

To: **Head of Planning**  
**Hastings Borough Council**  
**Aquila House, Breeds Place, Hastings**



<b>APPLICATION NUMBER</b>	<b>HW/HS/15/00168</b>
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**Applicant:** Mr Alice Smyth

**Location:** WEST ST LEONARDS, Former The St Leonards Academy Darwell Campus, Darwell Close, St Leonards-on-sea, TN38 9JP

**Development:**

Outline application for the erection of up to 210 dwellings (25% affordable) with associated open space, play areas, landscaping and access.

<b>Road Name or Number</b>	U3114	<b>Consultation Date</b>	5 March 2015	<b>Use Class</b>	
<b>National Grid Reference</b>	578502 110307	<b>Contact Officer</b>	Ben Lenton 01273 336114		

I do not wish to restrict the grant of consent subject to agreement on the following comments and conditions:

**Proposal** - The application site is located approximately 1.6km to the northwest of the centre of St Leonards and is accessed via Darwell Close and Harley Shute Road. The site was previously occupied by the Grove School which previously accommodated in the region of 1,163 pupils at its peak. The proposal is for the erection of up to 210 residential dwellings.

**Access** – The proposed development will be served via 2 priority junctions with Darwell Close. One of the access points is the existing school access; the second access will be created a short distance to the east.

The access will have a carriageway width of 5.5m. This is considered to be appropriate for a development of this type. I am also satisfied that the swept path provided indicates that the access can accommodate larger vehicles (refuse collection etc) in a satisfactory manner.

Darwell Close is subject to speed limit 30 mph. The driver sightlines on such roads, in accordance with Manual for Streets2 are 43m in each direction from a set back point of 2.4m. I am satisfied that appropriate visibility splays can be provided either side of the two vehicular accesses serving the site.

Subject to the layout and construction being in accordance with the County Councils specification I have no major concerns regarding the proposed vehicular accesses into the site; however, these comments are subject to the satisfactory outcome of an independent road safety audit.

### **Trip Generation and Highway Impact**

In order to estimate the level of traffic likely to be generated by the proposed development the TRICS database has been interrogated to compare the proposal with similar developments in similar locations within the UK.

Data obtained from the TRICS database has suggested that the proposed development will generate approximately 130 two-way trips during the AM peak hour and 151 during the PM peak.

The TRICS database has also been utilized to identify the level of potential vehicle trips associated with the permitted school use on the site. The results of the assessment indicate that a school with 1163 pupils would generate approximately 361 two-way trips during the AM peak and 53 two-way trips during the PM peak.

These figures are similar to those obtained from my own interrogation of the TRICS database. I am therefore satisfied that the methodology used to calculate trip rates provides an accurate description of the vehicle movements likely to be associated with the previous use of the site and the proposed development.

It can be concluded from this assessment that the proposed residential development is likely to lead to an overall reduction of 183 trips at the site during the AM peak hour compared to the permitted school use of the site; however, during the PM peak hour the proposed residential development could lead to an increase of 98 trips at the site compared with the school use (this is a result of the PM peak hour of the school not coinciding with the general peak hour on the highway network).

In order to assess the likely impact of the development on the surrounding highway network traffic surveys were undertaken during the AM and PM peak hours at the following junctions:

- Grove School access/Darwell Close junction
- Darwell Close/Harley Shute Road junction
- Wishing Tree Roundabout junction

The development traffic distribution has been distributed on a pro-rata basis to the surveyed base flows. The predicted flows have then been added to the surveyed base traffic flows. PICADY and ARCADY programs have then been used to model the Darwell Close/Harley Shute Road and Wishing Tree Roundabout junctions in order to determine the likely impact of the development traffic.

**Darwell Close/Harley Shute Road priority junction** – the results of the modeling indicates that that junction currently operates well within capacity (RFC values peaking at 0.401) and will continue to do so post development.

A right hand turn lane arrangement has been proposed at this junction and the modeling indicates that this will provide a benefit to the operation of the junction.

The provision of the right hand turn lane at this junction has been agreed in principle with ESCC; however, an alternative arrangement in the form of a signalised junction incorporating a pedestrian crossing may be preferred. The proposed alterations to this junction will require further investigation and discussion with the ESCC Road Safety and Implementation teams. An independent road safety audit of the proposed works will also be required.

The works will need to be secured via a S278 Legal Agreement.

**Wishing Tree Roundabout Junction** – the results of the junction modeling indicate that some arms of the roundabout have RFC values in the region of 0.76 pre-development rising to 0.80 post-development. Some queuing of vehicles already occurs on some arms at this junction and this will increase slightly as a result of the development; however, the junction will continue to operate within capacity both with and without the development traffic.

Based on the results of this assessment it is evident that although the proposed development will result in some additional traffic using these junctions the impact is unlikely to have a detrimental effect on their functionality. With this in mind and as both of the junctions will continue to operate within capacity I have no major concerns regarding the development from a highway capacity perspective. The Bexhill to Hastings Link Road has also been taken into account as once in operation traffic flows on the surrounding highway network are expected to reduce significantly and therefore any background growth will be offset.

Overall I have no major concerns regarding the proposal from a capacity perspective.

With regards to the site being accessed solely via Darwell Close, ideally given the total number of dwellings served via this approach road (proposed and existing) a second route into the site would be provided. However, taking into account the sites previous use and the modelling undertaken indicating that the Darwell Close/Harley Shute Road junction will continue to operate successfully this is not something that could be insisted on.

Despite this, an additional emergency access into the site is requested and there is scope to for this to be provided adjacent to the existing pedestrian access off of Crowhurst Road. The access would be located directly onto a pedestrian crossing; however, as its use would be gated and open for emergencies only this is not considered to be a major concern. The provision of an emergency access in this location with a minimum width of 2.75m should therefore be investigated further.

**Internal layout** – In principle I have no major concerns regarding the internal road layout. However, with regards to the road being put forward for adoption or being brought up to adoptable standards I would like to make the following comments and observations:

- Clarification would be required regarding the extent to which the internal layout will be put forward for adoption.

- Tracking drawings will be required to ensure that large refuse vehicles are able to safely and conveniently maneuver within the site.
- We would not wish to adopt the car parking areas.
- Further information would be required regarding the surfacing, drainage and lighting within the site.

As the internal road layout is likely to be put forward for adoption it is recommended that once the number of dwellings and layout is confirmed this authority should be contacted at an early stage to agree the layout/construction requirements.

**Parking** – The East Sussex Residential Parking Demand Calculator has been designed to calculate the number of parking spaces required at new residential development on a site specific basis. The calculator predicts levels of car ownership using information relating to the site location (ward), unit type, size and the number of allocated spaces.

I am satisfied that the overall provision of parking spaces is appropriate; however, I have the following concerns:

The parking provision for units 178 to 198 – the visitor parking spaces are remote from some of these dwellings and as only 1 on-site parking space is provided there is a risk that excessive on-street parking could occur (particular associated with units 178 -184). The tandem parking arrangement provided in this area (Area 11) is also considered to be unsuitable for visitor parking

Garages – it is acknowledged that the garages provided will be larger than standard measuring (3m x 6m); however, they remain less likely to be used for parking than open spaces. With this in mind I am concerned that a number of larger dwelling (3 bed+) are only provided with 1 parking space plus a garage. This is a concern in areas of the site where visitor parking is not provided in the immediate vicinity of the dwelling.

Visitor Parking Area 2 – these parking spaces are relatively remote and unlikely to be of use. As a result for convenience reasons any overflow parking associated with the nearest dwellings is likely to occur on-street.

I would wish for the above comments to be taken into account at detail stage.

**Accessibility** -The site is generally well located from an accessibility perspective and benefits from the availability of good public transport links to nearby schools, shops and other facilities. Bus tops are located in close proximity of the site access on Crowhurst Road and Harley Shute Road approximately 275m and 375m away respectively. Frequent bus services are available at these stops providing services to numerous destinations in the area including Hastings Town Centre and the railway station

West St Leonards railway station is located approximately 1.5km to the south of the site and from here regular services run between Hastings and London via Battle, Tunbridge Wells etc as well as to Bexhill and Rye.

With pedestrian facilities generally good many local facilities are also within walking distance of the site.

**Pedestrian Access into the site** – 2m wide footways will be provided on either side of the accesses into the site. These footways will link with the existing pedestrian facilities on the north side of Darwell Close. Dropped kerbs and tactile paving are required across the accesses in order provide a suitable crossing point for pedestrians.

The footway continues into the site alongside the main estate road and throughout most parts of the site.

An existing pedestrian route into the site from Crowhurst Road will also be utilised. This will provide an alternative pedestrian route into the site and will improve connectivity for pedestrians travelling to the north.

**Financial Contribution** – a financial contribution towards improvements identified in the Hastings Local Plan – Infrastructure Delivery Plan will be required as part of the proposal.

This document includes a number of suggested outputs to provide transport improvements. These include providing additional capacity, improved accessibility and reduced congestion on the non strategic road network. This would be achieved through junction improvements at identified junctions on the A259, Hastings Town Centre and the west of Hastings close to this site, amongst others. Suggested measures to improve sustainable transport measures are also included, such as improving accessibility to bus services and facilities to increase the attractiveness and convenience of bus travel to encourage sustainable modes. Improved walking and cycling infrastructure is also a desired output

The build cost of these identified highway improvement works is to be partly funded by developments as they create additional trips on the highway network.

A contribution of £250,000 is suggested, secured by legal agreement towards these improvements.

**Travel Plan** – A Travel Plan is required for a development of this size. The Travel Plan should include the following elements:

- Proposed measures to reduce reliance on the private motor car
- Appointment of a travel plan co-ordinator
- Setting of realistic modal shift targets
- Annual monitoring for a 5 year period in accordance with the SAM methodology (see [www.trics.org](http://www.trics.org))
- A bonded sum covering mitigation measures if targets are not met.
- Payment of a ESCC audit fee of £6000

A draft Travel Plan should be submitted as part of the outline proposal including the detail of proposed measures, targets and monitoring. The details of agreeing the travel plan and the subsequent monitoring processes will be contained within the Section 106 agreement.

**Construction Traffic Management Plan** - This highway authority is keen to ensure that this development does not have an adverse effect on the existing highway infrastructure and therefore request that a Construction Traffic Management Plan is submitted to and agreed with ESCC prior to the commencement of works to be secured by a relevant planning condition. This would include a construction traffic routing agreement, hours of working, wheel washing, and secured compounds for materials storage, machinery and contractor parking.

**Conclusion** - To conclude, I wish to support this application and include a summary of highway measures to be provided to ensure highway safety for site and surrounding network, sustainability, accessibility to local services and encouraging provision for travel modes other than the private car.

### **S106/278 Agreement**

In conclusion the off-site works that I wish to secure as part of this development via a S106/278 agreement are:

- A new vehicular access into the site including footways and a crossing point with tactile paving
- An extension of the footway on the north side of Darwell close leading into the site on either side of the existing school access.
- The provision of a right hand turn lane or alternative alteration of the Harley Shute Lane/Darwell Close junction.
- Provision of an emergency access onto Crowhurst Road.

A financial contribution of £250,000 is also sought and this will be secured via a S106 Agreement.

The Travel Plan submitted at detail stage should also be secured as part of the S106 Agreement.

### **Recommendation:**

**Subject to the agreement of the points raised above, the completion of a legal agreement for off-site works and the following conditions I do not wish to restrict grant of consent.**

1. The new access shall be in the position shown on the submitted plan and laid out and constructed in accordance with the attached HT407 form/diagram and all works undertaken shall be executed and completed by

the applicant to the satisfaction of the Local Planning Authority prior to occupation of the development hereby permitted.

Reason: In the interest of the safety of persons and vehicles entering and leaving the access and proceeding along the highway

2. The development shall not be occupied until parking areas have been provided in accordance with the County Councils guidance and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

Reason: In the interests of the safety of persons and vehicles entering and leaving the access and proceeding along the highway

3. The development shall not be occupied until cycle parking areas have been provided in accordance with the county Councils standards and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non car modes and to meet the objectives of sustainable development

4. Prior to the commencement of development a Traffic Management Scheme shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. This should include details for an onsite compound for contractors vehicles and plant machinery and materials.

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

5. This Authority's requirements associated with this development proposal will need to be secured through a Section 106/278 Legal Agreement between the applicant and East Sussex County Council.
6. The new estate road shall be designed and constructed to a standard approved by the Planning Authority in accordance with Highway Authority's standards with a view to its possible adoption as a publicly maintained highway

Reason: In the interest of highway safety and for this benefit and convenience of the public at large

7. A Travel Plan is required in association with this development to ensure that private car trips to and from the site are reduced. The travel plan should include targets for reduced car use and a monitoring programme to ensure these targets are met. The Travel Plan should be secured by a s106 legal agreement between the applicant and East Sussex County Council as Highway Authority.

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Signed:

Date:

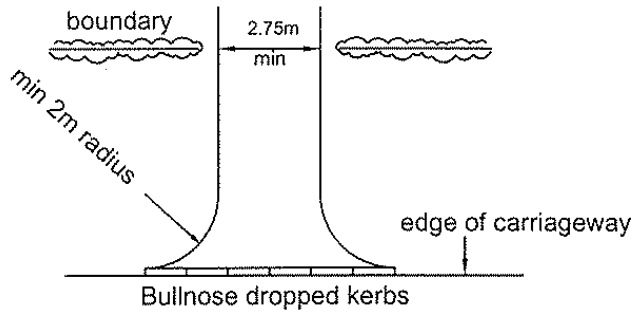
For Director of Communities, Economy and Transport  
On behalf of the Highway Authority

**HT401**

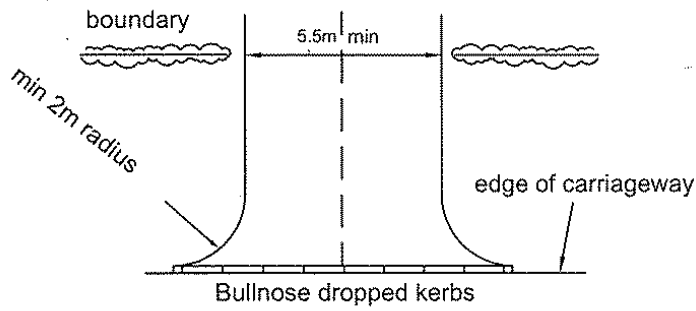


**DIAGRAMS**

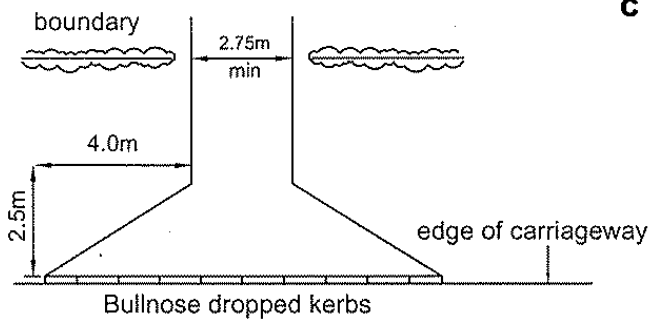
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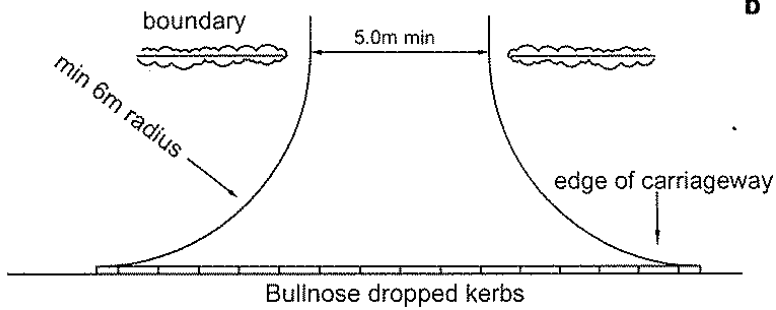
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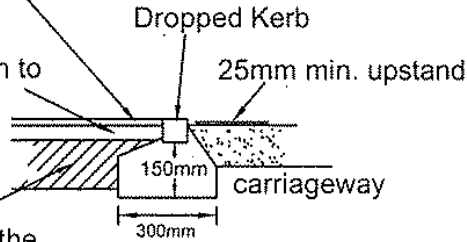
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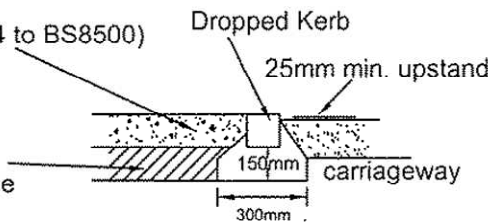
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125 Pen to BS 4987:Part1:Cl.7.5

45mm 0/20mm Dense  
Binder Course 125 Pen to  
BS 4987:Part 1:Cl.6.5

Min 150mm Sub-Base  
(Type 1) or recycled  
material as agreed by the  
Highway Construction  
Engineer



150mm of concrete (ST4 to BS8500)  
Dropped Kerb  
25mm min. upstand  
150mm Sub-Base  
(Type 1) or recycled  
material as agreed by the  
Highway Construction  
Engineer



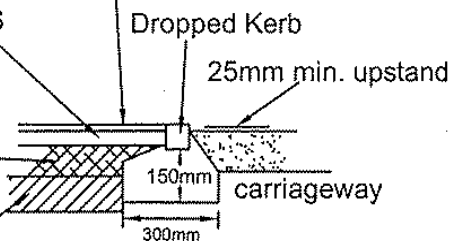
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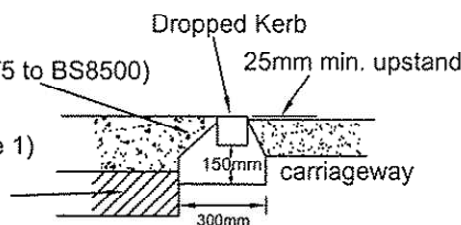
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Course 125 Pen to BS  
4987:Part 1:Cl.6.5

95mm 0/32mm  
Dense Base Course  
125 Pen to BS  
4987:Part 1:Cl.5.2

Min 150mm Sub-Base (Type 1)  
or recycled material as agreed by  
the Highway Construction  
Engineer



200mm of concrete (ST5 to BS8500)  
Dropped Kerb  
25mm min. upstand  
150mm Sub-Base (Type 1)  
or recycled material as  
agreed by the Highway  
Construction Engineer



**THE AREA HIGHWAY MANAGER WILL REQUIRE NOTICE OF COMMENCEMENT OF WORKS ON OR ADJACENT TO THE HIGHWAY. SEE NOTE m) OVERLEAF.**

## **Notes to be read in conjunction with attached highway comments and conditions**

(a) In urban areas the treatment of the radii shall be accordance with the requirements of the Highway Construction Engineer.

(b) Any existing ditch shall be cleaned out to even fall and piped to a size to accept the maximum flow of water likely to arise (internal diameter 300mm or as agreed with the Highway Construction Engineer).

(c) Where an existing access is to be stopped up the applicant is required to raise the existing dropped kerb and make good the footway/verge and kerb.

(d) Any existing footway shall be made good with similar construction and surfacing.

(e) Where the edge of the carriageway is already defined by Continental Channel, dropped Continental Channel sections (if available) or concrete channel blocks shall be used instead of dropped kerbs and if necessary the transition between the constructions made in in-situ concrete to the satisfaction of the Highway Construction Engineer.

(f) Any gates are to be set back a minimum distance of 5 metres (11 metres for farm or industrial accesses) from the edge of the carriageway and are to open away from the highway.

(g) The applicant's attention is drawn to the necessity to ensure that no surface water is allowed to flow from the development onto the highway and similarly no surface water from the highway should be allowed to flow into the site. The provision (by the applicant) of positive drainage measures may be required to collect any flow of surface water.

(h) Any necessary alterations to the property or services of, any statutory authority or undertaker shall be carried out at the expense of the applicant and under the supervision of such authority or undertaker to their satisfaction.

(i) If the requirements outlined in these details and/or notes conflict with the requirements of the Fire Officer then the Fire Officer's requirements shall prevail.

j) Reference to Sub-Base (Type 1) in the access section diagram refers to graded granular sub base complying with Clause 803 Specification for highway works (SHW). (March 1998 updated with amendments including November 2005, May and November 2006 and May 2007) and subsequent amendments.

(k) You must ensure that the contractor has ten million pounds public liability insurance and one of their employees holds a current Supervisors New Roads and Street Works Act Certificate and at least one operative on site should hold an Operators Certificate. A list of contractors with the required certificates is available from the Transport Development Control team Please email us at [development.control.transport@eastsussex.gov.uk](mailto:development.control.transport@eastsussex.gov.uk) or call us 01273 335443. (If you decide to use one that is not on the list, you must ensure that copies of the certificates are supplied by the contractor to the Transport Development Control team).

(l) Your attention is drawn to the fact that your contractor will have to book road space under the Traffic Management Act 2004. Please ask them to contact the Network Co-ordination Team on 0845 60 80 193 who will need at least 21 days notice of the commencement of works.

(m) The County Council charges a fee for works on or adjacent to the highway. Please email us at [development.control.transport@eastsussex.gov.uk](mailto:development.control.transport@eastsussex.gov.uk) or call us 01273 335443. The Highway Inspectors require at least 15 days notice of your intention to commence works under a PWA in order that the necessary utility service checks may be completed before works commence. Three months notice is required for major schemes.