure Levy (CIL) funds would complement Major Route Network (MRN) funding from government to deliver the package of works on the A22.

In April I commented that given that this site is speculative with no Local Plan or policy basis, it may be more appropriate to secure a specific contribution towards the MRN

schemes. In discussion with colleagues and to ensure the additional impacts of this development on the strategic highway network are mitigated, £1000 per dwelling is required towards works on the A22 corridor namely Boship roundabout.

Refuse vehicle access

Amended tracking drawings have been submitted showing how a 12m refuse vehicle would access the site following my comment that the smaller vehicle tracked previously was the wrong size.

The new junction will be able to accommodate these larger vehicles. Clarification should be sought from WDC as to which is the correct size vehicle. Further tracking will be required for the whole site once the on-site road network is known.

Internal layout.

The internal roads are proposed with a 20mph limit. A design speed of 20mph is expected by the Highway Authority in any event. If a formal 20 mph speed limit is required, a further Traffic Regulation Order will be necessary, along with a further fee of £5000 to cover ESCC costs for progressing the order.

Conclusion

I remain concerned that the site is not suitably accessible. While the applicant has sought to improve walking, cycling and bus services at the site, the distances and routes to local services- schools, employment, retail etc remain unattractive. It is unlikely that this site can meet my requirements due to third party landownership, the distances involved and the site location. The site is located adjacent to the A22 and does not adjoin the existing built up area to the south. In effect it faces away from Hailsham. This will no doubt mean car trips will remain attractive at the site as residents seek a most direct/unencumbered route to Hailsham via the by-pass or by-pass Hailsham to reach other towns/centres.

I object to this application for the following reason:

It has not been demonstrated that, the site is suitably accessible by non-car modes, and the development would therefore be contrary to para 111 and 112 of the National Planning Policy Framework.

Obligations and Conditions

While I object to this development as submitted should planning permission be granted, I require that the following obligations and conditions form part of any consent. Please note that for development of 124 dwellings I am concerned that the requirements are not reasonable in terms of the scale of development ie meeting the CIL tests.

s106 obligations

- £1100 per dwelling for bus services serving the site
- £12,000 per RTPI sign (2 bus stops)

- £500 per bus stop clearway (4 bus stops)
- TRO fee of £5000 for the implementation of the extended 30mph on the A271
- TRO fee of £5000 for the implementation of a 20mph speed limit within the site
- Travel Plan and Travel Plan Audit fee of £6000
- £1000 per dwelling for MRN schemes (Boship roundabout)
- A Right Turn Lane access to the site to tie in with ESCC scheme at the Boship roundabout
- Provision of a shared footway/cycleway along the site frontage to the Paddock to tie in with ESCC scheme at the Boship roundabout

I require the further works not agreed by the applicant

- Provision of a pair of bus stops on the A271 (if achievable)
- Footway widening works on North Street to Hellingly Primary school
- Contribution to the LCWIP schemes specifically routes 220, 221 and 310

Conditions

1 No development shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing no 332110699_5501_SK008 rev P01 as amended as part of the s278 agreement and detailed design.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

2 The access shall not be used until visibility splays of 2.4m by 90m to the east and 210m to the west of the proposed access are provided in both directions and maintained thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

3 The development shall not be occupied until parking areas have been provided in accordance with details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

4 Parking spaces shall measure at least 2.5m by 5m (with an extra added an extra 50cm where spaces abut walls/fences hedges).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

5 The development shall not be occupied until cycle parking areas have been provided in accordance with approved plans and details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

6 The development shall not be occupied until turning spaces for vehicles likely to visit the site have been provided and constructed in accordance with the plans/details which shall have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the turning space shall thereafter be retained for that use and shall not be used for any other purpose.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

7 Prior to the commencement of development details of the proposed surface water drainage to prevent the discharge of surface water from the proposed site onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding

8 Prior to the commencement of development, detailed drawings, including levels, sections and constructional details of the proposed roads, and street lighting to be provided, shall be submitted to the Planning Authority and be subject to its approval, in consultation with the Highway Authority with a view to their subsequent adoption as a publicly maintained highway

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

9 The new estate roads shall be designed and constructed to the Highway Authority's standards with a view to their subsequent adoption as a publicly maintained highway.

Reason: In the interest of highway safety and for this benefit and convenience of the public at large

10 No development shall take place, including any ground works or works of demolition, until a Construction 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 in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters.

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress 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 utilisation 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.

Reason: In the interests of highway safety and the amenities of the area

Informatives

This Authority's requirements associated with this development proposal will need to be secured through Section 106 and Section 278 Legal Agreements between the applicant and East Sussex County Council. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

The applicant will be required to obtain a permit for any highway works in accordance with the requirements of the Traffic Management Act, 2004. The applicant should contact East Sussex Highways (0345 60 80 193) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the permit being in place.

In the event that roads are not offered for adoption, the Highway Authority would wish to see the roads within the site laid out and constructed to standards at, or at least close to, adoption standards.

The applicant is advised that as the estate roads are to remain private/unadopted, the Highway Authority would require provisions in any s106 agreement to confirm that the estate roads would not be offered for adoption at a later date and wording included to ensure that the carriageways, footways and parking areas are properly constructed, surfaced, drained and where appropriate lit and that the works are appropriately certified from a suitably qualified professional confirming the construction standard.

The applicant should be made aware that the creation/alteration of this access will require the compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the East Sussex Highways Network Co-ordination team (0845 6080193).

Due to the nature of the highway in the vicinity of the site, construction traffic could damage the carriageway/verges/footways. The Highway Authority will require the applicant to reimburse their legitimate expenses in making good any such damage. Prior to the commencement of development, the applicant should contact East Sussex County

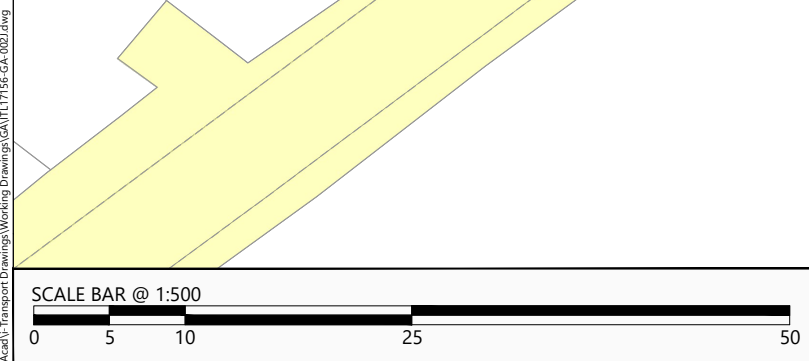
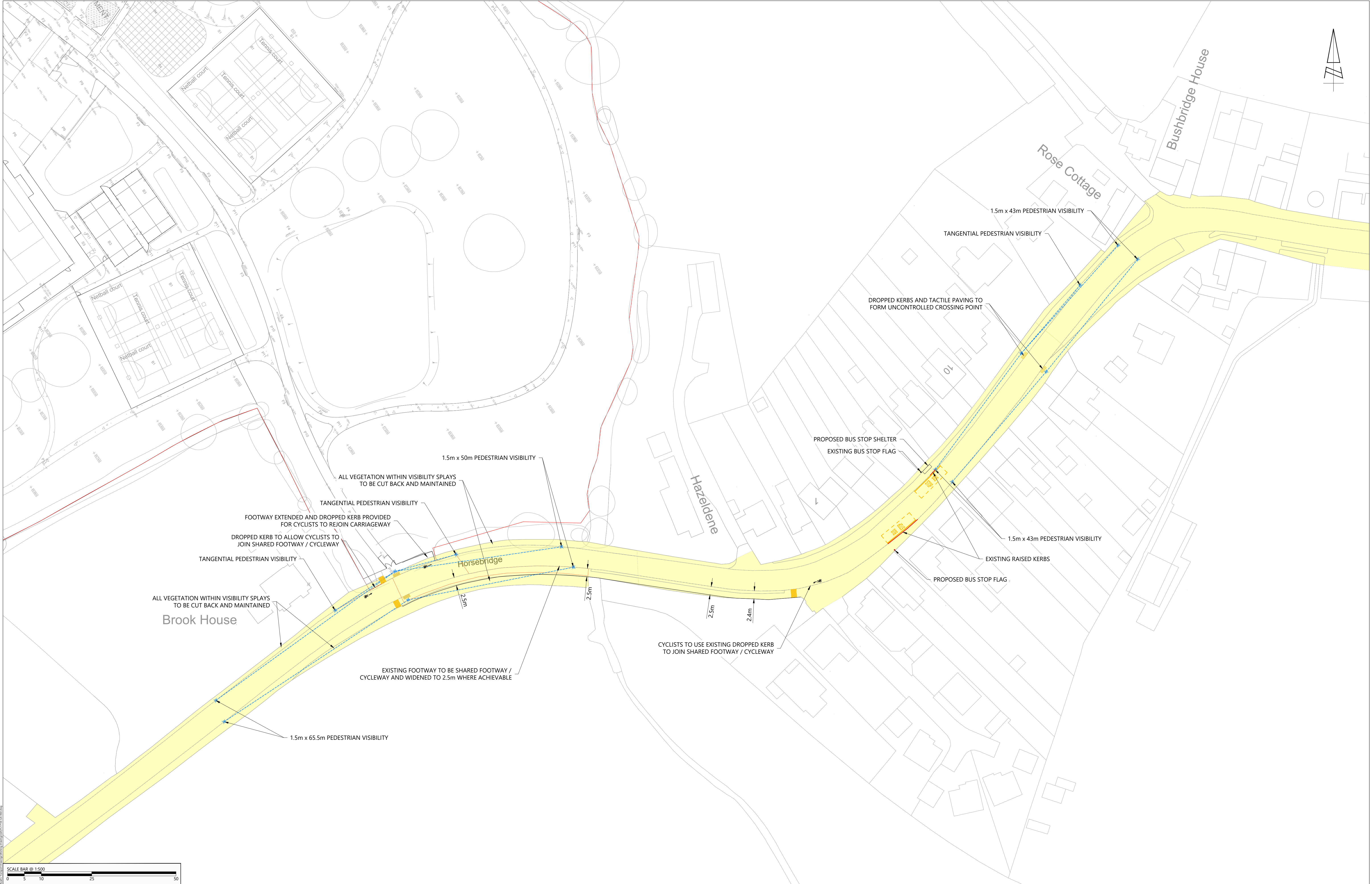
Council' Transport Development Control team on 01273 482254 to arrange a photographic survey and joint inspection of the local highway network.

Signed: Claire Warwick

Date: 27 June 2023

On behalf of the Highway Authority
For Director of Communities, Economy and Transport (sent by email)

Appendix D Wealden Sports Hub – Proposed pedestrian and cyclist access from A271



85 Gresham Street, London, EC2V 7NQ Tel: 020 3705 9215

www.i-transport.co.uk

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STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

REV	DATE	BY	DESCRIPTION
J	27.11.23	JMc	REVISED SITE LAYOUT & SOUTHERN FOOTPATH EXTENDED EAST
I	10.11.23	JMc	BUCKSTOP LAYOUT ADDED
H	03.10.23	JMc	UPDATED FOLLOWING DATE COMMENTS
G	14.08.23	JMc	SITE LAYOUT UPDATED
F	30.06.23	JMc	SITE LAYOUT ADDED
E	26.06.23	JMc	CROSSING POINT MOVED FOLLOWING DETAILED DESIGNERS COMMENTS
D	06.06.23	JMc	UPDATED FOLLOWING RSA COMMENTS
STATUS			
FOR INFORMATION			

CHK	APP	PROJECT
JMc	JMc	WEALDEN SPORTS PARK, HELLINGLY
TITLE		
PROPOSED PEDESTRIAN AND CYCLIST ACCESS FROM A271 GENERAL ARRANGEMENT		

CURT	PROJECT
JMc	WEALDEN DISTRICT COUNCIL
CURRENT	
WEALDEN DISTRICT COUNCIL	

DRAWN	CHECKED	APPROVED
JMc	JMc	SJ
PROJECT No:	SCALE @ A1:	DATE
ITL17156	1:500	27.08.21
DRAWING No:	ITL17156-GA-002	
REV	J	