

**LAND AT BIRD IN EYE FARM, SOUTH OF BIRD IN
EYE HILL, FRAMFIELD, UCKFIELD, EAST SUSSEX**

**PROOF OF EVIDENCE OF RICHARD WHITE
(Figures and Appendices)**

**APPEAL BY KASSIE SMITH KC
TOWN AND COUNTRY PLANNING ACT 1990
LPA REF: WD/2021/2198/MAO
PINS REF: APP/C1435/W/22/3307820**



**THE CLOSE
44 OVER LANE
ALMONDSBURY
SOUTH GLOUCESTERSHIRE
BS32 4BW**

AUGUST 2023

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- 5330/016 Rev K – Proposed Bus Stop Improvements and Speed Limit Extension (showing minor mods to Rev H)
- 5330/017 Rev H & 018 Rev J – Framfield Road Improvements (showing further revised proposals)
- 5530/029 – Eastern Visibility Splay Envelope (showing extent of highway visible to the east from site access)
- 5330/227 Rev C & 229 Rev C – Swept Path Analysis of Site Access (showing large vehicle tracking at site access junction)

[illegible]

Figure 3.1: Site Location

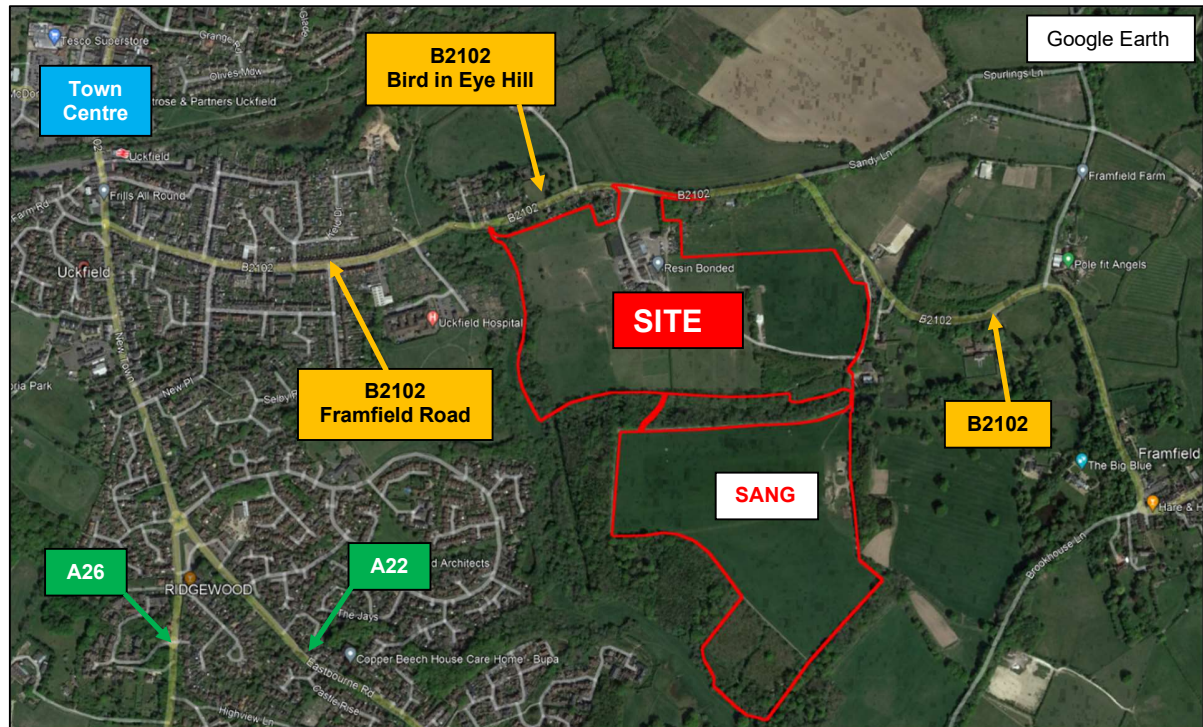


Figure 3.2: Local Highway Network



Figure 3.3: Sign showing Existing Commercial Activities at Bird in Eye Farm



Figure 3.4: CrashMap Data 2012-2021



Figure 3.5: Footway Widths on Framfield Road



Figure 3.6: Extract of Masterplan

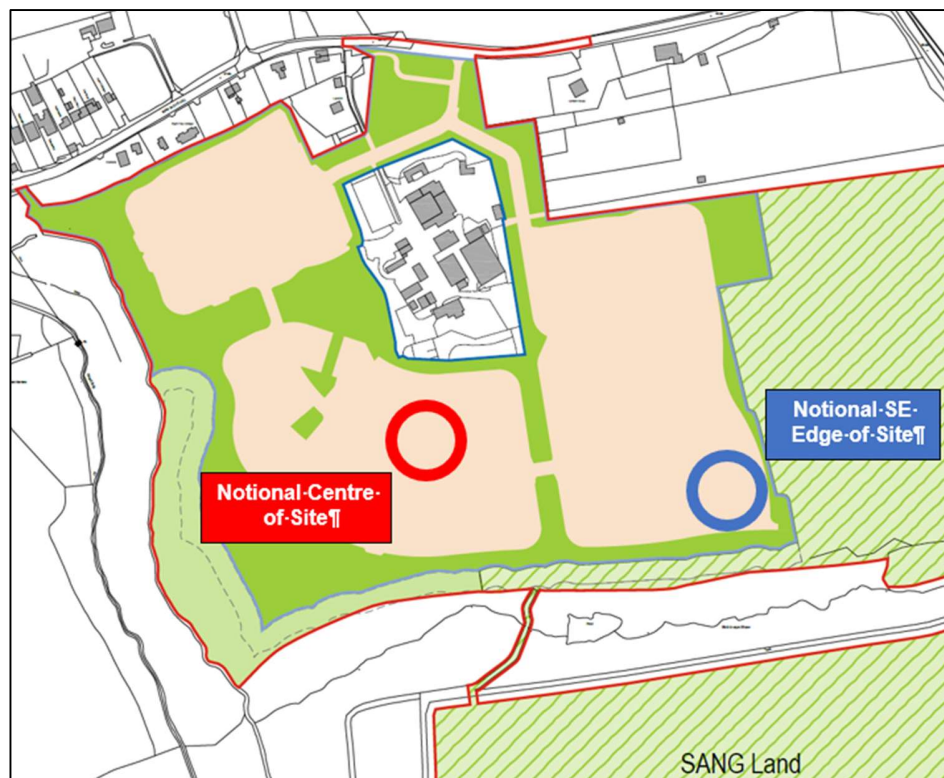


Figure 3.7: Extract from Parameter Plan

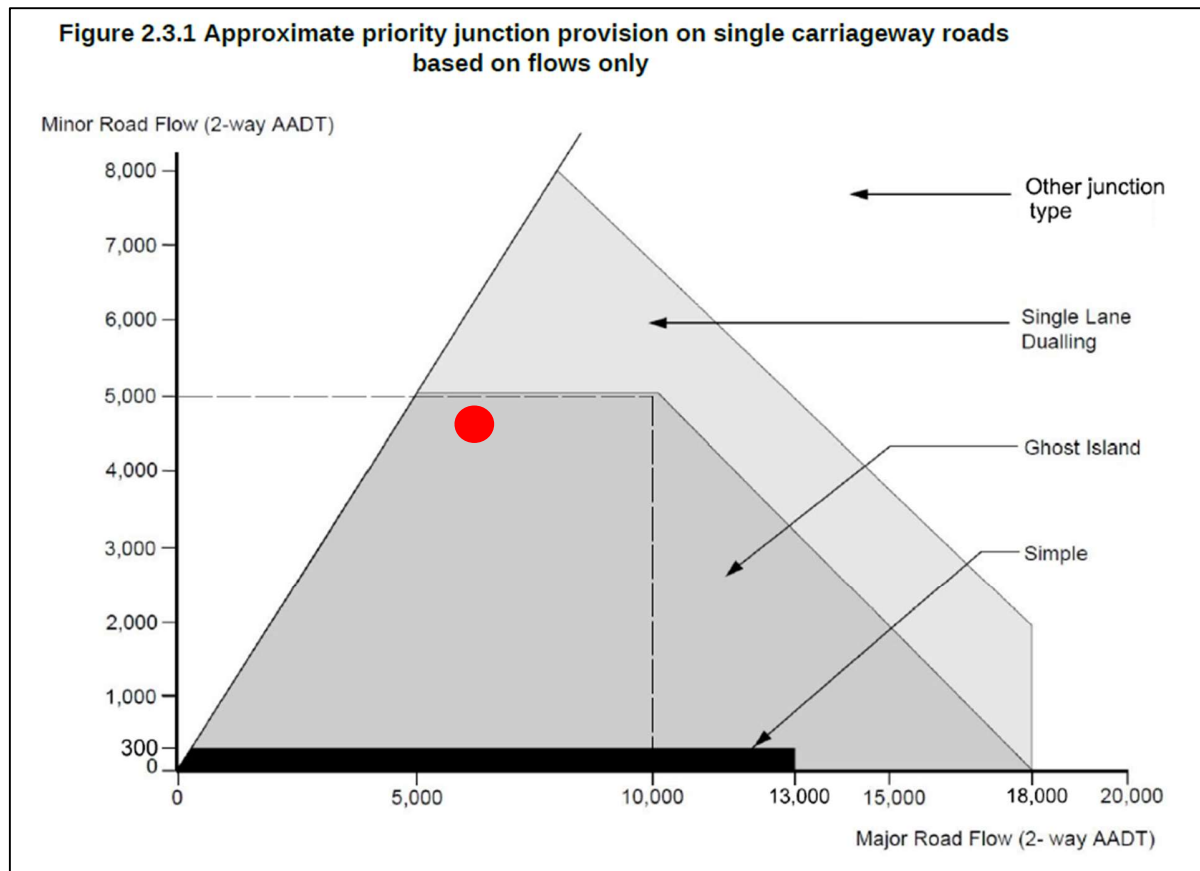


Figure 5.1: Approximate Capacity of Priority Junctions

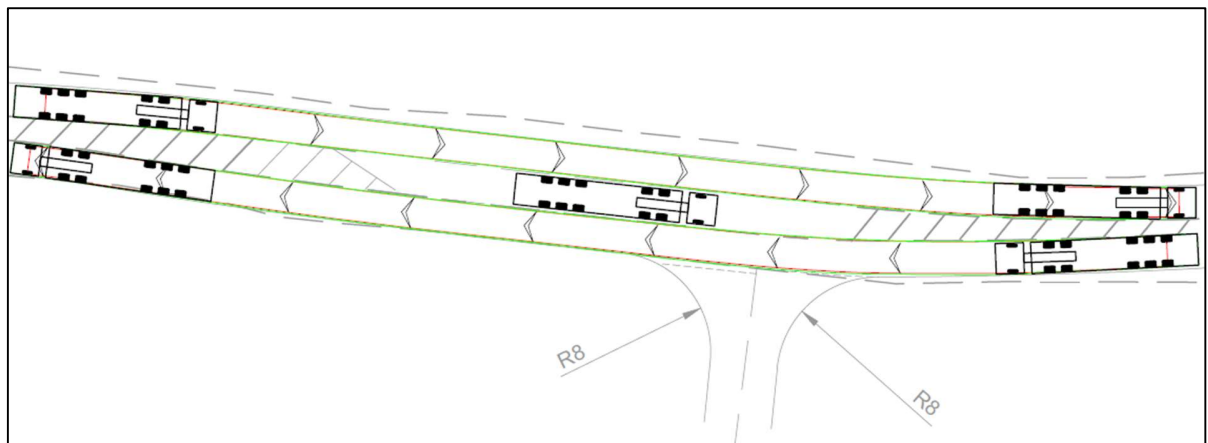


Figure 5.2: Swept Paths of Articulated Vehicles at Access (Rev K)



Figure 5.3: Swept Paths of Articulated Vehicles at Access (Rev M)

Figure 3.1 Measurement of stopping sight distance

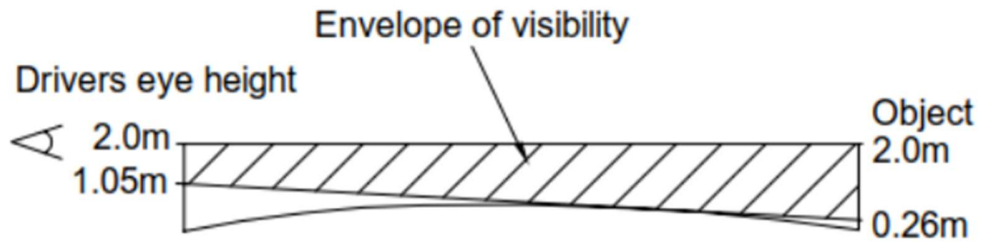


Figure 5.4: Envelope of Visibility (CD123)



Figure 5.5: Vegetation to the East of the Proposed Site Access

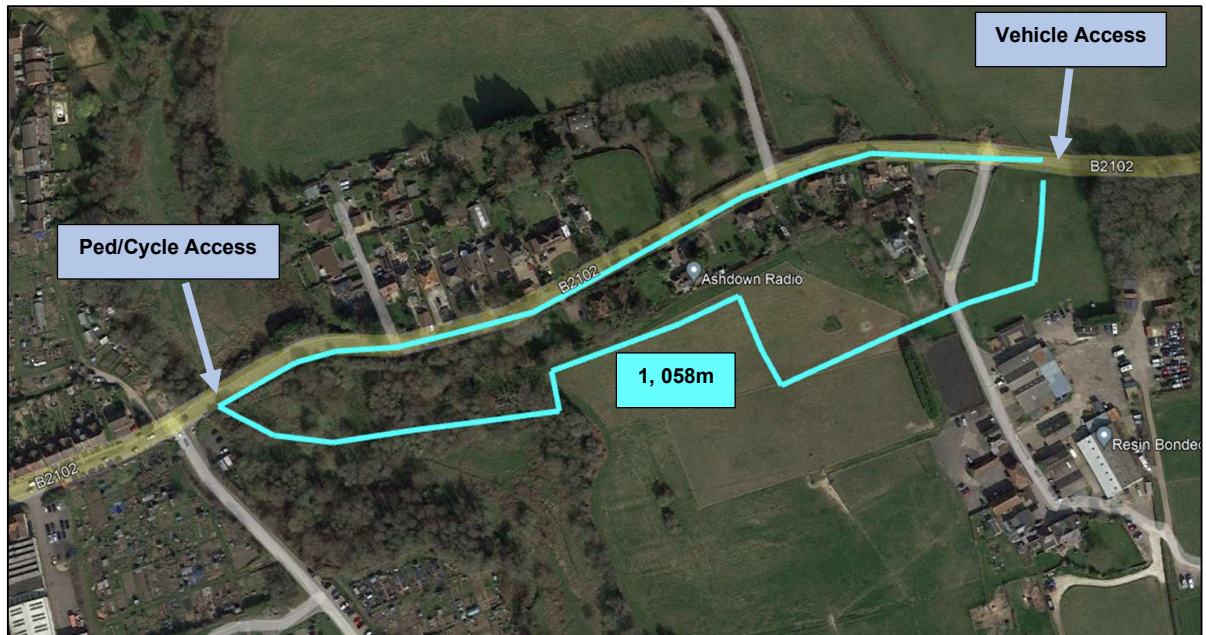


Figure 6.1: Detour for Westbound Cyclists wishing to enter the Appeal Site



Figure 6.2: Flooding on Framfield Road (looking west near Community Hospital)



Figure 6.3: Flooding on Framfield Road (looking east near Community Hospital)



Figure 6.4: Alternative Route when Framfield Road is Flooded

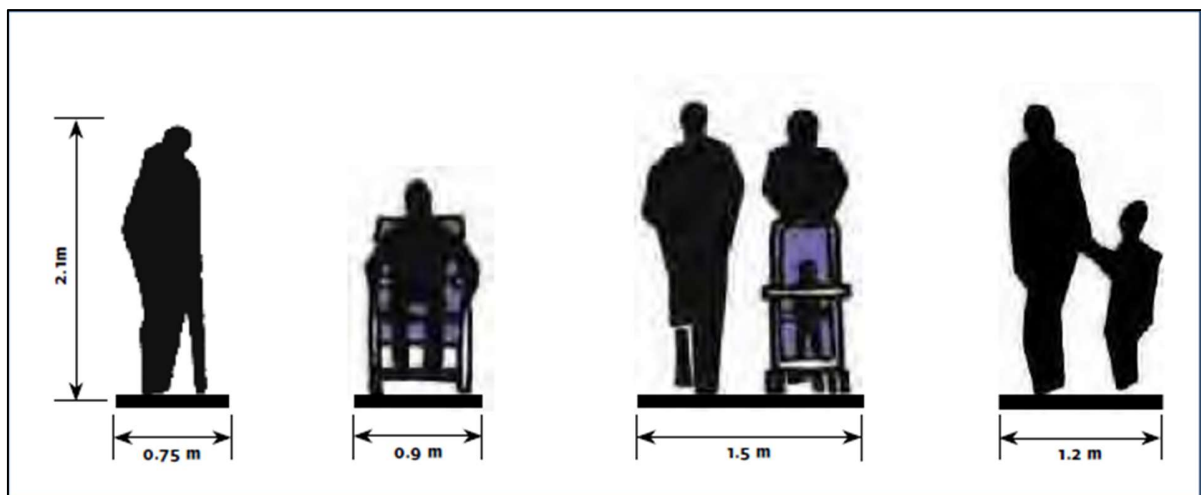


Figure 6.5: Footway Widths from Manual for Streets

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Figure 6.6: Suggested Acceptable Walking Distances (CIHT)

APPENDICES

APPENDIX A

Private School Summer Term Times

Richard White

From: [REDACTED]
Sent: 09 August 2023 11:44
To: Mary Cook; Richard White
Subject: Private school term dates

Hi both,

Below is an updated version of the private school terms dates. I had previously only included the 2024 date for Bede's as I didn't see 2023 terms dates on their website. The 2023 term end date is now included.

Annan School – Tuesday 11th July 2023/Tuesday 9th July 2024
Mayfield School – Friday 5th July 2024
The Montessori Place – information not available
Skippers Hill Manor Preparatory School – Friday 7th July 2023/Friday 12th July 2024
Cumnor House Preparatory School – Friday 5th July 2024/Friday 4th July 2025
Bede's School – Friday 30th June 2023/Friday 28th June 2024
Ardingly College – Friday 30 June 2023/Friday 28th June 2024
Brighton College – Friday 28th June 2024

Clearly most, if not all, would have finished for summer by 'mid-July'.

Kind regards,
Sophie

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APPENDIX B

Extract from Manual for Streets

6.7 Emergency vehicles

6.7.1 The requirements for emergency vehicles are generally dictated by the fire service requirements. Providing access for large fire appliances (including the need to be able to work around them where appropriate) will cater for police vehicles and ambulances.

6.7.2 The Building Regulation requirement B5 (2000)¹⁰ concerns 'Access and Facilities for the Fire Service'. Section 17, 'Vehicle Access', includes the following advice on access from the highway:

- there should be a minimum carriageway width of 3.7 m between kerbs;
- there should be vehicle access for a pump appliance within 45 m of single family houses;
- there should be vehicle access for a pump appliance within 45 m of every dwelling entrance for flats/maisonettes;
- a vehicle access route may be a road or other route; and
- fire service vehicles should not have to reverse more than 20 m.

6.7.3 The Association of Chief Fire Officers has expanded upon and clarified these requirements as follows:

- a 3.7 m carriageway (kerb to kerb) is required for *operating space at the scene of a fire*. *Simply to reach a fire*, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45 m of dwelling entrances;
- if an authority or developer wishes to reduce the running carriageway width to below 3.7 m, they should consult the local Fire Safety Officer;
- the length of cul-de-sacs or the number of dwellings have been used by local authorities as criteria for limiting the size of a development served by a single access route. Authorities have often argued that the larger the site, the more likely it is that a single access could be blocked for whatever reason. The fire services adopt a less numbers-driven approach and consider each application based on a risk assessment for the site, and response time requirements. Since the introduction of the Fire and Rescue Services Act 2004,¹¹ all regions have had to produce an Integrated Management Plan

setting out response time targets (*Wales: Risk Reduction Plans*¹²). These targets depend on the time required to get fire appliances to a particular area, together with the ease of movement within it. It is therefore possible that a layout acceptable to the Fire and Rescue Service (FRS) in one area, might be objected to in a more remote location;

- parked cars can have a significant influence on response times. Developments should have adequate provision for parking to reduce its impact on response times; and
- residential sprinkler systems are highly regarded by the FRS and their presence allows a longer response time to be used. A site layout which has been rejected on the grounds of accessibility for fire appliances may become acceptable if its buildings are equipped with these systems.

6.8 Service vehicles

6.8.1 The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated – designers could assume that they will have to reverse or undertake multi-point turns to turn around for the relatively small number of times they will require access.

6.8.2 Well-connected street networks have significant advantages for service vehicles. A shorter route can be used to cover a given area, and reversing may be avoided altogether. They also minimise land-take by avoiding the need for wasteful turning areas at the ends of cul-de-sacs.

6.8.3 However, some sites cannot facilitate such ease of movement (e.g. linear sites and those with difficult topography), and use cul-de-sacs to make the best use of the land available. For cul-de-sacs longer than 20 m, a turning area should be provided to cater for vehicles that will regularly need to enter the street. Advice on the design of turning areas is given in Chapter 7.

¹⁰ Statutory Instrument 2000 No. 2531, The Building Regulations 2000. London: TSO. Part II, paragraph B5: Access and facilities for the fire service.

¹¹ Fire and Rescue Services Act 2004. London: TSO.

¹² Risk Reduction Plans required by the Welsh Assembly. See Welsh Assembly Government (2005) *Fire and Rescue National Framework for Wales*. Cardiff: NAFW.

APPENDIX C

Census Data

KS404EW - Car or van availability

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population	All households; All cars or vans
units	Households
area type	built-up areas
area name	Uckfield BUA
rural urban	Total

Cars	2011	
	number	%
All categories: Car or van available	7,643	100.0
No cars or vans in household	1,026	13.4
1 car or van in household	2,954	38.6
2 cars or vans in household	2,680	35.1
3 cars or vans in household	689	9.0
4 or more cars or vans in household	294	3.8

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX D

SSD Calculations

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + \frac{v^2}{2(d+0.1a)}$

v = Speed of vehicle (m/s)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

46 kph

12.778 m/s

v = 12.778 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type Buses and/or HGV's greater than

a = 0 +ve for upgrades and -ve for downgrades

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

SSD =

41 m

SSD adjusted for bonnet

length (MfS only) =

44 m (SSD + 2.4m)

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Conversions

mph 28.6

to kph 46.0

kph

to mph 0.0

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + \frac{v^2}{2(d+0.1a)}$

v = Speed of vehicle (m/s)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

47.5 kph

13.194 m/s

v = 13.194 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type Buses and/or HGV's greater than

a = 0 +ve for upgrades and -ve for downgrades

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤ 64 kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (> 64 kph)	2	0.250 g (Desirable minimum)	CD 109

SSD =

43 m

SSD adjusted for bonnet

length (MfS only) =

46 m (SSD + 2.4m)

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Conversions

mph 29.5

to kph 47.5

kph

to mph 0.0