

TECHNICAL NOTE – Confidential

Project Title: Land South of Green Road, Wivelsfield

Report Reference: TRP-00048

Date: 27 March 2025

ESCC HIGHWAYS RESPONSE NOTE 01

Introduction

- 1.1 This note has been prepared to respond to bullet point comments provided by East Sussex County Council (ESCC) highways in relation to the transport work to support the planning application (LW/24/0820). The ESCC comments were provided via an email from the planning case officer (James Smith) dated the 17 March 2025 and are enclosed at **Appendix 1**.
- 1.2 The following responses are provided below each **ESCC** bullet point comment:

Modelling/Trip Generation

Whilst the TA mentions that a video survey has been undertaken at the B2112/C6 mini roundabout junction – this has not been provided. This needs to be submitted to enable the Highway Authority to verify the modelling.

RPS Response:

- 1.3 The video survey was originally sent to ESCC highways on the 15 October 2024. No response was received.
- 1.4 The same video survey has been resent to ESCC highways on the 18 March 2025 to help verify the results of the junction modelling at the B2112 Green Road / Ditchling Road mini roundabout.
- 1.5 The video survey shows generally free flow conditions at the mini roundabout with no significant queues forming on Green Road or any other arm. This is reflected by the results of the queue length survey that shows very little queuing at the mini roundabout in general.

The applicant has used the 2011 census data to determine employment and trip destinations which is not acceptable. The applicant should use the 2021 census and revisit the trip distribution, as necessary.

RPS Response:

- 1.6 ESCC highways as part of the scoping discussions requested that the use of the 2021 Census database is reviewed in terms of journey work data. The Office for National Statistics states the following about the 2021 Census dataset:
- “Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes.”
- 1.7 The 2021 Census took place during a national lockdown and the government advice at the time was for people to work from home and avoid public transport. Although the 2021 Census provides more recent data, the impact of the COVID-19 pandemic on travel behaviour is considered to make the 2011 Census more reflective of general work and travel patterns. It is acknowledged that recent changes in working practices may change travel habits, however, it is considered that the general attractiveness of nearby areas is unlikely to have changed significantly.
- 1.8 RPS Transport work on many residential projects throughout the southeast and have never been requested by any other highway authority (Essex, Hertfordshire, Surrey, Suffolk, and Kent) to use the 2021 Census journey to work data for the purposes of traffic distribution, due to the reasons set out above.
- 1.9 The 2011 Census provides a more realistic and reliable dataset to distribute residential traffic. It is not proposed to update the traffic distribution.

Access

There are two existing field accesses to the site one onto Green Road (beside the War Memorial) and the other onto Eastern Road. There is no mention of these accesses within the application documents, it should be made clear if these are to be permanently closed off.

RPS Response:

- 1.10 These existing vehicle field accesses on Green Road and Eastern Road will be closed to vehicular traffic. The existing field accesses are shown in **Figure 1** and **2**.

Figure 1 – Green Road field access next to war memorial to be closed



Figure 2 – Eastern Road field access to be closed to vehicular traffic



- 1.11 The development will connect to Eastern Road via a 3m shared footway / cycleway only access.
- 1.12 As part of the reserved matters, and subject to ongoing dialogue with the LPA (and its heritage officer(s)), the area around the war memorial can be redesigned (if desired by the LPA and consultees) to facilitate a better congregation for remembrance.

The submitted plans indicate that the proposed development would be served by a simple T junction access onto Green Road with 5.5m width and 2m footways around the bellmouth. Visibility splays of 77 m to the west and 73.8 to the east are shown based on survey undertaken in June 2023 for 85percentil speeds of 38.7mph Eastbound and 37.4mph Westbound. However, the relevant distances should actually be 79m and 76m, respectively. It is noted that the forward visibility as shown is very tight given the alignment of the carriageway and hedging outside the applicants control on the northern side of Green Road.

RPS Response:

1.13 The recorded vehicle speeds are above 60kph (37mph). Therefore, the visibility splay has been calculated using the best practice contained within the Department for Transport's MfS2 at paragraph 10.1.12 that provides a formula for calculating visibility splays. The formula incorporates the Design Manual for Roads and Bridges-based perception time and deceleration rate values to calculate the required visibility splay.

1.14 The visibility splays have been calculated using the following MfS formula:

$$SSD = vt + v^2/2d$$

where:

v = speed (m/s)

t = driver perception–reaction time
(seconds)

d = deceleration (m/s²)

Design Speed	Vehicle Type	Reaction Time	Deceleration Rate	Comments
60kph and below	Light vehicles	1.5s	0.45g	
	HGVs	1.5s	0.375g	See 10.1.9
	Buses	1.5s	0.375g	See 10.1.10
Above 60kph	All vehicles	2s	0.375g (Absolute Min SSD)	As TD 9/93
	All vehicles	2s	0.25g (Desirable Min SSD)	As TD 9/93

1.15 The vehicle speeds are above 60kph and therefore the reaction time and deceleration rate has been based on the DMRB requirements.

1.16 The visibility calculations have been double checked and are correct based on the MfS2 requirements and we cannot replicate the ESCC visibility calculations.

1.17 Notwithstanding the above, the 79m and 76m requested by ESCC can be achieved at the access and will make no difference to the overall conclusion that safe access can be achieved. It should be noted that a visibility splay significantly above the Manual for Streets requirements can be achieved at the access due to the straight alignment of Green Road.

1.18 The access has also been subject to an independent Stage 1 RSA which raised no problems in relation to visibility.

1.19 The forward SSD can be achieved within the highway boundary and carriageway. Vehicles travelling eastbound will have a clear view of the right turning vehicle. In addition, a vehicle waiting to turn right will have a clear view of approaching westbound vehicles.

- 1.20 A written response from ESCC highways would be welcomed detailing their visibility calculations. As noted at paragraph 1.13 the visibility calculations accord MfS2.

Given the traffic flow on Green Road and the number of vehicle movements likely to be generated by this development a right turn lane should be provided; if not considered appropriate (by the applicant) then the reasoning should be clearly demonstrated by the applicant for the Highway Authority to fully consider.

RPS Response:

- 1.21 The access arrangement formed part of the pre-application scoping discussions and the ESCC response did not raise the requirement for a ghost island right turn.
- 1.22 The provision of a ghost island right turn lane is not considered appropriate to serve the site. The form of junction to serve the site should be assessed in terms of the advice contained within MfS2, road safety and capacity considerations.
- 1.23 MfS2 at section 9.4 provides the following advice relating to Priority and Uncontrolled Junctions and the provision of right turn lanes:
- “Paragraph 9.4.2 Detailed guidance on the design of priority junctions is given in TD42/95 but (as with all sections of DMRB) this is written specifically for trunk roads and, where used in other situations, should not be applied uncritically.
- Paragraph 9.4.7 TD 42/ 95 recommends that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion.
- Paragraph 9.4.8 Right turning lanes make it more difficult for pedestrians to cross major roads and lead to higher traffic speeds and authorities should therefore consider carefully all of the effects before deciding to provide them. Removing unnecessary right turn lanes can also be considered and will bring substantial benefits to non-motorised users.”
- 1.24 Green Road is not a Trunk Road, and the standards contained in the DMRB should not be applied in terms of the provision of a right turn lane. Green Lane is subject to a 30mph speed limit and the analysis in the TA confirms that no collisions have occurred in the vicinity of the proposed vehicular access during the assessed period.
- 1.25 The capacity of the proposed site access has been assessed using Junctions 10. The results of capacity assessment undertaken in the TA are replicated below:

Green Road / Site Access Results

Scenario / Stream	2029 Base + Committed Development + Proposed Development AM Peak		2029 Base + Committed Development + Proposed Development PM Peak	
	Queue	RFC	Queue	RFC
2029 Base + Committed + Dev				
Site Access to Green Road (W) B-C	0.1	0.07	0.0	0.03
Site Access to Green Road (E) B-A	0.1	0.05	0.0	0.02
Green Road (W) to All C-AB	0.0	0.03	0.2	0.09

- 1.26 The above results show that the proposed priority junction will operate significantly within its design capacity with minimal delays experienced. Additional traffic associated with the proposed development will not materially affect the operation of Green Road.
- 1.27 In terms of junction continuity, it should be noted that there are no ghost island junctions in Wivelsfield. The local residential junctions are all simple priority junctions. The provision of a ghost island would not be consistent with the existing forms of junctions road users currently experience in the urban area of Wivelsfield and would encourage higher traffic speeds making the existing 30mph speed limit more difficult to enforce.
- 1.28 The independent Stage 1 RSA did not raise any problems in relation to highway capacity or recommend the provision of a right turn lane. The proposed site access operates within capacity and will provide safe access to the development and the provision of a right turn lane is not justified.

A Road Safety Audit (RSA) has been carried out and submitted with the application documents on the both the vehicle and pedestrian/cycle improvements.

The RSA Audit Brief needs to be provided.

RPS Response:

- 1.29 The RSA audit brief email has been sent to ESCC highway for their records via an email dated the 18 March 2025.

The RSA raises 3 problems of which most have been/can be satisfactorily answered within the Designers Response and/or by condition/s106 requirements. However, Problem 4.2.1 of the Audit refers to the geometry of the proposed access onto Green Road not being satisfactory; the Designers Response is not accepted by the Highway Authority. The tracked drawings indicate that a refuse vehicle of 11.6m in length would have to use the whole of the carriageway of Green Road in order to make a left turn out of the access. Equally a left into the site uses the whole of the access point. Given the current traffic flows and conditions along the C6 (Green Road) this is not acceptable and the junction radii should be increased accordingly.

RPS Response:

- 1.30 The ESCC Local Design Guide for Residential Development refers to MfS1 Section C Part 6 in terms of servicing requirements.
- 1.31 The refuse vehicle movements will be very infrequent (circa 1 to 2 a week) compared to light vehicle movements at the proposed access arrangement. Manual for Streets provides the following guidance in Section C part 6 in relation to service vehicle access on local roads at paragraph 6.8.1:

“The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated – designers could assume that they will have to reverse or undertake multipoint turns to turn around for the relatively small number of times they will require access.”
- 1.32 The design of local roads should accommodate service vehicles without allowing their requirement to dominate the layout. It is not unusual for a larger rigid vehicle to require the use of the opposing lane to enter a junction in urban areas. The highway code 221 also states that road users need to be aware that larger vehicles required additional space to turn.
- 1.33 Manual for Streets 2 at paragraph 9.4.10 and 9.3.11 states the following regarding junction radii and larger vehicles at priority junctions:

“9.4.10 As noted in Sections 6.3 and 6.4 of MFS1, tight corner radii help pedestrians and cyclists to travel across and through junctions by reducing the speed of turning vehicles. Advice contained in TD42/95, that minimum corner radii should be 6m in urban areas, should therefore not be taken as representing best practice when the needs of vulnerable road users are to be prioritised.

9.4.11 Larger vehicles can still negotiate junctions where minimal (1m or less) corner radii are used, depending on the width of the junction arms they are turning to and from. In many cases it will be better to have slightly greater carriageway widths at the junction, rather than generous corner radii, or accept that larger vehicles occasionally cross into the opposing lane.”
- 1.34 On the above basis it is accepted that larger infrequent vehicle movements turning at the junction will cross into the opposing lane. To significantly increase the junction radii will increase the speeds that cars (the predominant vehicle movement) negotiate the junction to the detriment of

road safety for vulnerable road users (pedestrians and cyclists). **To increase the width or junction radii to fully accommodate refuse vehicles would be at odds with the MfS principles of low-speed design and to the detriment of road safety for all road users.** As such our preference is not to amend the access width.

- 1.35 However, to address your concern it is proposed to increase the width of the access from 5.5m to 6m and the junction radii from 6m to 10m. This will ease the junction for the larger vehicles as requested.
- 1.36 A suggested junction design and swept path analysis for a large refuse vehicle is provided at **Appendix 1** (794-PLN-TRP-00048-DR-0004 rev B and 794-PLN-TRP-00048-DR-004 Rev A). If you would prefer to see this junction design as part of the application, please confirm in writing and we can submit the plan to the LPA on a formal basis.

A separate combined cycle/pedestrian route is shown to exit onto Green Road in the northeastern corner of the site; it is recommended that this is removed along with the 2m footway on the eastern bellmouth of the vehicular access. A 3m wide footway/cycleway could then be provided on the western side of the carriageway of the vehicular access onto Green Road.

RPS Response

- 1.37 It is proposed to provide a separate pedestrian and cycle connection to Green Road southern footway via a 3m shared footway / cycleway located to the east of the vehicle access. The shared footway / cycleway will provide the most direct route to access Wivelsfield Primary School located on South Road. It is not clear why this should be removed as there is no rear access proposed to the school.
- 1.38 The site access includes the provision of a footway on both sides of the junction. Cycle movements can easily be accommodated on the site access road within the thresholds contained within LTN 1-20 for cycling on road.

ATE has sought the provision of a raised table across the new access at its junction with the C6 (Green Road) to aid pedestrians and those less able. However, whilst these “raised tables” have been provided elsewhere it is unlikely to be accepted here with the position needing to be agreed further into the site for safety reasons in this location. It would also obviously need to be the subject of an RSA in due course.

RPS Response:

- 1.39 Given the low volumes of traffic and cul-de-sac nature of Eastern Road the provision of raised table is not considered necessary. This was not raised as a safety issue in the independent Stage 1 RSA.
- 1.40 The planning application is outline and the internal site layout will be developed as part of a subsequent reserved matters application.

Accessibility

A.Non.Motorised.User.Audit.(NMU).needs.to.be.provided;

RPS Response:

- 1.41 The ESCC Planning Applications and Transport website page states the following regarding NMU:
- “A Walking Cycling and Horse-riding Assessment and Review- (formerly Non-Motorised User Audit) in accordance with GG142 may also be required in support of major development proposals to identify on and off-site opportunities for improved non car accessibility.”
- 1.42 The need for a WCHAR was not identified as part of the pre-application scoping discussions. The opportunities for non-car modes have been discussed as part pre-application discussions and the following measures are proposed:
- The site provides pedestrian and cycle connections via Green Road at the northern boundary and Eastern Road at the western boundary. This will provide the most direct route to local facilities within the village;
 - New footway provision on the western side of Eastern Road, where it continues north and connects to Green Road. This will provide site residents with an additional option for movement between the site and greater Wivelsfield area;
 - The internal development pedestrian and cycle routes will connect to the existing bridleway that runs north to south through the site between Green Road and Hundred Acre Lane;
 - To reflect the limitations of the existing bus services that operate in the vicinity of the site in Wivelsfield Green, it has been agreed with ESCC that the development will provide a proportionate contribution towards sustainable transport improvements; and
 - A contribution towards school services will also be required and ESCC will provide details of this.
- 1.43 The Transport Assessment provides a comprehensive review of accessibility by non-car modes at chapter 3 and the opportunities for non-car modes were discussed as part of the pre-application scoping discussions. The ESCC guidance states that WCHAR may be required and the need and benefit of undertaking a WCHAR is questioned in this instance.

New set of bus stops required on Green Road in location of proposed vehicular access/existing bridleway to be indicated and provided by the applicant (not as a contribution).

RPS Response:

- 1.44 The requirement for bus stops on Green Road near the site access was identified as part of ESCC pre-application response.
- 1.45 RPS investigated the potential to provide bus stops on Green Road and it is not possible to provide a bus stop on the northern side of the carriageway due to the lack of highway boundary.

RPS responded to ESCC via an email dated the 23 October 2024 and stated the following in relation bus stop provision on Green Road:

“One issue I want to come back on is Bus Stops on Green Road near the access. We can only provide a westbound bus stop on Green Road near the site access. There is no highway verge on the northern side of Green Road to accommodate an eastbound bus stop and provide room to wait. The highway boundary almost runs along the edge northern carriageway on Green Road either side of the access. Would you like to see a westbound bus stop shown near the proposed access? This may be useful for some residents.”

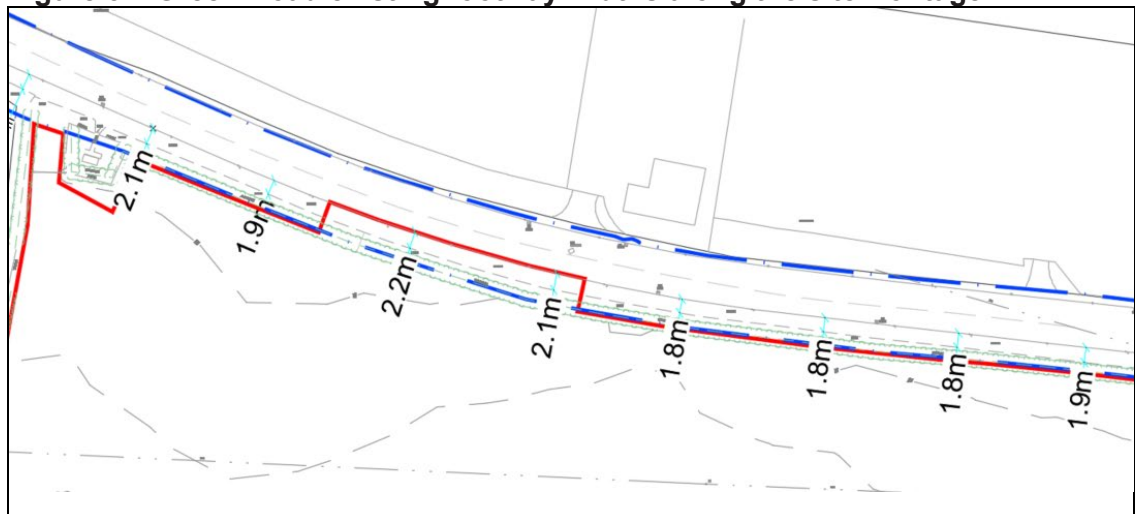
- 1.46 ESCC highways did not respond to the email. It is possible to provide a westbound bus stop if required. In addition, the location of the residential dwellings in the southwestern area of the site would make the route via Eastern Road to the existing bus stops more attractive for most residents. The access to these bus stops would be improved by the proposed footway connection on Eastern Road between the site and Green Road.

Para 3.12 states “ ... existing footways on the local roads that will connect to the development site are considered appropriate...”. This is not accepted. The footways surrounding the site need to be widened where possible to 2m to the new bus stops; Primary School and shop to east at least including the footway along the whole of the site frontage.

RPS Response:

- 1.47 The development will provide a new 2m footway on Eastern Road to connect the site to Green Road. The provision of the new footway was agreed with ESCC as part of the pre-application discussions and is a significant improvement for the scale of the development.
- 1.48 The existing southern Green Road footways ranges between 2.2m to 1.8m width measured from the topographical survey and shown in **Figure 3**.

Figure 3 – Green Road existing footway widths along the site frontage



- 1.49 The width of the existing footway provision is considered suitable to comfortably accommodate two-way pedestrian movements. The existing footway width exceeds 2m in places and is very close to 2m in others. The cost benefit of providing circa 100-200mm extra width along the entire frontage is questioned.
- 1.50 The southern footway to the east of the site on Green Road provides connections to the shop and school. The southern Green Road footway to the east of the site is shown in **Figure 4**.

Figure 4 – Green Road existing southern footway to the east of the site



- 1.51 The footway to the east of the site appear to continue at a similar width to the footway that runs along the site frontage. A review of the highway boundary shows there is no scope to increase the width of the footway. However, as shown in **Figure 4** there is sufficient width for pedestrians to comfortably pass.
- 1.52 The western footway on South Road is shown in **Figure 5**.

Figure 5 – South Road western footway towards the school



- 1.53 RPS does not currently hold the extent of publicly maintainable highway record for this section of South Road. However, it appears there is little scope to physically increase the width of the western South Road footway. Although it is noted that the footway would benefit from highway maintenance to remove overgrown vegetation. The section of South Road that provides access to the school is subject to a 20mph speed limit and provides conducive conditions for active travel.
- 1.54 The offsite improvements namely the new footway on Eastern Road is considered proportionate for the small scale of the development.

No footpath/way connection directly through into the Primary School and no reasoning as to why not and/or if school have been approached.

RPS Response:

- 1.55 East Sussex Education has confirmed as part of the consultation process that they do not want a rear pedestrian access to the school for security reasons. The rear access will be an extra cost for the school to monitor.
- 1.56 Therefore, it is proposed to provide a separate pedestrian and cycle connection to Green Road southern footway via a 3m shared footway / cycleway located to the east of the vehicle access. The shared footway / cycleway will provide the most direct route to access Wivelsfield Primary School located on South Road.

Crossing points on Green Road and/or how cycles/pedestrians cross to reach facilities. Visibility splays from crossing points would also need to be considered.

RPS Response:

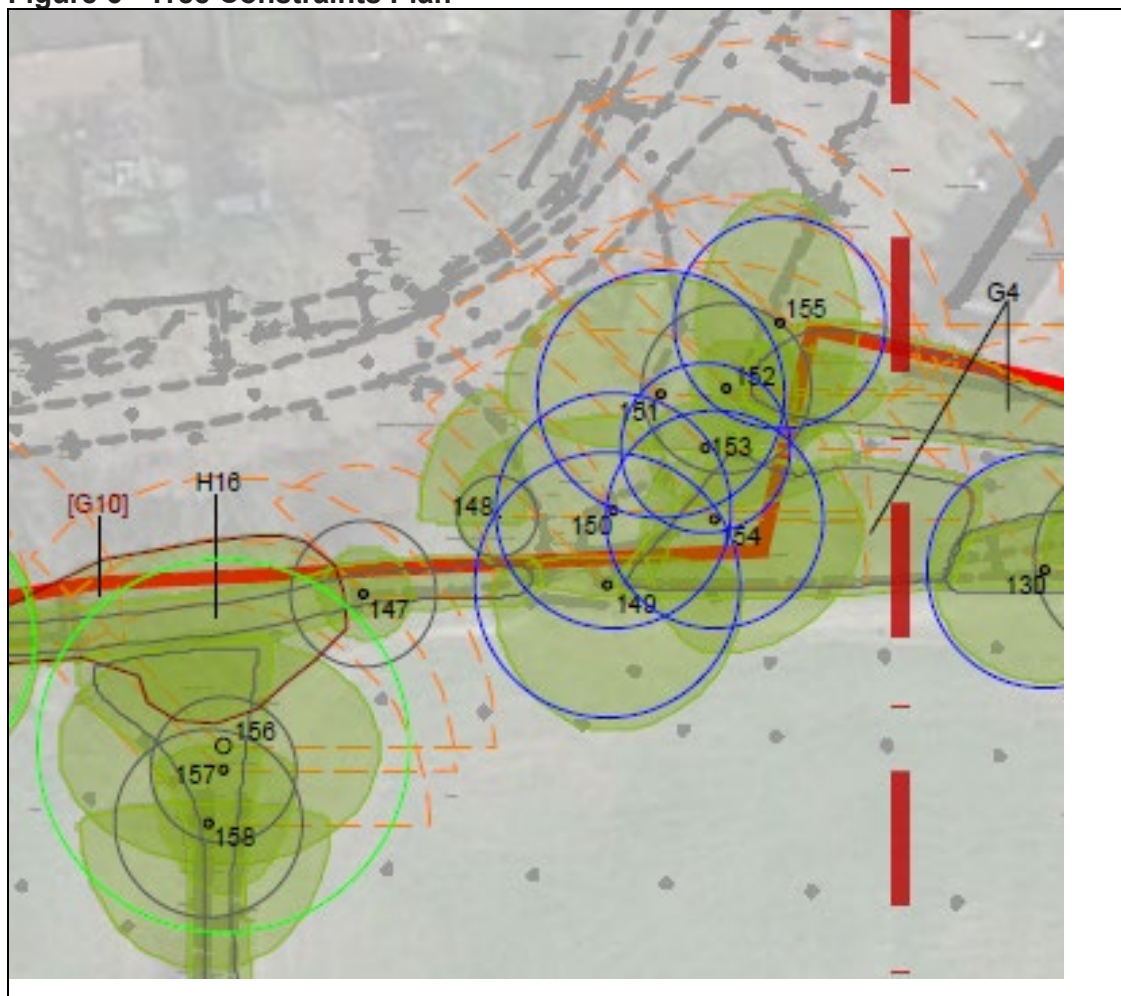
- 1.57 The need for additional crossing facilities were not identified as part of the pre-application discussions.
- 1.58 Green Road, along the site's northern boundary only has footway provision on the southern side which provides access to the local shop and primary school. On this basis there is no need for any crossing facilities as there is no northern footway.
- 1.59 The development proposes a new footway on Eastern Road between the site and Green Road. An uncontrolled pedestrian crossing is located on Green Road to the west of the junction with Eastern Road and provides access to the northern footway and westbound bus stop.
- 1.60 There does not appear to be the need for additional pedestrian crossing facilities on Green Road above the existing provision.

Recommend position of proposed combined cycle/footway onto Eastern Road is revised slightly further northwards?

RPS Response:

- 1.61 The combined footway / cycleway onto Eastern Road has been located to minimise its impact on the existing trees and to focus the impact on low quality scrub. It is not possible to move the connection further north without detrimental impact on the trees. The position of the connection has been based on the advice of the arboriculture consultant. **Figure 6** details the trees to the north of the proposed footway / cycleway.

Figure 6 - Tree Constraints Plan



The proposed separate 2m wide footway on the western side of Eastern Road together with resurfacing of Eastern Road is accepted with cycles sharing the carriageway of Eastern Road. It should be noted that due to trees along Eastern Road the footway will require a no-dig construction method – to be agreed through s278 details.

RPS Response:

- 1.62 Noted and this matter will be addressed as part of the s278 detailed design post planning.

In addition, and as mentioned at pre application stage, both a Bus Service Contribution and a School Transport Contribution will be sought and clarified in due course following the applicant's response to the above comments.

RPS Response:

- 1.63 ESCC has provided the cost for the bus contribution but not for the school transport.

Summary

- 1.64 It is hoped that the above responses are acceptable and address the key highway observations provided by ESCC. However, a meeting would be beneficial to discuss the responses and any outstanding matters, subsequently followed by an updated written response. RPS and Taylor Wimpey are keen to work with highways to reach agreement on all highway matters.

Appendix 1 – ESCC Highway Comments Email

From: [James Smith](#)
To: [Brown, Matthew1](#)
Subject: RE: WIVELSFIELD GREEN - LW/24/0820 - S106
Date: 17 March 2025 17:26:37
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

CAUTION: This email originated from an external sender. Verify the source before opening links or attachments.

Hi Matthew

Sorry for the delay, here we go. Teresa is away now until 25th March but can arrange a meeting for when she gets back if you'd like?

The issues are: -

1. Modelling/Trip Generation

- Whilst the TA mentions that a video survey has been undertaken at the B2112/C6 mini roundabout junction - this has not been provided. This needs to be submitted to enable the Highway Au to verify the modelling.
- The applicant has used the 2011 census data to determine employment and trip destinations which is not acceptable. The applicant should use the 2021 census and revisit the trip distribution as necessary.

2. Access

- There are two existing field accesses to the site one onto Green Road (beside the War Memorial) and the other onto Eastern Road. There is no mention of these accesses within the application documents, it should be made clear if these are to be permanently closed off.
- The submitted plans indicate that the proposed development would be served by a simple T junction access onto Green Road with 5.5m width and 2m footways around the bellmouth. Visibility splays of 77 m to the west and 73.8 to the east are shown based on survey undertaken in June 2023 for 85percentil speeds of 38.7mph Eastbound and 37.4mph Westbound. However, the relevant distances should actually be 79m and 76m respectively. It is noted that the forward visibility as shown is very tight given the alignment of the carriageway and hedging outside the applicants control on the northern side of Green Road.
- Given the traffic flow on Green Road and the number of vehicle movements likely to be generated by this development a right turn lane should be provided; if not considered appropriate (by the applicant) then the reasoning should be clearly demonstrated by the applicant for the Highway Authority to fully consider.
- A Road Safety Audit (RSA) has been carried out and submitted with the

application documents on the both the vehicle and pedestrian/cycle improvements.

- The RSA Audit Brief needs to be provided.
- The RSA raises 3 problems of which most have been/can be satisfactorily answered within the Designers Response and/or by condition/s106 requirements. However, Problem 4.2.1 of the Audit refers to the geometry of the proposed access onto Green Road not being satisfactory; the Designers Response is not accepted by the Highway Authority. The tracked drawings indicate that a refuse vehicle of 11.6m in length would have to use the whole of the carriageway of Green Road in order to make a left turn out of the access. Equally a left into the site uses the whole of the access point. Given the current traffic flows and conditions along the C6 (Green Road) this is not acceptable and the junction radii should be increased accordingly.
- A separate combined cycle/pedestrian route is shown to exit onto Green Road in the north eastern corner of the site; it is recommended that this is removed along with the 2m footway on the eastern bellmouth of the vehicular access. A 3m wide footway/cycleway could then be provided on the western side of the carriageway of the vehicular access onto Green Road.
- ATE has sought the provision of a raised table across the new access at its junction with the C6 (Green Road) to aid pedestrians and those less able. However, whilst these “raised tables” have been provided elsewhere it is unlikely to be accepted here with the position needing to be agreed further into the site for safety reasons in this location. It would also obviously need to be the subject of a RSA in due course.

3. Accessibility

- A Non Motorised User Audit (NMU) needs to be provided.
- New set of bus stops required on Green Road in location of proposed vehicular access/existing bridleway to be indicated and provided by the applicant (not as a contribution).
- Para 3.12 states “... *existing footways on the local roads that will connect to the development site are considered appropriate...*” This is not accepted. The footways surrounding the site need to be widened where possible to 2m to the new bus stops; Primary School and shop to east at least including the footway along the whole of the site frontage.
- No footpath/way connection directly through into the Primary School and no reasoning as to why not and/or if school have been approached.
- Crossing points on Green Road and/or how cycles/pedestrians cross to reach facilities. Visibility splays from crossing points would also need to be considered.
- Recommend position of proposed combined cycle/footway onto Eastern Road is revised slightly further northwards?

- The proposed separate 2m wide footway on the western side of Eastern Road together with resurfacing of Eastern Road is accepted with cycles sharing the carriageway of Eastern Road. It should be noted that due to trees along Eastern Road the footway will require a no-dig construction method – to be agreed through s278 details.

In addition, and as mentioned at pre application stage, both a Bus Service Contribution and a School Transport Contribution will be sought and clarified in due course following the applicant's response to the above comments.

Many thanks

James

In addition, and as mentioned at pre application stage, both a Bus Service Contribution and a School Transport Contribution will be sought and clarified in due course following the applicant's response to the above comments.

Please note the contents of this email are officer opinion and are not binding on any future decision of the Council or its committees.

From: Brown, Matthew1 <Matthew.Brown1@rps.tetrattech.com>
Sent: 17 March 2025 17:16
To: James Smith <James.Smith@lewes-eastbourne.gov.uk>
Subject: RE: WIVELSFIELD GREEN - LW/24/0820 - S106

Hi James,

It would be great to see the bullet points from Teresa and understand any concerns etc.

Hoping there is nothing major on highways and we carefully scoped this one, but there is always something that crops up!

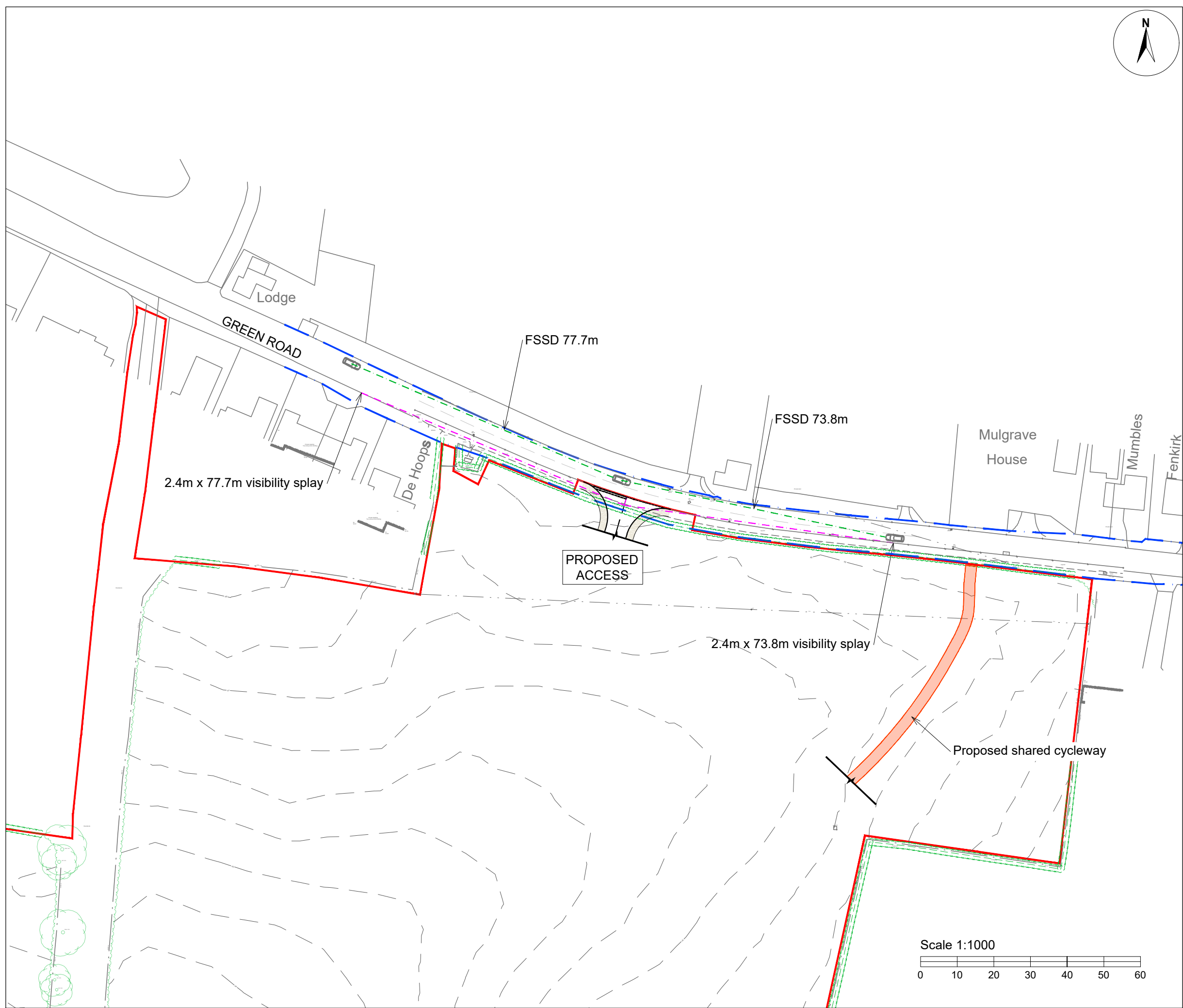
With regards

Matt

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From: James Smith <James.Smith@lewes-eastbourne.gov.uk>
Sent: 17 March 2025 16:59
To: Steven Brown <S.brown@woolfbond.co.uk>; Morgan, Andrew <axmorgan@dacbeachcroft.com>
Cc: Robert Jakusconeck - TW Head Office <Robert.Jakusconeck@taylorwimpey.com>; Edgar Starmes - TW Strategic Land <Edgar.Starmes@taylorwimpey.com>; Adam Constantinou

Appendix 2 - Updated Site Access and Refuse Vehicle Swept Path



- © 2019 RPS Group
- NOTES
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 3. This drawing is to be read in conjunction with all relevant scheme drawings.

Key:

- Extent of public highway
- New footway
- Red line boundary

PRELIMINARY
NOT FOR
CONSTRUCTION

B	Access radii increased to 10m	AJ	MSB	19/03/25
A	Red line boundary and FSSD added	AJ	MSB	23/10/24
Rev	Description	By	CB	Date



20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Green Road Access

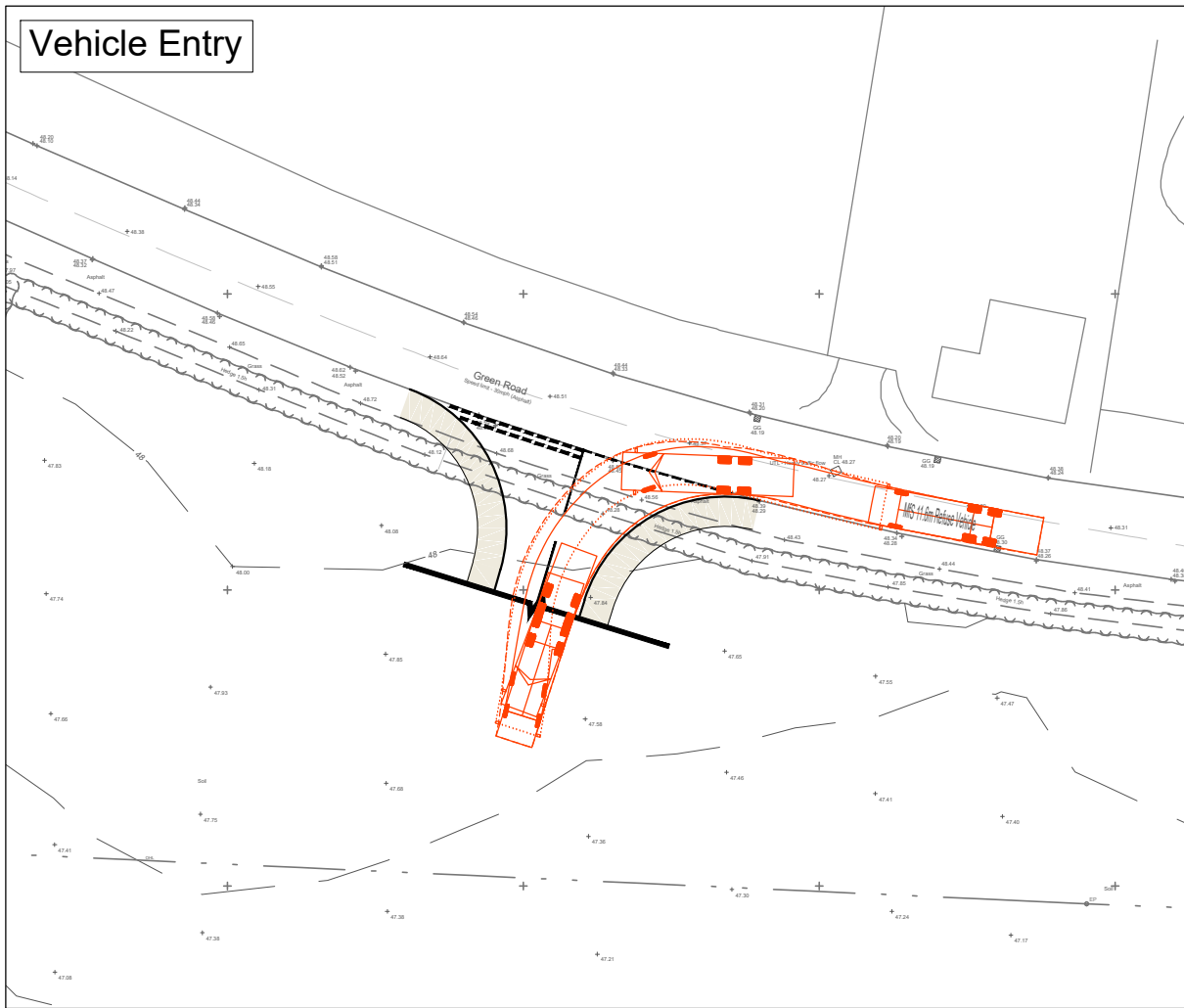
Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MSB
Project Number	Scale @ A3	Date Created
TRP-00048	1:1000	15/10/2024

RPS Drawing/Figure Number
794-PLN-TRP-00048-DR-004

Rev
B

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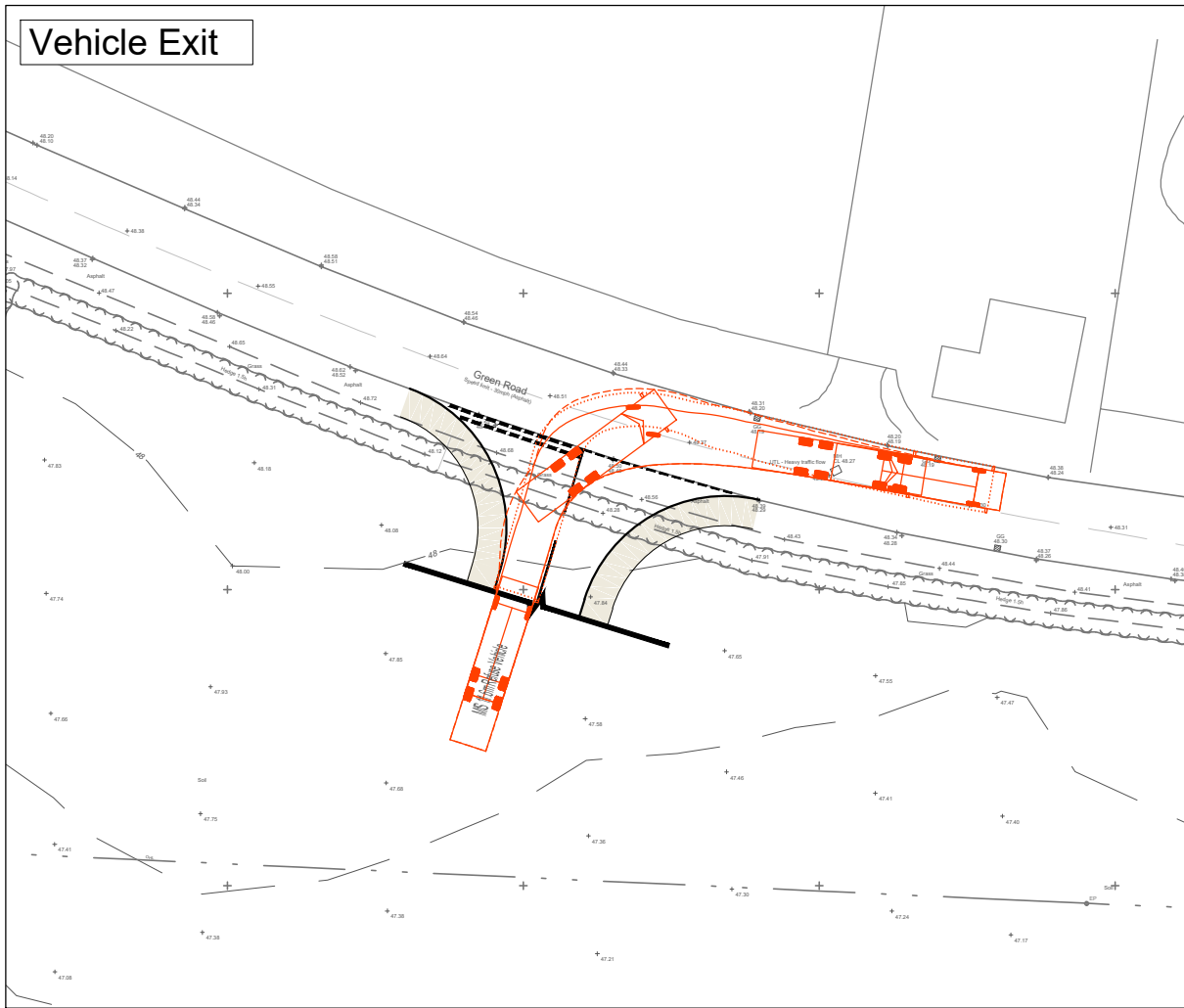
Vehicle Entry



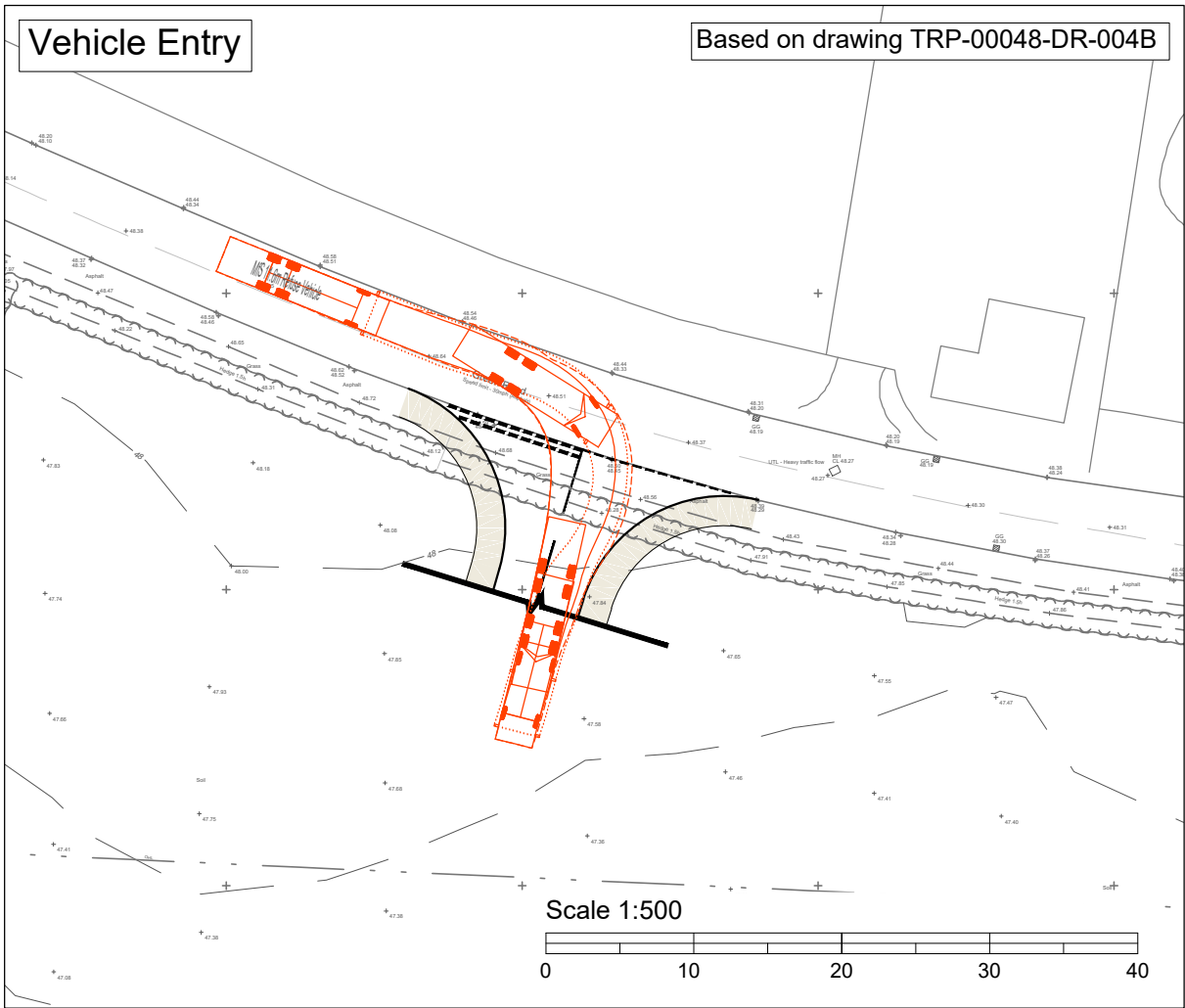
Vehicle Exit



Vehicle Exit

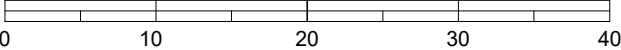


Vehicle Entry



Based on drawing TRP-00048-DR-004B

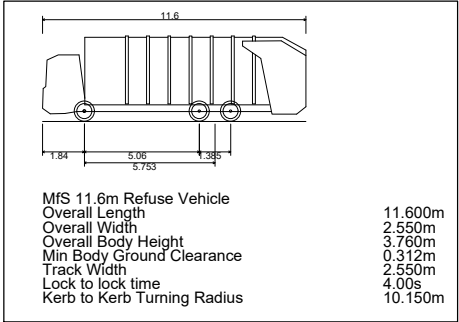
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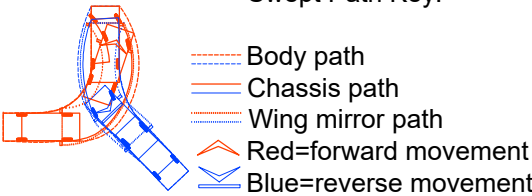
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NOTES

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Swept Path Key:



FOR
INFORMATION
ONLY

A	Tracking adjusted to revised access 004B	AJ	MSB	19/03/25
Rev	Description	By	CB	Date



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Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Green Road Access
Refuse Collection Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
INFORMATION AJ MSB

Project Number Scale @ A3 Date Created
TRP-00048 1:500 30/10/2024

RPS Drawing/Figure Number Rev
794-PLN-TRP-00048-DR-004 A

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