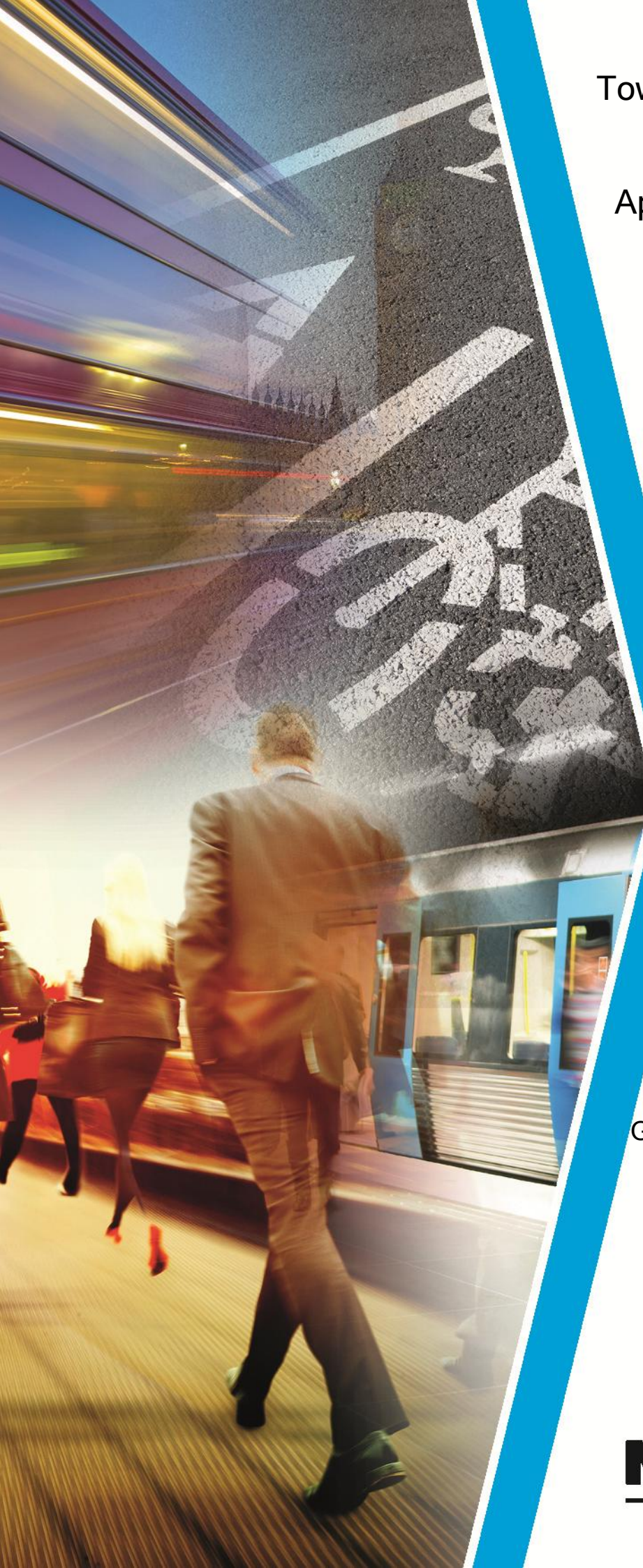




Town & Country Planning Act
1990 (as Amended)

Appeal by Croudace Homes
Limited

Land at Bird in Eye Farm,
South of Bird in Eye Hill,
Framfield, Uckfield, East
Sussex TN22 5HA

Highways Statement of Common
Ground between Croudace Homes
Limited and East Sussex County
Council

PINS Ref:
APP/C1435/W/24/3356658
LPA Ref: WD/2024/1799/O
Date of Inquiry: 15 July 2025

May 2025

MILESTONE
TRANSPORT PLANNING

Land at Bird in Eye Farm, South of Bird in Eye Hill, Framfield, Uckfield, East Sussex TN22 5HA

Project No: MTP Ref: 23-138

Document Reference No: 23138/Reports/SoCG

Document Title: Statement of Common Ground (Highways)

Date: May 2025

Client Name: Croudace Homes Limited

Project Manager: Matt Stevens

Author: Zac Michaelides

Produced By: [Milestone Transport Planning Limited](#)
7 Ancells Court, Rye Close, Fleet, Hampshire GU51 2UY - Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, Tyne & Wear NE8 1AN - Tel: 0191 3387220
3 Wharfside Street, Spaces, The Mailbox Level 1, Birmingham B1 1RD - Tel: 0121 661 9881

Email: mail@milestonetp.co.uk
Web: www.milestonetp.co.uk

Document history & status

Revision	Date	Description	Prepared By	Checked By	Authorised By
-	14.05.25	First Issue - for client comment	Z. Michaelides	M. Stevens	M. Stevens
A	15.05.25	V2 - with client comment	Z. Michaelides	M. Stevens	M. Stevens
B	20.05.25	V3 - with ESCC comment	Z. Michaelides	M. Stevens	M. Stevens
C	20.05.25	V4 - with final comments from ESCC	Z. Michaelides	M. Stevens	M. Stevens
D	20.05.25	V5 - with final comments from ESCC	Z. Michaelides	M. Stevens	M. Stevens
E	21.05.25	Final for Issue	Z. Michaelides	M. Stevens	M. Stevens

CONTENTS

1.	Introduction & Scope of Document	1
2.	ESCC Position at Submission of Appeal	2
3.	Engagement between Appellant & ESCC since Appeal Submission ...	3
4.	Agreed Scheme for Appeal Site Access	4
5.	The Proposed Development on Appeal Site	7
	Accessibility Credentials	7
	Proposed Pedestrian / Cycle Route	7
	Access to Existing Business Estate	8
	Parking / Internal Layout	8
6.	Traffic Impact	9
	Derivation of Person Trip Generation.....	9
	Modal Split of Person Trip Generation	9
	Vehicle Trip Distribution	9
	Development-Related Impact	9
7.	Framework Travel Plan	11
8.	Summary of Statement.....	12
9.	Agreement.....	13

Tables

Table 4.1	Matters Addressed from January 2025 ESCC Statement.....	5
-----------	---	---

Appendices

Appendix A	Appeal Scheme Plans
Appendix B	Schedule & Copies of Agreed Highways Drawings

1. Introduction & Scope of Document

- 1.1 This Highways Statement of Common Ground (“SoCG”) between Croudace Homes Limited (“CHL”), the Appellant, and East Sussex County Council (“ESCC”), as Highway Authority, has been prepared following lengthy and collaborative dialogue between the parties in relation to the approach to be taken to the access design and highway safety.
- 1.2 The joint working between the Appellant and ESCC has resulted in agreement being reached in relation to the acceptability of the access design and highway safety, such that these matters are no longer in dispute.
- 1.3 It is agreed that the amended plans prepared by the Appellant and submitted to PINS under covering letter from Woolf Bond Planning Ltd on 9 May 2025, and the Appellant’s commitment to secure the required highway improvements and conditions through legal agreement, addresses all of the highway concerns that were expressed at paragraphs 5.1 to 5.15 of Wealden District Council’s (“WDC”) Statement of Case (January 2025).
- 1.4 The remaining sections of the SoCG are structured as follows:
 - [Section 2 - ESCC Position at Submission of Appeal](#)
 - [Section 3 - Engagement between Appellant and ESCC since Appeal Submission](#)
 - [Section 4 - Agreed Scheme for Appeal Site Access](#)
 - [Section 5 - The Proposed Development on the Appeal Site](#)
 - [Section 6 - Traffic Impact](#)
 - [Section 7 - Framework Travel Plan](#)
 - [Section 8 - Summary of Statement](#)
 - [Section 9 - Agreement](#)
- 1.5 The Planning Statement of Common Ground prepared for the current Appeal (between Woolf Bond Planning Ltd and WDC) confirms the agreement reached with WDC and ESCC as to the acceptability of the Appeal Scheme in locational sustainability terms as well as in relation to the impact on the operation of functions within Uckfield town centre (paragraph 5.1, bullet points (7) and (8) refer) (SoCG dated 24 January 2025).

2. ESCC Position at Submission of Appeal

2.1 Alongside the WDC Statement of Case, ESCC, submitted a statement to the Planning Inspectorate in January 2025 confirming, at that time, that the Appeal Site proposals could not be supported by the Highway Authority for three reasons:

- 1) *The proposed extension of the 30mph speed limit from the foot of Bird in Eye Hill eastwards to the entrance to Lantern House is contrary to policy for setting local speed limits (PS5-02 Local Speed Limited and 20mph Zones) based on the local characteristics of this part of B2102 Bird in Eye Hill and the existing vehicle speeds, and would not be supported or promoted by ESCC on the ground that it could not be safely implemented and be self-enforcing.*
- 2) *The proposed roundabout means of vehicular access from B2102 has been designed to comply with standards applicable to a major road with speeds consistent with a 30mph speed limit. Even so. The design is not fully compliant and has not been demonstrated as being safe for all road users (including cyclists). Further, the design has not been demonstrated to be compliant or acceptable at higher main road speed limits and traffic speeds.*
- 3) *Sufficient details have not been provided to demonstrate that the proposed roundabout is capable of safely providing for all users during the hours of darkness. ESCC consider that lighting of the proposed new roundabout is required as it is a significant junction on a rural road. An unlit roundabout may have implications for highway safety regardless of the speed limit and may need to be part of a more comprehensive lighting scheme for Bird in Eye Hill. It is unclear whether such a lighting scheme can be delivered within the available highway land.*

2.2 It was acknowledged within the ESCC statement that “...the County highway authority is active in discussions with the appellant’s transport consultant who are aware of the objections and areas of concern raised in this response.”

3. Engagement between Appellant & ESCC since Appeal Submission

- 3.1 Since the submission of the Appeal and further to receipt of the Highway Authority's January 2025 statement and subsequent CMC, the Appellant's transport consultant, MTP, and ESCC have engaged in positive dialogue to address the concerns raised regarding access design and highway safety.
- 3.2 As a consequence of the comprehensive and ongoing engagement between the Appellant's transport consultant, MTP, and ESCC, all three reasons for refusal identified within the Highway Authority's January 2025 statement have been addressed / resolved, and highways matters are no longer disputed in the Appeal.
- 3.3 This was confirmed by ESCC, as Highway Authority, in their email correspondence dated 8 May 2025 that has been submitted to the Planning Inspectorate on 9 May 2025 as part of a comprehensive submission of amended and additional supporting plans and particulars for consideration at the forthcoming Inquiry, pursuant to Wheatcroft principles.

4. Agreed Scheme for Appeal Site Access

4.1 A summary of the key changes to the original scheme submitted with the Planning Application / Appeal and which now form the revised scheme agreed between the Appellant's transport consultant, MTP, and ESCC are as follows:

- The Appeal Site Access roundabout has been reduced in scale to a 28-metre diameter 'Compact' 3-arm roundabout, designed in accordance with DMRB CD116, sited midway along the Appeal Site frontage to the B2102 Bird in Eye Hill.
- A 40mph speed limit is to be introduced on the B2102 Bird in Eye Hill between Lantern Cottage (to the east of the Appeal Site Access) that will extend for 538 metres west towards Uckfield town centre to a relocated termination point for the existing 30mph speed limit, 42 metres east of its current location on the B2102 Framfield Road.
- A 3-arm mini roundabout is to be constructed 45 metres south of the Appeal Site Access roundabout, facilitating access to the proposed residential units to the north-west of the Appeal Site, the retained commercial uses in Bird in Eye Farm as well as the main body of the residential units to the south and east of the Appeal Site and SANG. This is a revision to the initial proposed access arrangements for this internal part of the Appeal Site.
- Vehicular access to Nos. 18/19 Bird in Eye Hill is to be retained off the Appeal Sites' internal road network, south of the Appeal Site Access roundabout. This will include appropriate landscape screening and fencing to avoid headlight glare to other road users traversing the Appeal Site Access roundabout.
 - For the avoidance of doubt, the Appellant has power under relevant land transfers to make this minor adjustment to the relevant access / egress rights through its land. It demonstrably improves the safety of vehicular access to / from Nos. 18/19 as users no longer have to use the existing substandard access and, in addition, occupiers and visitors to Nos. 18/19 have the benefit of safe, off-carriageway active travel access towards Uckfield Town Centre via the shared footway / cycleway through the Appeal Site.
- The alignment of the shared footway / cycleway between the proposed residential development and Framfield Road has been adjusted within the Appeal Site to reduce gradients, where achievable / introduce level platform areas to enhance facilities for active travel users.

4.2 The following highway application plans included as **Appendix A** to this SoCG have been submitted to the Planning Inspectorate on 9 May 2025 as part of a comprehensive submission of amended and additional supporting plans and particulars for consideration at the forthcoming Inquiry, pursuant to Wheatcroft principles.

- Plan 23138/001 Rev J Proposed Access Arrangement
- Plan 23138/004 Rev F Shared Footway / Cycleway - Indicative Vertical Design
- Plan 23138/006 Rev H Overall Access Strategy

4.3 The revised scheme agreed between the Appellant's transport consultant, MTP, and ESCC has been subject to an updated RSA1 dated 6 May 2025.

4.4 The RSA1 identified three problems / recommendations for further consideration which have been incorporated into amended highway related drawings.

4.5 A schedule of agreed highways related drawings, along with copies of these plans is included as **Appendix B** to this SoCG.

- 4.6 An additional plan, 23138/016 was agreed between the Appellant's transport consultant, MTP, and ESCC in response to the RSA1 and Designer's Response, post the 9 May 2025 submission to the Planning Inspectorate, showing further details regarding anti-glare fencing on the access to Nos 18/19 Bird in Eye Hill and the relocation of an existing road sign on the B2102 Bird in Eye Hill. This plan is included within **Appendix B** of the SoCG.
- 4.7 Table 4.1 summarises the agreement reached between the Appellant and ESCC to other matters raised and addressed from the January 2025 ESCC Statement that relate to the Appeal Site Access.

Table 4.1 Matters Addressed from January 2025 ESCC Statement

Matter Raised	Agreement Reached
Land Ownership	
A sliver of land across the western section of the Appeal Site frontage that may not be under the control of the Applicant	Correspondence between Appellant / ESCC dated 9 February 2025 confirms there is no unregistered gap between the landowner's title and the adopted highway. It is agreed between that all necessary land for the Appeal Site Access proposals is under the control of the Appellant or ESCC, as Highway Authority.
Speed Limit	
Any setting or change to local speed limits should give cognisance to DfT Circular 01/2013 (updated 17 March 2024) and ESCC's policy on local speed limits contained within PS05/02, including the route assessment criteria as set out in Appendix A of the same document.	The character of the environment, the road and traffic composition, including observed actual speeds, on the section of the B2102 Bird in Eye Hill, east of the Appeal Site Access to Lantern House and west of the Appeal Site Access towards the town centre and the existing 30mph speed limit, would with the proposed development become more conducive to a 40mph speed limit. A 40mph speed limit is to be introduced on the B2102 Bird in Eye Hill between Lantern Cottage (to the east of the Appeal Site Access) that will extend for 538 metres west towards Uckfield town centre to a relocated termination point for the existing 30mph speed limit, 42 metres east of its current location on the B2102 Framfield Road. The relocated termination point for the existing 30mph speed limit will ensure that the proposed cycle crossing and merge on / off the carriageway for cyclists and westbound bus stop are located within the lower speed environment.
Forward Visibility	
Forward visibility criteria on the B2102 Bird in Eye Hill eastbound and westbound approaches to the Appeal Site Access roundabout should be based on Design Manual for Roads and Bridges, CD116 'Geometric Design of Roundabouts' for a 70kph design speed, appropriate for a 40mph (64kph) speed limit.	The stopping sight distances ("SSD") on approach to the Appeal Site Access roundabout from the B2101 Bird in Eye Hill eastbound and westbound arms are 90 metres which is one step below the desirable minimum SSD parameters set out in Table 2.10 of CD109. This relaxation of standards is acceptable and not a Departure from Standards. High friction surfacing and advanced warning signs to appropriate standards are provided on both eastbound and westbound arms of the Appeal Site Access. Appropriate forward visibility splays to signage will be maintained through the management of vegetation.

Matter Raised	Agreement Reached
Forward Visibility	
The eastbound SSD on the B2102 approach to the Appeal Site Access roundabout is reliant on the opposing adjacent lane being clear of vehicles.	At the request of ESCC, this issue was raised in text and shown as a variable harmonic visibility SSD on the 'Proposed Visibility Splays' plan as a relevant factor which may affect road safety for consideration of the Auditor in the RSA1 Audit Brief. The RSA1 Audit did not consider this to be an issue / problem and no further Designer's Response was required. The RSA1 Audit and Designer's Response have been signed off by ESCC.
The westbound SSD on the B2102 approach to the Appeal Site Access roundabout is shown through a banked verge.	The revised scheme ensures that the required forward visibility is clear of the banked verge and any vegetation within that verge.
Approach Gradients	
Paragraph 3.40.9 of CD116 recommends that longitudinal gradients on the approach to a roundabout should not exceed 2% over a distance of at least 20 metres from the give-way line or stop line.	The eastbound arm of the Appeal Site Access roundabout has a longitudinal gradient of 2.5% over 20 metres from the give-way line. It is agreed between the Appellant and ESCC that this relaxation of standards is acceptable and not a Departure from Standards on the basis that 3.40.9 of CD116 uses the verb 'should'. The DfT document GG101 'Introduction to Design Manual for Roads and Bridges' (2021) states that "The verb 'should' indicates advice expressed as a recommendation." GG101 continues that "Recommendations with this verb form are good practice and can be varied without recourse to the departures process but require justification and a safety risk assessment where the recommendation is not followed."
Deflection	
There is little deflection for eastbound traffic on the approach to the roundabout.	Deflection on approach to the roundabout complies with the CD116 standards for a 70kph (40mph) design speed on the B2102 Bird in Eye Hill and a 40kph (25mph) design speed on the Appeal Site Access.
Lighting	
Street lighting should be provided on all new roundabouts in accordance with CD116, para. 2.2	The revised scheme incorporates a lighting scheme for the proposed Appeal Site Access roundabout and for the extension of the shared footway / cycleway on the southern side of the B2102 Bird in Eye Hill in the north-western corner of the Appeal Site. The Applicant has a preliminary design for the location, height, set back and spacing of lighting columns, the lux levels for the proposed lamps and the appropriate light spill.
Signage	
CD116, para. 2.1.4 states roundabouts should be made conspicuous through the provision of clear signage and road markings.	The revised scheme provides a comprehensive signage strategy and schedule, demonstrating that these can be accommodated to the appropriate size and set back from the carriageway from passing vehicles to ensure safe clearance. The transition from 60mph to 40mph at Lantern Cottage and the transition from 40mph to 30mph will be reinforced with appropriate signage alongside coloured surfacing and narrowed carriageway markings as gateway features.

5. The Proposed Development on Appeal Site

Accessibility Credentials

- 5.1 The location of the Appeal Site provides a realistic choice in travel modes to cater for daily journeys which would act to reduce prospective end-users' reliance on the private car.
- 5.2 The walk / cycle into Uckfield is further improved by the proposed active travel improvements onto the B2102 Bird in Eye Hill / Framfield Road in the north-west corner of the Appeal Site.
- 5.3 It is agreed between the Appellant and ESCC that additional funding is required to support the continuation of bus services along the B2102 Bird in Eye Hill / Framfield Road corridor beyond the period that the existing Bus Service Improvement Plan ("BSIP") funding covers.
- 5.4 The Appellant is agreeable to the request from ESCC for a bus service contribution of £1,430 per dwelling to be secured by way of a S106 Agreement.
- 5.5 It is agreed between the Appellant and ESCC that the suite of sustainable enhancements, both in terms of physical works and financial contributions secured by way of S106 Agreement are compatible with the scale of development on the Appeal Site and, alongside the agreed Framework Travel Plan, will be effective in delivering the modal changes sought.

Proposed Pedestrian / Cycle Route

- 5.6 The proposed 3.0m shared footway / cycleway within the Appeal Site will connect the residential development with the B2102 Bird in Eye Hill in its north-western corner.
- 5.7 The 3.0m shared footway / cycleway will then extend along the B2102 Bird in Eye Hill to connect to the existing bus stops and will accommodate safe crossing and merge / diverge facilities for cyclists off the existing carriageway.
- 5.8 It is accepted by ESCC in the January 2025 statement that the proposed pedestrian / cycle route can be supported and secured as Condition for technical details. This will include provisions for signage and bollard lighting technical details.
- 5.9 The shared footway / cycleway will extend for approximately 360 metres within the Appeal Site, generally following existing site levels ensuring that, save for a short section of approximately 20 metres, the maximum gradient of the route will not exceed 5%, in accordance with LTN1/20 guidance.
- 5.10 Where the shared footway / cycleway meets the B2102 Bird in Eye Hill, chicane barriers and signage are provided to slow cyclists, safeguard against overshooting into the carriageway and reduce the risk of conflict with other road users.
- 5.11 Lighting is provided on the section of the shared footway / cycleway to the south of the B2102 Bird in Eye Hill. This section of the shared footway / cycleway will now be within either the extended 30mph speed limit or the 40mph transitional speed limit zones, as now agreed with ESCC.
- 5.12 The cycle crossing and merge / diverge slips for cyclists to leave / rejoin the main carriageway will require either the existing drainage gullies to be relocated or provided with appropriate cycle-friendly covers that will be addressed as part of the technical details.
- 5.13 The footpath connecting the shared footway / cycleway to the 10 residential units in the north-western corner of the Appeal Site extends for 90 metres within the Appeal Site and will be provided at a continuous gradient of 8%. The footpath incorporates chicane features and 'Cycle Dismount' signage at both ends.

Access to Existing Business Estate

- 5.14 It is agreed between the Appellant and ESCC that access to the existing business estate from the Appeal Site Access will take the form of a mini roundabout located a minimum of 20 metres south of the Appeal Site Access roundabout onto the B2102 Bird in Eye Hill.
- 5.15 The mini-roundabout and realigned access round to the existing business estate has been designed to accommodate the swept path of all types of vehicles that serve the retained business units and directional signage will be provided. Appropriate forward visibility splays to a 40kph design speed for the estate roads within the Appeal Site will be maintained.

Parking / Internal Layout

- 5.16 Within the Site, the key characteristics of each street type will be based upon ESCC's '*Local Design Guide for Residential Development*'.
- 5.17 Since the proposed development is only illustrative in nature, the provision of car and cycle parking in accordance with the ESCC's '*Guidance on Parking at New Developments*' (March 2024) will be considered in greater detail, as part of a Reserved Matters (RM) planning application.

Access to SANG

- 5.18 It is agreed between the Appellant and ESCC that parking for the SANG will be determined as a Reserved Matter.
- 5.19 It is agreed that the SANG parking provision is based on a ratio of 1 space per hectare, in accordance with Natural England guidance. Plan 23138/006 Rev H, at **Appendix A** of the SoCG, shows the indicative proposals for 9 spaces, including 1 disabled, within an off-carriageway parking area to the east of the Appeal Site access.
- 5.20 It is further agreed between the Appellant and ESCC that suitable provision will be made for access to the SANG for servicing, maintenance, and emergency vehicle access. Such provision is shown illustratively on the updated plans and full details will be secured through a future Reserved Matters application.

6. Traffic Impact

Derivation of Person Trip Generation

- 6.1 It is agreed between the Appellant and ESCC that the weekday daily and peak hourly trip generational characteristics of the emerging development on the Appeal Site are based on the TRICS database sub-category '*Houses Privately Owned*'. Given matters such as housing mix and scale are a Reserved Matters consideration, the use of the sub-category '*Houses Privately Owned*' provides a robust assessment of the residential trip generation.
- 6.2 It is agreed between the Appellant and ESCC that the weekday daily and peak hourly trip generational characteristics of the existing commercial uses on the Appeal Site are based on the TRICS database sub-category '*Industrial Estate*'. This is considered to be robust.
- 6.3 It is agreed between the Appellant and ESCC that SANG provision is not a strategic provision and is scaled appropriately, at 8.69ha, to serve the future population within the Appeal Site itself and for the local community within the immediate vicinity of the Appeal Site. On this basis, it is agreed between the Appellant and ESCC that the SANG provision is unlikely to generate any noticeable trip generation but that a level of limited parking provision should be made for the SANG facility to serve the local population who may wish to use the facility.

Modal Split of Person Trip Generation

- 6.4 It is agreed between the Appellant and ESCC that the mode split of person trips generated by the proposed development on the Appeal Site is based on 2011 Census Origin / Destination data for the Wealden 008 MSOA (Middle Super Output Area) within which the Appeal Site is located.
- 6.5 In the January 2025 ESCC Statement, it was requested that a comparison be made between 2021 Census and 2011 Census data to understand potential changes in travel habits and lifestyles since the COVID pandemic. This exercise was undertaken by the Appellant at the request of ESCC and it was found that there are only marginal changes in mode split between the two databases.
- 6.6 ESCC confirmed by email dated 14 March 2025 that the mode splits from the 2011 Census data can be relied upon for assessment of the trip generational characteristics of the Appeal Site.

Vehicle Trip Distribution

- 6.7 It is agreed between the Appellant and ESCC that, based on 2011 Census O-D data, the distribution of vehicle driver trips generated by the Appeal Site is 72.1% to / from the west (towards Uckfield town centre) and 27.9% to / from the east at the Appeal Site access.

Development-Related Impact

- 6.8 It is agreed between the Appellant and ESCC that the Appeal Site Access, under 2029 future assessment year conditions, has no issues with capacity with delays of less than 4 seconds in both the weekday AM and PM peak periods.
- 6.9 It is also agreed between the Appellant and ESCC that the B2102 Framfield Road / New Town / Bridge Farm Road will operate at a degree of saturation of 86.6%, below the 90% threshold before it is regarded as oversaturated under 2029 future assessment year weekday AM and PM peak period conditions.

- 6.10 It is agreed between the Appellant and ESCC that the B2102 High Street / Bell Lane junction operates over capacity on all arms during both the weekday AM and PM peak periods, even under the 2029 future assessment year 'baseline' modelling scenario. The additional development traffic through this junction exacerbates conditions to a level where mitigation is required.
- 6.11 The Appellant is agreeable to the request from ESCC for funding to be secured by way of a S106 Agreement for a Signal Optimisation system that will link up a series of traffic signal controlled junctions and crossings within the Town Centre network to optimise vehicle movement and queuing, supported by Traffic Regulation Orders, as required, to manage on-street parking.

7. Framework Travel Plan

- 7.1 It is agreed between the Appellant and ESCC that the Framework Travel Plan (July 2024) is a standard requirement for a development of the scale proposed with reference to the “ESCC: Travel Plans for Development (2020)” adopted policy.
- 7.2 It is agreed between the Appellant and ESCC that a Travel Plan Audit Fee of £6,000 is required to be secured through a Section 106 Agreement.
- 7.3 As noted within the Highway Authority’s January 2025 statement, the following matters contained within the Framework Travel Plan (July 2024) are agreed / accepted by ESCC:
- Annual surveys to be SAM compliant and commissioned through TRICS.org with the first survey conducted at 25th dwelling occupation and continued for a total of 5 years.
 - Enhancements to bus stop infrastructure on the B2102 to include shelters with seating and Real Time Passenger Information (RTPI) screens.
 - The construction of a 3.0-metre shared footway / cycleway, accompanied by a lighting and signage strategy, extending from the residential development within the Appeal Site to the B2102 Framfield Road.
 - Active travel access improvements on the B2102 Framfield Road to include provision of dropped kerbs and tactile paving.
 - The provision of a Mini Mobility Hub (“MMH”), positioned in a strategic location within the Appeal Site to provide:
 - EV Car Club vehicle
 - E-Bike hire
 - Travel Information displays
 - Cycle Repair apparatus
 - ‘Last mile’ delivery lockers
 - Travel Information Packs (TiPs) to be provided to all households.
- 7.4 Agreement is reached between the Appellant and ESCC to the provision of a flexible sustainable travel voucher to the value of £150 per household on first occupation, secured through the Travel Plan and redeemed through the Travel Plan Coordinator towards bus tickets, train tickets, car club mileage, e-bike credits, on-line shopping deliveries and purchase of cycle equipment.
- 7.5 It is also agreed from further analysis undertaken by the Appellant and confirmed by ESCC in an email dated 14 March 2025 that the mode splits from the 2011 Census data can be relied upon for assessment of baseline mode split for setting of Travel Plan targets within the Framework Travel Plan.
- 7.6 As set out within the original Framework Travel Plan (July 2024) that formed part of the planning application submission material, the Appellant and ESCC are agreed that remedial measures are required if Travel Plan targets are not met.
- 7.7 An indemnity of up to £100 per dwelling will be made available to ESCC secured through a Section 106 Agreement. Appropriate clauses / conditions related to the draw-down of the indemnity only in such circumstances where the monitoring / auditing of travel plan surveys confirms that targets are not met will also be included within the S106 Agreement wording.

8. Summary of Statement

- 8.1 It is agreed with ESCC, as Highway Authority, that based on positive dialogue between parties, the series of on-line meetings and exchanges of email correspondence between parties supported by additional traffic volume / speed surveys, lighting design, numerous design development iterations and updates to the RSA1 and Designer's Responses, the concerns raised regarding access design and highway safety have been comprehensively addressed.
- 8.2 It is therefore agreed between the Appellant and ESCC that all three reasons for refusal identified within the Highway Authority's January 2025 statement have been addressed / resolved, and highways matters are no longer disputed in the Appeal.
- 8.3 This was confirmed by ESCC, as Highway Authority, in their email correspondence dated 8 May 2025 that has been submitted to the Planning Inspectorate on 9 May 2025 as part of a comprehensive submission of amended and additional supporting plans and particulars for consideration at the forthcoming Inquiry, pursuant to Wheatcroft principles.

9. Agreement

9.1 This document is accepted as the agreed Statement of Common Ground between Croudace Homes Limited and East Sussex County Council for the Appeal Inquiry under PINS Ref: APP/C1435/W/24/3356658.

Signed.....

Matt Stevens

Name.....

20th May 2025

Date.....

on behalf of Milestone Transport Planning Limited acting for the Appellant, Croudace Homes Limited

Signed

Name

Kal Kamboh

Date

21st May 2025

on behalf of East Sussex County Council, the Highway Authority