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JOHN ELLIOTT CONSULTANCY
AND
TRANSPORT AND TRAFFIC CONSULTANCY

PROPOSED RESIDENTIAL DEVELOPMENT

MOLEYNES MEAD, 11 ELLERSLIE LANE

BEXHILL-ON-SEA, EAST SUSSEX

TRANSPORT STATEMENT

BY

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PROPOSED RESIDENTIAL DEVELOPMENT
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TRANSPORT STATEMENT

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1 INTRODUCTION

1.1 This statement addresses the transport implications of the proposed residential development of 28 nr dwellings on land at Moleynes Mead, 11 Ellerslie Lane, Bexhill-on-Sea. The scheme was granted outline planning permission on 19th April 2018, and full permission is now sought.

1.2 This statement should be read in conjunction with the scheme drawings and other submissions in support of the development.

2 SITE, SURROUNDINGS AND ACCESS

2.1 The site location and surroundings are shown in Figures 1 and 2. The site lies in an outer northwestern suburban area of the large town of Bexhill-on-Sea. The site is a large tract of land associated with a large detached house, Moleynes Mead, and has long been occupied by a large horse stabling and riding centre which is now defunct. The site fronts both fronts both Ellerslie Lane and Fryatts Way, but currently has access only to Ellerslie Road, shared with Molenyes Mead.

2.2 Ellerslie Lane is part of a network of local roads. Fryatts Way is a cul se sac running from a priority junction on Ellerslie Lane, with another, shorter cul de sac, Concorde Close, running off Fryatts Way at a priority junction. serving a number of detached houses with substantial front and back gardens and each with private off street parking for two or more cars, accessed by crossovers from the highway.

2.3 Ellerslie Lane forms part of a local distributor route, but is very lightly trafficked even at peak travel periods. Fryatts Way and Concorde Close are extremely quiet at all times with only occasional vehicle or pedestrian movements, and rarely any vehicle parked on-street. This is confirmed

by recent observation as well as a traffic survey carried out in 2013 in connection with a previous development scheme for this site. That showed peak hour 2-way traffic of less than 10 vehicles per hour at the east end of Fryatts Way in the am and pm peak hours, less than 200 vehicles on Ellerslie Lane in the am peak hour and less than 180 vehicles in the pm peak hour.

2.4 North of Fryatts Way, including along the site frontage, Ellerslie Lane has a rural character, notwithstanding ribbon development of houses on both sides for much of its length, and has no paved footway on either side, just intermittent verge of varying width, and for substantial lengths not even that where boundary hedges have been allowed to grow right to the carriageway. The speed limit is 30 mph throughout and there are traffic signs warning of no footway and hence pedestrians in the carriageway.

2.5 There are no shops or other such services in the immediate locality, the nearest being a small local shop parade in Windmill Drive about a kilometre away to the east. Other local convenience shops and pubs are rather further away along Turkey Road to the north and the A259 Little Common Road to the south. The nearest substantial shopping centres are at Little Common to the southwest, Sidley Village to the northeast and at the north end of central Bexhill to the southeast, each being about 2 kilometres travel distance from the site, while the nearest part of Bexhill town centre is about 3 kilometres away.

2.6 Glenleigh Park Primary Academy and Bexhill Academy, a large co-educational secondary school, are about a kilometre to the northeast off Gunters lane, and there is a privately run day nursery nearby.

2.7 The site in relation to the public transport networks is shown in Figure 3. The nearest bus services (very limited off-peak morning and early afternoon service, weekdays only) are:-

- The no 11 (Little Common – Bexhill town centre) which runs along Courthope Drive to the south of the site, and
- The no 97, from Turkey Road a short distance east of Ellerslie Lane to Bexhill town centre. Two of its four daily runs each way extend to/ from the outlying village of Hooe.

2.8 The nearest local railway station is Collington, an unstaffed halt with basic facilities about 2 kilometres to the south, on the Sussex coastal line (Hastings – Folkestone etc). Bexhill station, about 3 kilometres away from the site, has a full range of facilities and much more frequent train services.

2.9 There are no special cycle routes or facilities in the area, but the generally flat or gently undulating terrain, and the light traffic in the local road network, are conducive to cycling.

2.10 Street lighting is to a high standard, using modern illumination.

3 THE DEVELOPMENT

3.1 The proposed development layout at ground level is shown in Figure 4. The development will consist of a total of 26 nr houses (6 x 2-bed, 18 x 3-bed and 4 x 4-bed), including 6 nr affordable (of which 5 x 2-bed and 1 x 3-bed), and 2 nr 2-bed maisonettes; thus 28 dwellings in total.

3.2 Of these dwellings, 7 would have individual or paired vehicle access directly off Fryatts Way. The rest would be accessed via two new cul de sac roadways from Fryatts Way. The longer of the two access roadways would have a turning head large enough to accommodate all likely vehicle turning requirements including fire engines and large dustcarts. The other access roadway would have no turning head but would be only about 50 metres long and would serve only 5 dwellings.

3.3 A total of 56 nr parking spaces will be provided, including 6 nr visitor spaces. Of the 50 nr resident spaces, 37 have entirely unrestricted access, access for the other 13 being restricted by tandem parking layout.

4 ASSESSMENT

Non-Car Access

4.1 The development would have satisfactory access by cycle or on foot via the surrounding quiet road network to the south and east. Access to public transport running throughout the day would be satisfactory for cyclists, and indeed the whole of Bexhill can reasonably be considered acceptable accessible by cycle from this development, notwithstanding the need to traverse and/or cross some busier roads.

4.2 For pedestrians, however, good public transport and many travel objectives within Bexhill would involve a longer walk than many would be likely to consider acceptable. It is therefore to be expected that many if not all households in the development will be heavily reliant on private car and/or taxi travel. This however equally applies to much of the existing and longstanding residential development in this northwestern part of Bexhill, and has been acknowledged by the County and District Councils as therefore acceptable for residential development on this site.

Highway Access

4.3 The proposed two access junctions on Fryatts Way would be fully adequate to cater for the access needs of those parts of the development they would serve, with 5.5 metre corner radii and 5 metre carriageway (the same as Fryatts Way) for the first 25 metres from the highway. Further into the development the carriageway width would be 6 metres to allow for vehicle turning and manoeuvring.

4.4 The internal access road will be a fully adequate 5.5 metres wide, with an additional margin strip at least 1 metre wide around the adopted areas, a turning head halfway along, and a smaller turning area at the far end to ease access into the adjacent parking spaces.

Parking

4.5 The proposed on-site parking complies with current County Council requirements as assessed by the parking calculator for the St Stephens Ward in which the site lies. Assuming that each private house has one allocated parking space (ie disregarding each rear space in tandem pairs) and assuming that none of the affordable dwellings have allocated parking space, the total unallocated requirement for residents is 16 spaces, thus 36 resident spaces (allocated and unallocated); plus 6 unallocated visitor spaces.

4.6 However the sample sizes for 2- and 3- bed houses in St Stephens Ward is apparently not large enough for sufficient confidence in the parking demand results for that component of the development. The calculation has therefore been repeated taking account also of data for the neighbouring Kewhurst and Sidley Wards. This indicates a slightly higher unallocated residential parking demand of 20 spaces; thus 40 resident spaces (allocated and unallocated). Both calculations are presented at Appendix A.

4.7 The actual proposed provision, as noted above in paragraph 3.3, is 37 resident spaces with unrestricted access, and 6 visitor spaces, plus 13 spaces with access restricted by their rearward location in tandem pairs. Thus all but 3 of the access-restricted spaces are additional provision rather than an essential component of the development’s parking requirement.

4.8 Re-running the parking calculator with the tandem spaces include in the allocation for private houses results in to total requirement of 54 spaces

based solely on data for St Stephens Ward, or 56 based on data for St Stephens, Kewhurst and Sidley Wards. The calculations are presented at Appendix A.

4.9 The proposed on-site parking provision may thus be expected to cater fully for the demand. Should this prove not to be so, however, any overspill parking could readily take place nearby on Fryatt's Way without causing undue parking pressure or other problems on the highway, as there is currently virtually no demand for on-street parking and the carriageway is wide enough to accommodate parking without obstructing access.

4.10 The parking layout is robust and operationally satisfactory and safe, particularly in view of the expected low frequency of vehicle movements for such a small development.

Servicing

4.11 Apart from the weekly (or fortnightly) refuse/ recycling collections, goods deliveries and other servicing for such a small residential development would be both infrequent and mostly if not invariably be by nothing bigger than a 3.5T van, or the occasional small lorry, which could enter and turn round within the main internal access roadway, but could alternatively satisfactorily park on the highway for the short servicing time without causing any traffic or other problems.

4.12 An access and turning manoeuvre plot for a large 3-axle dustcart, confirming that such a vehicle could satisfactorily access the development in the event of an emergency, without unduly lengthy reversing movement (which would be unacceptable to the Fire Brigade) is presented at Appendix B. The vehicle would be able to turn round using the turning head in the main access roadway in the northern part of the development, but would reverse into the shorter roadway in the

southern part of the site, under crew supervision, in order to eave in forward gear.

4.13 Any other likely size of goods servicing vehicle would similarly be able to access the development.

Emergency Vehicle access

4.14 An access and turning manoeuvre plot for a fire engine, confirming that a fire engine could satisfactorily access the development in the event of an emergency, is presented at Appendix B. The vehicle would be able to turn round using the turning head in the main access roadway in the northern part of the development after attending any incident there, but would reverse out of the shorter access road under crew supervision after attending any incident there in forward gear.

4.15 It is clearly unnecessary to present such a manoeuvre plot for an ambulance, any size and type of which would have no problem accessing and turning round within the development.

Traffic

4.16 Such a small residential development would clearly generate very low vehicle traffic movement, which would result in no significant impact on traffic movement or conditions on the local or wider highway network. East Sussex County Council as highway and transport authority has previously accepted this in relation to a previous larger (35 dwelling) scheme for the site. That was assessed, using data from the TRICS traffic generation database, as generating 17 vehicle trips during the AM peak hour and 21 during the PM peak hour. On that basis the current 28 dwelling scheme would generate peak hour traffic of 14 AM trips and 17 PM peak trips.

4.17 Indeed it is possible that the development will generate even lower traffic movements than the TRICS analysis would indicate, 21 existing houses front Fryatts Way, and 17 front Concorde Close; thus a total of 38 houses are accessed via the Fryatts Way/ Ellerslie Lane junction. As stated in paragraph 2.3 above, those 38 houses currently generate less than 10 peak hour two-way traffic movements on Fryatts Way east of Concorde Close, according to a traffic survey carried out in 2013 in connection with the previous 35 dwelling scheme for this site.

4.18 The same 2013 traffic survey showed two way traffic flows on Ellerslie Lane at this location of less than 185 in the AM peak hour and less than 200 in the PM peak hour. Such low flows clearly indicate that capacity analysis at the Ellerslie Lane/ Fryatts Lane priority junction would be unnecessary to confirm that the currently proposed 28 dwelling would have no significant impact on this junction, which would continue to have ample spare capacity.

4.19 Such a small development would also clearly have no significant impact on passenger loadings on the public transport services.

5 SUMMARY AND CONCLUSIONS

5.1 The site is in a sustainable location with satisfactory by cycle to the whole of Bexhill and its main public transport terminals, and satisfactory access on foot locally. It has been officially acknowledged and accepted by the local planning and highway authorities that public transport provision for this part of Bexhill is limited and that this development will be as dependent on car and/or taxi travel as the surrounding existing residential area.

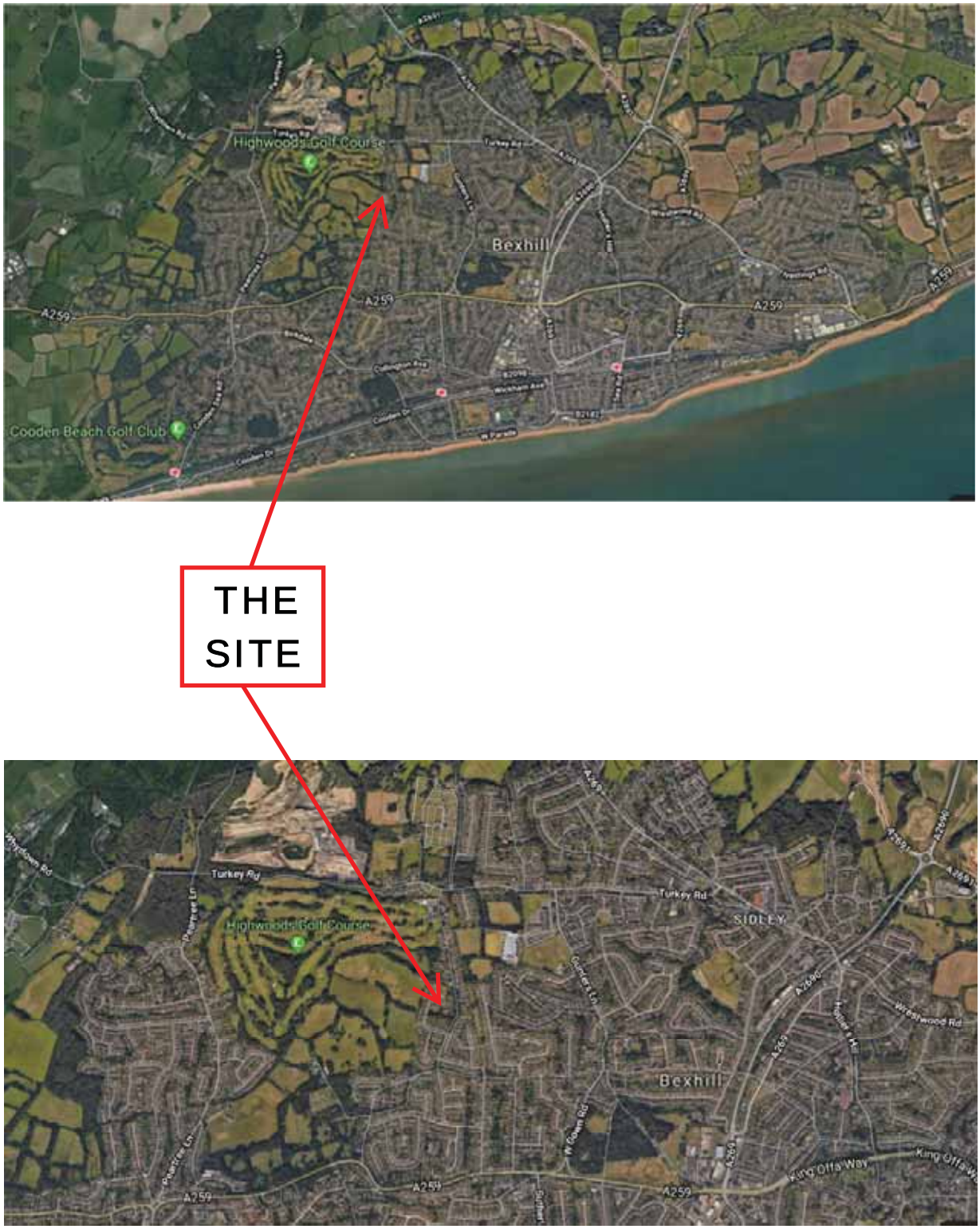
5.2 The proposed development includes adequate car parking provision with satisfactory highway access, and adequate secure cycle parking provision.

5.3 Even in the unlikely event of the development resulting in some on-street parking this would not be such as to cause parking stress or any other problems on the surrounding highway network.

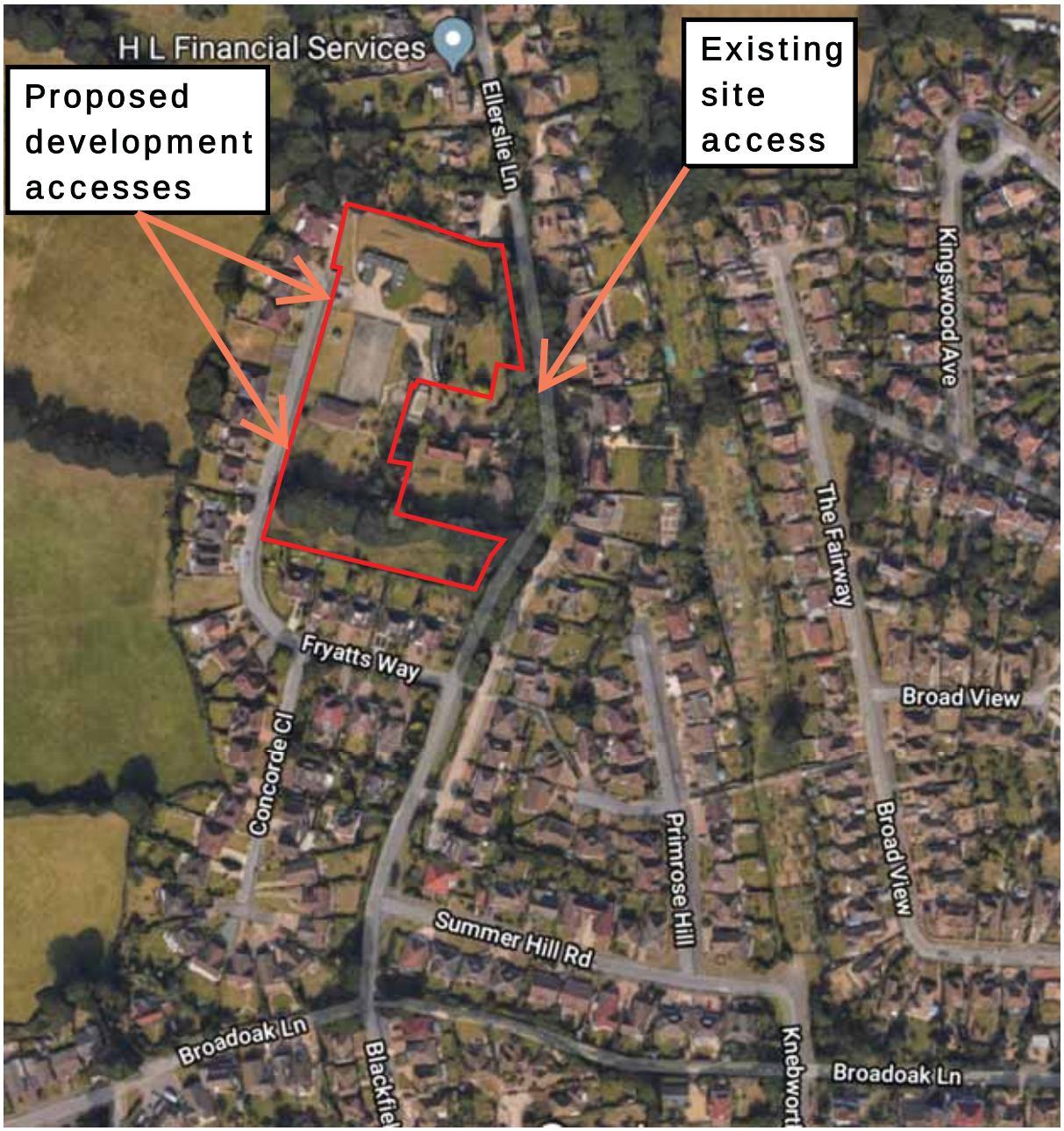
5.4 The proposed development can be satisfactorily serviced without causing any problems, and can also be satisfactorily accessed by fire engines and other emergency vehicles if ever necessary.

5.5 The development will have no significant impact on traffic flows and conditions on the local and wider road network, and no significant impact on public transport loadings.

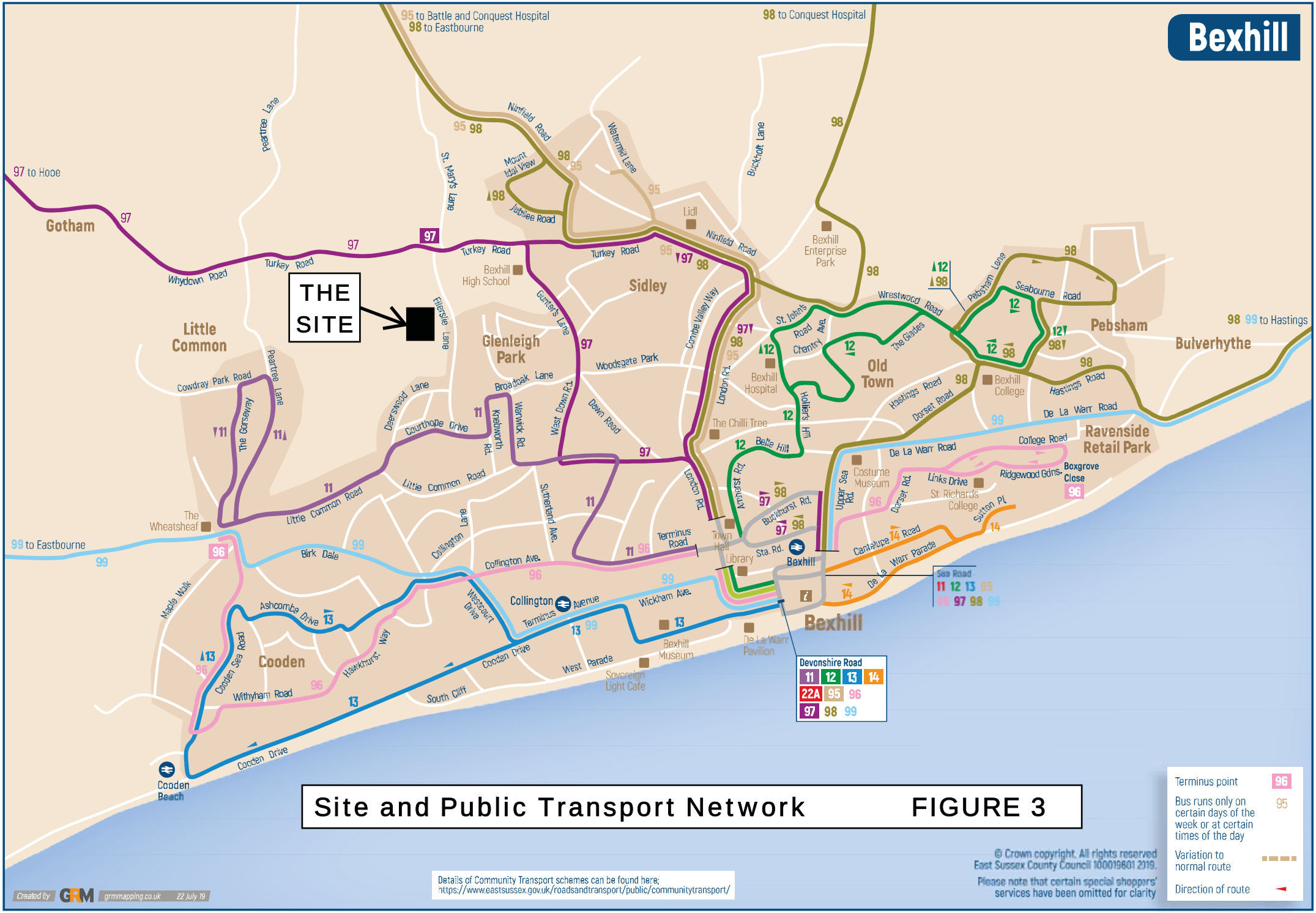
5.6 There is therefore no transport reason why the development should not be permitted.

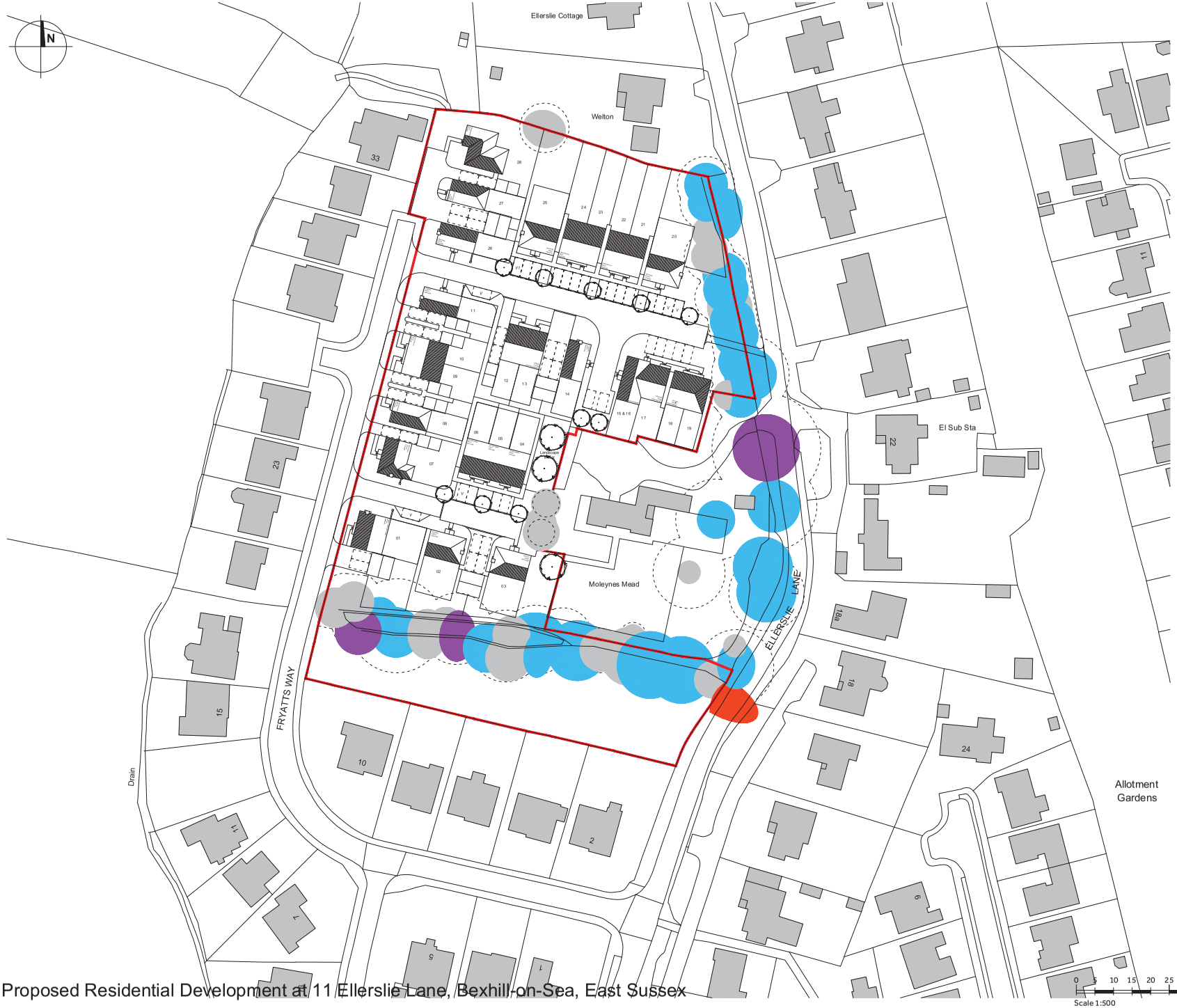


Site Location FIGURE 1



Site and Surroundings FIGURE 2


Bexhill
95 to Battle and Conquest Hospital
98 to Eastbourne
98 to Conquest Hospital
97 to Hooe
Gotham
THE SITE
Little Common
Glenleigh Park
Sidley
Bexhill High School
Bexhill Enterprise Park
Old Town
Pebsham
Bulverhythe
98 99 to Hastings
Ravenside Retail Park
Bexhill College
Bexhill Hospital
Lidl
Cooden
Cooden Beach
Collington
Bexhill
Bexhill Museum
De La Warr Pavilion
Costume Museum
St Richards College
Town Hall
Library
The Wheatsheaf
The Chilli Tree
Sovereign Light Cafe
99 to Eastbourne
Whydown Road
Turkey Road
Ninfield Road
Jubilee Road
Mount Idal View
Peartree Lane
St. Mary's Lane
Waterworks Lane
Buckholt Lane
Combe Valley Way
Gunters Lane
Woodsgate Park
Broadoak Lane
Deersweed Lane
Courthope Drive
Knelworth Rd.
Warwick Rd.
West Down Rd.
Down Road
Cowdray Park Road
The Gorseway
Little Common Road
Ellersyle Lane
London Rd.
Holliers Hill
Belle Hill
Amherst Rd.
Buckhurst Rd.
Terminus Road
Sutherland Ave.
Collington Lane
Collington Ave.
Birk Dale
Maple Walk
Ashcombe Drive
Cooden Sea Road
Withyham Road
Hawkhurst Way
Westcourt Drive
Wickham Ave.
Cooden Drive
South Cliff
West Parade
Upper Sea Rd.
Dorset Rd.
Links Drive
Ridgewood Gdns.
Boxgrove Close
Sutton Pl.
Cantelupe Road
De La Warr Parade
Sea Road
11 12 13 95
96 97 98 99
Devonshire Road
11 12 13 14
22A 95 96
97 98 99
Site and Public Transport Network FIGURE 3
Terminus point 96
Bus runs only on certain days of the week or at certain times of the day 95
Variation to normal route
Direction of route
Details of Community Transport schemes can be found here; https://www.eastsussex.gov.uk/roadsandtransport/public/communitytransport/
© Crown copyright. All rights reserved East Sussex County Council 100019601 2019.
Please note that certain special shoppers' services have been omitted for clarity
Created by GRM grmmapping.co.uk 22 July 19



NOTES:

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

Rev	Date	Description

Project Title

Proposed Residential Development at
11 Ellerslie Lane
Bexhill-on-Sea
East Sussex
TN39 4LJ

Drawing Description

Propsed Site Plan
28 / 01 / 2020

Scale	Drawn by
1:500 @ A1	TWM
Date	Checked by
January 2020	TWM

CLAGUE ARCHITECTS

9A \ ?

Proposed Development and Surroundings

FIGURE 4

APPENDIX A

Parking Requirement Calculation

EAST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

Ward 1	St Stephens
District	Rother
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2011-2026	1.080
District Tempro Factor 2011-2026	1.072

STAGE 1

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to http://www.neighbourhood.statistics.gov.uk/dissemination/ and input postcode or search on Map viewer. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.

East Sussex County Council

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STAGE 2

Please input the unit type, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX						ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
								per unit	Total	per unit	Total	
A	Houses	Private	4	2	2	1	2	0.26	0.51	0.20	0.40	2.91
B	Houses	Private	5	3	14	1	14	0.45	6.29	0.20	2.80	23.09
C	Houses	Private	6	4	4	1	4	0.61	2.46	0.20	0.80	7.26
D	Houses	Affordable	4	2	2	0	0	0.81	1.63	0.20	0.40	2.03
E	Houses	Affordable	5	3	4	0	0	0.94	3.78	0.20	0.80	4.58
F	Flats	Affordable	3	2	2	0	0	0.71	1.42	0.20	0.40	1.82
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
Total					28		20		16.08		5.60	41.68

Total Parking Demand for Development

EAST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

Ward 1	St Stephens
District	Rother
Ward 2	Kewhurst
District	Rother
Ward 3	Sidley
District	Rother
Ward Tempro Factor 2011-2026	1.080
District Tempro Factor 2011-2026	1.072

STAGE 1

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to http://www.neighbourhood.statistics.gov.uk/dissemination/ and input postcode or search on Map viewer. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.

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STAGE 2

Please input the unit type, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX						ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
								per unit	Total	per unit	Total	
A	Houses	Private	4	2	2	1	2	0.39	0.78	0.20	0.40	3.18
B	Houses	Private	5	3	14	1	14	0.68	9.58	0.20	2.80	26.38
C	Houses	Private	6	4	4	1	4	0.59	2.36	0.20	0.80	7.16
D	Houses	Affordable	4	2	2	0	0	0.83	1.66	0.20	0.40	2.06
E	Houses	Affordable	5	3	4	0	0	1.07	4.28	0.20	0.80	5.08
F	Flats	Affordable	3	2	2	0	0	0.57	1.14	0.20	0.40	1.54
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
Total					28		20		19.79		5.60	45.39

Total Parking Demand for Development

EAST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

Ward 1	St Stephens
District	Rother
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2011-2026	1.080
District Tempro Factor 2011-2026	1.072

STAGE 1

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to http://www.neighbourhood.statistics.gov.uk/dissemination/ and input postcode or search on Map viewer. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.

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STAGE 2

Please input the unit type, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX						ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
								per unit	Total	per unit	Total	
A	Houses	Private	4	2	2	2	4	0.03	0.06	0.20	0.40	4.46
B	Houses	Private	5	3	14	2	28	0.07	1.03	0.20	2.80	31.83
C	Houses	Private	6	4	4	2	8	0.12	0.47	0.20	0.80	9.27
D	Houses	Affordable	4	2	2	0	0	0.81	1.63	0.20	0.40	2.03
E	Houses	Affordable	5	3	4	0	0	0.94	3.78	0.20	0.80	4.58
F	Flats	Affordable	3	2	2	0	0	0.71	1.42	0.20	0.40	1.82
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
Total					28		40		8.38		5.60	53.98

Total Parking Demand for Development

EAST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

Ward 1	St Stephens
District	Rother
Ward 2	Kewhurst
District	Rother
Ward 3	Sidley
District	Rother
Ward Tempro Factor 2011-2026	1.080
District Tempro Factor 2011-2026	1.072

STAGE 1

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to http://www.neighbourhood.statistics.gov.uk/dissemination/ and input postcode or search on Map viewer. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.

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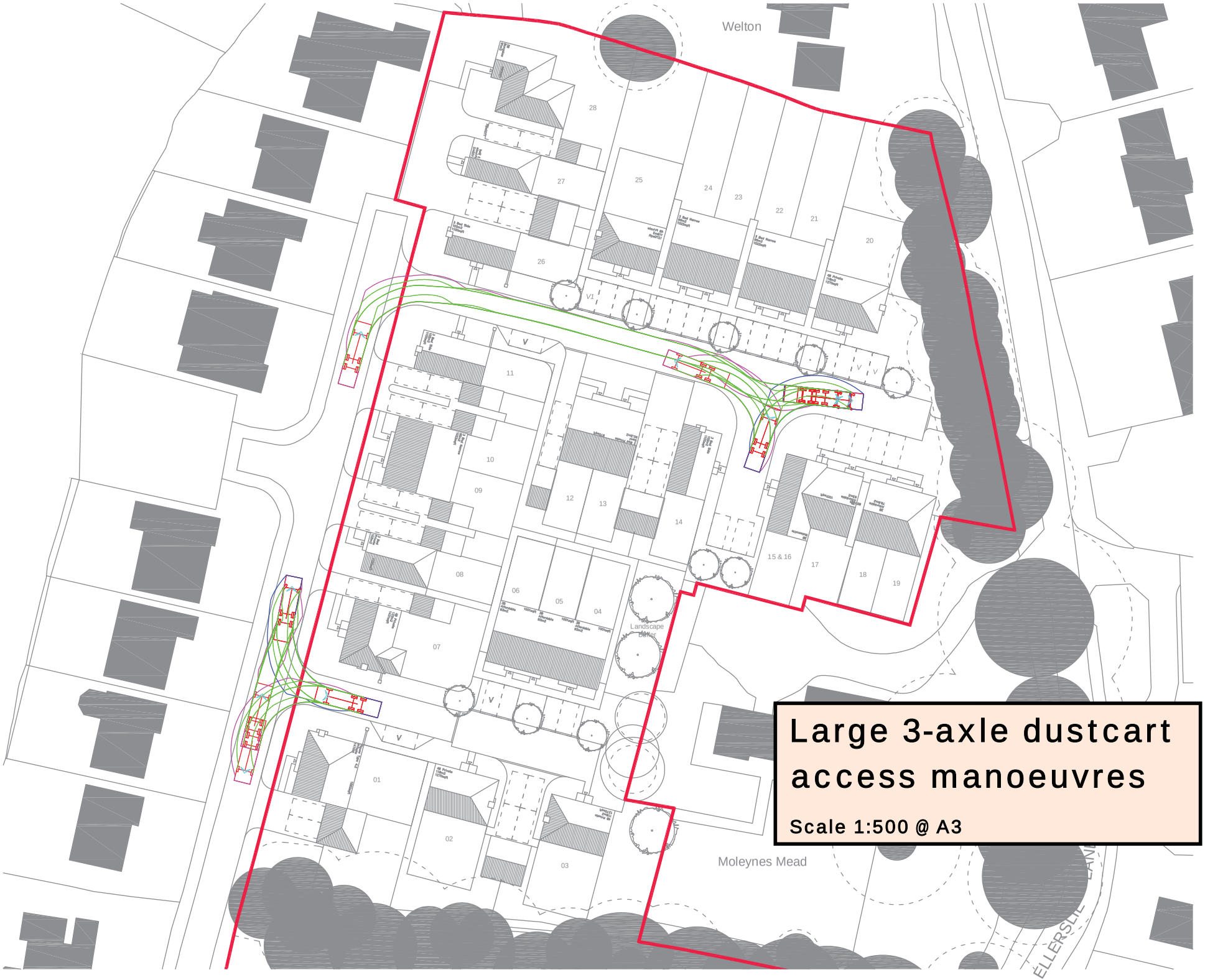
Please input the unit type, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX						ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
								per unit	Total	per unit	Total	
A	Houses	Private	4	2	2	2	4	0.07	0.15	0.20	0.40	4.55
B	Houses	Private	5	3	14	2	28	0.18	2.49	0.20	2.80	33.29
C	Houses	Private	6	4	4	2	8	0.11	0.46	0.20	0.80	9.26
D	Houses	Affordable	4	2	2	0	0	0.83	1.66	0.20	0.40	2.06
E	Houses	Affordable	5	3	4	0	0	1.07	4.28	0.20	0.80	5.08
F	Flats	Affordable	3	2	2	0	0	0.57	1.14	0.20	0.40	1.54
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
Total					28		40		10.18		5.60	55.78

Total Parking Demand for Development

APPENDIX B

Large Vehicle Access Manoeuvres


Welton
Moleynes Mead
Large 3-axle dustcart access manoeuvres
Scale 1:500 @ A3


Welton
Moleynes Mead
Landscape Barrier
Fire engine
access manoeuvres
Scale 1:500 @ A3