

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 01273 482239 Claire.warwick@eastsussex.gov.uk

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)