
Rother District Council Development and Site Allocations Local Plan

Examination Statement – Matter 7: Selection Of Sites
Allocated For Development

Prepared for Mr Donald Gill and Persimmon Homes

April 2019

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1. Introduction

- 1.1. This Examination Statement is submitted on behalf of Mr Donald Gill and Persimmon Homes in response to the Inspector's questions in relation to the Rother District Council ("RDC") Development and Site Allocations Local Plan ("DaSA").
- 1.2. This follows previous representations which were made by Savills on behalf of Mr Donald Gill and Persimmon Homes, to the Regulation 18 and the Regulation 19 Consultations in relation to **Land East of Watermill Lane** [Policy BEX3c]. This Site forms one of three development parcels within **Land at North Bexhill** [Policy BEX3] of the emerging DaSA.

2. Matter 7: Selection of Sites Allocated For Development

ISSUE: FOR EACH AREA, ARE THE INDIVIDUAL SITES SELECTED SOUND?

BEXHILL

POLICY BEX3: LAND AT NORTH BEXHILL - INFRASTRUCTURE

c) LAND EAST OF WATERMILL LANE

Q.1. Does the evidence indicate that there is a reasonable prospect that the sites are deliverable within the plan period?

2.1. As aforementioned, this examination statement follows previous representations made by Savills in relation to Land East of Watermill Lane on behalf of Mr Donald Gill Persimmon Homes, for the Regulation 18 and Regulation 19 Consultations. Following the allocation of the site, Persimmon registered their interest in the land and is now the preferred house builder behind the Land East of Watermill Lane.

2.2. Persimmon are looking for continuity of build following the completion of the neighbouring Preston Hall Farm development (Policy BEX2), which is expected to be built out by March 2022. To achieve this, Persimmon intend to submit a planning application for the Land East of Watermill Lane later this year.

2.3. Given this firm house builder interest and the fact that they are already active building out the adjoining site, the Land east of Watermill Lane is entirely deliverable within the plan period.

Q.2. Is there robust evidence to indicate that there would not be a severe impact upon the Strategic Route Network? What measures need to be put in place?

2.4. The Highways Capacity Assessment Report (HCAR) provided with the DaSA robustly demonstrates that the proposed developments will not have a severe impact on the Strategic Route Network. In a comparison of the two scenarios: 2028 without the proposed developments; and, 2028 with the proposed allocations, the report clearly establishes that that there will not be a considerable increase in Congestion Link Distance and Congested Links.

2.5. Table 3-1 in the HCAR identifies that there will be no increase in the Congested Link Distance in the total modelled road length operated under severely congested conditions between the two modelled scenarios, and a 0.8% increase in those within the upper limits of the road's capacity. Similarly, Table 3-2 of the HCAR demonstrates that that there will be no increase in the Congested Links in the total modelled road length operated under severely congested conditions between the two modelled scenarios, and a 0.6% reduction in those within the upper limits of the road's capacity.

2.6. When considering the contribution that these developments will make to the housing supply in Rother, these effects on the highway network should be weighted appropriately. In the planning balance, the negative implications of development are significantly outweighed by the benefits.

- 2.7. The HCAR outlines potential mitigation measures to reduce the impacts of the effects of congestion on the strategic road network in Rother. Modification to junction design and the optimisation of signal timings at signal controlled junctions has been identified as a key measure to reduce the level of potential congestion in Bexhill. The promotion of alternative transport modes and the implementation of travel plans for the developments at Worsham Farm, Northeye, and Barnhorn Green have also been suggested to reduce the impact of these developments in the District.
- 2.8. Savills instructed GTA Civils to produce a Highways Access Report for Site BEX3c which was submitted alongside the representations to the Regulation 19 Consultation (see **Appendix 1**). This report corroborates the findings published in the HCAR and proposes a series of compliant access points to the site from the local road network. This establishes that development at the Land east of Watermill Lane will not have an unacceptable impact on the operation of the local road networks.
- 2.9. Paragraph 32 of the 2012 National Planning Policy Framework states that:
- “All developments that generate significant amounts of movement should be supported by a Transport Statement of Transport Assessment. Plans and decisions should take account of whether:*
- a) The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - b) Safe and suitable access to the site can be achieved for all people; and,*
 - c) Improvements can be undertaken within the transport network that effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*
- 2.10. In accordance with national policy, Rother District Council has produced sufficient evidence to justify development at North Bexhill. Accordingly Policy BEX3 and Policy BEX3c should be found sound at examination.

Q4 What is the rationale to justify allocating the Gypsy and Traveller site n BEX3c? What other site options were looked at and why were they discounted?

- 2.11. The Council has provided little justification for the inclusion of up to five gypsy and traveller site pitches within Site BEX3c for permanent residential use. The allocation of Gypsy and Traveller pitches on this site would be fundamentally unsound as the proposed allocation has not been based upon any recent evidence that details specific Gypsy and Traveller need. The evidence that has been submitted in association with the DaSA dates from 2011 and refers to Planning Policy Statements and Planning Circulars and as such is clearly very out-of-date. Accordingly it cannot be relied upon to be indicative of any current or future need.

- 2.12. The inclusion of all Gypsy and traveller sites on one prospective allocation site is an unbalanced approach that will not allow for integration, creating a clustering effect that would be detrimental to both the travelling community and local residents. If they are proven to be needed, the provision of a number of smaller sites across various site allocations set out in the DaSA would allow for a better approach to integration with the local community and allow an even distribution of traveller pitches, ensuring that not only were all sites close to amenities, but no amenity provider was overburdened.
- 2.13. To ensure that Policy BEX3c is found sound, the allocation of five gypsy and traveller pitches is sought to be removed for three primary reasons:
- i. the proposed gypsy and traveller pitches are not distributed evenly across all proposed allocations;
 - ii. there is insufficient evidence indicating that any Gypsy and Traveller pitches are necessary;

3. Conclusions

- 3.1. The proposed allocation of Site BEX3c for residential development is wholly supported by the landowner and prospective developer. The developer is content that the site is viable based on the requisite infrastructure requirements, save for the unnecessarily onus requirement for all units to meet Building Regulations M4(2) standard, due to the specific and significant topographical constraints posed by this site. The technical evidence supporting the allocation of site in terms of highways is considered to be robust. Given that Persimmon the chosen housebuilder is already active on the adjoining Preston Hall Farm site and would look to roll into this site following the completion, there is not anticipated to be any issues in achieving completion of this site by 2028.
- 3.2. It is however contended that the proposed Gypsy and Traveller site allocation is not justified by the supporting evidence. There is no clear and up-to-date evidenced need for this quantum of pitches to be specified in this location. Accordingly this Gypsy and Traveller site allocation should be removed from the plan.

Appendices

Appendix 1.0 Highways Access Report

Highway Access Report

Land at Preston Hall Farm, Bexhill on Sea – Master Plan



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Schedule of Appendices

A Proposed Access Arrangement NBAR

Issue	Issue date	Compiled	Checked	Authorised
DRAFT	6 th August 2018	RIN	AT	LNS
FINAL	7 th August 2018	RIN	AT	LNS

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Authorised by: Lawrence Stringer CEng, MCIHT, MRTPI

Executive Summary

GTA Civils Ltd has been commissioned by Savills to prepare a Highway Access Report in connection with a proposed residential development at Land at Preston Hall Farm, Bexhill on Sea.

The site is currently agricultural land. The site proposals consist of three component areas for residential development, one to be served from Watermill Lane, and two to be served via the North Bexhill Access Road – NBAR, which was granted planning permission in February 2016:

- A parcel (denoted as Parcel 1 in this report) to the north of the NBAR for about 50 units to be accessed from NBAR;
- A parcel (denoted as Parcel 2 in this report) to the south of NBAR for about 125 units also to be accessed from NBAR; and
- A parcel (denoted as Parcel 3 in this report) to the south of Parcel 2 and to the north of an approved development elsewhere on Preston Hall Farm, and to be accessed from Watermill Lane.

It is also proposed to provide a new access from the NBAR, to the west of the proposed Parcel 2 access, to a new cricket ground for Sidley Cricket Club.

Trip generations for the three development parcels would all be relatively low in peak hours and across the day. Trip generations for the proposed new cricket ground would be expected to be very low other than on those relatively infrequent occasions when a match was underway.

The 2016 Rother District Development and Site Allocations consultation document includes options for development in this area for up to 665 dwellings. The Transport Assessment carried out in support of the planning application for NBAR included the traffic associated with a notional additional 650 houses to be served from NBAR. Parcel 2 (125 units) lies within the consultation area and therefore comprises an element of the additional housing already taken into account in the assessment work presented in the NBAR TA, that assessment having been accepted as showing no unacceptable impacts by ESCC as Highway Authority. It can therefore be concluded that the proposals for Parcel 2 would have no unacceptable impacts on the operation of NBAR and the connecting highway network.

Parcel 1 lies just outside the area identified in the Development and Site Allocations consultation document. However, the number of trips generated by Parcel 1 (25 2-way in both peak hours) would have no material additional impacts on the operation of the highway network.

In operational terms, it can be concluded that the proposals for Parcel 3 would have no material impacts on network operations in terms of capacity and safety (which would be related to any changes in traffic flows in such circumstances). The additional environmental impacts of the very small amount of additional traffic generated by the Parcel 3 proposals would not be material, and the overall environmental impacts of the current proposal for Parcel 3 and the permitted Preston Hall Farm

development of 139 units would be negligible, taken individually and in combination with all other proposals.

The proposed access to the new cricket ground from NBAR would be amply served by a simple priority arrangement. Given the low access road flow likely on an access to NBAR from Parcel 1, a simple priority junction is considered to be appropriate at this location. The most appropriate form of junction for the access from NBAR to Parcel 2 would be a ghost island right turn lane arrangement.

A preliminary layout for new accesses onto this section of NBAR has been prepared and is shown in **Appendix A**. This includes:

- Simple priority junction for the proposed new cricket ground access. This is moved slightly to the east of the notional location indicated in Figure 3.1 to avoid any potential land ownership issues;
- Ghost island right turn lane arrangement for the proposed access to Parcel 2 (125 units);
- Simple priority junction for the proposed access to Parcel 1 (50 units);
- Visibility at all junctions well in excess of DMRB standards for a 40mph road;
- Junction separations of over 200m (Watermill Lane roundabout to proposed new cricket ground access; of approx 75m between the proposed cricket ground access and the proposed access to Parcel 2 (exceeding the minimum requirement of 60m in DMRB TD 42/95 for a 40mph road); and of approx 200m between the proposed accesses to Parcels 1 and 2.

1 Introduction

- 1.1 This report has been prepared for Savills in connection with the above potential development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils Ltd has been commissioned by Savills to prepare a Highway Access Report in connection with Master Plan preparation for a proposed residential development at Land at Preston Hall Farm, Bexhill on Sea

Scope of Report

- 1.3 The report structure is based on the following scope of work:
 - Describe the site and proposed highway access to constituent parcels;
 - Outline relevant local and national policy;
 - Review the local highway network and local accident data;
 - Estimate likely vehicle trip rates using the TRICS database;
 - Distribute vehicle trips and assign onto the highway network; and
 - Review proposed access arrangements including suitability and junction assessments.

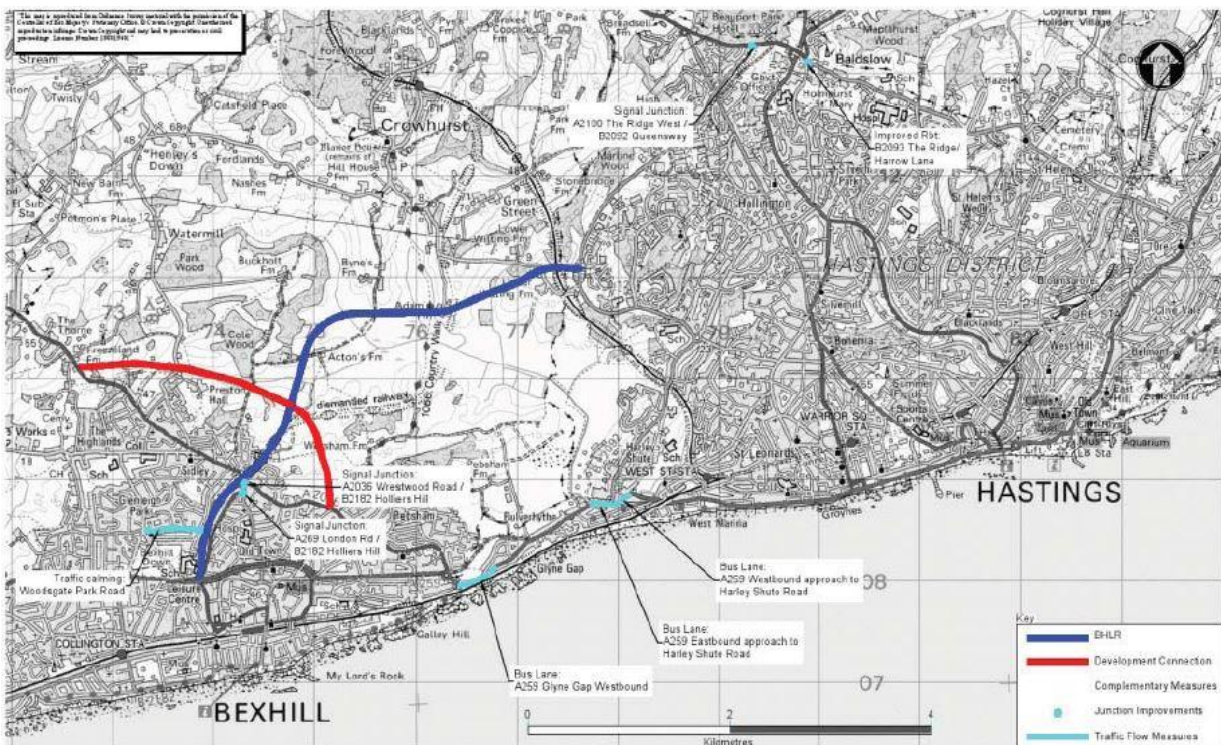
Policy

- 1.4 This Highway Access Report has been written in accordance with, as appropriate, the following policy frameworks, practical guidance and highway design standards :
 - National Planning Policy Framework (NPPF);
 - National Planning Practice Guidance (NPPG);
 - Rother District Local Plan 2006;
 - North East Bexhill Supplementary Planning Document (SPD) 2009;
 - Rother District Core Strategy 2014;
 - Rother District Development and Site allocations Local Plan (Options & Preferred Options consultation December 2016 – February 2017; Submission Version consultation programmed for autumn / winter 2018);
 - East Sussex County Council Guidance on Transport Assessments, Statements and Reports;
 - Manual for Streets 1; and
 - DMRB TD 42/95 (Geometric Design of Major / Minor Priority Junctions, and TD 9/93 (Highway Link Design).

2 Planning Context

- 2.1 Sites forming a major urban extension at North East Bexhill, either side of the Bexhill and Hastings Link Road (BHLR), were allocated for mixed use developments in the 2006 Rother District Local Plan. Development of land to the east of the BHLR was covered by Policy BX2 of that Plan. Development to the west was covered by Policy BX3. Further development guidance for both was provided in the North East Bexhill Supplementary Planning Document in 2009.
- 2.2 Planned highway access to development sites to the east and west of BHLR in north Bexhill has evolved over time, but based on the principal of new roads connecting to BHLR and the existing highway network.
- 2.3 Both BX2 and BX3 land are to be accessed via new roads constructed to connect the existing road network with BHLR at a common roundabout on BHLR. The eastern new road would connect back into the existing highway network at Wrestwood Road. The western new road would connect back to the A269 northwest of Sidley. **Figure 2.1** shows the general strategic highway network proposals for the Bexhill and Hastings area.

Figure 2.1 Proposed Strategic Highway Network – Bexhill and Hastings area



Source: LDF Sensitivity Assessment Report 2012, Mott MacDonald for ESCC March 2012

- 2.4 BHLR (now 'Combe Valley Way') was completed and opened to traffic in 2016. The eastern access road connecting BHLR with Wrestwood Road (the North East Bexhill Gateway Road - NEBGR, now 'Mount View Street') was opened in December 2015. Planning permissions have been granted for residential and residential-led mixed use developments within the BX2 area, served via NEBGR.

- 2.5 The western access route (the North Bexhill Access Road – NBAR) was granted planning permission in February 2016 (RR./2015/2260/P). The approved scheme included terminal roundabouts with A269 in the west and BHLR in the east, stopping-up of Watermill Lane to the south and provision of a roundabout on NBAR to provide access to Watermill Lane north, and stopping-up of Buckholt Lane to the south and provision of a roundabout on NBAR to provide access to allocated employment land and Buckholt Lane north. NBAR is now under construction, commencing from the eastern roundabout with BHLR and now having reached the Watermill Lane area.

- 2.6 Revised proposals for the development of the land covered by Policy BX3, and adjoining land, were put forward in the Rother District Development and Site Allocations Local Plan (Options & Preferred Options) for consultation. The consultation area was as shown in **Figure 2.2** below. Three development options were put forward for consultation, the development mix including up to 665 dwellings in Option 3.

Figure 2.2 Development & Site Allocations Local Plan – North Bexhill Site Boundary



3 The Site

3.1 **Figure 3.1** shows the areas of land which are the subject of this report. Figure 3.1 also shows the location of an adjacent residential development at Preston Hall Farm which was granted planning permission on 2 August 2018. The approved development is for 139 residential dwellings. That Preston Hall Farm site is the housing element of Policy BX3, which also encompassed further land to the east allocated for employment use in Policy BX3.

Figure 3.1 Diagrammatic Site Locations



3.2 The site is currently agricultural land.

3.3 The site has three component areas proposed for residential development:

- A parcel (denoted as Parcel 1 in this report) to the north of the NBAR for about 50 units to be accessed from NBAR;
- A parcel (denoted as Parcel 2 in this report) to the south of NBAR for about 125 units also to be accessed from NBAR; and
- A parcel (denoted as Parcel 3 in this report) to the south of Parcel 2 and to the north of the approved Preston Hall Farm development, and to be accessed from Watermill Lane via the existing access from Watermill Lane serving the existing buildings forming Preston Hall Farm.

3.4 Parcels 2 and 3 lie within the potential development area identified in the Rother District Development and Site Allocations Local Plan (Options & Preferred Options) and shown in Figure 2.2 above. Parcel 1 lies outside, but abutting, that area.

3.5 As shown on Figure 3.1, it is also proposed to provide a new access from the NBAR, to the west of the proposed Parcel 2 access, to a new cricket ground for Sidley Cricket Club.

4 Trip Generations and Distribution

4.1 As with all previous exercises undertaken in support of the promotion of NBAR and the permitted residential development at Preston Hall Farm, trip rates extracted from the strategic Bexhill & Hastings transport model have been used in this instance.

4.2 Those trip rates are shown in **Table 4.1** below.

Table 4.1 – Standard Hastings & Bexhill transport model vehicle trip rates for the residential development

Residential per unit	Vehicles								
	AM Peak (0800-0900)			PM Peak (average 1600-1800)			Ave. Inter-peak hour (0900-1600)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Mixed Private housing (houses + flats)	0.12	0.38	0.50	0.30	0.19	0.49	0.14	0.13	0.27

4.3 **Table 4.2** shows the consequent estimates of vehicle trip generations from each residential parcel of the proposed development.

Table 4.2 – Vehicle trip generations proposed development

Parcel	AM Peak			PM Peak			12 hr average weekday 2-Way	AADT
	In	Out	2-Way	In	Out	2-Way		
Parcel 1 50 residential dwellings	6	19	25	15	10	25	168	176
Parcel 2 125 residential dwellings	15	48	63	38	24	72	421	442
Parcel 3 25 residential dwellings	3	10	13	8	5	13	84	88

Note: 12 hour calculated as (7xInterpeak hour + AM + 2PM) x 1.20, where 1.20 = factor from (0800-1800) to (0700-1900) derived from DfT Annual Road Traffic Statistics Table TRA0307. AADT = 12 hour average weekday x 1.05 (TEMPRO7.2 Productions factor for Bexhill)

- 4.4 Trip generations for the three development parcels would all be relatively low in peak hours and across the day.
- 4.5 Analysis of 2011 Census journey to work data suggests that vehicle trips generated by the site would be slightly biased towards the south, with about 60% travelling to and from Bexhill and Hastings.
- 4.6 Trip generations for the proposed new cricket ground would be expected to be very low other than on those relatively infrequent occasions when a match was underway.

5 Highway Impacts Assessment

General

- 5.1 Assessment of the impacts of the site proposals should be based on a forecast year commensurate with the proposal and taking account of relevant other development and highway network improvements planned.
- 5.2 Planning Applications for both NBAR and the permitted Preston Hall Farm residential development were supported by Transport Assessments, but in light of their different impacts and contexts, those TAs had different assessment years and, therefore, different development scenarios taken into account.
- 5.3 In the case of NBAR, the assessment forecast scenario was based on assignment output flows from the strategic model using a scenario comprising a 2028 forecast year, as shown in **Table 5.1** below. That scenario (model run code 2028DSW650) included all relevant highway improvements together with all commitments and other planned new development to 2028 in both Bexhill and Hastings including planned development in Policy areas BX2 and BX3, and with a notional additional 650 dwellings to be accessed from the western part of NBAR.
- 5.4 In the case of Preston Hall Farm, the assessment was based on a 2022 forecast year, as also shown in **Table 5.1**. That scenario used strategic model outputs that included all relevant highway improvements and all commitments and other planned new development to 2022 in both Bexhill and Hastings, based on the amounts and locations likely to be delivered between 2022 and the model base year of 2017, but excluding the proposed Preston Hall Farm development site. Specific additional account of the Preston Hall Farm development was achieved by overlaying its traffic generations onto the 2022 flows at the assessment junctions.
- 5.5 Outputs from those assessments have been interrogated in this instance to inform an assessment of the likely impacts of the proposed development.

Table 5.1 – TA Assessment Scenarios – NBAR and Preston Hall Farm

SCENARIO ELEMENT	INCLUDED IN NBAR TA ASSESSMENT	INCLUDED IN PRESTON HALL FARM TA ASSESSMENT
BHLR	Y	Y
BHLR Complementary Measures	Y	Y
NEBGR	Y	Y
QGATE	Y	Y
NBAR	Y	Y
Watermill Lane roundabout	Y	Y
BX2	Y	Y (full)
QGATE associated development	Y	Y
BX3	Y	Y (excluding Preston Hall Farm)
135 houses off Watermill Lane	Y	N
650 houses off western part of NBAR	Y	N

Note: QGATE is the Queensway Gateway Road at the junction of The Ridge and A21 at Baldslow, north Hastings

Impacts on NBAR

- 5.6 The NBAR TA concluded that there would be no unacceptable impacts on the operations of all junctions throughout the assessment period to 2028 as a result of the development scenario tested. This includes the eastern junction of NBAR with BHLR, the western junction of NBAR with A269, the roundabout junction on NBAR with the northern part of Watermill Lane, and all other intermediate development access junctions.
- 5.7 Those conclusions were accepted by ESCC as Highway Authority.
- 5.8 As stated in para 2.6 above, the Development and Site Allocations consultation document includes options for development in this area for up to 665 dwellings. The NBAR assessment included the traffic associated with a notional additional 650 houses to be served from NBAR. Parcel 2 (125 units) lies within the consultation area and therefore comprises an element of the additional housing already taken into account in the assessment work presented in the NBAR TA, that assessment having been accepted as showing no unacceptable impacts by ESCC as Highway Authority.

- 5.9 It can therefore be concluded that the proposals for Parcel 2 would have no unacceptable impacts on the operation of NBAR and the connecting highway network.
- 5.10 Parcel 1 lies just outside the area identified in the Development and Site Allocations consultation document. However, the number of trips generated by Parcel 1 (25 2-way in both peak hours – see Table 4.2) would have no material additional impacts on the operation of the highway network.

Impacts on Watermill Lane

- 5.11 The TA produced for the permitted Preston Hall Farm development took into account all relevant development and highways proposals up to its forecast year of 2022, including the effects of closure of Watermill Lane as part of the NBAR proposals.
- 5.12 The TA concluded that there would be no unacceptable highway operation impacts on Watermill Lane itself and at the agreed assessment junctions of Watermill Lane and A269 Ninfield Road, and of A269 Ninfield Road with Turkey Road. The assessments carried out showed substantial spare capacity in the 2022 assessment year, in part due to the low number of trips generated by the permitted 139 units, and in part due to the significant traffic relief afforded to A269 as a result of the construction of NBAR.
- 5.13 Those conclusions were accepted by ESCC as Highway Authority.
- 5.14 The TA for the permitted Preston Hall Farm development concluded that the 139 units proposed would generate 70 vehicle trips in the AM peak, 68 in the PM peak, and 507 over an average 12hour weekday (equivalent to 532 AADT). In contrast, the current proposals for Parcel 3 would generate (see Table 4.2) only an additional 13 vehicle trips in the AM and PM peaks, and a further 84 over the average 12 hour weekday (equivalent to 88 AADT).
- 5.15 Such additional levels of flow would have no material impact on any of the assessment junctions in 2022 and, given the substantial reserve capacities at that time, would have no material impact on operation at a longer term forecast year of 2028.
- 5.16 In operational terms, it can therefore be robustly concluded that the proposals for Parcel 3 would have no material impacts on network operations in terms of capacity and safety (which would be related to any changes in traffic flows in such circumstances).
- 5.17 The proposal to sever Watermill Lane with NBAR does have some consequences for traffic movement patterns in the area. All development served from Watermill Lane south of NBAR

would have to access via A269 Ninfield Road, no longer having the option of travelling north on Watermill Lane. But closure of Watermill Lane would halt its use as a through route by other traffic. The NBAR TA concluded that the consequences for overall traffic flows would be broadly neutral.

- 5.18 The environmental impacts of the permitted Preston Hall Farm 139 unit development on Watermill Lane were examined as part of the EIA prepared in support of the scheme. That concluded that those impacts would be negligible in all respects. The additional environmental impacts of the very small amount of additional traffic generated by the Parcel 3 proposals would not be material, and the overall environmental impacts would again be negligible, taken individually and in combination with all other proposals.

6 Access Designs

- 6.1 Access to Parcel 3 is proposed to be via the existing access from Watermill Lane serving the existing buildings forming Preston Hall Farm. Parcel 3 would only generate about 13 additional 2-way trips in both peak hours (see Table 4.2). Land is available within the site's ownership to improve the existing access way if required. A simple priority arrangement at the junction of the access way with Watermill Lane would robustly provide for this location, as there would be very little, if any, traffic on the stub end of Watermill Lane to the north.
- 6.2 The Preston Hall Farm TA concluded that Watermill Lane itself could carry, without any unacceptable consequences, the traffic generated by that development. That conclusion remains robust when the low numbers of trips generated by the parcel 3 proposals are also taken into account.
- 6.3 Access from NBAR to Parcels 1 and 2 and to the new cricket ground has been considered in the context of NBAR being currently constructed as a modern standard 7.3m single carriageway with an intended posted speed limit of 40mph.
- 6.4 DMRB standard TD 42/95, which applies to new priority junctions on trunk roads, suggests that a ghost island right turn arrangement should be considered in cases where the minor road AADT is less than 300 and the major road AADT exceeds 13000, and should always be considered where the major road AADT exceeds 13000. TD 42/95 applies to trunk roads but is used by local authorities (including ESCC) as a standard reference approach. TD 41/95 which applies to new accesses onto trunk roads suggests that a minor road access road flow of up to 500 AADT may be acceptable at a simple priority junction, but dependent on circumstances.
- 6.5 The proposed access to the new cricket ground would be amply served by a simple priority arrangement.
- 6.6 Parcel 1 (50 units) would generate about 176 AADT (see Table 4.2). NBAR TA figures suggest a Forecast year (2028) flow of between 11000 and 15000 AADT on various sections of NBAR. Given the low access road flow generated by parcel 1, a simple priority junction is therefore considered to be appropriate at this location.
- 6.7 Parcel 2 (125 units) would generate about 442 AADT (see Table 4.2). As such TD 42/95 would suggest a ghost island right turn lane under all combinations of potential minor / major road flows. TD 41/95 would suggest that a simple priority junction may be sufficient, but only for a

part of the possible range of forecast year flows on NBAR. At the higher end of the NBAR flow range, a ghost island right turn lane arrangement should be considered.

6.8 However, given the proximity of the series of junctions on this stretch of NBAR that would result from the approved (and under construction) roundabout with Watermill Lane, the new cricket ground access, the access serving Parcel 2, the access serving Parcel 1 and the roundabout junction (constructed) on NBAR to the east, serving BX2 land, it is considered that the most appropriate form of junction for the access to Parcel 2 would be a ghost island right turn lane arrangement.

6.9 A preliminary layout for new accesses onto this section of NBAR has been prepared and is shown in **Appendix A**. This includes:

- Simple priority junction for the proposed new cricket ground access. This is moved slightly to the east of the notional location indicated in Figure 3.1 to avoid any potential land ownership issues ;
- Ghost island right turn lane arrangement for the proposed access to Parcel 2 (125 units);
- Simple priority junction for the proposed access to Parcel 1 (50 units);
- Visibility at all junctions well in excess of DMRB standards for a 40mph road;
- Junction separations of over 200m (Watermill Lane roundabout to proposed new cricket ground access; of approx 75m between the proposed cricket ground access and the proposed access to Parcel 2 (exceeding the minimum requirement of 60m in DMRB TD 42/95 for a 40mph road); and of approx 200m between the proposed accesses to Parcels 1 and 2.

7 Conclusions

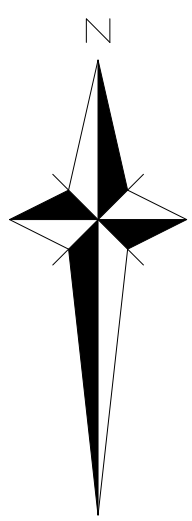
- 7.1 Trip generations for the three development parcels would all be relatively low in peak hours and across the day. Trip generations for the proposed new cricket ground would be expected to be very low other than on those relatively infrequent occasions when a match was underway.
- 7.2 The Development and Site Allocations consultation document includes options for development in this area for up to 665 dwellings. The NBAR assessment included the traffic associated with a notional additional 650 houses to be served from NBAR. Parcel 2 (125 units) lies within the consultation area and therefore comprises an element of the additional housing already taken into account in the assessment work presented in the NBAR TA, that assessment having been accepted as showing no unacceptable impacts by ESCC as Highway Authority. It can therefore be concluded that the proposals for Parcel 2 would have no unacceptable impacts on the operation of NBAR and the connecting highway network.
- 7.3 Parcel 1 lies just outside the area identified in the Development and Site Allocations consultation document. However, the number of trips generated by Parcel 1 (25 2-way in both peak hours) would have no material additional impacts on the operation of the highway network.
- 7.4 In operational terms, it can be concluded that the proposals for Parcel 3 would have no material impacts on network operations in terms of capacity and safety (which would be related to any changes in traffic flows in such circumstances). The additional environmental impacts of the very small amount of additional traffic generated by the Parcel 3 proposals would not be material, and the overall environmental impacts of the current proposal for Parcel 3 and the permitted Preston Hall Farm development of 139 units would be negligible, taken individually and in combination with all other proposals.
- 7.5 The proposed access to the new cricket ground from NBAR would be amply served by a simple priority arrangement. Given the low access road flow likely on an access to NBAR from Parcel 1, a simple priority junction is considered to be appropriate at this location. The most appropriate form of junction for the access from NBAR to Parcel 2 would be a ghost island right turn lane arrangement.
- 7.6 A preliminary layout for new accesses onto this section of NBAR has been prepared and is shown in **Appendix A**. This includes:

- Simple priority junction for the proposed new cricket ground access. This is moved slightly to the east of the notional location indicated in Figure 3.1 to avoid any potential land ownership issues;
- Ghost island right turn lane arrangement for the proposed access to Parcel 2 (125 units);
- Simple priority junction for the proposed access to Parcel 1 (50 units);
- Visibility at all junctions well in excess of DMRB standards for a 40mph road;
- Junction separations of over 200m (Watermill Lane roundabout to proposed new cricket ground access; of approx 75m between the proposed cricket ground access and the proposed access to Parcel 2 (exceeding the minimum requirement of 60m in DMRB TD 42/95 for a 40mph road); and of approx 200m between the proposed accesses to Parcels 1 and 2.

- End of Report -

Appendix A

Proposed Access Arrangements NBAR



1:200 @ A1

Cricket Club Access

4800

1:200 @ A1

Access to Parcel 1

5500

R6000

R6000

Section of Road is under Construction. Detail to be confirmed.



1:500 @ A1

14
23.14
57377.517 E
110287.796 N

Widening Required for Right turn only Box

Widening also possible on southern side of road if required.

Access to Parcel 2

15
34.39
573896.229 E
110248.933 N

12
33.35
573842.045 E
110209.845 N

13
33.59

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

Rev	Initial Issue	06/08/2018	ART	LS	
Amendments	Date	Dsn	Chk		
Status	PRELIMINARY				
Client					
Architect					
Project	LAND NORTH OF ORESTON HALL FARM				
Title	PROPOSED ACCESS ARRANGEMENTS				
Date	AUGUST 2018	Scale @ A1	1:1000		
Base Layout Ref.	CAD File ref.				
Clients Ref.	Project Ref. 7371				
gta		civils ltd			
CONSULTING ENGINEERS					
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Drawing Number	7371/100			Rev.	-



Drainage - Flood Risk - Highways - Transport

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