

APPENDIX

1





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DISCUSSION

- Site boundary (70ha)
- Land within same ownership

- Existing constraints**
- - - Public Right of Way (PRoW)
- - - Pedestrian footways on Haven Brook Avenue
- Surface water flooding
- Existing trees/hedgerows to be retained (where possible)
- Ancient woodland & 15m buffer
- Residential boundaries
- Existing speed limit
- Listed building
- Existing pond
- Existing watercourse
- 11-33v High voltage electric cable proposed to be undergrounded (2m easement either side)
- Existing pedestrian access

- Proposed opportunities**
- Proposed access point
- Proposed new bus stop adjacent to pedestrian crossing
- Potential primary street network
- Potential recreational route
- Proposed future pedestrian/cycle connection
- Indicative area reserved for attenuation
- Proposed area for play
- Proposed green corridor
- Proposed public open space
- Proposed planting for buffer to listed building

Rev.	Date	Description
Land east of Watmill Lane (north), BEXHILL		
Indicative Site Layout		
Job ref: 697	Drawing number: SK01	Revision:
Scale: 1:2500 @ A3	Date: March 2026	



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DISCUSSION

- Site boundary (70ha)
- Land within same ownership
-  Proposed meadow / orchard & play
-  Vehicular gateway
-  Pedestrian gateway
-  School gateway
-  Future pedestrian connection
-  Landscape corridors (for habitat connectivity)
-  Proposed residential parcels
-  Proposed 2FE primary school & nursery site
-  Draft allocations in RDC Emerging Local Plan
- - - Existing Public Right of Way (PRoW)
- - - Proposed diversion of PRoW
-  Proposed recreational routes
-  Vehicular movement
-  Indicative area reserved for attenuation
-  Existing pedestrian footways on Haven Brook Avenue
-  Listed building

Rev.	Date	Description
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Land east of Watermill Lane (north), BEXHILL

Vision Plan

Job ref: 697	Drawing number: SK02	Revision:
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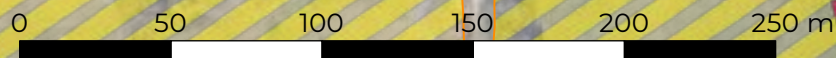
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BX34

BX33

BX31

BX36

Haven Brook Ave A2691

Watermill Lane

2FE Primary School

1+2=3

Cockrels Wood

Cole Wood

Cobbs Hill Farm

APPENDIX

2



TRANSPORT TECHNICAL NOTE

JOB REF.

PL/LC/33660

CLIENT

Rurban Estates

SITE

Land East of Watermill Lane, Bexhill-on-Sea, East Sussex

1.1 INTRODUCTION

- 1.1.1 This Transport Technical Note (TTN) has been prepared in support of representations by Rurban Estates to the Rother Local Plan 2040 Regulation 18 consultation in relation to Land East of Watermill Lane, in Bexhill-on-Sea, East Sussex, which is being promoted for residential development.
- 1.1.2 The current proposals are for the development of up to 130no. dwellings on the land. This TTN outlines the proposed multi-modal access strategy, considers the accessibility of the site, quantifies the likely vehicular trip generation of the development and identifies appropriate and proportionate mitigation measures.

1.2 PROPOSAL SITE

- 1.2.1 The site is located to the east of Watermill Lane and to the north of the A2691 Haven Brook Avenue, approximately 1.9km north of Bexhill-on-Sea town centre as the crow flies. The location of the site within a local context is shown in Figure 1 overleaf.

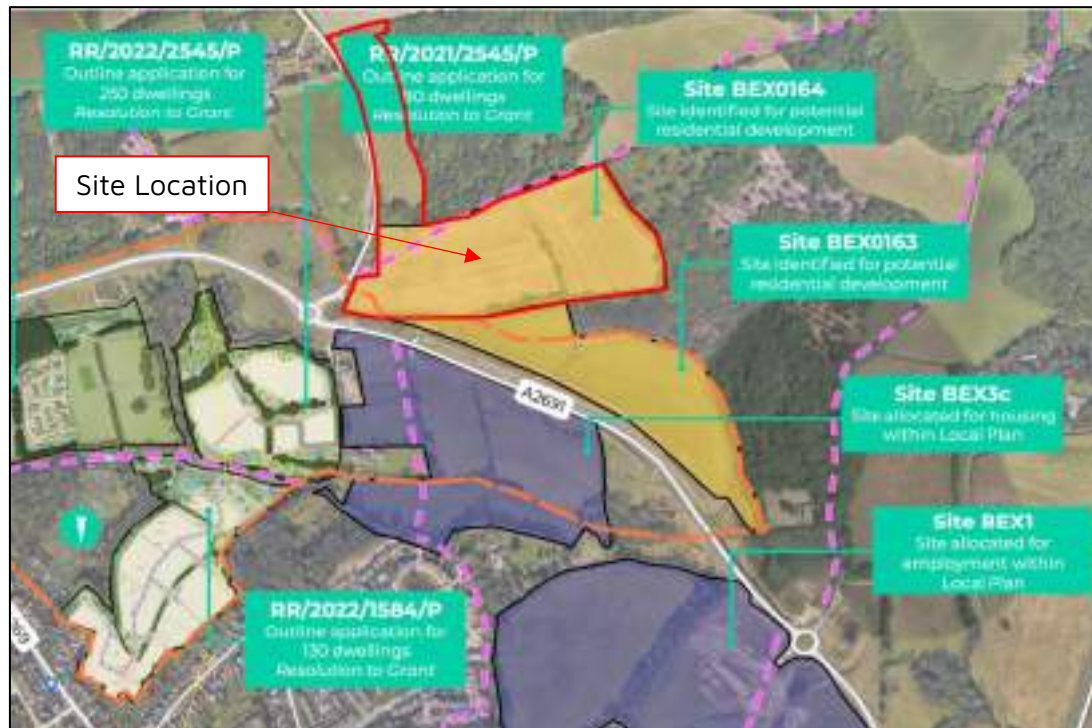


FIGURE 1: SITE LOCATION WITHIN LOCAL CONTEXT

1.2.2 The site currently comprises open fields and is bound to the north and east by woodland, to the south by an area of woodland and an open field, and to the west by Watermill Lane and a residential dwelling.

1.3 DEVELOPMENT PROPOSALS

1.3.1 The proposals comprise the development of up to 130no. dwellings with associated access, landscaping and open space. An indicative layout plan is included at **Appendix A**. The locations of the proposed site accesses can be seen in Figure 2 overleaf, with vehicular access points denoted in blue and pedestrian and cycle access points denoted in yellow.



FIGURE 2: PROPOSED SITE ACCESSSES (COURTESY OF GOOGLE MAPS)

- 1.3.2 It is proposed that vehicular access to the development would be achieved by way of a new priority junction with Watermill Lane, approximately 60m to the north of the roundabout junction with the A2691 Haven Brook Avenue. An indicative design is included at **Appendix B**. The access design would be subject to an independent Stage 1 Road Safety Audit as part of the preparation of any further planning application; no significant issues are foreseen.
- 1.3.3 In order to confirm the required visibility splays from the access, an Automatic Traffic Count (ATC) survey was completed by K&M Traffic Surveys Ltd. for the seven-day period commencing Thursday 20th June 2024. This survey recorded 85th percentile vehicle speeds of 30.30mph and 28.60mph for northbound and southbound traffic, respectively. Using these speeds and the calculations set out in Manual for Streets 2, visibility splays of 2.4 x 40m in both directions have been demonstrated within land that under the control of the applicant and the Local Highway Authority.
- 1.3.4 Pedestrian access to the site would be achievable at a total of three points, with two relating to an existing Public Right of Way (PRoW Reference: BEX/35/1) that would be retained and enhanced as part of the development, and one existing non-PRoW access. Pedestrian access would also be achievable via the proposed vehicular access, with the provision of a 2.0m wide footway connecting to the existing pedestrian and cycle infrastructure on the eastern side of Watermill Lane. There is the opportunity to safeguard additional pedestrian and cycle links to the neighbouring land to the south for further connectivity enhancements.
- 1.3.5 The site access and internal layout will give consideration to Local Transport Note 1/20, Manual for Streets and the East Sussex County Council (ESCC) Local Design Guide for Residential Development with respect to pedestrian and cycle infrastructure.

1.4 PEDESTRIAN AND CYCLE ACCESSIBILITY

- 1.4.1 As has been noted, Watermill Lane is afforded a shared footway/cycleway on its eastern side that routes approximately 60m north from the roundabout junction with the A2961 Haven Brook Avenue, at which point it terminates. This footway/cycleway measures approximately 3.2m in width, and routes east along the northern side of Haven Brook Avenue from the roundabout junction for approximately 60m, at which point it terminates at a controlled crossing point. From this crossing, a shared footway/cycleway on the southern side of the road is accessible. This measures approximately 3.0m in width and routes along the majority of the length of Haven Brook Avenue, from its junction with the A269 to the west to approximately 1.2km east of the aforementioned controlled crossing point, where it terminates at a PRoW access point.
- 1.4.2 Figure 3 below displays the local PRoW network in the site vicinity, where purple lines indicate Public Footpaths.

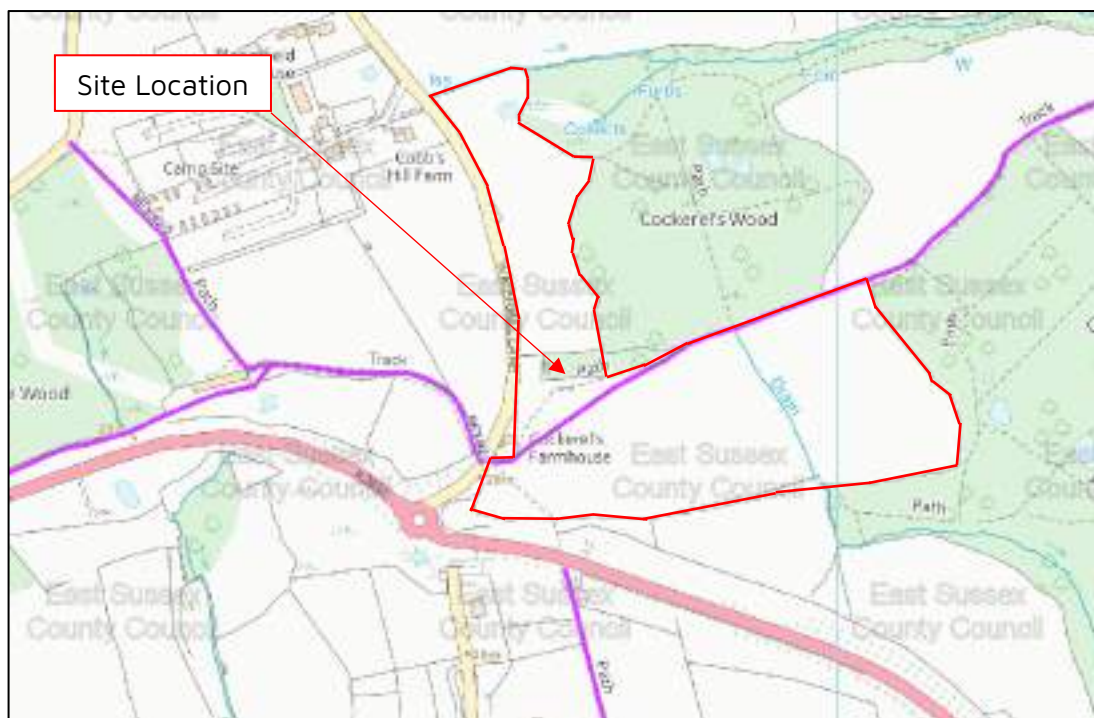


FIGURE 3: PROW NETWORK LOCAL TO SITE (COURTESY OF ESCC)

- 1.4.3 Footpath BEX/16/2 is accessible approximately 150m to the east of the roundabout junction between Haven Brook Avenue and Watermill Lane. This PRoW provides a pedestrian route south into the suburban outskirts of Bexhill-on-Sea, at which point it joins the pedestrian infrastructure network of the town.
- 1.4.4 Figure 4 overleaf displays the designated cycle network local to the site.

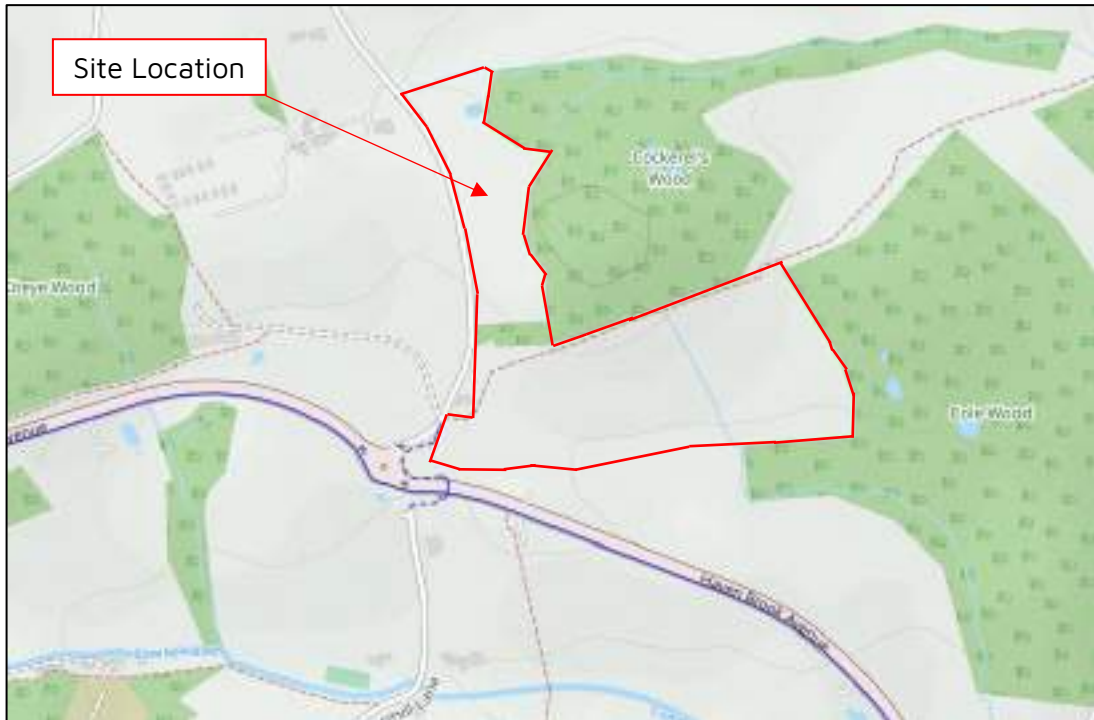


FIGURE 4: CYCLE NETWORK LOCAL TO SITE (COURTESY OF OPENCYCLEMAP)

1.4.5 National Cycle Route (NCR) 2 is accessible approximately 3.9km (representing a 16-minute cycle time) to the south of the proposed site access. NCR 2 is a long-distance route that runs along the south coast of England between Dover and Cornwall, providing local connections to Hastings, Bexhill-on-Sea and Eastbourne.

1.5 PUBLIC TRANSPORT ACCESSIBILITY

1.5.1 A pair of bus stops are located on the A269 Ninfield Road, approximately 1.3km (or a 19-minute walk) to the south-west of the proposed site access. Table 1 below lists the services that are accessible from these stops, along with their frequencies.

SERVICE NO.	ROUTE	SERVICE FREQUENCY		
		WEEKDAY	SATURDAY	SUNDAY
95	Conquest Hospital – Little Common	One every two hours	One every two hours	No service
98	Hastings – Eastbourne	One per hour	One per hour	One every two hours

TABLE 1: BUS SERVICES AVAILABLE FROM NINFIELD ROAD

- 1.5.2 It is noted that two new bus stops on Haven Brook Avenue are proposed as part of the residential development at Land at Mayo Lane, Bexhill (Planning Application Reference: RR/2022/1584/P), which benefits from a resolution to grant outline planning consent. These stops will be provided with raised kerbs, shelters, lighting, seating and real-time information displays, with the bus stop on the northern side of the road being provided with footway access from the controlled crossing to the south of the proposal site. These bus stops are proposed to be located immediately to the east of the controlled crossing. ESCC’s Bus Service Improvement Plan (BSIP, submitted in October 2021) proposes that an improved Route 98 service would be re-routed to run via Haven Brook Avenue and the Ashdown Business Centre rather than Sidley, thereby serving these new stops.
- 1.5.3 Bexhill Railway Station is located approximately 3.6km (a ten-minute drive or 15-minute cycle time) to the south of the proposed site access, and is also accessible via the Route 95 and 98 bus services. This station is afforded 11 vehicle parking spaces along with one disabled space, plus 78 cycle parking spaces, which are subject to CCTV coverage. There is step-free access to both platforms. Table 2 below lists the direct train services that are available from this station, along with their weekday and weekend frequencies.

SERVICE	SERVICE FREQUENCY		
	WEEKDAY	SATURDAY	SUNDAY
London Victoria	One per hour	One per hour	One per hour
Ore	Three per hour	Three per hour	Two per hour
Brighton	One per hour	One per hour	No direct services
Ashford International	One per hour	One per hour	One per hour

TABLE 2: TRAIN SERVICE AVAILABILITY FORM BEXHILL

1.6 SITE ACCESSIBILITY

- 1.6.1 An extensive range of everyday services and facilities is available within Bexhill-on-Sea and Sidley, which can be accessed via the aforementioned pedestrian and cycle routes and bus services. Table 3 overleaf lists a selection of these services and facilities, along with their approximate distances and walking times from the proposed site access. An isochrone plan is also included at **Appendix C**.

FACILITY / SERVICE	WALK DISTANCE	WALK TIME	CYCLE DISTANCE	CYCLE TIME
Nursery – Dragonflies Community Nursery	1.3km	16 minutes	2.4km	9 minutes
Restaurant – Rother Grill	1.3km	16 minutes	2.2km	9 minutes
Convenience Store – One Stop	1.4km	18 minutes	2.3km	9 minutes
GP – Sidley Medical Practice	1.5km	19 minutes	2.4km	11 minutes
Supermarket – Lidl	1.5km	19 minutes	2.0km	9 minutes
Post Office – Sidley Post Office	1.5km	19 minutes	1.9km	9 minutes
Hairdresser – Garry Jarvis Hair Studio Ltd	1.5km	19 minutes	1.9km	9 minutes
Public House – Rose & Crown	1.6km	20 minutes	2.6km	11 minutes
Barber Shop – Sidley Street Barbers	1.6km	20 minutes	1.9km	8 minutes
Primary School – Glenleigh Park Primary Academy and Nursery	1.8km	23 minutes	2.6km	11 minutes

TABLE 3: FACILITIES AND SERVICES LOCAL TO PROPOSAL SITE

- 1.6.2 The above walking distances are based on pedestrians utilising the pedestrian crossing on Haven Brook Avenue to the south of the proposal site and walking along Watermill Lane.
- 1.6.3 It is noted that due to the nature of Watermill Lane as a cul-de-sac and the low average vehicle volumes and speeds, it is conducive to on-carriageway walking to the point at which pedestrian footway infrastructure is introduced approximately 590m (or a seven-minute walk) to the south of the controlled crossing on Haven Brook Avenue. It is further noted that a pedestrian footway is proposed on the western side of Watermill Lane, with this routing from the Allocated Site BEX3c access to the junction between Watermill Lane and Mayo Lane. This footway would vary between 1.2m and 2m in width, and would commence approximately 210m to the south of the controlled crossing on Haven Brook Avenue. A plan of the proposed footway, as submitted alongside the Land at Mayo Lane, Bexhill application (Planning Application Reference: RR/2022/1584/P), is included at **Appendix D**.

- 1.6.4 The walk times provided above are based on a walk speed of 80m per minute; a figure which is widely used to estimate walk times and used within the London-based Public Transport Accessibility Level (PTAL) analysis. It aims to provide a typical average value that estimates it takes five minutes to walk 400m, ten minutes to walk 800m and so on.
- 1.6.5 The clearest national guidance on acceptable walking distances is provided in the Chartered Institution of Highways and Transportation (CIHT) 'Providing for Journeys on Foot' 2000, which is routinely quoted in Transport Assessments and appeal decisions and is summarised in Table 4 below. It is noted that all of the existing local services and facilities listed in Table 3 are located within the 2km (or 25-minute) preferred maximum distance for commuting, school and sightseeing purposes.

	TOWN CENTRES (M)	COMMUTING / SCHOOL / SIGHT- SEEING (M)	ELSEWHERE (M)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

TABLE 4: CIHT SUGGESTED ACCEPTABLE WALKING DISTANCES

1.7 TRIP GENERATION ASSESSMENT

- 1.7.1 The potential vehicular trip generation of the proposed development has been forecast with reference to the national TRICS trip rate database. To ensure a robust initial assessment of the site, surveys in the categories '03 - RESIDENTIAL, A - HOUSES PRIVATELY OWNED' and '03 - RESIDENTIAL, B - AFFORDABLE/LOCAL AUTHORITY HOUSING' have been selected. Survey sites outside of Greater London within England, Scotland and Wales have been considered in 'Edge of Town' locations, and the population criteria refined to reflect the location of the proposal site. Surveys undertaken during the period of Covid-19 travel restrictions have been excluded. The resulting average TRICS trip rates are shown in Table 5 overleaf, with the full TRICS reports included at **Appendix E**.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
PRIVATELY OWNED HOUSES			
AM Peak 08:00 – 09:00	0.146	0.372	0.518
PM Peak 17:00 – 18:00	0.353	0.159	0.512
Daily 07:00 – 19:00	2.225	2.215	4.440
AFFORDABLE / LOCAL AUTHORITY HOUSING			
AM Peak 08:00 – 09:00	0.157	0.343	0.500
PM Peak 17:00 – 18:00	0.200	0.143	0.343
Daily 07:00 – 19:00	1.914	2.015	3.929

TABLE 5: TRICS TRIP RATES (TRIPS / DWELLING)

- 1.7.2 These trip rates have subsequently been factored by the upper limit of 130 dwellings proposed, at a policy-compliant split of 39 units of affordable housing and 91 units of privately-owned housing, to provide the forecast vehicle trip generation in Table 6 overleaf. Please note that any inaccuracies are the result of rounding in MS Excel.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
PRIVATELY OWNED HOUSES (91 UNITS)			
AM Peak 08:00 – 09:00	13	34	47
PM Peak 17:00 – 18:00	32	14	47
Daily 07:00 – 19:00	202	202	404
AFFORDABLE / LOCAL AUTHORITY HOUSES (39 UNITS)			
AM Peak 08:00 – 09:00	6	13	20
PM Peak 17:00 – 18:00	8	6	13
Daily 07:00 – 19:00	75	79	153
TOTAL (130 UNITS)			
AM Peak 08:00 – 09:00	19	47	67
PM Peak 17:00 – 18:00	40	20	60
Daily 07:00 – 19:00	277	280	557

TABLE 6: TOTAL DEVELOPMENT TRIP GENERATION (130 NO. DWELLINGS)

- 1.7.3 It is noted that the proposed development could generate up to 67 vehicle movements during the weekday AM peak hour and 60 movements during the PM peak hour, with a total of 557 movements forecast across the 12-hour working day (07:00-19:00). This equates to approximately one movement per minute during the peak hours.
- 1.7.4 The above assessment can be considered robust due to the use of pre-Covid-19 pandemic trip rates, which do not account for the lower peak period commuting rates experienced subsequently. It is reiterated, moreover, that the site would be afforded access to high-quality sustainable and active travel infrastructure, enabling future residents to readily utilise modes of transport other than the private car. A site-wide Travel Plan would also be adopted, including both 'soft' and 'hard' interventions to incentivise the use of sustainable modes.

1.8 TRIP DISTRIBUTION AND ASSIGNMENT

- 1.8.1 A vehicular trip distribution and assignment exercise has been completed using *'Location of usual residence and place of work by method of travel to work'* data from 2011 Census for Middle-Layer Super Output Area (MSOA) *'Rother 007'*, in which the site is located.
- 1.8.2 It is noted that whilst equivalent data from the 2021 Census has subsequently been released, this was obtained during the Covid-19 pandemic when travel demand was suppressed. The 2011 data has therefore been used in the interest of robustness.
- 1.8.3 On this basis, the total vehicular trip generation set out in Table 6 has been distributed and assigned to the local highway network as summarised in Table 7 overleaf.

JUNCTION	% DISTRIBUTION	AM PEAK HOUR	PM PEAK HOUR
Watermill Lane / A2691 Haven Brook Avenue	90%	60	54
A2691 Haven Brook Avenue / A269 Ninfield Road	45%	30	27
A2691 Haven Brook Avenue / A2690 Coombe Valley Way / Mount View Street	44%	30	27
A269 Ninfield Road / St Mary's Lane	26%	18	16
A2690 Coombe Valley Way / Queensway	25%	17	15
St Mary's Lane / Turkey Road	15%	10	9
Turkey Road / Peartree Lane / Whydown Road	12%	8	7
Peartree Lane / A259 Little Common Road / A259 Barnhorn Road / Cooden Sea Road	12%	8	7
Church Road / B2204 The Green	10%	7	6
A2960 Coombe Valley Way / A259 King Offa Way / A269 London Road / A259 Little Common Road	9%	6	6
B2095 Powdermill Lane / A2100 Lower Lake	8%	6	5

TABLE 7: VEHICLE TRIP DISTRIBUTION

- 1.8.4 The Rother District Local Plan Draft Settlement Study (2024) notes that the A259 through Bexhill often operates at capacity during peak periods. It is anticipated that vehicle trips associated with the proposed development would either enter or cross the A259 at two junctions; the roundabout junction with Cooden Sea Road and Peartree Lane, and the signalised crossroads with the A269. Table 7 above indicates that these junctions could experience eight and six movements during the AM peak hour and seven and six movements during the PM peak hour,

respectively, as a result of the proposed development, which is well within daily variation in traffic flow and would not materially impact their operation.

- 1.8.5 As part of any future planning application, a full Transport Assessment (TA) would be prepared which would consider the highway capacity impacts of the proposed development in combination with other local committed and allocated developments on the local highway network. Proportionate contributions to transport mitigation measures identified through the Local Plan process would be made where necessary, with an emphasis on highway safety improvements and enhancements to sustainable and active travel infrastructure, in line with the principles of Department for Transport Circular 01/2022. These could include frequency improvements to local bus services, for example.

1.9 TRANSPORT STRATEGY

- 1.9.1 As has been noted, the proposed development would be subject to a Travel Plan; a draft of which would accompany a future planning application. This would give consideration to the ongoing changes in travel behaviours which were hastened by the Covid-19 pandemic, as well as potential 'soft' and 'hard' interventions to lock-in this shift away from peak period vehicle use, in accordance with the overarching sustainability objective of the emerging Local Plan. These could include financial incentives to encourage the uptake of walking, cycling, public transport and car clubs, as well as home shopping services, and the implementation of facilities to promote home-based and flexible working patterns.
- 1.9.2 The implementation of cycle-to-work schemes by both employers and local authorities has achieved an increase in the number of people who are opting to cycle either their full commute or part of it. This will be facilitated by the provision of secure cycle storage facilities for every dwelling and enhanced cycle infrastructure within the site.
- 1.9.3 The design of the internal site layout is also critical to the uptake of active and sustainable travel modes. To this end, the street network will prioritise non-car modes at every opportunity, with wide, direct, landscaped and well-surveilled walking and cycling routes to provide along principal route corridors and shared surfaces and 'home zones' within lightly trafficked areas. The existing PRow route that crosses the site will also be maintained and enhanced to promote walking for utility as well as leisure purposes.
- 1.9.4 Where the use of a car remains necessary, the increased uptake of electric and low-emission vehicles will progressively reduce their environmental impact, and these will be promoted through the installation of 'active' charging infrastructure for every dwelling. The potential to introduce an on-site car club will also be explored to seek to reduce car ownership and parking demand.

1.10 SUMMARY AND CONCLUSION

- 1.10.1 This Transport Technical Note (TTN) has been prepared in support of representations by Rurban Estates to the Rother Local Plan 2040 Regulation 18 consultation in relation to Land East of Watermill Lane, in Bexhill-on-Sea, East Sussex, which is being promoted for residential development.
- 1.10.2 The proposals comprise the development of c.130 residential dwellings and associated access, landscaping and open space.
- 1.10.3 Vehicular access to the site will be achieved by way of a new priority junction with Watermill Lane, which can demonstrate adequate visibility splays, as informed by an Automatic Traffic Count survey. The access will also incorporate a 2.0m wide pedestrian footway on its southern site, which will link to the existing pedestrian and cycle infrastructure on Watermill Lane and Haven Brook Avenue.
- 1.10.4 A review of the existing local pedestrian, cycle and public transport infrastructure has demonstrated that the site is afforded the opportunity for many everyday journeys to take place by active and sustainable travel modes, with a range of local services and facilities located within a reasonable walking and cycling distance in Sidley and Bexhill-on-Sea. There are also opportunities to enhance this infrastructure as part of the implementation of the proposed development.
- 1.10.5 An initial trip generation assessment has been completed for the proposals, which indicates that the development has the potential to generate approximately 66 vehicle movements during the weekday AM peak hour and 67 movements during the PM peak hour, with 557 movements generated across the twelve-hour working day (07:00-19:00). This equates to around one vehicle movement per minute during the peak hours.
- 1.10.6 These vehicle trips have been distributed and assigned to the local highway network using 2011 Census data. As part of any forthcoming planning application, a full Transport Assessment would be prepared, which would consider the highway capacity impacts of the proposed development in combination with other local committed and allocated developments on the local and strategic highway networks. Proportionate contributions to off-site highway mitigation measures identified through the Local Plan process would be made where necessary, with an emphasis on highway structure improvements and enhancements to sustainable and active travel infrastructure.
- 1.10.7 In summary, it has been demonstrated that the site represents a viable and sustainable location for developments in transport planning terms.

APPENDIX
A





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DISCUSSION

- Site boundary (715ha)
HELAA: BEX0164
- Land within same ownership
- - - Public rights of way (PRoW)
- - - Proposed diversion of PRoW
- - - Proposed diverted section of PRoW
- - - Informal footpaths
- - - Surface water flooding
- - - Existing trees/hedgerows to be retained (where possible)
- - - Ancient woodland (with 15m buffer)
- - - Residential boundaries
- - - Existing speed limits
- - - Listed buildings
- - - Proposed access point
- - - Proposed new bus stops adjacent to equestrian crossing
- - - Potential primary street network
- - - Footpath connecting PRoWs
- - - Potential recreational route
- - - Existing pedestrian access
- - - Proposed future pedestrian/cycle connection
- - - Proposed pedestrian/cycle route
- - - Proposed area for community use
- - - Proposed residential development opportunities
3.66ha @ up to 35dph = 128 homes
- - - Proposed green space
- - - Proposed planting for woodland buffer
- - - Proposed planting for buffer to listed building
- - - Proposed meadow / orchard
- - - Proposed green corridor
- - - Indicative area reserved for attenuation
- - - Existing pond
- - - Existing ditches
- - - 11-33v High voltage electric cable proposed to be undergrounded (2m easment either side)
- - - Sites identified in the HELAA 2024 draft assessment
- - - Proposed area for play
- - - Area reserved for biodiversity enhancement and recreational use.

Rev.	Date	Description
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Land east of Watermill Lane (north), BEXHILL

Constraints and Opportunities

Job ref: 631	Drawing number: SK01	Revision:
Scale: 1:2500 @ A3	Date: July 2024	



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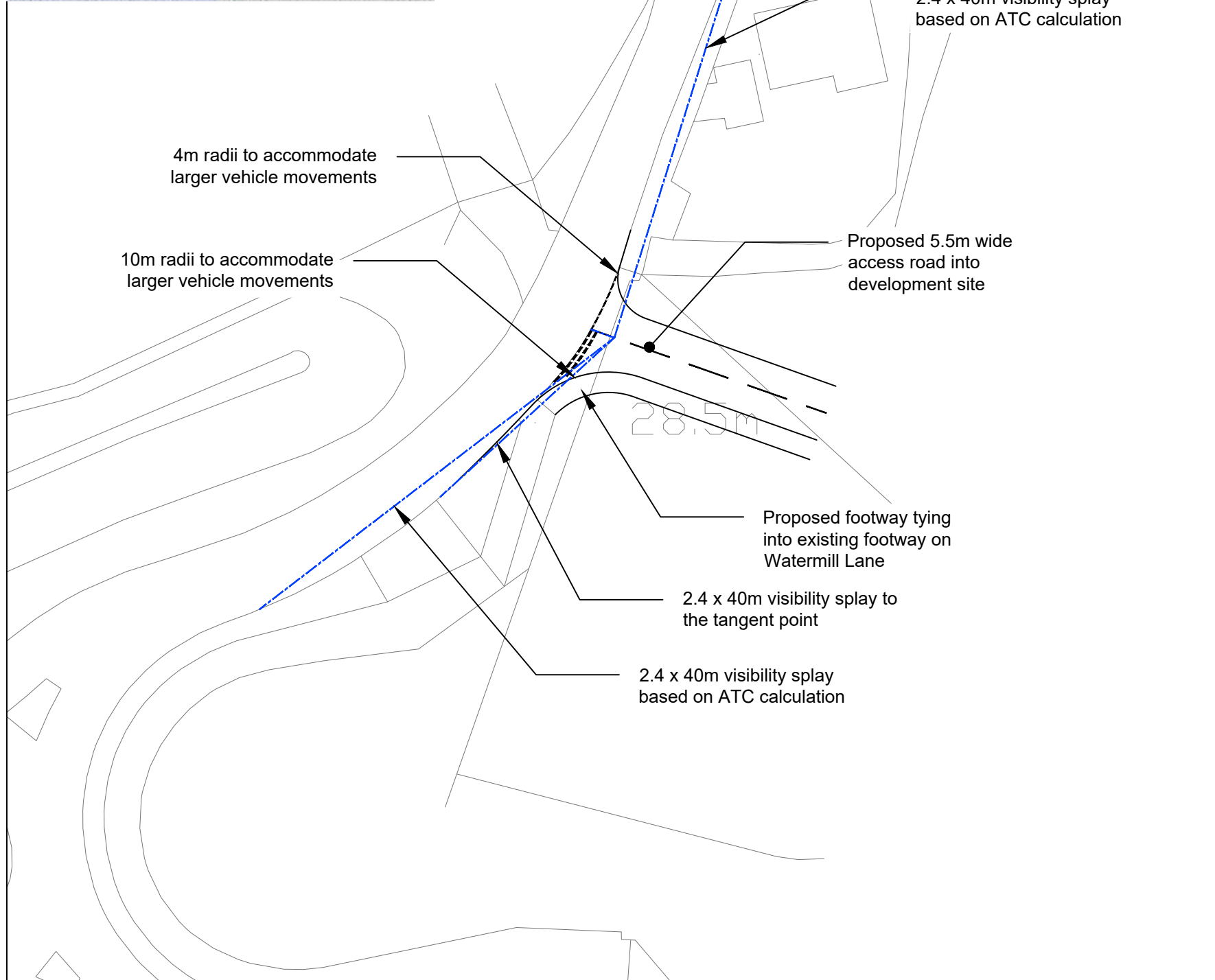
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APPENDIX
B



Northbound	Southbound
85%ile 30.30 mph 48.75 kph	85%ile 28.60 mph 46.02 kph
$SSD = vt + v^2/2d$	$SSD = vt + v^2/2d$
where: v = speed (m/s) t = driver reaction time (s) d = deceleration (m/s ²) 1kph = 0.278 m/s	where: v = speed (m/s) t = driver reaction time (s) d = deceleration (m/s ²) 1kph = 0.278 m/s
v = 13.54 t = 1.5 d = 4.41 a = 0	v = 12.78 t = 1.5 d = 4.41 a = 0
vt = 20.31 v ² = 183.40 2(d+0.1) = 8.82	vt = 19.17 v ² = 163.40 2(d+0.1) = 8.82
SSD = 41.11 m plus 2.4 43.51 inc bonet length	SSD = 37.70 m plus 2.4 40.10 inc bonet length



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 - Drawing is based on OS data.
 - Visibility splays have been based on a week long ATC Survey completed by K&M Traffic Surveys Ltd. The speed survey recorded 85th percentile speeds of 30.3mph and 28.6mph for northbound and southbound traffic respectively. These speed have been used within calculations set out in Manual for Streets 2 to determine the required visibility splays.
 - Highway definition plans have been provided by East Sussex Highways.

P1	04.07.24	JM	First Issue	CS	CS
REV	DATE	BY	DESCRIPTION	CHK	APD

client
RURBAN ESTATES LTD

project
LAND AT WATERMILL LANE, BEXHILL

title
ACCESS PROPOSALS

project 33660	drwg H-02	rev P1
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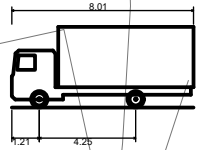
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status FOR INFORMATION	P
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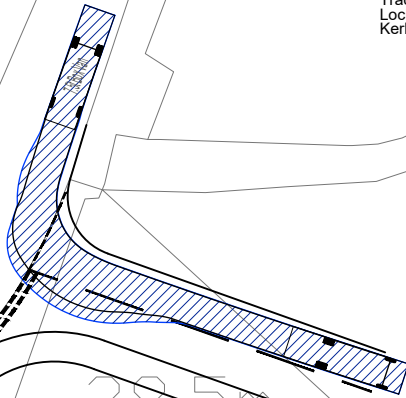
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CAD Reference: **A3**

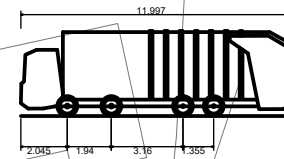


7.5t Box Van
Overall Length 8.01m
Overall Width 2.10m
Overall Body Height 3.55m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

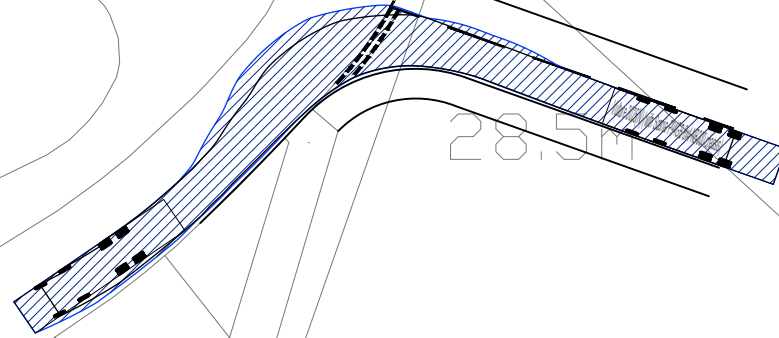
8.010m
2.100m
3.556m
0.351m
2.064m
4.00s
7.400m



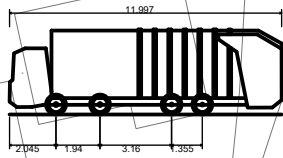
28.5m



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
Overall Length 11.997m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.800m

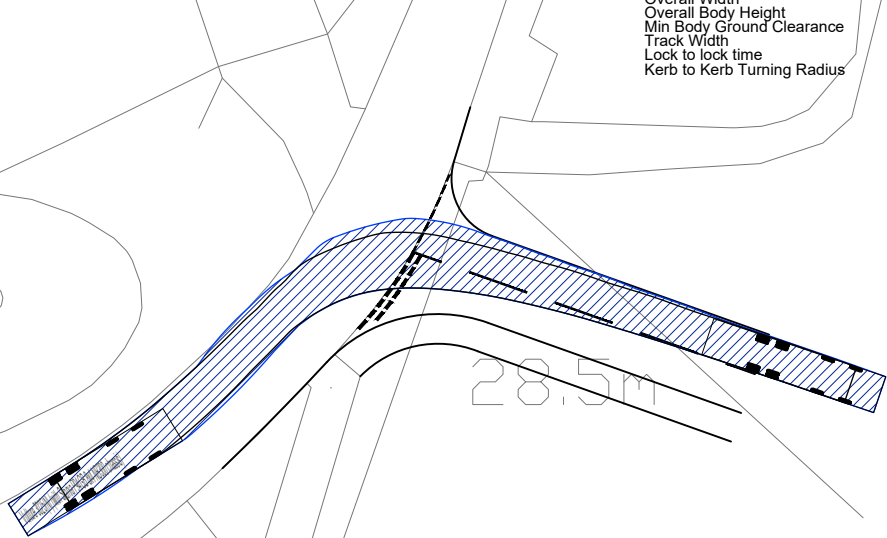


28.5m

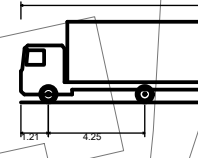


Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
Overall Length 11.997m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.800m

11.997m
2.500m
3.751m
0.304m
2.500m
4.00s
10.800m

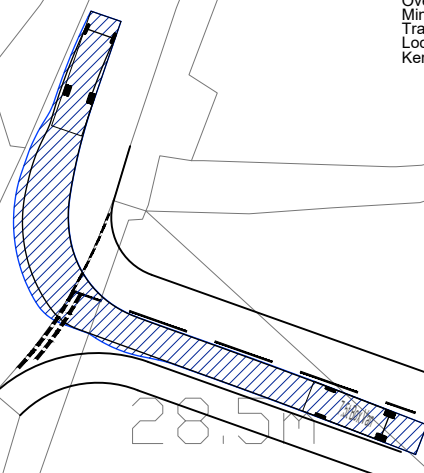


28.5m

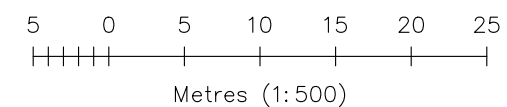


7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

8.010m
2.100m
3.556m
0.351m
2.064m
4.00s
7.400m



28.5m



ONLY SCALE FOR PLANNING PURPOSES

Notes:

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P1	04.07.24	JM	First Issue	CS	CS
REV	DATE	BY	DESCRIPTION	CHK	APD

client
RURBAN ESTATES LTD

project
LAND AT WATERMILL LANE, BEXHILL

title
**VEHICLE SWEEP PATH ANALYSIS
PROPOSED ACCESS ARRANGEMENT**

project	drwg	rev
33660	T-01	P1

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	04.07.24

status	P
FOR INFORMATION	

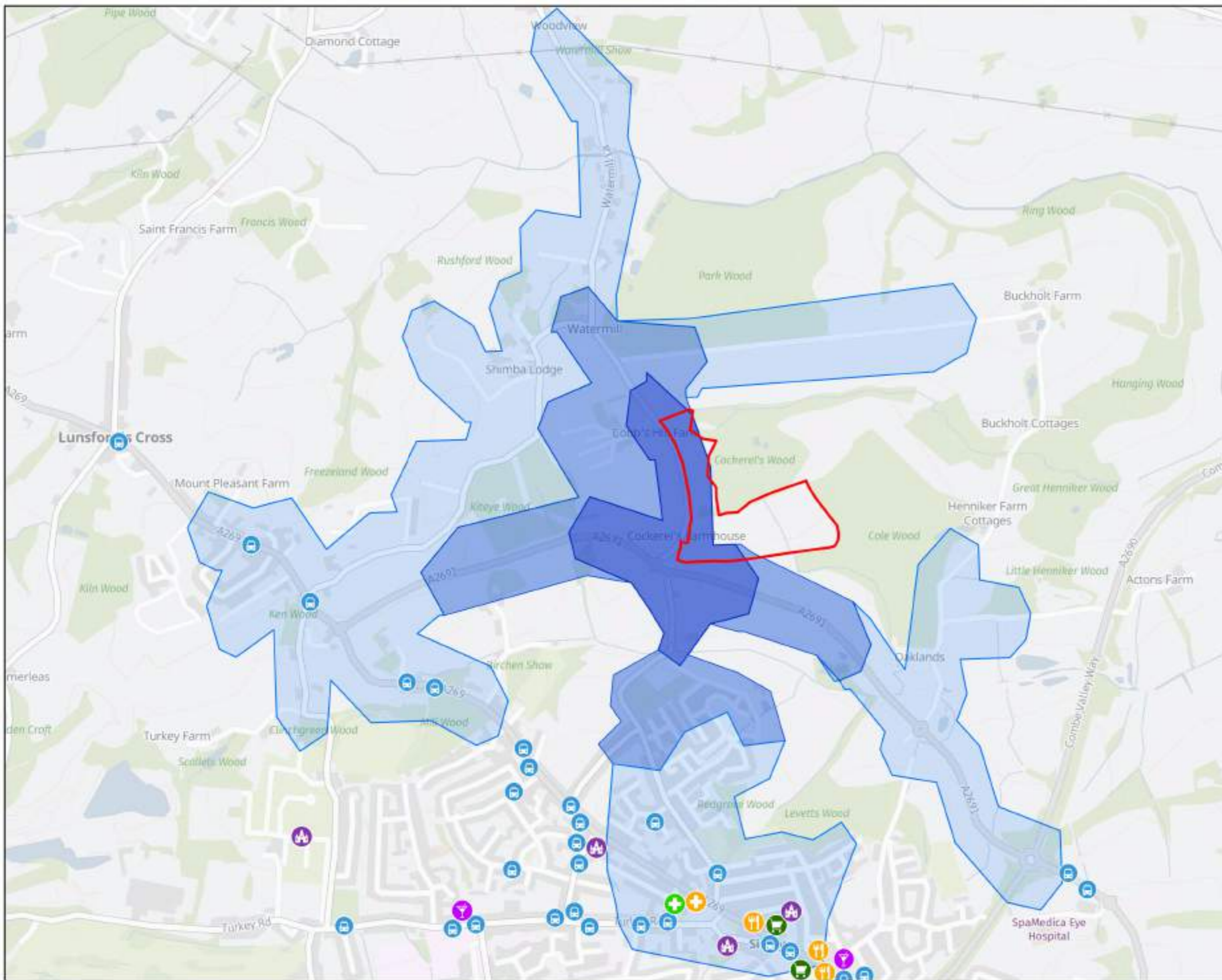


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CAD Reference: **A3**

APPENDIX
C





Key

-  Site Location
-  5 minute walk time (400m) from the site access
-  10 minute walk time (800m) from the site access
-  20 minute walk time (1600m) from the site access
-  GP Surgeries
-  Restaurants
-  Pharmacies
-  Places Of Worship
-  Bus Stops
-  Groceries
-  Pubs

TITLE
Facilities Within Walking Distances From The Site

CLIENT
Rurban Estates Limited

PROJECT
Land at Watermill Lane, Bexhill

SCALE AT A3	DATE	JOB NO.	DRWG NO.
1:10,750	July 2024	33660	G-01



Eclipse House, Eclipse Park, Sittingbourne Road
 Maidstone, Kent ME14 3EN

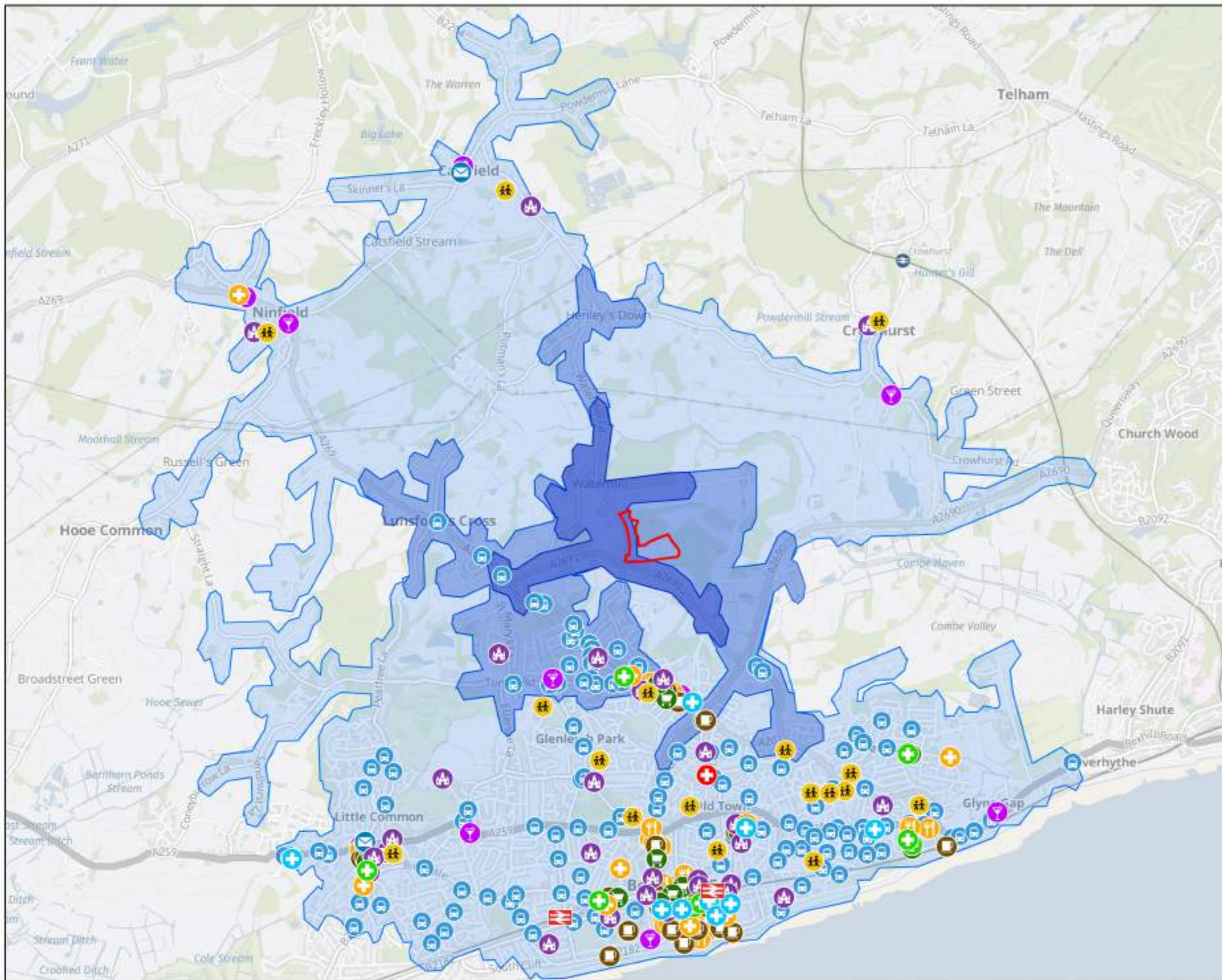
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Key

- Site Location
- 5 minute cycle time (1333m) from the site access
- 10 minute cycle time (2666m) from the site access
- 20 minute cycle time (5333m) from the site access
- Train Stations
- Library
- Hospitals
- GP Surgeries
- Cafe
- Restaurants
- Post Offices
- Pharmacies
- Dentists
- Places Of Worship
- Bus Stops
- Groceries
- Pubs
- Schools

TITLE
Facilities Within Cycling Distances From The Site
 CLIENT
Rurban Estates Limited

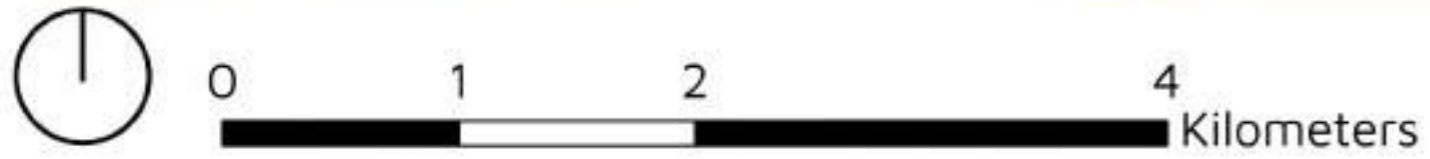
PROJECT
Land at Watermill Lane, Bexhill

SCALE AT A3	DATE	JOB NO.	DRWG NO.
1:32,000	July 2024	33660	G-02



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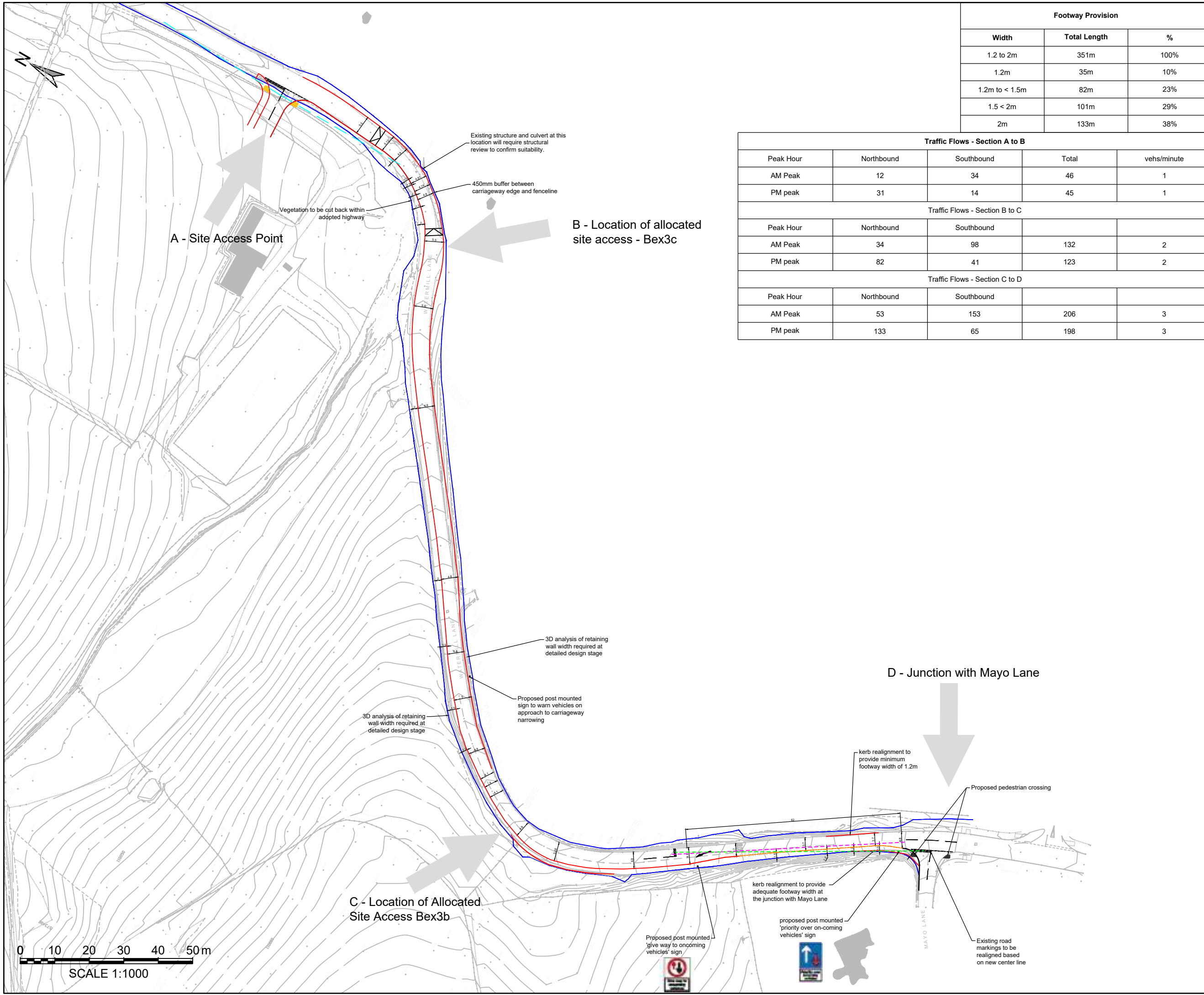
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APPENDIX
D





Footway Provision		
Width	Total Length	%
1.2 to 2m	351m	100%
1.2m	35m	10%
1.2m to < 1.5m	82m	23%
1.5 < 2m	101m	29%
2m	133m	38%

Traffic Flows - Section A to B				
Peak Hour	Northbound	Southbound	Total	vehs/minute
AM Peak	12	34	46	1
PM peak	31	14	45	1

Traffic Flows - Section B to C				
Peak Hour	Northbound	Southbound	Total	vehs/minute
AM Peak	34	98	132	2
PM peak	82	41	123	2

Traffic Flows - Section C to D				
Peak Hour	Northbound	Southbound	Total	vehs/minute
AM Peak	53	153	206	3
PM peak	133	65	198	3

- Notes:**
- All dimensions in metres unless stated otherwise.
 - This drawing is based on topographical survey. Tetra Tech does not take responsibility for any discrepancies.
 - The adopted highway extents have been sketched onto the topographical survey based on East Sussex County Council Highway Extents Plans provided on 7th January 2020, Ref LQ/RD/BX and 8th February 2022 Ref LQ/RR/BX
- Key:**
- Sketch of extent of Adopted Highway
 - Proposed Footway: 1.2m wide
 - Proposed Footway: 1.21 to <1.5m wide
 - Proposed Footway: 1.5 to <2m wide
 - Proposed Footway: 2m wide
 - Carriageway width 3.7m
 - Carriageway width: 3.7m to <4.1m
 - Carriageway width: 4.1m to <4.8m
 - Carriageway width: 4.8m to <5.5m
 - Carriageway width: 5.5m+
 - min 0.5m working width - for retaining structure adjacent to footway edge
 - min 1.2m working width - for retaining structure adjacent to carriageway edge
 - Reduced kerb upstand to enable easier over-run for Emergency Access
 - Lateral Visibility Splays at Site Access
 - Inter-visibility across Shuttle Working
 - Inter-visibility between vehicle emerging from Mayo Lane and the shuttle working northern give way

PRELIMINARY ISSUE

P03	Inc Stage 1 RSA Comments	10.03.2023	MT	MT	LB
P02	Minor Edits	28.02.2023	MT	MT	LR
P01	Preliminary First Issue	27.02.2023	MT	MT	LR
Rev	Description	Date	Iss	MT	LR
				Rev	CRK/APP

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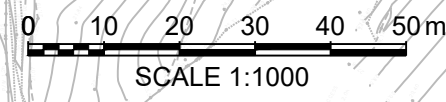


Client
Gladman Development Ltd

Project Name
**Proposed Residential Development
 Land off Watermill Lane, Bexhill
 Northern Site**

Sheet Title
**Access Layout:
 No Connection to Adjacent Site**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Suitability
B027940	MT	FEB '23	MT	FEB '23	LR	FEB '23	As Shown	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B027940	TTE	- 00 - XX - PL - D -			006	P03		



APPENDIX
E



Calculation Reference: AUDIT-704001-240704-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	10 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 17 to 918 (units:)
 Range Selected by User: 5 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	3 days
Tuesday	9 days
Wednesday	9 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	4 days

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

Selected Locations:

Edge of Town	26
--------------	----

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

Selected Location Sub Categories:

Residential Zone	22
Out of Town	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	21 days - Selected
Servicing vehicles Excluded	89 days - Selected

Secondary Filtering selection:

Use Class:

C3	26 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	11 days
10,001 to 15,000	9 days

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

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	7 days
50,001 to 75,000	7 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	21 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	21 days
No	5 days

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

PTAL Rating:

No PTAL Present	26 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES		ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		131	
	<i>Survey date: WEDNESDAY</i>		<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
3	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		141	
	<i>Survey date: TUESDAY</i>		<i>31/10/23</i>	<i>Survey Type: MANUAL</i>
4	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		91	
	<i>Survey date: THURSDAY</i>		<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
5	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		47	
	<i>Survey date: MONDAY</i>		<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
6	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
7	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: FRIDAY</i>		<i>07/10/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-33 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS	195 <i>04/07/23</i>	HAMPSHIRE	<i>Survey Type: MANUAL</i>
9	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES	160 <i>08/07/19</i>	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
10	KC-03-A-07 RECULVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES	288 <i>27/09/17</i>	KENT	<i>Survey Type: MANUAL</i>
11	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES	106 <i>09/05/23</i>	KENT	<i>Survey Type: MANUAL</i>
12	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS	186 <i>19/09/23</i>	KENT	<i>Survey Type: MANUAL</i>
13	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	17 <i>12/09/18</i>	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
14	NF-03-A-23 SILFIELD ROAD WYMONDHAM Edge of Town Out of Town Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	514 <i>22/09/21</i>	NORFOLK	<i>Survey Type: MANUAL</i>
15	NF-03-A-31 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES	321 <i>22/09/22</i>	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
16	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	164 <i>21/09/22</i>	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
18	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
19	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
20	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
21	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
22	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	<i>Survey date: WEDNESDAY</i>		<i>21/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
23	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED & SEMI -DETACHED 248 <i>22/11/17</i>	STAFFORDSHIRE <i>Survey Type: MANUAL</i>
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 918 <i>02/04/19</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>
26	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 92 <i>15/05/23</i>	WEST SUSSEX <i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WS-03-A-12	16/06/21	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	179	0.079	26	179	0.292	26	179	0.371
08:00 - 09:00	26	179	0.146	26	179	0.372	26	179	0.518
09:00 - 10:00	26	179	0.137	26	179	0.159	26	179	0.296
10:00 - 11:00	26	179	0.120	26	179	0.139	26	179	0.259
11:00 - 12:00	26	179	0.133	26	179	0.138	26	179	0.271
12:00 - 13:00	26	179	0.146	26	179	0.134	26	179	0.280
13:00 - 14:00	26	179	0.152	26	179	0.147	26	179	0.299
14:00 - 15:00	26	179	0.162	26	179	0.181	26	179	0.343
15:00 - 16:00	26	179	0.261	26	179	0.173	26	179	0.434
16:00 - 17:00	26	179	0.265	26	179	0.160	26	179	0.425
17:00 - 18:00	26	179	0.353	26	179	0.159	26	179	0.512
18:00 - 19:00	26	179	0.271	26	179	0.161	26	179	0.432
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.225			2.215			4.440

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

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

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Parameter summary

Trip rate parameter range selected:	17 - 918 (units:)
Survey date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	28
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-704001-240704-0726

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 16 to 54 (units:)
Range Selected by User: 10 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 07/06/23

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

Selected survey days:

Tuesday 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KS-03-B-01 WHITEACRE STREET HUDDERSFIELD DEIGHTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 54 <i>17/09/13</i>	KIRKLEES <i>Survey Type: MANUAL</i>
2	MS-03-B-01 TARBOCK ROAD LIVERPOOL SPEKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED 16 <i>18/06/13</i>	MERSEYSIDE <i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.057	2	35	0.086	2	35	0.143
08:00 - 09:00	2	35	0.157	2	35	0.343	2	35	0.500
09:00 - 10:00	2	35	0.286	2	35	0.329	2	35	0.615
10:00 - 11:00	2	35	0.200	2	35	0.200	2	35	0.400
11:00 - 12:00	2	35	0.157	2	35	0.157	2	35	0.314
12:00 - 13:00	2	35	0.171	2	35	0.157	2	35	0.328
13:00 - 14:00	2	35	0.086	2	35	0.071	2	35	0.157
14:00 - 15:00	2	35	0.214	2	35	0.143	2	35	0.357
15:00 - 16:00	2	35	0.129	2	35	0.171	2	35	0.300
16:00 - 17:00	2	35	0.114	2	35	0.129	2	35	0.243
17:00 - 18:00	2	35	0.200	2	35	0.143	2	35	0.343
18:00 - 19:00	2	35	0.143	2	35	0.086	2	35	0.229
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.914			2.015			3.929

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

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Parameter summary

Trip rate parameter range selected: 16 - 54 (units:)
Survey date date range: 01/01/10 - 07/06/23
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

APPENDIX

3



Land East of Watermill Lane (north), Bexhill

Landscape and Visual Appraisal

July 2024

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Version: 3.0
Version date: 20 July 2024
Comment Final for Submission

This document has been prepared and checked in accordance with ISO 9001:2015.

1.0 Introduction

This document sets out the preliminary findings and recommendations of the **Landscape and Visual Appraisal** ('LVA') that has been undertaken in support of the promotion of the proposed residential development at the *Land West of Watermill Lane (north), Bexhill* ('the Site').

The purpose of this document is to consider the ability of the Site and its context to accommodate new residential development; identify the potential landscape and visual effects arising from the Proposed Development; and highlight opportunities to mitigate and avoid potential adverse effects; and bring forward local landscape enhancements where possible.

The LVA has been undertaken by LDA Design, who have been appointed as landscape architects for Rurban Estates who are promoting the Site.

The LVA will form the basis of subsequent Landscape and Visual Impact Assessment ('LVIA'), should a planning application be submitted in the future.

1.1. The Site's Context

The Site is situated to the north-east of Bexhill, a coastal town located in the Rother District of East Sussex, in a broad swathe of farmland beyond the northern extent of Bexhill's main settled area, the Site is nestled between Cockerel's Wood, Cole Wood, Haven Brook Avenue (A2691) and Watermill Lane. **Figure 1** places the Site in its local context.

The Site comprises two field parcels, which are separated by a shrubby linear hedgerow with several substantial gaps, along which a series of ponds follow its alignment. The Site encompasses an approximate area of 7.15 hectares ('ha'). A third field in the ownership of the landowner, which is situated between Cockerel's Wood and Watermill Lane, would potentially deliver recreational open spaces & biodiversity enhancements in conjunction with the Site and its main area of development.

The Site's boundaries are well-defined by a variety of landscape features, which can be described as follows:

- **The Site's northern boundary** is defined by the southern edge of Cockerel's Wood (an extensive and mature woodland), with a small section in the north-eastern corner marked by an established hedgerow and a field gate. Further north, the landscape is characterised by an undulating landscape that comprises a mosaic of medium to large agricultural fields, commonly bordered by well-vegetated boundaries.

Park Wood, an expansive linear woodland that follows the general course of Watermill Stream and connects to Hanging Wood to the Site's east, is located to the north-east and east of the Site and forms a notable feature in the landscape. The village of Watermill lies immediately north of Park Wood, forming a linear settlement along Watermill Lane, the principal road in this area. Another cluster of development, comprising dwellings and commercial buildings, is located near the northernmost section of Freezeland, close to the Site's north-western boundary.

- **The Site's eastern boundary** is defined by Cole Wood, an extensive and mature woodland that stretches southwards towards Haven Brook Avenue. A small outcrop of this woodland also extends westwards, forming part of the Site's south-eastern boundary. To the east of the Site, the landscape is characterised by a rural landscape that features undulating landform and a mosaic of agricultural fields, which range from small to large in scale and are commonly delineated by well-vegetated borders. Hanging Wood, an expansive linear woodland that follows the general course of Watermill Stream, connects to Park Wood, located to the Site's north, forming a notable feature in the landscape. A small number of isolated dwellings are situated within area, interspersed and connected by the A2690 and a small number of local roads / lanes.
- **The Site's southern boundary** is defined by Cole Wood, which extends westward along the southeastern edge and gradually merges with the shrubby hedgerows along the south-western boundary. Directly to the south lies a small-scale field of grassland, nestled between the Site and Haven Brook Avenue (A2691). Beyond the A2691 and its roadside bund (circa 2-3m high), there are a few small to large fields, each delineated by a mosaic of well-vegetated boundaries. Bexhill's north-western edge, near Preston Hall, adjoins these fields. The urban edge of Bexhill is well-vegetated with a combination of trees and shrubs, typically forming linear features that extend out into the surrounding landscape.
- **The Site's western boundary** is defined by a mature shrubby hedgerow lining the eastern edge of Watermill Lane and the well-vegetated boundary of Cockerels Farmhouse (a Grade II Listed Building) . To the Site's west, the landscape is characterised by an undulating landform with a mosaic of small to medium agricultural fields, typically bordered by well-vegetated boundaries. Kiteye Wood, although smaller than other woodlands in the area, stands out as a discernible feature in the landscape. Near the northernmost section of Freezeland, close to the

Site's western boundary, there is a cluster of development comprising both dwellings and commercial buildings. Further west, beyond Kiteye Wood, lies the settled area of The Thorne.

Plate 1 below shows the view from the Site's western extent, looking southwards towards the northern edge of Bexhill.



Plate 1: View towards the Site's southern boundary

Plate 2 presents the views from the Site's south-eastern extent, looking northwards towards its northern boundary and Cockerel's Wood.



Plate 2: View towards the Site's northern boundary

Overall, the Site is visually enclosed by several natural features, and views to it are generally confined to its immediate context. While physically separated, the Site is influenced by both nearby urban and rural areas. An analysis of the Site and its surroundings is detailed in **Sections 3.0 to 5.0**.

The Site is also situated among several consented and planned developments, many of which were allocated in the **Development and Site Allocations Local Plan** ('DaSA') adopted in December 2019. Additionally, several 'potential sites' have been identified in the **draft Housing and Economic Land Availability Assessment** ('HELAA') published in April 2024.

Figure 1 identifies the consented, allocated and potential sites within the Site's local vicinity, illustrating its location in an evolving landscape that will

2.0 Landscape Policy & Designations

2.1. Landscape Planning Policy

The **Rother Local Plan Core Strategy** (adopted 29th September 2014) is the prevailing local plan for the Site and its surrounding. The policies listed below are pertinent to this LVA's purpose:

- **Policy OSS2: Use of Development Boundaries** outlines how *“Development Boundaries around settlements will continue to differentiate between areas where most forms of new development would be acceptable and where they would not.”* However, this policy makes clear that existing boundaries will be reviewed in the Development and Site Allocations Development Planning Document ('DPD'), considering different factors, such as [inter alia]:
 - *Existing pattern, form and function of settlements, including of closely 'linked' settlements and important 'gaps' of countryside between them*
 - *Character and settings of individual towns and villages*
 - *Sensitivity to further development both within the main built up confines and in more rural fringes*
 - *The amount of land needed to fulfil development needs and requirements*
 - *Environmental considerations, including the need to conserve designated areas of national and local landscape, archaeological, geological, ecological or historical importance*
 - *Following physical features, unless this may suggest a potential for development that is inappropriate*
- **Policy OSS3 Location of Development** outlines the criteria for assessing the suitability of a particular location for development, when both allocating land for development and determining planning applications, sites and/or proposals, making clear that it should accord with the relevant policies of the Core Strategy. The criteria is to be considered in the context of the following [inter alia]:
 - *The spatial strategy for the particular settlement or area, and its distinct character*

- *Making effective use of land within the main built-up confines of towns and villages, especially previously developed land, consistent with maintaining their character*
- *The deliverability of development, including consideration of land ownership patterns and the viability of development*
- **Policy OSS4 General Development Considerations** outlines the additional criteria for new development, in support of Policies OSS2 and OSS3, which is as follows [inter alia]:
 - *It does not unreasonably harm the amenities of adjoining properties*
 - *It respects and does not detract from the character and appearance of the locality*
 - *It is compatible with both the existing and planned use of adjacent land, and takes full account of previous use of the site*
 - *In respect of residential development, is of a density appropriate to its context, having due regard to the key design principles*
- **Policy EN3 Design Quality** sets out the requirements for new development to satisfy and be considered of a high design quality. Those requirements relevant to landscape and visual resources are considered by this LVA, and set out below for reference [inter alia]:
 - *Contributing positively to the character of the site and surroundings, including taking opportunities to improve areas of poor visual character or with poor townscape qualities, and*
 - *Demonstrating robust design solutions tested against the following Key Design Principles as appropriate (expanded in Appendix 4), tailored to a thorough and empathetic understanding of the particular site and context.*
- **Policy EN5 Biodiversity and Green Space** outlines how the new development is firstly required to protect and enhance the biodiversity, geodiversity and green spaces of its site, taking due consideration of the district-wide network of green infrastructure and the international, national and locally designated sites within the district. It also sets out how the development should seek to increase accessibility to the countryside from urban areas, especially in the Hastings and Bexhill fringes; ensure that development retains, protects and enhances habitats of ecological interest; and that developers are to integrate biodiversity into development schemes by avoiding adverse impacts from

development on biodiversity or habitat, or where wholly unavoidable, provide appropriate mitigation against or compensation for any losses.

- **Policy BX3 Development Strategy** sets out the development strategy for Bexhill. Bullet (iii) identifies that outside of the Strategic Growth Area at North East Bexhill, further housing and business growth will be focused on sites to the north and west of the town.

2.2. Landscape Designations

No statutory or non statutory (local) designated landscapes have been identified within or in close proximity to the Site.

However, it is acknowledged that the **High Weald National Landscape** is located approximately 1.6km to the Site's north (at its nearest point).

Based on the analysis of a Zone of Theoretical Visibility ('ZTV'), it has been determined that there would be no discernible visibility between the Site and the National Landscape due to a combination of factors such as intervening vegetation, landform, and buildings.

As a result, it is judged that there would be no likely effects arising from the Proposed Development on the special qualities and natural beauty of the **High Weald National Landscape**.

3.0 Landform, Landcover and Settlement Pattern

Bexhill originated as a medieval village, now situated on a hill approximately 1km from the coastline, reaching 46m AOD at St Peter's Church and known locally as the Old Town. Modern suburbs now surround this historic core, with the town's central area nestled between the Old Town and the seafront. This central district extends along Sackville Road, Buckhurst Road, Sea Road, and the Seafront, featuring a developed coastline that stretches 6.2km.

The coastal town saw significant expansion in the 1880s, with housing ranging from grand villas on Buckhurst and Station Roads to modest workers' terraces around Victoria Road, and affluent four-story terraces on Devonshire Road, the town's main shopping street. The early 20th century brought additional growth in the Holliers Hill and Dorset Road suburbs. Post-World War II expansion further extended Bexhill westward, merging it with the emerging area of Cooden and introducing a mix of housing types.

The Site is located to the north-east of Bexhill, the main settlement in the local area. The Site and its surroundings are characterised by an undulating landform that features several ridges and narrow valleys. Watercourses run along the base of these valleys, while small settlements and primary roads typically occupying the ridges. Bexhill descends gradually towards the coast, with much of the town situated on low-lying coastal land. However, higher ground areas, such as around Glenleigh Park, create a topographic 'bowl' towards the town centre. **Figure 2** places the Site in its local context.

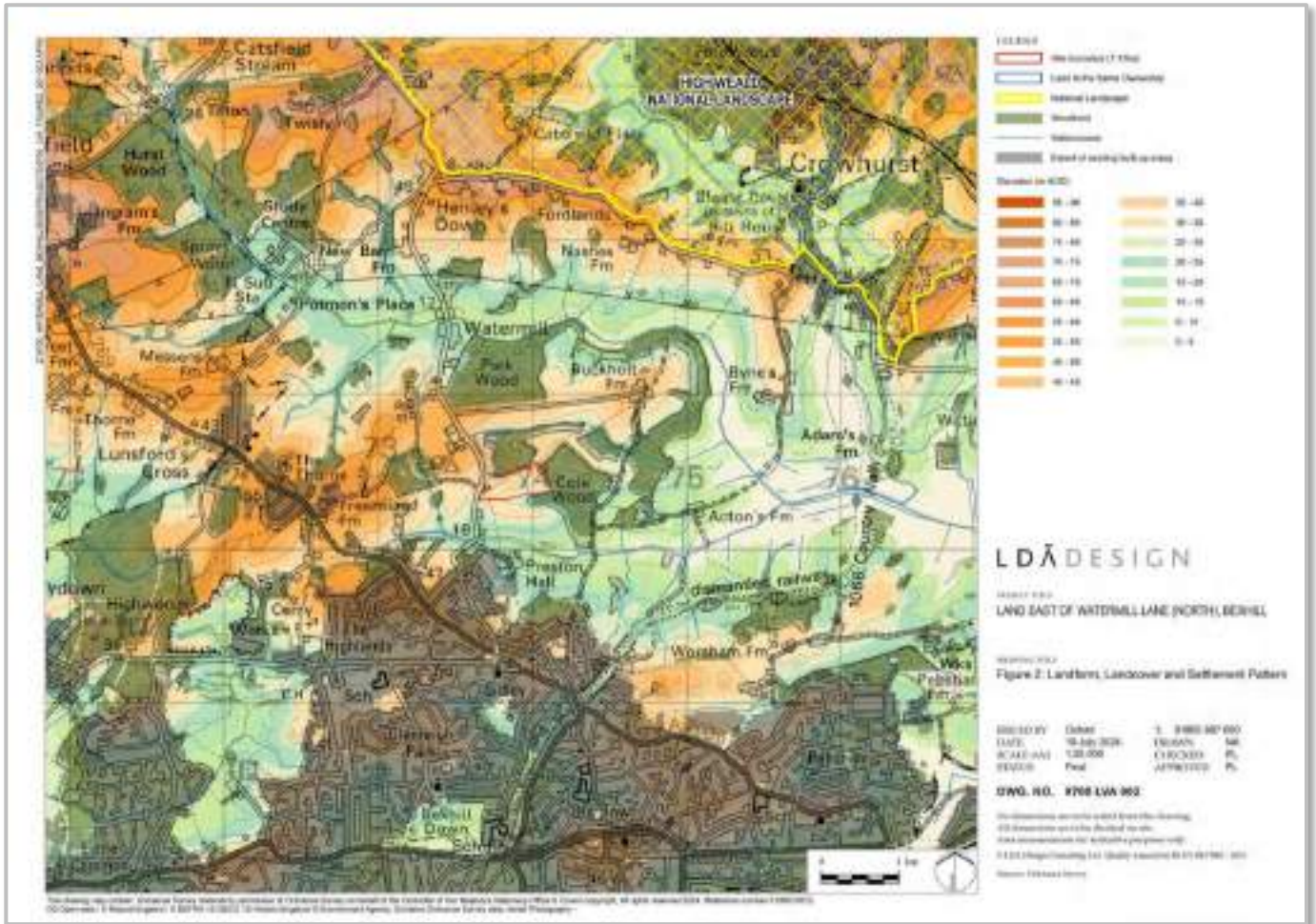


Figure 2: Landform, Landcover and Settlement Pattern²

The Site is located within the 'fringe landscape' that encircles the main settled areas of Bexhill, on the slopes of a narrow valley to north-east of the A2961. It is physically separated from Bexhill and visually enclosed by several natural features, including the A2691 and its roadside bunds, as well as Cockerel's Wood and Cole Wood. Despite this physical separation and visual enclosure, there is a perceptual sense that the landscape transitions between and is influenced by both nearby urban and rural areas. The A2691 imparts a noticeable urbanising character to its surroundings.

Additionally, the strong network of established vegetation that forms the Site's boundaries; the numerous woodlands beyond the Site's immediate context – Hanging Wood and Park Wood; and the Site's location on the southern slope of a localised ridgeline; combine to act as barriers that would preserve the key characteristics of the rural landscape to the Site's north.

² A full-size copy of this Figure is appended to the end of this document.

4.0 Landscape Character

4.1. Landscape Assessment (March 2008)

The key characteristics of the Site and its surroundings are detailed in Rother District Council's **Landscape Assessment** (March 2008) ('RDCLA'). This document evaluates each character area in terms of quality, value, sensitivity, and capacity for change from a landscape and visual perspective. The Site falls within '1. Freezeland' LCA, described as follows [inter alia]:

Area 1 Freezeland:

...The area already has a strong urban fringe character and this will be strengthened by the NE Bexhill scheme. Whilst the area is quite sloping, the slope is towards the existing and future urban area and would have little effect upon the wider countryside and can remain well contained. There was some ambiguity about the northern boundary of the area in the area of Cole Wood but it has been taken to the natural boundary which is close to the edge of the woodland.

Generally there is a good tree structure upon which to build a spatial design in the development brief and the mapping indicates in general terms the spatial "cells" which may be created whilst conserving the existing structure.

The three character areas within this search area all display great development opportunities whilst drawing upon the strong existing landscape character and using it to the benefit of the development...

1.C Cole Wood:

Largely South facing open fields which are well contained from the north but strong woodland features of Cole Wood. Mainly sheep grazing but some arable, generates a strong rural character but this is degraded by influence of the existing urban edge of Bexhill and will be greatly affected by future development at NE Bexhill. This change will be fundamental to the future character of this area. It will tend to reduce the extent of remote and exceptionally remote landscape which currently exists.

The **RDCLA** rates this landscape character as 'Ordinary Quality' and of 'Moderate to Low Value.' Its sensitivity to change is assessed as 'Moderate' for character resources and visual receptors, indicating a 'High' capacity to

accommodate housing. LDA Design supports with RDCLA's assessment of the landscape character; concurring with its conclusions.

LDA Design identifies that the Site and its defining characteristics present an opportunity to integrate existing landscape features into the development structure, while preserving and enhancing these features for the benefit of the local environment. Field boundaries should be strengthened with new planting, and existing vegetation would benefit from less intensive management. Additionally, woodlands should be protected and managed to ensure their longevity, thereby enhancing and preserving the prevailing woodland character that defines this part of Bexhill's fringe landscape. For further design recommendations, see **Section 6.0**.

5.0 Visual Environment

The Site is situated on the upper slopes of a narrow valley to north-east of the A2961 within an area of undulating topography that characterises the broader landscape.

The preliminary Zone of Theoretical Visibility (‘ZTV’), illustrated in **Figure 3**, indicates that while the Site is positioned on comparatively elevated ground and could potentially be visible from surrounding areas, it is generally well-contained visually. This containment is attributed to the prevalent landscape features that immediately surrounding the Site.

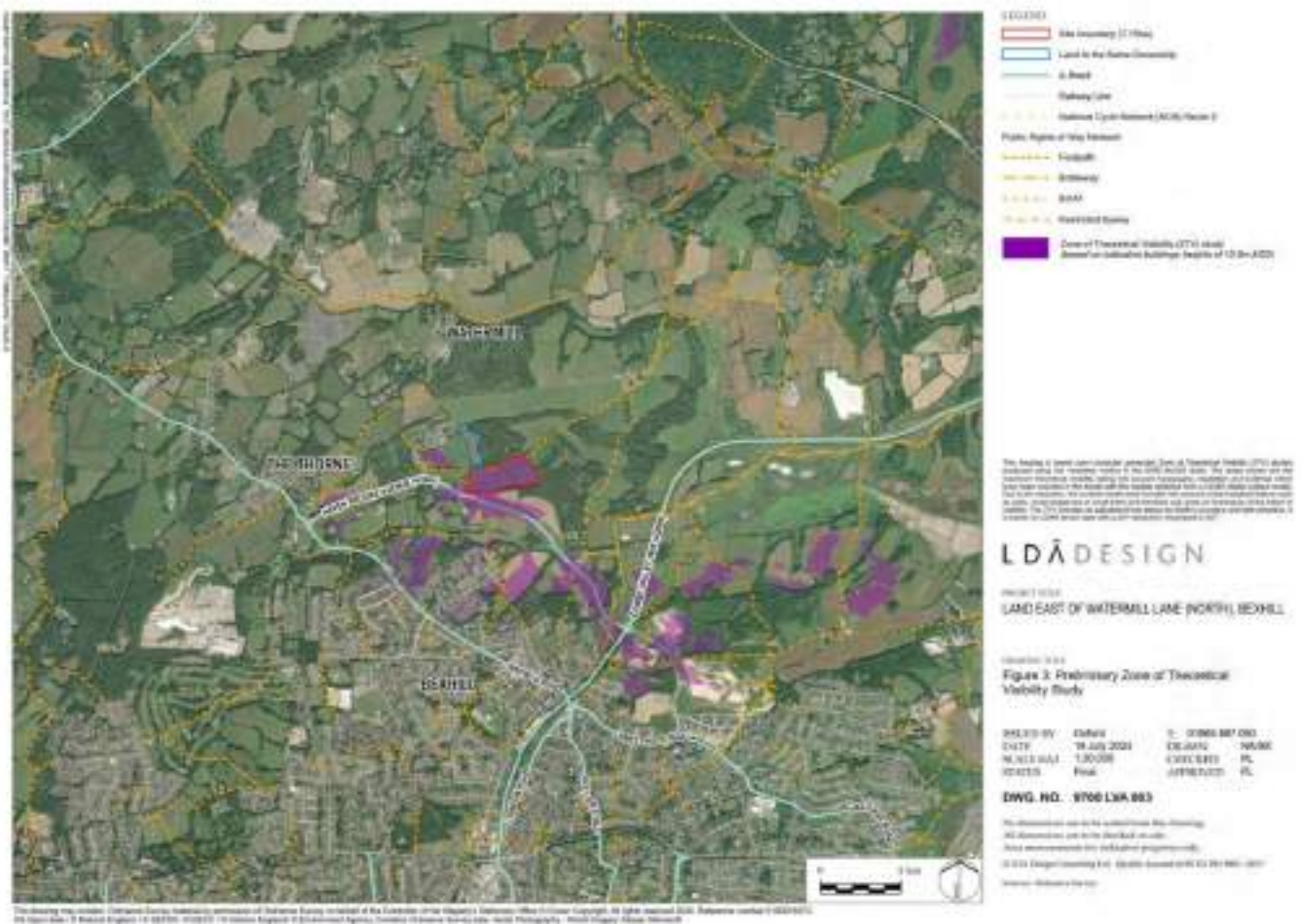


Figure 3: Preliminary Zone of Theoretical Visibility Study³

Theoretical visibility of the Site and its proposals (up to 12.5m AOD) are described as follows:

- **To the Site’s north and east:** Visibility is limited to its immediate surroundings. This limitation arises from established shrub vegetation

³ A full-size copy of this Figure is appended to the end of this document.

along the field boundaries and the mature woodland of Cockerel's Wood and Cole Wood, which form the Site's northern and eastern boundaries. Visibility beyond the Site is possible only where gaps occur in the vegetation along the Site's most north-eastern boundaries. From this section of the boundaries potential visibility would extend northward across part of the first field up to its northern edge, which is marked by a linear outcrop of Cockerel's Wood. Beyond, theoretical visibility this feature would be restricted by vegetation and undulations in the intervening landscape to a few small areas of fragmented visibility from parts of the Site's surrounding on higher landform. Should views be possible, proposals in the Site would be seen in the context of Bexhill.

- **To the south:** Visibility would extend southward towards the northern edge of Bexhill, where visibility would be restricted to a number of locations. Analysis from the ZTV confirms that potential visibility from the landscape beyond Bexhill would be minimal, due to the combined screening effect of intervening building and vegetation that would limit long-range views toward the Site.
- **To the west:** Visibility is restricted to the Site's immediate surroundings. Analysis from the ZTV confirms that potential visibility from the landscape beyond Watermill Lane would be minimal. This is primarily due to the combined screening effect of intervening vegetation and the undulating terrain, which significantly obscures long-range views toward the Site.

It should be borne in mind that the ZTVs represent a theoretical model of the Proposed Development's potential visibility, which at this stage of the Project, is based on assumed building heights of 12.5m above Ordnance Datum. Therefore, the ZTV only gives an impression of the potential scheme's extent of the visibility. In reality, due to the resolution of the digital surface model used in the ZTV, some localised features (such as walls, low hedgerows and small trees) are not captured within the dataset used at the time of this appraisal. Consequently, the extent of visibility experienced on-the-ground would be less than suggested by the ZTV as these unaccounted localised features combine to screen the Proposed Development to a greater degree.

Overall, despite the Site's elevated position on the slopes of a narrow valley, established natural features, such as woodlands, tree belts, hedgerows and shrubs, combined with an undulating terrain, would limit the Proposed Development's visual impact on the wider landscape as a consequence of the high degree of visual enclosure.

LDA DESIGN

Land East of Watermill Lane (north), Bexhill

LDA Design identifies opportunities to preserve and enhance the existing landscape features within the Site and its surroundings. This approach ensures that any development on the Site is well integrated into its surroundings and effectively screened from the wider landscape. For further design recommendations, refer to **Section 6.0**.

6.0 Responding to the Site's Landscape Character, Settlement Character and Visual Environment

The Proposed Development will inevitably transform the Site from an open field into a built environment, altering its land use and character. This change could initially be perceived as adversely affecting sensitive parts of the landscape.

Currently, the Site and its surroundings are characterised by prevalent and established vegetation along its boundaries and beyond; situated within the 'fringe landscape' that encircles the settled areas of Bexhill, on the slopes of a narrow valley to north-east of the A2961. While the Site is physically separated and visually enclosed from the surrounding settlements / landscape by several natural and man-made features, there a perceptual sense that the landscape transitions between and is influenced by both nearby urban and rural areas, with the A2691 imparting a noticeable urbanising character to its surroundings. Additionally, the strong network of established vegetation that forms the Site's boundaries, acts as barriers that would preserve the key characteristics of the rural landscape to the Site's north.

Visually, it is anticipated that any visual effects on views and surroundings would primarily affect the Site and its immediate surroundings, reducing with distance from the Site's extents, with consideration of the emerging concept layout and landscape strategy.

Therefore, with consideration to the prevailing enclosed and transitional 'fringe' landscape in which it is located, it judged that the Site has capacity to accommodate a scheme that is sensitivity designed and sympathetic to its surrounding character and visual environment, without any undue effects on existing landscape and/or visual resources.

Nonetheless, it remains important for the design of the Proposed Development to carefully address landscape and visual considerations to mitigate potential impacts.

6.1.1. Design Recommendations for a Landscape-led scheme

The Site offers opportunities to create a landscape-led scheme that would deliver a beneficial addition to the District without undue consequences on landscape character and views. The design and consideration of landscape and visual resources is an iterative process, which ensures that all necessary measures to mitigate adverse landscape and visual effects are incorporated

into the proposals. This approach puts the environment at the forefront of the design, preserving the existing, enhancing it and ensuring that the newly built environment is sensitively integrated into its surroundings.

Understanding the Site and its context has led to the identification of several opportunities and constraints, which have informed the emerging concept for the proposed development. LDA Design worked closely with EdgeUD to ensure that the emerging concept plan responds sensitively to the landscape and visual context in providing for approximately 130 homes together with community and ancillary uses.

A series of **Design Principles** support the overarching vision of the Site, emphasising the sensitive integration with the existing landscape and community and seek to ensure any future masterplan is guided by the Site's inherent qualities. They prioritise the preservation and enhancement of existing vegetation on-site, ensuring the new development integrates with its surroundings.

This approach will create attractive new open spaces and green infrastructure, helping to visually confine the new buildings to the Site and its immediate vicinity and create a strong sense of place. Consequently, longer-range views are expected to remain limited. Should the Proposed Development be visible, it would appear as part of the broader Bexhill settlement context.

The **Design Principles** as follows:

- **Creation of New Green Infrastructure:** Introduce new green spaces that integrate with the surrounding landscape. Utilise existing natural features to foster an attractive, biodiverse environment that encourages positive visual connections to and from the Site.
- **Protection of the adjoining Woodland:** Safeguard the adjoining woodland that defines the Site's northern, eastern and southern boundaries ensuring their preservation as a vital natural resource.
- **Respect the Site's Topography and Heights of surrounding Landscape features:** Design new buildings that complement the Site's rising landform; respect the current visual environment of the area; and do not exceed the height of the adjoining woodland.
- **Enhance Existing Public Rights of Way:** Improve the amenity of the on-site PRow, enriching the walking experience while preserving natural pathways.

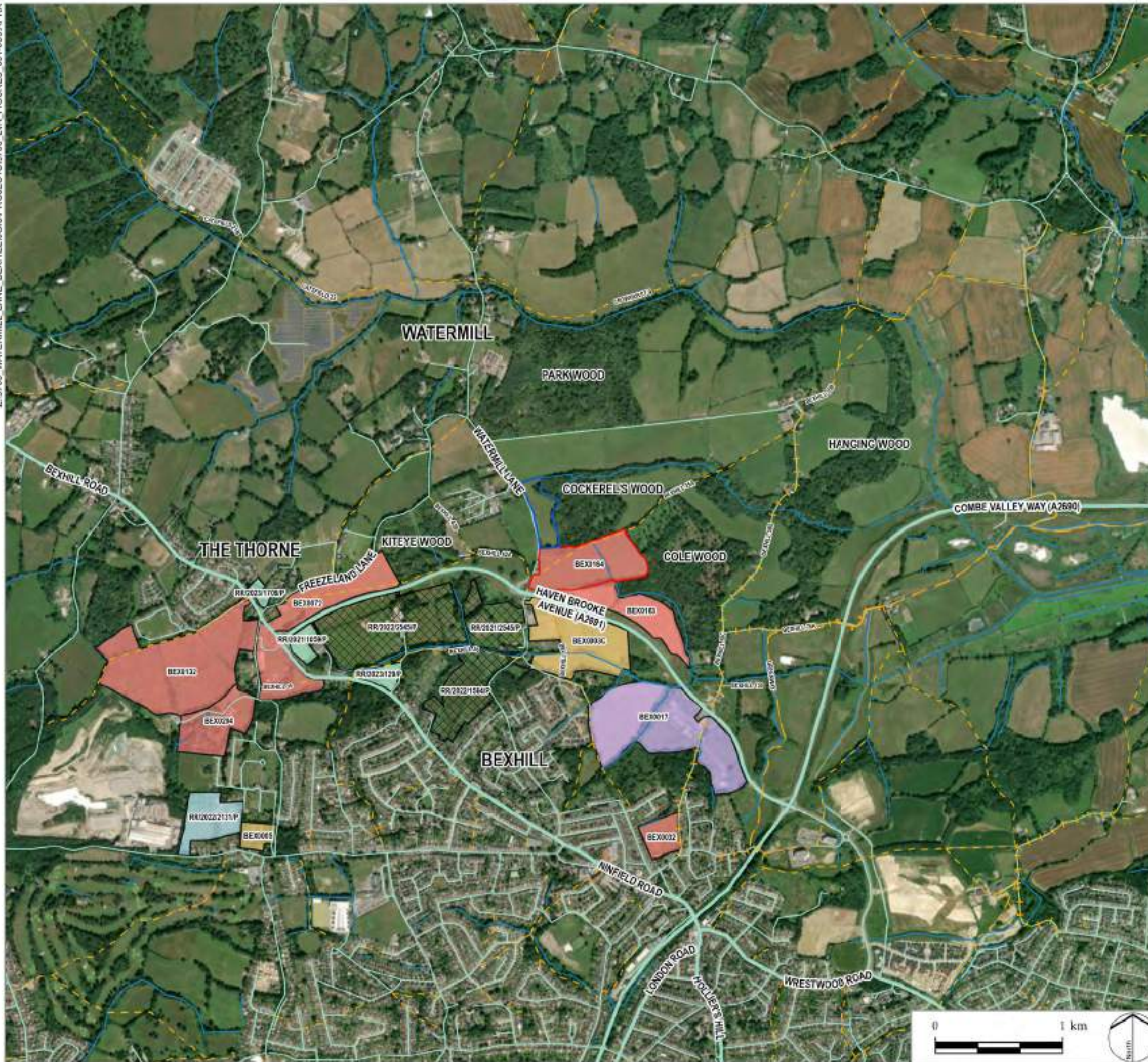
- **Creation of New Connections and Destinations:** Introduce new recreational, play and open areas that permit new and existing residents the space to gather and enjoy recreationally in combination with the development of new pathways through and out of the Site, creating links to nearby settlements and integrating with the broader network of accessible routes.
- **Establish New Connectivity:** Develop new pathways through and out of the Site, creating links to nearby settlements and integrating with the broader network of accessible routes.
- **Respect the adjoining Grade II Listed Building:** Ensure provisions are made to retain, in so far as possible, the agricultural character in the immediate vicinity of the Grade II Listed Building, Cockerels Farmhouse. This could be achieved through the implementation of a land use such as a meadow or orchard.

The principles set out above should be read in conjunction with the plans by EdgeUD, which have also considered highways, ecology, arboriculture and heritage as part of the consideration of the Site's opportunities and constraints.

7.0 Conclusion

Overall, it is considered that the Site's and its proposals can be successfully integrated into the landscape, with appropriate mitigation and enhancement measures incorporated into its design to address potential landscape and visual effects.

While it is acknowledged that there would be inevitable changes to the Site's landscape character and to views would be available to new buildings within the Site's local context, it is considered that a sensitively design scheme for approximately 130 homes and supporting uses would – assuming that the above design recommendations are broadly adhered too – relate well to the existing settlement pattern; would be well-integrated into the landscape and existing built-up area of Bexhill through careful consideration of site layout, building heights and green infrastructure; and would not become a prominent feature in views.



LEGEND

- Site boundary (7.15ha)
- Land in the Same Ownership
- A-Road
- Local Road
- Watercourse
- Local Development Sites**
- Status**
- Resolution to Grant
- Full Application (pending)
- Outline Application (pending)
- Allocated Site (Residential)
- Allocated Site (Employment)
- Potential Site (HELAA 2024)
- Public Rights of Way Network**
- Footpath
- Bridleway
- BOAT
- Restricted Byway

LDĀ DESIGN

PROJECT TITLE
LAND EAST OF WATERMILL LANE (NORTH), BEXHILL

DRAWING TITLE
Figure 1: The Site and Local Context

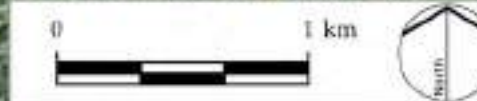
ISSUED BY	Oxford	T:	01865 887 050
DATE	20 July 2024	DRAWN	NA
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STATUS	Final	APPROVED	PL

DWG. NO. 9700 LVA 001

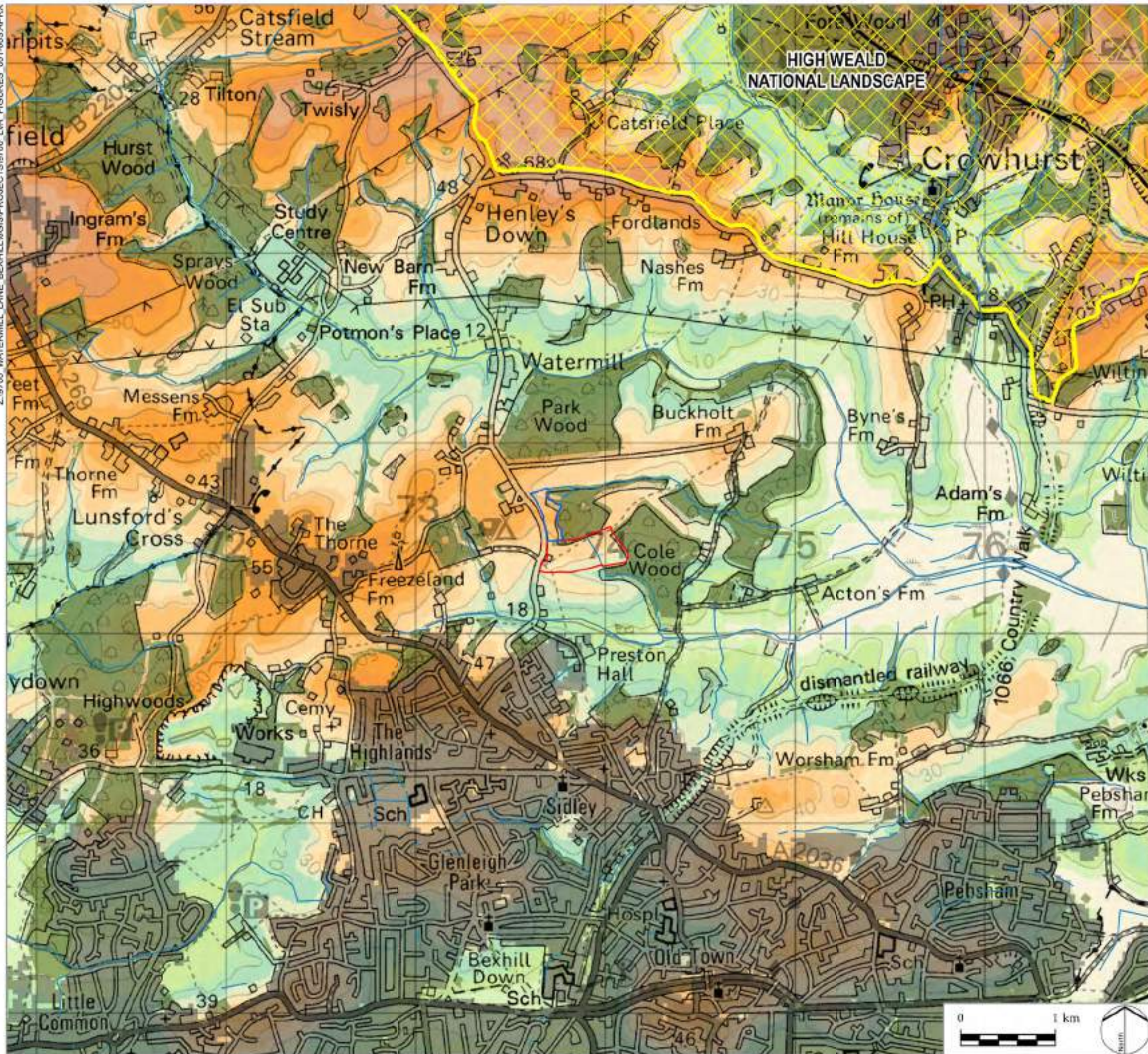
No dimensions are to be scaled from this drawing.
 All dimensions are to be checked on site.
 Area measurements for indicative purposes only.

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Sources: Ordnance Survey



Z:\9700 WATERMILL LANE BEXHILL\GIS\PROJECTS\9700 LVA FIGURES 001-003.APRX



LEGEND

- Site boundary (7.15ha)
- Land in the Same Ownership
- National Landscape
- Woodland
- Watercourse
- Extent of existing built-up areas

Elevation (m AOD)

	85 - 90		35 - 40
	80 - 85		30 - 35
	75 - 80		25 - 30
	70 - 75		20 - 25
	65 - 70		15 - 20
	60 - 65		10 - 15
	55 - 60		5 - 10
	50 - 55		0 - 5
	45 - 50		
	40 - 45		

LDĀ DESIGN

PROJECT TITLE
LAND EAST OF WATERMILL LANE (NORTH), BEXHILL

DRAWING TITLE
Figure 2: Landform, Landcover and Settlement Pattern

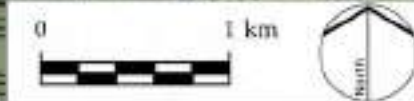
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DATE	19 July 2024	DRAWN	NA
SCALE @A3	1:20,000	CHECKED	PL
STATUS	Final	APPROVED	PL

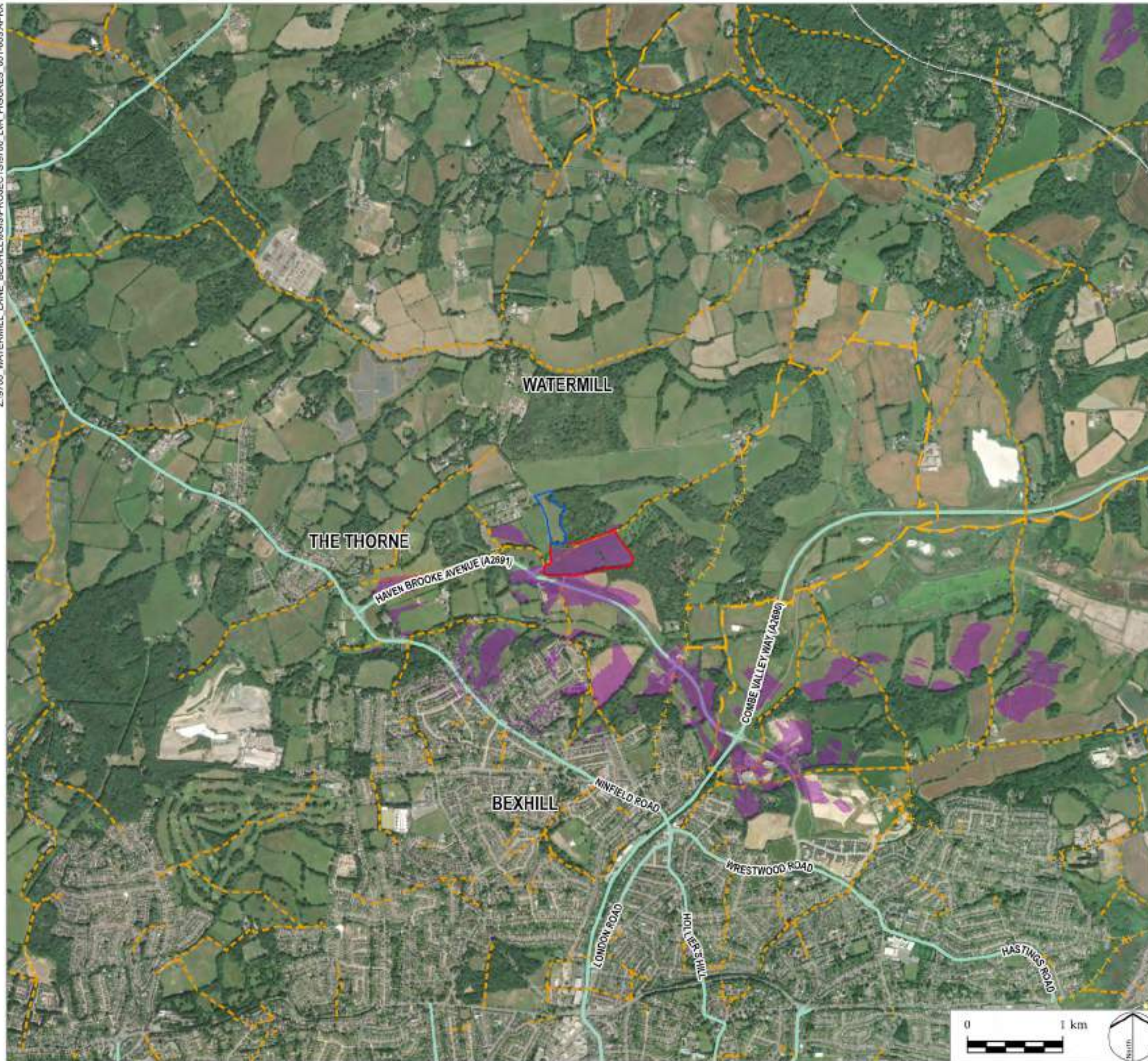
DWG. NO. 9700 LVA 002

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Area measurements for indicative purposes only.

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Sources: Ordnance Survey





- LEGEND**
- Site boundary (7.15ha)
 - Land in the Same Ownership
 - A-Road
 - Railway Line
 - National Cycle Network (NCN) Route 2
 - Public Rights of Way Network**
 - Footpath
 - Bridleway
 - BOAT
 - Restricted Byway
 - Zone of Theoretical Visibility (ZTV) study
(based on indicative buildings heights of 12.5m AOD)

This drawing is based upon computer generated Zone of Theoretical Visibility (ZTV) studies produced using the viewshed routine in the ESRI ArcGIS Suite. The areas shown are the maximum theoretical visibility, taking into account topography, vegetation and buildings which have been included in the model with the heights obtained from a LiDAR digital surface model. Due to its resolution, the surface model does not take into account every localised feature such as walls, small hedgerows or small trees and therefore only gives an impression of the extent of visibility. The ZTV includes an adjustment that allows for Earth's curvature and light refraction. It is based on LiDAR terrain data with a 2m² resolution, resampled to 5m².

LDĀ DESIGN

PROJECT TITLE
LAND EAST OF WATERMILL LANE (NORTH), BEXHILL

DRAWING TITLE
Figure 3: Preliminary Zone of Theoretical Visibility Study

ISSUED BY	Oxford	T:	01865 887 050
DATE	19 July 2024	DRAWN	NA/SK
SCALE @A3	1:20,000	CHECKED	PL
STATUS	Final	APPROVED	PL

DWG. NO. 9700 LVA 003

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Sources: Ordnance Survey

APPENDIX

4



Heritage Note

Land east of Watermill Lane, Bexhill-on-Sea, East Sussex.

On behalf of Rurban Estates

Date: July 2024 | Pegasus Ref: P24-1530



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
2	July 2024	HP&GS	GS	-

1. Introduction

- 1.1. Pegasus Group have been commissioned to appraise heritage matters relating to Land East of Watermill Lane, Bexhill-on-Sea, specifically to support and inform the vision document and the integration of assets and their settings into the evolving masterplan for residential development.
- 1.2. The site is draft allocation BEX0164 (Plate 1). It comprises two pasture fields largely surrounded by woodland areas and belts, to the north-east of the recently-constructed A2691.



Plate 1 Site location plan

- 1.3. Adjacent to the site, to its west, is the Grade II Listed *Cockerell's Farmhouse* (Plate 1, red arrow, Plate 3), and Watermill Lane.



Plate 2: Site Location Plan (red arrow – Cockerell's Farmhouse)

- 1.4. This Heritage Note has been informed by a site visit and reference to historic maps, aerial photographs and designation descriptions.

2. Built Heritage

- 2.1. Following the site visit, only the Grade II Listed *Cockerell's Farmhouse* was considered to have the potential to be sensitive to the development proposals and thus has been taken forward for further assessment.

Cockerell's Farmhouse

- 2.2. Cockerell's Farmhouse was added to the National List at Grade II on 23rd August 1976 (NHLE 1190249). The List Entry describes the building as follows:

"C18 or earlier. 2 storeys. 2 windows. Painted brick. Tiled roof with pentice behind. Casement windows. Chimney breast on west wall."

- 2.3. The house is of two storeys and constructed of painted brick with a red clay tile roof (Plate 3).



Plate 5 Extract from the Ordnance Survey map of 1874

- 2.7. The Ordnance Survey map of 1874 shows a similar arrangement, although the building to the north had been demolished, and the enclosures consolidated and extended to the north (Plate 5).



Plate 6 Extract from the Second Edition Ordnance Survey map of 1899

- 2.8. However, the Second Edition Ordnance Survey map of 1899 shows that the asset appeared to be operating as the farmhouse of a farm complex at this date, with further buildings to the north within its curtilage, and a possible barn complex to the north-east (Plate 6).



Plate 7 Extract from the Ordnance Survey map of 1909

- 2.9. The Ordnance Survey map of 1909 shows an additional building in the complex to the north-east, forming a horseshoe-shaped complex, strongly indicative of an agricultural complex.

2.10. A similar arrangement is shown on mapping of 1961 (Plate 8).



Plate 8 Extract from the Ordnance Survey map of 1961

- 2.11. Aerial photographs show that the farm complex to the north-east of the Listed buildings had been demolished by 2004.
- 2.12. Today, the Listed building sits as a discrete residence, rather than being part of a wider farm complex. It has a driveway and parking area to the south, and garden area to the north. The building and its garden to the north sit at a lower level than the site to the east, restricting intervisibility of the land to the north-east with all but the roof levels of the building (Plate 9). There is greater inter and co-visibility with the land to the south-east (Plate 10).



Plate 9 Looking south-west to Cockerell's Farmhouse from land to the north-east



Plate 10 Looking north to Cockerell's Farmhouse

- 2.13. One public right of way crosses the field to the east of the asset.
- 2.14. The asset is largely screened from Watermill Lane by a mature hedge and other vegetation (Plate 11).



Plate 11 Looking east towards Cockerell's Farmhouse from Watermill Lane

Significance

- 2.15. As a Grade II Listed asset, Cockerell's Farmhouse is a designated heritage asset of less than the highest level of significance, as defined by the NPPF. The significance of the asset is primarily embodied in its built form, which has architectural and historic interest.
- 2.16. Setting also contributes to the significance of the asset, but to a lesser degree. The element of the setting of the asset which make the relatively greatest contribution to significance through setting comprises its immediate curtilage, from where it can be best appreciated and understood.
- 2.17. Other elements of setting which contribute to a lesser degree to its significance comprise:
- Agricultural land immediately to the south and south-east, from where there are partial views to the south-eastern façade of the asset, and which it appears to have been functionally historically associated with, in the 20th century, with a weaker association preceding this, as evidenced by the Tithe Map of 1843.
 - Agricultural land immediately to the east and north-east, which is co-visible with the asset in views from the south, and is likely to have been functionally associated in the 20th-century, with a weaker association before.

Design Response

- 2.18. The emerging masterplan has responded sensitively to the setting of the Listed building, with a set back of built form in the western area of the site, and the intervening space used as orchard or meadow. This will perpetuate the agricultural character of the immediate

setting of the asset. Planting is also proposed in the vicinity of the Listed building, between the asset and the proposed access (Plates 12 and 13).



Plate 12 Extract from the constraints and opportunities plan



Plate 13 Extract from the Vision Masterplan

With the sensitive response outlined above, the residential development of the site and provision of the access could be delivered with only less than substantial harm at the lower end of the spectrum to Cockerell's Farmhouse and, as such, matters relating to built heritage are not considered to represent a constraint to the deliverability of the site.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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APPENDIX

5



Option 4 Watermill Lane

KEY

- Site boundary
- Land available, connected to Land at Watermill Lane
- - - 2013 SHLAA 'Broad Area' boundary
- Local Plan Allocations
- Adopted Allocations
- Existing Primary School (with 800 m radius)
- Potential location of Primary School (with 800 m radius)
- Future 2 Form Entry Primary School (Vistry)

