



Land south of the A271 and east of the A22, Lower Horsebridge, Hailsham

Summary Proof of Evidence on Transportation of Henk Gelens BSc, MIHT

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: A | Date: March 2024

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Date: 25 March 2024

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Contents

1 Development Background 1

2 Relevant Transport Policy and Guidance 2

3 Proposed Development Transport Strategy 3

4 3rd Party Comments 6

5 Conclusions 7

Figures

Figure 3.1: Site Location 3

Appendices

Appendix A Site Access Lay out for Approval (332110699_SK009_P02)

1 Development Background

1.1 Current Application (*WD/2022/3222/MAO*)

- 1.1.1 The planning application for the development proposal seeks outline consent with all matters reserved except for access. The application was validated by Wealden District Council (WDC) on 2 February 2023. The application was supported by a comprehensive suite of technical reports including a Transport Assessment (CD 1.8) and Framework Travel Plan (CD 1.9).
- 1.1.2 Detailed and extensive consultation has taken place between the Appellant and the Highway Authority East Sussex County Council's (ESCC).
- 1.1.3 ESCC raised an objection to the original application, which was also considered in the decision notice as issued by the planning authority, Wealden District Council.
- 1.1.4 However, the Applicant and ESCC agreed further transport measures, improvements and financial contributions which resulted in ESCC removing their objection. The agreement is set out in the Statement of Common Ground (Transport) which was signed on the 22nd of February 2024.
- 1.1.5 Wealden District Council has confirmed that the applicable Reason for Refusal 3, would not be contested.

2 Relevant Transport Policy and Guidance

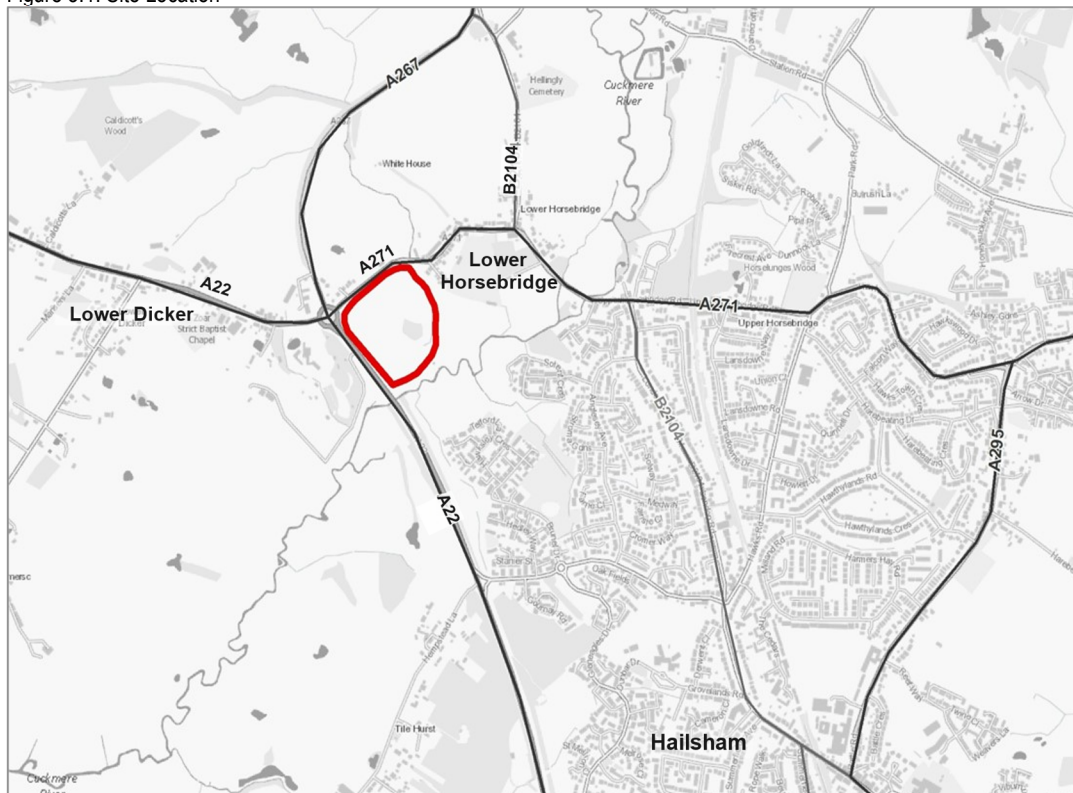
- 2.1 Transport proposals were assessed against the various applicable transport policies and it was concluded that the transport proposals are in full accordance with the relevant Transport Policies.
- 2.2 In withdrawing their reason for refusal, the Council accepts that the proposed development is in accordance with the relevant transport policies.

3 Proposed Development Transport Strategy

3.1 Site Location

- 3.1.1 The site is located adjacent to the village of Lower Horsebridge and shown in **Figure 4.1**. It is bounded by the A22 Hailsham bypass to the west and the A271 Lower Horsebridge Road to the north. This description of the locality and the surrounding area has been agreed with the Council within the Statement of Common Ground (SoCG, CD 13.7).

Figure 3.1: Site Location



3.2 Transport Strategy

- 3.2.1 The Transport Strategy is set out in Chapter 5 of the Transport Assessment (CD 1.8).
- 3.2.2 The proposed access arrangement is shown in the drawing in **Appendix A**. This strategy has been agreed with ESCC and is also summarised in the Transport SoCG (CD13.7). It is agreed that this drawing will be the site access lay out drawing submitted for approval.
- 3.2.3 This plan demonstrates how the Site can provide a safe vehicular access onto the A271 and also tie in to the Boship roundabout, including the proposed improvements as part of the ESCC MRN strategy. Importantly, it also improves the comfort and safety of pedestrians and cyclists and enhances connectivity along the site frontage.
- 3.2.4 Since the planning application was submitted, the new Regency 28 bus service running between Brighton and Eastbourne via Lewes and Hailsham was introduced on 23 July 2023. This is a service running every 30-minutes Monday to Saturday daytime along the site frontage, improving on the still operational 54 service that runs hourly between Uckfield and Eastbourne.

3.2.5 This additional bus route improves the level of public transport services significantly and increases the accessibility by non-car modes. Residents of the proposed development now have frequent bus services towards main destinations throughout the week.

3.2.6 The Transport Strategy will be supported by a number of agreed financial contributions to support both off-site highway works and public transport provision.

3.3 Proposed Off-Site Pedestrian/Cycle Improvements

3.3.1 As shown in the access arrangement drawing in **Appendix A**, a number of pedestrian and cycle improvements are proposed.

3.3.2 The agreed financial contribution towards the LCWIP will further assist in improving the off-site pedestrian and cycling facilities.

3.4 Proposed Public Transport Improvements

3.4.1 The Appellant has agreed to the following improvements to the bus services in the vicinity of Site:

- A new bus stop for westbound bus services with, pole, shelter, real time passenger information signs at an appropriate location to the west of the current bus stops with direct footway links into the Site.
- Agreed improvements to the existing bus stops at Pay Gate Cottages (subject to agreement with ESCC and third-party land ownership checks).
- A contribution of £1,100 per dwelling towards further improving bus services in the area.

3.5 Travel Plan

3.5.1 A Framework Travel Plan has been submitted as part of the application (CD 1.9). The document follows ESCC and national guidance and includes a number of measures to encourage non car trips. A further detailed travel plan will be prepared to support future Reserve Matters Application(s).

3.6 Vehicular Access

3.6.1 Vehicular access to the proposed development will be gained via a new priority junction with ghost-island right turn provision on the A271.

3.6.2 This access proposal includes extending the 30mph zone from the current edge of the village location to the Boship Roundabout, which is considered a benefit to both road safety and the experience of pedestrians and cyclists using the new wide foot and cycleway.

3.6.3 The implementation of the 30mph limit will require a Traffic Regulation Order separate to the planning process and the applicant has agreed to cover ESCC costs for undertaking the legal process.

3.6.4 The proposals are supported by an approved Stage 1 Road Safety Audit (CD 2.6).

3.7 The Wealden Sports Hub

3.7.1 The proposals for the Wealden Sports Hub have recently been approved by Wealden District Council (Land at Knights Farm – WD/2023/2100/DC)

- 3.7.2 Stantec has commented on this application on behalf of the Appellant and highlighted that a number of improvements the Appellant is proposing would benefit both applications. However, these comments were not taken into account on the grounds that the Appellant's scheme was refused.
- 3.7.3 Although it is recognised that the Wealden Sports Hub transport proposals will be of benefit to non-motorised users, it is my opinion that these do not go far enough, and that the Appellant's proposals provide a substantial improvement over and above the Sports Hub scheme.
- 3.7.4 The benefits that the Appellant's scheme will provide in addition to those proposed by the Wealden Sports Hub are:
- Provision of a fully compliant 3.0m wide shared foot and cycle way with a 0.5m buffer to the highway along the full length of the A271, between the Boship Roundabout and the village of Lower Horsebridge.
 - The introduction of a proper pedestrian crossing at the pedestrian and cycle access to the Sports Hub, including a 3.0m wide refuge.
 - A new bus stop with shelter, real time passenger information and pedestrian access to service westbound bus routes.
 - It is recommended that WDC introduce a similar bus stop on their site for eastbound bus routes as this combination would result in a significant improvement to sustainable transport for both applications.

3.8 Development Site Accessibility

- 3.8.1 Detailed analysis combined with a comprehensive set of proposals ensure that the site is accessible for all users.
- 3.8.2 The proposed new infrastructure supports active travel and public transport accessibility.
- 3.8.3 To further support accessibility a number of financial contributions are agreed towards public transport and local cycling and walking improvements

4 3rd Party Comments

- 4.1 Comments made by third parties in relation to the planning application typically fell into the following categories.
- Highways Impact.
 - Impact on the Boship roundabout
 - Accessibility and Sustainable Transport Infrastructure.
- 4.2 The majority of comments raised by these parties relate to topics which were addressed through the assessment process where potential impacts were demonstrated to be minimal, or by the provision of the agreed package of improvements set out within the transport strategy.
- 4.3 The scope of the assessment of highways impact was developed in agreement with ESCC and have resulted in an approved Site Access arrangement and a financial contribution to the proposed improvements at the Boship roundabout.
- 4.4 The accessibility of the site by non-car users is to be enhanced via pedestrian, cycle, and public transport improvements, which will provide a benefit for both new and existing communities, a position agreed with ESCC.

5 Conclusions

- 5.1.1 In this Proof of Evidence and supporting transportation documents prepared to support this planning application, I have demonstrated that the Appellant has provided a planning application that is fully compliant with the relevant transport related policies and standards.
- 5.1.2 The Reason for Refusal (nr. 3), as stated by Wealden District Council in their original decision notice has been withdrawn, following agreement with ESCC, and as set out in the Statement of common Ground.
- 5.1.3 I have demonstrated that safe and suitable access to the Site can be achieved for all in accordance with paragraphs 115 and 116 of the NPPF (previously paragraphs 111 and 112).
- 5.1.4 A number of accessibility improvements have been proposed and accepted, with a new 3.0m wide footway, improved highway crossing facilities, agreed improvements to existing bus stops and a further financial contributions in support of the LCWIP proposals to assist with active travel improvements in the wider area. Public transport accessibility has already improved (since the decision notice) by the addition of a bus service between Eastbourne and Brighton (30 min service) and will be further supported by committed improvements to local bus stops and a financial contribution to support bus services.
- 5.1.5 The highway design has been revised to consider the comments made by ESCC and the issues raised by the Road Safety Auditor. The final design will deliver an improvement to the A271 in terms of safety by providing traffic separation islands, an extension of the 30mph zone along the A271 to Boship Roundabout and a new 3m wide shared footway/cycleway from Boship Roundabout to Lower Horsebridge along the southern side of the A271 carriageway.
- 5.1.6 Comprehensive junction modelling of Boship Roundabout has been undertaken by ESCC, on behalf of the Appellant, to support this application. In conclusion ESCC state *“that with the proposed signalisation of the roundabout as part of ESCC’s MRN package of works, that the roundabout would operate satisfactorily”* with the proposed development.
- 5.1.7 It has also been demonstrated that the Appellant’s proposals will positively contribute to the safety and accessibility of the recently approved Wealden Sports Hub application.
- 5.1.8 On this basis, and as agreed with the Highway Authority ESCC, I see no highway or transport related reason why this development should not be permitted in accordance with Policies EN1, EN3, TR3, TR13 and CS1 of the Wealden Local Plan 1998 and Spatial Planning Objectives SPO7 and SPO15 and Policies WCS7 and WCS14 of the Wealden Core Strategy Local Plan 2013 and the NPPF

Appendix A Site Access Lay out for Approval (332110699_SK009_P02)

- 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 ASSUVE 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
- 4.5m x 0.5m VISIBILITY SPOT FOR RESIDENTIAL ACCESS, IN CONJUNCTION WITH A 20MPH SPEED LIMIT, AS PROPOSED ALONG A271 HORSEBRIDGE ROAD

PROJ: B01.001 and A271 Millage Road Proposed
REV: 001
ISSUED/REVISION: 001
BY: JYF/AMZD
REV: 001
BY: JYF/AMZD
REV: 001
BY: JYF/AMZD

FOR PLANNING

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Issue Status
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Client/Project
HERTFORDSHIRE HOLDING LTD
LAND AT LOWER HORSEBRIDGE
HALSHAM, UNITED KINGDOM
Title
SITE ACCESS LAYOUT

Project No.
332110699
Revision
Drawing No.
5501 SK009

Scale
1:500
Drawing No.
5501 SK009

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