

**ADDENDUM**  
**Eastbourne Planning Committee**  
**24 November 2020**

**Agenda Item 6: Land at Bay View Holiday Park. ID: 200180**

Para 1.3 Typographical error it should read 30 plots proposed for the WDC part of the site.

For clarity listed below is the existing and proposed arrangements for both EBC & WDC

Existing

Wealden: 20 static, 41 touring

EBC: 53 touring

Total: 20 static and 94 touring – 114 pitches/plots

Proposed

Wealden: 30 static (+ existing 20 static)

EBC: 41 static

Total: 91 static – 23 less plots/pitches

Given the application is a cross boundary application with WDC then the following revised recommendation is required to ensure that we mirror the conditions where possible and synchronise the delivery of the decision notices.

Recommendation:

To delegate the decision to the Head of Planning to ensure that where possible the conditions are mirrored with WDC and that both sets of decision notices can be issued on the same day.

**Agenda Item 7: Land at Friday Street Farm, Stone Cross. ID: 190706**

At Pre-Agenda clarification was requested on the extent and nature of the highway mitigation required to make the scheme acceptable. Listed below (Nos 1-7) are the measures both local to Pennine Way and further afield.

For these measures to be implemented to a satisfactory conclusion then it is important that Eastbourne Borough Council have their interests safeguarded by way of the S106 agreement. In this regard the recommendation at the bottom of Page 27 of the committee papers be revised to read:-

Recommendation:

The recommendation is to grant planning permission subject to ensuring that the legal agreement provides suitable measures and mechanisms to ensure that the access, public transport, highway mitigation and traffic calming measures are implemented at an appropriate time in the phasing of the development.

Summary of mitigation measures as highlighted by East Sussex County Council:

## 1. PEDESTRAIN SAFETY

In the interests of pedestrian safety, a new footway will be provided on the north side of Pennine Way. Three uncontrolled pedestrian crossing points are also proposed; two approximately 50m either side of the junction on Pennine Way and a third on the access road itself. The crossing points located on Pennine Way will have refuge islands.

In addition, new traffic calming measures are proposed on Pennine Way in the form of Neapolitan 150 Bollards. The measures aim to ensure traffic near the site access junction abides by the 30mph speed limit.

Each set of Neapolitan bollards is a total of 20m long and the carriageway immediately adjacent to each traffic calming measure is reduced to 6m wide. Appropriate warning signs are proposed to alert drivers to the traffic calming measures.

## 2. SITE ACCESS AND TRAFFIC CALMING SCHEME

The proposed access and traffic calming features consist of:

- The access road which will be 7.5 metres wide where it joins within Pennine Way ensuring it accommodates existing employment traffic and proposed residential traffic;
- The proposed widening of Pennine Way;
- The proposed introduction of two uncontrolled pedestrian crossing points on Pennine Way with refuge islands 2m wide;
- The proposed enhancement to existing speed limit gateway;
- The proposed chicane type width reduction on Pennine Way; and
- New footpath on the northern side of Pennine Way.

The vehicular access into the site and the off-site works proposed are acceptable in principle; however, this is subject to further details being provided and agreed at s278 stage. A stage 2 Road Safety Audit will also need to be undertaken and any issue raised will need to be addressed satisfactorily.

## 3. BUS STOPS

All bus stops in Pennine Way, to the east and west of the site access, require upgrading to accord with accessibility requirements. Funding for bus shelters should also be secured.

Given the need to generate sustainable travel journeys the Pennine Way bus stops require providing with real time information signs.

#### 4. BUS JOURNEYS

There is the potential for this proposed development to generate increased use of service 5/5A, thereby helping to increase its financial performance and thereby its future viability. However, to be attractive to service users, several deficiencies need to be addressed. The service currently provides an approximately hourly frequency Monday to Saturday daytime, though:

- The first journey only arrives in Eastbourne town centre at 08:33 on weekdays and 09:28 on Saturdays. These times are too late for a first a bus and we would wish to secure funding for an earlier arrival on each day. For these a contribution is sought of £10,000 pa for a period of 5 years (Total £50,000).
- On weekday afternoons there is no service from Eastbourne town centre to Pennine Way between 14:11 and 16:11 and the last journey is 17:16. On Saturdays the last journey is 14:11. We wish to secure funding so as to fill the gaps between 14:11 and 16:11 on weekdays and to provide later journeys on weekdays and Saturdays. For these a contribution is sought of £40,000 pa for a period of 5 years (Total £200,000).

#### 5. JUNCTION CAPACITY ASSESSMENTS

It was agreed at pre-application stage that the following junctions required assessing in terms of capacity:

- Dittons Road/Adur Drive/St Michaels Drive Roundabout;
- Hailsham Road/Dittons Road/Lion Hill Signalised Crossroads;
- Lion Hill/Adur Drive Priority Junction;
- Larkspur Drive/Friday Street Priority Junction;
- Pennine Way/Friday Street Priority Junction;
- Hide Hollow/Langney Rise Double Mini-Roundabout (Eastern Roundabout);
- Friday Street/B2104/Willingdon Drive Double Mini-Roundabout (Western Roundabout);
- Willingdon Drove/Milfoil Drive Mini-Roundabout;
- Larkspur Drive/Willingdon Drove Mini-Roundabout;
- Pennine Way/Hide Hollow/Priory Road Roundabout;
- High Street/Eastbourne Road/Rattle Road/Pevensey Park Road; and
- Site Access.

The results of the capacity assessments indicate that a number of the key junctions will operate at or over capacity during the weekday AM and/or PM peak hour periods, under '2028 traffic conditions and this is a concern.

6. COMMUNITY INFRASTRUCTURE LEVY

A CIL contribution from WDC would be sought as part of the development and this would in part be used to fund the improvements required to the Strategic Road Network; however, no guarantee can be made when such improvements will be made and therefore, in this instance there is considered to be justification to restrict the occupancy of the dwellings on the proposed development until the necessary junction improvements to the SRN are made. We would therefore wish for any grant of consent to include a condition preventing any occupancy of the development until confirmation of the full funding arrangements for the delivery of the above improvement works has been provided.

7. ESCC HIGHWAYS RECOMMENDED CONTROLS

The development shall not be occupied until confirmation of the full funding arrangements has been provided for the delivery of the improvement works at Lion Hill, Dittons Road/Rattle Road/Hailsham Road, and the A22 Golden Jubilee Way/Dittons Road junctions.

Reason: To ensure the severe impact caused by traffic generated by this development is mitigated against.

**Agenda Item 8: Mansion (Lions) Hotel 32-35 Grand Parade. ID: 200280**

Nothing to report.

**Agenda Item 9: The Cottage, 2 Wharf Road. ID: 200260**

Nothing to report.