

ADDENDUM
Eastbourne Planning Committee
26 January 2021

Agenda Item 6: Hampden Park Retail Park, Marshalls Road Eastbourne
ID: 200909

Proposal:

Revised drawings have been received to include the provision of additional trees within the car parking area of the site.

Provision of a further 5 trees have been included in the scheme.

Recommendation:

No changes to the recommendation are tabled because of the revised drawings.

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

Officer Report:

Members are advised that a clean report (no conflated with Hampden Park Retail Park Costa Coffee) has been circulated and published on the Councils website.

Late Representations:

One late representation has been received that outlines the concerns of market led housing proposals that impact upon the rural economy with many small farms being bought up. There is a need for additional affordable units not units for sale and the needs to be an appreciation of the cost of providing accommodation as a proportion of ones' wage. Their needs to be greater awareness of wider infrastructure needs to make developments more accessible and sustainable.

Recommendation:

There are four options open to Committee:-

Option 1 - To go with the recommendation within the tabled report.

Pennine Way – prior to commencement.

Wider Strategic Highway Network – prior to occupation.

Option 2 - 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.

Pennine Way - prior to occupation.

Wider Strategic Highway Network - prior to occupation.

Option 3 - Grant planning permission controlling the delivery of Pennine Way works prior to occupation and not seek to control/limit the delivery of the strategic highway works as these will be delivered when the funds are available.

Option 4 - Defer consideration/determination of the application to explore the full funding arrangements for the strategic highway works.

ESCC Update Pennine Way – Members should be aware that ESCC Highways have rescinded their advice that the Pennine Way works should be completed prior to commencement and they are now supporting the requirement that these are now complete prior to occupation. ESCC response:- *To make it clear on the necessary junction improvements (Dittons Road/Rattle Road/Hailsham Road and the A22 Golden Jubilee Way/Dittons Road junctions), the actual representations to both WDC and EBC requested a condition that restricted occupancy of the dwellings until the full funding necessary to deliver the improvements was in place. Although Ben's subsequent e-mail to Anna said that the mitigation works would need to be in place prior to occupation (as opposed to just the funding being confirmed), it should not have done so and our position remains as set out in the representation. Apologies for the confusion on this*

ESCC Update wider strategic highway works – ESCC response:- *We took the view that having the junction improvements in place prior to occupation of any of the dwellings could be an unreasonable ask. It may be the case that EBC consider the condition restricting occupancy until the funding has been secured to also be unreasonable, particularly in light of the decision taken by WDC, however as the planning authority this is your call. However, we stand by our request for this condition.*

The position from ESCC is that we do not currently hold all the necessary funds for delivering the aforementioned improvements. WDC have indicated that CIL money would be made available to bridge a funding gap, although at this stage the monies have not been secured. In addition, the County Council and Transport for the South East have submitted an outline business case for a package of transport improvements along the A27/A22 corridor, which includes the two junctions in question. However, confirmation that this bid is successful is still some way off.

ESCC 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.

Agents Response – The agent supports ESCC in that they will be paying for the full Pennine Way mitigation and that these will be delivered pre-occupation of any of the dwellings. Given the negligible impacts of the scheme upon the wider highway network the agent claims that the imposition of controls on the timing of the delivery of these wider works would not pass the necessary tests and therefore be open to challenge.

Their highway consultant have advised them that all the works to the Lion Hill/Ditton

Rd junction have now been completed, and that the works to the Golden Jubilee/Dittons road junction will be part of a wider transportation package for the A22 being carried out by others. The agent's belief is that there are sufficient funds in place to deliver these strategic highway works.

Background information:

Highway works required - 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 to the strategic road network.

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

1. PEDESTRIAN 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/Willington 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.

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