

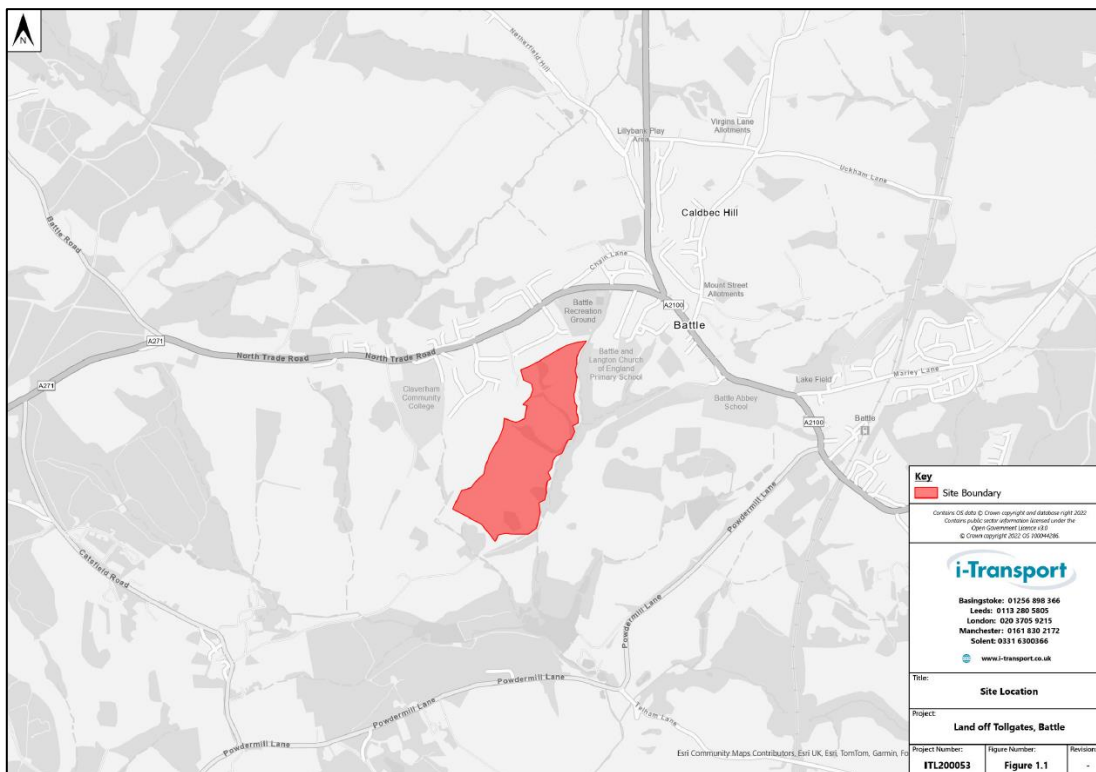
Land off Tollgates, Battle: Transport Note

Ref: ITL200053-002A TN
Date: 23 July 2024

SECTION 1 Introduction

- 1.1 Wates Developments is promoting an 18.55-hectare site to the south-west of Battle for delivery of circa. 150 new homes, accessed via Tollgates.
- 1.2 Rother District Council's (RDC) Regulation 18 Consultation Draft Housing and Economic Land Availability Assessment (HELAA) identifies the site as "BAT0014 – Land at Almonry Farm, North Trade Road, Battle". The site is located to the west of Battle town centre:

Figure 1-1 - Site Location Plan



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1.2.1 This note provides a response to RDC's Regulation 18 consultation to help inform the Local Plan assessment by demonstrating that the site is appropriate for development in transport terms.

1.3 Local Plan and Transport Policy Background

1.3.1 The site assessment within RDC's Draft HELAA includes the following statement regarding transport:

"Initial Highway Comments suggest that vehicular access via Tollgates appears achievable, although further assessments of junction capacity on North Trade Road and the A2100 roundabout would be required. A vehicular access could however impact on the setting of the adjoining Grade II listed building and on residential amenity."

1.3.2 Further assessment and design work has therefore been undertaken taking on board these comments including surveys of local junctions. The outcomes are discussed in this note to provide evidence that these matters are capable of resolution and certainly not a barrier to residential development of the site from coming forward.

1.3.3 The note also demonstrates that the development is well placed to achieve RDC's emerging policy themes of 'Living Well Locally' and 'Green to the Core'. In transport terms, the site aligns particularly well with:

- LWL2 Facilities & Services
- LWL3 Walking, Wheeling, Cycling and Public Transport (Outside the Site)
- LWL4 Walking, Wheeling, Cycling & Public Transport (Within the Site)
- LWL7 Streets for All
- LWL8 Multimodal Parking

1.3.4 In reference to national policy, Paragraph 114 of the National Planning Policy Framework (NPPF) sets out four key transport tests that development should seek to meet, and these are summarised below:

- 1 *Can appropriate opportunities for sustainable travel be taken up, given the use and its location?*
- 2 *Will safe and suitable access for all users be provided?*
- 3 *Does the site layout reflect relevant design standards?¹*
- 4 *Will the traffic impact, in both highway safety and capacity terms, be acceptable?*

1.3.5 The respective sections of this note assess the site against these tests and demonstrate how the site is suitable for residential development:

¹ This test is less relevant at this stage. Therefore, the note focusses on addressing the other three criteria.

- Section 2 demonstrates the site’s connectivity by sustainable modes of travel and how development could help deliver local cycle connectivity aspirations.
- The access proposals are detailed in Section 3.
- Section 4 outlines the mobility principles which will inform the proposed site layout.
- Section 5 provides an assessment of traffic impacts.

SECTION 2 Does the site offer opportunities for sustainable travel?

2.1 How do existing residents travel?

2.1.1 The table below shows the Census data for Method of Travel to Work for the local area. Car travel is the most popular mode of travel for existing residents, but there is a high percentage of those walking and using the train to travel at 12% and 10% respectively. The existing data highlights the opportunity to encourage the uptake of sustainable travel, particularly walking and cycling.

Table 2-1: Local Method of Travel to Work

Mode	% Split
Driving or passenger a car or van	73%
On foot	12%
Train	10%
Bicycle	3%
Bus	1%
Motorcycle	1%
Total	100%

Source: NOMIS 2011 – WU03EW – Method of travel to work

2.1.2 To help understand local travel behaviours, the location of work for those living with the area has also been reviewed, as shown in Table 2-2. The data identifies that a high proportion of residents work locally, with 40% travelling to work within the Rother District including 22% within Battle. The transport strategy for the development will encourage these journeys to be made by active modes.

2.1.3 Hastings is the second most popular work destination accounting for 25%. This destination can be accessed by train in 15-minutes from Battle station, which is within a 30-minute walk of the site and is also easily accessible by cycle or bus.

Table 2-2: Local Location of Work

Key Destination	% Split
Rother District	40%
<i>Battle</i>	22%
<i>Bexhill</i>	9%
<i>Hurst Green / Robertsbridge</i>	3%
<i>Burwash / Sedlescombe</i>	3%
<i>Rother District other</i>	3%
Hastings	25%
London	6%
Wealden District	6%
Eastbourne	4%
Tunbridge Wells	4%
Lewes	3%
Other	12%
Total	100%

Source: NOMIS 2011 – WU03EW - Location of usual residence and place of work by method of travel to work

2.2 What are the opportunities for walking and cycling?

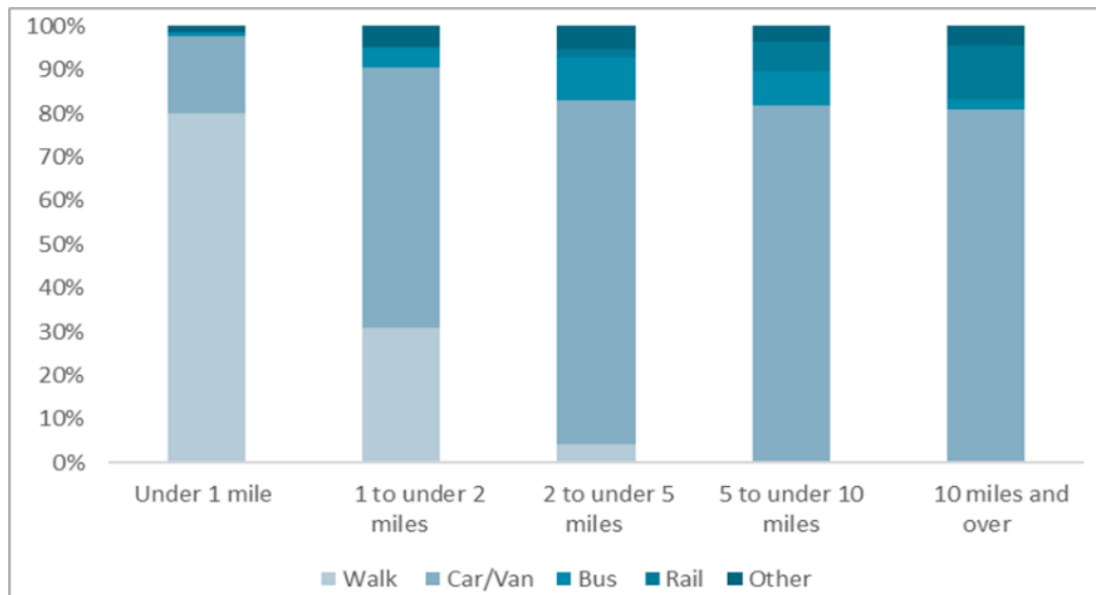
2.2.1 Tollgates forms the main access route to the site, the road features wide pavements on both sides of the carriageway, separated by a grass verge. The area is well-lit with appropriate crossing points.

2.2.2 The main existing access route to the town centre is along North Trade Road, there is a signalised pedestrian crossing point across North Trade Road in proximity to the Tollgates junction. This facilitates pedestrian movements along the spacious footways on both sides of the carriageway, leading towards the village centre and Battle train station. There are several controlled crossings along the route.

Walking Trip length

2.2.3 The National Travel Survey (NTS) identifies the mode share of journeys of different lengths and is presented in Image 3.4. This confirms most (80%) trips up to one mile (1.6km) are undertaken on foot.

Figure 2-1 Proportion of Trips Per Year by Journey Purpose (all modes)



Source: National Travel Survey, England 2019

2.2.4 Journeys to facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be comfortably made by walking. However, 1.6km is not the maximum walking distance. The Design Manual for Roads and Bridges (DMRB) TD91/05 “Provision for Non-Motorised Users” states:

“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can be undertaken as a leisure activity, often over longer distances.”

2.2.5 Whilst TD91/05 has been superseded, there is no evidence to suggest that is not still the case. On this basis, it is reasonable to consider a journey of 2 miles (3.2km) as a ‘maximum’ walking distance for most day-to-day journeys. The following distances have been used for assessing the site walking journeys:

- Up to 1.6km – comfortable walking distance; and
- Up to 3.2km – maximum walking distance.

Cycling Trip Length

2.2.6 The DfT’s Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

“... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school.”

2.2.7 On this basis, 8km (5 miles) is a reasonable cycle distance.

What's Within Walking and Cycling Distance?

Figure 2-2 - Walking Catchment

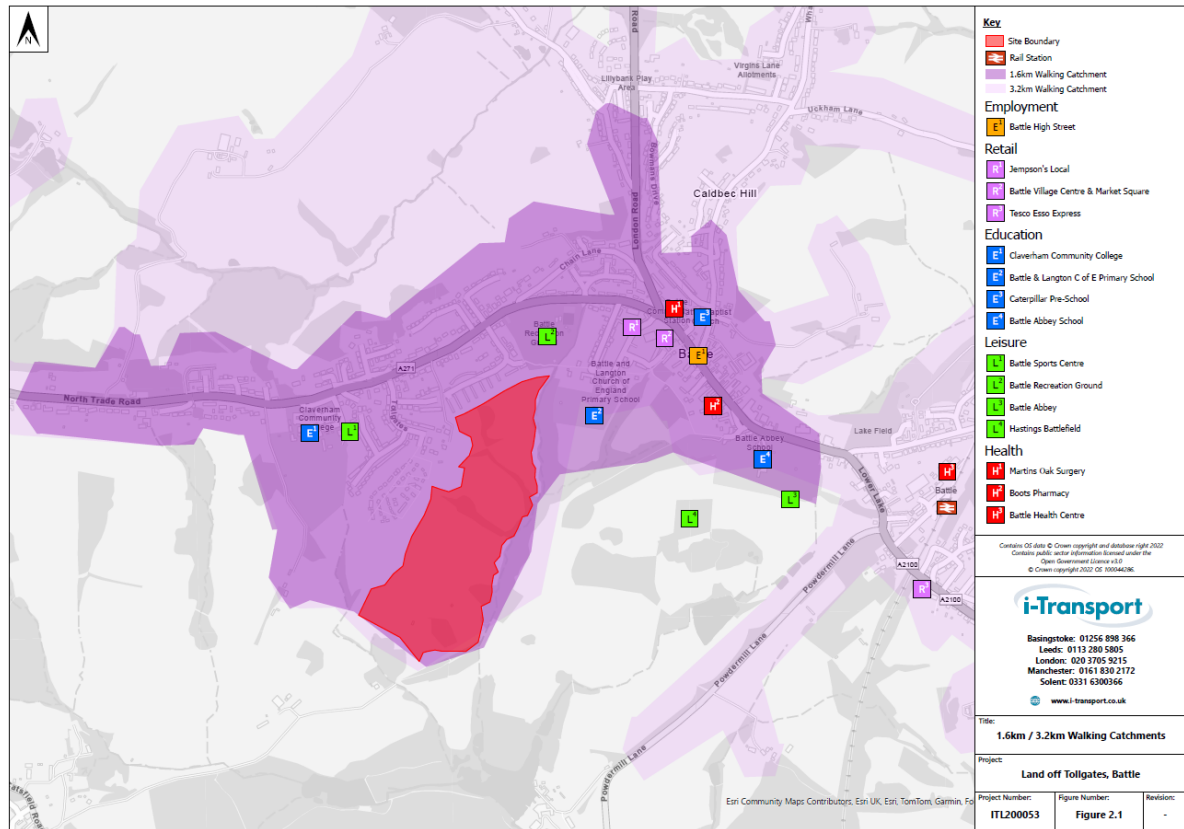


Table 2-3: Distances and Travel Time to Key Local Destinations

	Destination	Distance (metres)	Walking Time (minutes)	Cycling Time (minutes)
Employment	Battle High Street	1000	12	4
Retail	Jempson's Local	1075	13	4
	Battle Village Centre & Market Square	1000	12	4
	Tesco Esso Express	2400	29	10
Education	Claverham Community College	600	7	2
	Battle & Langton C of E Primary School	1150	14	4
	Caterpillar Pre-School	1250	15	5
	Battle Abbey School	1500	18	6
Leisure	Battle Sports Centre	450	5	2
	Battle Recreation Ground	750	9	3
	Battle Abbey	1600	19	6
	Hastings Battlefield	1500	18	6
Health	Martins Oak Surgery	1250	15	5

Destination	Distance (metres)	Walking Time (minutes)	Cycling Time (minutes)
Boots Pharmacy	1350	16	5
Battle Health Centre	2300	27	9

Key:

	Within 20 minutes
	Within 30 minutes

2.2.8 Within RDC’s Draft Local Plan the core theme ‘Live Well Locally’ is described as:

“...a variation of the 20-minute neighbourhood concept that adapts to Rother’s local context, including its dispersed settlement pattern. The 20-minute neighbourhood concept suggests that people of all ages and abilities should be able to reach their daily needs (such as housing, work, food, health, education and culture and leisure) within a 20-minute walk or bike ride, to reduce reliance on the car. This concept is also known as complete, compact, and connected communities.”

2.2.9 As demonstrated, there is a very good range of local facilities and services that are within a 20-minute walk or cycle from the site, enabling future occupants to access all essential services within the local area. This will help facilitate healthy, sustainable lifestyles as well as support the local economy within Battle.

2.3 **What are the opportunities to travel by bus and train?**

Local Bus Services

2.3.1 Bus route 95 runs from the bus stop circa 250 metres from the site on North Trade Road. The route connects Bexhill to north Hastings via the villages of Battle, Ninfield, and Catsfield. This route runs approximately every other hour Monday to Friday. The 1066 bus route also runs from the bus stop on North Trade Road, operating an hourly service between Tunbridge Wells and Hastings Railway Station.

2.3.2 Battle Area Community Transport also operate several bus routes. The stop on Tollgates, circa 80 metres west of the site, serves routes B72 on a Monday, B75 on a Wednesday, and B79 on a Tuesday.

Local Rail Services

2.3.3 Battle station is located 2.4km east of the site, via Tollgates, North Trade Road, and High Street. There are two trains per hour in each direction, running between Hastings and London Charing Cross. The train services offer routes to several key destinations within the region, as listed in the table below.

Table 2-4 - Rail Travel Times to Key Destinations

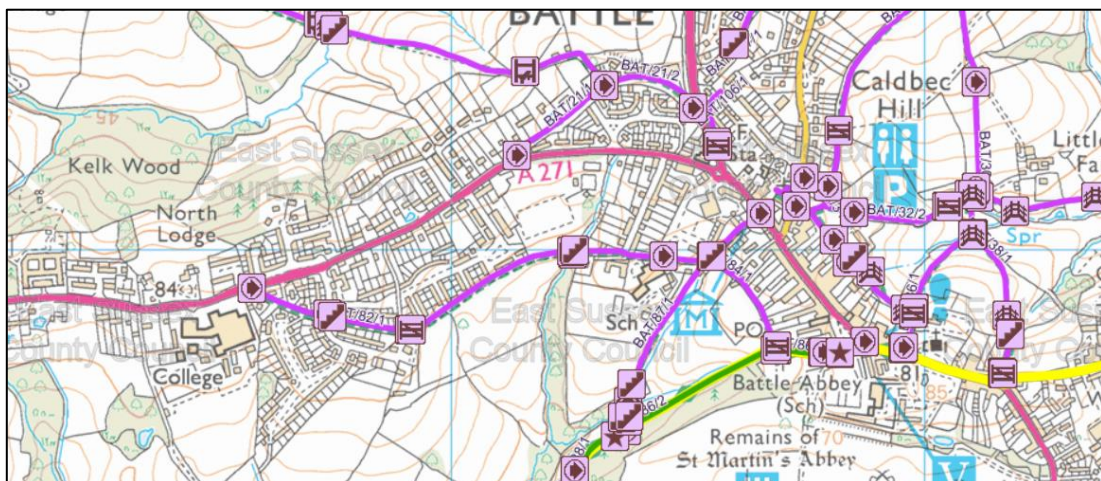
Location	Travel Time
Etchingham	10 minutes
Wadhurst	20 minutes
Tunbridge Wells	30 minutes
Sevenoaks	40 minutes
London Bridge	60 minutes
Crowhurst	5 minutes
Hastings	15 minutes

Source: National Rail

2.4 What are the local aspirations and opportunities?

2.4.1 Battle High Street offers a variety of amenities and services as well as forming part of the route to Battle station. In addition to the on-street walking and cycling routes to the High Street via Tollgates and North Trade Road, there is an existing Public Right of Way (PRoW) which offers an alternative, direct route to the High Street via Saxonwood Road and Western Avenue. The PRoW crosses the site along the northern boundary and also provides connections to Battle Recreation Ground to the north.

Figure 2-3 - Local Public Rights of Way²



2.4.2 The East Sussex LCWIP sets out aspirations to improve the cycle and walking route between North Trade Road and the High Street, including parts of the PRoW illustrated in Figure 2-3 above. This proposed route is referred to as B1, connecting Battle Sports Centre, education facilities, Battle Abbey, and Battle High Street which offers onwards connections towards the train station and local bus stops.

² [Online rights of way map | East Sussex County Council](#)

Figure 2-4 - East Sussex LCWIP Battle Proposed Cycle Network³



2.4.3 The redline ownership boundary for the northern part of the site is shown in Figure 2-5 below. The site includes the land which forms part of the PRoW connection between Tollgates and Saxonwood Road, as well as the existing access track between Hampden Close and Asten Fields.

³ East Sussex County Council, Local Cycling and Walking Infrastructure Plan 2020 - 2030

Figure 2-5 - Site Ownership Boundary

2.4.4 The site offers the opportunity to:

- Upgrade the footpath within the site to provide a footway/cycleway route between the Tollgates site access (see Section 3) with the existing walking/cycling routes within Battle recreation ground to the north.
- Create an additional/alternative route between Hampden Close and Asten Fields (additional land at either side would need to be secured by RDC/ESCC to enable this route to be provided).
- Providing a financial contribution to help ESCC deliver this LCWIP improvement scheme.

2.4.5 Wates would welcome the opportunity to work with ESCC and RDC explore potential connection options further.

2.5 Summary

2.5.1 The site is well located to enable residents to live well locally with all essential amenities and facilities within acceptable walking and cycling distances due to the proximity of Battle town centre. The public transport network can also be reached within walking distance with bus stops on North Trade Road and Battle train station a short distance away, enabling longer journeys to also be undertaken sustainably.

- 2.5.2 Development of the site also presents opportunities to improve local walking and cycling connections within Battle, particularly assisting with the delivery of ESCC's LCWIP walking and cycling route aspirations.

SECTION 3 What are the transport strategy principles?

- 3.1 The mobility strategy for the site will encourage active travel and minimise private car travel. A four-stage hierarchy will be adopted, and this is illustrated in Figure 3-1 below.
- 3.2 Minimising the need to travel will be the starting point, and the site will be served by appropriate service connections, facilitating modern ways of working and living with more residents working from home and deliveries to the door. A delivery and servicing strategy will be developed for the development as part of any forthcoming application to ensure an effective and flexible strategy is implemented for the site.

Figure 3-1 - Mobility Strategy Hierarchy



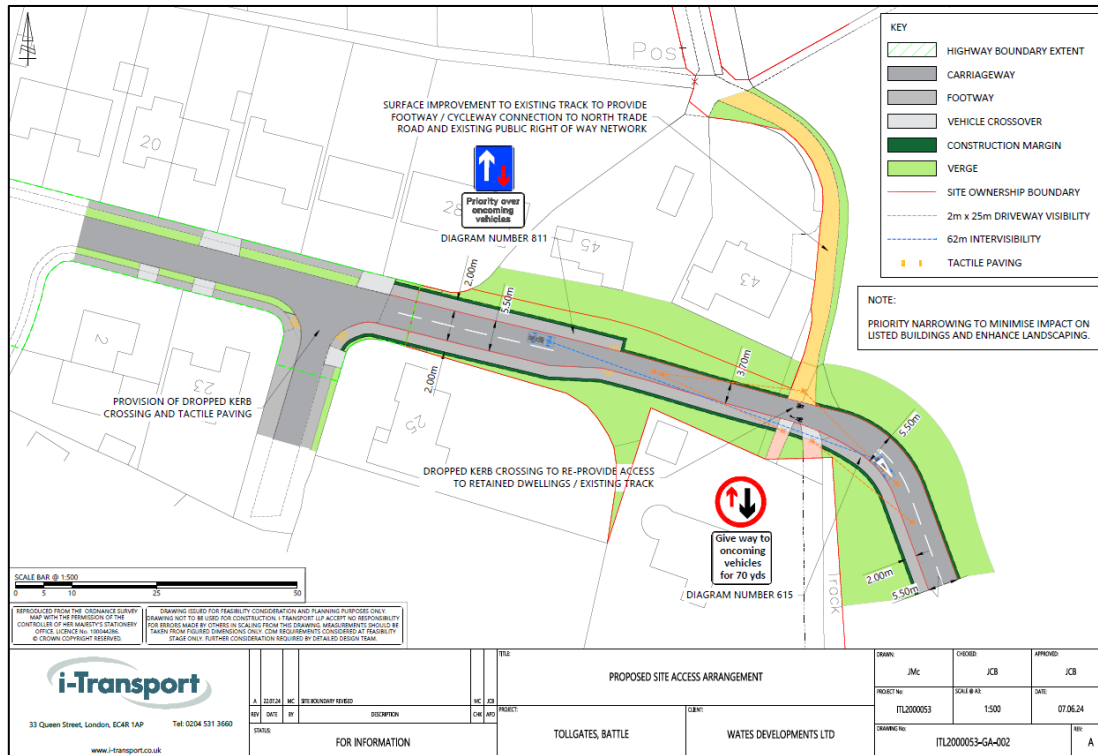
- 3.3 Although minimising the need for travel helps reduce development impacts, it is important that the benefits additional residents offer to the local economy are realised. Where journeys do need to be made, residents will be encouraged to make the most of the local offering, with connections to local shops, amenities and facilities encouraged. As demonstrated in Section 2, these journeys can be comfortably undertaken by walking or cycling, which will also help encourage active lifestyles.

- 3.4 Where a longer journey does need to be undertaken, public transport will be the first mode choice. The route to local bus stops and Battle train station will be promoted. Commuters in particular will be encouraged to travel by bus and by train, with employment destinations including Hastings accessible without needing to use a car.
- 3.5 Lastly, an appropriate strategy for accommodating private cars will be developed, supported by infrastructure for electric vehicles, helping those needing to use cars to do so as sustainably as possible. Streets will be designed to accommodate all users and not be overwhelmed by cars; a balance will be struck to suitably accommodate private vehicles whilst not over-providing and subsequently encouraging car use with parking provided in accordance with local parking standards. Car clubs will be explored to help reduce car ownership and offer an alternative for occasional car use.

SECTION 4 Will safe and suitable access be provided?

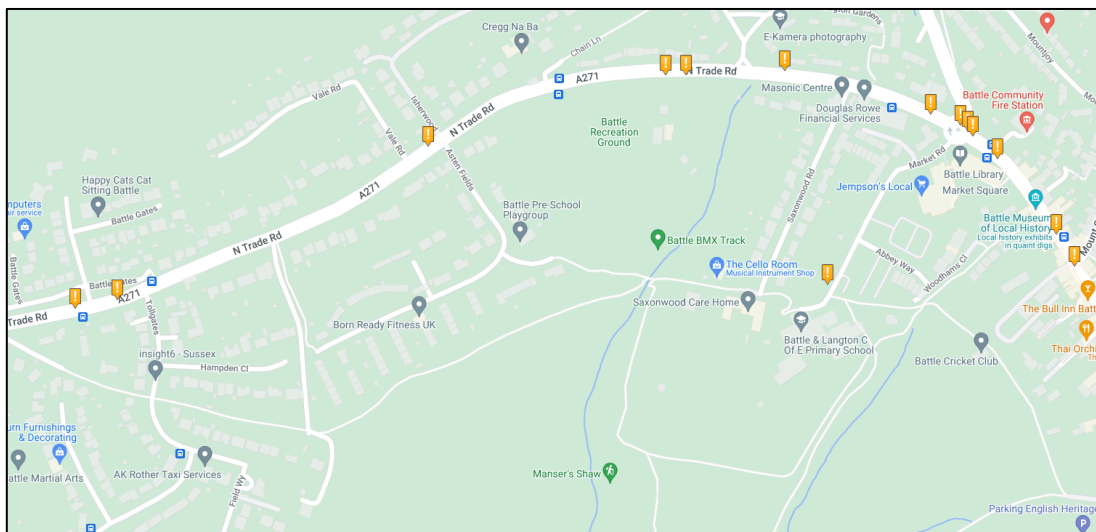
- 4.1 Vehicular access to the site is proposed via Tollgates, as suggested within the HELAA site assessment. An initial access design has been developed to minimise impacts on the two listed buildings situated to the north and south of the access route.
- 4.2 Figure 4-1 below shows the concept access general arrangement, a full-size plan has been appended.

Figure 4-1 - Concept Access General Arrangement



- 4.3 The width of the access corridor has been designed to a minimum, with priority give-way operation enabling the carriageway width to be reduced to 3.7m. A continuous footway is proposed along the south side of the carriageway with a crossing point to the west facilitating continuation on Tollgates.
- 4.4 As well as reducing the impact on the listed buildings, the priority operation will provide a gate-way traffic calming feature reducing vehicles speeds travelling between the site and Tollgates. The proposal also offers ample space for landscaping along the access road.
- 4.5 There is an existing vehicle access serving existing properties to the south which crosses the proposed access road. This access provides a connection onto North Trade Road. Vehicle access along this track will be limited to existing residents only and will not be open to vehicular traffic from the site or neighbouring residential areas. The vehicle access points to the existing residential properties via this access road and crossing of the proposed site access are proposed in the form of vehicle crossovers.
- 4.6 Although use of the route by motorised vehicles will be discouraged, it is proposed that the connection is upgraded to provide a route for pedestrians and cyclists to North Trade Road.

Figure 4-2 - CrashMap Collision Data for Most Recent 5 Years up to 2022⁴



- 4.6.1 Collision data for the most recent 5-year period up to 2022 has been obtained from Crash Map, as shown Figure 4-2. Only 2 slight collisions have been recorded in proximity of the Tollgates/North Trade Road junction and 5 slight collisions at the A2100 London Road/ North Trade Local Road roundabout.
- 4.6.2 Considering the road classification and existing use, the level of recorded collisions is low. Vehicle movements generated from the development are therefore not expected to raise any safety issues.
- 4.6.3 Although the initial review does not raise any significant highway safety concerns, a comprehensive analysis of the recorded collisions at the access junction, Tollgates/North Trade Road junction and A2100 roundabout for the most recent 5-year period available will be undertaken as part of any future planning application. Road Safety Audits (as required) will also be undertaken on the access design.

SECTION 5 Will the traffic impacts be acceptable?

5.1 Introduction

5.1.1 The site assessment undertaken as part of the Draft HELAA states the need for further assessment of local junction capacity, particularly the A2100 roundabout. To help resolve this, traffic surveys have been undertaken at the North Trade Road/Tollgates junction and the A2100 London Road/High Street roundabout. Modelling of the A2100 roundabout has also been undertaken to assess the potential development impacts based on an initial review of trip generation, background growth and distribution.

⁴ Crash Map, 2024

5.1.2 For the purposes of this initial assessment, it has been assumed that committed development is accounted for in the TEMPro traffic growth uplifts applied. A full and comprehensive assessment of the access junctions and A2100 roundabout will be undertaken as part of any planning application.

5.2 **Baseline Traffic Flows**

5.2.1 Manual Classified Counts (MCCs) and queue surveys have been carried at the following junctions:

- North Trade Road / Tollgates Priority Junction
- A2100 London Road/ A2100 High Street roundabout

5.2.2 The surveys were undertaken on the 4th of June 2024, a 'neutral month' and within the school term, during the morning (07:00 – 10:00) and evening (16:00 – 19:00) peak periods. No roadworks were taking place within the area at the time of the surveys that could be expected to affect the surveys.

5.2.3 The recorded traffic movements are presented in Figures 5-1 and 5-2, covering the morning and evening peak hours.

Figure 5-1 - 2024 Observed Traffic Flows - AM Peak (08:00 – 09:00)

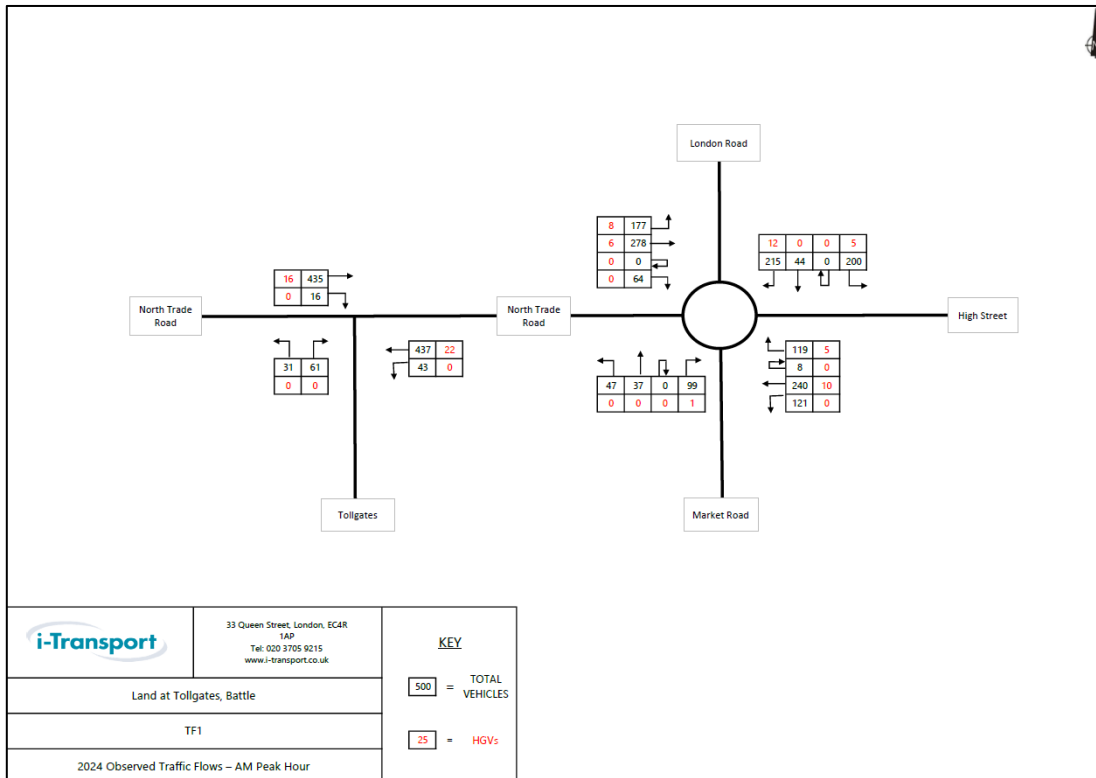
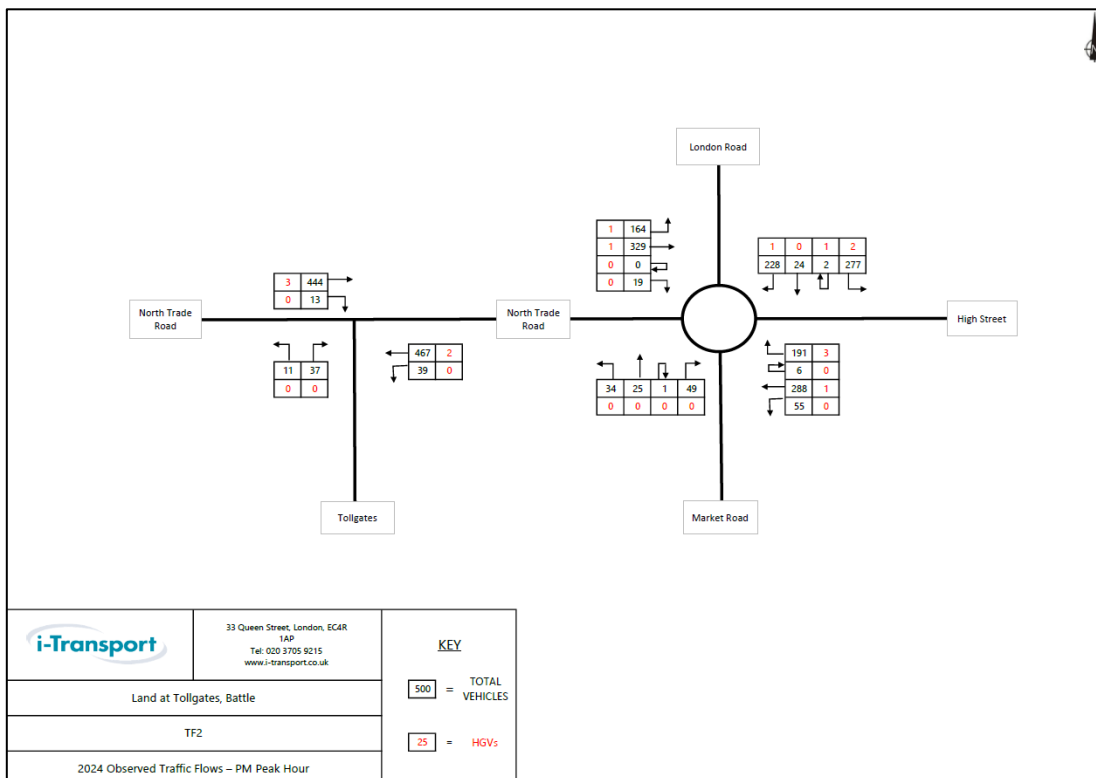


Figure 5-2 – 2024 Observed Traffic Flows – PM Peak (16:30 – 17:30)



5.2.4 To account for background traffic growth from 2024 to 2040, a growth factor has been derived using the TEMPro software for the Rother 006 MSOA. The growth factors are summarised in **Table 5-1**. The 2040 'Without Development' traffic flows are shown on Figures 5-3 and 5-4 for the morning and evening peak hours.

Table 5-1: TEMPRO Growth Rates

Date Range	Morning Peak	Evening Peak
2024-2040	1.1534	1.1537

Source: TEMPro

Figure 5-3 - 2040 Without Development Traffic Flows - AM Peak (08:00 – 09:00)

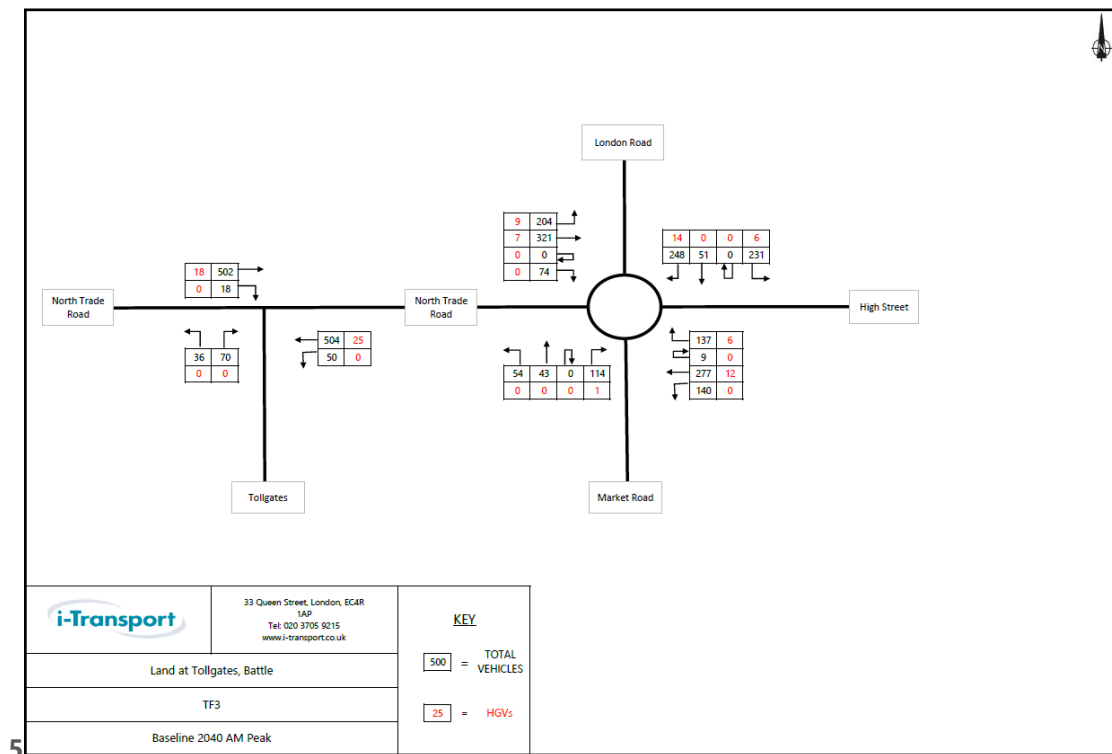
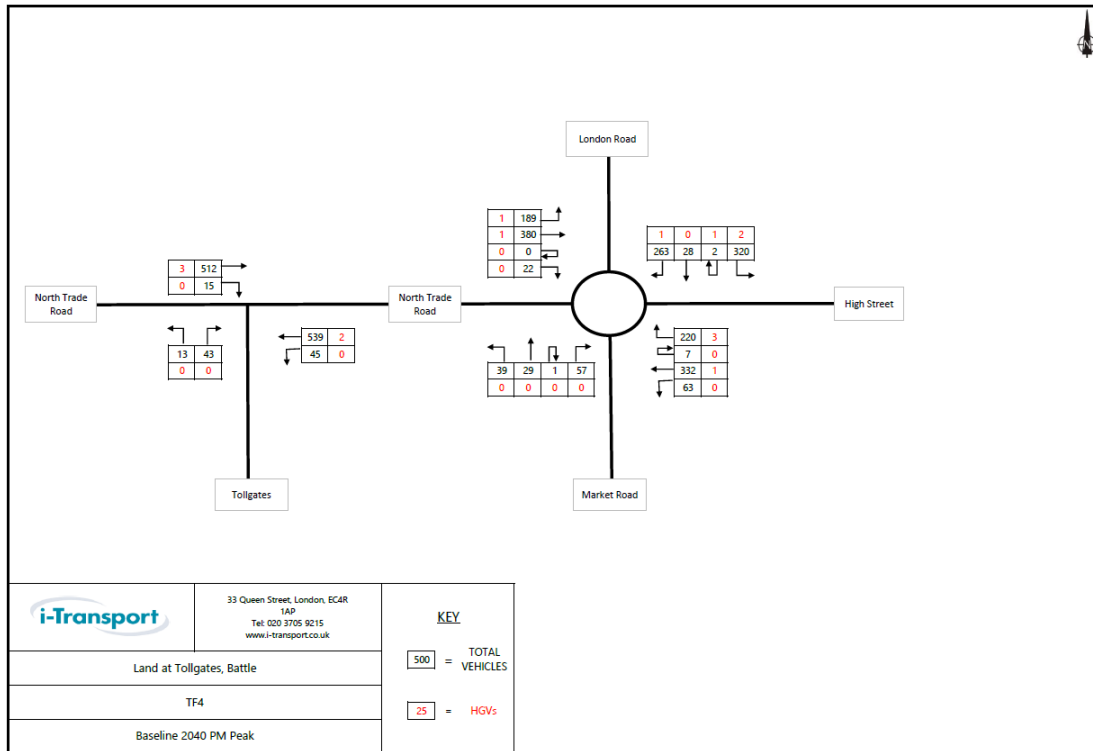


Figure 5-4 – 2040 Without Development Traffic Flows – PM Peak (16:30 – 17:30)



5.3 Proposed Development Trip Generation

5.3.1 The TRICS database has been used to calculate the potential trip generation of the development. The trip rates have been obtained using the following parameters:

- **Land use category:** Residential (houses privately owned);
- **Size Range:** 100-200 dwellings;
- **Date range:** Only recent surveys since January 2016 were included (TRICS default) excluding surveys undertaken during times during Covid-19 restrictions; and
- **Location:** The suburban area, edge of town, neighbourhood centre and freestanding classifications were included (within England and excluding Greater London).

5.3.1 Table 5-2 outlines the resultant multi-modal trip rates. For robustness, all units have been assessed as private houses.

Table 5-2: TRICS Multi-modal Trip Rates and Trip Generation – 150 houses (privately owned)

	AM Peak			PM Peak			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Total Vehicles									
Trip Rate	0.132	0.342	0.474	0.289	0.141	0.430	2.00	2.04	4.04

	AM Peak			PM Peak			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Generation (150 homes)	20	51	71	43	21	65	300	306	606
Total Cyclists									
Trip Rate	0.009	0.025	0.034	0.009	0.003	0.012	0.081	0.084	0.165
Trip Generation (150 homes)	1	4	5	1	0	2	12	13	25
Total Pedestrians									
Trip Rate	0.045	0.119	0.164	0.046	0.028	0.074	0.522	0.532	1.054
Trip Generation (150 homes)	7	18	25	7	4	11	78	80	158
Total Public Transport									
Trip Rate	0.002	0.039	0.041	0.016	0.002	0.018	0.125	0.126	0.251
Trip Generation (150 homes)	0	6	6	2	0	3	19	19	38
All Modes									
Trip Rate	0.207	0.738	0.945	0.482	0.229	0.711	3.54	3.587	7.127
Trip Generation (150 homes)	31	111	142	72	34	107	531	538	1069

Source: TRICS

5.3.2 On this basis, the development is estimated to generate up to 140 two-way movements by all modes of travel during the peak hours. This includes 30 pedestrian and cycle trips, 6 public transport trips as well as just over 1 additional vehicle movement per minute. This level of traffic increase is very modest and is unlikely to be noticeable.

5.4 With Development Traffic Flows

5.4.1 To determine the routing of vehicle trips during the morning and evening peak hours, trips have been assigned to the road network based on the existing turning proportions identified by the 2024 surveys. These have then been applied to the expected development trip generation.

5.4.2 The 2040 'With Development' traffic flows have been calculated by adding the assigned development traffic flows to the 2040 'Without Development' traffic flows. The final 2040 'With Development' traffic flows are shown on Figures 5-5 and 5-6 for the morning and evening peak hours respectively.

Figure 5-5 - 2040 With Development Traffic Flows - AM Peak Hour (08:00 - 09:00)

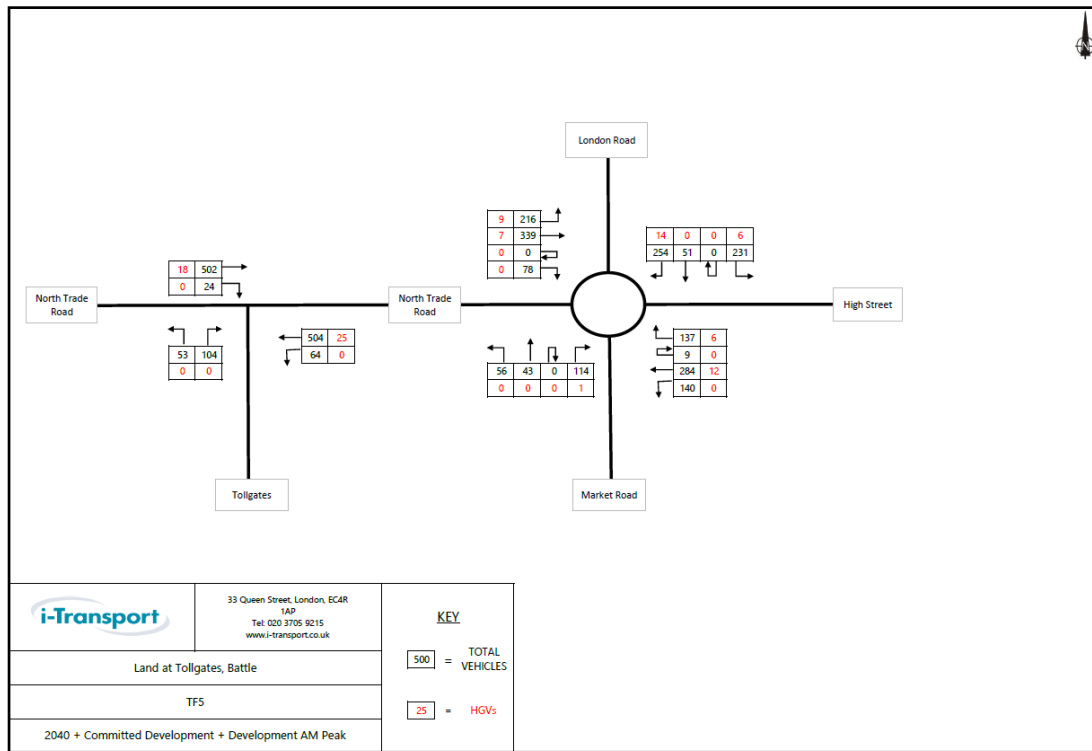
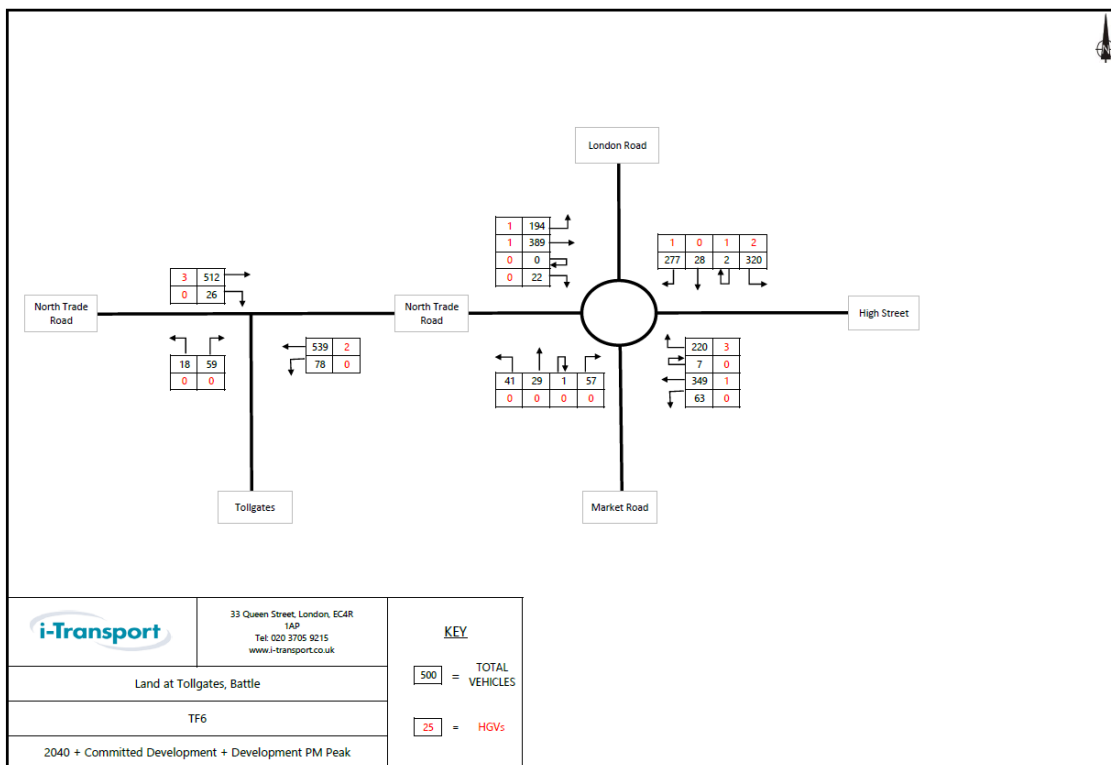


Figure 5-6 - 2040 With Development Traffic Flows - PM Peak Hour (16:30 - 17:30)



5.5 Traffic Impact Assessment

A2100 Roundabout (London Road/High Street/Market Street/North Hyde Road)

5.5.1 ARCADY modelling has been undertaken at the A2100 Roundabout (London Road/High Street/Market Street/North Hyde Road). The results are summarised below in Table 5-3.

Table 5-3: Operational Assessment for the A2100 Roundabout

	AM Peak Hour			PM Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2024 Observed Baseline						
London Rd (N)	0.42	0.7	5.07	0.45	0.8	5.08
High St (E)	0.41	0.7	4.58	0.43	0.7	4.52
Market Rd (S)	0.22	0.3	4.97	0.14	0.2	4.85
North Trade Rd (W)	0.47	0.9	5.55	0.45	0.8	5.3
2040 Without Development						
London Rd (N)	0.50	1	6.15	0.54	1.2	6.25
High St (E)	0.48	0.9	5.38	0.50	1.0	5.31
Market Rd (S)	0.27	0.4	5.65	0.17	0.2	5.48
North Trade Rd (W)	0.55	1.2	6.73	0.53	1.1	6.36
2040 With Development						
London Rd (N)	0.51	1.0	6.33	0.55	1.2	6.47
High St (E)	0.49	1.08	5.49	0.52	1.1	5.54
Market Rd (S)	0.27	0.4	5.73	0.18	0.2	5.5650
North Trade Rd (W)	0.58	1.4	7.17	0.55	1.1	6.54

Source: ARCADY Model Output

5.5.2 The existing roundabout will operate well within capacity in both the morning and evening peak hours in all scenarios, with the development having a negligible impact on the operation of the junction.

North Trade Road / Tollgates Priority Junction

5.5.3 PICADY modelling has been undertaken on the Tollgates/North Trade Road priority junction. The results are summarised below in Table 5-4.

Table 5-4: Operational Assessment for the Tollgates/North Trade Road priority junction.

	AM Peak Hour			PM Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2024 Observed Baseline						
Tollgates – North Trade Road	0.28	0.4	13.62	0.15	0.2	12.18
North Trade Road - Tollgates	0.04	0.1	4.50	0.04	0.5	4.42
2040 Without Development						
Tollgates – North Trade Road	0.35	0.5	16.51	0.19	0.2	14.10
North Trade Road - Tollgates	0.05	0.1	4.41	0.05	0.1	4.34
2040 With Development						
Tollgates – North Trade Road	0.52	1.1	22.77	0.27	0.4	16.01
North Trade Road - Tollgates	0.07	0.1	4.47	0.08	0.1	4.45

Source: PICADY Model Output

5.5.4 The existing junction will operate well within capacity in both the morning and evening peak hours in all scenarios, with the development having a negligible impact on the operation of the junction.

5.6 Summary

5.6.1 Traffic surveys have been undertaken to understand the existing operation of the local highway network and to inform an assessment of development impacts.

5.6.2 A trip generation assessment has also been undertaken to estimate the movement generation of the development proposal.

5.6.3 Capacity testing of key local junctions has been undertaken and demonstrates that the development proposal will not have a noticeable impact on the local highway network. These junctions will continue to operate well within capacity.

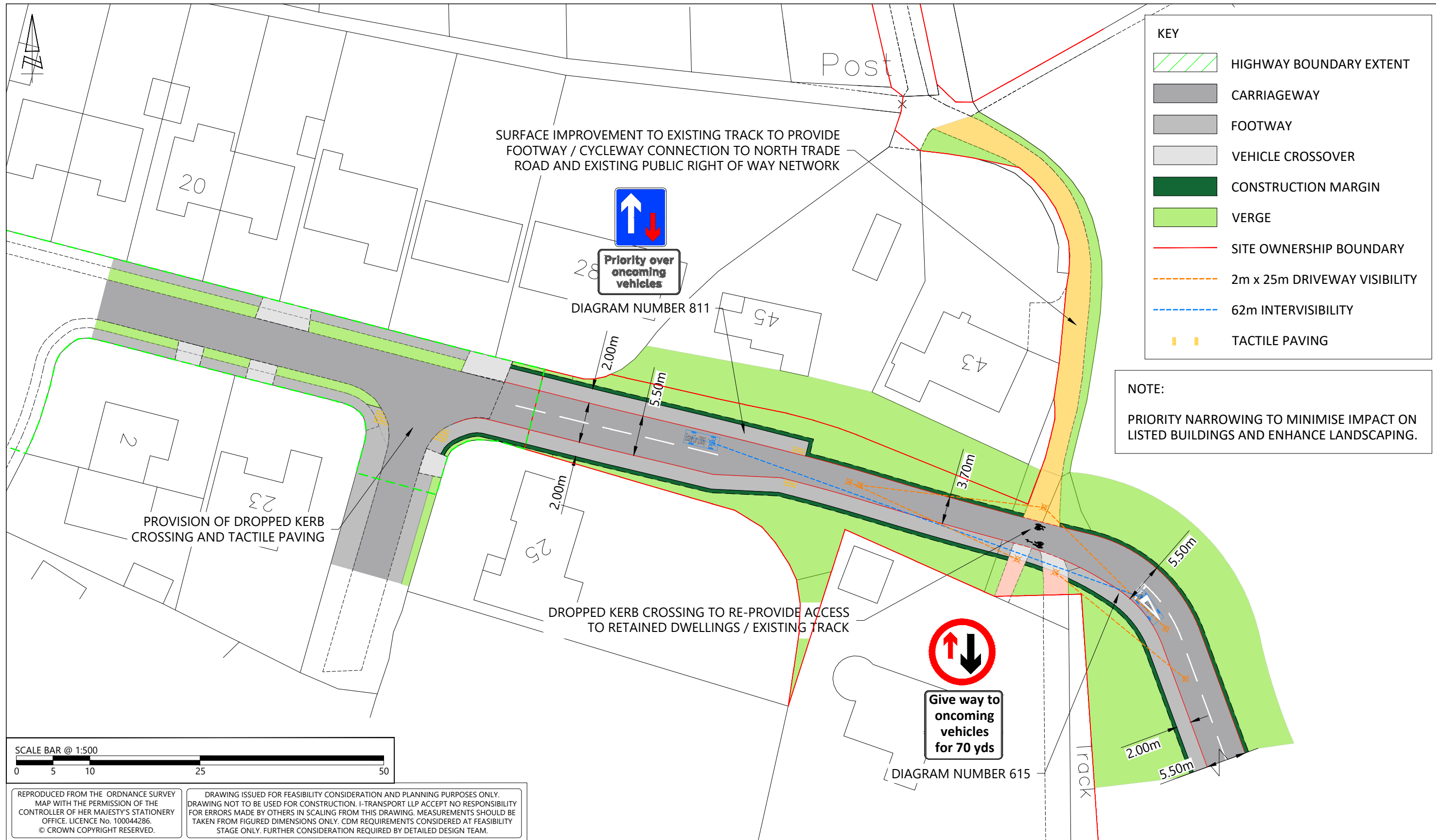
SECTION 6 Summary and Conclusion

- 6.1 Wates is promoting a development of up to circa. 150 new homes on land to the southwest of Battle. RDC's HELAA identifies the site as being deliverable, noting the following in transport terms:
- i Further assessments of junction capacity on North Trade Road and the A2100 roundabout would be required.
 - ii A vehicular access could impact on the setting of the adjoining Grade II listed building and on residential amenity.
- 6.2 The site is well located to enable residents to live well locally with all essential amenities and facilities within walking and cycling distance due to the close proximity of Battle town centre. The public transport network can also be reached within walking distance with bus stops on North Trade Road and Battle train station a short distance away, enabling longer journeys to also be undertaken sustainably.
- 6.3 A mobility strategy will be implemented to encourage active travel and minimise private car travel. A four-stage hierarchy will be adopted:
- 1 Minimising the need to travel will be the starting point.
 - 2 Where journeys do need to be made, residents will be encouraged to make the most of the local offering, via connections to local shops, amenities and facilities.
 - 3 The third stage will encourage residents to use public transport for longer journeys.
 - 4 Where private car travel is necessary, this will be promoted as sustainably as possible with car sharing and appropriate electric vehicle infrastructure.
- 6.4 Importantly, development of the site presents a key opportunity to improve local walking and cycling connections within Battle, particularly the delivery of RDC's LCWIP walking and cycling route aspirations, through:
- Upgrade the footpath within the site to provide a footway/cycleway route between the Tollgates site access and the existing walking/cycling routes and Battle recreation ground to the north.
 - Providing the opportunity for an additional/alternative route between Hampden Close and Asten Fields (additional land at either side would need to be secured by RDC/ESCC to enable this route to be provided).
 - Providing a financial contribution to help ESCC deliver this LCWIP improvement scheme.

6.5 In terms of the transport matters raised in the HELAA:

- Initial (but detailed and robust) traffic modelling shows that development of 150 new homes on the site will not have a noticeable (let alone 'severe') impact on the operation of the local highway network.
- An access strategy has been developed that provides a 'pinched' access past the listed buildings. This arrangement will maximise the amount of landscaping that can be provided and has the added benefit of resulting in slow speeds for vehicles entering and leaving the site.

DRAWINGS



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REV		DATE	BY	DESCRIPTION	CHK	APD	PROJECT:	TOLLGATES, BATTLE	CULENT:	WATES DEVELOPMENTS LTD	
A		22.07.24	MC	SITE BOUNDARY REVISED	MC	JCB	TITLE:	PROPOSED SITE ACCESS ARRANGEMENT			
STATUS:							FOR INFORMATION				

DRAWN:	CHECKED:	APPROVED:
JMc	JCB	JCB
PROJECT No:	SCALE @ A3:	DATE:
ITL2000053	1:500	07.06.24
DRAWING No:	REV:	
ITL2000053-GA-002	A	

