

## **Statement to address Transport Implications**

**Land at Sunningdale**

**The Street**

**Sedlescombe**

**Battle**

**TN33 0QB**

## 1. Introduction

- 1.1. This planning application is outline in nature with all matters reserved except for access. The scheme proposes the creation of 9 no dwelling houses and associated works.
- 1.2. This report has therefore been prepared with the purpose of providing the Local Planning and Highway Authorities with an evidence base that establishes the magnitude of the transport-related development effects. The assessment process has been undertaken with due regard to best practice and current policy, particularly in respect of the National Planning Policy Framework (NPPF).
- 1.3. In this regard, the report thereby centres on two principle areas of policy as outlined below

### Sustainability

- 1.4. One key element of the Revised NPPF and the wider planning system is “*to help to achieve sustainable development*” and is therefore underpinned by a presumption in favour of sustainable development. In this regard, the economic, social and environmental credentials of the development proposals will be considered.

### Cumulative Impact

- 1.5. Paragraph 109 of the Revised NPPF states that “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*” and the report therefore seeks to quantify the magnitude of any transport effects (including highway capacity and safety) in order to inform measures of likely severity.

## 2. Application details – Proposed Site Use

- 2.1. A detailed description of the proposed development is provided in the Planning Statement which accompanies the planning application.



Figure 1 – Indicative site layout

- 2.2. In respect of traffic and transport, the salient elements of the proposals comprise the development of 9 no residential dwellings and utilising an existing access point onto the adjoining highway of Gregory Walk to join onto the existing network and facilitate access to public transport infrastructure for future residents.
- 2.3. The internal access road will be constructed to an adoptable standard with reference to guidance set out in Manual for Streets and East Sussex County Council. It will be offered for adoption by ESCC and will be of sufficient standards to accommodate a refuse vehicle and fire tender.

### 3. Relevant Policy and Guidance

3.1. Relevant policy guidance on transport and land use planning relating to new development is set out in the following key documents:

- National Planning Policy Framework (NPPF, 2019)
- Rother Local Plan Core Strategy (September 2014)
- ESCC Guidance for Parking at New Residential Development 2017

#### NPPF - Promoting Sustainable Transport

3.2. Paragraph 108 notes that *“in assessing specific applications it should be assured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*

3.3. Paragraph 109 states that *‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’*

3.4. Within this context Paragraph 110 considers that applications should:

*“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".*

- 3.5. *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (Paragraph 111)".* It is not considered that the proposed scheme is a major development that would require the provision of a transport assessment. However, the Councils validation team have requested further clarification on the traffic impacts

#### Rother Core Strategy Policy TR3: Access and New Development

- 3.6. New development should minimise the need to travel and support good access to employment, services and communities facilities, as well as ensure adequate, safe access arrangements. *Development will be permitted where mitigation against transport impacts which may arise from that development or cumulatively with other proposals is provided.*

*This will be achieved through the submission of a transport assessment, transport statement or travel plan, and where it is appropriate through:*

*(i) Ensuring that new developments in their design and layout prioritise the needs of pedestrians, cyclists and minimise the distance to local public transport nodes;*

*(ii) Working with the relevant agencies to seek funding for contributions for improvements to local infrastructure needed to facilitate highway capacity and safety and/or public transport accessibility and capacity, where this is necessary to serve the new development; and*

*(iii) Provision of electric vehicles charging infrastructure.*

- 3.7.

## 4. Existing Transport Conditions

### Surrounding highway Network

- 4.1. The property is located to the south of, and is accessed from, the cul de sac of Gregory Walk. The site is located to the west of the main through road, the B2244, which runs north – south through the village. It is recognised that traffic speeds onto both Gregory Walk and the B2244 are 30mph.
- 4.2. This also connects to the A21 Trunk Road which forms part of the Strategic Highway Network in East Sussex.
- 4.3. The site currently account for a daily trip rate of 3.75 trips per day.

### Local and Wider Accessibility

- 4.4. Sedlescombe is a rural settlement 7 miles north of the town of Hastings. The village benefits from local amenities including a local shop with post office, public house, a village hall, primary school and church. The property is located a short distance from the centre of the village and close to nearby bus stops.

### Bus Services

- 4.5. There are nearby bus stops adjacent to and opposite Gregory Walk set along the B2244 with two main routes provided, 349, 360 and 383, and these offer regular services to the villages of Hawkhurst, Bexhill, Roberstbridge, Battle and Peasmarsh with regular service to Hastings Town Centre.

### 4.6. National Rail provision

- 4.7. There is a railway station at Battle approx 3km to the west of the site. Battle station gives local rail access to Hastings and Ashford with connections to London Charing Cross.

### Local Footpath provision and pedestrian connections

- 4.8. There are existing combined footpaths around Sedlescombe with some located to the south of the site. Local footpaths and bridleways are shown in Figure ?? below.



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Easting: 580541 Northing: 118017

Key to map

Symbol	Meaning
XXXXXX	Closure
—●—	Footpath
—■—	Bridleway
—■—	Byway
—■—	Restricted Byway
—■—	Licensed/Permissive Footpath
—■—	Licensed/Permissive Bridleway
—■—	Licensed/Permissive Cycleway
—■—	Licensed/Permissive Bridleway and Cycleway
S	Stile
G	Gate
B	Bridge

For enquiries about any of the rights of way shown here, please contact the [Rights of Way Team](#).  
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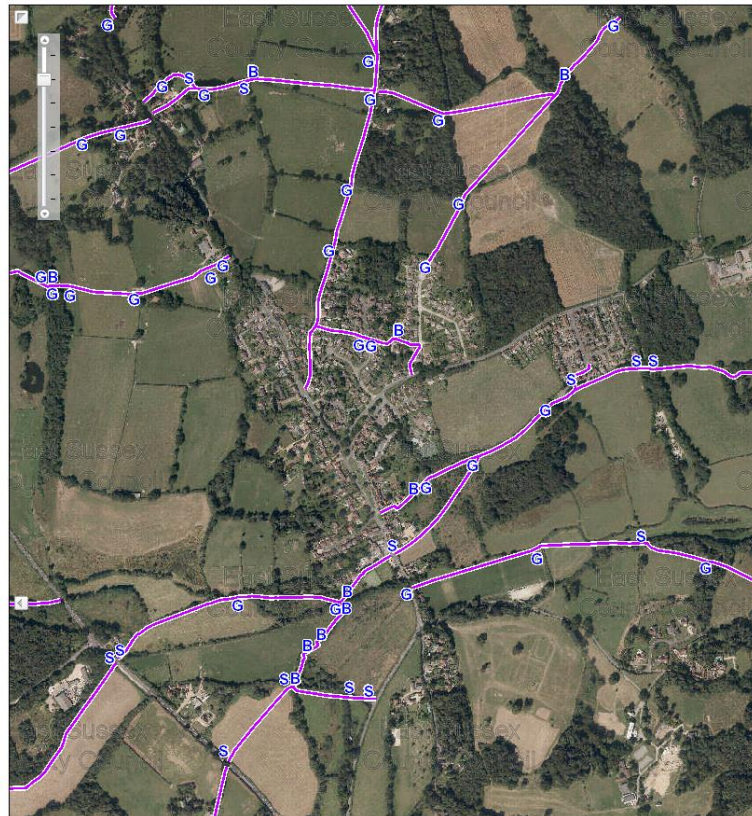


Figure 2 – ESCC Rights of Way maps

## 5. Proposed Transport Implications

### Trip Generation

- 5.1. The proposed development comprises nine new units and each with associated vehicle and cycle parking.
- 5.2. The TRICS database has been interrogated to establish the likely traffic generation. The TRICS search has been restricted to sites that reflect the location of the proposed site. TRICS output data details that a total of 3.75 trips per day per unit are generated, resulting in 34 trips per day overall which is approximately 30 trips above the existing.
- 5.3. The proposal therefore has the potential to increase vehicle movements from that which currently exists although this would be spread throughout the day with peak times of 08:00 – 09:00 and 17:00 – 18:00 seeing the majority of vehicle movements.

### Impact on the Local Transport Network

- 5.4. The proposed site access has been designed for the existing traffic speeds along Gregory Walk.
- 5.5. The proposed development will increase daily traffic movements in the area, by an estimated 30 trips per day overall and this would be spread throughout the day with peak times of 08:00 – 09:00 and 17:00 – 18:00 seeing the majority of vehicle movements. The level of trip increase would not be so significant as to have a severe impact on the road network.
- 5.6. Additionally, paragraph 108 of the National Planning Policy Framework says decisions should take account of whether safe and suitable access to the site can be achieved for all people. The proposal site would utilize the existing access onto the residential Cul-de-sac of Gregory Walk which then exits onto the B2244.
- 5.7. The previous 2014 site assessment which informed the Neighbourhood Plan confirmed that *'The highway authority have indicated that the access width and visibility splays from Gregory Walk onto the B2244 are acceptable. It is understood that the width of the existing road is also acceptable as the absolute minimum width of the road would be 4.1m and the majority of Gregory Walk is over 4.5m. A footway can be introduced into the site if required.'* The plans submitted with the application confirm that this arrangement and use of access is possible.



- 5.8. The proposed development would not amount to a significant material increase in traffic numbers, nor to any severe residual cumulative impacts. The proposed development is considered against the requirements of national and local transport policy.

#### Parking and Layout

- 5.9. It is proposed to use the existing Access from Gregory Walk to serve the proposed dwellings. It is anticipated that the highway department will accept the proposal based upon the previous comments which formed part of the Final Site Assessment Report seen at Appendix 4 within the Planning Statement.
- 5.10. The indicative plans show a proposal that would incorporate 18 spaces with 9 garages which would be in line with ESCC guidance.
- 5.11. The development location supports good access to employment and ensures adequate, safe access arrangements in accordance with Policy TR3. The car parking provided is in accordance with Policy TR4.

#### Cycle parking

- 5.12. Cycle parking standards are also set out in Guidance for Parking at Residential Development. Safe and secure cycle storage facilities are equally important at new development as cycling has the potential to replace short car journeys. Requirements need to take account of the location, size and type of dwelling. The recommended levels of cycle provision can be found in the table below.

Dwelling Type	Number of Bedrooms	Cycle Provision per Unit
Flat	1 & 2	0.5 spaces if communal 1 space if individual
Flat	3 or more	1 space
House	1 & 2	2 spaces
House	3 or more	2 spaces

Figure 3 – ESCC Guidance for Parking at New Residential Development 2017

- 5.13. The indicative plans show that sufficient space exists to accommodate the properties and provision for cycle parking will be made available within each property. This can be conditioned to form part of any subsequent reserved matter submission.

## **6. Conclusion**

- 6.1. This Transport Report supports a planning application for proposed development of 9 residential units at Sunningdale, Gregory Walk, Sedlescombe.
- 6.2. The proposed development would lead to a maximum of 34 daily trips (30 above the existing) which would be an increase to that currently in place, but that the increase would not be so severe as warrant refusal.
- 6.3. The proposed development would not amount to a significant material increase in traffic numbers, nor to any severe residual cumulative impacts. The proposed development is considered against the requirements of national and local transport policy in particular Paragraph 109 of the Revised NPPF
- 6.4. This statement concludes that the development is in a sustainable location and that its impact on the local highway network, in particular the junction of Gregory Walk and the B2244 is acceptable.
- 6.5. Car and cycle parking is proposed in accordance with East Sussex County Council's Guidance for Parking at Residential Development. On-plot parking will be provided in accordance with adequate manoeuvring space to allow for refuse and emergency vehicles to access and egress in a forward gear. Cycle parking within the curtilage of each dwelling would be envisaged.
- 6.6. The proposed development meets the Local Transport Plan vision in a sustainable location which is accessible by car, public transport, cycling and walking.
- 6.7. In summary the development site and its access proposals can be delivered effectively without compromising highway safety,
- 6.8. The development is acceptable under the NPPF which states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.