

Richard Maile

From: "Philip Russell" <p.russell@russellgiles.com>
To: "Richard Maile" <rjm@richardmaile.plus.com>
Cc: "Warren Nienaber" <W.Nienaber@russellgiles.com>; "Chris Blamey" <c.blamey@russellgiles.com>
Sent: 24 June 2011 12:00
Attach: 2010-1342-001.pdf, 2010-1342-002.pdf
Subject: FW: Lottbridge Drove, Eastbourne
 Richard,

I hope all is well with you and Carol...

Please find attached hereto, two designs for access/junction works. Whilst one shows a left in/left out arrangement, that is our fall back position if we cannot secure all-movement with ESCC, (which I believe we can). That all-movement design is being worked on and will be with you shortly.

Background to the time taken to get to this point is that it took me more time than I anticipated to discuss this with ESCC. May I have you view, and the comments of Mr Bowerman, on the designs we propose to facilitate optimum development of your site (bearing in mind that a further design is on its way)?

I would like to communicate with East Sussex Police on these designs (the all-movement and the major four arm junction) prior to formally consulting with ESCC, and so, subject to your comments, I will do that. Who else should I copy in to pre-planning emails on this matter, or would you like everything to go through you or an agent? May I have email addresses as appropriate please?

For clarity, my advice is to seek to agree the all movement priority T design with the relevant Officers at ESCC, such that ESCC's aspirations for the new road would not be prejudiced. I fully anticipate ESCC asking for a hybrid of the two designs being agreed as part of a planning consent such that a bell-mouth stub for the new road is provided at the developer's expense; however I consider that we could overcome such a request as unreasonable, offering any land needed for the junction only. As matters stand, the Council's aspiration for the road does not blight your site frontage, as the entire road scheme was blight on your entire site.

Best regards

Philip Russell



RGP – Transport Planning and Infrastructure Design Consultants

The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
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 E: p.russell@russellgiles.com | W: www.russellgiles.com

RGP is a trading name of Russell Giles Partnership Limited | Registered in England No. 4237910

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From: Warren Nienaber
Sent: 24 June 2011 09:41
To: Philip Russell
Subject: Lottbridge Drove, Eastbourne

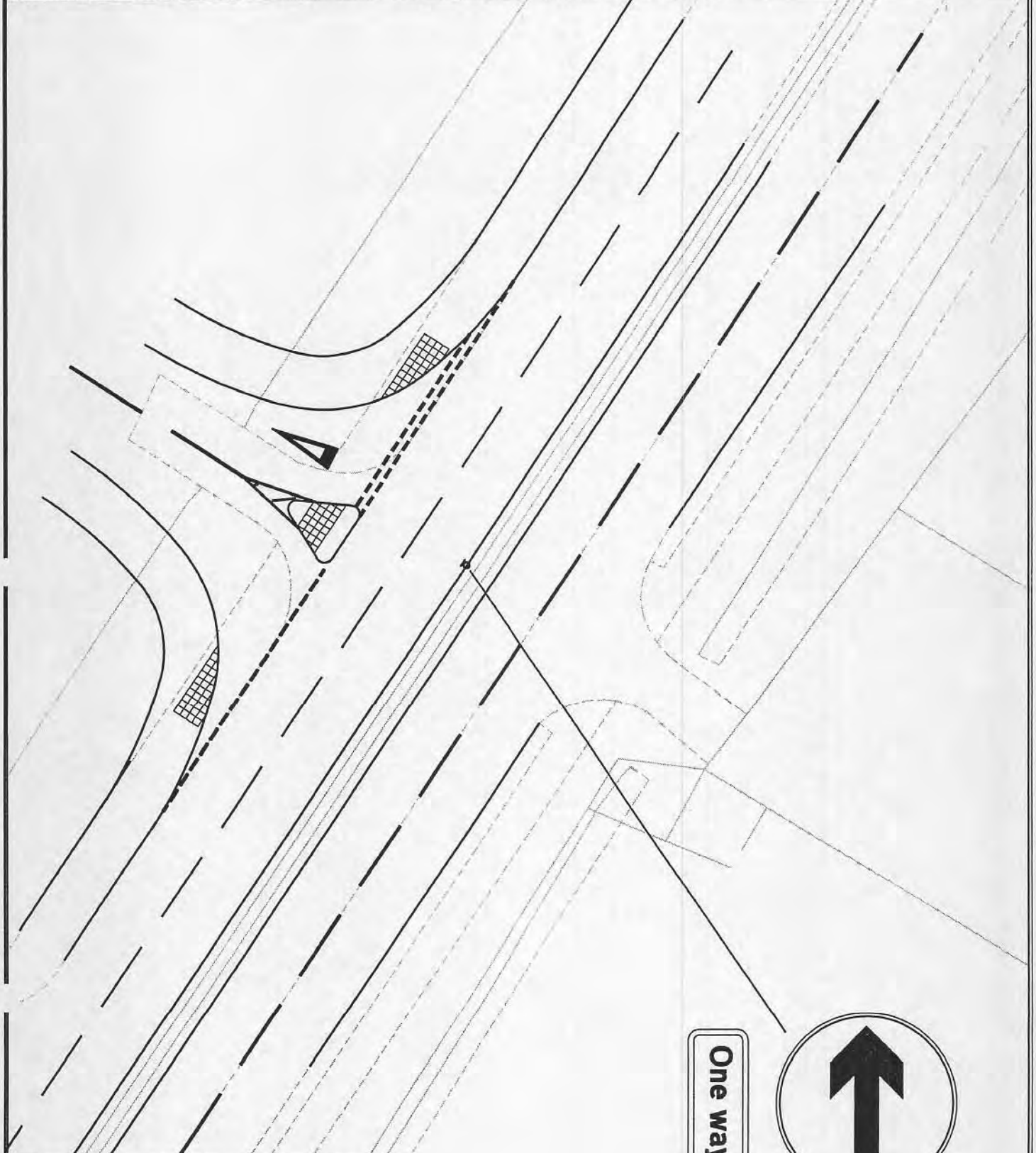
Phil,

Please find the attached drawings for Lottbridge Drove, Eastbourne.

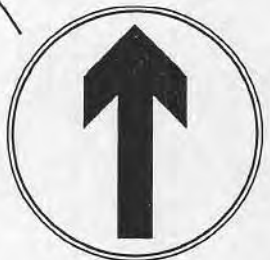
Regards
 Warren


Warren Nienaber

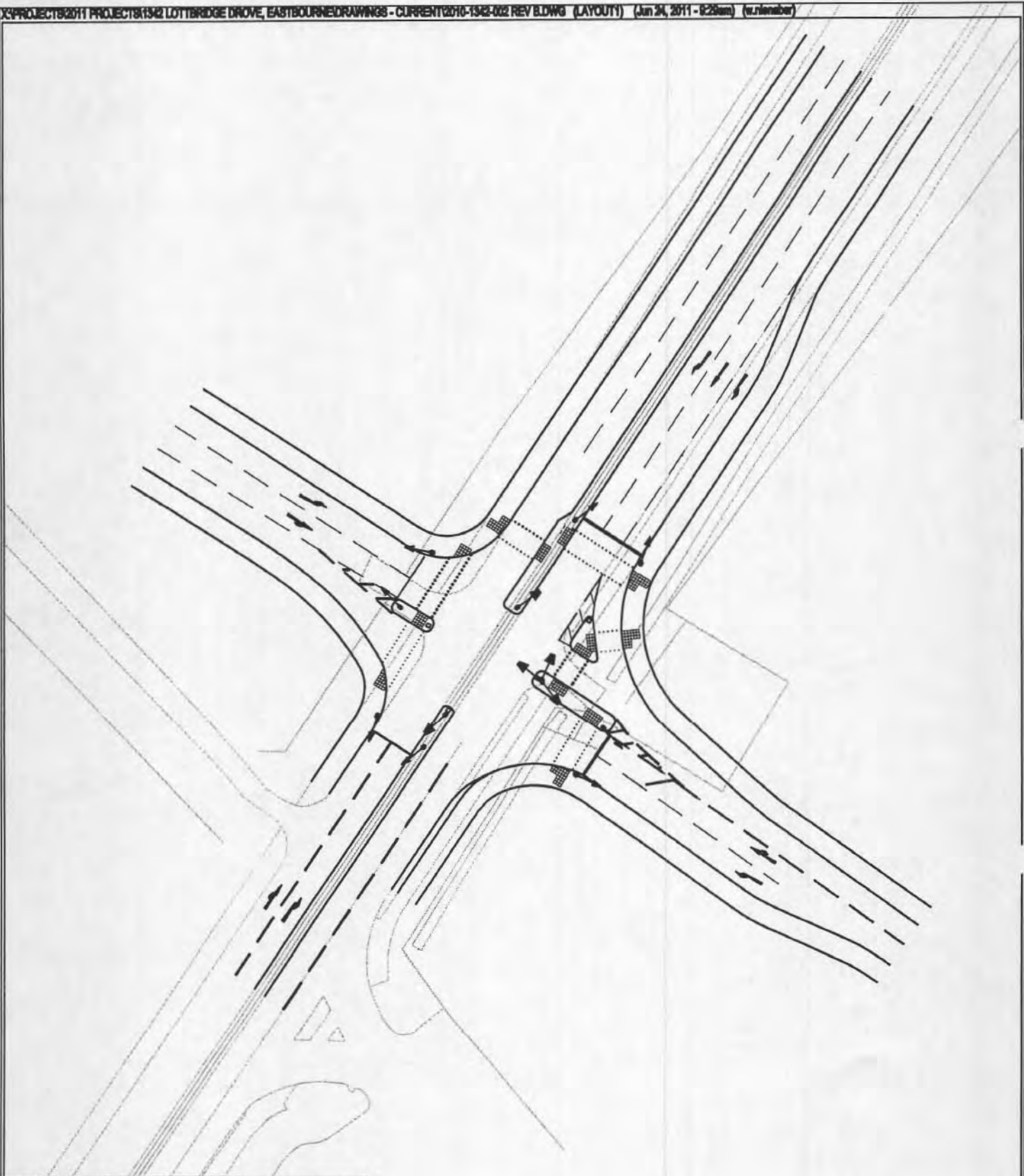
24/06/2011




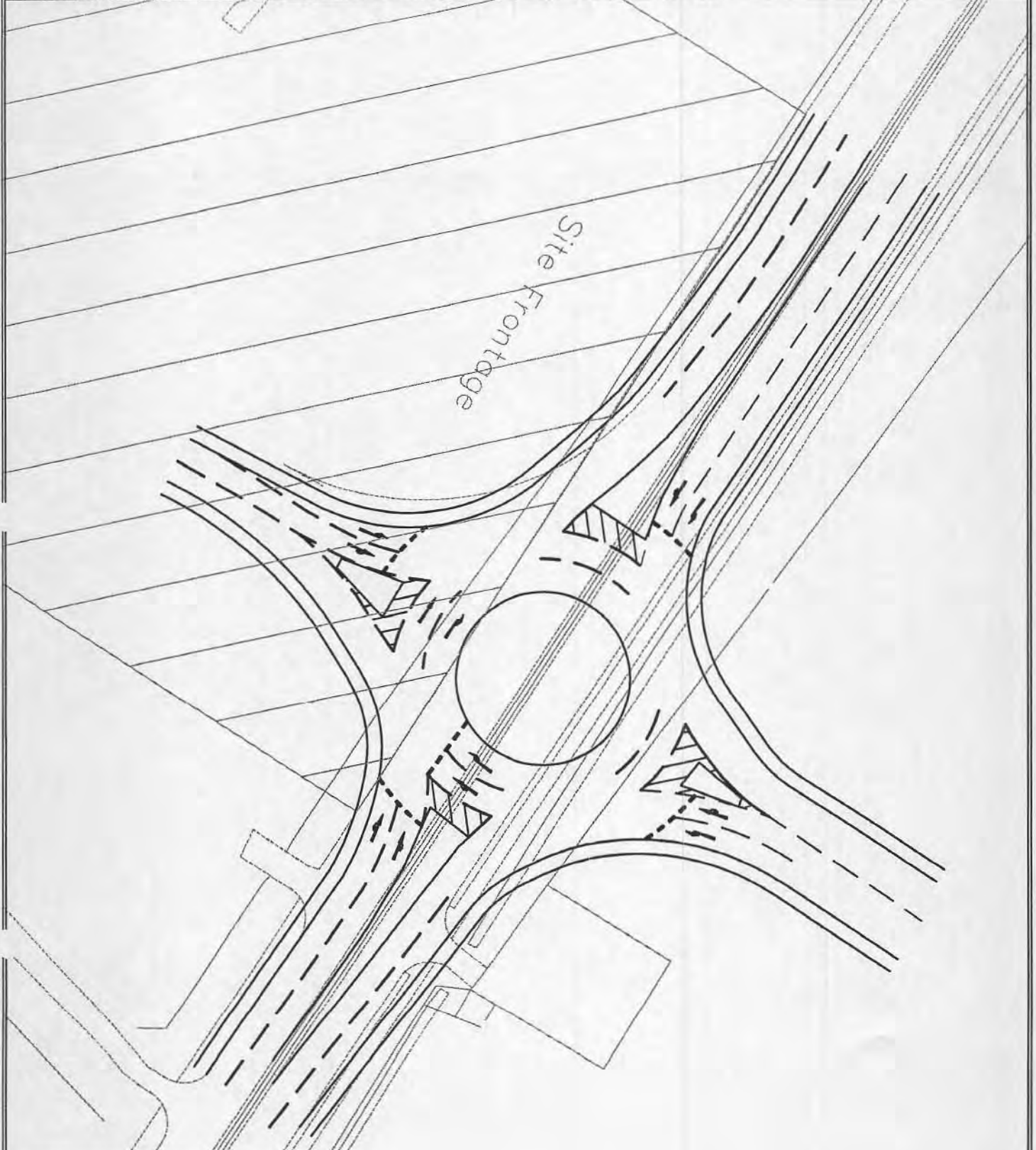
One way



 <p>Richard Parsons and Associates Design Consultants The Old Store, 17/19 York, Bridge Street, Colchester, Essex, CO1 1HP Tel: 01465 870181 Fax: 01465 871182 www.rpa.co.uk</p>	
<p>Richard Mills</p>	
<p>Project Lottbridge Drive, Eastbourne</p>	
<p>Contract Proposed Phase 2 of the Upgrade</p>	
<p>Scale 1:500</p>	<p>Drawn By WMI</p>
<p>Checked By SAJ</p>	<p>Approved By PMR</p>
<p>Drawing No. 2011/1342/002</p>	<p>Date June 2010</p>
<p>Rev. B</p>	



 <p>Transport Planning and Infrastructure Design Consultants The Old Station, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP Tel: 01483 881001 Fax: 01483 881002 www.rfppltd.com</p>	
<p>Richard Mills</p>	
<p>Lottbridge Drive, Eastbourne</p>	
<p>Proposed Access Junction Upgrade</p>	
Scale	1:500
Drawn By	WNI
Checked By	SAJ
Approved By	PAR
Drawing No.	20111342002
Date	June 2010



Site Frontage



Transport Planning and Infrastructure Design Consultants
 The Old Coach, 77/79 York, Bridge Street, Colchester, Essex, Q11 1HP
 Tel: 01206 801001 Fax: 01206 801002 www.rppplanning.com

Richard Mads

Lotbridge Drive, Eastbourne

St Anthony's Hill Link
 Western Junction

Drawing No.	1300	Drawn By	VM	Checked By	SAJ	Approved By	PAR
Drawing Date	2011/06/20/04	Date	Jul 2011				



TECHNICAL NOTE

LAND AT LOTTBRIDGE DROVE (A2290), EASTBOURNE

Access Strategy Options

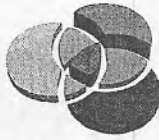
Date: February 2012

Ref: PMR/RJMA/12/1342/TN01

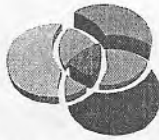
1 INTRODUCTION

- 1.1 Russell Giles Partnership Limited (RGP) is instructed by Mr Richard Maile to advise on options to access the land (see plan at **Appendix A**) hereto for an optimum land use or uses yet to be determined. However, at the time of the preparation of this report the police and ambulance services had expressed interest in re-locating to the subject land, and communications are continuing to explore development potential on land generally further west.
- 1.2 This report is intended to form the basis for a strategy to be agreed with Mr Maile, whereupon it would be modified and sent to ESCC in preparation for RGP's meeting with the Highway Authority on the 22nd February 2012, in order to inform and prepare for an appropriate planning approach.
- 1.3 The traffic characteristics of potential development on the site and perhaps immediate area generally to the west would be key to minimising traffic impact on the A2290 and A259 where the condition of capacity is often sensitive, for example during the usual morning and evening peak times, i.e. development proposed should ideally attract traffic that is on the road network anyway (rather than generate 'new' traffic) and during times when background traffic is comparatively low.
- 1.4 Also, access should be designed such as to encourage non-car travel and a complementary Travel Plan prepared to encourage travel modal shift away from car travel for local trips particularly.

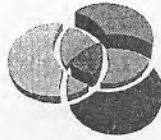




- 1.5 These transport planning considerations were academic when the Southbourne Link was a live road scheme as more than an aspiration of East Sussex County Council. However, since the Southbourne Link has been rescinded, Mr Maile recognises his land's development potential and has instructed RGP accordingly.
- 1.6 RGP has advised the owner of the subject land (Mr Richard Maile) for around 7 years in respect to the land identified (see **Appendix A**), initially on matters pertaining to the road schemes known as Southbourne Link, Upperton Farm Link and St Anthony's Link, and most recently on matters of access to the land for development purposes; however the Southbourne Link and Upperton Farm Link schemes have now been rescinded. Thus, RGP's recent advice to Mr Maile in respect to access for development on the land reflects this fact.
- 1.7 The delivery of St Anthony's Link remains an objective of the Highway Authority and is identified within the Eastbourne Park Draft Local Development Framework (November 2011). Although the road scheme's status is identified as a low / long term priority, it is a commitment of ESCC to deliver the link within the Framework period.
- 1.8 Before the Southbourne Link was rescinded as a road scheme, RGP communicated with East Sussex County Council at length over potentially altering the course of both road schemes such that the land would be avoided, i.e. to remove the blight to development of the land. ESCC did not agree to even slight modifications, insisting for example that the roundabout proposed to connect Southbourne Link and St Anthony's Link be positioned central to Lottbridge Drove, therefore requiring some of the frontage of the subject land for the junction and the remainder of the land for the Southbourne Link road itself. ESCC now has no control over an area of the frontage of the subject land, which is likely to be necessary to facilitate the St Anthony's Link on its current line.
- 1.9 The plans attached at **Appendix B** indicate the routes of the two road schemes before the Southbourne Link was rescinded. Important to the access design addressed in this report and the way by which it could be modified and upgraded to facilitate delivery of the St Anthony's Link is that the subject land has a simple access and that the land now has development potential in principle (subject to matters of traffic capacity and safety in the context of sustainable travel objectives). Furthermore, since the St Anthony's Link is a commitment of ESCC and thus its line and land needed is fixed (see Plan at **Appendix C** identifying the line and extent of land reserved), the options open to ESCC to deliver a safe and convenient junction at Lottbridge Drove are constrained.



- 1.10 The lie of the Southbourne Link scheme caused blight to any development possibility for the land for many years since it was proposed on a line through it. Before the scheme was rescinded the land would have been required to accommodate the east section of the Southbourne Link, and its connection with Lottbridge Drive and St Anthony's Link, which was proposed as a large roundabout. Now, the provision of a roundabout to facilitate the delivery of a western connection of the St Anthony's Link as dictated by the reserved line cannot be provided, unless Mr Maile's land is made available to ESCC.
- 1.11 To deliver a roundabout for the St Anthony's Link as proposed would require ESCC to acquire a large area of Mr Maile's land under Compulsory Purchase powers but reflecting the fact that it is now developable, i.e. not blighted by road schemes. The area needed for a roundabout in a position as indicated on the plan at **Appendix C** would significantly reduce development of what would likely remain of Mr Maile's site, but not necessarily on land further west, i.e., the use of Mr Maile's land to deliver the roundabout could facilitate a fourth west arm on the roundabout to serve substantive development.
- 1.12 Thus, a Compulsory Purchase Order would need to be compatible with the content of paragraphs 1.9 and 1.10, i.e. Mr Maile's land would need to reflect its development-related value. Alternatively, Mr Maile's land could be delivered for road improvement purposes as part of a Development Brief for land generally either side of Lottbridge Drive and importantly for land that would be bound by the St Anthony's Link road scheme.
- 1.13 However, against this background, the principle objective of this report is to demonstrate to ESCC, and later to Eastbourne Borough Council as appropriate, that Mr Maile's land, and possibly land generally further west, could be accessed now and in a way that would meet policy and technical criteria and guidance. Moreover, such an appropriate access design would not prejudice ESCC's aspirations for the St Anthony's Link but assist in securing it, together with other benefits to various stakeholders and the community, all enshrined within a Development Brief.
- 1.14 Whilst the preceding introductory paragraphs outline an opportunity for a number of potential stakeholders, it is emphasised that henceforth this report principally focuses on access to serve a level of development on Mr Maile's Land, but for highlighting ESCC's expressed interest in exploring ways by which the St Anthony's Link could be delivered with minimal cost to the public.
- 1.15 To deliver St Anthony's Link on its current reserved line would require that any access for development on the subject land would not prejudice the construction of a St Anthony's Link/Lottbridge Drive junction in terms of its form, size or position.



1.16 Thus, it is considered that access for development on the subject land as part of a Planning Consent should take the form of a signalised junction. The current site access would be enlarged and signalised as indicated on drawing number **2011/1342/005**. The advantages of the design are that;

- i. All turning movements would be permitted and so u-turns at roundabouts north and south of the site would not undermine their condition of capacity;
- ii. Priority could be given to all highway users, importantly to cyclists and pedestrians, buses and also for emergency vehicles;
- iii. Signals could be linked to signals on Lottbridge Drove to enhance traffic flow on the main road network through management of timings;
- iv. A signal-based design could be shown to be the safest and most convenient design option to facilitate development on Mr Maile's land and potentially land generally west;
- v. A modification of the design to provide a fourth signalised arm could best enable tipping of inert waste upon which the St Anthony's Link would be constructed and perhaps future development encompassed by the new road, subject to flooding considerations).

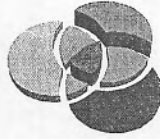
1.17 In summary and assuming there are no in-principle town planning reasons to oppose development on Mr Maile's land, it is considered that a Planning Application for development on the land could be demonstrated to ESCC as technically supportable. ESCC could not object to development on Mr Maile's land on the grounds of prematurity as regards its aspirations for a St Anthony's Link because it has not maintained sufficient land to accommodate a roundabout junction for the St Anthony's Link as is proposed.

1.18 However, whilst it is considered that a technically sound signal-based junction could be demonstrated as suitable for development on Mr Maile's land; a design that would not prejudice but facilitate the St Anthony's Link on its current line could be worked-up in cooperation with ESCC and EBC and Mr Maile.

1.19 This report is intended to form the basis for a strategy to be agreed with Mr Maile, whereupon it would be modified and referred to in a forthcoming meeting between RGP and ESCC, in order to inform and prepare for an appropriate planning approach.

2 PROPOSED ACCESS FOR MR MAILE'S LAND

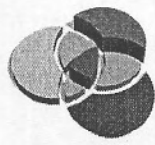
2.1 The drawing number **2011/1342/005** attached hereto shows an access that is likely to be of appropriate type and sufficient size to accommodate full development of Mr Maile's land for the land uses outlined previously and perhaps others subject to further consideration and testing.



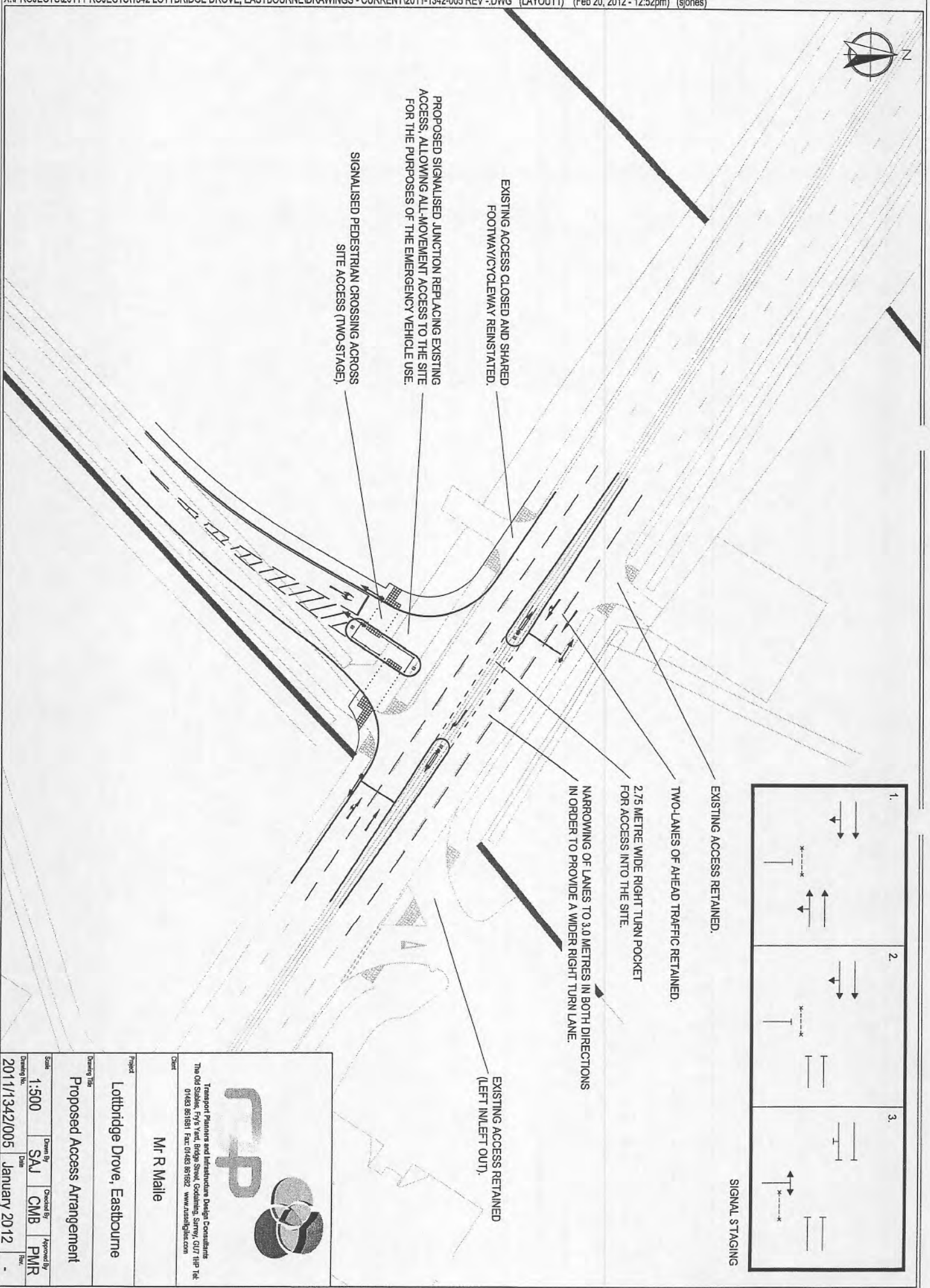
- 2.2 Whilst this report does not contain traffic data-based capacity analysis, RGP's experience and knowledge of the area indicates that the design proposed in this report is likely to be demonstrable technically, subject to relatively minor modifications. It is considered that this comment relates to the Road safety Audit process too.
- 2.3 In the event that land adjoining and generally west of Mr Maile's land is proposed for development in addition to development of the subject land the design indicated on drawing number **2011/1342/005** could be adjusted to be generally larger.

3 RECOMMENDATIONS

- 3.1 Subject to agreeing a strategy with Mr Maile, it is recommended that RGP consult with ESCC on a pre-planning application basis to agree its preferred planning approach and thus the geographical scope, parameters, constraints and methodologies that should be applied to either a Transport Assessment or Transport Planning Statement in support of a Planning Application on development on Mr Maile's land only.
- 3.2 In the event that ESCC propose an approach to best facilitate or at least not prejudice the St Anthony's Link on its current line, RGP would report back to Mr Maile.



DRAWINGS



PROPOSED SIGNALISED JUNCTION REPLACING EXISTING ACCESS, ALLOWING ALL-MOVEMENT ACCESS TO THE SITE FOR THE PURPOSES OF THE EMERGENCY VEHICLE USE.

EXISTING ACCESS CLOSED AND SHARED FOOTWAY/CYCLEWAY REINSTATED.

SIGNALISED PEDESTRIAN CROSSING ACROSS SITE ACCESS (TWO-STAGE).

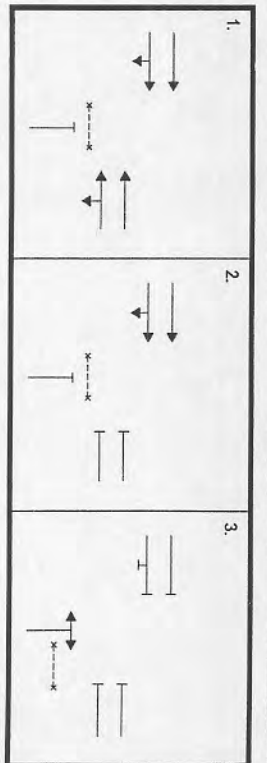
EXISTING ACCESS RETAINED.

TWO-LANES OF AHEAD TRAFFIC RETAINED.

2.75 METRE WIDE RIGHT TURN POCKET FOR ACCESS INTO THE SITE.

NARROWING OF LANES TO 3.0 METRES IN BOTH DIRECTIONS IN ORDER TO PROVIDE A WIDER RIGHT TURN LANE.

EXISTING ACCESS RETAINED (LEFT INLET OUT).



SIGNAL STAGING



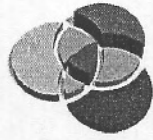
Transport Planners and Infrastructure Design Consultants
The Old Stables, Fyfe Yard, Bridge Street, Godalming, Surrey, GU7 1HP Tel: 01483 851591 Fax: 01483 851682 www.transportplanners.com

Client: Mr R Maile

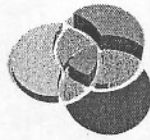
Project: Lottbridge Drive, Eastbourne

Drawing Title: Proposed Access Arrangement

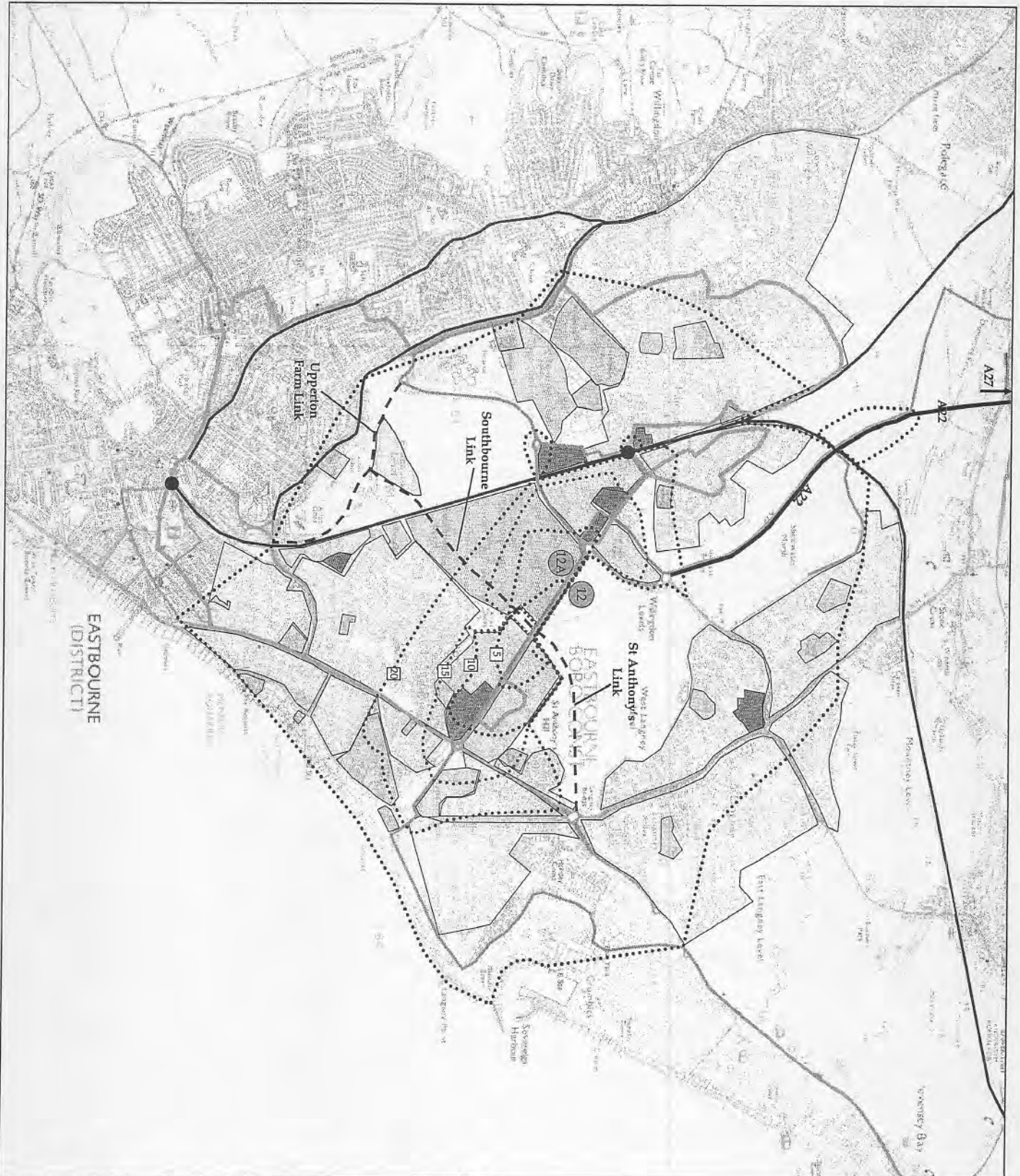
Scale	Drawn By	Checked By	Approved By
1:500	SAJ	CMB	PMR
Drawing No.	Date	Issue	
2011/1342/005	January 2012	-	



APPENDIX A



APPENDIX B



<p>KEY</p> <p>Walk Isochrome (minute boundaries)</p> <p>5 10 15 20</p> <p>3000m Cycle Zone</p> <p>Bus Routes</p> <p>Existing Cycle Links</p> <p>Existing Footpath</p> <p>Railway Line</p> <p>Quality Bus Corridors</p> <p>A22 Route</p> <p>Site Boundary</p> <p>Bus Stop and Service Numbers</p> <p>Railway Station</p> <p>Employment Centres</p> <p>Educational Facilities</p> <p>Recreational Facilities</p> <p>Shopping Facilities</p> <p>Residential Areas</p>	
<p>CLIENT: D W Bowerman</p> <p>JOB TITLE: Lottbridge Drive, Eastbourne</p> <p>PLAN TITLE: Accessibility Plan</p> <p>PLAN NO.: Plan 1</p> <p>JOB NO.: 0128</p> <p>DATE: June 02</p> <p>SCALE: 1:25000</p>	<p>RUSSELL GILES PARTNERSHIP</p> <p>RG</p> <p>REV Amendment</p> <p>By _____</p> <p>Checked _____</p> <p>Approved _____</p> <p>Date _____</p>



KEY

General

- Borough Boundary
- Eastbourne Park Boundary (see policies LCP1, NE2, NE3, NE4, NE5)
- Green Council Street
- Main Road
- Contour Lines
- Existing Lake to Pond

Policies

- NE1 Borough Boundary
- NE2 Broadband, Average Household Music Site
- NE3 Broadband, Broad Street
- NE4 Broadband, Dymoke Street
- NE5 Sites of Major Commercial Importance
- NE6 Broadband / Priority Development Class
- NE7 National Grid
- OE Area of Outstanding Natural Beauty
- OS Area of Special Scientific Interest
- UN19 Protection of Priority Routes
- UN20 Protection of Historic Sites and Gardens
- UN21 Protection of Conservation Areas
- UN22 Protection of Areas of High Environmental Quality
- UN23 Archaeological Sites
- UN24 National Monuments
- UN25 Potentially Residual Areas
- UN26 Planning Allocations
- UN27 Other Planning Commitments
- UN28 Development Potential
- UN29 Allocation for Class B1 Use
- UN30 Allocation for Employment Commitments
- UN31 Allocation for Class B2, B7 and B8 Use
- UN32 The Quality Bus Corridor
- UN33 Local Park
- UN34 Local Green Space
- UN35 Local Green Space from Lists
- UN36 Local Green Space from Lists
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- UN100 Local Green Space from Lists

SCALE 1:10,000

The following general policies apply to the whole plan area and should be consulted in addition to the policies shown on the proposals map:

NE1, NE2, NE3, NE4, NE5, NE6, NE7, NE8, NE9, NE10, NE11, NE12, NE13, NE14, NE15, NE16, NE17, NE18, NE19, NE20, NE21, NE22, NE23, NE24, NE25, NE26, NE27, NE28, NE29, NE30, NE31, NE32, NE33, NE34, NE35, NE36, NE37, NE38, NE39, NE40, NE41, NE42, NE43, NE44, NE45, NE46, NE47, NE48, NE49, NE50, NE51, NE52, NE53, NE54, NE55, NE56, NE57, NE58, NE59, NE60, NE61, NE62, NE63, NE64, NE65, NE66, NE67, NE68, NE69, NE70, NE71, NE72, NE73, NE74, NE75, NE76, NE77, NE78, NE79, NE80, NE81, NE82, NE83, NE84, NE85, NE86, NE87, NE88, NE89, NE90, NE91, NE92, NE93, NE94, NE95, NE96, NE97, NE98, NE99, NE100.

Eastbourne

Eastbourne Borough
Plan 2001-2011

Proposals Map
Revised
Deposit Draft







October 2001

Source: Council records
Director of Planning and Strategy
Eastbourne Borough Council
10 High Street
Eastbourne
East Sussex
BN21 4YH

Eastbourne Borough Plan 2001-2011 Revised Deposit Draft

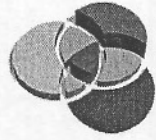
KEY

General

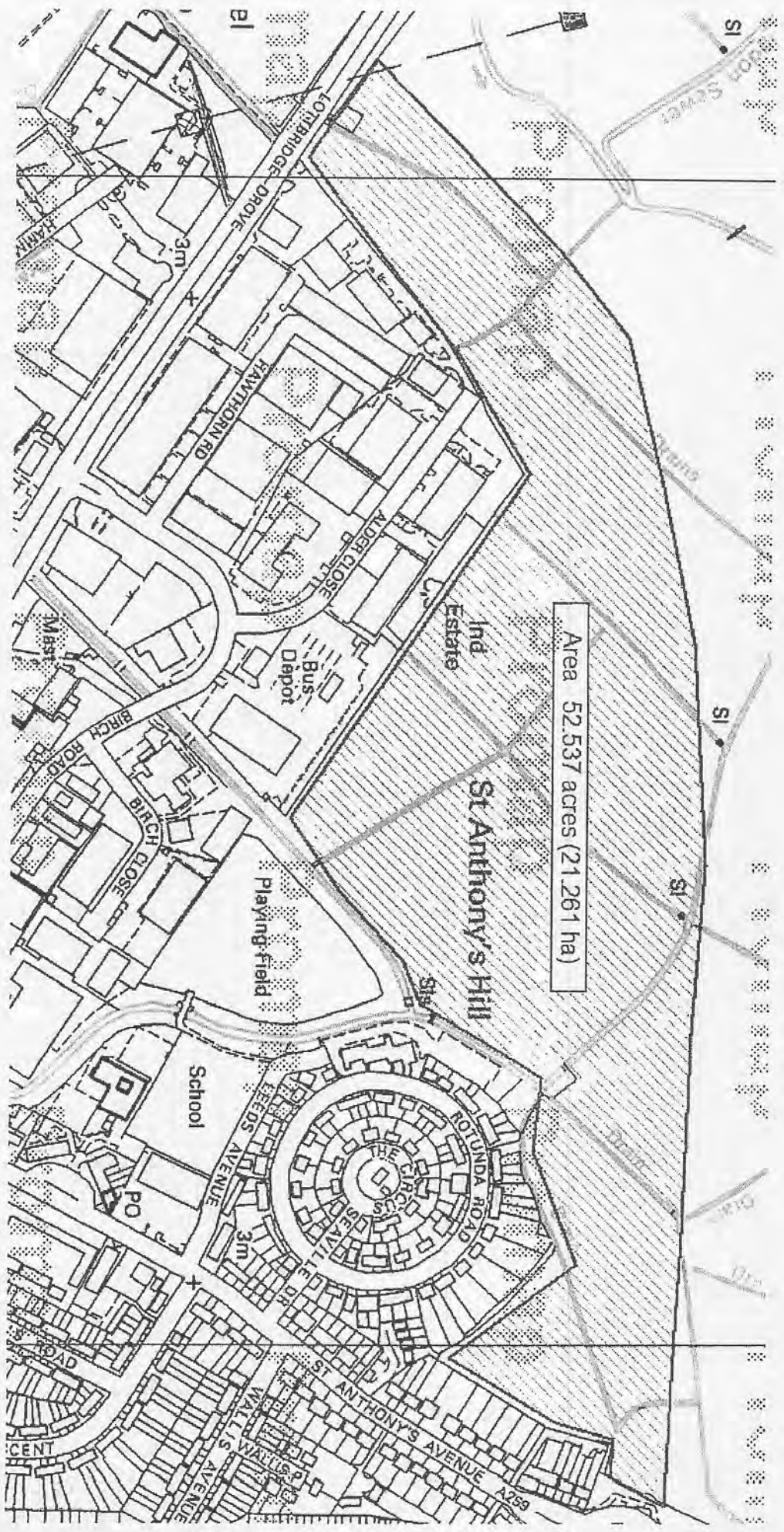
-  Borough Boundary
-  Eastbourne Park Boundary (see policies LCF8, NE20, NE23, NE24)
-  Town Centre Inset
-  Main Road
-  Secondary Road
-  Existing Lake or Pond

Policies

-  NE1 Built-Up Boundary
-  NE9 Roselands Avenue Household Waste Site
-  NE10 Bedfordwell Road Depot
-  NE19 Eastbourne Downland SNCI
-  NE19 Sites of Nature Conservation Importance
-  NE26 Developed / Partly Developed Coast
-  NE26 Heritage Coast
-  D1 Area of Outstanding Natural Beauty
-  D3 Sites of Special Scientific Interest
-  UHT9 Protection of Amenity Space
-  UHT10 Protection of Historic Parks and Gardens
-  UHT16 Protection of Conservation Areas
-  UHT17 Protection of areas of High Townscape Value
-  UHT21 Archaeological Sites
-  UHT21 Scheduled Monuments
-  HO2 Predominantly Residential Areas
-  HO4 Housing Allocations
-  HO5 Other Housing Commitments
-  BI 2 Designated Industrial Areas
-  BI 3 B1 Allocations for Class B1 Use
-  BI 4 Retention of Employment Commitments
-  BI 5 Allocations for Class B1, B2 and B8 Use
-  TR4 Quality Bus Corridors
-  TR15 Lorry Park
-  TR16 A22 New Route
-  TR17 St Anthony's/Uperton Farm Links
-  TR18 Bedfordwell Road Gyrotory System
-  SH1 District Shopping Centre
-  SH1 Local Shopping Centre
-  SH1 Neighbourhood Shopping Centre
-  SH1 Out-of-Centre Shopping Centre
-  TO1 Tourist Accommodation Area
-  TO7 Preferred Area for Tourist Attractions and Facilities
-  LCF1 Playing Field Allocations
-  LCF2 Resisting Loss of Playing Fields
-  LCF5 Eastbourne Sport's Park
-  LCF6 Water Recreation
-  LCF11 Site Adjacent to the Sovereign Centre
-  LCF12 Retention of Allotments
-  LCF13 Sites for Allotments
-  LCF14 Site Allocated for New School
-  LCF17 Extension of Educational Establishments
-  LCF18 All Saint's Hospital
-  LCF21 Site for Hampden Park Health Centre



APPENDIX C



Area 52.537 acres (21.261 ha)

St Anthony's Hill

Ind. Estate

Playing Field

School

THE CIRCUS
SEVILLE DR
BOLUNDA ROAD

LOTTBRIDGE DRIVE

HAVTHORN RD

ALDER CLOSE

BIRCH ROAD

BIRCH CLOSE

SEEDS AVENUE

ANTHONY'S AVENUE

A259

SI

SI

SI

SI

SI

SI

SI

SI

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SI

SI

Richard Maile

From: Phil Russell <p.russell@russellgiles.com>
Sent: 05 March 2012 16:45
To: rjm@richardmaile.plus.com
Cc: Chris Blamey; Neil Rowe; Stuart Jones
Subject: FW: Lan at Lottbridge Drove, Eastbourne

Importance: High

Dear Richard,

Has Colin Begeman been in touch with you about your site as we discussed; or Lee Murphy similarly?

It now seems timely to get together as a team (team to be decided) and cement a strategy. An approach ought to be made to the Planning Authority now.

Yours sincerely

From: Phil Russell
Sent: 05 March 2012 16:42
To: mark.weston@eastsussex.gov.uk
Cc: Paul Jackson-Cole; rjm@richardmaile.plus.com
Subject: Lan at Lottbridge Drove, Eastbourne
Importance: High

Dear Mark,

I was pleased to make further progress with you last week on the matter of Mr Maile's land at Lottbridge Drove and also as regards the Council's aspiration for a St Anthony's Link.

You have met my colleague Paul Jackson-Cole on site and we have discussed the prospect of development on Mr Maile's land in the context of access principles and a scope for a TA, assuming the whole circa 4.5 acre site is developed for B1 purposes. At this stage we have also assumed that the police would gain access direct at Lottbridge Drove. It is evident to us at this time that, subject to the Planning Authority's position and subject to adequate technical demonstration, there should be no in-principle opposition from ESCC to a suitable access for Mr Maile's land. To date we have discussed an all-movement signal junction (with 'walk-with-traffic) time for pedestrians and cyclists, and emergency provision for the police. We have also touched on a roundabout-based junction and I come on to that later in this email.

We have assumed B1 on the whole of the site since that is a use which would be likely to impact most on the typical morning and late afternoon weekday, i.e. B1 would be a very robust basis for capacity assessment. I believe that it is fair and reasonable that, in the event that a low peak hour traffic attractor (rather than a generator predominantly) is found for the site, we should review the extent and nature of our assessment; would you agree with that? However, as it stands (B1) we have agreed that five main roundabout junctions from and including the A259, north-westward, and also a site access of course should be assessed.

You mentioned that a 5-year Design Year would be appropriate (my notes are vague on this so specific confirmation would be appreciated) and that ESCC's transport model would be made available to RGP, subject to the protocol and payment of an appropriate fee. You agreed to send me details of the model (e.g. geographical coverage and its committed development and road improvement assumptions), as well as details for access to it for consideration.

Considering road schemes in the context of the model, I believe that you and I have now fully clarified that all Council rights to Mr Maile's land for the purposes of road improvement have been rescinded and were so when the Southbourne Link road scheme was dropped.

Thus, Mr Maile could choose to work with ESCC and EBC to facilitate a suitable connection of the St Anthony's Link at Lottbridge Dove in the future, i.e. as part of a Planning Consent on his land with a suitable access, making provision within the Planning Application for B1 say on 4.5 acres for an upgrading of its access for the purpose of a west connection for the St Anthony's Link. At the least, you are keen for proposals at this stage not to prejudice ESCC's aspirations for a St Anthony's Link. My client is comfortable with that position so long as he would be a stakeholder in any development of the Duke of Devonshire's land' i.e. because Mr Maile could facilitate the optimum western junction connection for the St Anthony's Link.

I believe that, against the background of ESCC not having funds for the building of the road, you acknowledged the possibility of development of the Duke of Devonshire's land paying for the road and Mr Maile's site frontage could contribute to that end.

To this potential purpose, i.e. the bigger picture, you would like a Technical Note from us to show our signal-based access for development Mr Maile's site and also a four-arm roundabout design positioned central to Lottbridge Drove that could provide a connection for the St Anthony's Link. I shall also provide you with a four-arm signalised arrangement which we believe might be an optimum design principle for access for Mr Maile's land and a St Anthony's Link western junction. At this stage out designs will be 'sized' based on experience and knowledge of the area rather than capacity assessment with data from the traffic model.

Against the background of the foregoing however, I would like for us to first focus on the signal-based design solution to serve development of Mr Maile's Land in the knowledge that Mr Maile is keen to assist in facilitating ESCC's St Anthony's LINK Road proposal. I would like to demonstrate our suggested solution as a principle for access before we undertake further work on the potential 'bigger picture'

I look forward to your response to this email as a reflection of our conversations, most recently last week. I would welcome a call if you would like to discuss this matter further before you respond via email.

Yours sincerely

Philip Russell



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Richard Maile

From: Phil Russell <p.russell@russellgiles.com>
Sent: 03 April 2012 15:47
To: rjm@richardmaile.plus.com
Subject: Fwd: Land at Lottbridge Drove, Eastbourne

Dear Richard,

Here is ESCC's response to my email; first scan is encouraging, not least because it refers to a solution for access for your land not prejudicing the SAL. I will now respond more fully but I do think it's time to get a team together and consult more widely.

Regards

Philip

Sent from my iPhone

Begin forwarded message:

From: Mark Weston <Mark.Weston@eastsussex.gov.uk>
Date: 3 April 2012 15:32:57 GMT+01:00
To: Phil Russell <p.russell@russellgiles.com>
Subject: **FW: Land at Lottbridge Drove, Eastbourne**

Dear Philip,

Please accept my apologies for the time it has taken me to get back to you on this.

I can confirm that in principle we are happy with the proposals set out in your email below and have the following comments regarding the specific points raised.

If a different land use was found for the site (rather than B1) we would be happy to review the extent and nature of any necessary assessment. That does however come with the caveat that as the Lottbridge Drove and the surrounding area is already busy especially at peak times, there may not be as much of a reduction in any required assessment as may be appropriate for other locations.

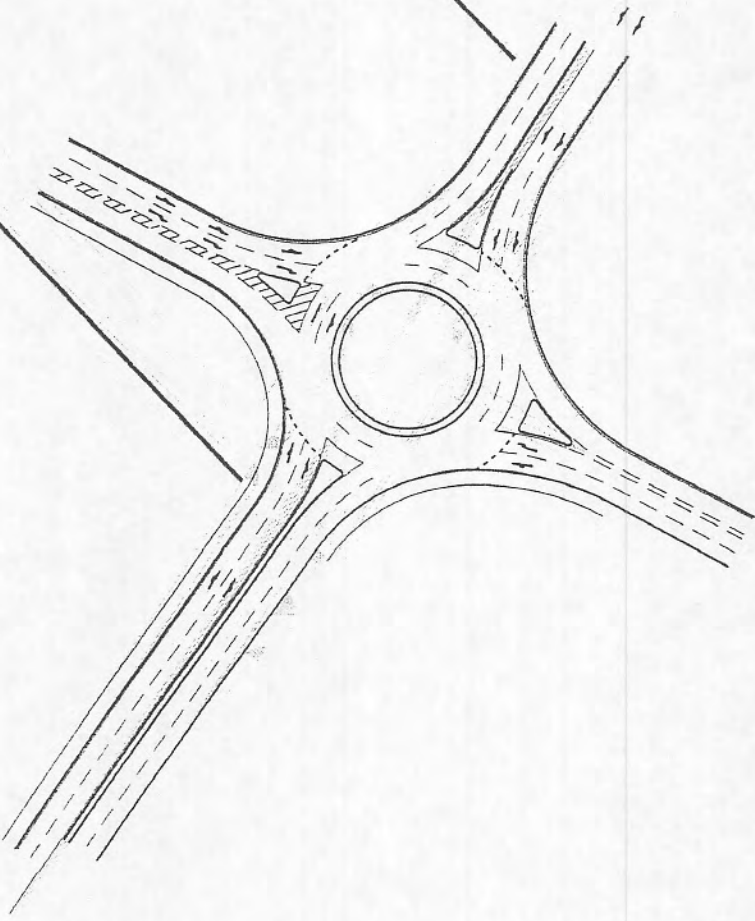
We would look for any TA to consider the traffic flows at the proposed time of opening and 5 years after. As we discussed we have a SATURN model already developed that covers the South Wealden (Polegate/Hailsham) and Eastbourne area that would be appropriate for use in this case. It contains committed and completed developments up to June 2009. The only road improvement assumptions for the area were Quality Bus Corridors along the A2270 & A259. The cost for use of this model is £3000 per run

With regard to the future provision of the St Anthony's Link you are correct that we would not want any development in this area to prejudice future provision of this link. Any design would need to take account of the possibility of the link road and associated junction with Lottbridge Drove.

As you mention the next stage would be the submission of a Technical Note setting out both a signalised junction and roundabout designs in the way you have set, with the addition of a Stage 1 safety audit for at least the signalised junction. We would obviously want to make sure that any proposal is acceptable in safety terms or at least have any issues identified before this is progressed too far.

Please let me know if you need any further information or clarification.

X



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Client
Mr R Maile

Project
Lottbridge Drive, Eastbourne

Drawing Title
Proposed Access Arrangement

Scale	Drawn By	Checked By	Approved By
1:1000	SAJ	CMB	PMR
Drawing No	Date	Rev.	
2011/1342/004	May 2013		