



TETRA TECH

Statement of Common Ground

in relation to

Land South of Green Road, Wivelsfield

on matters of

Highway and Transportation

Planning Application Number: LW/24/0820MAO

Planning Appeal Reference: APP/6005671

Between

East Sussex County Council, Highway Authority

and

Tetra Tech Consulting Limited

on behalf of Taylor Wimpey Strategic Land

1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) has been prepared to assist the Inspector in the consideration of the highway and transportation matters relating to the application for:

“Outline planning application for the erection of up to 150 dwellings, with associated works, parking, landscaping, publicly accessible open space, land for education or community use, with access from Green Road and Eastern Road.”

- 1.2 The SoCG has been prepared by Tetra Tech Consulting Limited on behalf of the appellant, Taylor Wimpey Strategic Land, in conjunction with East Sussex County Council (ESCC) (Highway Authority) and provides a summary of the matters where agreement has been reached over the proposals.
- 1.3 As part of the application a Transport Assessment (TA) was submitted dated 16 December 2024. This sets out how transport issues have been considered from the earliest stages of the development proposals in accordance with NPPF paragraph 109.
- 1.4 A bullet point response was provided by ESCC via an email from the planning case officer dated the 17 March 2025.
- 1.5 A Technical Note was prepared by Tetra Tech Consulting Limited to respond to the ESCC comments dated the 27 March 2025.
- 1.6 A meeting (online) was held with ESCC on the 30 April 2025 to discuss the comments and the Tetra Tech Consulting Limited response. The following additional information was submitted to ESCC:
- Cumulative Development Traffic Impact Sensitivity Assessment (Transport Note dated the 11 August 2025). This included the committed developments identified in the TA and also took into account recently proposed developments since the submission of the TA. The Transport Note confirmed the findings of the TA and demonstrated that the local highway network will continue to operate within capacity with the additional cumulative impact of the new development schemes traffic.

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- Additional amended plans Nos: 794-PLN-TRP-00048-DR-006C – Proposed Eastern Road Footway and 794-PLN-TRP-00048-DR-004C – Proposed Green Road Access.
- 1.7 ESCC provided a final response dated the 16 December 2025 confirming that the applicant has addressed all outstanding matters previously raises and no highway objection is raised to the Outline planning application (with Access) subject to the recommended highway conditions and Section 106 mitigation measures. The ESCC highway response is provided at **Appendix 1**.
- 1.8 The planning application has not been determined by Lewes District Council, and the planning appeal is for non-determination. The council has confirmed in its statement of case that the key issues are:
- Development outside settlement boundary;
 - Locational sustainability;
 - Landscape; and
 - Planning policy compliance.

2.0 Background

Site Description

- 2.1 The site is 21 hectares in size.
- 2.2 The site is comprised of two parcels of land and is located on land to the south of Green Road, to the southeast of Eastern Road and west of Hundred Acre Lane on land that is currently occupied by agricultural fields. It is within the administrative area of Lewes District Council.
- 2.3 The site has access for all appropriate modes of transport designed in a safe and suitable way. The proposed development is served via a new priority junction with Green Road at the northern site boundary. The site also provides pedestrian and cycle connections via Green Road at the northern boundary and Eastern Road at the western boundary.

Surroundings

- 2.4 The site is bounded by residential dwellings to the west and north, woodland to the south, and Wivelsfield Primary School to the east,

Green Road

- 2.5 Green Road is a two-way single carriageway road that forms part of the northern boundary of the site. Green Road routes between Wivelsfield Green to the east and Wivelsfield to the west.
- 2.6 The section of Green Road that forms the northern boundary of the site is subject to a 30mph speed limit. A footway is provided on the southern side of the carriageway on Green Road for the section along the northern boundary of the site. Green Road benefits from a form of street lighting.
- 2.7 Green Road provides access to B2112 to the west, connecting towards Haywards Heath and Burgess Hill. Green Road provides access to North Common Road and South Road to the east, providing access towards North Chailey and Wivelsfield Primary School, respectively.

Eastern Road

- 2.8 The development site will provide a pedestrian and cycle access to Eastern Road, located to the northwest of the site. Eastern Road is a local access cul-de-sac that connects directly to Green Road and subject to a 30mph speed limit.

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- 2.9 Eastern Road is lightly trafficked and does not include any footway provision, except at the northeastern extent near the junction with Green Road. The section of Eastern Road between Wivelsfield Village Hall and Green Road is flanked by wide grass verges. Eastern Road effectively operates as shared surface, accommodating both vehicular and active travel modes.

South Road

- 2.10 South Road is a two-way single carriageway that routes between Green Road to the north and Hundred Acre Lane to the south and continues from the mini-roundabout southeasterly to South Chailey. South Road provides access to Wivelsfield Primary School from the development site via the southern footway on Green Road and the western South Road footway.
- 2.11 South Road is subject a 20mph speed limit in the vicinity of the primary school and benefits from the provision of street lighting. Footways are provided on both sides of South Road to the south of Green Road. The western footway terminates at the pedestrian entrance to the primary school, and a Zebra crossing provides access to the eastern footway.

Hundred Acre Lane

- 2.12 Hundred Acre Lane is a narrow single carriageway road located to the southeast of the site, providing leisure connections between South Road to the north and Middleton Common Lane to the south.

3.0 Matters Of Agreement

Locational sustainability

- 3.1 Green Road, along the site's northern boundary, has a pedestrian footway on the south side of the road which extends to Charters Gateway to the east and to the B2112 to the west, providing access to a range of local facilities including the convenience store and primary school.
- 3.2 The Green Road southern footway connects to the footway provision on South Road that provides access to Wivelsfield Primary School. Footways are provided on both sides of South Road until the school, and a zebra crossing provides access to the eastern footway to the south of the school. Hundred Acre Lane to the east of the site is not provided with any footway provision.
- 3.3 Eastern Road to the west of the site is not provided with any footway provision until the junction with Green Road. Eastern Road is lightly trafficked and currently operates as a shared surface for vehicles, pedestrians, and cycles.
- 3.4 The TA sets out in Table 3.1 the nearby local facilities within reasonable walking distance.
- 3.5 Overall, the walking accessibility of the site is deemed to be good, with some day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for education trips, walking will be a realistic alternative to travel by private car. The development will also provide an internal pedestrian and cycle connection to Green Road to the east of the vehicle access to provide the most direct route to the primary school. In addition, the site location provides walking connections to local bus services.
- 3.6 The site includes access to Bridleway Wivelsfield 30 which runs through the centre of the site between the two parcels of land that separate the site. This connects Green Road and Hundred Acre Lane. The site also includes access to Footpath Westmeston 1 which runs through the western parcel of the site, connecting Eastern Road and Hundred Acre Lane.
- 3.7 The TA sets out in Table 3.2 the nearby local facilities within reasonable cycle distance.
- 3.8 The cycle isochrones from the development site demonstrate that all of Wivelsfield Green village is within a 15-minute cycle ride. The village centre and local facilities are all within a 5-minute cycle ride of the development site.

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- 3.9 The TA provides details of the bus and rail services in the vicinity of the site. The nearest bus stop is on Eastern Road approximately 200 metres from the centre of the site. This bus stop is served by 168 Village Rider which is an off-peak local pre-booked only service from / to the village hall.
- 3.10 On Green Road approximately 560m to the northwest of the centre of the site, there are two bus stops served by four bus services namely bus routes 149, 166, 167 Village Rider and 168 Village Rider. These bus services serve destinations such as Lewes, Haywards Heath, Burgess Hill, Wivelsfield Green and Wivelsfield. The bus stops are both provided with shelters.
- 3.11 Two bus stops located approximately 1.3km from the site and along the B2112 just north of the B2112 / Green Road / Ditchling Road mini roundabout provide additional bus services. Although outside the typical catchment used to assess whether a bus stop is accessible from a site, ESCC have confirmed that these two bus stops offer potential to benefit future site residents through the provision of two additional bus services 271 and 272 that are not accessed from the Green Road bus stops. The bus stops are within walking distance for commuters. These bus services route between Crawley, Haywards Heath, Burges Hill and Brighton and also access Haywards Heath railway station. Haywards Heath is a major railway station with frequent, fast and direct services to London, Brighton and Gatwick Airport.
- 3.12 The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site. The station is managed by Southern and Thameslink Railway. It provides storage for 10 cycle parking spaces.
- 3.13 Wivelsfield Rail Station provides access to a range of destinations including Brighton, London Victoria, Eastbourne, Bedford, and Ore. This station is not directly served by bus, although bus stops within 270m are served by 167 Village Rider service. This station has step free access to one of the platforms. The local train station is within a reasonable cycle distance from the site although likely to be accessible only to experienced cyclists.

Accessibility Improvements

- 3.14 The following accessibility improvements have been agreed with ESCC and are summarised as follows:
- New bus stops on Green Road in general proximity of the access. The position of the bus stops are to be agreed;

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- Bus stop improvements to the existing Playing Fields Stops;
 - Footway improvements where possible to include widening / siding works for Green Road and South Road;
 - Provision of new crossing point/s and upgrading existing (to be agreed where necessary) on Green Road;
 - New pedestrian / cycle link from the site onto Eastern Road;
 - New footway provision on Eastern Road;
 - Improvements / upgrading public rights of way across the site;
 - Public transport contribution towards improvement to existing and / or new bus services serving the site;
 - Travel Plan; and
 - School Transport Contribution.

3.15 The full details of the proposed accessibility improvements are provided in Section 5 Planning Conditions and Obligations.

Summary

- 3.16 The walking accessibility of the site is deemed to be good, with day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for education trips, walking will be a realistic alternative to travel by private car. In addition, the site location provides walking connections to local bus services.
- 3.17 The cycle isochrones from the development site demonstrate that all of Wivelsfield Green village is within a 15-minute cycle ride. The village centre and local facilities are all within a 5-minute cycle ride of the development site. Wivelsfield Primary School is within an easy 2-minute cycle ride of the site.
- 3.18 The range of bus services within the locality of the site provides a reasonable level of bus services connecting to key destinations, including Chailey Secondary School via the 149 service. The frequency of the existing weekday bus services will provide an alternative to the private car for some journeys. The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site and accessed by the 167 service. In addition, two bus stops located approximately 1.3km from the site and along the B2112 just north of the

B2112 / Green Road / Ditchling Road mini roundabout provide additional bus services. ESCC have confirmed that these two bus stops offer potential to benefit future site residents through the provision of two additional bus services 271 and 272 that are not accessed from the Green Road bus stops. These bus services route between Crawley, Haywards Heath, Burges Hill and Brighton and also access Haywards Heath railway station. Haywards Heath is a major railway station with frequent, fast and direct services to London, Brighton and Gatwick Airport. These provide additional services particularly for commuters.

- 3.19 The development will provide a contribution towards bus service improvements and school transport. The development will also provide pedestrian and cycle connectivity improvements. The accessibility improvements will be secured as part of the section 106.
- 3.20 In terms of sustainability, the location of the site is conducive to providing future residents with a realistic alternative to the private car for many day-to-day journeys and is therefore considered in accordance with NPPF paragraph 110.

Access

- 3.21 It is proposed that the residential development is served via a new priority junction with Green Road at the northern site boundary. The existing vehicular access with Green Road next to the War Memorial will be closed.
- 3.22 The vehicle access arrangement would include a 6m wide access road, and 2m wide footways on both sides of the access to link onto the existing footway network at this location. It is proposed that the junction radii are provided at 10m to accommodate the swept path of a large refuse vehicle.
- 3.23 The visibility at the access accord with the advice contained within the Department for Transport Manual for Streets 2. The visibility splays can be achieved within the site and highway boundary. The visibility splays are shown on the access drawing.
- 3.24 ESCC has assessed the need for a right turn lane based on the number of vehicles turning right into the site access during the peak hours and stated the following:

“The overall number of vehicles in the PM peak hour has been demonstrated as 68 as the worst case of which only 36 were shown to be turning right into the access. This relates to approximately 1 vehicle in 1.6 minutes with no queuing on Green

Road and would not in itself justify a right turn lane in this instance given that the visibility requirements for the access are shown to be satisfactorily met.”

- 3.25 ESCC has confirmed that a right turn lane in this instance is not justified at the access. ESCC has also confirmed that the layout of the access is acceptable as shown on drawing No. 794-PLN-TRP-00048-DR-004C, subject to detailed design post planning through the section 278 agreement.
- 3.26 The layout of the approved access is shown on drawing No. 794-PLN-TRP-00048-DR-004C provided at **Appendix 2**.

Emergency Vehicle Access

- 3.27 The development proposal is anticipated to accommodate up to 150 dwellings. The provision of a second access for emergency use is not considered necessary as it is stated within MfS:

“Authorities have often argued that the larger the site, the more likely it is that a single access could be blocked for whatever reason. The fire service adopts a less numbers driven approach and considers each application based on a risk assessment for the site and response time requirements.”

- 3.28 ESCC confirmed the acceptability of the single point of vehicle access as part of the pre-application scoping discussions.

Pedestrian and Cycle Access

- 3.29 The site is located as an extension to the south of the existing Wivelsfield Green Village. Access to the local facilities will be predominantly to the north and west of the site. It is therefore proposed that 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.

Green Road

- 3.30 The proposed vehicular access with Green Road will accommodate pedestrian and cycle movements. In addition, 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.

- 3.31 The shared footway / cycleway is detailed on the vehicle access drawing provided at **Appendix 2**.

Eastern Road

- 3.32 The development will connect to Eastern Road via a 3m shared footway / cycleway-only access at the western site boundary. This access will connect to a new footway 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.
- 3.33 ESCC have agreed to a 2m footway on the eastern side of Eastern Road to the south of Green Park Corner from the proposed link into the site and; a narrower footway of 1.2m being provided along the western side of Eastern Road northwards as shown illustratively on drawing No. 794-PLN-TRP-00048-DR-006C provided at **Appendix 3**.
- 3.34 It is also proposed to provide a 3m pedestrian / cycle link from the site to the edge of carriageway with Eastern Road, where cycles will join the carriageway. ESCC has confirmed that the final positioning of the cycle / pedestrian access routing can be addressed as part of the detailed design and section 278 agreement post planning.
- 3.35 The provision of pedestrian and cycle only connections to Eastern Road, along with the pedestrian and cycle connections to the eastern end of the application site suitably prioritise sustainable modes in accordance with NPPF paragraphs 109 e) and 115 a).

Road Safety Audit

- 3.36 A Stage 1 Road Safety Audit (RSA1) has been undertaken for the proposed highway vehicular and pedestrian / cycle access arrangements. The RSA1 was undertaken by Capital Road Safety Limited on 25 November 2024 in accordance with GG119 'Road Safety Audit'.
- 3.37 The RSA1 raised one problem in relation to the Green Road site access arrangement, one problem associated with the proposed Eastern Road footway improvements, and one problem in relation to the proposed shared-use surface to the east of the site.

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- 3.38 The problems raised in the RSA1 have been addressed by the Designers Response appended to the TA. In addition, the design of the access has been discussed with ESCC, and the width of the Green Road access has been increased to 6m, and junction radii has been increased to 10m. The minor alternations to the Green Road access addressed ESCC concerns relating to the swept path of refuse vehicles.
- 3.39 ESCC has confirmed the acceptability of the highway access arrangements and improvements detailed in drawing No. 794_PLN-TRP-00048-DR-004C (Green Road Access Arrangements) provided at **Appendix 2** and drawing No. 794-PLN-TRP-00048-DR-006C (Eastern Road Pedestrian and Cycle Arrangements) provided at **Appendix 3**.
- 3.40 It is therefore concluded that safe and suitable access is provided in accordance with NPPF paragraph 115 b)

Trip Generation and Distribution

- 3.41 The trip generation and distribution are set out in Section 6 of the submitted TA. The trip generation within Table 6.1 is agreed as acceptable as it the traffic distribution methodology. This provides agreed traffic flows for the purpose of traffic assessment.

Traffic Impact

- 3.42 The traffic impact of the proposed development is set out in Section 7 of the Transport Assessment. The geographic scope of the assessment is agreed.
- 3.43 The junction assessments set out in the transport assessment are accepted and the results are agreed.
- 3.44 The analysis undertaken has demonstrated that the proposed development will not have a 'severe' impact on the road network in accordance with NPPF para 116.

Parking

- 3.45 The planning application is in outline with only the principles of the proposed quantum of homes, land uses and means of access to be determined. Therefore, the specific details in relation to parking will form part of a reserved matters application.

Travel Plan

- 3.46 A Travel Plan together with Travel Plan audit fee will be an obligation (s106). The draft travel plan that accompanied the planning application is in a form that can be made acceptable.

4.0 Matters Not Agreed

- 4.1 The exact wording of conditions and obligations is to be agreed, but the general principals of the approach are agreed.

5.0 Planning Conditions and Obligations

Conditions

5.1 The following highway conditions are proposed:

1. No development shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing. Reason:- To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
2. The Development shall not commence until such time as the visibility splays at the access works and for the highway works are agreed with the Highway Authority. Reason: In the interests of road safety.
3. At road junctions a maximum "landing" gradient should be provided of 1 in 40 (2.5%) for the first 10 metres from the channel line of the major road. Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway
4. No part of the development shall be occupied until the roads, footways and parking areas serving the development have been constructed, surfaced, drained and lit in accordance with plans and details submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Reason: To secure satisfactory standards of access for the proposed development.
5. During any form of earthworks and/or excavations that are carried out as part of the development, suitable vehicle wheel washing equipment should be provided within the site, to the approval of the Planning Authority in consultation with the Highway Authority, to prevent contamination and damage to the adjacent roads. Reason: In the interests of highway safety and for the benefit and convenience of the public at large.
6. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,
 - a. the anticipated number, frequency and types of vehicles used during construction,

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- b. the method of access and egress and routeing of vehicles during construction,
 - c. the parking of vehicles by site operatives and visitors,
 - d. the loading and unloading of plant, materials and waste,
 - e. the storage of plant and materials used in construction of the development,
 - f. the erection and maintenance of security hoarding,
 - g. the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - h. temporary diversion or protection of public rights of way.
 - i. arrangement of holding areas for construction vehicles details of public engagement both prior to and during construction works. Reason: In the interests of highway safety and the amenities of the area.
7. Prior to the commencement of development, a scheme for surface water drainage to prevent the discharge of surface water from the approved development onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority. Reason: To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding.
8. The new estate road[s] 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/their] subsequent adoption as publicly maintained highway. Reason: In the interest of highway safety and for the benefit and convenience of the public at large.
9. Before building commences, the new estate road[s] shall be completed to base course level, together with the surface water and foul sewers and main services to the approval of the Planning Authority in consultation with the Highway Authority. Reason: In the interests of highway safety and for the benefit and convenience of the public at large.
10. Prior to the commencement of development on site, detailed drawings, including levels, sections and constructional details of the proposed road[s], surface water drainage, outfall disposal and street lighting to be provided, shall
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be submitted to the Planning Authority and be subject to its approval, in consultation with the Highway Authority. Reason: In the interests of highway safety and for the benefit and convenience of the public at large.

11. Development shall not commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. Reason: To secure safe and satisfactory means of vehicular access to the site during construction.

Section 106 Mitigation Measures

5.2 The following items should be obligations through a section 106 agreement:

1. A pair of new bus stops required on Green Road in the general location of the access / existing bridleway to include hardstanding areas, high-rise kerbing, flagpole signs, seating and bus stop shelters (subject to parish council agreement) with the positioning of the stops to be agreed.
2. Improvements to the existing bus stops known as Playing Fields stops (east and westbound).
3. Footway improvements to include widening/siding works to existing footways to 2m (where possible with pinch points) along the length of Green Road from the B2112 in the west and pass the site to link to the new bus stops on Green Road; village shop to the east of South Road and extending to the Primary School in South Road.
4. Provision of new crossing point/s and upgrading existing (to be agreed where necessary) on Green Road in order for pedestrians/cyclists to cross the C6 to reach schools, bus stops and facilities in the village.
5. New pedestrian/cycle link from the site onto Eastern Road as shown illustratively on plan No. 794-PLN-TRP-00048-DR-006C.
6. Improvements to Eastern Road to include a new section of footway along its length from the new link into the site and connect to the footway on Green Road as shown illustratively on plan No. 794-PLN-TRP-00048-DR-006C.
7. Improvements/upgrading of public rights of way across the site including the bridleway running north to south through the middle of the site.
8. Provision of new access from Green Road (C6) including closure of two existing accesses (one onto Green Road and the other onto Eastern Road)

and new road markings etc as indicated on plan No. 794_PLN-TRP-00048-DR-004C.

9. Contribution of £1,430 per dwelling ($150 \times £1430 = £214,500$) towards improvements to the existing and/or new Bus Services serving the site/Wivelsfield.
 10. A robust Travel Plan.
 11. A £200 voucher for each dwelling upon occupation to be used towards bus / train tickets or cycle equipment.
 12. Travel Plan Audit fee of £6,000.
 13. School Transport Contribution of £779 per year, for a five-year period applied to each dwelling ($£779 \times 5 \text{ years} = £3,895 \times 150 \text{ dwellings} = £584,250$)
- 5.3 Subject to the above conditions and obligations ESCC the highway authority has no objection to the proposed development. The measures proposed are considered to address the potential impacts of the appeal site on transport networks in accordance with NPPF paragraph 109 c) and cost effectively mitigate the transport impacts of the appeal proposals in line with NPPF para 115 d).

6.0 Summary and Conclusions

- 6.1 This document has been jointly prepared in relation to the appeal site on behalf of the following parties.

Signed on behalf of the Highway Authority, East Sussex County Council – Teresa Ford

Teresa Ford

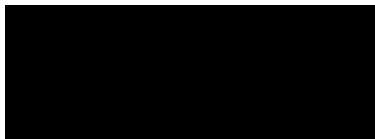
Senior Officer

Transport Development Planning

Communities, Economy and Transport

Date 28.05.2026

Signed by Tetra Tech Consulting Limited – Matthew Brown on behalf of Taylor Wimpey Strategic Land



Date 28.05.26

Appendices

Appendix 1 – ESCC Highway Authority Response – Dated 16 December 2025

To: Head of Planning (by Email)
Planning & Environmental Services Department
Lewes District Council
Southover House
Southover Road, Lewes
BN7 1AB

FAO: James Smith

16th December 2025

Our ref: LW/24/0820
Your ref: LW/24/0820MAO

Location: Land south of Green Road, Wivelsfield Green, Haywards Heath RH17 7QL

Proposal: Outline application for erection of up to 150 dwellings, with associated works, parking, landscaping, publicly accessible open space, land for education or community use with access from Green Road and Eastern Road

Applicant: Taylor Wimpey

Road Name	C6	Consultation Date	7 January 2025
National Grid Reference	534949 120134	Officer details	Teresa Ford 01273 482254 transportdevelopmentplanning@eastsussex.gov.uk

Recommendation:

No objection		Objection	
No objection subject to the imposition of conditions	X	Objection due to insufficient information	

Updated Response 16th December 2025

These comments are issued following amendments received from Lewes District Council on 11th December 2025; 4th April 2025 which includes Technical Note dated 27th March 2025; and extensive discussions/meetings with the applicant and agents and subsequent documents which include:-

1. Additional information/Sensitivity test received direct from the Transport Agent on 6th May 2025.
2. Additional amended plans Nos:- 794-PLN-TRP-00048-DR-006C; 794-PLN-TRP-00048-DR-004C received direct from the Transport Agent on 19th and 20th June 2025 respectively.

It should be noted that whilst the cycle/pedestrian link onto Eastern Road is to be provided (shown illustratively on plan no. 794 -PLN -TRP-00048-DR-006C) the final

position/layout of this access would be dealt with at the detailed design process through a Section 278 Agreement.

The applicant has addressed all the other outstanding matters previously raised, thus the highway objection is removed and no highway objection is raised to this Outline application (with Access) subject to the recommended highway conditions and mitigation measures included at the end of this report.

Further Comments

Access/RSA/Visibility

The applicant has confirmed the closure of the existing vehicular accesses; one onto Green Road (next to War Memorial) and the other onto Eastern Road. The Eastern Road access may need to be retained/alterd to provide a pedestrian/cycle link into the development.

The applicant has now altered the proposed vehicular access onto Green Road to be 6m wide with 10m junction radii which overcomes the Problem raised within the Road Safety Audit (which has now been provided). The alterations now allow the largest refuse vehicle to enter and leave the site in forward motion and satisfactory swept path drawings have been provided to demonstrate this. Thus the layout of the access is acceptable as shown on drawing No. 794_PLN-TRP-00048-DR-004C subject to detailed design at a later date through the s278 Agreement.

Visibility splays of 2.4m x 77.7m to the west and 73.8m to the east are shown to be provided together with 77.7m forward visibility which corresponds with the appropriate SSD's recorded speeds.

The amended plan no. 794_PLN-TRP-00048-DR-004C now shows the correct highway/carriageway alignment and the forward visibility along the C6 Green Road can be satisfactorily achieved.

When assessing the need for a right turn lane the number of right vehicles during the peak times has been interrogated. The overall number of vehicles in the PM peak hour has been demonstrated as 68 as the worse case of which only 36 were shown to be turning right into the access. This relates to approximately 1 vehicle in 1.6 minutes with no queuing on Green Road and would not in itself justify a right turn lane in this instance given that the visibility requirements for the access are shown to be satisfactorily met.

Thus a right turn lane in this instance is not justified.

Accessibility

A Non Motorised User Audit has still not been provided, however, the applicant is willing to undertake highway improvements, to include; widening/siding works to existing footways to 2m wide where possible between the site and the B2112 in the west and the post office/school in the east; improve existing bus stops and provide two new stops on Green Road (to be agreed); upgrade and/or provide new crossing points on Green Road. The new and existing stops would provide alternatives for residents depending on their locality within the site and would be equal distance from each part of the site within 700m.

In order to maintain/improve existing bus services to serve this site/Wivelsfield beyond 2026 (when the bus service improvement plan is due to end) a contribution of £1430 per dwelling is sought.

The applicant has stated that the Primary School have been approached, however, it is understood that a rear link into the school from the proposed development would be a security issue and is therefore not possible to provide. Thus the footway widening/siding works to the existing footway from the site access along Green Road

and South Road are necessary to ensure adequate footway connection from the site to the school on South Road and shop on North Common Road together with appropriate dropped kerbs and tactile paving across South Road junction.

As previously mentioned a significant issue is catering for school transport demand to Chailey School, the nearest appropriate secondary school for pupils living in Wivelsfield Green. Chailey School is over 3 miles distance, so it is the statutory responsibility for ESCC to provide free school transport for these pupils. There are currently transport capacity issues from Wivelsfield Green. Thus a contribution of £703 per dwelling (having two or more bedrooms approved at reserved matters) is sought to cater for this additional demand.

Eastern Road

Due to mature trees (both private and highway trees) along the length of Eastern Road and following internal consultation with our Highway Environmental Asset lead; the highway authority have agreed to a 2m footway on eastern side to the south of Green Park Corner from the proposed link into the site and; a narrower footway of 1.2m being provided along the western side of Eastern Road northwards as shown illustratively on plan No. 794-PLN-TRP-00048-DR-006C.

The pedestrian/cycle link is to be 3m wide from the site to its junction with the edge of carriageway of Eastern Road whereby cycles will join/share the carriageway. This link is shown illustratively as slightly further to the south whereas it should preferably be provided in relatively the same position of the existing vehicle access point. The Oak trees at the point of the existing access are highway trees and given the amount of hardstanding here already the roots should not be impacted. However, the final positioning of this cycle/pedestrian access entrance/routing can be dealt with through the detailed design of a Section 278 agreement (and subject to the Road Safety Audit procedure).

Trip Generation and B2112/B2116 Mini-roundabout Junction

The applicant has assessed the trip generation by using the TRICS database and the employment areas for Wivelsfield to determine trip distribution to/from the site. The 2011 census data and a sensitivity test using the 2021 data has also been carried out by the applicant.

This reveals that 642 daily (4.278 per dwelling) car trips would be generated with 68 during the PM peak hour. The number of right turn trips into the site during the AM and PM peaks are shown to be 13 and 36 respectively. This equates to 1 trip turning right into the access every 4.6 minutes in the AM peak and 1.6 minutes in the PM peak and the impact on the highway would not be severe to justify a right turn lane in this instance.

The applicant has modelled the mini-roundabout (B2112/B2116) using the geometry provided by ESCC for this junction which has/is being used by other developers for sites in the locality (with an impact on this junction) to ensure consistency. The developer has tested the development trips with all committed developments and future years.

A video survey of queuing at mini r/bt has also been provided which demonstrates, along with the modelling that this junction whilst operating at capacity for a short time during peak hours, operates satisfactorily.

General

The plans indicate a piece of land which is suggested for future school use to the south of the school on Hundred Acre Lane. Use of this or other parts of the land for community or educational purposes, and public open space would likely be subject to a separate planning application.

Internal Road Layout

This is an outline application with all matters reserved except for access and therefore the internal layout and parking provision details provided are limited.

These details will be submitted and finalised at reserved matter stage; however, with regards to the road being put forward for adoption or being brought up to adoptable standards the following guidance should be adhered to:

- Clarification would be required regarding the extent to which the internal layout will be put forward for adoption.
- A minimum width of 5.5m is generally required for the main 'spine road' with 6m provided on bends. A minimum width of 4.8m is required for the secondary roads.
- ESCC would not wish to adopt the car parking areas.
- A 6m manoeuvring space is required behind all parking spaces. This distance should be provided, or the parking space should be widened.
- Tracking drawings are required to ensure that the site layout can accommodate the largest refuse vehicles likely to serve the development (11.9m length).
- Further information would be required regarding the surfacing and lighting within the site.
- With regards to waste collection, it should be noted that residents should not be required to carry waste more than 30m whilst waste collection vehicles should be able to get within 25m of the storage point.
- Any disabled parking bays should provide adjacent dropped kerbs to enable appropriate accessibility between the vehicle and footway.
- ESCC Flood Risk Management Team will need to assess and approve the overall drainage strategy for the site.
- Considerations should be given to how electric vehicle charging points (including passively if demand is not currently there) will be accommodated particularly for on-road visitor parking or allocated parking away from properties.
- A footway or section of hardstanding would need to be provided alongside parallel visitor parking spaces to prevent drivers having to enter/leave the car via the grass verge.
- The Highway Authority would wish to see the roads within the site that are not to be offered for adoption laid out and constructed to standards at, or at least close to, adoption standards.

Road adoption would be secured through a s38 agreement. The extent of the highway adoption would have to be agreed and would depend on the emerging layout at reserved matters stage.

A full safety audit on the internal road layout should also be completed along with agreed lighting and highway drainage proposals. This element of the proposal can be considered at Reserve Matters stage.

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.

ESCC's Guidance for Parking at New Residential Development should be utilised to determine the level and type of parking provided within the site. It is generally accepted for the parking provision to be based on all larger dwellings (3 bed+) being provided with 2 allocated parking spaces and all smaller dwellings and flats 1 allocated space.

For guidance it should also be noted that parking spaces would need to meet the required minimum dimensions to be counted towards the overall provision. The minimum sizes are as follows:

- Parking Spaces: 2.5m x 5m
- Car Ports: 2.8m x 5m
- Disabled Parking Space - 5m x 3.6m
- Garages: 3m x 6m or 3m x 7m if cycle storage is included.

Regardless of size, garages remain less likely to be used for parking and therefore count for only 1/3 of a parking space.

Adequate visitor parking spaces should be distributed throughout the site to prevent excessive on-street blocking access for refuse vehicles.

Tandem parking is unlikely to be utilised to its potential, especially if both cars are in regular use.

The Council encourages developers to include charging facilities for electric vehicles at all properties with off-street parking in accordance with current standards and codes of practice as and when they become available. Charging points should also be considered for other parking areas.

Cycle Parking - Safe, secure and covered cycle parking facilities need to be provided at new developments. The level of cycle parking will need to meet the requirements of the East Sussex County Council standards which is 1 space per bedroom and facilities should be covered and secure.

Conclusion

Thus the highway objection is withdrawn and the following highway conditions and mitigation measures are recommended.

Conditions

1. No development shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing.
Reason:- To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.
2. The Development shall not commence until such time as the visibility splays at the access works and for the highway works are agreed with the Highway Authority.
Reason: In the interests of road safety.
3. At road junctions a maximum "landing" gradient should be provided of 1 in 40 (2.5%) for the first 10 metres from the channel line of the major road.
Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway
4. No part of the development shall be occupied until the roads, footways and parking areas serving the development have been constructed, surfaced, drained and lit in accordance with plans and details submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
Reason: To secure satisfactory standards of access for the proposed development.
5. During any form of earthworks and/or excavations that are carried out as part of the development, suitable vehicle wheel washing equipment should be provided within the site, to the approval of the Planning Authority in consultation with the Highway Authority, to prevent contamination and damage to the adjacent roads

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

6. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,
 - a. the anticipated number, frequency and types of vehicles used during construction,
 - b. the method of access and egress and routeing of vehicles during construction,
 - c. the parking of vehicles by site operatives and visitors,
 - d. the loading and unloading of plant, materials and waste,
 - e. the storage of plant and materials used in construction of the development,
 - f. the erection and maintenance of security hoarding,
 - g. the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - h. temporary diversion or protection of public rights of way
 - i. arrangement of holding areas for construction vehicles details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

7. Prior to the commencement of development, a scheme for surface water drainage to prevent the discharge of surface water from the approved development onto the public highway and, similarly, to prevent the discharge of surface water from the highway onto the site shall be submitted to the Local Planning Authority for approval in consultation with the Highway Authority.

Reason: To ensure the appropriate management of surface water on and adjacent to the highway and prevent an increased risk of flooding

8. The new estate road[s] 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/their] subsequent adoption as publicly maintained highway

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

9. Before building commences, the new estate road[s] shall be completed to base course level, together with the surface water and foul sewers and main services to the approval of the Planning Authority in consultation with the Highway Authority

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

10. Prior to the commencement of development on site, detailed drawings, including levels, sections and constructional details of the proposed road[s], surface water drainage, outfall disposal and street lighting to be provided, shall be submitted to the Planning Authority and be subject to its approval, in consultation with the Highway Authority

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

11. Development shall not commence until such time as temporary arrangements for access and turning for construction traffic has been provided in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To secure safe and satisfactory means of vehicular access to the site during construction.

S106 Mitigation Measures

1. A pair of new bus stops required on Green Road in the location of the access/existing bridleway to include hardstanding areas, high-rise kerbing, flagpole signs, seating (and bus shelters to be agreed with parish council for ongoing maintenance).
2. Improvements to the existing bus stops known as Playing Fields stops (east and westbound).
3. Footway improvements to include widening/siding works to existing footways to 2m (where possible with pinch points) along the length of Green Road from the B2112 in the west and pass the site to link to the new bus stops on Green Road; village shop to the east of South Road and extending to the Primary School in South Road.
4. Provision of new crossing point/s and upgrading existing (to be agreed where necessary) on Green Road in order for pedestrians/cyclists to cross the C6 to reach schools, bus stops and facilities in the village.
5. New pedestrian/cycle link from the site onto Eastern Road as shown illustratively on plan No. 794-PLN-TRP-00048-DR-006C
6. Improvements to Eastern Road to include a new section of footway along its length from the new link into the site and connect to the footway on Green Road as shown illustratively on plan No. 794-PLN-TRP-00048-DR-006C
7. Improvements/upgrading of public rights of way across the site including the bridleway running north to south through the middle of the site.
8. Provision of new access from Green Road (C6) including closure of two existing accesses (one onto Green Road and the other onto Eastern Road) and new road markings etc as indicated on plan No. 794-PLN-TRP-00048-DR-004C.
9. Contribution of £1,430 per dwelling ($150 \times £1430 = £214,500$) towards improvements to the existing and/or new Bus Services serving the site/Wivelsfield.
10. A robust Travel Plan.
11. A £200 voucher for each dwelling upon occupation towards sustainable transport.
12. Travel Plan Audit fee of £6,000
13. School Transport Contribution of £703 per dwelling of 2 bedrooms or more.

Informatives

1. 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. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
2. The applicant is advised to enter into a Section 38 legal agreement with East Sussex County Council, as Highway Authority, for the proposed adoptable on-site highway works. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that any works commenced prior to the Sec 38 agreement being in place are undertaken at their own risk.
3. The applicant is advised of the requirement to enter into discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway. The applicant should contact East Sussex Highways (0345 6080193)
4. The applicant is advised that the erection of temporary directional signage should be agreed with East Sussex Highways (01345 6080193) prior to any signage being installed.

5. The applicant should be made aware that the creation/alteration of this access will require the compliance with the Traffic Management Act 2004 and that the contractor will have to book road space with the East Sussex Highways Network Co-ordination team (0845 6080193). Furthermore, the applicant is advised that the New Roads & Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for highway authorities to operate lane rental schemes that involve charging developers for the time their works occupy the highway on the busiest roads (approximately 6%) within the County. In accordance with the Scope of the East Sussex Lane Rental Scheme (ESLRS), East Sussex County Council (ESCC) will apply a daily charge for the duration of the specified activities carried out by developers/contractors at specified locations during the specified times and days. Further information can be found here: [East Sussex lane rental scheme | live.eastsussexhighways.com](https://live.eastsussexhighways.com)

On behalf of the Highway Authority
For Director of Communities, Economy and Transport (sent by email)

<<<END OF REPORT>>> 16th December 2025 TF

Previous Comments dated 13th March 2025

Following our discussion earlier today please find below my initial comments on the above application as promised in time for your meeting on Monday 17th March 2025. The application as submitted would attract a highway objection due to insufficient information being submitted for the application to be fully considered in terms of vehicular access and accessibility grounds.

Hopefully the applicant can fully address the issues, most of which were raised by the Highway Authority within pre application comments to the applicant in October 2024; some of these comments overlap with those given by Active Travel England (ATE) on 3rd February 2025.

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

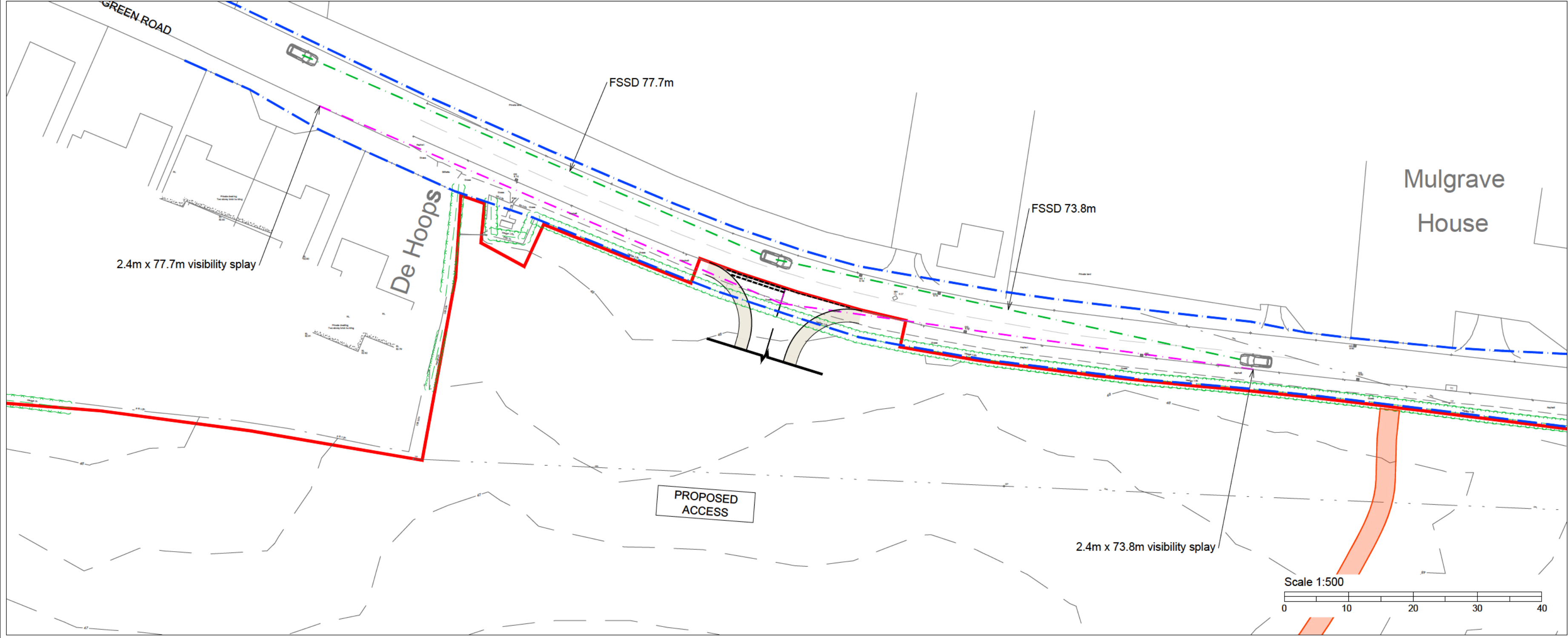
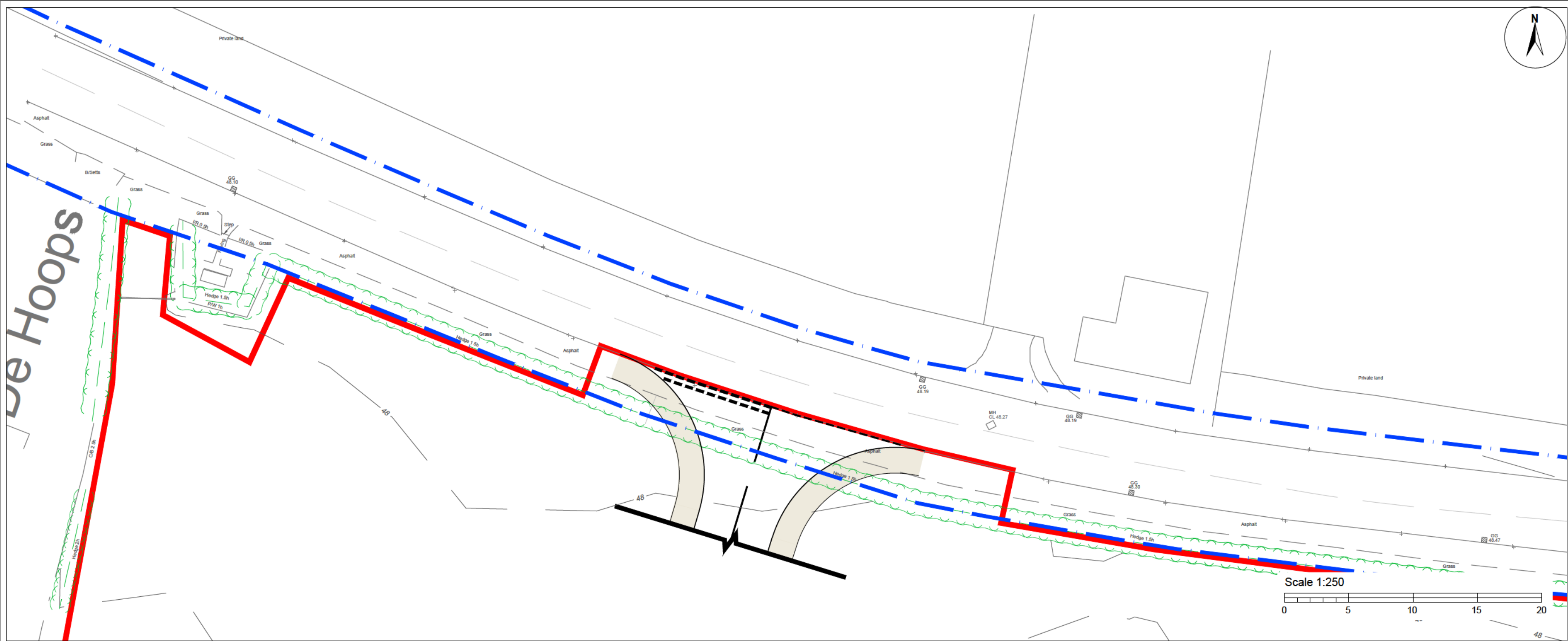
- A Non Motorised User Audit (NMU) needs to be provided.
- New set of bus stops required on Green Road in location of proposed vehicular access/existing bridleway to be indicated and provided by the applicant (not as a contribution).
- Para 3.12 states “ ... *existing footways on the local roads that 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.

Should the applicant/agent wish to discuss any issue then I am happy to attend a meeting upon my return from leave after 25th March 2025.

**Appendix 2 – Green Road Access Arrangement -
Approved Drawing No. 794_PLN-TRP-00048-DR-004C**



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- 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.
 4. The extent of publicly maintainable highway to the north of Green Road has been based on advice provided by East Sussex County Council.

Key:	
	Extent of public highway
	New footway
	Red line boundary

PRELIMINARY
NOT FOR
CONSTRUCTION

Rev	Description	By	CB	Date
C	Highway boundary adjusted and drawing scale changed	AJ	MSB	12/06/2025
B	Access radii increased to 10m	AJ	MSB	19/03/2025
A	Red line boundary and FSSD added	AJ	MSB	23/10/2024

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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 @ A2	Date Created
TRP-00048	1:500	15/10/24

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

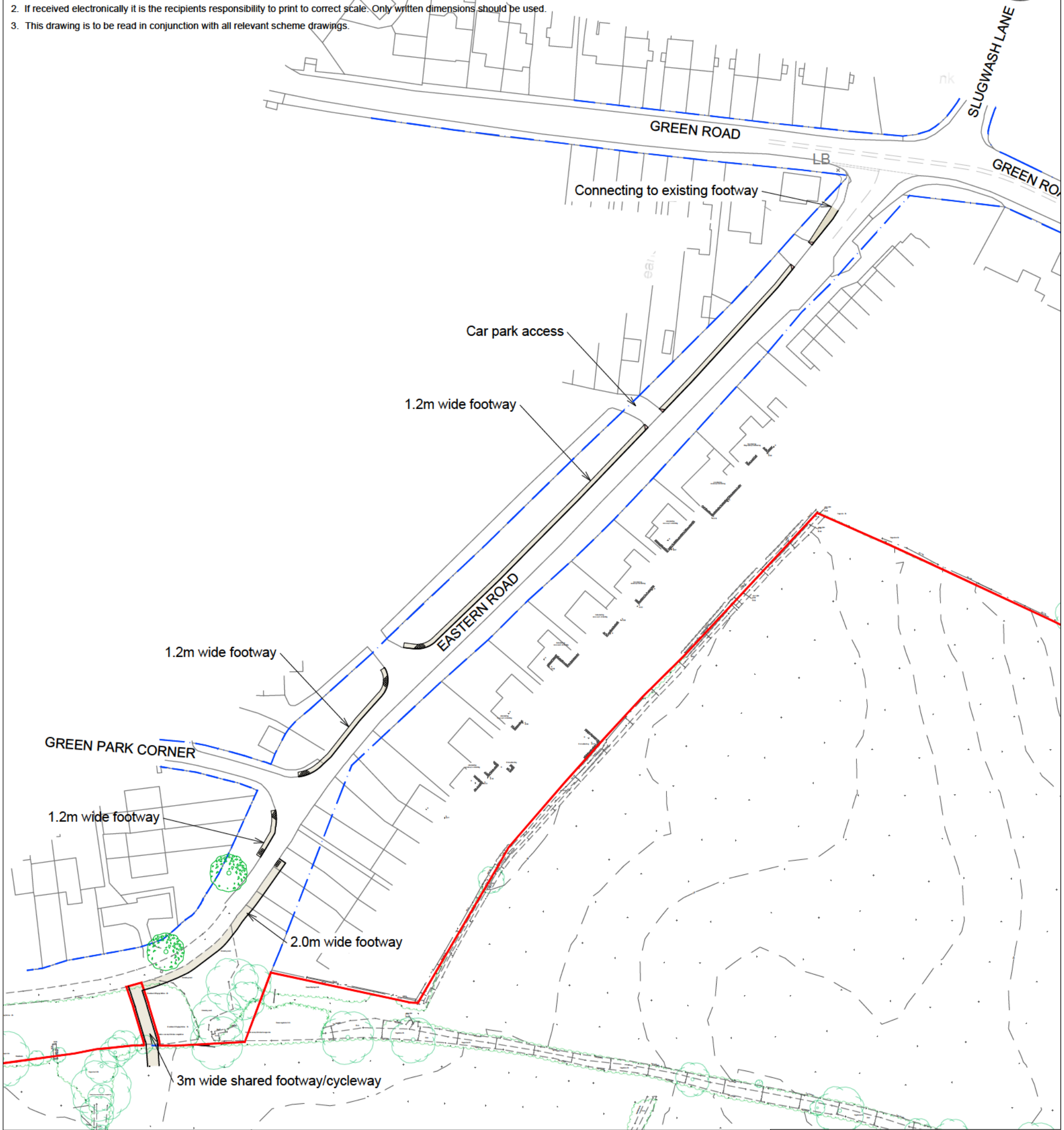
Rev
C

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**Appendix 3 – Eastern Road Footway and Pedestrian and
Cycle Connection – Approved Drawing No. 794-PLN-TRP-
00048-DR-006C**

NOTES

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3. This drawing is to be read in conjunction with all relevant scheme drawings.



Key:

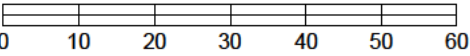
— — — — — Extent of public highway

————— Red line boundary

 Proposed tactile paving and dropped kerb

PRELIMINARY
NOT FOR
CONSTRUCTION

Scale 1:1000



C	Ped/cycle access relocated	AJ	MSB	20/06/25
B	Footway/cycleway and red lineboundary adjusted	AJ	MSB	06/05/25
A	Changes to footway widths	MOK	MB	01/05/25
Rev	Description	By	CB	Date



Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Eastern Road Footway

Status Drawn By AJ PM/Checked by MSB

Project Number Scale @ A3 Date Created 21/10/2024

TRP-00048

RPS Drawing/Figure Number Rev 794-PLN-TRP-00048-DR-006 C

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