



Clover House
Western Lane
Odiham
Hampshire
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Land at Bird in Eye Farm
South of Bird in Eye Hill
Uckfield

PROOF OF EVIDENCE

APPENDICES 21-41

Re: TRANSPORT MATTERS

by

Matt Twinberrow BEng, MCIHT

On behalf of
Croudace Homes Limited

Appeal Ref: APP/C1435/W/22/3307820
LPA Ref: WD/2021/2198/MAO

MT/5330/PoE.7
August 2023



Director:
IT Roberts MCIHT
Associate Director:
MJ Twinberrow BEng MCIHT
Consultant:
GD Bellamy BSc CEng MICE

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APPENDIX 21

PICADY Analysis -
Site Access

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: Site Access v2 - Right Turn Lane.j9
Path: S:\Admin-Projects\5301-5350\5330\Junction Modelling\Junctions9
Report generation date: 10/08/2023 19:14:10

»2027 Design Year, AM
 »2027 Design Year, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2027 Design Year					
Stream B-C	0.2	8.12	0.18	0.1	6.90	0.09
Stream B-A	0.1	8.50	0.05	0.0	8.37	0.03
Stream C-B	0.1	7.18	0.08	0.2	7.48	0.16

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

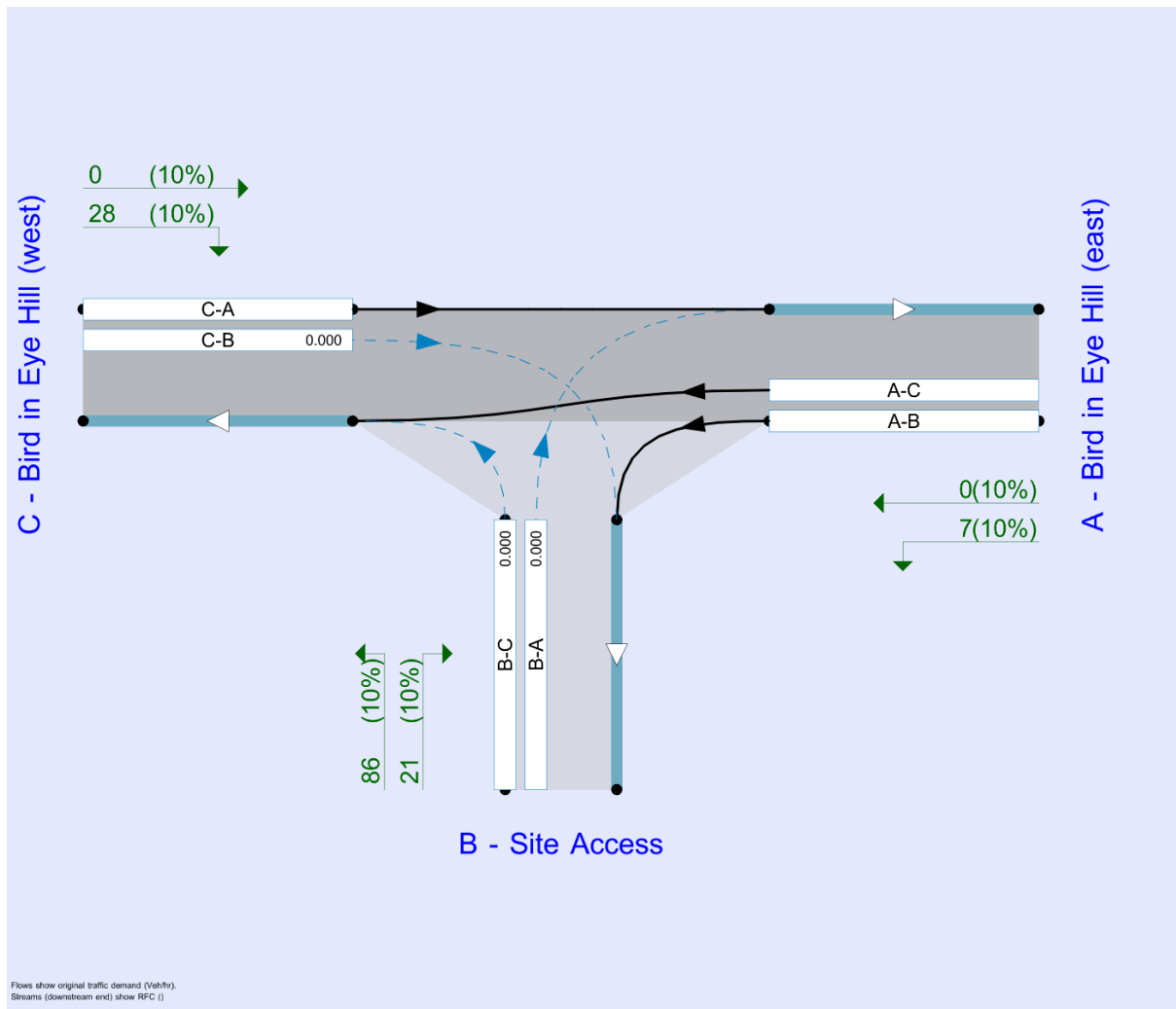
File summary

File Description

Title	Site Access - MfS
Location	Bird in Eye Hill, Uckfield
Site number	
Date	28/04/2020
Version	
Status	(new file)
Identifier	
Client	Croudace
Jobnumber	5330
Enumerator	BR\matttwinberrow
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Base Flows	AM		ONE HOUR	07:45	09:15	15			
D2	2019 Base Flows	PM		ONE HOUR	16:45	18:15	15			
D3	2027 Base Flows	AM		ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2027 Base Flows	PM		ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	Development Traffic	AM	290 units	ONE HOUR	07:45	09:15	15			

D6	Development Traffic	PM	290 units	ONE HOUR	16:45	18:15	15			
D7	2027 Design Year	AM		ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5+D9
D8	2027 Design Year	PM		ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6+D10
D9	Existing BIE Industrial Estate	AM		ONE HOUR	07:45	09:15	15			
D10	Existing BIE Industrial Estate	PM		ONE HOUR	16:45	18:15	15			

Growth Factors

ID	Description	Use TEMPRO	NTM Dataset	Base year	Future year	Time period	Region	NTEM Dataset	County	Authority	Zone	Area type	Road type	Growth Factor
G1	AM 2020 - 2027	✓	NTM AF15 Dataset	2020	2027	Weekday AM Peak Period	SE	7.2	East Sussex	Wealden	Wealden 008 (4350)	Rural	Principal	1.0744
G2	PM 2020- 2027	✓	NTM AF15 Dataset	2020	2027	Weekday PM Peak Period	SE	7.2	East Sussex	Wealden	Wealden 008 (4350)	Rural	Principal	1.0741

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2027 Design Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Demand Set Relationship	D7 - 2027 Design Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bird in Eye Hill (east)		Major
B	Site Access		Minor
C	Bird in Eye Hill (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bird in Eye Hill (west)	6.00		✓	3.00	105.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	3.00	2.75	2.75	2.75	✓	1.00	80	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	656	0.119	0.302	0.190	0.431
B-C	694	0.106	0.269	-	-
C-B	690	0.267	0.267	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 Design Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5+D9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bird in Eye Hill (east)		ONE HOUR	✓	286	100.000
B - Site Access		ONE HOUR	✓	110	100.000
C - Bird in Eye Hill (west)		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	9	277
	B - Site Access	22	0	88
	C - Bird in Eye Hill (west)	163	38	0

Proportions

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0.00	0.03	0.97
	B - Site Access	0.20	0.00	0.80
	C - Bird in Eye Hill (west)	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	10	10
	B - Site Access	10	0	10
	C - Bird in Eye Hill (west)	10	10	0

Average PCU Per Veh

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	1.000	1.100	1.100
	B - Site Access	1.100	1.000	1.100
	C - Bird in Eye Hill (west)	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Bird in Eye Hill (east)	215	237
	B - Site Access	83	91
	C - Bird in Eye Hill (west)	152	167
08:00-08:15	A - Bird in Eye Hill (east)	257	283
	B - Site Access	99	109
	C - Bird in Eye Hill (west)	181	199
08:15-08:30	A - Bird in Eye Hill (east)	315	347
	B - Site Access	121	133
	C - Bird in Eye Hill (west)	222	244
08:30-08:45	A - Bird in Eye Hill (east)	315	347
	B - Site Access	121	133
	C - Bird in Eye Hill (west)	222	244
08:45-09:00	A - Bird in Eye Hill (east)	257	283
	B - Site Access	99	109
	C - Bird in Eye Hill (west)	181	199
09:00-09:15	A - Bird in Eye Hill (east)	215	237
	B - Site Access	83	91
	C - Bird in Eye Hill (west)	152	167

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	8.12	0.2	A	89	133
B-A	0.05	8.50	0.1	A	22	33
C-A					165	247
C-B	0.08	7.18	0.1	A	38	58
A-B					9	14
A-C					280	420

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	626	0.116	72	0.0	0.1	7.138	A
B-A	18	5	545	0.033	18	0.0	0.0	7.510	A
C-A	135	34			135				
C-B	31	8	627	0.050	31	0.0	0.1	6.651	A
A-B	7	2			7				
A-C	230	57			230				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	613	0.142	87	0.1	0.2	7.524	A
B-A	22	5	523	0.042	22	0.0	0.0	7.897	A
C-A	161	40			161				
C-B	38	9	614	0.061	38	0.1	0.1	6.864	A
A-B	9	2			9				
A-C	274	69			274				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	594	0.179	106	0.2	0.2	8.111	A
B-A	27	7	492	0.054	27	0.0	0.1	8.500	A
C-A	198	49			198				
C-B	46	12	597	0.077	46	0.1	0.1	7.181	A
A-B	11	3			11				
A-C	336	84			336				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	594	0.179	107	0.2	0.2	8.118	A
B-A	27	7	492	0.054	27	0.1	0.1	8.503	A

C-A	198	49			198				
C-B	46	12	597	0.077	46	0.1	0.1	7.181	A
A-B	11	3			11				
A-C	336	84			336				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	613	0.142	87	0.2	0.2	7.536	A
B-A	22	5	523	0.042	22	0.1	0.0	7.900	A
C-A	161	40			161				
C-B	38	9	614	0.061	38	0.1	0.1	6.869	A
A-B	9	2			9				
A-C	274	69			274				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	626	0.116	73	0.2	0.1	7.159	A
B-A	18	5	545	0.033	18	0.0	0.0	7.516	A
C-A	135	34			135				
C-B	31	8	627	0.050	32	0.1	0.1	6.656	A
A-B	7	2			7				
A-C	230	57			230				

2027 Design Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Demand Set Relationship	D7 - 2027 Design Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 Design Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6+D10

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bird in Eye Hill (east)		ONE HOUR	✓	191	100.000
B - Site Access		ONE HOUR	✓	60	100.000
C - Bird in Eye Hill (west)		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	21	170
	B - Site Access	12	0	48
	C - Bird in Eye Hill (west)	257	82	0

Proportions

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0.00	0.11	0.89
	B - Site Access	0.20	0.00	0.80
	C - Bird in Eye Hill (west)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	10	10
	B - Site Access	10	0	10
	C - Bird in Eye Hill (west)	10	10	0

Average PCU Per Veh

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	1.000	1.100	1.100
	B - Site Access	1.100	1.000	1.100
	C - Bird in Eye Hill (west)	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Bird in Eye Hill (east)	144	158
	B - Site Access	45	50

	C - Bird in Eye Hill (west)	255	280
17:00-17:15	A - Bird in Eye Hill (east)	171	189
	B - Site Access	54	59
	C - Bird in Eye Hill (west)	304	335
17:15-17:30	A - Bird in Eye Hill (east)	210	231
	B - Site Access	66	73
	C - Bird in Eye Hill (west)	373	410
17:30-17:45	A - Bird in Eye Hill (east)	210	231
	B - Site Access	66	73
	C - Bird in Eye Hill (west)	373	410
17:45-18:00	A - Bird in Eye Hill (east)	171	189
	B - Site Access	54	59
	C - Bird in Eye Hill (west)	304	335
18:00-18:15	A - Bird in Eye Hill (east)	144	158
	B - Site Access	45	50
	C - Bird in Eye Hill (west)	255	280

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.90	0.1	A	48	73
B-A	0.03	8.37	0.0	A	12	18
C-A					259	389
C-B	0.16	7.48	0.2	A	83	124
A-B					21	32
A-C					171	257

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	652	0.061	39	0.0	0.1	6.465	A
B-A	10	2	541	0.018	10	0.0	0.0	7.451	A
C-A	213	53			213				
C-B	68	17	648	0.105	67	0.0	0.1	6.817	A
A-B	17	4			17				
A-C	141	35			141				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	643	0.074	47	0.1	0.1	6.645	A
B-A	12	3	519	0.023	12	0.0	0.0	7.811	A
C-A	254	63			254				
C-B	81	20	640	0.127	81	0.1	0.2	7.086	A
A-B	21	5			21				

A-C	168	42			168				
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17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	632	0.092	58	0.1	0.1	6.904	A
B-A	15	4	488	0.030	15	0.0	0.0	8.364	A
C-A	311	78			311				
C-B	99	25	628	0.158	99	0.2	0.2	7.482	A
A-B	25	6			25				
A-C	206	51			206				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	632	0.092	58	0.1	0.1	6.905	A
B-A	15	4	488	0.030	15	0.0	0.0	8.365	A
C-A	311	78			311				
C-B	99	25	628	0.158	99	0.2	0.2	7.485	A
A-B	25	6			25				
A-C	206	51			206				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	643	0.074	48	0.1	0.1	6.650	A
B-A	12	3	519	0.023	12	0.0	0.0	7.815	A
C-A	254	63			254				
C-B	81	20	640	0.127	81	0.2	0.2	7.093	A
A-B	21	5			21				
A-C	168	42			168				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	652	0.061	40	0.1	0.1	6.474	A
B-A	10	2	541	0.018	10	0.0	0.0	7.456	A
C-A	213	53			213				
C-B	68	17	648	0.105	68	0.2	0.1	6.833	A
A-B	17	4			17				
A-C	141	35			141				

APPENDIX 22

Stage 1 RSA

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to items raised.



Proposed Access off and Highway Works along the B2102 Bird in Eye Hill & Framfield Road Uckfield

Client:
Bellamy Roberts

Client reference:
5330

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 3

Job no	RSA-23-083	Issue no	3	Date	August 2023
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-23/RSA-23-083-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	August 2023
Document reference and revision:	RSA-23-083-3
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	East Sussex County Council
Design Organisation:	Bellamy Roberts
Project Sponsor:	Croudace Homes Ltd

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			19 th July 2023
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	31 st July 2023
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised.	JJF			31 st July 2023
3	Design Organisation Response incorporated	Matt Twinberrow on behalf of Bellamy Roberts			7 th August 2023

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Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed priority access off and highway works along the B2102 Bird in Eye Hill and Framfield Road in Uckfield. The proposed access is to take the form of a bellmouth formed with 8 metre corner radii that meets the southern side of the B2102 Bird in Eye Hill where the carriageway is to be widened to 8.5 metres and accommodate a 3 metre wide right turn lane with 2.75 metre wide through lanes. The proposed highway works consist of a pedestrian / cyclist link as well as a zebra crossing that is to be situated adjacent to the parking facility of The Alma Arms public house and restaurant and bus cages either side of the carriageway. The scheme has been developed following a number of previous road safety audits undertaken by ourselves. It is understood that the proposals are to facilitate access to a residential development consisting of up to 290 dwellings plus a number of existing dwellings on land surrounding existing farm buildings that are to remain, where commercial uses are operated. The Audit Brief details that the derestricted nature of Bird in Eye Hill is to be retained and that observed 85th percentile speeds equate to 42.4mph in an eastbound direction and 45.9mph in a westbound direction.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise, however, it is noted that the proposed 2.75 metre wide through lanes of the right turn lane would represent a departure, which is considered within this report and any road safety concerns raised.
- 2.3 This Road Safety Audit was undertaken during July 2023 in accordance with the Road Safety Audit Brief and updated drawings provided on the 10th and 18th July 2023 by the Design Organisation, Bellamy Roberts on behalf of the Project Sponsor, Croudace Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of this Audit.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119 and have been approved to undertake this Road Safety Audit by Ms Kal Kamboh, the Strategic Sites Transport Advisor for Transport Development Control at East Sussex County Council. The Audit Team consists of:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Zane Beswick *MCIHT, MSORSA*
Road Safety / Highway Engineer

- 2.5 The site has been visited on a number of occasions as part of previous Road Safety Audits associated with the proposed development as well as a development proposed by others, off the northern side of Bird in Eye Hill just to the west. The site visit associated with this Audit was undertaken during the early afternoon of 26th July 2023 between the hours of 14:45 and 15:45. The latest site visit involved walking and driving around the local highway network for a 60-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast, the road surface was dry and visibility was good. A number of pedestrians and cyclists were observed during the site visit. Vehicular traffic was observed to include motorcycles, cars, a passenger service vehicle, a number of emergency response vehicles and light as well as heavy goods vehicles. Vehicular speeds were not recorded by the Audit Team but provided by the Design Organisation.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

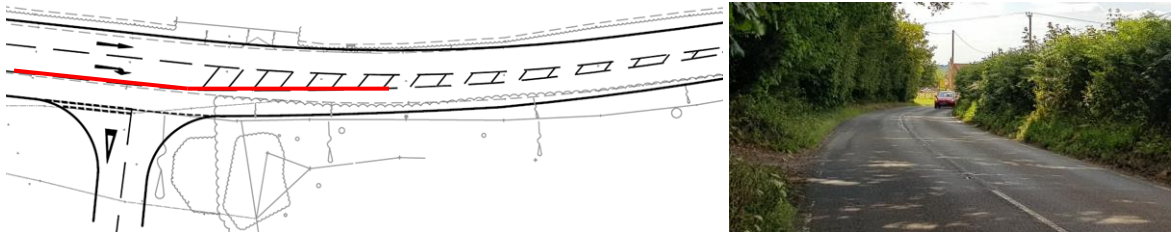
Design Organisation Response

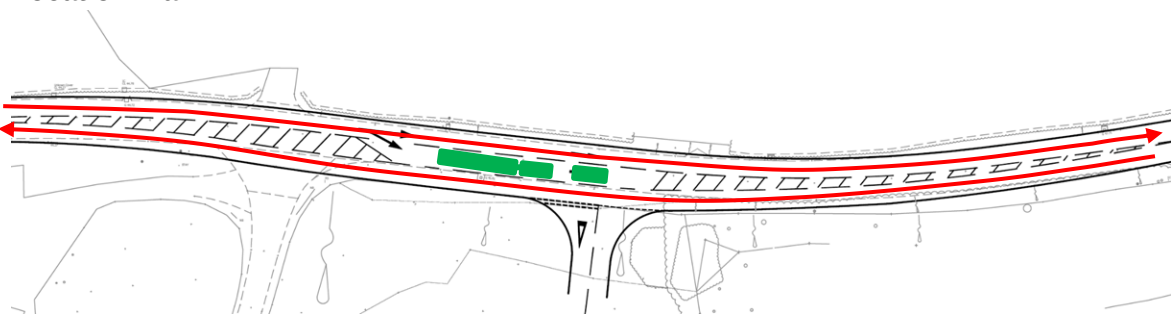
- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
Name: Matt Twinberrow
Position / Organisation: Associate Director, Bellamy Roberts
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

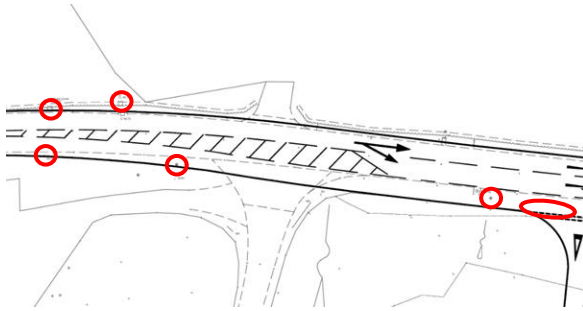
- 3.1 Fenley Road Safety Limited have undertaken a number of Stage 1 Road Safety Audits associated with the current proposals as well as the highway works proposed by other, that are associated with a development off the northern side of Bird in Eye Hill. This Stage 1 Road Safety Audit has re-assessed the current proposal in its entirety and raised any road safety concerns that may be present whether addressed previously or not.

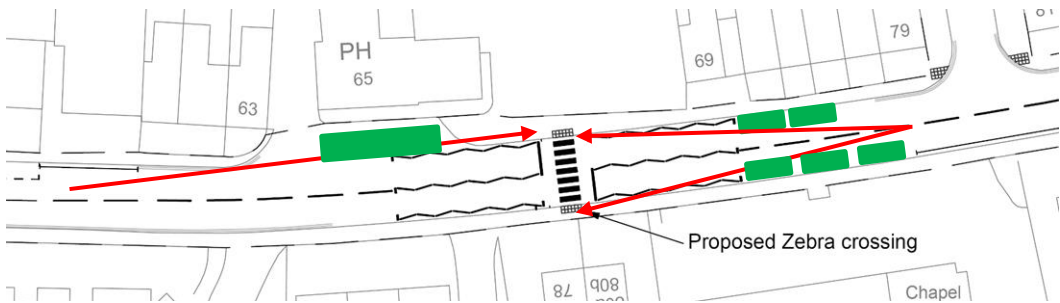
4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

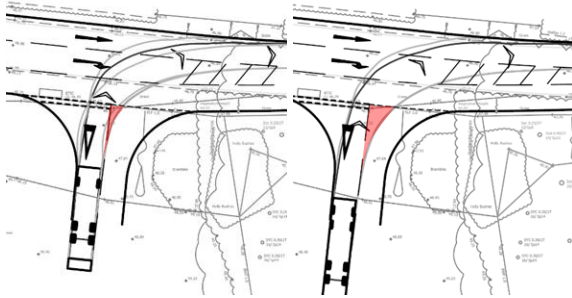
A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	Bird in Eye Hill
Summary:	Proposed westbound entry taper does not allow for a smooth alignment
Acc Type:	Sideswipe loss of control type collision
<p>The B2102 Bird in Eye Hill accommodates a series of bends and is currently derestricted, therefore subject to a 60mph speed limit. The Audit Brief includes a summary of a traffic survey that was undertaken in proximity which identifies that 85th percentile approach speeds equate to 42.4mph in an eastbound direction and 45.9mph in a westbound direction. The proposals include the provision of a 3.0 metre wide right turn lane that is to serve a proposed priority access off the southern side of the carriageway. In order to provide the right turn lane, the carriageway is to be widened on both sides; marginally to the north and by 2.75 metres to the south. The scheme drawing illustrates that the westbound road centreline to the east is to follow a taper that is 75 metres long equating to 1 in 25, however, the taper does not appear to follow the edge of carriageway or generate a smooth alignment for westbound traffic. The abrupt change in direction could lead to traffic taking the desire line and encroaching the proposed right turn lane, resulting in sideswipe or loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that the taper is amended to allow a smooth alignment.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7 th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31 st July '23	
Agree – This matter will be addressed at the detailed design stage and will not impact on the 2.75m through lane width proposed at this location.	

A.2	GENERAL
A.2.1	PROBLEM
Location:	Bird in Eye Hill
Summary:	Proposed through lanes may not be adequate for the expected vehicles
Acc Type:	Sideswipe type collisions
<p>The B2102 Bird in Eye Hill is a two-way single carriageway road that has an effective width (between edge of carriageway markings) of circa. 5 metres, according to the topographical survey that has been provided with the Audit Brief in CAD format. A further 325mm margin is provided either side which is bounded by hedgerows in places. It must be noted that different dimensions were included within a previous Road Safety Audit when measurements were taken off the scheme drawing with a scale rule rather than the more reliable and accurate CAD software. The proposals include the provision of a right turn lane in order to allow access to a relocated priority access off the southern side of the carriageway. The proposed right turn lane is to be 3.0 metres wide with 2.75 metre through lanes. The Audit Team understand that the effective width is to increase from 2.5 to 2.75 metres, however, have concerns that the proposed through lanes are too narrow for the expected vehicles. Narrow through lanes could result in the need for vehicles to encroach the proposed right turn lane where vehicles could be waiting, leading to sideswipe type collisions.</p>	
RECOMMENDATION:	
It is recommended that the proposed through lanes are adequate for the expected vehicles.	
Location Plan:	
	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7 th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31 st July '23	
<p>Agree – The proposed through lanes will be wider than existing. There has been no history of side swipe collisions at the existing access and the introduction of a right turn lane will provide further separation for east and westbound vehicles.</p>	

A.2.2	PROBLEM
Location:	B2102 Bird in Eye Hill
Summary:	Existing road gullies will be within the path of vehicles
Acc Type:	Vehicle loss of control
<p>Bird in Eye Hill is cambered forcing surface water to fall to the channels either side of the carriageway where soft verges and a series of road gullies, some of which are offline and situated within a cut-out in the verge, are located. During the site visit associated with this Audit, a number of gullies in proximity to the proposed works were observed to be blocked, although no ponding was observed. The proposals introduce a right turn lane by widening both sides of the carriageway where gullies are present. No details of the proposed surface water drainage have been provided at this stage. A road gully within the path of a vehicle, particularly for two wheeled vehicles, could lead to a loss of control type collision as would ponding as a result of an insufficient surface water drainage network.</p>	
RECOMMENDATION:	
It is recommended that the existing gullies are removed, and an adequate surface water drainage network is provided.	
<p>Location Plan: (NB: Not all items are illustrated on the image below)</p>  <p>The location plan on the left shows a road layout with four red circles indicating the locations of gullies. To the right are two photographs: the first shows a grassy verge next to a road, and the second shows a close-up of a gully with a metal grate partially blocked by debris.</p>	
<p>DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31st July '23</p>	
<p>Agree - All existing gullies will be assessed during the detailed design stage and relocated accordingly.</p>	

A.2.3	PROBLEM
Location:	Bird in Eye Hill
Summary:	Existing utility covers and telegraph / electric poles are present
Acc Type:	Loss of control type collision
<p>The B2102, Bird in Eye Hill accommodates a number of utility covers and poles in the verge both sides of the carriageway. The proposals include highway works to provide a right turn lane through widening of the existing carriageway on both sides and form a priority access off the southern side of the carriageway. Observations show that a triple utility cover, as well as a number of others, and telegraph / electric poles are present within the area of the works. Retention of the items in their current location will be an obstruction and lead to loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that the utility covers and poles are relocated accordingly.	
<p>Location Plan: (NB: Not all items are illustrated on the image below)</p>  	
<p>DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31st July '23</p>	
<p>Agree – All existing utility covers and poles will be assessed during the detailed design stage and relocated accordingly.</p>	

A.2.4	PROBLEM
Location:	B2102 Framfield Road
Summary:	On-street and layby parking may restrict visibility to the proposed crossing
Acc Type:	Vehicle to pedestrian collisions
<p>The B2102 Framfield Road accommodates parking restrictions in places but allows unrestricted parking in others, to include within a layby on the northern side of the carriageway immediately adjacent to The Alma Arms. The proposals include the provision of a zebra crossing adjacent to the access associated with The Alma Arms parking facility just to the east of the existing layby and where the footway on the southern side of the carriageway measures 1.49 metres wide. The scheme drawings illustrate that a full set of zigzags are to be provided either side of the proposed crossing which will prevent on-street parking in the immediate vicinity, however, does not illustrate Belisha Beacons at the proposed zebra crossing at this stage. The Audit Team have concerns that vehicles parked on-street either side of the zigzags, and within the layby to include HGV's servicing the public house, could limit intervisibility between a pedestrian and approaching traffic which may lead to heavy braking and loss of control or vehicle to pedestrian collisions.</p>	
RECOMMENDATION:	
It is recommended that adequate visibility to the proposed zebra crossing is achievable.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7 th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31 st July '23	
<p>Agree - Belisha Beacons will be provided at each end of the crossing, on the nearside closest to approaching traffic, as per Traffic Signs Manual Chapter 6 guidance. These coupled with the associated road markings will ensure that the crossing will be clear to approaching traffic which should approach cautiously as legally required. See drawing 5330/034 Rev. C.</p>	
<p>A speed survey was undertaken along Framfield Road, east of the proposed crossing. This recorded a westbound 85th percentile approach speed of 29.5mph. This equates to a stopping sight distance of 39.5m which can be achieved. See 5330/033 Rev. A.</p>	

A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Proposed priority access
Summary:	Vehicles may encroach the opposing lane when manoeuvring
Acc Type:	Sideswipe type collisions
<p>The existing access to Bird in Eye Farm is approximately 5 metres wide with large corner radii that appear to have been extended to incorporate tapers. The proposals include the relocation of the priority junction that is to allow access to a 5.5m wide carriageway and be formed with 8 metre radii. The Audit Brief includes plans illustrating the swept path analyses of a large refuse / recycling collection vehicle as well as a 12 metre rigid goods vehicle. The plans identify that the vehicles can ingress and egress the proposed side road, however, it is noted that the swept paths encroach the opposing lanes prior to the give-way line. As stated in the Audit Brief, articulated heavy goods vehicles will not require access to the development following construction. Whilst no road safety concerns are raised with regard to the large vehicles encroaching the opposing lane when ingressing or the right turn lane when egressing, as the movements will not be undertaken unless it is safe to do so, it is noted that large vehicles encroach the inbound lane of the access road when approaching the give-way to turn right. The Audit Team have concerns that insufficient space may be available for a vehicle to ingress whilst a large vehicle waits to egress which could lead to sideswipe type collisions.</p>	
RECOMMENDATION:	
It is recommended that the proposals allow for the expected vehicles to approach the proposed give-way without the need to encroach the opposing lane.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7 th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31 st July '23	
<p>Disagree – The swept path analysis undertaken at the site access includes a refuse vehicle and larger 'heavy' vehicles such as an articulated vehicle and large rigid serving the retained Bird in Eye Farm uses. However, such vehicles would access the site on a very infrequent basis which is demonstrated in the results of a video survey at the Bird in Eye Farm access which shows that during the network peak hour periods, no heaving vehicles entered or exited the site. Across the</p>	

12-hour day (0700-1900), there were a total of 3 heavy vehicles entering the site and 4 exiting. Use of the access by these larger vehicles therefore occurs on a very infrequent basis and would not conflict with traffic movements from the proposed development. Manual for Streets guidance (ref. paragraph 6.8.1) is appropriate in this instance i.e., it may be assumed that larger vehicles are able to use the full width of the carriageway to manoeuvre.

A.3.2 PROBLEM

Location: Bird in Eye Hill

Summary: Vehicles may not become aware of the proposed access

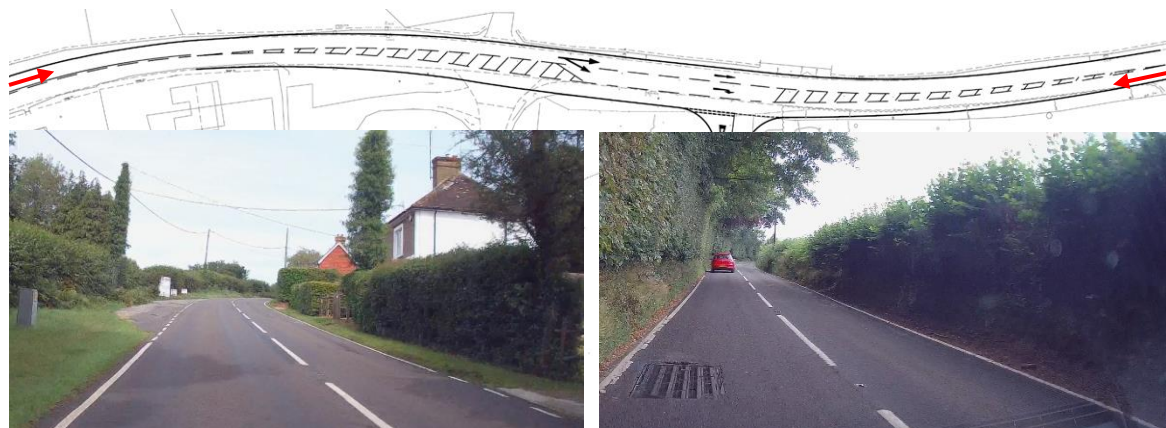
Acc Type: Rear and side impact type collisions

Bird in Eye Hill is a single carriageway two-way road that is derestricted but according to the Audit Brief, observes 85th percentile speeds of 39.9mph and 43.4mph in an east and westbound directions respectively. The proposals include the provision of a right turn lane which, as detailed within the Audit Brief, is based on a design speed of 85kph (53mph). The scheme drawing illustrates that double white road centreline markings are to be provided on the westbound approach and that visibility splays that accord with 85th percentile approach speeds are achievable. Whilst the proposals allow for the majority of the traffic to become aware of the junction ahead, the Audit Team have concerns that vehicles travelling at speeds in excess of the 85th percentile speed, but within the speed limit of the road, will not become aware of the proposed junction at a safe distance.

RECOMMENDATION:

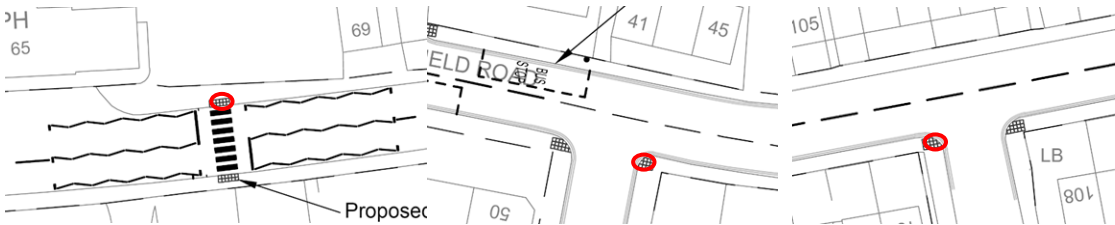
It is recommended that side road ahead warning signs are provided on both approaches and road studs are provided to allow drivers / riders to become aware of the proposed junction at a safe distance.

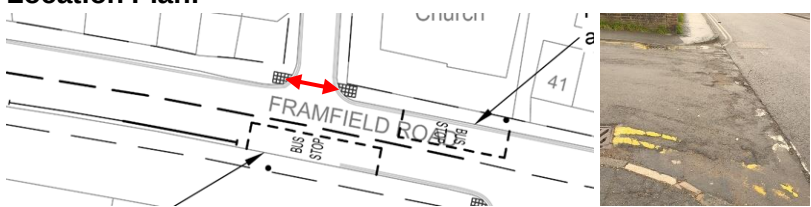
Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31st July '23

Agree – this will be included at the detailed design stage.

A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Selby Road and Harcourt Road
Summary:	Service covers are present where an uncontrolled crossing point is to be provided
Acc Type:	Pedestrian trip, fall and personal injury and vehicle to pedestrian collisions
<p>The simple priority junctions of Selby Road and Harcourt Road with the B2102 Framfield Road consist of tight corner radii formed with full height conservation kerbs. The proposals include the provision of new uncontrolled crossing points that are in-line with the Framfield Road footway and are to benefit from tactile paving, as is the proposed zebra crossing. Observations show that service covers are present within the footway to the west of Selby Road, east of Harcourt Road and on the northern side of Framfield Road in proximity of the proposed zebra crossing. No standard details have been provided to identify the precise geometry of the proposed crossing points, however, the existing covers will be a trip hazard if not adjusted adequately which could lead to a fall and personal injury. Moreover, the presence of the covers may limit the provision of tactile paving which could lead to a visually impaired pedestrian entering the carriageway unaware of the potential for vehicular traffic and result in a vehicle to pedestrian collision.</p>	
RECOMMENDATION:	
It is recommended that the existing covers are adjusted.	
<p>Location Plan:</p> 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7 th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31 st July '23	
Agree - the existing covers will be adjusted if necessary and will be considered further at the detailed design stage.	

A.4.2	PROBLEM
Location:	Alexandra Road
Summary:	Existing carriageway surface is uneven
Acc Type:	Pedestrian trip, fall and personal injury
<p>The simple priority access at the Alexandra Road / B2102 Framfield Road junction consists of tight corner radii formed with conservation kerbs that are partially dropped. The proposals include the provision of a new uncontrolled crossing point that is in-line with the Framfield Road footway and is to benefit from tactile paving. Observations show that Alexandra Road, along the line of the proposed crossing, is breaking out in places and uneven which will be a trip hazard which could lead to a fall and personal injury.</p>	
RECOMMENDATION:	
It is recommended that the carriageway surface is repaired to provide an even surface.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 7 th August '23 following formal issue of this Stage 1 Road Safety Audit on the 31 st July '23	
Disagree - This is an existing problem and it is the Local Highway Authority's responsibility to maintain their network to a suitable standard.	
A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
<i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage</i>	

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 31st July 2023

Audit Team Member

Name: **Zane Beswick** MCIHT, MSoRSA

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 31st July 2023

Appendix A1

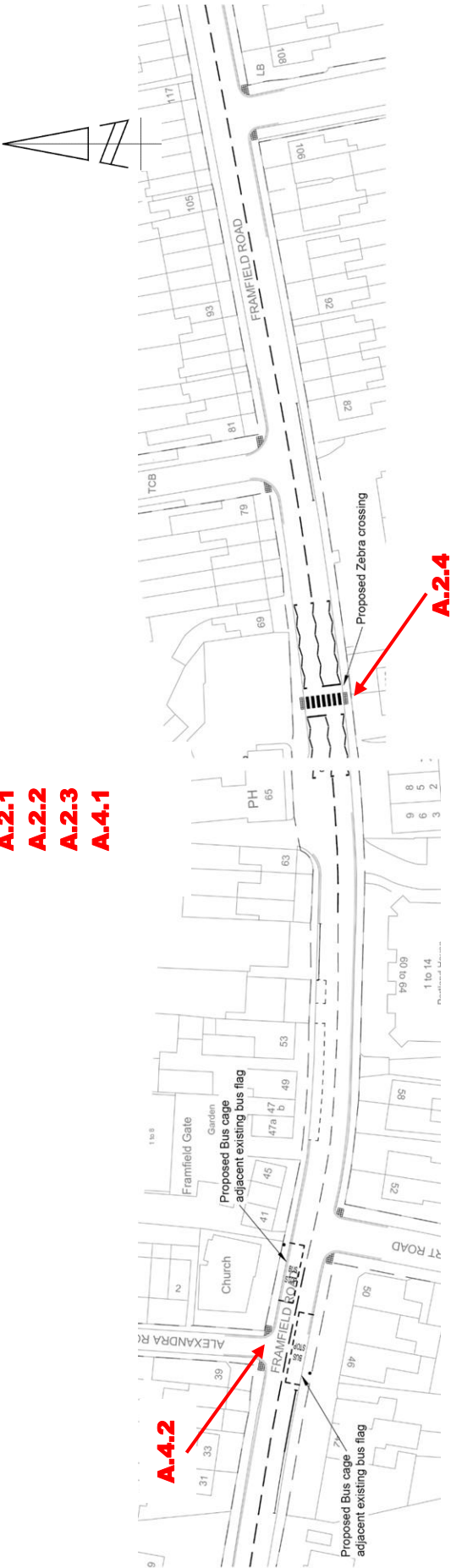
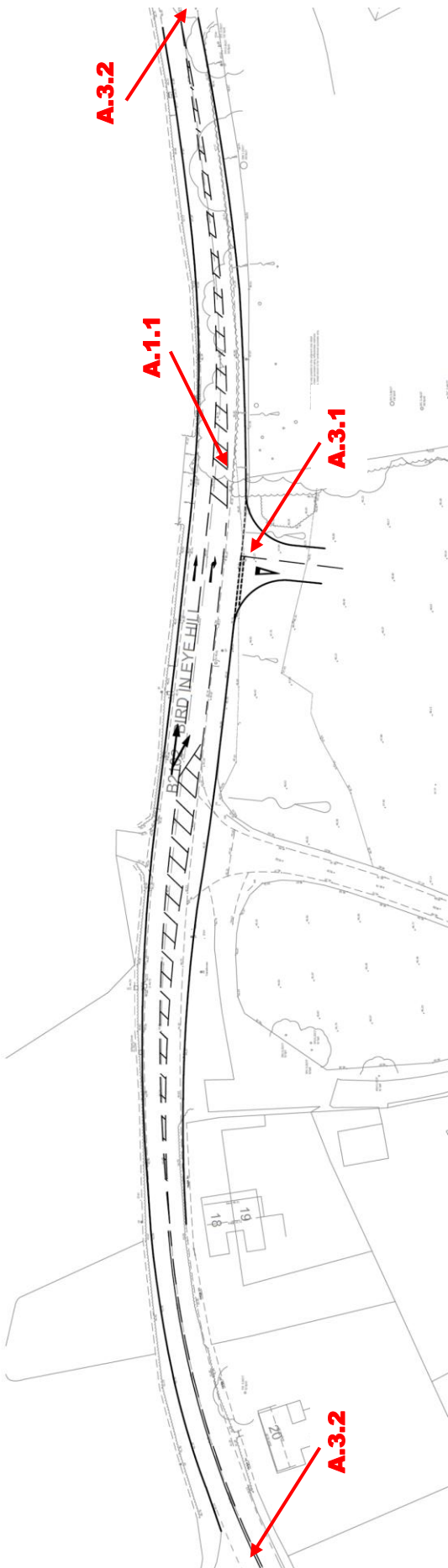
Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 10 th July 2023		Stage 1 Road Safety Audit Brief
	ITRMT/5330/TA	1	Transport Assessment
	MT/5330-TA2A	2	Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	5330-017	H	Framfield Road Improvements sheet 1 of 2
	5330-018	J	Framfield Road Improvements sheet 2 of 2
	5330-021	K	Proposed Right Turn Lane
	5330-026	J	Framfield Road Improvements
	5330-034	-	Proposed Zebra Crossing
	5330-227	D	Right Turn Lane Refuse Track
	5330-228	D	Right Turn Lane Rigid Track
	5330-229	B	Right Turn Lane Van Passing Car Track
	5330-244	-	Proposed Access Artic
	5330-1001	A	Line and Level GA

Appendix A2

Item Location Plan

Scheme
A.2.1
A.2.2
A.2.3
A.4.1



Appendix A3

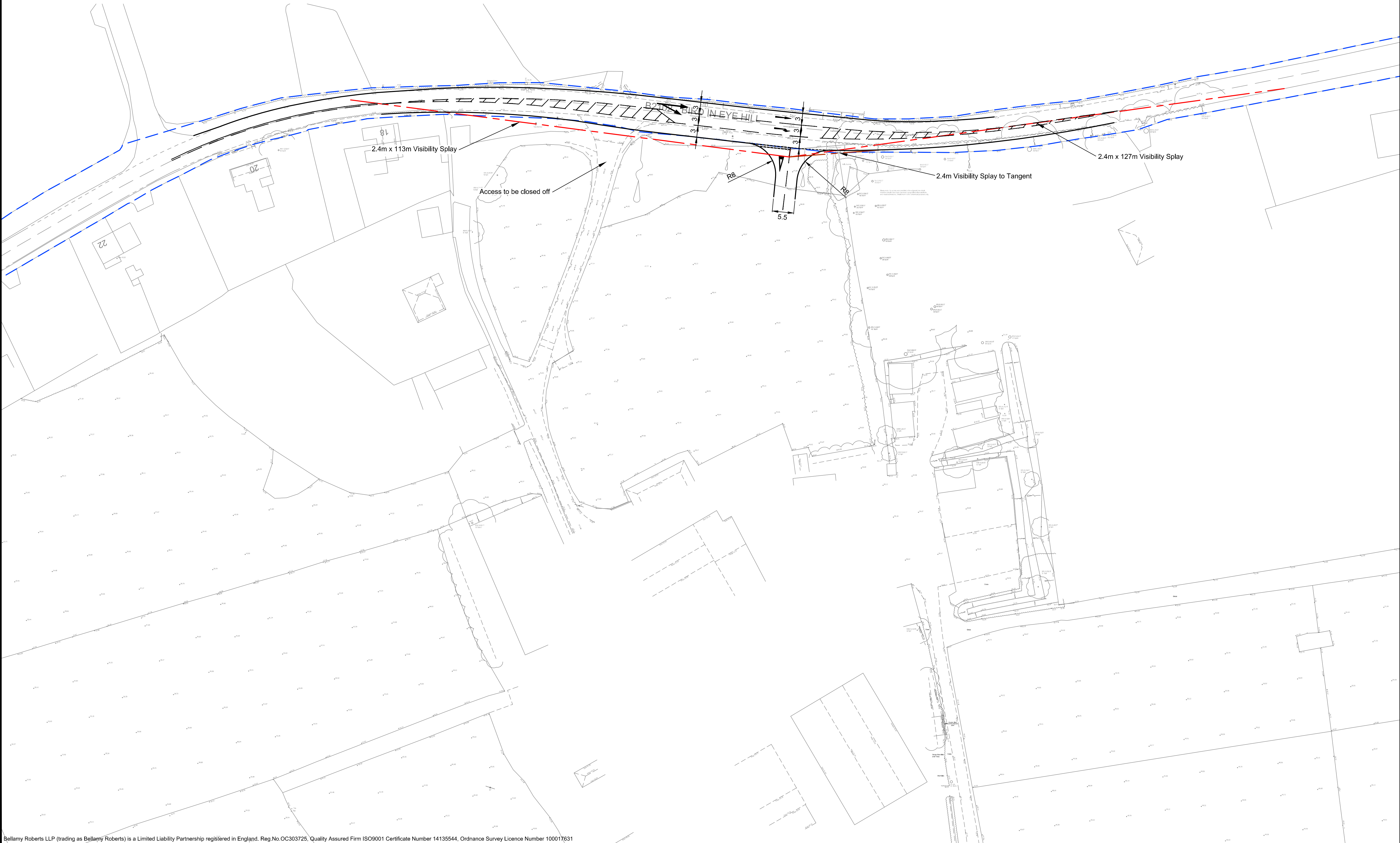
Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Dwg. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1			

fenley

APPENDIX 23

Revised Site Access &
Accompanying Plans -
Revision M



Notes

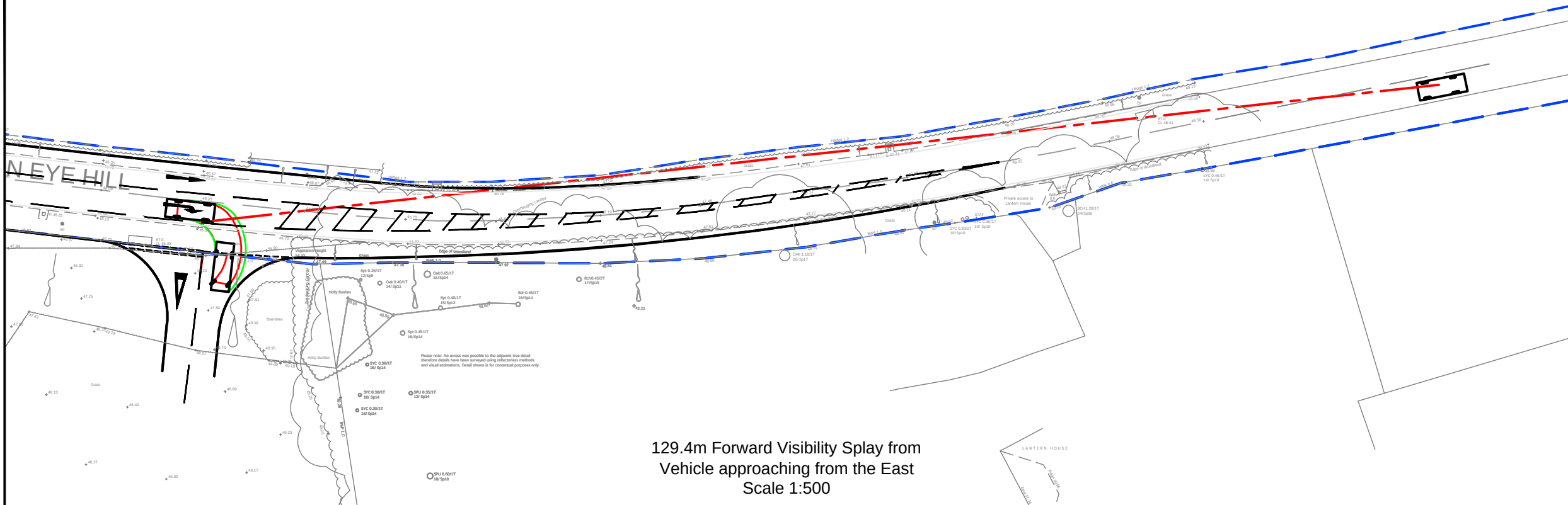
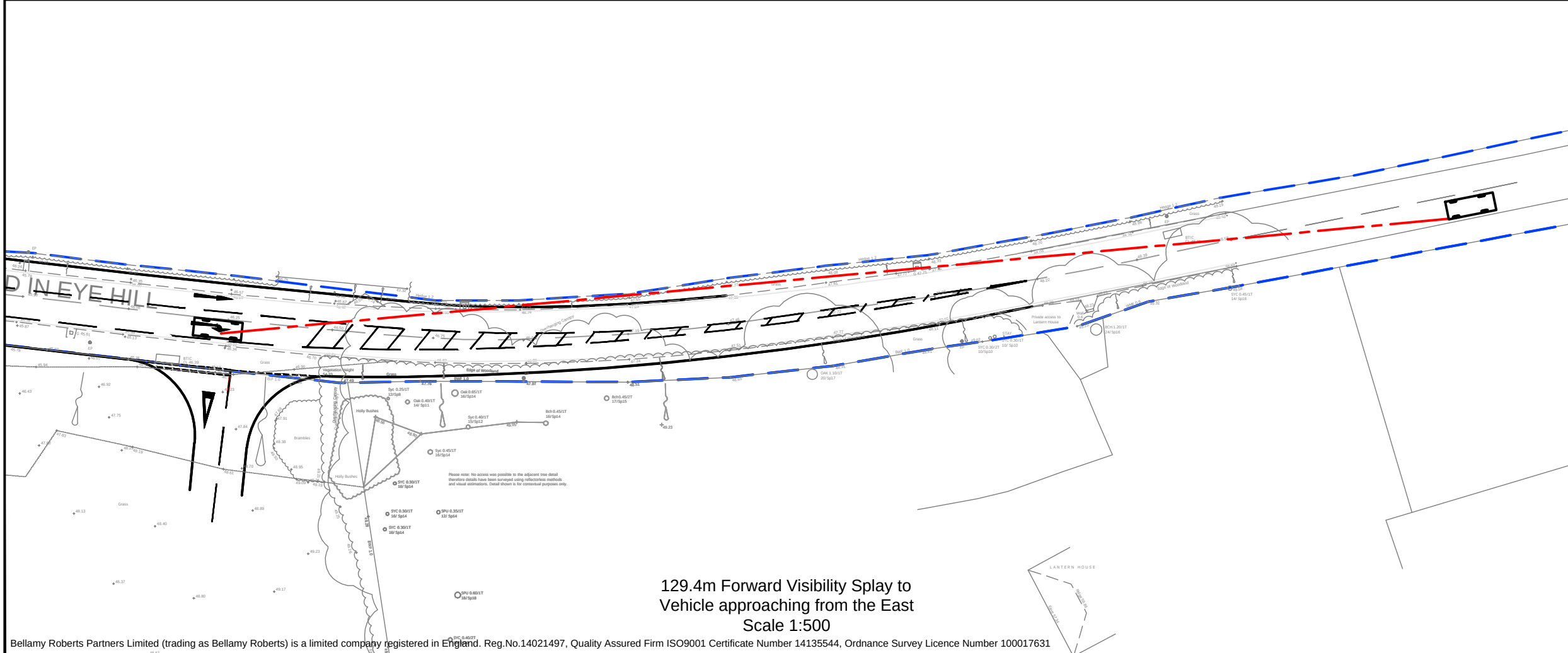
- Do not scale this drawing
- Highway Boundary
- Site Boundary

M	Design Revised, running lanes increased to 3m wide	JCB	MT
L	Design Revised	JCB	MT
K	Design Revised	MB	MT
J	Design Revised	MB	MT
H	Design Revised	JCB	MT
G	Taper revised to 1:25 on RTL	JCB	MT
F	AMENDMENT NOTE	JCB	MT
E	AMENDMENT NOTE	JCB	MT
D	AMENDMENT NOTE	JCB	MT
C	AMENDMENT NOTE	ARM	MT
B	AMENDMENT NOTE	ARM	MT
A	AMENDMENT NOTE	ARM	MT
REVISION	AMENDMENT	DRN	CHK



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Email: info@bellamyroberts.co.uk

CLIENT	Croudance Homes Ltd.		
PROJECT	Bird in Eye, Uckfield		
TITLE	Proposed Access - Right Turn Lane		
DRAWN BY	ARM	DESIGN BY	ARM
DATE	02/02/22	CHK BY	MT
SCALE	1:500 @ A1	DRAWING No.	5330 / 021
		REV No.	M



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Notes

Do not scale this drawing

Highway Boundary

Based on 5330/021 Rev. M

B	Access updated	MB	04/08/23	MT
A	Visibility amended	MB	12/07/23	MT
REVISION	AMENDMENT	DRN	DATE	CHK



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Tel: 01256 703355
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CLIENT

Croudace Homes Ltd

PROJECT

Bird in Eye, Uckfield

TITLE

Intervisibility

DRAWN BY	MB	DESIGN BY	-	CHK BY	MT
DATE	21/03/23	DRAWING NO.	5330 / 027	REV No.	B
SCALE	1:500 @ A3				



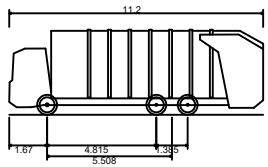
Notes	
Do not scale this drawing	
----- Highway Boundary	
Based on 5330-021 Rev. M	



REVISION	A	Widths updated	MB	08/08/23	MT
		AMENDMENT	DRN	DATE	CHK
<div><div></div><div>Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk</div></div>					
CLIENT Croudace Homes Ltd.					
PROJECT Bird in Eye, Uckfield					
TITLE Proposed Through Lane Widths					
DRAWN BY MB		DESIGN BY -		CHK BY MT	
DATE 08/08/23		DRAWING No. 5330 / 036		REV No. A	
SCALE 1:250 @ A1					



Based on 5330-021 Rev. M



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

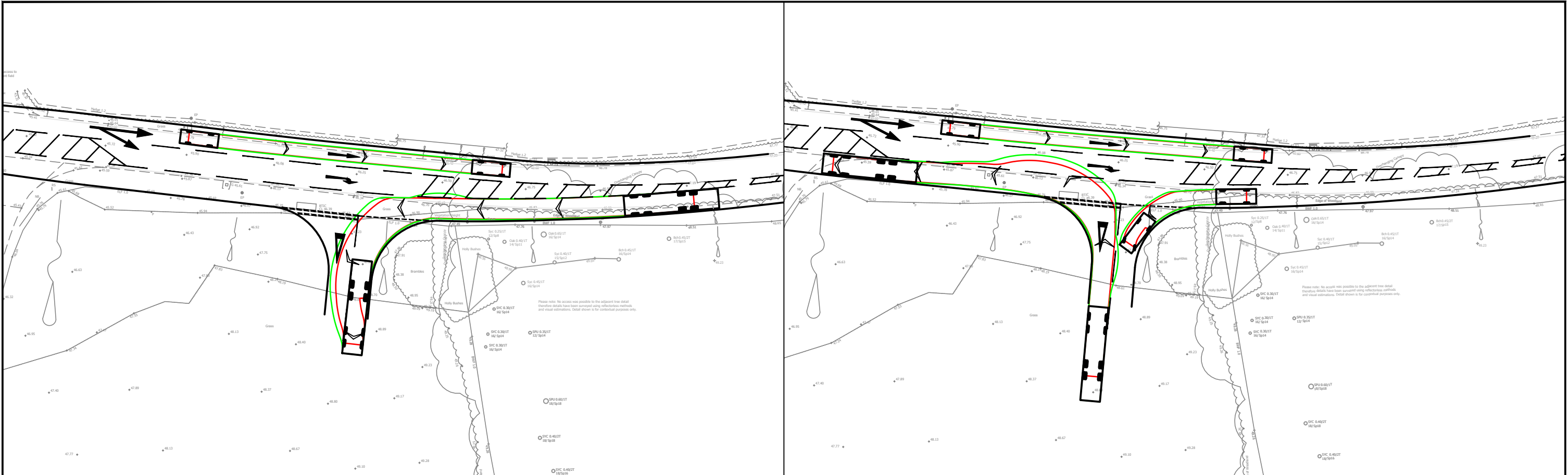
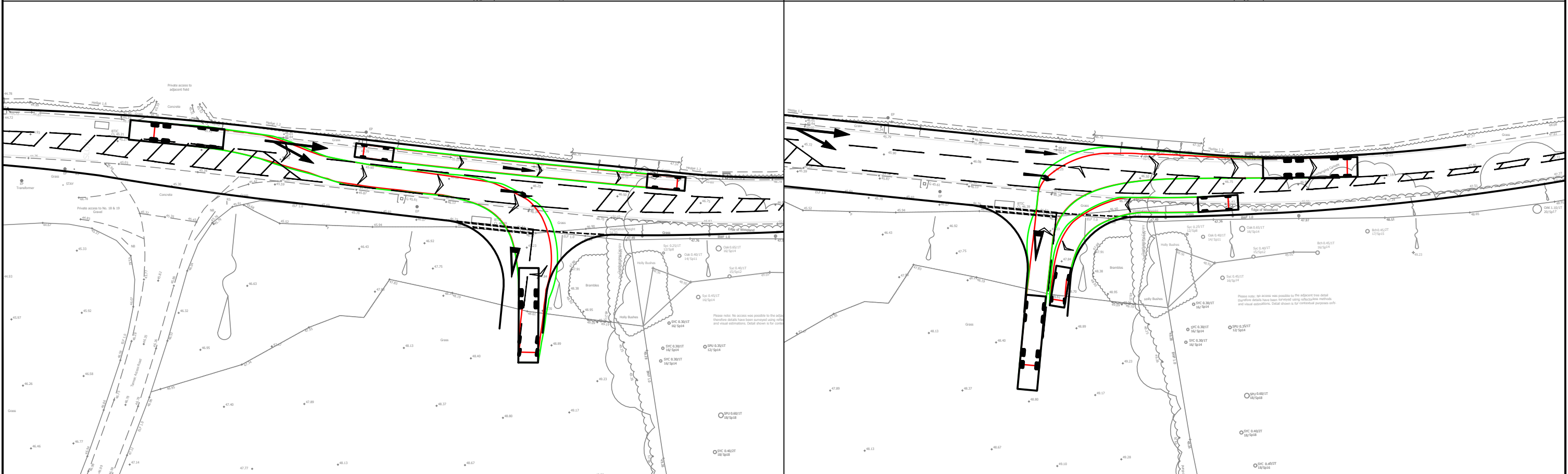
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REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	MB	10/11/22	MT
B	Site Layout Updated	MB	20/03/23	MT
C	Site Layout Updated	MB	15/06/23	MT
D	Tracking updated	MB	18/07/23	MT
E	Site updated	MB	04/08/23	MT
F	Tracking updated	MB	07/08/23	MT

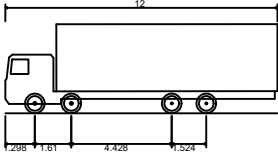


Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	09/02/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Refuse Vehicle Right Turn Lane	DRAWN BY	ARM
		CHECKED BY	MT
DRAWING No.	5330 / 227	SCALE	1:500 @ A3
		REV No.	F



Based on 5330-021 Rev. M



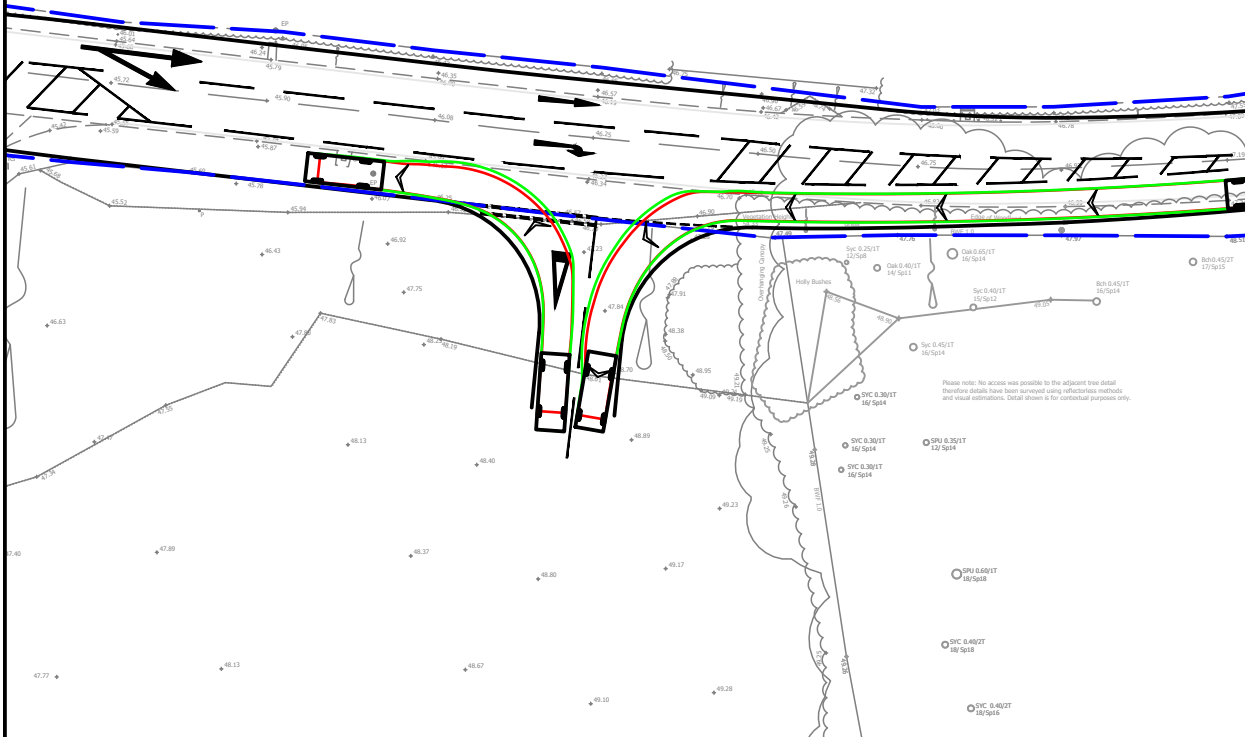
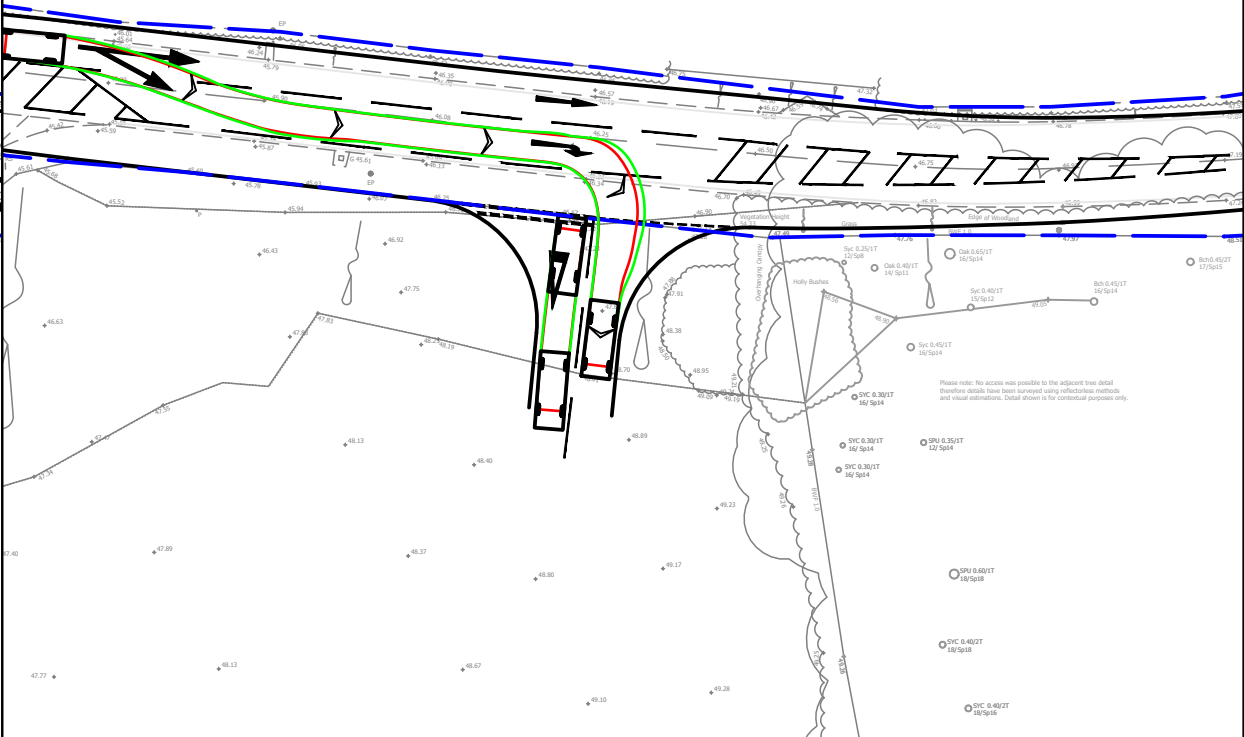
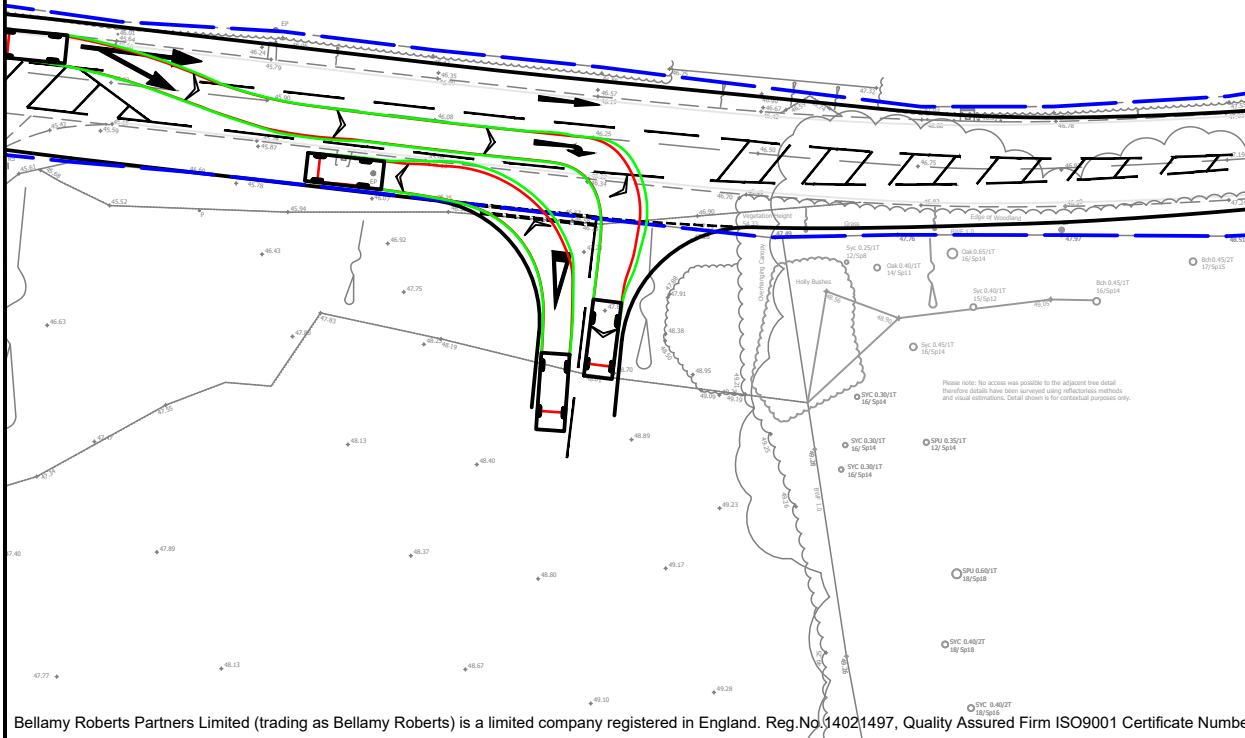
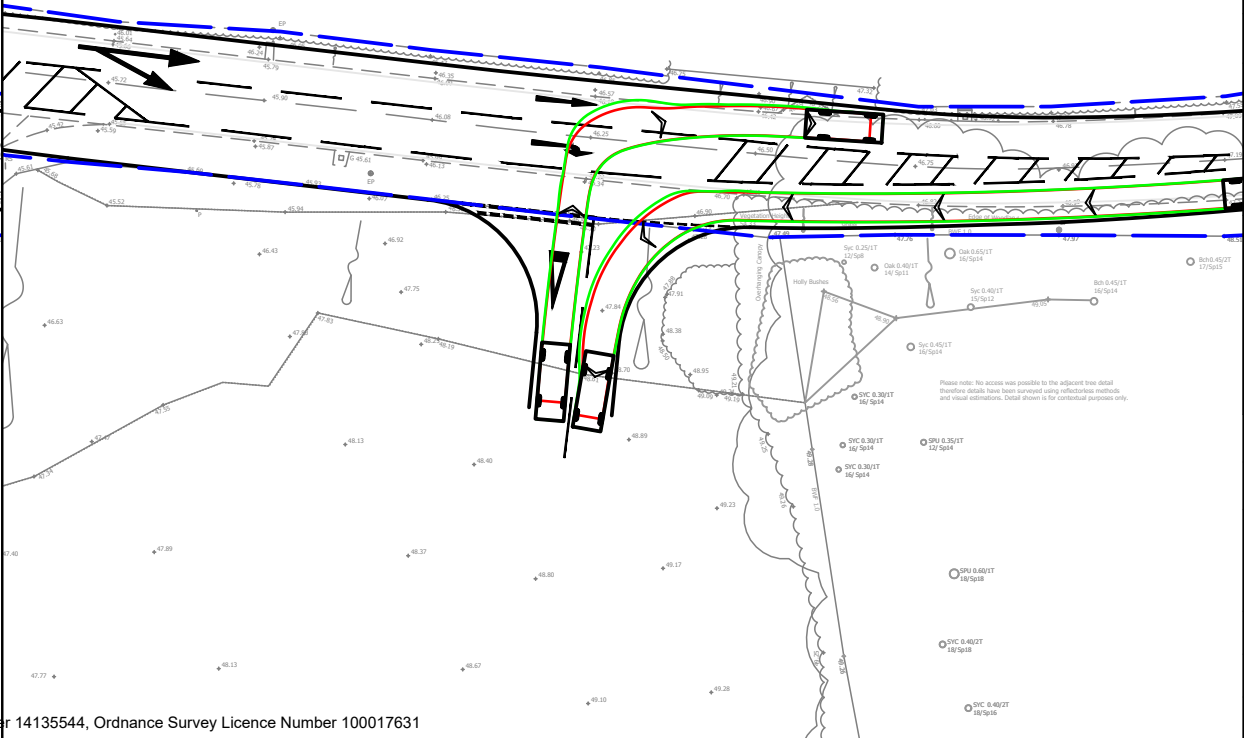
Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	MB	10/11/22	MT
B	Site Layout Updated	MB	20/03/23	MT
C	Site Layout Updated	MB	15/06/23	MT
D	Tracking updated	MB	18/07/23	MT
E	Tracking and site updated	MB	04/08/23	MT
F	Tracking updated	MB	07/08/23	MT

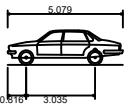


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CLIENT	Croudace Homes Ltd.	DATE	03/03/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Rigid Truck Right Turn Lane	DRAWN BY	ARM
		CHECKED BY	MT
DRAWING No.	5330 / 228	SCALE	1:500 @ A3
		REV No.	F



Notes



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

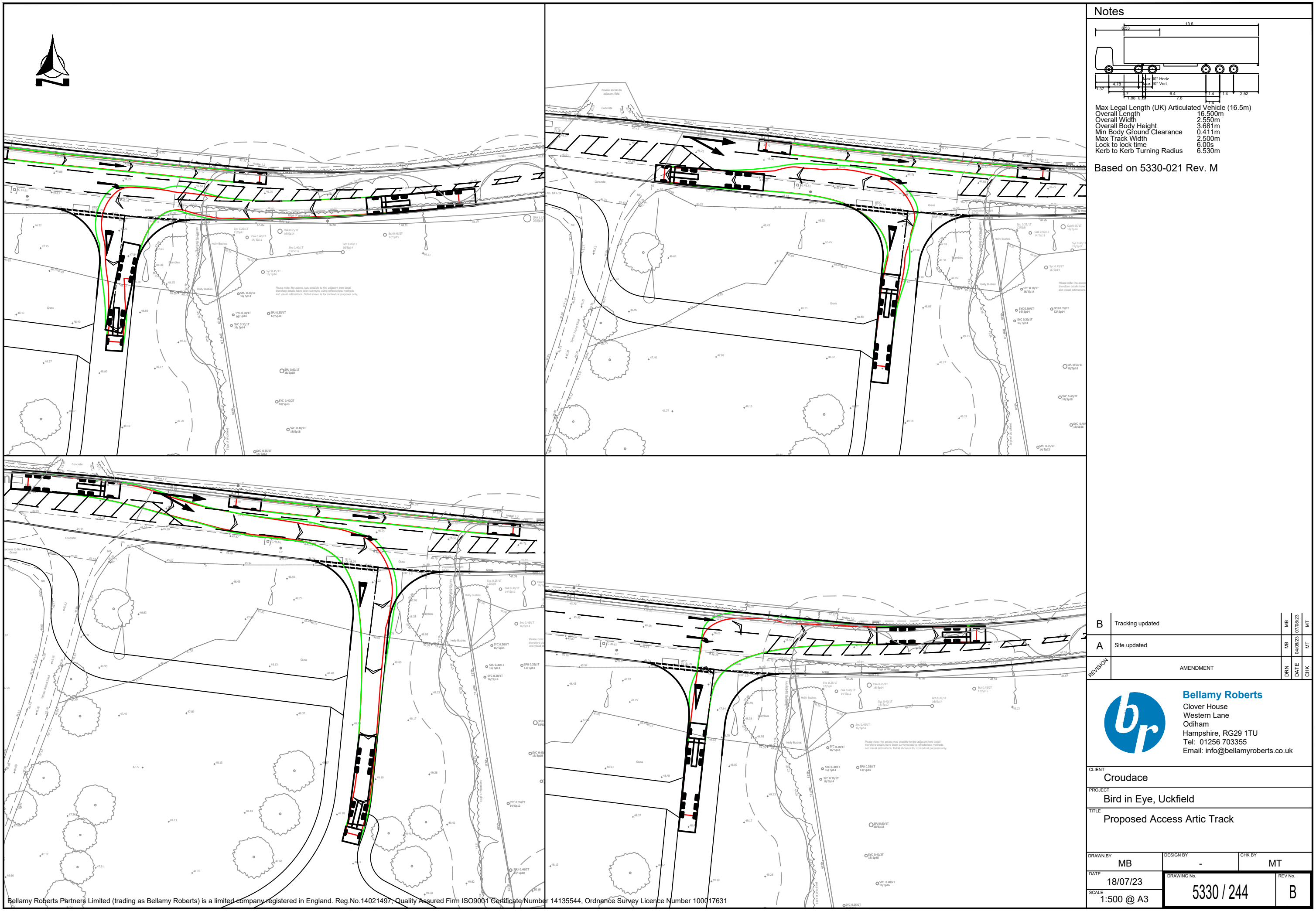
Based on 5330-021 Rev. M

G	Van track replaced with car	DE	MT
F	Van track replaced with car	DE	MT
E	Van track replaced with car & xref updated	DE	MT
D	Access and tracking updated	MB	MT
C	Site Layout updated	MB	MT
B	Site Layout updated	MB	MT
A	Site Layout updated	MB	MT
REVISION	AMENDMENT	DRN	CHK



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CLIENT	Croudace Homes Ltd.		
PROJECT	Bird in Eye, Uckfield		
TITLE	Swept Path Analysis Car Passing Right Turn Lane		
DRAWN BY	ARM	DESIGN BY	CHK BY
DATE	03/03/22	DRAWING No.	REV No.
SCALE	1:500 @ A3	5330 / 229	G



Technical drawing of the rear view of a truck chassis showing dimensions in inches. The drawing includes a truck cab on the left and a long rectangular chassis body. Dimensions are indicated with arrows and numbers. Key dimensions include: overall width 13.6, distance from left edge to first axle 6.53, distance between first and second axle 4.78, distance between second and third axle 3.7, distance between third and fourth axle 6.4, distance between fourth and fifth axle 1.4, distance between fifth and sixth axle 1.4, and distance from right edge to sixth axle 2.52. The text "Max 60° Horiz" and "Max 90° Vert" is written near the third axle.

Based on 5330-021 Rev. M

B	Tracking updated	MB	07/08/23	MT
A	Site updated	MB	04/09/23	MT
REVISION	AMENDMENT	DRN	DATE	CHK



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Tel: 01256 703355
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CLIENT	Croudace
PROJECT	Bird in Eye, Uckfield
TITLE	Proposed Access Artic Track

DRAWN BY MB		DESIGN BY -	CHK BY MT
DATE 18/07/23		DRAWING No. 5330 / 244	REV No. B
SCALE 1:500 @ A3			

APPENDIX 24

Stage 1 RSA Update
(Revision M)

Matt Twinberrow

Subject: FW: Bird in Eye

Dear Matt

Thank you for your emails. Having reviewed your drawing 5330-021 revision M and 5330-036 revision A, I can confirm that the provision of the proposed 3 metre through lanes either side of a 3 metre right turning lane, addresses the road safety concern raised within item A.2.1 of our Stage 1 Road Safety Audit RSA-23-083.

Your swept path plans which accompanied the revised design, illustrated on drawings 5330-227 revision F, 5330-228 revision F and 5330-244 revision B indicate that all HGV's apart from 16.5 metre Articulated HGV's, can approach the give-way line when exiting without encroaching the opposing lane. This as well as the survey which identifies that just four two-way HGV movements will be observed at the access throughout a day, addresses item A.3.1 of our Audit, ref: RSA-23-083.

It is also noted that the westbound road centreline has been amended to allow for a smooth approach to the right turn lane which addresses item A.1.1 of our Audit RSA-23-083.

I trust that this is helpful.

Thank you again and kind regards

Jamie

Jamie Fenning

BSc (Hons), MIHE, MCIHT, MSoRSA, Highways England Certificate of Competency



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APPENDIX 25

Highway Authority Email

Matt Twinberrow

Subject: FW: BIES APPEAL - site access comments 021 rev M & zebra crossing provision 034 rev C
Attachments: RE BIES Appeal access & B2102 Speed Data (BR 5330)
Importance: High

From: Kal Kamboh [REDACTED]
Sent: Thursday, August 17, 2023 4:35 PM
To: Matt Twinberrow [REDACTED]
Cc: [REDACTED]

Subject: BIES APPEAL - site access comments 021 rev M & zebra crossing provision 034 rev C
Importance: High

Dear Matt,
Thank you for providing the CAD drawing at the access with the details shown as per rev M version.

The CAD drawing is being checked with our consultant. The Road Safety Team have yet to respond.

Comments based on the pdf version of the access drawings by the technical team are:

- The road widening on the south side will most likely fall within the root protection zone(s) of the mature trees. Special engineering measures will be necessary to mitigate against the potential for damage to the root system and impact on the structural stability of the trees, or even the removal of the trees may be necessary. (landscape team consulted) in this regard. Are the trees within the public highway or do they belong to a third party? Response from Landscape team suggests that there is likely to be impact on roots of trees on third party land (not on the highway) which is likely to result in some negotiation with the landowners at detailed design stage.
- The road widening on the north side will most likely result in the loss of the hedgerow due to the need for a retaining wall to support the bank and the required setback of the wall from the edge of carriageway. Is the hedgerow within the public highway or does it belong to a third party - it is assumed to be part of BIEN land.
- If a retaining wall is needed, in places there is very little distance between the proposed edge of the carriageway and highway boundary. I doubt the minimum required 450mm set back distance from the kerb could be provided to the face of the wall throughout. You have given distances, 380mm as the narrowest verge section. This would be acceptable but only on the basis that a retaining wall is not needed. An alternative engineered land stabilising solution would be essential here. Any impact on the hedge would need to be in agreement with the third party land owners at detailed design stage.
- Due to the approach speeds and class of main road, 10m junction radii should be provided for the proposed site access. This is to be complaint with CD 123 and as you mentioned on the phone call today, you wish to avoid any departures from standard.
- Ideally 'side road ahead' warning signs should be located on the nearside of the road. If site constraints apply then it may be possible to locate the sign on the offside. You have suggested a position for this, which would be further considered at detailed design stage.
- Approaching from the east, it is recommended that a solid white centre line is included to ensure that there is appropriate lane keeping, given the rural character of the road, and on the basis that there may be established 'centre lane' driving behaviour. This is likely to be an issue where the approach to the junction (east to west) whilst in the

centre of the road may cause conflict with opposing vehicles waiting to turn right into the site and the advance side road sign may not be sufficient notice. It is therefore requested that the inclusion of a solid white centre line is made.

- Tracking drawings - including 227 rev F, 228 rev F - these show overrunning into opposing lanes and do not provide comfort that the junction as shown in Rev M can operate safely. Your reliance on MfS1 6.8.1 is not accepted as being relevant or complete.

Roger and I consider that the arrangement is still imperfect, in particular the implications of the tracking drawings.

With regard to the zebra crossing rev C, the Road Safety Team have provided comments:

- 1) Right turn manoeuvre into PH car park would straddle crossing; This would raise concern, as would vehicles exiting the pub (turning left) being immediately on the crossing (as highlighted in our previous correspondence- attached). Drivers exiting (turning left) will be focussed on traffic approaching from their right. In seeing a gap, they may then move off before observing the crossing/pedestrians about to step out or already on the crossing.
- 2) Footway on south side; since the crossing provision is intended to be attracting peds wishing to cross Framfield Rd, there is a likelihood that there would be two way movements across during peak periods such as school arrival/departure times and when buses drop off passengers. The 1.38m wide footway may become congested, especially when accompanying children or persons in wheelchairs, and generally persons less mobile with walking aids.
- 3) Crossovers/accesses on south side within scope of zigzag markings; Not ideal, sometimes unavoidable in urban environments for single vehicle accesses. Given there is a shared vehicle access here would present similar concerns to those highlighted at the pub access opposite, as it only appears to be wide enough for single vehicles. As such, if more than one vehicle was trying to turn left in (when a vehicle was exiting) the crossing may be straddled/vehicles turning right out are almost immediately on the crossing (albeit they should at least, already be looking to the right for approaching traffic before exiting).
- 4) Driver visibility for peds and vice versa when considering the speeds; While the visibility splay quoted on the drawing meet the minimum requirements for the recorded 85%ile speed (just), the parking east of the crossing, on the north side of the road, has been conveniently displaced to facilitate this splay. This would not be the case in reality? To the west, the rigid truck (shown) would have to be parked tight to the kerb to not obstruct the splay (again- unlikely in reality).
- 5) Reducing the length of the zig zag marking on the north side of the road (west of the crossing) to get around the conflict of having a layby behind the zig zags (in the controlled area) is not the answer. This reduces the warning provided to an approaching driver at a crossing placement which offers the absolute (if that- see above) minimum visibility distances for pedestrians.
- 6) The tactile paving arrangement is incorrect for a formalised crossing

As yet the technical team have yet to respond, but will no doubt rely on comments from road safety (since this is a retrofit feature).

I propose that we have a quick meeting in the morning at 0845 so that we can discuss these matters.

regards

Ms Kal Kamboh

Strategic Sites Transport Advisor
Transport Development Control
Communities, Economy and Transport

APPENDIX 26

Barton Hyett
Associates Ltd Email

Matt Twinberrow

Subject: FW: FW: Bird in Eye, Uckfield (BR 5330)
Attachments: IMG_20220922_132552.jpg

From: Richard Hyett [REDACTED]
Sent: Wednesday, March 1, 2023 2:28 PM
To: Matt Twinberrow [REDACTED]
Subject: RE: FW: Bird in Eye, Uckfield (BR 5330)

Hi Matt,

This is looking ok to me. The vis splay is less than I thought it may have been.

The lower shrubby vegetation to the east of the access will need to be removed in any case to allow for the road widening so it's looking like the vis splay won't require any further vegetation removal. The larger and more significant trees in this area are all set back from the vis splay and they all have lowest branches all well above vis splay and vehicle height (darker green leaves in the attached image). There may need to be some pruning to some of the branches from the smaller sycamore branches (the slightly more orange leaves in the attached image) but this isn't significant and doesn't cause me any concern.

I take it from this the HA are still insistent on the right turn lane?

Kind regards,

Richard Hyett
MSc, BSc (Hons), MICFor. MArborA.
Chartered Arboriculturist

Director | Barton Hyett Associates Ltd



APPENDIX 27

Erosamat Type 3 Datasheet

EROSAMAT TYPE 3/20Z 500 is a soil erosion control matting consisting of a flexible lightweight three dimensional structure of entangled and heat bonded black polypropylene filaments to create a long lasting, environmentally friendly, flexible erosion control mat in combination with natural vegetation.

EROSAMAT TYPE 3/20Z 500 provides both an effective erosion control surface and a vegetative root reinforcement layer. It is a non-biodegradable mat intended to assist permanent vegetation growth. Its main application is to protect newly laid topsoil in the formation and repair of embankments to rivers, spillways, reservoirs, canals, highways, railways, taxiway edges, etc. Mesh or grid reinforced versions are available for heavier duty applications.

Properties				
Type	Three dimensional open matrix			
Colour	Black (see separate data sheet for brown and green)			
Thickness	(mm)	20	Nominal	
Mass/unit area	(g/m ²)	540	EN ISO 9864	
Tensile strength MD	(kN/m)	1.35	-0.3 kN/m	EN ISO 10319
Tensile strength CMD	(kN/m)	0.85	-0.2 kN/m	EN ISO 10319
Elongation MD / CMD	(%)	30 / 30	±15 %	EN ISO 10319
Design life ⁴	120 years (manufacturer’s declaration)			
Free Volume	(%)	>95		
UV resistance	Stabilised (Note 3)			
Fire resistance	Good when filled with soil			
Flow velocity	(m/s)	2 (unvegetated) to 6 (fully vegetated)	CIRIA 116	
Product Dimensions				
Width	(m)	2.5		
Length	(m)	25		
Weight	(kg)	32		
Roll diameter	(m)	0.7		
Overlap allowance	(%)	4		
Wastage allowance	(%)	1		
Ancillaries				

Fixing pins (300 mm long as standard) supplied in boxes of 500. Longer pins are required for loose soils, please enquire.

Notes

1. The values given are indicative and correspond to nominal results obtained in our laboratories and testing institutes. In line with our policy of continuous improvement the right is reserved to make changes without notice at any time. The thickness stated is the product thickness as manufactured; the product is compressed when rolled for delivery and the extent of recovery will depend on time.
2. Final determination of the suitability of any information is the sole responsibility of the user. ABG will be pleased to discuss the use of this or any other product but responsibility for selection of a material and its application in any specific project remains with the user.
3. The standard product is intended to be sufficiently durable in European climates to allow new vegetative growth to develop through the open structure of the mat to provide the long term weathering protection.
4. Subject to correct installation and covering within 28 days. For further information please contact ABG.
5. Flow velocities are as quoted in CIRIA 116 figure 9.



Erosion Control

A guide to ABG
surface erosion
protection methods



abg creative
geosynthetic
engineering

The need for erosion control

Soil erosion most often results from human intervention on the environment and designers and managers of construction projects of all sizes have a responsibility to control soil erosion.

Bare soil will give rise to soil erosion by wind, rain and water. This could be as a result of cut and fill slopes, stockpiles, agriculture, river re-alignment, etc. The issue is not only the potential instability of the slope, but also that the resulting silt laden run-off is deemed to be a pollutant. Legislation in many countries is either prescriptive that bare soil must be protected, or that heavy fines are imposed on those responsible for the pollution. In the UK for example, environmental legislation imposes fines up to £3million and there have been numerous prosecutions. Some soils are more prone to erosion than others, but climate change is leading to more frequent and intense rainfall, so whatever the soil type, the risk of soil erosion is increasing.

Either way, there is an easy solution in the form of erosion control systems. These range from low cost simple soil cover, through permanent surface reinforcement mats, to highly engineered slope stability webs. The benefit is not only soil protection, but also the ability to engineer steeper slopes and thus maximise the area of flat land available for development. Surface erosion control systems cannot be used to solve deep seated instability within the slope however. Further information, technical advice, installation instructions, pinning patterns and datasheets are available from ABG.

Temporary erosion control

Temporary erosion control will give immediate protection to the bare soil and continue until the natural vegetation is established. These are low cost biodegradable straw, jute or coir woven textiles or blankets that are pinned onto the soil surface. The mats absorb the rain impact and create a warm micro-climate to speed seed germination. The heavy coir mats are also able to protect soil from flowing water. The material gradually decays into soil nutrients as the vegetation cover progressively gets stronger. Sometimes the works themselves may be temporary and the erosion mat is used instead of vegetation.

Permanent erosion control

Permanent erosion control consists of mats and webs that provide immediate protection to bare soil and also continue for the lifetime of the project. They are manufactured from UV stabilised PP or HDPE polymer and are pinned onto the soil surface or tied onto a geogrid laid over lagoon linings. An advantage of permanent over temporary is that it continues to protect the soil if there is die-back of the vegetation.

Permanent erosion control mats provide long term reinforcement to the roots of the grass in the lining of waterways, flood relief channels, spillways, etc. As the vegetation establishes, the root structure intertwines with the erosion mat and the maximum water velocity/shear strength is dependent upon the fibre density and strength of the mat, the grass roots and the pinning.

Permanent erosion control webs retain soil on steep slopes or on geomembrane liners where the soil would otherwise be at risk of slipping. Revetments are also constructed with erosion control webs filled with crushed stone or low slump concrete.





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Erosamat Type 3	5
Erosamat Type 4	6
Erosaweb	6
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ABG Associated Products	8



Erosamat Type 1

Biodegradable jute erosion control mats for short-term protection

Erosamat Type 1 offers two low-cost biodegradable mats made from woven jute. They are an economic and environmentally friendly erosion control material for use on surfaces that have the ability to support growth in a relatively short period of time.

Erosamat Type 1 consists of a dense mesh of jute fibres that absorb the impact of rain and reduce run-off velocity. The mat protects the soil until the seeds have germinated and a root system is established. Thereafter the Erosamat slowly biodegrades releasing nutrients and improving soil quality.

During installation, seed is placed on to the surface of the soil before the mat is overlaid. In some installations, seeding may take place after installation through a hydroseeding process.

EROSAMAT TYPE 1 IS AVAILABLE IN TWO GRADES:

Type 1

An open weave of thick jute yarn with a mass of 500g/m² in 1.22m wide bales.

Type 1a

A dense weave of fine jute yarn with a mass of 186g/m² and giving an extremely high degree of surface cover at very low cost. Type 1a is 1.83m wide as standard but can also be made to order in 4m wide rolls for rapid coverage.



Erosamat Type 2

Biodegradable coir erosion control mat for medium-term protection

Erosamat Type 2 is a heavy duty, long life biodegradable coir erosion mat. The mat prevents soil erosion and helps to establish new vegetation on areas of loose soil and in situations of high run-off and flooding.

Erosamat Type 2 is ideal for use where plant development could be slow, such as with late season planting or in poor fertility soil. They are suited to extremes of temperature, enabling them to be used to control erosion in conditions from tundra to desert.

Coir is a 100% biodegradable, natural and sustainable product produced from coconut husk. It is one of nature's strongest fibres and maintains its tensile strength even under water. It is also highly UV resistant.

In manufacturing Erosamat Type 2, only high-quality Anjengo yarn is used. This has a high lignin content which helps the fibres resist mould and rot, making the product suitable for use underwater. Coir biodegrades very slowly over a 3-5 year period providing plenty of time for plants to establish, even on very poor soils.

EROSAMAT TYPE 2 YARN:

Mass/unit area of 700g/m²
(Erosamat 2D product version)



Erosamat Type 3

Permanent polymer erosion control mats for lifetime protection

Erosamat Type 3 is for all situations where an element of permanent erosion control is required, or where there is risk of die-back requiring protection while vegetation re-grows.

Erosamat Type 3 consists of a dense matrix of polypropylene fibres, thermally bonded together to create a tough and flexible, long-lasting erosion control mat. The mat is non-corroding, hydrophobic and is both chemically and microbiologically inert.

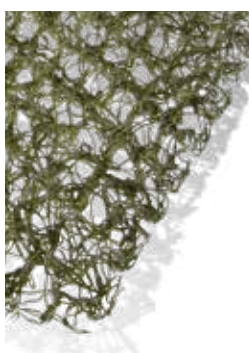
The system provides the root reinforcement necessary for natural vegetation to resist the extreme effects of wind, rain and water erosion. As the vegetation grows into the mat, the roots become entwined within the Erosamat matrix. This provides the anchorage for the vegetation to resist high shear stress situations (e.g. overflow channels).

Work by CIRIA has shown that such turf reinforcement mats (TRM) can double the permitted channel velocity.

Erosamat Type 3 is to be laid directly on to compacted ground that is free from existing vegetation, roots and stones before filling with friable topsoil, from the bottom to the top of the embankment to a depth of 10mm. Alternatively, the bare mat may be hydroseeded, especially on steep slopes. Existing vegetation growth should not inhibit the contact between the ground and the Erosamat.

The excellent surface protection is as a result of the product being manufactured significantly heavier and denser than the industry norm.

Erosamat Type 3 is coloured black for general use but specific colours can be manufactured, including green and brown.



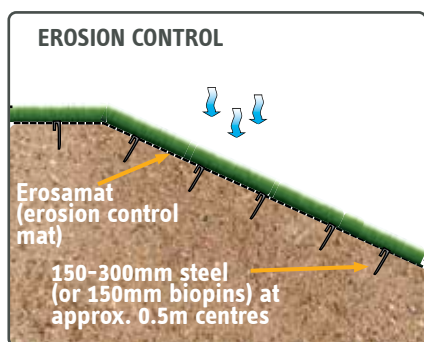
Erosamat 3/20Z 500



Erosamat 3/20Z 500M



Erosamat 3/20Z G50



EROSAMAT TYPE 3 IS AVAILABLE IN THREE GRADES:

Erosamat 3/20Z 500

Three dimensional open matrix TRM

Erosamat 3/20Z 500M

Three dimensional open matrix with integral mesh TRM

Erosamat 3/20Z G50

Three dimensional, multifilament open matrix with polymer coated reinforcement grid HPTRM



Erosamat Type 4

Biodegradable composite erosion control mats

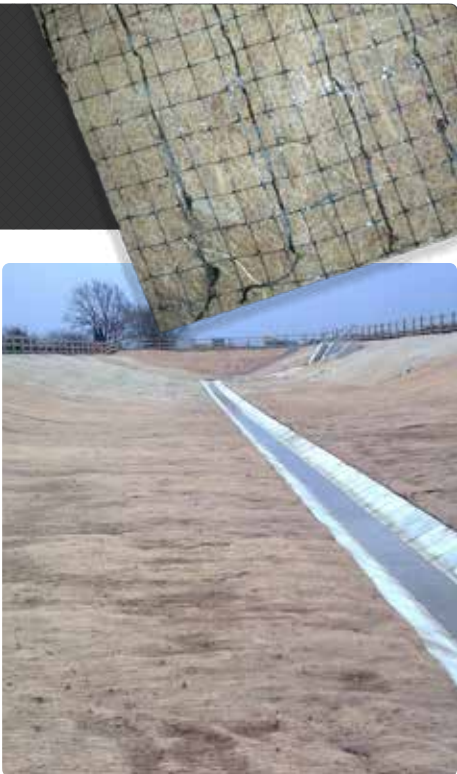
Erosamat Type 4 is a natural biodegradable mat for immediate surface protection and erosion control until the natural vegetation is established.

Erosamat Type 4K PP consists of 100% coir matting stitched together between two binding layers of photodegradable polymer mesh.

For effective protection and successful germination, it is essential that the Erosamat is pinned into totally close contact with the underlying soil.



Erosamat Type 4 products have applications in the initial protection of water channels, highway embankment slopes, landfill caps, restorations and landscaping schemes subject to surface erosion prior to the establishment of vegetation cover.



Erosaweb

Three dimensional geocell for top soil/stone retention on steep slopes & revetments

Erosaweb is a three dimensional geocell system developed to retain imported fill, particularly on steep slopes. Once installed it forms a blanket of shallow pockets across the slope face into which fill is placed. Once filled it protects the slope and fill from erosion forces, whilst allowing vegetation to establish for long-term protection.

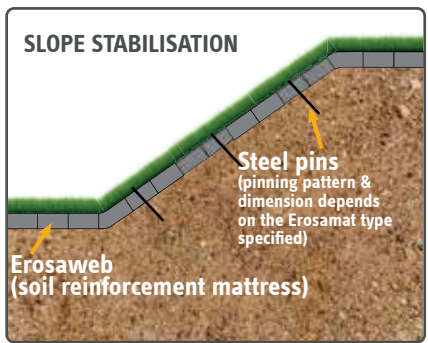
Erosaweb comprises interconnecting polymer strips that form a honeycomb of pockets which confines and strengthens the infill material.

The polymer strips grip the infill material and provide a tensile force, effectively increasing the shear strength and cohesion of the infill material. For revetments, the Erosaweb is filled with crushed stone or alternatively, low slump concrete is poured into the Erosaweb.

When Erosaweb is installed over geomembrane liners typically at the edge of lagoons, it is tied onto a geogrid that is anchored at the crest of the slope.

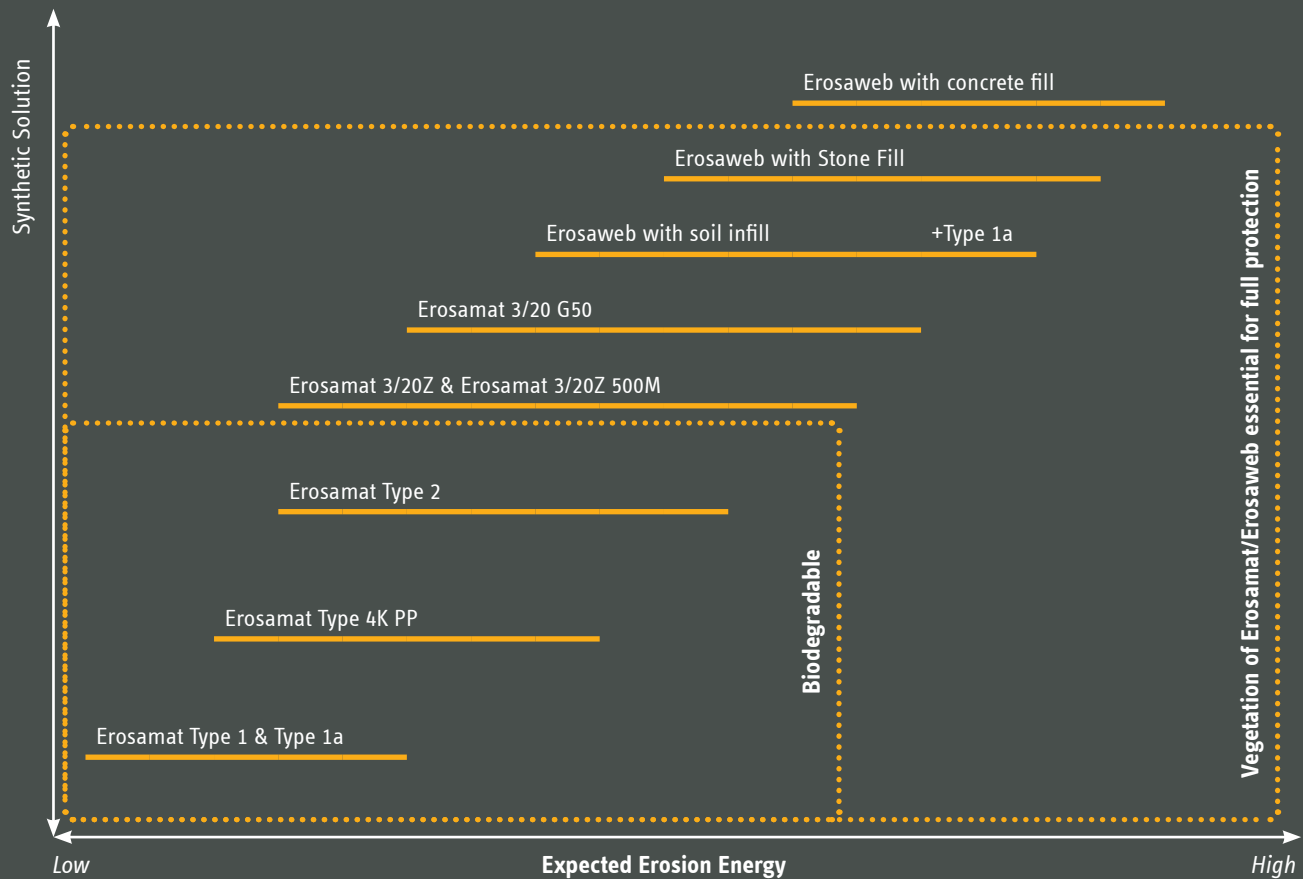
The strips are manufactured from strong HDPE polymer, designed to offer long term protection through extended life. The strips are securely bonded at the joints, with a strength at least equal to the strip material. The strips are perforated to allow water within the fill to move freely down the slope. The Erosaweb is supplied in zig-zag coils and then expanded to form the full panel size on site.

Erosaweb is available in standard heights of 100, 150 and 200mm (50 and 300mm are available as special orders). The standard panel size is 4m x 6m.



EROSAWEB IS AVAILABLE IN SIX GRADES:

	GWX 100/300	GWX 100/500	GWX 150/300	GWX 150/500	GWX 200/500	GWX 200/300
Depth	100mm	100mm	150mm	150mm	200mm	200mm
Cell Diameter	300mm	500mm	300mm	500mm	500mm	300mm
Perforated	Yes	Yes	Yes	Yes	Yes	Yes



	Material (Note 1)	Max slope angle (Note 2)	Protection grade (Note 3)	Life span (years)	Colour	Suitable submerged	Surface cover
Erosamat Type 1	Jute	45°	Medium	1-3	Brown	No	35%
Erosamat Type 1a	Jute	45°	Medium	1-2	Brown	No	55%
Erosamat Type 2	Coir	65°	High	3-5	Brown	Yes	30-75%
Erosamat Type 3	PP	65°	High	>25	Black*	Yes	75%
Erosamat Type 4K PP	Coir & PP	65°	High	2-5	Brown	Yes	100%
Erosaweb	HDPE	65°	High	>25	Black	Yes	n/a

Note 1 Flat areas may need erosion control

Note 2 In certain situations the mat may be used on steeper slopes, limited only by the ability of the vegetation to obtain moisture for growth. The slope angle for Erosaweb is dependent upon the internal friction angle of the fill intended to be placed into the web

Note 3 Mats and webs may be used in conjunction to offer greater protection

Note 4 *Green and brown also available

ABG Associated Products



Permeable Paving

ABG offer a range of components for integrated porous paving systems to effectively manage the safe collection, treatment, management and dispersal of surface water.



Drainage

ABG drainage geocomposites offer very high flow capacity and provide a cost effective alternative to traditional stone groundwater drainage solutions.



Tree Root Protection

The Abweb TRP system is a no dig solution preventing damage to tree root structures during the installation process and greatly reduces the depth of imported stone required.



Webwall Retaining Walls

Webwall is a geosynthetic system designed for the construction of flexible retaining walls. It uses a geocellular mattress which is laid in layers, with each expanded and filled with site won materials in order to form a structure with a vegetated face.

About ABG

ABG is a market leader in the design, development, manufacture and technical support of high performance geosynthetic systems for use in a wide range of civil engineering, environmental and building projects.

Formed in 1988, based in Meltham, in the heart of the Pennines, ABG have developed an excellent reputation for developing quality products and delivering outstanding service. The ability for rapid product development ensures that the most innovative, up to date and cost effective solution can be found for many engineering problems.

Technical support is provided by our trained and experienced staff, many of whom are Chartered Civil Engineers. This extensive support extends to full design, design validation, feasibility studies, cost advice and advice on meeting regulatory requirements.

Part of this technical support includes developing and driving knowledge within our active markets, including working with both international and local regulatory bodies on developing guidance and best practice in the use of innovative geosynthetics to solve complex engineering issues.

In support of the construction industry's objectives to reduce the carbon footprint of civil engineering activities, ABG has signed up to the UK Civil Engineer's Emergency Climate Change Declaration. As part of this commitment, ABG has appointed leading carbon management consultants Carbon Footprint Ltd to verify the exact carbon emissions for each of the products we manufacture for geotechnical and Sustainable Drainage applications. This enable precise embodied carbon data to be given for a customer's project and supply chain assessments.

To discuss your project specific requirements contact us.

t 01484 852096

e geo@abgltd.com



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This literature together with technical data, specifications, design guidance, technical advice, installation instructions or product samples can be obtained by contacting ABG Ltd. All information supplied in this brochure is supplied in good faith and without charge to enable reasonable assessment of the practical performance of ABG products. Final determination of the suitability of information or material for the use contemplated and the manner of the use is the sole responsibility of the user. As design and installation is beyond the control of ABG (unless specifically requested) no warranty is given or implied and the information does not form part of any contract. ABG reserve the right to update the information within at any time without prior notice. ©²⁰²¹ ABG Ltd. ABG_Erosion_Control_Brochure

APPENDIX 28

Revised Site Access &
Accompanying Plans -
Revision P



Notes

Do not scale this drawing

Highway Boundary

Suggested location for side road ahead sign, to diagram 505.1 of the Traffic Signs Manual Chapter 4. Precise location to be agreed at the detailed design stage.

Diagram 505.1

Northern kerb line to be a minimum of 450mm from highway boundary.

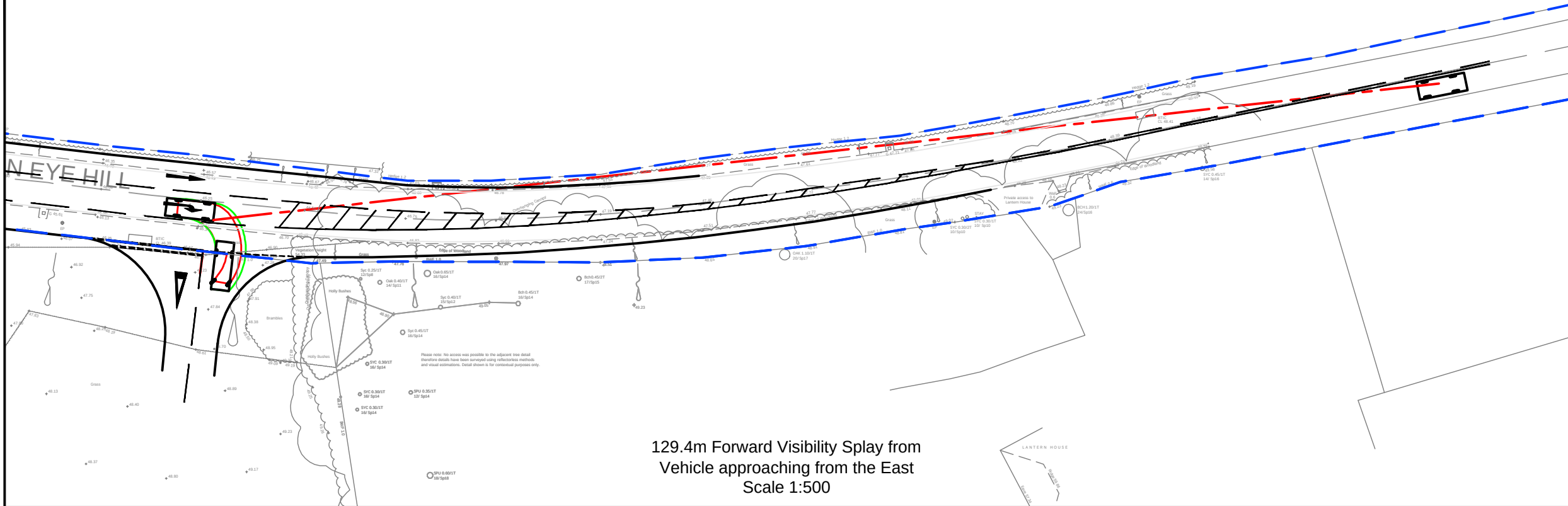
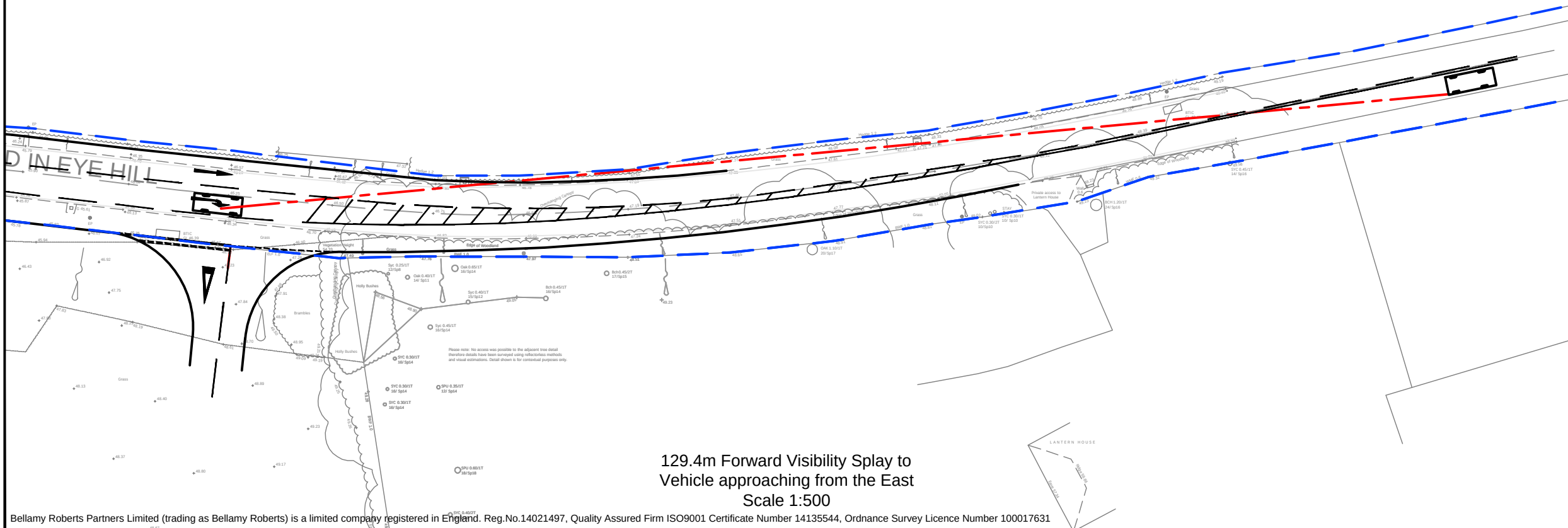


P	Centreline updated. Side road ahead location added.	DC	MT
N	Northern kerbline amended to be a minimum of 450mm from Highway boundary	MB	MT
M	Design Revised, running lanes increased to 3m wide	JCB	MT
L	Design Revised	JCB	MT
K	Design Revised	MB	MT
J	Design Revised	MB	MT
H	Design Revised	JCB	MT
G	Taper revised to 1:25 on RTL	JCB	MT
F	AMENDMENT NOTE	JCB	MT
E	AMENDMENT NOTE	JCB	MT
D	AMENDMENT NOTE	JCB	MT
C	AMENDMENT NOTE	ARM	MT
B	AMENDMENT NOTE	ARM	MT
A	AMENDMENT NOTE	ARM	MT
REVISION	AMENDMENT	DRN	CHK

Bellamy Roberts

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Odiham
Hampshire, RG29 1TU
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Email: info@bellamyroberts.co.uk

CLIENT					Croudance Homes Ltd.									
PROJECT					Bird in Eye, Uckfield									
TITLE					Proposed Access - Right Turn Lane									
DRAWN BY		ARM			DESIGN BY		ARM		CHK BY		MT			
DATE		02/02/22			DRAWING No.		5330 / 021				REV No.		P	
SCALE		1:500 @ A1												



Notes

Do not scale this drawing

--- Highway Boundary

Based on 5330/021 Rev P

D	Xref updated	DE	MT
C	Access updated	MB	MT
B	Access updated	MB	MT
A	Visibility amended	MB	MT
REVISION	AMENDMENT	DRN	CHK



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CLIENT
Croudace Homes Ltd

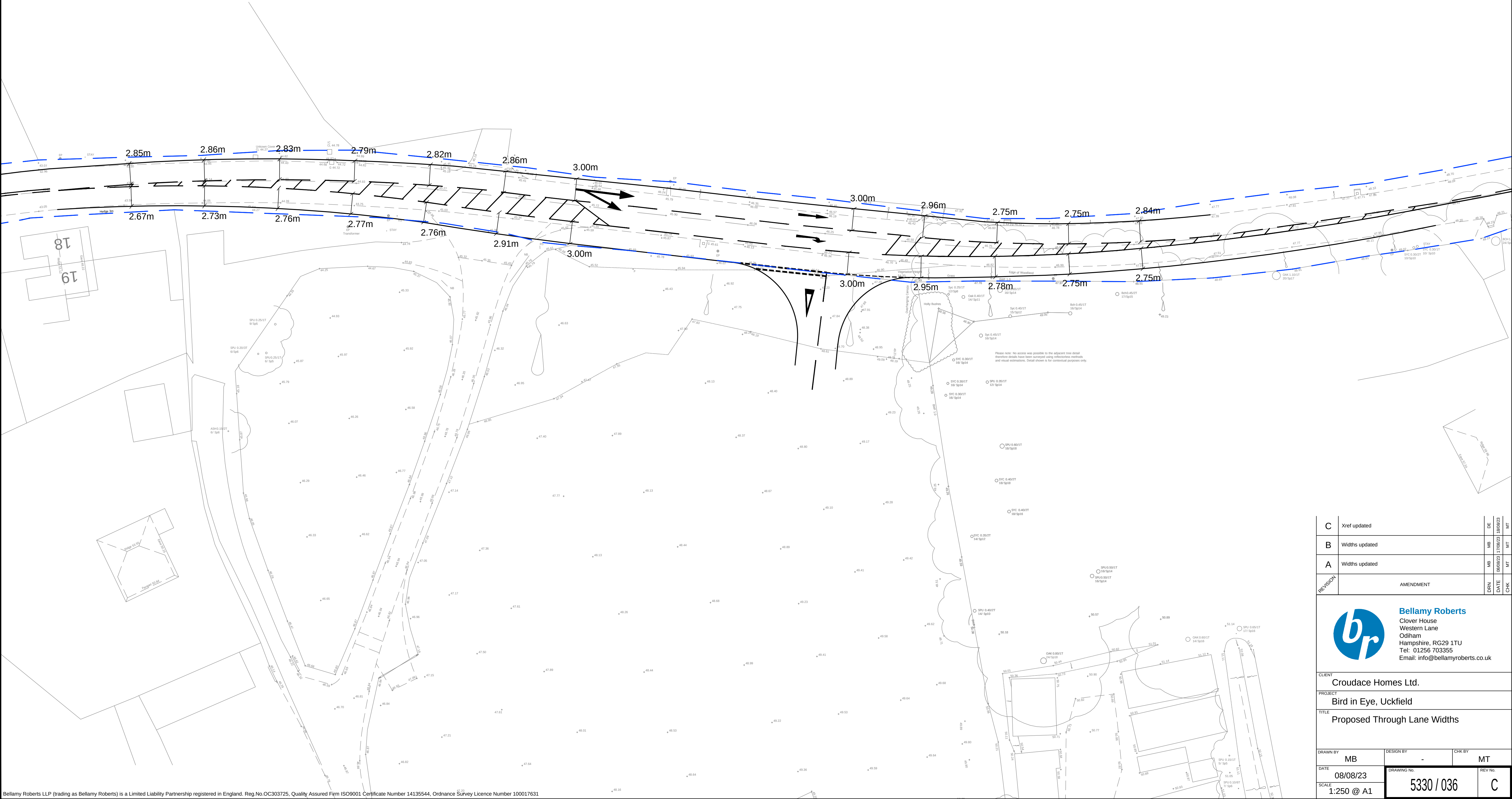
PROJECT
Bird in Eye, Uckfield

TITLE
Intervisibility

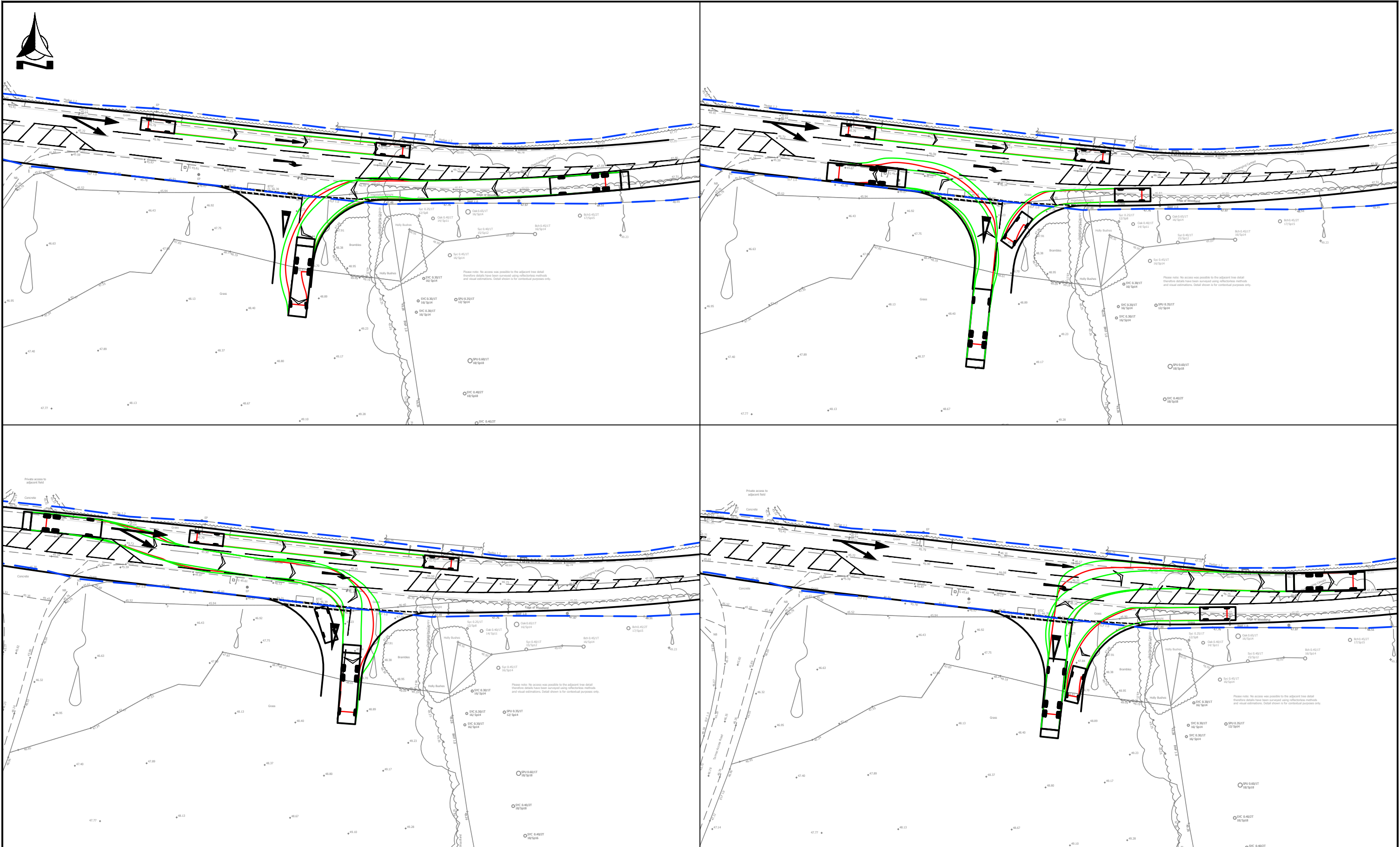
DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 21/03/23	DRAWING NO. 5330 / 027	REV No. D
SCALE 1:500 @ A3		



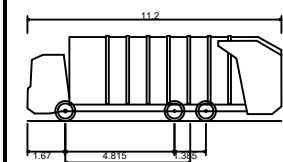
Notes	
Do not scale this drawing	
----- Highway Boundary	
Access and road based on 5330-021 Rev P	



REVISION	C	Xref updated	DIE	MT
	B	Widths updated	MB	MT
	A	Widths updated	MB	MT
	AMENDMENT		DRN	CHK
<div>Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk</div>				
CLIENT Croudace Homes Ltd.				
PROJECT Bird in Eye, Uckfield				
TITLE Proposed Through Lane Widths				
DRAWN BY MB		DESIGN BY -	CHK BY MT	
DATE 08/08/23	DRAWING NO. 5330 / 036			REV NO. C
SCALE 1:250 @ A1				



Based on 5330-021 Rev P



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

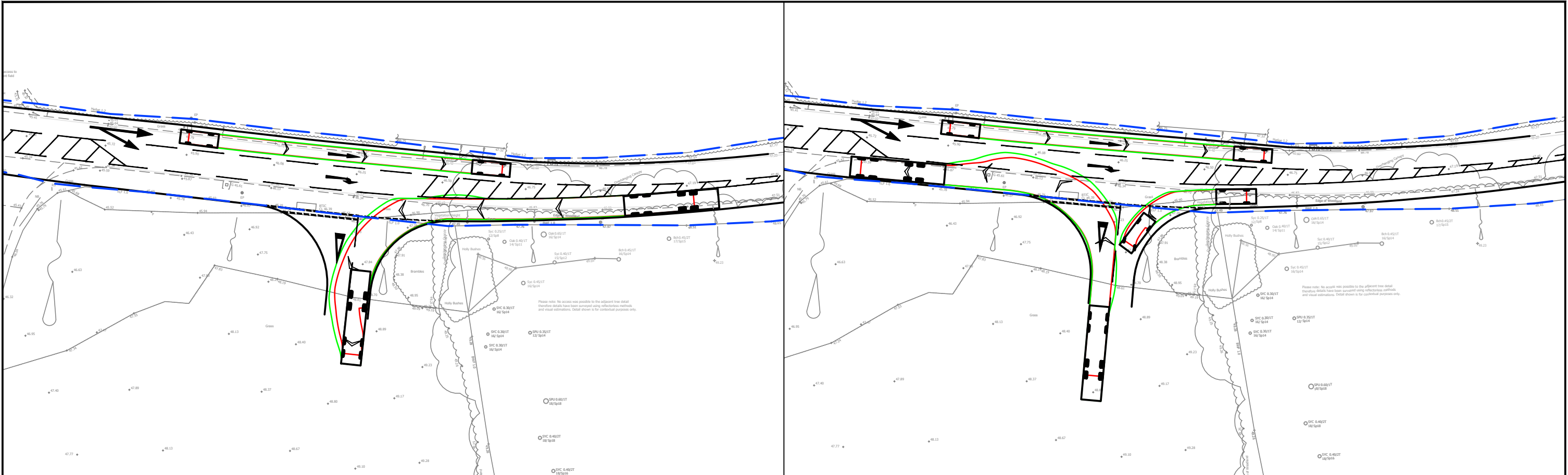
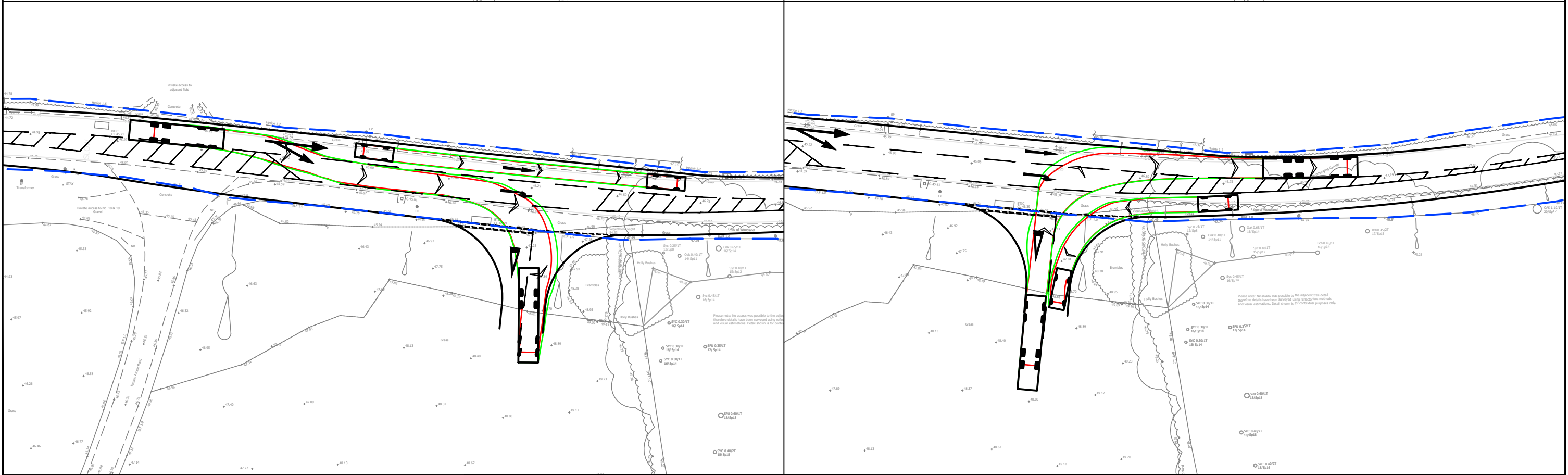
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REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	MB	10/11/22	MT
B	Site Layout Updated	MB	20/03/23	MT
C	Site Layout Updated	MB	15/06/23	MT
D	Tracking updated	MB	18/07/23	MT
E	Site updated	MB	04/08/23	MT
F	Tracking updated	MB	07/08/23	MT
G	Tracking and access updated	MB	17/08/23	MT
H	Xref updated	DE	18/08/23	MT

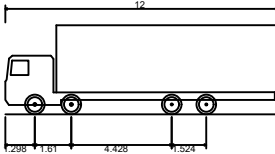


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CLIENT	Croudace Homes Ltd.	DATE	09/02/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Refuse Vehicle Right Turn Lane	DRAWN BY	ARM
DRAWING No.	5330 / 227	CHECKED BY	MT
		SCALE	1:500 @ A3
		REV No.	H



Based on 5330-021 Rev P



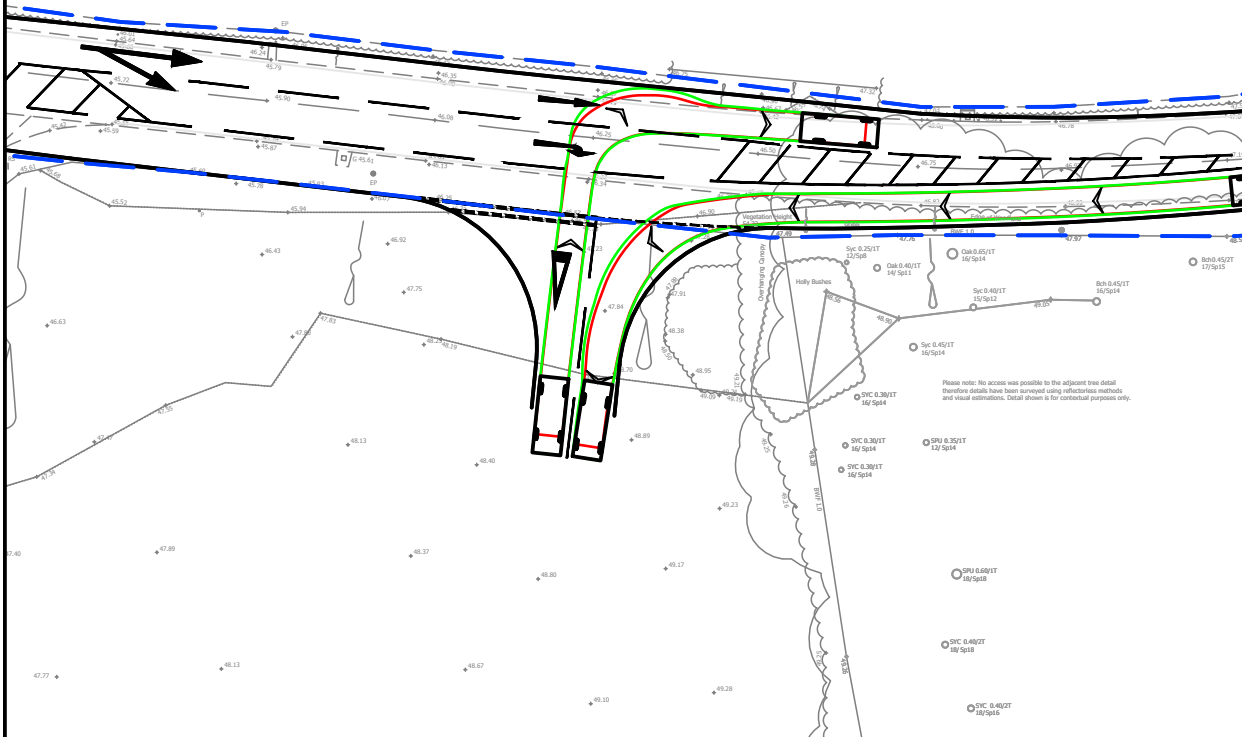
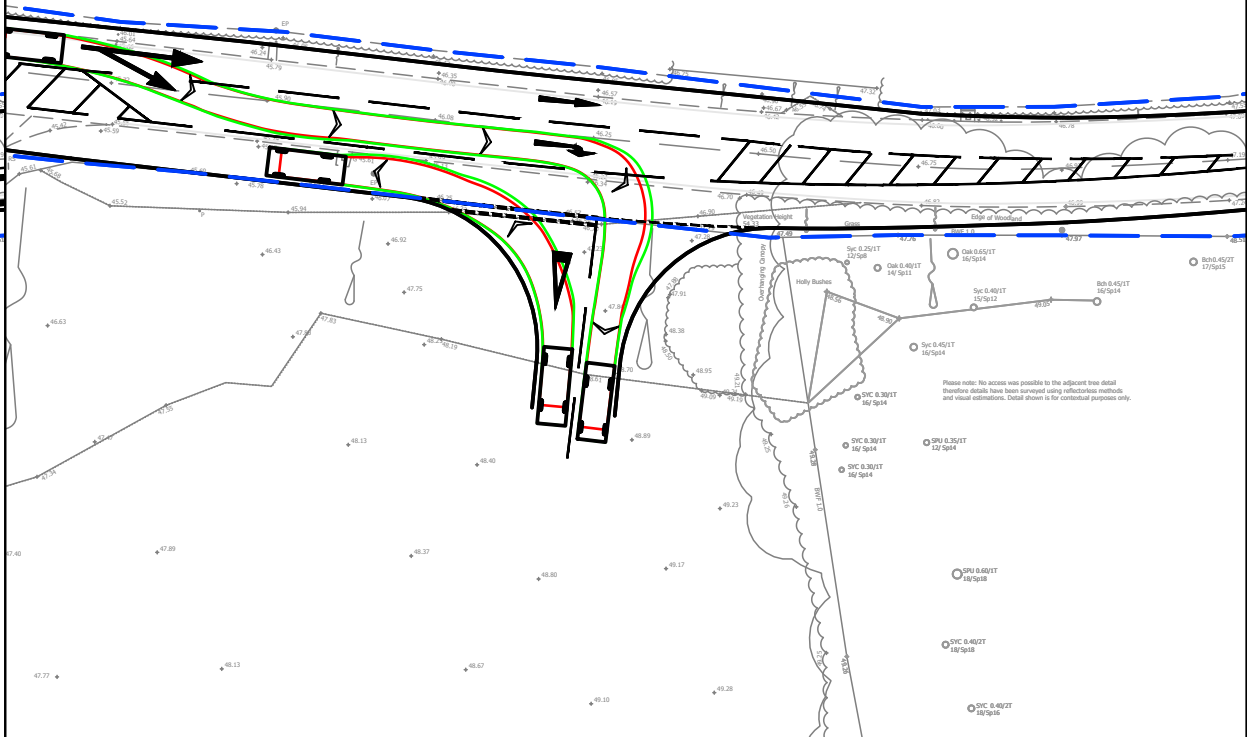
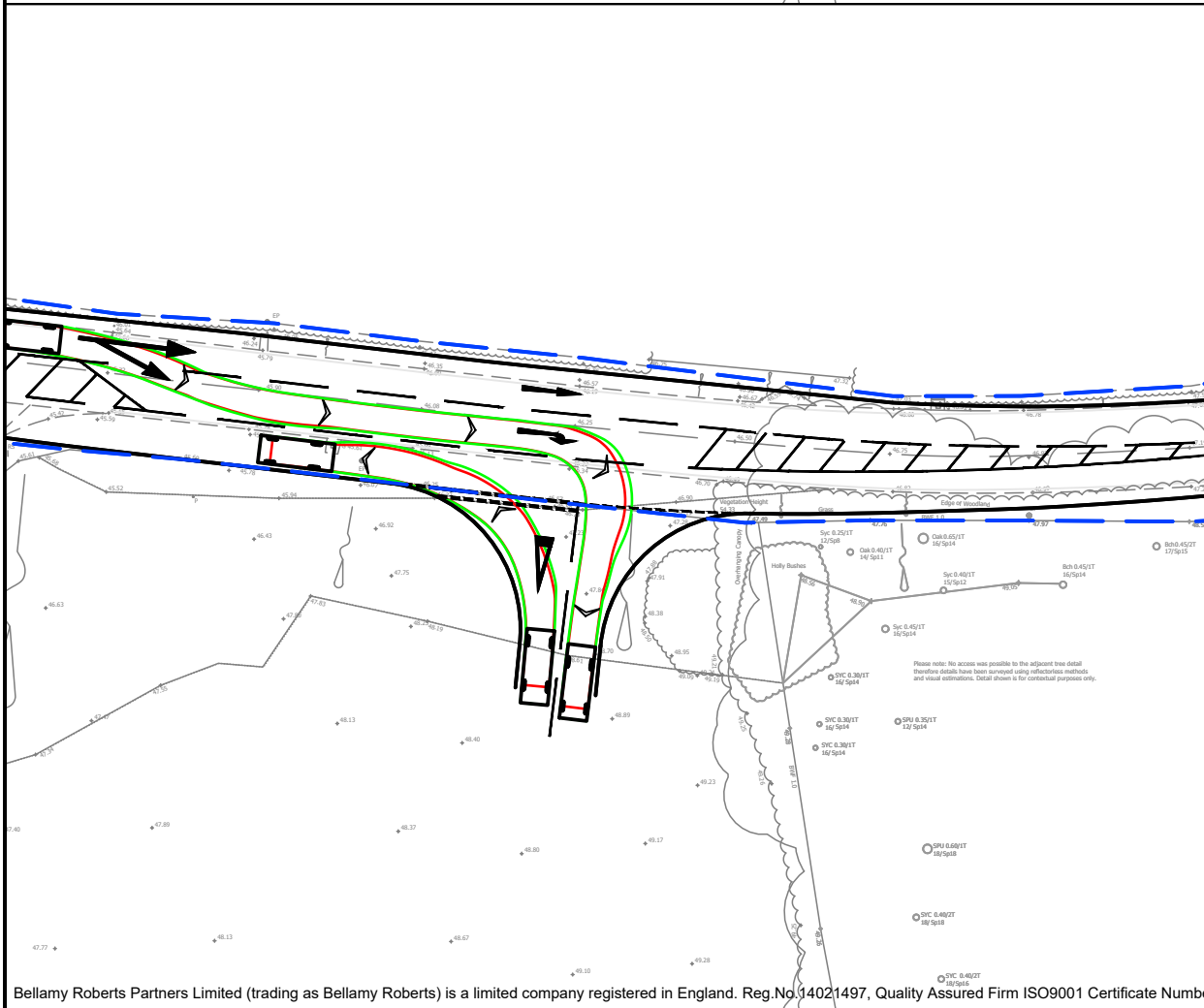
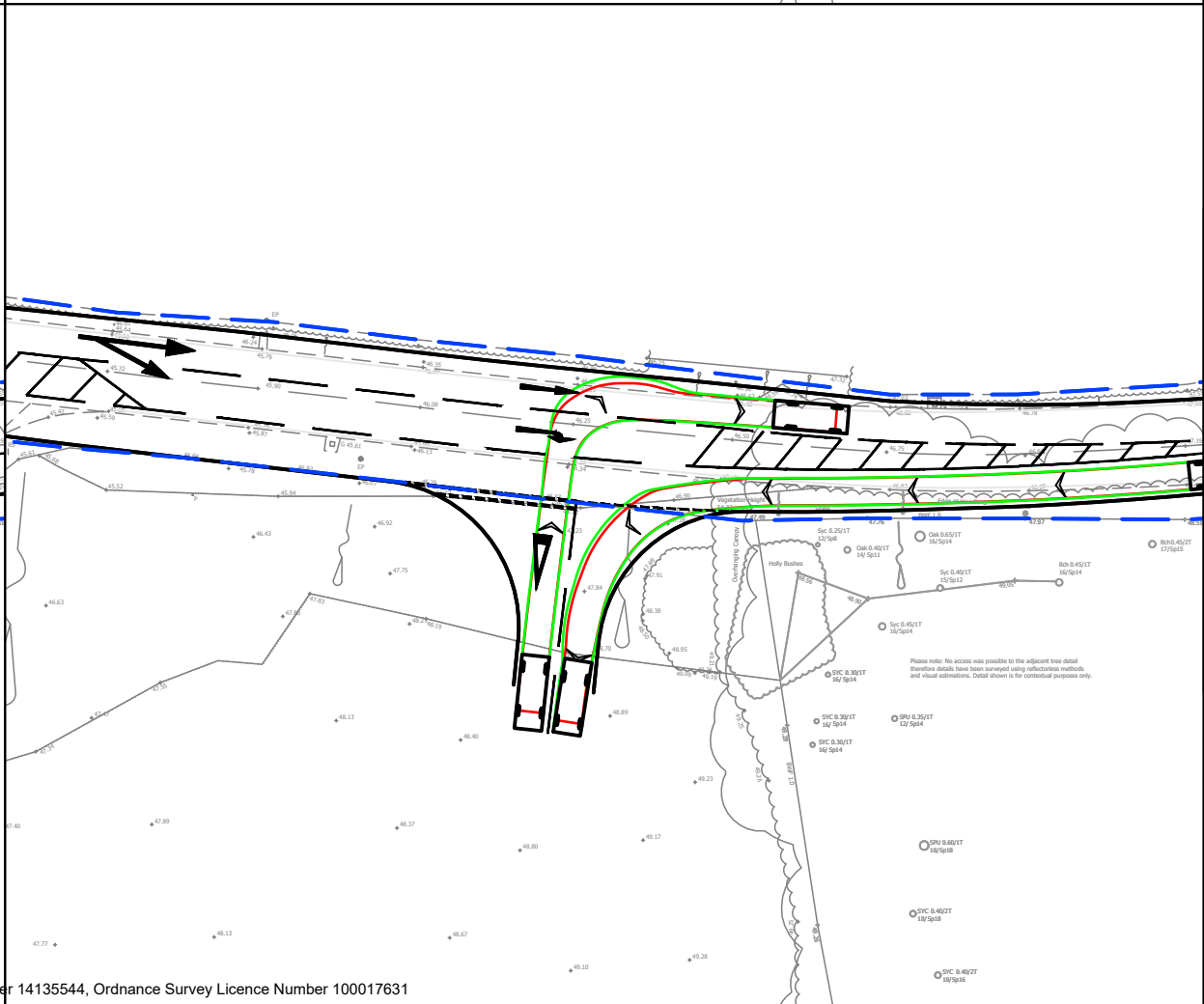
Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	MB	10/11/22	MT
B	Site Layout Updated	MB	20/03/23	MT
C	Site Layout Updated	MB	15/06/23	MT
D	Tracking updated	MB	18/07/23	MT
E	Tracking and site updated	MB	04/08/23	MT
F	Tracking updated	MB	07/08/23	MT
G	Tracking and site updated	MB	17/08/23	MT
H	Xref updated	DE	18/08/23	MT

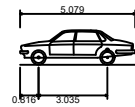


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CLIENT	Croudace Homes Ltd.	DATE	03/03/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Rigid Truck Right Turn Lane	DRAWN BY	ARM
DRAWING No.	5330 / 228	CHECKED BY	MT
		SCALE	1:500 @ A3
		REV No.	H



Notes



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Based on 5330-021 Rev P

E	Van track replaced with car & xref updated	DE	18/09/23	MT
D	Access and tracking updated	MB	17/08/23	MT
C	Site Layout updated	MB	04/08/23	MT
B	Site Layout updated	MB	15/06/23	MT
A	Site Layout updated	MB	20/03/23	MT
REVISION	AMENDMENT	DRN	DATE	CHK



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CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Swept Path Analysis
Cars Passing
Right Turn Lane

DRAWN BY
ARM

DESIGN BY
-

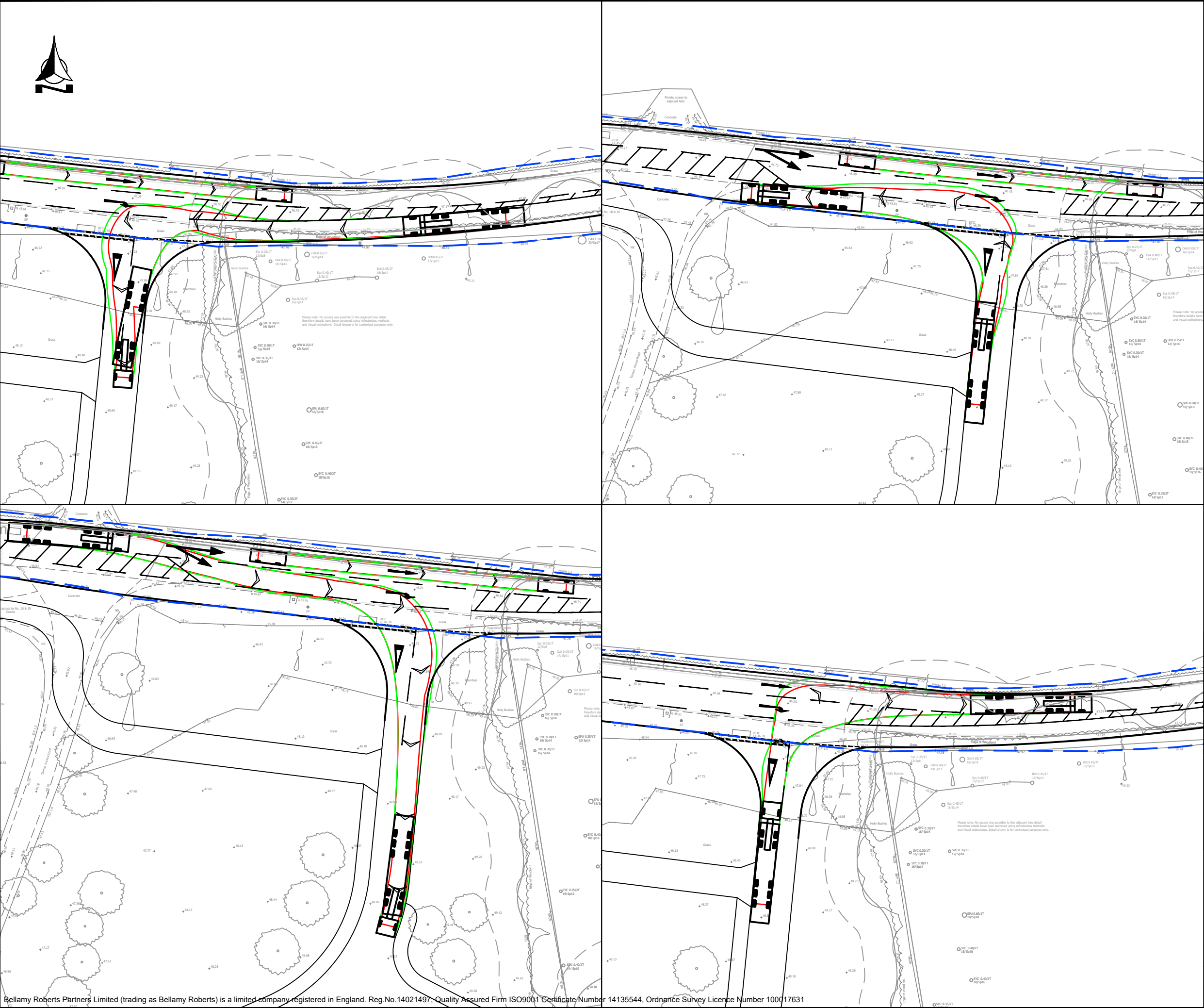
CHK BY
MT

DATE
03/03/22

DRAWING No.
5330 / 229

REV No.
E

SCALE
1:500 @ A3



Notes

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Based on 5330-021 Rev P

D	Xref updated	DE	18/08/23	MT
C	Tracking and site updated	MB	17/08/23	MT
B	Tracking updated	MB	07/08/23	MT
A	Site updated	MB	04/08/23	MT
REVISION	AMENDMENT	DRN	DATE	CHK

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CLIENT
Croudace

PROJECT
Bird in Eye, Uckfield

TITLE
Proposed Access Artic Track

DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 18/07/23	DRAWING No. 5330 / 244	REV No. D
SCALE 1:500 @ A3		

APPENDIX 29

Stage 1 RSA
Update (Revision P)

Matt Twinberrow

Subject: FW: Bird in Eye

From: jamie@fenley.co.uk [REDACTED]

Sent: Monday, August 21, 2023 11:57 AM

To: Matt Twinberrow [REDACTED]

Subject: RE: Bird in Eye

Dear Matt

I have reviewed the scheme drawings and have the following comments:

- The increase of the corner radii at the bellmouth priority access from 8 metres to 10 metres allows for better manoeuvrability;
- A 450mm clearance between the carriageway and any structure, therefore the highway boundary where a structure could be erected within private land, is a requirement and should allow for traffic to pass along the carriageway;
- The length of verge where the 'side road ahead' warning sign is to be placed, accommodates dense vegetation which will require regular / frequent maintenance to ensure adequate visibility is achievable at all times. It is recommended that the sign is relocated where it will be clearly visible at all times; and
- The provision of a solid white line to the east should ensure that no vehicles cross into the opposing eastbound lane unless certain criteria is met in which case, the driver / rider should proceed cautiously. It is noted, however, that the road markings illustrated do not accord with standards.

I can confirm that items A.1.1, A.2.2 and A.3.1 of our Stage 1 Road Safety Audit RSA-23-083, have been addressed within your scheme drawing, 5330-021 revision P.

I trust that this is adequate.

Thank you again and kind regards

Jamie

Jamie Fenning

BSc (Hons), MIHE, MCIHT, MSoRSA, Highways England Certificate of Competency



Specialists in Road Safety Engineering

APPENDIX 30

TRICS Output

Calculation Reference: AUDIT-200601-200422-0404

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	7 days
	HC HAMPSHIRE	5 days
	KC KENT	2 days
	OX OXFORDSHIRE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 80 to 328 (units:)
 Range Selected by User: 75 to 350 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	5 days
Thursday	11 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	21 days
Directional ATC Count	4 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	25
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	19
Out of Town	2
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3

25 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	9 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	20 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	22 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	25 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-03-M-02 SAINT PETER ' QUAY TOTNES	MIXED HOUSES & FLATS	DEVON
	Edge of Town Residential Zone Total No of Dwellings:	90	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
2	ES-03-M-07 SOUTH COAST ROAD PEACEHAVEN	MIXED HOUSING	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
3	ES-03-M-10 DITTONS ROAD POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	108	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	ES-03-M-12 PARK ROAD HAILSHAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL
5	ES-03-M-14 KINGS DRIVE EASTBOURNE UPPERTON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	119	
	Survey date: THURSDAY	15/11/18	Survey Type: MANUAL
6	ES-03-M-15 FIELD END MARESFIELD	MIXED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
7	ES-03-M-16 BARNHORN ROAD BEXHILL LITTLE COMMON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
8	ES-03-M-17 NEW ROAD HAILSHAM AMBERSTONE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-M-06	HOUSES & FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	328	
	Survey date: WEDNESDAY	04/11/15	Survey Type: MANUAL
10	HC-03-M-09	MIXED HOUSES & FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	STANMORE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	157	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
11	HC-03-M-10	MIXED HOUSES & FLATS	HAMPSHIRE
	RAWLINGS LANE		
	ALTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	176	
	Survey date: TUESDAY	05/03/19	Survey Type: MANUAL
12	HC-03-M-11	MIXED HOUSES & FLATS	HAMPSHIRE
	ALDERMASTON ROAD		
	BASINGSTOKE		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	238	
	Survey date: THURSDAY	07/03/19	Survey Type: MANUAL
13	HC-03-M-12	MIXED HOUSES & FLATS	HAMPSHIRE
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	181	
	Survey date: WEDNESDAY	23/10/19	Survey Type: MANUAL
14	KC-03-M-02	MIXED HOUSES AND FLATS	KENT
	HERMITAGE LANE		
	MAIDSTONE		
	BARMING		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	119	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
15	KC-03-M-03	MIXED HOUSES & FLATS	KENT
	BUNYARD WAY		
	MAIDSTONE		
	ALLINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	140	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
16	NF-03-M-02	MIXED HOUSES	NORFOLK
	CAWSTON ROAD		
	AYLSHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	17/09/19	Survey Type: MANUAL
17	NF-03-M-07	MIXED HOUSES	NORFOLK
	MENDHAM LANE		
	HARLESTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	120	
	Survey date: FRIDAY	20/09/19	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-M-08 DEREHAM ROAD NORWICH	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings: 248 Survey date: THURSDAY 19/09/19		Survey Type: DIRECTIONAL ATC COUNT
19	NF-03-M-10 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 300 Survey date: FRIDAY 27/09/19		Survey Type: DIRECTIONAL ATC COUNT
20	NF-03-M-12 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 181 Survey date: THURSDAY 19/09/19		Survey Type: DIRECTIONAL ATC COUNT
21	NF-03-M-14 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 321 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
22	OX-03-M-01 WENMAN ROAD THAME	MIXED HOUSES	OXFORDSHIRE
	Edge of Town Industrial Zone Total No of Dwellings: 100 Survey date: THURSDAY 28/06/18		Survey Type: MANUAL
23	WK-03-M-02 BISHOPTON LANE STRATFORD UPON AVON BISHOPTON	MIXED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 130 Survey date: FRIDAY 29/06/18		Survey Type: MANUAL
24	WS-03-M-05 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSING	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 92 Survey date: THURSDAY 23/10/14		Survey Type: MANUAL
25	WS-03-M-07 ROSE GREEN ROAD BOGNOR REGIS ALDWICK	HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 90 Survey date: WEDNESDAY 05/03/14		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	162	0.089	25	162	0.324	25	162	0.413
08:00 - 09:00	25	162	0.123	25	162	0.369	25	162	0.492
09:00 - 10:00	25	162	0.140	25	162	0.167	25	162	0.307
10:00 - 11:00	25	162	0.120	25	162	0.139	25	162	0.259
11:00 - 12:00	25	162	0.126	25	162	0.132	25	162	0.258
12:00 - 13:00	25	162	0.144	25	162	0.131	25	162	0.275
13:00 - 14:00	25	162	0.149	25	162	0.142	25	162	0.291
14:00 - 15:00	25	162	0.133	25	162	0.175	25	162	0.308
15:00 - 16:00	25	162	0.256	25	162	0.176	25	162	0.432
16:00 - 17:00	25	162	0.255	25	162	0.156	25	162	0.411
17:00 - 18:00	25	162	0.345	25	162	0.161	25	162	0.506
18:00 - 19:00	25	162	0.307	25	162	0.168	25	162	0.475
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.414			2.265			4.679	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 80 - 328 (units:)
 Survey date range: 01/01/12 - 12/11/19
 Number of weekdays (Monday-Friday): 41
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 5
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 31

Traffic Distribution
Data (2011 Census)

WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 23 April 2020]

population All usual residents ages 16 and over in employment the week before the census
units Persons
date 2011

currently residing in

place of work : 2011 super output area - middle layer	E01021221 : Wealden 012A	E01021222 : Wealden 012B	Total	Percentage	Direction
E02004403 : Wealden 001	6	0	6	0.5%	W
E02004404 : Wealden 002	1	7	8	0.7%	E
E02004405 : Wealden 003	7	4	11	0.9%	W
E02004406 : Wealden 004	8	11	19	1.6%	W
E02004407 : Wealden 005	2	2	4	0.3%	W
E02004408 : Wealden 006	7	12	19	1.6%	E
E02004409 : Wealden 007	15	27	42	3.6%	W
E02004410 : Wealden 008	22	34	56	4.8%	E
E02004411 : Wealden 009	136	152	288	24.4%	W
E02004412 : Wealden 010	4	4	8	0.7%	E
E02004413 : Wealden 011	6	7	13	1.1%	E
E02004414 : Wealden 012	28	51	79	6.7%	W
E02004415 : Wealden 013	15	33	48	4.1%	W
E02004416 : Wealden 014	2	0	2	0.2%	E
E02004417 : Wealden 015	4	2	6	0.5%	E
E02004418 : Wealden 016	5	5	10	0.8%	W
E02004419 : Wealden 017	1	0	1	0.1%	W
E02004420 : Wealden 018	4	4	8	0.7%	W
E02004421 : Wealden 019	3	1	4	0.3%	W
E02004422 : Wealden 020	0	1	1	0.1%	W
E02004423 : Wealden 021	1	0	1	0.1%	W

1,178 53.8%

E W
9.5% 44.3%

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

WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 23 April 2020]

population All usual residents ages 16 and over in employment the week before the census
units Persons
date 2011

currently residing in

place of work : 2011 census merged local authority district	E01021221 : Wealden 012A	E01021222 : Wealden 012B	Total	Percentage	Direction
Brentwood	1	0	1	0.1%	E
Broxbourne	1	0	1	0.1%	E
Rochford	0	1	1	0.1%	E
Bexley	0	2	2	0.2%	E
Bromley	3	0	3	0.3%	W
Camden	1	0	1	0.1%	E
Croydon	1	3	4	0.3%	W
Ealing	1	0	1	0.1%	W
Greenwich	1	1	2	0.2%	E
Hammersmith and	1	0	1	0.1%	W
Haringey	0	1	1	0.1%	E
Harrow	1	0	1	0.1%	W
Hillingdon	1	0	1	0.1%	W
Hounslow	1	0	1	0.1%	W
Islington	2	4	6	0.5%	E
Lambeth	1	4	5	0.4%	W
Merton	1	0	1	0.1%	W
Richmond upon Thames	1	0	1	0.1%	W
Southwark	5	4	9	0.8%	E
Sutton	1	1	2	0.2%	W
Tower Hamlets	1	2	3	0.3%	E
Wandsworth	1	1	2	0.2%	W
Westminster, City of	13	11	24	2.0%	W
Adur	1	3	4	0.3%	W
Brighton and Hove	25	24	49	4.2%	W
Canterbury	1	0	1	0.1%	E
Cherwell	0	1	1	0.1%	W
Chichester	0	2	2	0.2%	W
Crawley	26	19	45	3.8%	W
Dartford	1	0	1	0.1%	E
Eastbourne	14	10	24	2.0%	E
Epsom and Ewell	1	0	1	0.1%	W
Guildford	0	1	1	0.1%	W
Hastings	4	3	7	0.6%	E
Horsham	0	5	5	0.4%	W
Lewes	69	67	136	11.5%	W
Medway	3	0	3	0.3%	E
Mid Sussex	52	51	103	8.7%	W
Mole Valley	1	1	2	0.2%	W
Reigate and Banstead	4	6	10	0.8%	W
Rother	5	2	7	0.6%	E
Sevenoaks	3	2	5	0.4%	E
Spelthorne	1	0	1	0.1%	W
Tandridge	1	4	5	0.4%	W
Test Valley	0	1	1	0.1%	W
Tonbridge and Malling	4	4	8	0.7%	E
Tunbridge Wells	12	27	39	3.3%	E
Waverley	1	0	1	0.1%	W
Wealden	277	357	634	53.8%	
Winchester	0	1	1	0.1%	W
Windsor and Maidenhead	0	1	1	0.1%	W
Wokingham	0	2	2	0.2%	W
Worthing	0	3	3	0.3%	W
West Dorset	1	0	1	0.1%	W

E	W	
10.4%	35.8%	
9.5%	44.3%	
19.9%	80.1%	100.0%

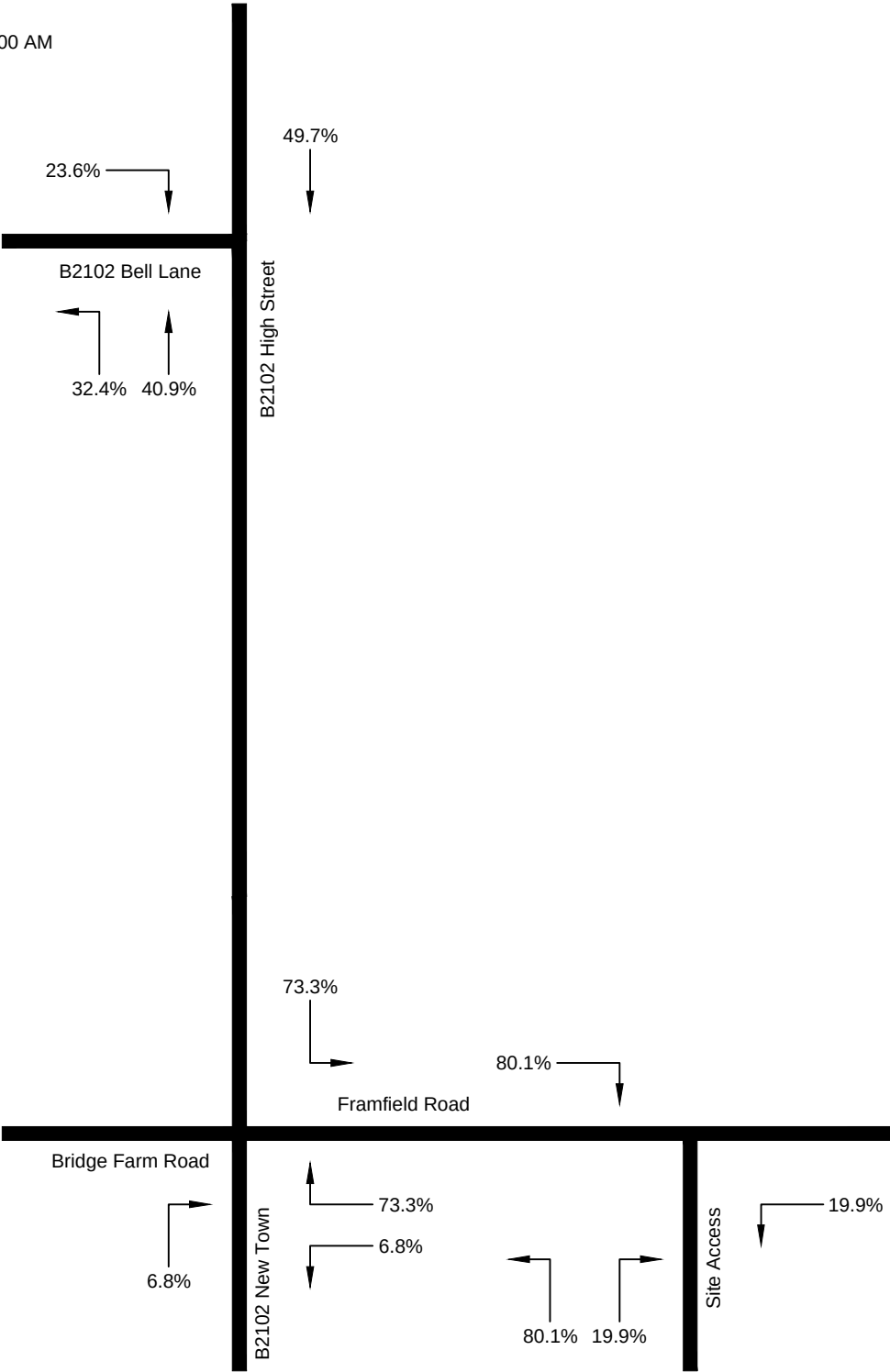
1,178

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be

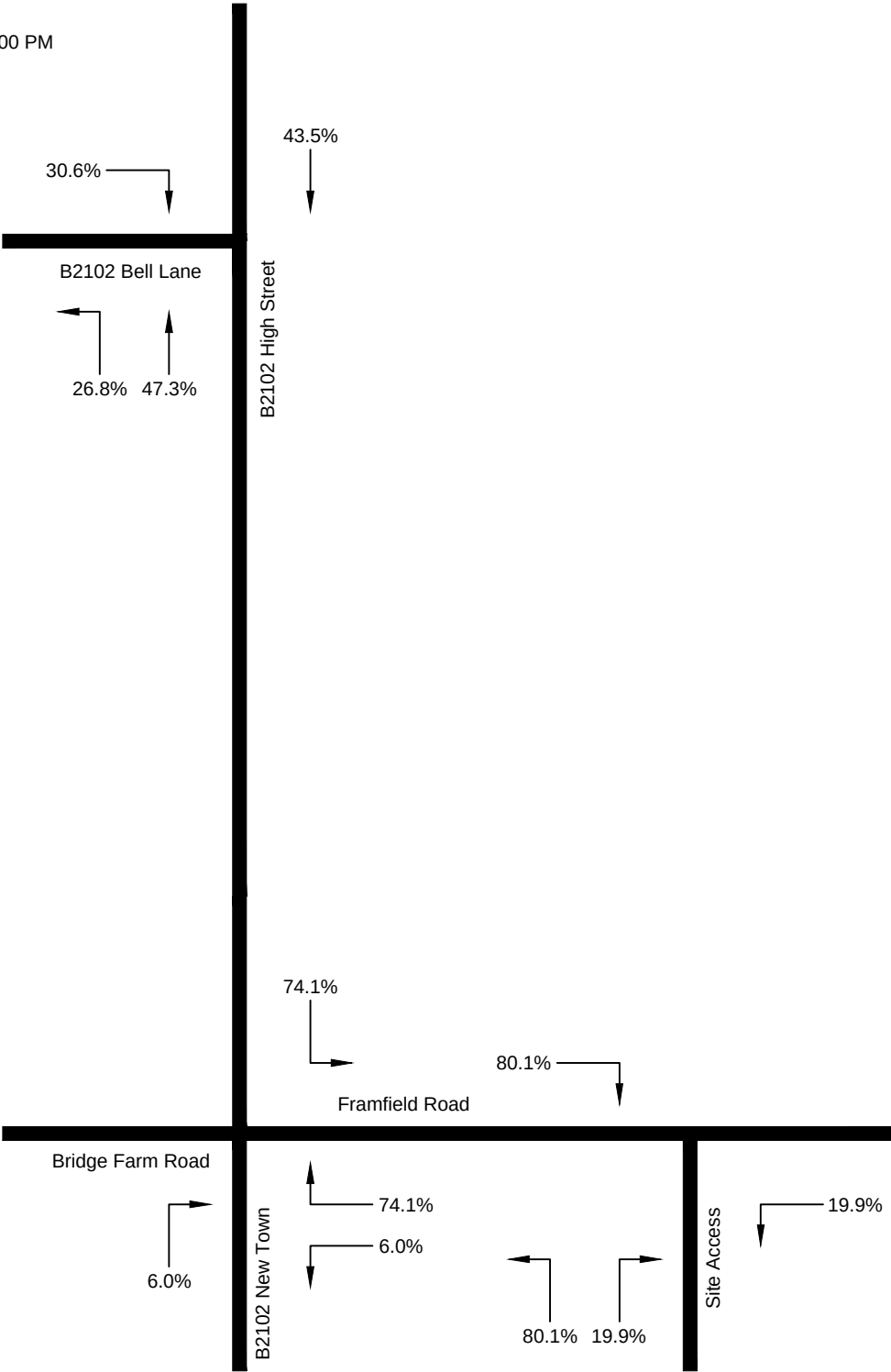
APPENDIX 32

Proposed Traffic Distribution

08:00-09:00 AM

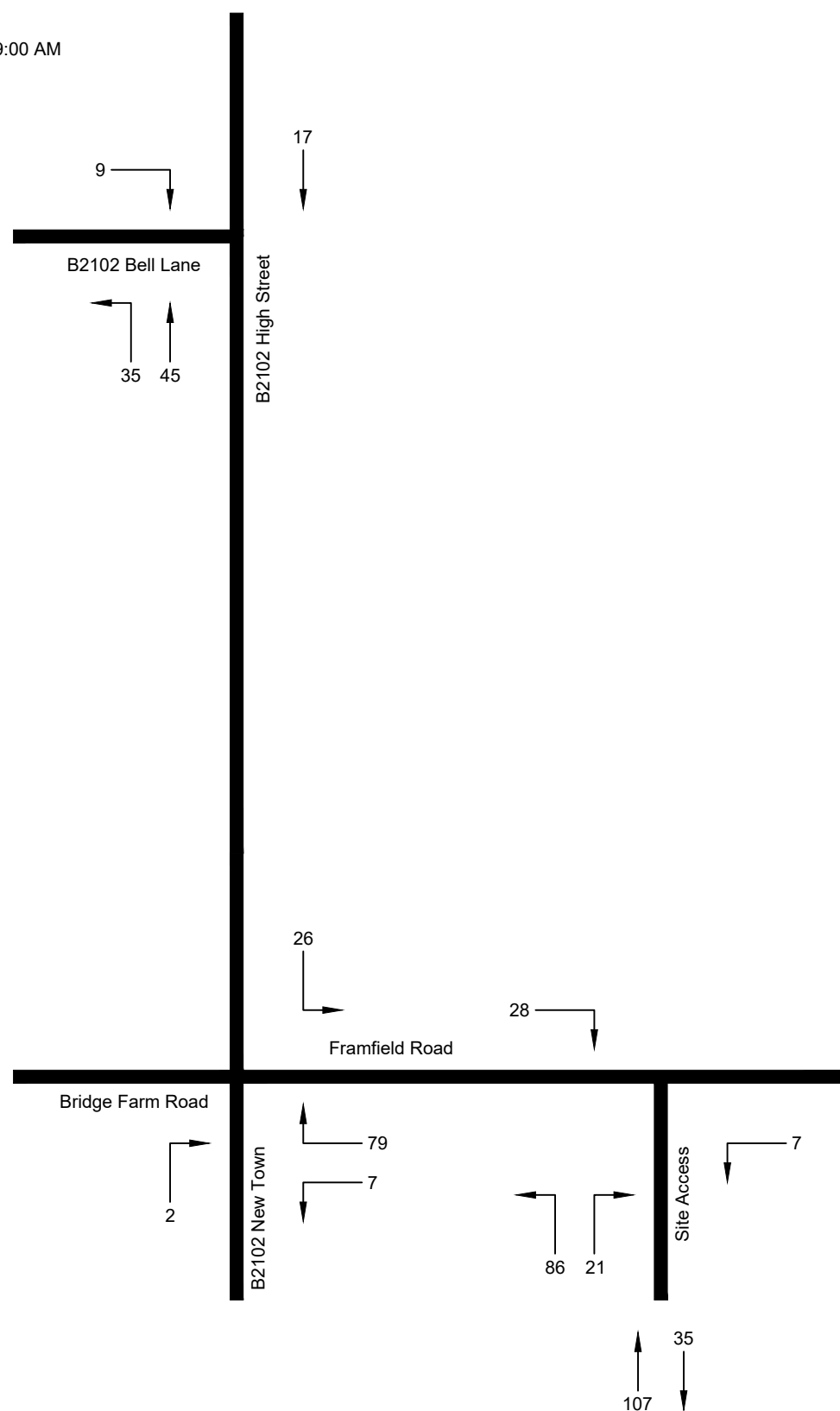


17:00-18:00 PM

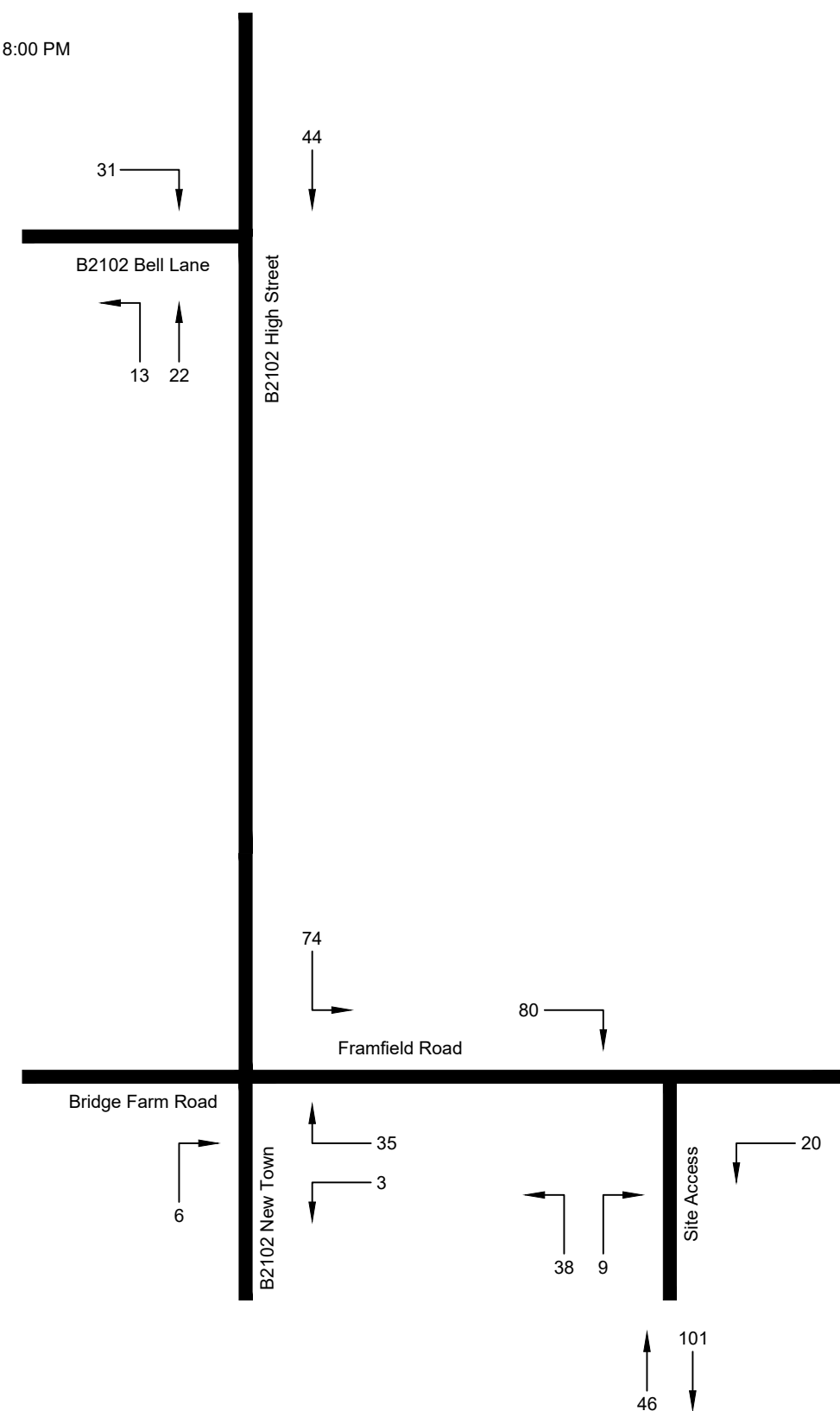


5330 / 406 Rev. A

08:00-09:00 AM



17:00-18:00 PM



5330 / 405 Rev D



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 Clover House
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Bird in Eye, Uckfield
 B2102 Bell Lane/High Street Junction &
 B2102 New Town/Bridge Farm
 Road/Framfield Road Junction
 Development Traffic Distribution
 (290 units)

APPENDIX 33

LinSig Analyses - 2020 &
2027 Base Year +
Committed Development

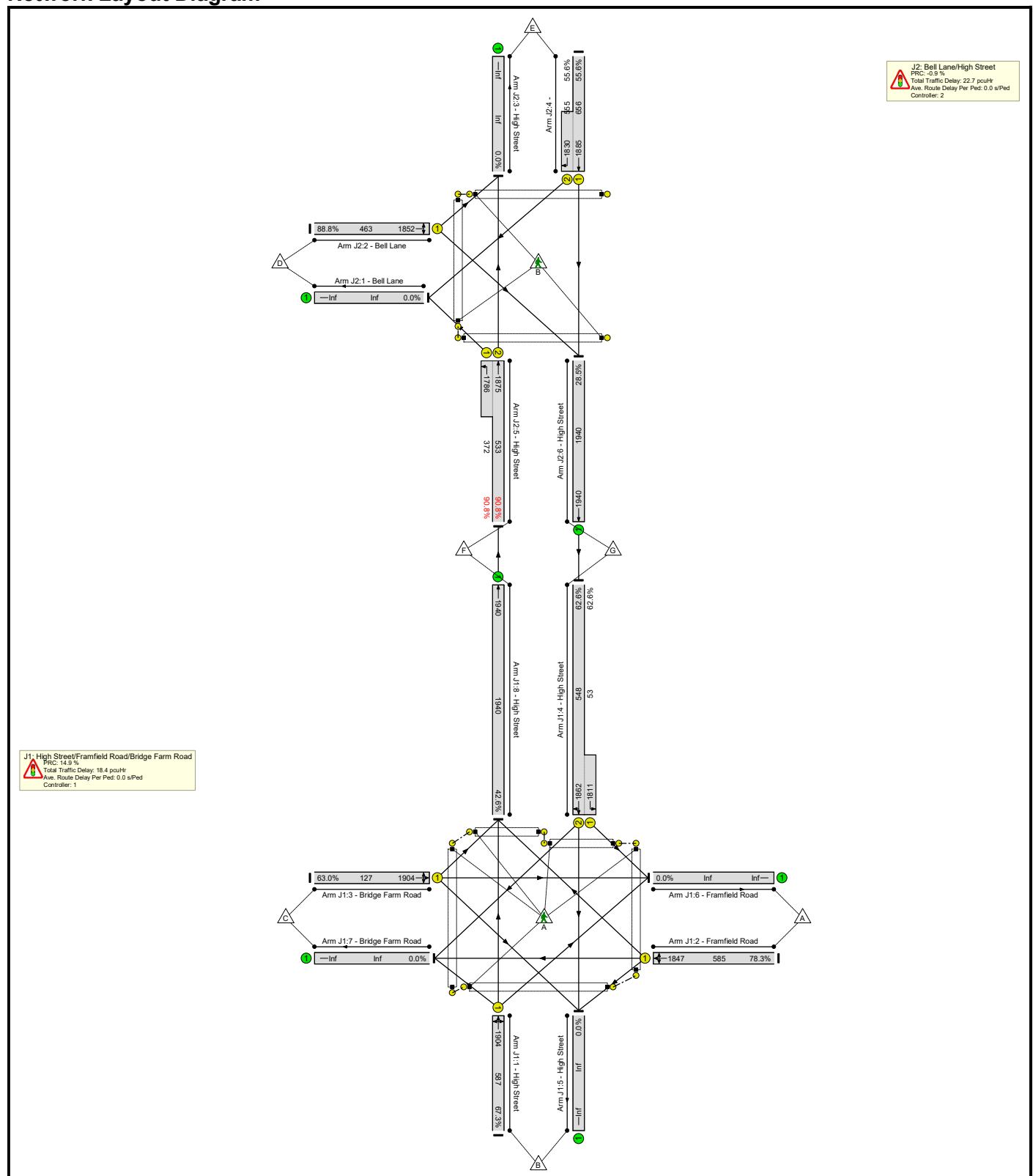
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Bird in Eye Farm, Uckfield
Title:	
Location:	
Site Ref(s):	5330
Additional detail:	
File name:	Uckfield Modelling - V4.1 (Linked Junctions + 290 Units + RF&MD&ER).lsg3x
Author:	
Company:	Bellamy Roberts LLP
Address:	

Basic Results Summary

Scenario 1: 'AM 2027 Design Year + Committed Development + 290 Units' (FG9: 'AM 2027 Design Year + Committed Development + 290 Units', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	90.8%	0	0	0	41.0	-	-
J1: High Street/Framfield Road/Bridge Farm Road	-	-	-		-	-	-	-	-	-	78.3%	0	0	0	18.4	-	-
1/1	High Street Right Left Ahead	U	C1:A		1	36	-	395	1904	587	67.3%	-	-	-	5.0	45.5	12.4
2/1	Framfield Road Left Ahead Right	U	C1:B		1	37	-	458	1847	585	78.3%	-	-	-	6.5	51.1	15.6
3/1	Bridge Farm Road Right Ahead Left	U	C1:D		1	7	-	80	1904	127	63.0%	-	-	-	2.0	91.6	3.4
4/2+4/1	High Street Ahead Left Right	U	C1:C C1:J	C1:K	1	36	0	376	1862:1811	548+53	62.6 : 62.6%	-	-	-	4.5	42.7	10.6
8/1	High Street Ahead	U	-		-	-	-	826	1940	1940	42.6%	-	-	-	0.4	1.6	0.4
Ped Link: P1	Unnamed Ped Link	-	C1:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C1:H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Bell Lane/High Street	-	-	-		-	-	-	-	-	-	90.8%	0	0	0	22.7	-	-
2/1	Bell Lane Left Right	U	C2:B		1	29	-	411	1852	463	88.8%	-	-	-	8.4	73.9	16.6
4/1+4/2	Right Ahead	U	C2:G	C2:F	2	55	7	674	1885:1830	656+555	55.6 : 55.6%	-	-	-	2.6	14.0	5.5

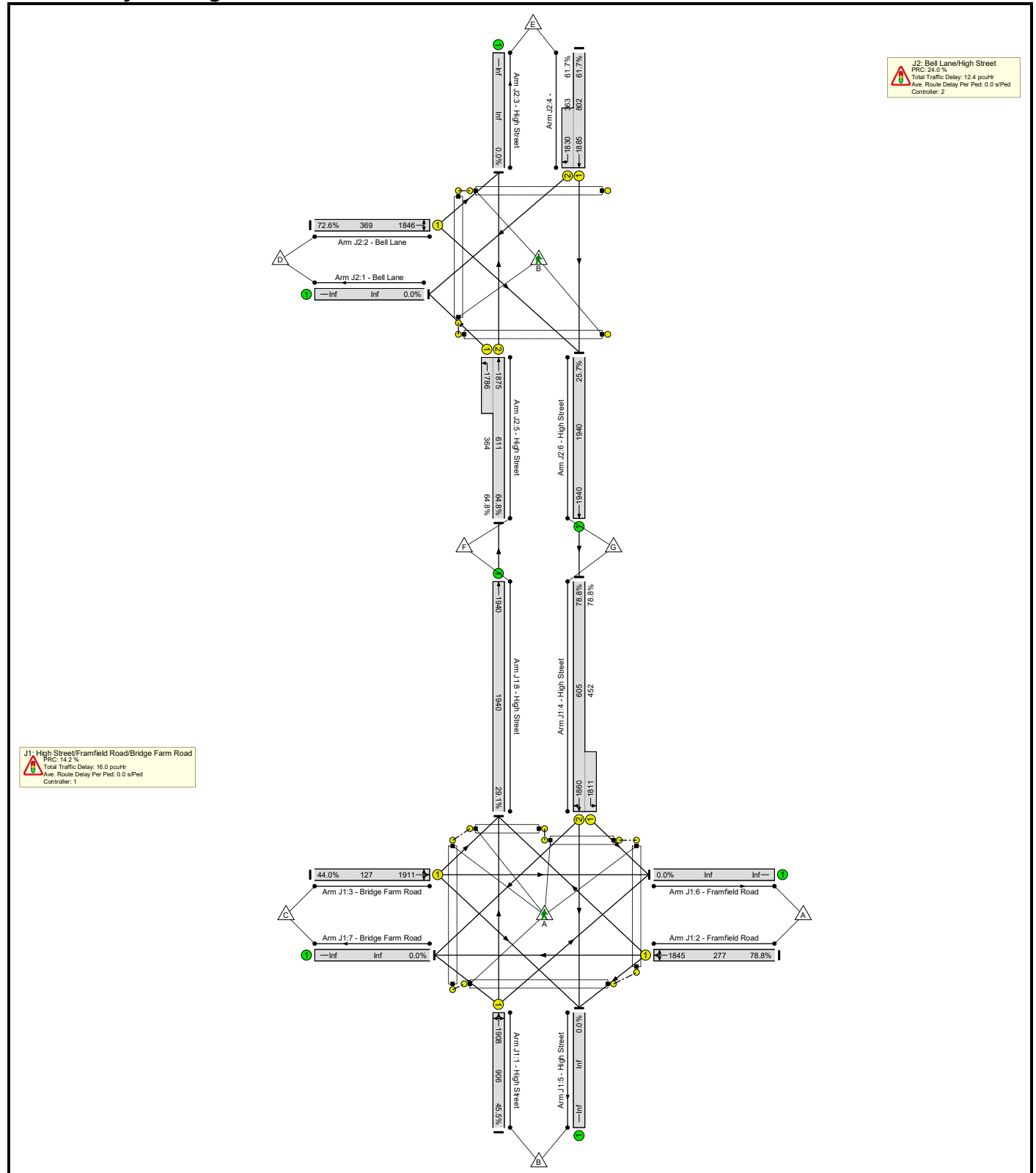
Basic Results Summary

[illegible]

Basic Results Summary

Scenario 2: 'PM 2027 Design Year + Committed Development + 290 Units' (FG10: 'PM 2027 Design Year + Committed Development + 290 Units', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.8%	0	0	0	28.4	-	-
J1: High Street/Framfield Road/Bridge Farm Road	-	-	-		-	-	-	-	-	-	78.8%	0	0	0	16.0	-	-
1/1	High Street Right Left Ahead	U	C1:A		1	56	-	412	1908	906	45.5%	-	-	-	2.8	24.7	9.6
2/1	Framfield Road Left Ahead Right	U	C1:B		1	17	-	218	1845	277	78.8%	-	-	-	4.7	78.1	8.7
3/1	Bridge Farm Road Right Ahead Left	U	C1:D		1	7	-	56	1911	127	44.0%	-	-	-	1.2	78.8	2.2
4/2+4/1	High Street Ahead Left Right	U	C1:C C1:J	C1:K	1	56	0	833	1860:1811	605+452	78.8 : 78.8%	-	-	-	7.0	30.4	17.5
8/1	High Street Ahead	U	-		-	-	-	565	1940	1940	29.1%	-	-	-	0.2	1.3	0.2
Ped Link: P1	Unnamed Ped Link	-	C1:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C1:H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Bell Lane/High Street	-	-	-		-	-	-	-	-	-	72.6%	0	0	0	12.4	-	-
2/1	Bell Lane Left Right	U	C2:B		1	23	-	268	1846	369	72.6%	-	-	-	4.6	62.3	9.6
4/1+4/2	Right Ahead	U	C2:G	C2:F	2	61	7	719	1885:1830	802+363	61.7 : 61.7%	-	-	-	2.7	13.4	7.2

APPENDIX 34

MOVA Financial
Contribution

Matt Twinberrow

Subject: FW: Bird in Eye South, Uckfield (BR 5330)

From: Kal Kamboh [REDACTED]
Sent: Thursday, July 13, 2023 11:52 AM
To: Matt Twinberrow [REDACTED]
Cc: Stacey Robins [REDACTED]; Claire Turner [REDACTED]; Steven Brown [REDACTED]
Subject: FW: Bird in Eye South, Uckfield (BR 5330)

Dear Matt,
Please see the points below that you have raised (in light text) and the responses below each point.

Regarding improvements to Uckfield town centre, you state at paragraph 4.3 of ESCC's Statement of Case that *"appropriate financial contributions towards the introduction and ongoing maintenance of that system, and potential occupation restrictions, would need to be sought from the Appellant in the event that the proposed development was to be granted planning permission"*.

As a matter of urgency, can you please provide me with a breakdown of the contribution sought for these improvements please as this will form part of the S106 Agreement.

Based on discussions with the Signals Team at East Sussex Highways, as it stands, there has not been a scheme fully drawn up for the town centre as this would involve a extensive surveys of the network to include assessments of junction operation, use of the highway network, pedestrian crossing demands and safety risks. A MOVA scheme which links up all the signalised junctions/crossings is likely to be the only potential solution to assist the flows of vehicular movement through the town centre though the extent of the improvement is difficult to measure given the scope of the town centre road system that would need to be considered, the number of junctions and crossing points, any on-street parking areas that may need to be removed through a Traffic Regulation Order (separate public consultation) and scope of growth through unplanned development. The reason a scheme has not been drawn up is that the Core Strategy Local Plan included the last known housing allocation for Uckfield (Ridgewood Farm 1000 dwellings, approved in 2016) and the Draft Local Plan for Wealden (2019) did not include any sites in Uckfield for reasons relating to Ashdown Forest at that point in time. The Signals Team have, however, provided some ballpark costs for surveys, signals equipment and technology which I provide below:

Survey & Design - **£4,500** [Site / Cruise Speed / Duct Survey £1000] [Design - TOPAS 2500, Drawing, Dataset £2500] [MOVA Validation £1000]
Installation of equipment - **£10,000** for a pedestrian crossing (x4) ; **£15,000** for a junction (x3).
Sites subject of the potential scheme are:

- Y71123: London Rd (Hooke Hall)-Pedestrian crossing
- Y71111: High St/Church St- junction
- Y71183: High St (Post Office)-Pedestrian crossing
- Y71113: High St (Town Centre HSBC)-Pedestrian crossing
- Y71191: High St/Bell Lane-Junction
- Y71153: Bell Lane (Bus Station)- Pedestrian crossing
- Y71121: High St/Framfield Rd-Junction

Annual charge for maintenance is 10% of value of equipment, for 20 year period.

Any TROs required for parking management would be **£5000** per TRO.

The overall ballpark cost depending on the number of TROs or other engineered requirements would be around £100k + ongoing maintenance.

regards

Ms Kal Kamboh

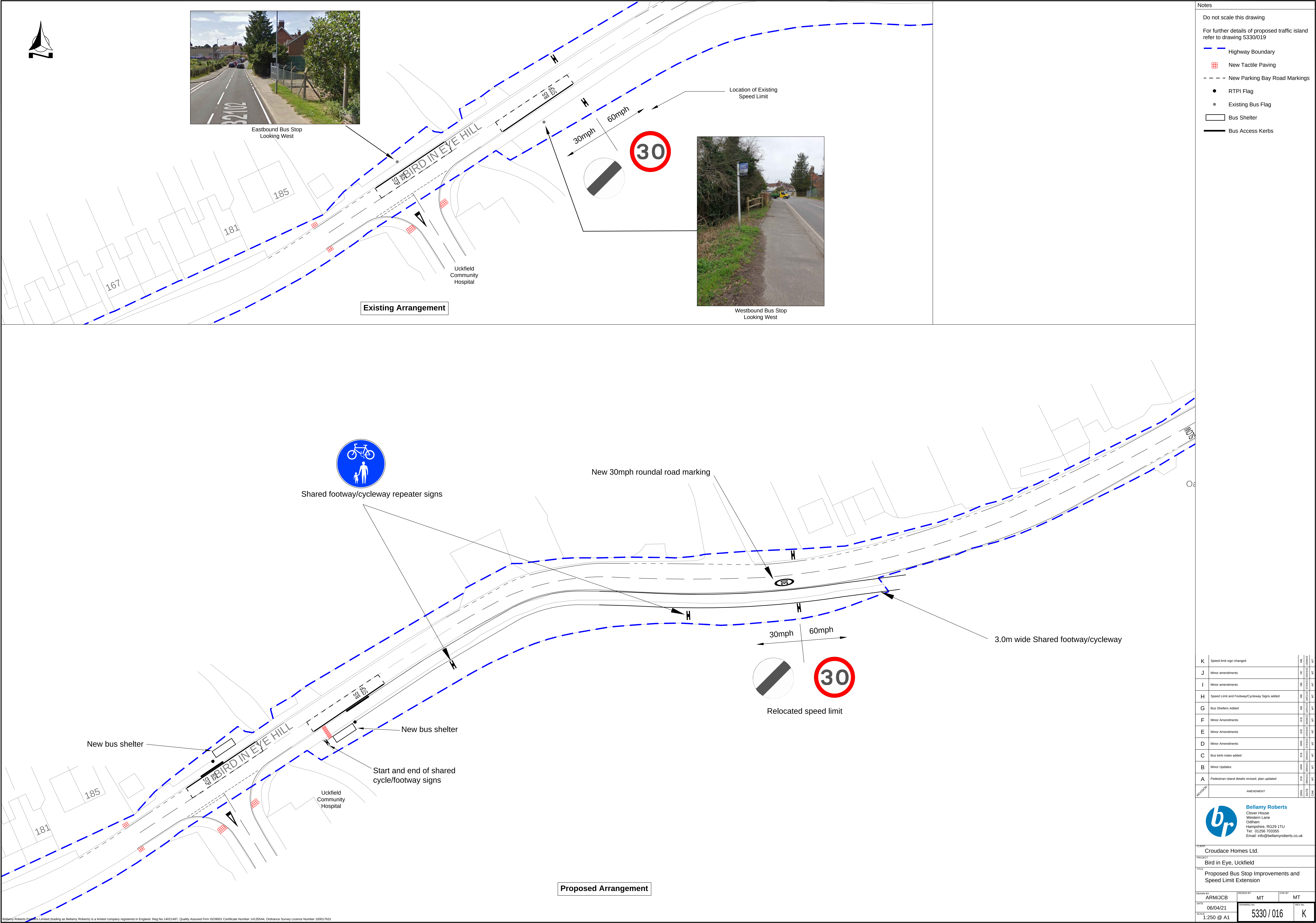
Strategic Sites Transport Advisor

Transport Development Control

Communities, Economy and Transport

APPENDIX 35

Off-site Highway Improvements



Notes

Do not scale this drawing

For further details of proposed traffic island refer to drawing 5330/019

- Highway Boundary
- New Tactile Paving
- New Parking Bay Road Markings
- RTPI Flag
- Existing Bus Flag
- Bus Shelter
- Bus Access Kerbs

K	Speed limit sign changed	MT
J	Minor amendments	MT
I	Minor amendments	MT
H	Speed Limit and Footway/Cycleway Signs added	MT
G	Bus Shelters Added	MT
F	Minor Amendments	MT
E	Minor Amendments	MT
D	Minor Amendments	MT
C	Bus kerb nodes added	MT
B	Minor Updates	MT
A	Pedestrian island details revised, plan updated	MT
REVISION	AMENDMENT	CHK

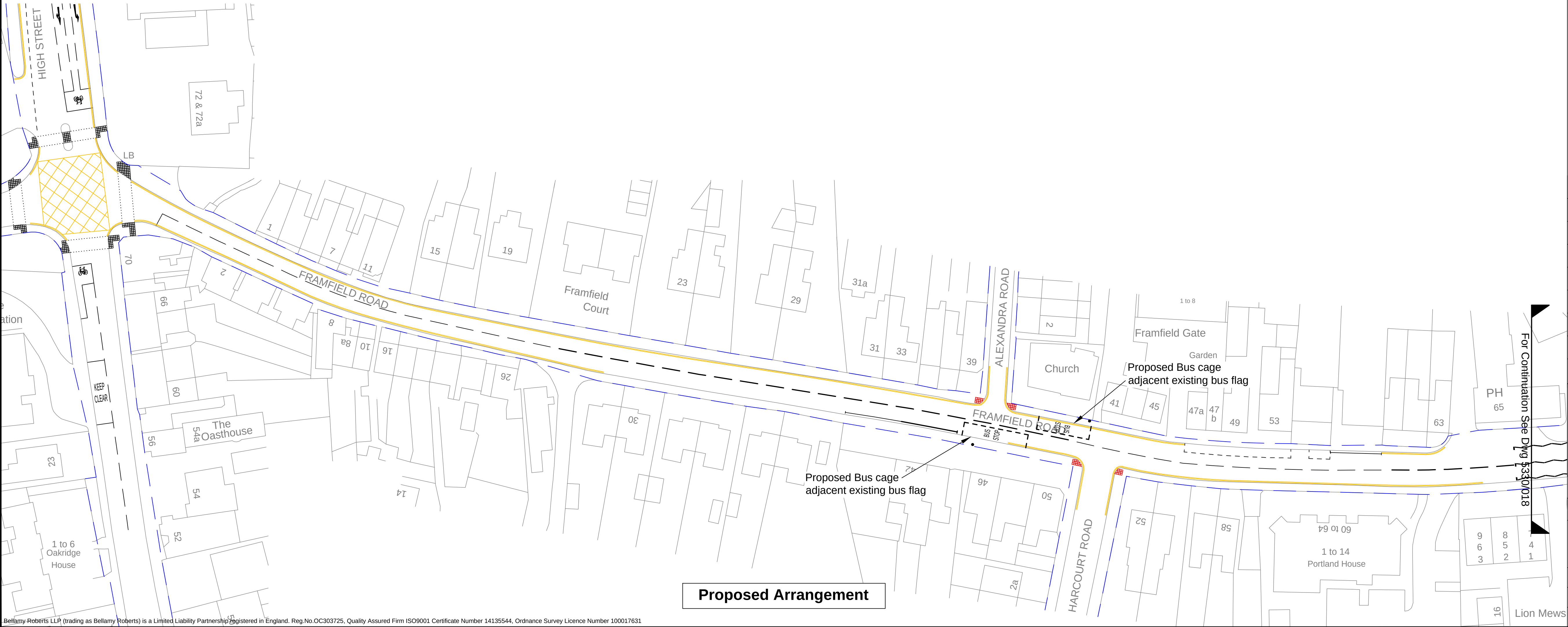
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Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Proposed Bus Stop Improvements and Speed Limit Extension

DRAWN BY ARM/JCB	DESIGNED BY MT	CHK BY MT
DATE 06/04/21	DRAWING No. 5330 / 016	REV No. K
SCALE 1:250 @ A1		



Notes

Do not scale this drawing

Highway Boundary

New Tactile Paving

New Bus Cage

H	Layout Updated	MB	MT
G	Crossing Location Amended	MB	MT
F	Minor amendments	JCB	MT
E	Minor amendments	JCB	MT
D	Crossings/Build-Outs Removed	JCB	MT
C	Pedestrian Crossing Added	JCB	MT
B	Island details amended	JCB	MT
A	Details added, plan updated	JCB	MT
REVISION	AMENDMENT	DRN	CHK



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Hampshire, RG29 1TU
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Email: info@bellamyroberts.co.uk

CLIENT

Croudace Homes Ltd.

PROJECT

Bird in Eye, Uckfield

TITLE

Proposed Improvements
Framfield Road
Sheet 1 of 2

DRAWN BY

AM/JCB

DESIGN BY

MT

CHK BY

MT

DATE

06/04/21

DRAWING NO.

5330 / 017

REV NO.

H

SCALE

1:500 @ A1

For Continuation See Dwg 5330/018

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[illegible]

For Continuation See Dwg 5330/018

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New Tactile Paving

J	Layout Amended	JCB	06/04/23	MT
I	Layout Amended	MB	04/04/23	MT
H	Layout Amended	MB	23/02/23	MT
G	Crossing Amended	MB	20/02/23	MT
F	Crossing Location Amended	MB	10/01/23	MT
E	Minor amendments	JCB	20/07/22	MT
D	Minor amendments	JCB	24/03/22	MT
C	Build-Outs Removed	ARM	07/03/22	MT
B	Island details amended	JCB	28/04/21	MT
A	Details added, plan updated	JCB	08/04/21	MT
REVISION	AMENDMENT	DRN	DATE	CHK



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Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Proposed Improvements
Framfield Road
Sheet 2 of 2

DRAWN BY AM/ICB	DESIGN BY MT	CHK BY MT
---------------------------	------------------------	---------------------

DATE 06/04/21

SCALE
1:250 @ A

1.250 @ A1

DRAWING No.

1

100

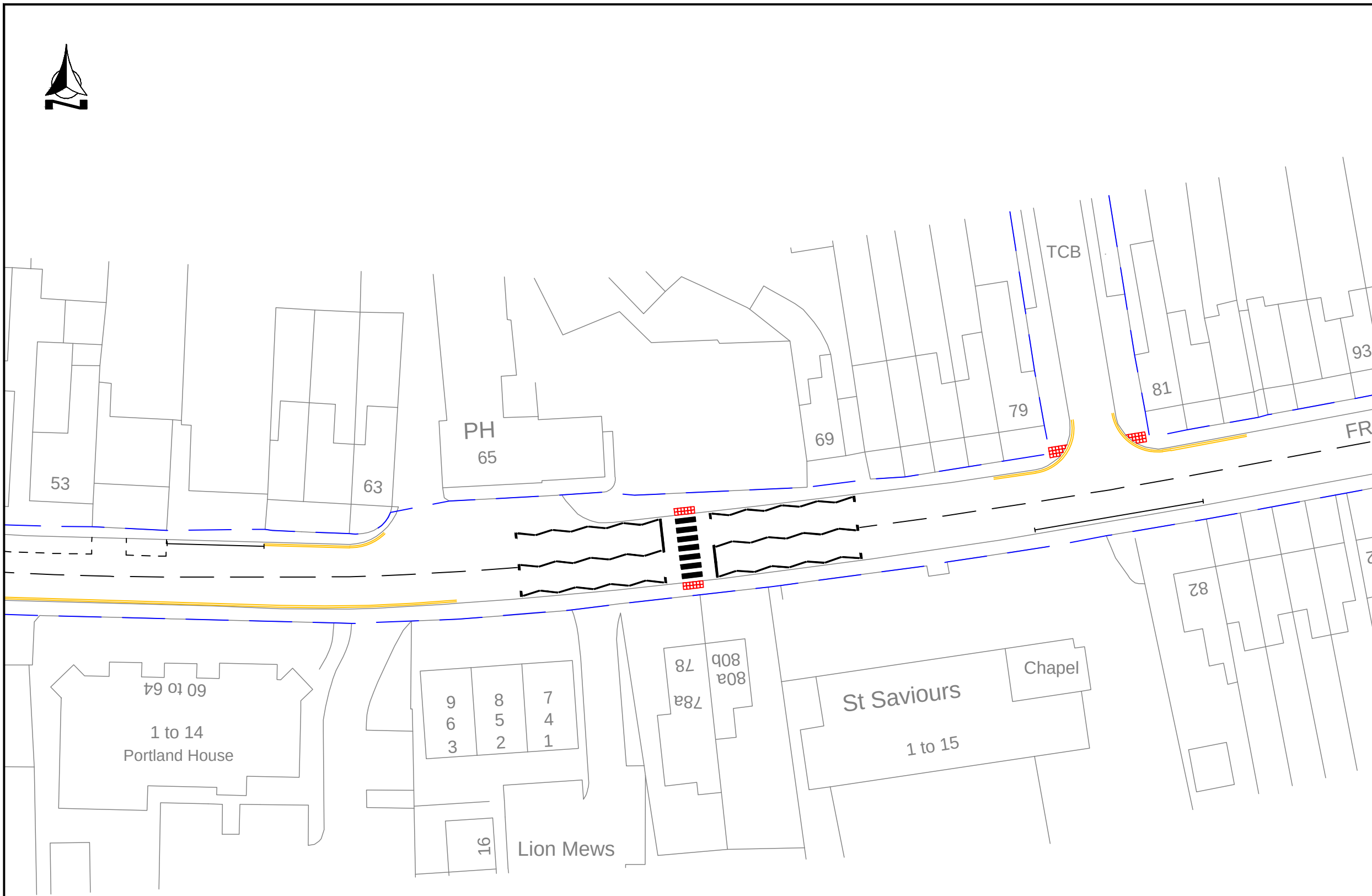
0.	REV N
----	-------

5330 / 018

1000

APPENDIX 36

Proposed Zebra
Crossing



— — Highway Boundary



CLIENT
Croudace

PROJECT
Bird in Eye, Uckfield

TITLE	Proposed Zebra Crossing
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DRAWN BY MB

DESIGN BY	
-----------	--

CHK BY	MT
--------	----

DATE	18/07/23
SCALE	1:500 @ A

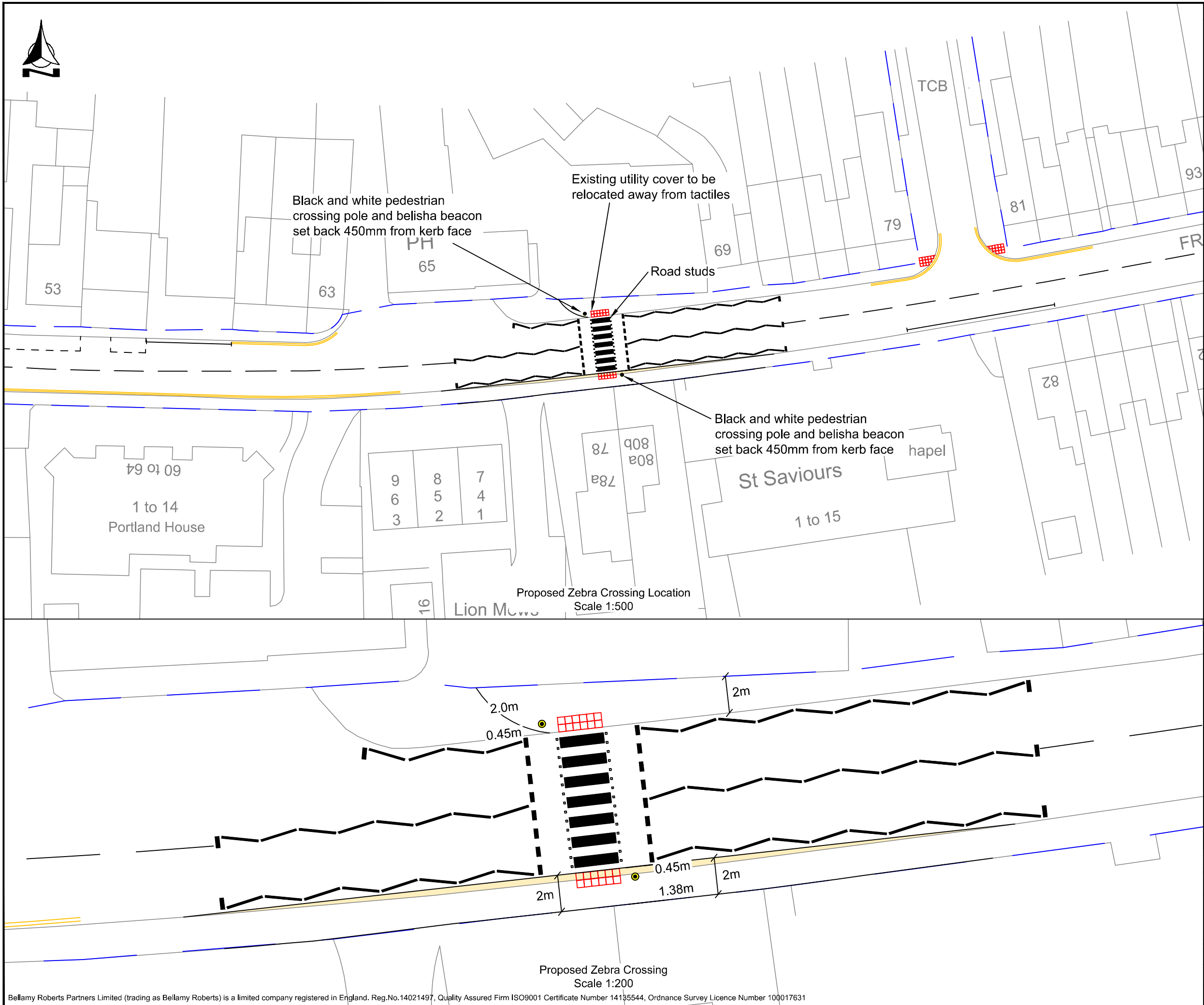
DRAWING No. 5330 / 034

REV No.

APPENDIX 37

Revised Zebra

Crossing



Notes

- Highway Boundary
- Widened Footway

D	Crossing updated	MB	14/08/23	MT
C	Crossing updated	MB	08/08/23	MT
B	Road and crossing updated	MB	04/08/23	MT
A	Belisha beacons added	JCB	20/07/23	MT
REVISION	AMENDMENT	DRN	DATE	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace
PROJECT	Bird in Eye, Uckfield
TITLE	Proposed Zebra Crossing

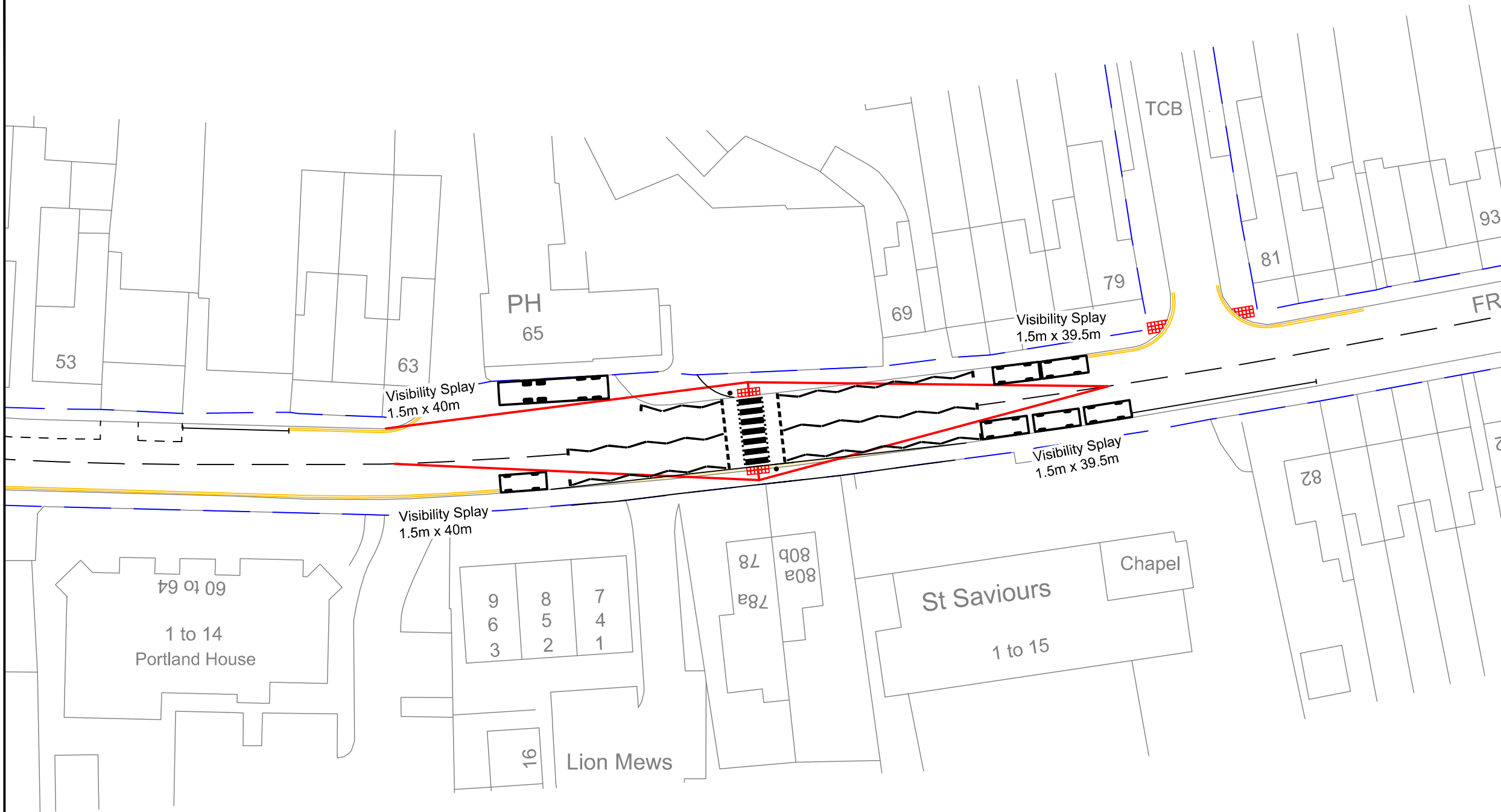
DRAWN BY	MB	DESIGN BY	-	CHK BY	MT
DATE	18/07/23	DRAWING No.	5330 / 034	REV No.	D
SCALE	As Shown @ A3				

APPENDIX 38

Framfield Road ATC

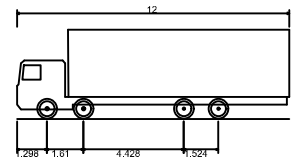
APPENDIX 39

Proposed Zebra Crossing Visibility Splays

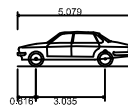


Notes

— Highway Boundary



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

B	Crossing updated	MB	14/08/23	MT
A	Crossing and visibility updated	MB	09/08/23	MT
REVISION	AMENDMENT	DRN	DATE	CHK



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CLIENT	Croudace
PROJECT	Bird in Eye, Uckfield
TITLE	Pedestrian Visibility at Zebra Crossing

DRAWN BY	MB	DESIGN BY	-	CHK BY	MT
DATE	18/07/23	DRAWING No.	5330 / 033	REV No.	B
SCALE	1:500 @ A3				

APPENDIX 40

Stage 1 RSA
Update (Zebra
Crossing)

Matt Twinberrow

Subject: FW: Bird in Eye, Uckfield - Zebra Crossing (BR 5330)

From: jamie@fenley.co.uk [REDACTED]

Sent: Monday, August 14, 2023 1:46 PM

To: Matt Twinberrow [REDACTED]

Subject: RE: Bird in Eye, Uckfield - Zebra Crossing (BR 5330)

Dear Matt

Thank you for your latest plans, drawings 5330-034 revision D and 5330-033 revision B illustrating the proposed zebra crossing along Framfield Road in Uckfield.

I can confirm that the proposed zebra crossing with belisha beacons and the amended road markings in accordance with guidance, should ensure that the controlled crossing is clearly visible to approaching drivers / riders. As such, your recent amendments address item A.2.4 of our Stage 1 Road Safety Audit ref: RSA23-083.

I trust that this is acceptable, please do not hesitate to contact me should you need anything further.

Thank you again and kind regards

Jamie

Jamie Fenning

BSc (Hons), MIHE, MCIHT, MSoRSA, Highways England Certificate of Competency



Specialists in Road Safety Engineering

APPENDIX 41

ESCC School

Term Dates



School Term and Holiday Dates 2018-2019

	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
Monday	3 10 17 24	1 8 15 22 29	5 12 19 26	3 10 17 24 31
Tuesday	4 11 18 25	2 9 16 23 30	6 13 20 27	4 11 18 25
Wednesday	5 12 19 26	3 10 17 24 31	7 14 21 28	5 12 19 26
Thursday	6 13 20 27	4 11 18 25	1 8 15 22 29	6 13 20 27
Friday	7 14 21 28	5 12 19 26	2 9 16 23 30	7 14 21 28
Saturday	1 8 15 22 29	6 13 20 27	3 10 17 24	1 8 15 22 29
Sunday	2 9 16 23 30	7 14 21 28	4 11 18 25	2 9 16 23 30
	JANUARY	FEBRUARY	MARCH	APRIL
Monday	7 14 21 28	4 11 18 25	4 11 18 25	1 8 15 22 29
Tuesday	1 8 15 22 29	5 12 19 26	5 12 19 26	2 9 16 23 30
Wednesday	2 9 16 23 30	6 13 20 27	6 13 20 27	3 10 17 24
Thursday	3 10 17 24 31	7 14 21 28	7 14 21 28	4 11 18 25
Friday	4 11 18 25	1 8 15 22	1 8 15 22 29	5 12 19 26
Saturday	5 12 19 26	2 9 16 23	2 9 16 23 30	6 13 20 27
Sunday	6 13 20 27	3 10 17 24	3 10 17 24 31	7 14 21 28
	MAY	JUNE	JULY	AUGUST
Monday	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26
Tuesday	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27
Wednesday	1 8 15 22 29	5 12 19 26	3 10 17 24 31	7 14 21 28
Thursday	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29
Friday	3 10 17 24 31	7 14 21 28	5 12 19 26	2 9 16 23 30
Saturday	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24 31
Sunday	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25

Bank and Public Holidays 2018-2019

Christmas Day	- Tuesday 25 December 2018	Easter Monday	- Monday 22 April 2019
Boxing Day	- Wednesday 26 December 2018	May Day Bank Holiday	- Monday 6 May 2019
New Years Day	- Tuesday 1 January 2019	Spring Bank Holiday	- Monday 27 May 2019
Good Friday	- Friday 19 April 2019	Summer Bank Holiday	- Monday 26 August 2019

Key

Staff Training / INSET Day	
Start of Term for Pupils	
End of Term	
Public Holidays	
School Holidays	

Term Lengths (Days)

Term 1	3 September – 19 October	35
October Break		
Term 2	29 October – 19 December	38
Christmas Break		
Term 3	3 January – 15 February	32
February Break		
Term 4	25 February – 5 April	30
April Break		
Term 5	23 April – 24 May	23
May Break		
Term 6	3 June – 23 July	37
Summer Holiday		

Total 195