Regulation 14 Draft

Appendices

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Appendix 1 : Policies List

Landscape, the Environment and Heritage

Reference and Title	Policy
L1 : Conserve Landscape and Heritage Asset Settings	Development proposals should protect, enhance, restore and leave as a legacy for future generations the rich heritage and landscape character which is enjoyed by all.
L2 : Protection of Locally Significant Views	As appropriate to their scale and nature, development proposals within the shaded arcs of the views mapped in Map 3.9 should be designed in a way that safeguards the locally significant view or views concerned. Development proposals in parts of the parish beyond these view arcs should identify and, where possible, integrate views across the High Weald, in particular where these can be enjoyed by the general public.
L3 : Protection of Trees and Woodland	Development proposals must safeguard the future health and retention of ancient woodland, protected trees and veteran trees. Development proposals which would unacceptably impact on the future health and retention of ancient woodland, protected trees and veteran trees will not be supported.
L4 : Protection of Biodiversity	All development must contribute to a net gain in biodiversity of more than 10% within the site as required by and measured in accordance with the Environment Act of 2021. If this is not possible within the boundary of the development it must be achieved : • on neighbouring land; or • within the parish
L5 : Protection of Habitats	Development proposals must safeguard the future health and retention of habitats, particularly the priority habitats listed in Table 3.2 and shown in Map 3.2. Development proposals which would unacceptably impact on the future health and retention of habitats will not be supported.
L6 : Protection of Local Green Space	The Plan designates local green spaces as shown on Map 3.11. Development proposals within the designated local green spaces will not be supported.
L7 : Retain and Improve Public Access	The Plan encourages green infrastructure for all developments. Green infrastructure outside of new developments will also be supported. That includes traffic-free routes and improvements to the local public access networks with particular consideration of the historic routeways as shown on Map 3.7.

Infrastructure

Reference and Title	Policy
I1 : Recording of Infrastructure Issues	In order to ensure that PPC is aware of any problems that arise with infrastructure and can feed back to suppliers and planning authorities collective knowledge of such issues : • establish and publicise a central point for the collection of information to monitor infrastructure issues in Peasmarsh;
I2 : Bus Service	In order for Peasmarsh to operate as a service village, improvements in the provision and use of the bus service will be supported by : i) Advocating for improved public transport connectivity for the village to include : a) reliable, more frequent and integrated services allowing travel to larger service centres; b) extended provision from early morning to later evening including weekends, at affordable fares in order to provide sustainable transport options for commuting, access to services [especially health] and social purposes; c) consideration of patients needing to reach health service destinations; ii) Promoting integration of the bus service with other bus services and the rail service at the Rye transport hub; iii) Seeking community transport solutions on a range of fronts including connections from Ore/Hastings and Hampden Park/Eastbourne stations to the respective hospitals; All of the above will be undertaken at district, county and national level.

I3 : Improving Road Safety and Traffic Impact	Improvements in safety and reductions in the speed of traffic through the village will be supported by : i) Working with police, volunteers and ESSC in order to continue to reduce the speed of traffic through the village; ii) Promote the installation of measures to slow traffic through the village, using design features in keeping with the rural nature of the parish; iii) Mitigate the negative impacts on non-motorised transport users including improvements to pedestrian footpaths and cycle ways;
I4 : Sewage System Improvement	No developments will be supported until such a time as independent capacity checks by a qualified professional have been undertaken and any improvements required are operational. This is essential due to the current identified problems of regular foul water overflow and pollution incidents in the Neighbourhood Area. Improvements in the system will be achieved by promoting, at district, county and national level, the extension of the local network to include all of the village.
I5 : Surface Water Drainage	Development will only be supported where it is demonstrated that surface water drainage will not add to existing site runoff or cause any adverse impact to neighbouring properties and the surrounding environment as required by Design Code 3.3 in Addendum D6 : Peasmarsh Villagescape and Design Codes.
I6 : Power Supply	The issue of intermittent outages of the power supply inhibits Peasmarsh operating as a service village and creates barriers to future investment. Improvements in the system will be supported by : i) Promoting, at district, county and national level, improvements to the local reticulation to substantially improve the reliability of supply; ii) Similarly promoting an absolute requirement for key infrastructure installations, including sewage and water pumping stations, cell phone masts and telephone / broadband exchanges, to have secure supplies in the same way as expected of say hospitals with automatic switching in of permanently installed reliable standby generation;

I7 : Telecommunications	The limited nature of telecommunication facilities inhibits Peasmarsh operating as a service village and creates barriers to future investment. Improvements in the system will be supported by : i) Promoting, at district, county and national level, improvements to the local broadband and cells phone services, particularly in the parts of the parish not in the village; Proposals that deliver improvements to telecommunications will be supported where : i) the applicant has fully explored the opportunities to erect apparatus on existing buildings, masts or other structures; ii) the number of radio and telecommunication masts are kept to a minimum consistent with the efficient operation of the network; iii) the development has been sited and designed to minimize the impact on the character and appearance of Peasmarsh and the AONB;
I8 : Developer Obligations	Where there is a perceived capacity constraint in respect of any utility provision, developers must set out what changes and improvements are required and how they are to be delivered. This should be made public, included as a condition of planning approval and implemented prior to the commencement of the development.
I9 : Access to High Quality Secondary Education	Improvements in access to secondary education will be supported by : i) Lobbying for sustained improvements to the closest ESSC schools, including the provision of sixth form facilities at one or other;

Business and the Local Economy

Reference and Title	Policy
E1 : New Business Space Development	The development of new business space to improve the sustainability of business and provision of employment opportunities in the parish will be supported for use classes A1 to A5, B1 and C3 [for holiday lets] as defined in the Town and Country Planning (Use Classes) Order 1987 as updated in April 2021.
E2 : Adaptation of Existing Buildings for Live/Work	Development proposals for the conversion of properties for live/work will be supported. Proposals for Commercial Business and Services (Class E) that involve the use of part of a building, small-scale free-standing buildings within the curtilage of a building, extensions to a building, or the conversion of outbuildings will be supported subject to the following criteria : • all activities are undertaken predominantly by the occupants of the dwelling; • additional buildings, extensions or conversions should not detract from the quality and character of the building to which they are subservient by reason of height, scale, massing, location or the facing materials used in their construction; • the employment element does not adversely impact upon road safety or substantially increase traffic volume; and • appropriate car parking is provided within the site.
E3 : Rural Building Conversion for Business Use	Proposals for conversions of suitable redundant farm or other buildings for business uses will be supported, provided that : • priority is given to agriculture related business use; • the proposals do not have a significant adverse impact on the landscape of the AONB; • the buildings are not in an isolated location where there is no nearby built development and are capable of conversion rather than requiring rebuilding; • the design approach is appropriate and sympathetic to the building and its surroundings; • traffic, access, landscaping and general amenity considerations are satisfied;

E4 : Promotion of Sustainable Tourism	Proposals that involve tourism facilities which respond to identified local needs and are of a scale and location in keeping with the rural character of the parish will be supported, provided that : • existing attractions or accommodation are enhanced to meet customer expectations; or • the supply of quality serviced and self-catering accommodation is increased; and • the proposal does not result in a reduction to the parish housing stock;

Housing

Reference and Title	Policy
H1 : Housing Mix	Housing development that responds to local needs by including a mix of housing in size, type and tenure with priority focussed on medium and smaller homes will be supported. To avoid further exacerbating the housing imbalance in the parish, proposals to extensively extend or redevelop existing smaller houses, especially single story dwellings, will not be supported.
H2 : Rural Exception Sites	Exception housing development delivered through rural exception sites will be supported subject to detailed requirements of national guidelines and other policies in this Plan being met.
H3 : Conversion of Rural Buildings to Residential Use	Planning applications for conversions of suitable redundant farm or other buildings outside the built-up area boundary to residential use will be supported, provided that : i) the proposals are consistent with protecting the character and landscape quality of the High Weald AONB; ii) the buildings are not in an isolated location where there is no nearby built development and are capable of conversion rather than requiring rebuilding or disproportionate extension; iii) the design approach is appropriate and sympathetic to the building, surroundings and wider context; iv) traffic, access, landscaping and general amenity considerations are satisfied;

Site Allocation

Reference and Title	Policy
S1 : Development Size	No development shall be larger than 10 dwellings unless it can be shown that : i) exceptional circumstances exist; and ii) it is in the interests of the parish stakeholders; No subdivision of a large site into blocks of 10 dwellings will be accepted.
S2 : Allocated Sites	The Plan allocates the following sites for residential development : PM01 Flackley Ash : rural exception site, up to 10 dwellings PM02 Woodside : rural exception site, up to 10 dwellings PM04 Orchard Way : development boundary extension, up to 5 dwellings PEAL01 Cornerways : development boundary extension, up to 7 dwellings Developments of more than three houses shall only take place on allocated sites.
S3 : Development Boundary	The Peasmarsh development boundary is hereby extended as shown in Figure 7.2. The extent of the boundary shall not be changed without the express approval of Peasmarsh Parish Council. Any development outside of the boundary, with the exception of agricultural conversions, must comply with the guidelines for rural exception sites. In this context affordable housing shall be let or sold at no more than 50% of the commercial rate for the particular property.

Design and the Built Environment

Reference and Title	Policy
D1 : Existing Setting	Development must conserve and enhance the character area in which it is located. Developments which do not conform with the following will not be supported : i) Designs must demonstrate how the local context has been considered and that they reflect the character and vernacular of the area using architectural variety in form and materials. ii) Building design inappropriate to the area must be avoided. Innovation in design will be supported only where this demonstrably enhances the quality of the built form in a character area. iii) Development proposals must address the criteria in Design Code 3.2 in Addendum D6 : Peasmarsh Villagescape and Design Codes, as appropriate to their scale, nature and the location of development.
D2 : Placemaking	Development must demonstrate a high quality of design, which responds and integrates well with its surroundings, meets the changing needs of residents and minimises the impact on the natural and historic environment. Development proposals must demonstrate how they have considered and addressed the matters in Design Code 3.3 in Addendum D6 : Peasmarsh Villagescape and Design Codes as appropriate to their scale, nature and location.
D3 : New Homes	Development must demonstrate a high quality of dwelling designs, which respond and integrate well with their surroundings and meet the changing needs of residents. Development proposals must demonstrate how they have considered and addressed the matters in Design Code 3.4 in Addendum D6 : Peasmarsh Villagescape and Design Codes as appropriate to their scale, nature and location.

D4 : Energy Efficiency and Sustainability	The design and standard of any development is required to achieve the highest level of sustainable design, in order to reduce energy consumption and climate effects. Development proposals which incorporate the sustainable design features below as appropriate to their scale, nature and location will be supported, where measures will not have a detrimental impact on character, landscape and views : i) incorporate on-site energy generation from renewable sources; ii) optimise site and house orientation in order to assist with passive solar design and any relevant renewable energy solutions; iii) use high quality, thermally efficient building materials; iv) install energy efficiency measures such as loft, draft and wall insulation and triple glazing; v) reduce water consumption through the use of grey water systems; vi) provide low carbon sustainable design and avoid or mitigate all regulated emissions using a combination of on-site energy efficiency measures [such as insulation and low energy heating systems], on-site zero carbon technologies [such as solar tiles] and, only where necessary, off-site measures to deal with any remaining emissions; vii) install lower wattage light sources; viii) provide adequate, future-proofed electric vehicle charging points for each dwelling; Alterations to existing buildings should be designed with energy reduction in mind and comply with current sustainable design and construction standards. Alterations to existing historic buildings, whether designated or not, in order to improve energy efficiency should be informed by Historic England best practice and designed to reflect Historic England's 'whole building' approach. *[continued on next page]*

D4 : Energy Efficiency and Sustainability *[continued]*	Development proposals for landscape-sensitive, small-scale community-scale renewable energy schemes that contribute towards reducing greenhouse gas emissions and carbon neutral targets will be supported where it is demonstrated through suitable site specific analysis that the proposal : i) has regard to High Weald AONB guidance; ii) makes provision for the removal of the facilities and reinstatement of the site, should it cease to be operational; iii) ensures existing public access is not impeded; iv) does not result in the loss in use of Grades 1, 2 or 3a agricultural land;
D5 : Dark Skies	All proposals for external lighting must demonstrate an essential purpose to the occupier or beneficial impact to the community and have regard to the current policies and guidelines of the High Weald AONB and RDC. All lighting should be designed to minimise light spill. Where it can be demonstrated as meeting an essential purpose, external lighting [including temporary lighting and lighting of sports facilities] should be of a sensitive and proportionate nature. The impact of all external lighting should be minimised in terms of direction, power, colour and duration. A lighting plan submitted with the proposal should set out how this is to be achieved.

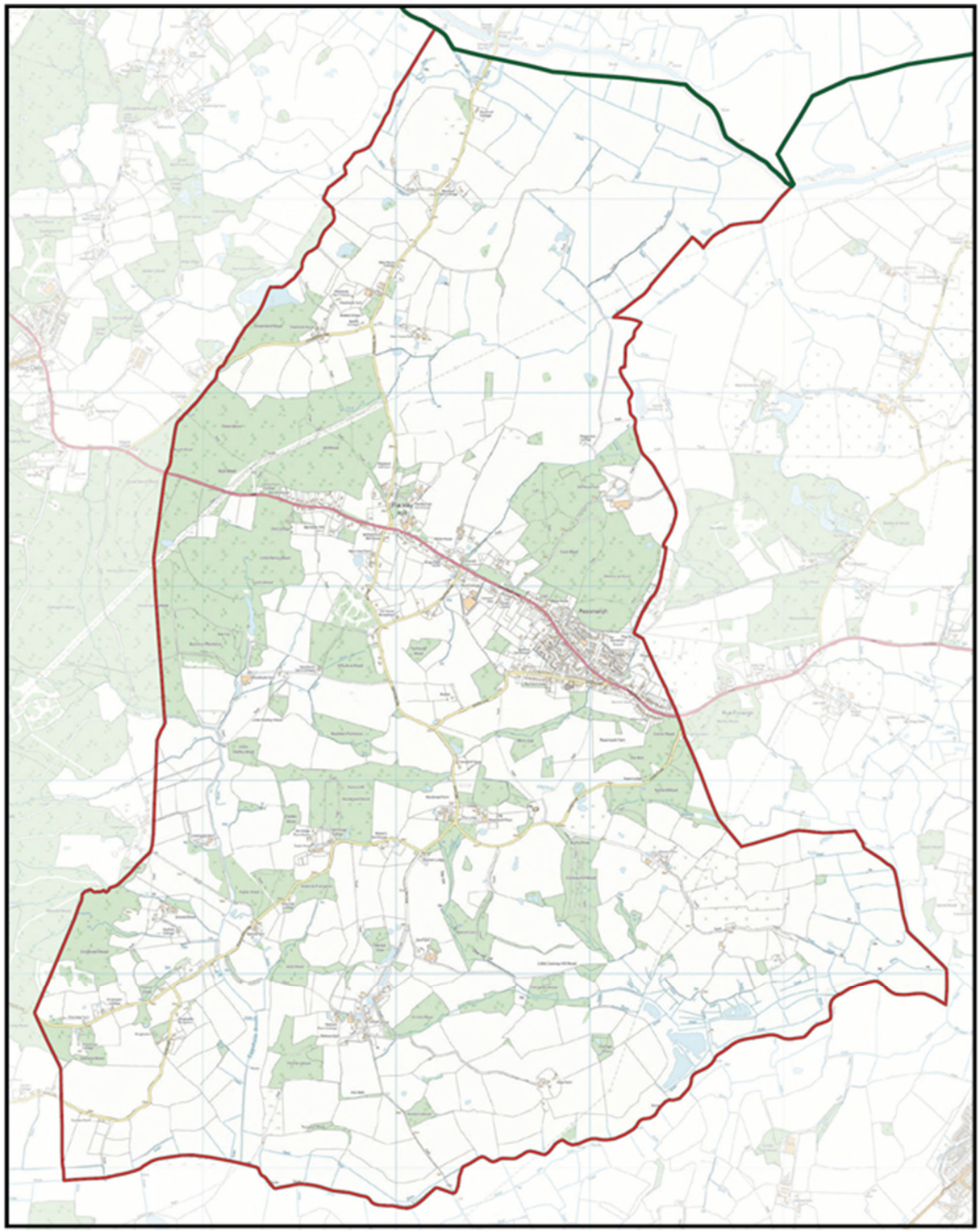
Appendix A2 : Maps

The maps on the following pages are presented in the largest size possible commensurate with portrait A4 sheets. Where necessary, some have been rotated so North is not necessarily at the top of the page.

Some of the maps appear in the text of the Plan and others are just referenced.

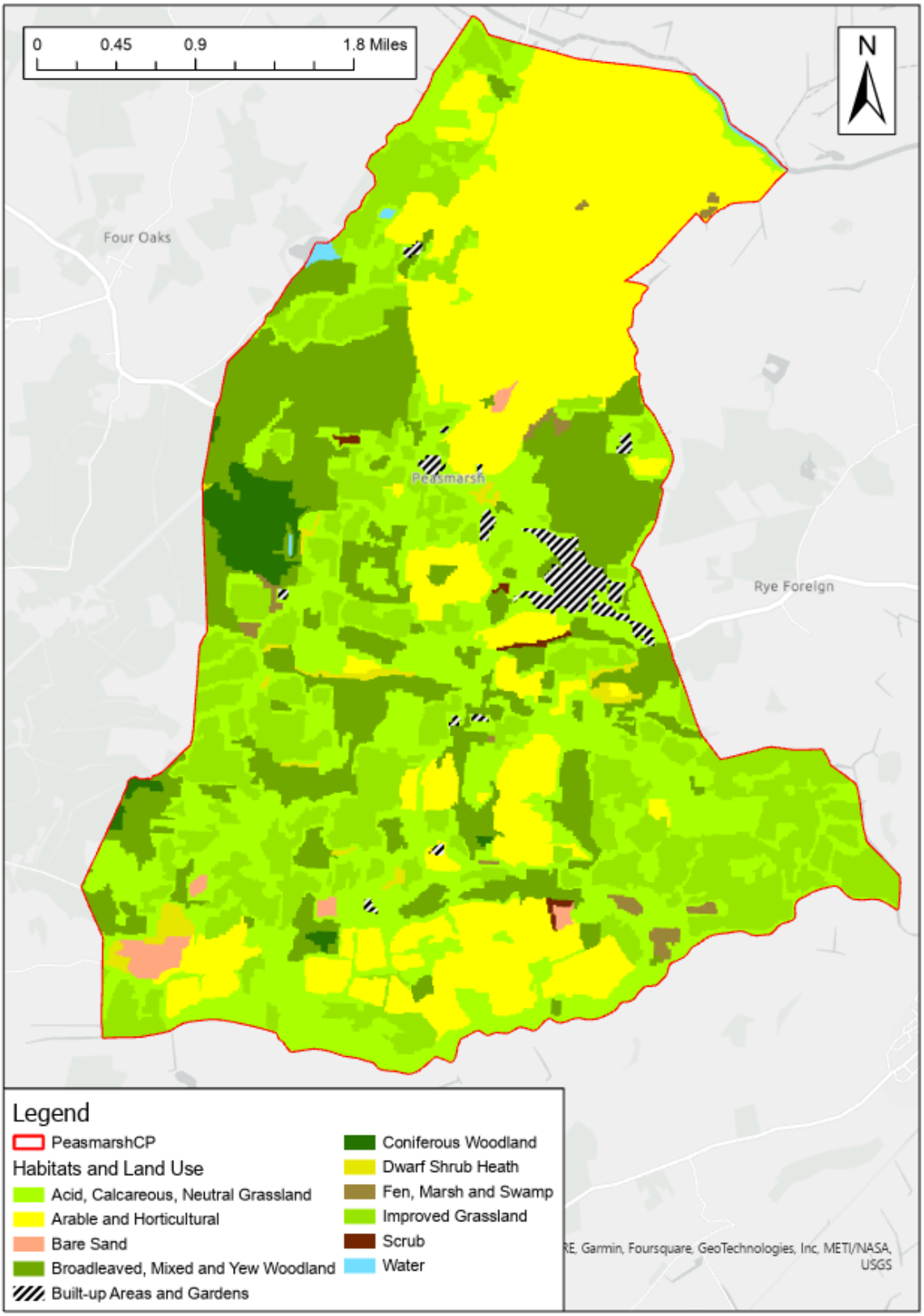
The maps are numbered by the section in which they are first appear and/or are referenced : n.n where the first number is the section number and the second is the sequence number for that section. For instance, map 3.2 is the second map referenced in Section 3.

However, note that there are figures interspersed with maps so the map sequence number might be disturbed. For instance, there is no map 4.1 because there is a figure 4.1.



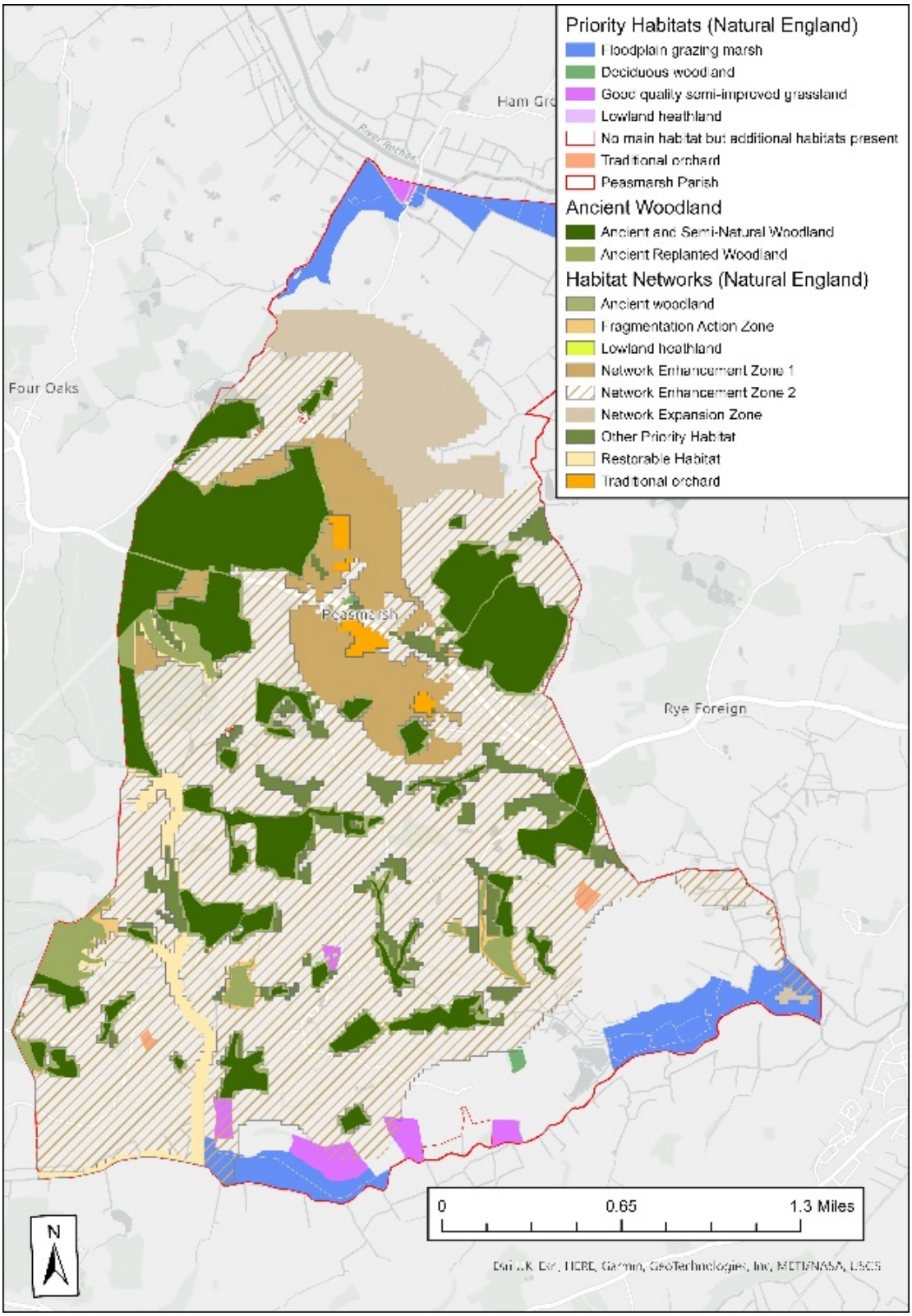
Source : Rother District Council

Map 1.1 : Designated Neighbourhood Area



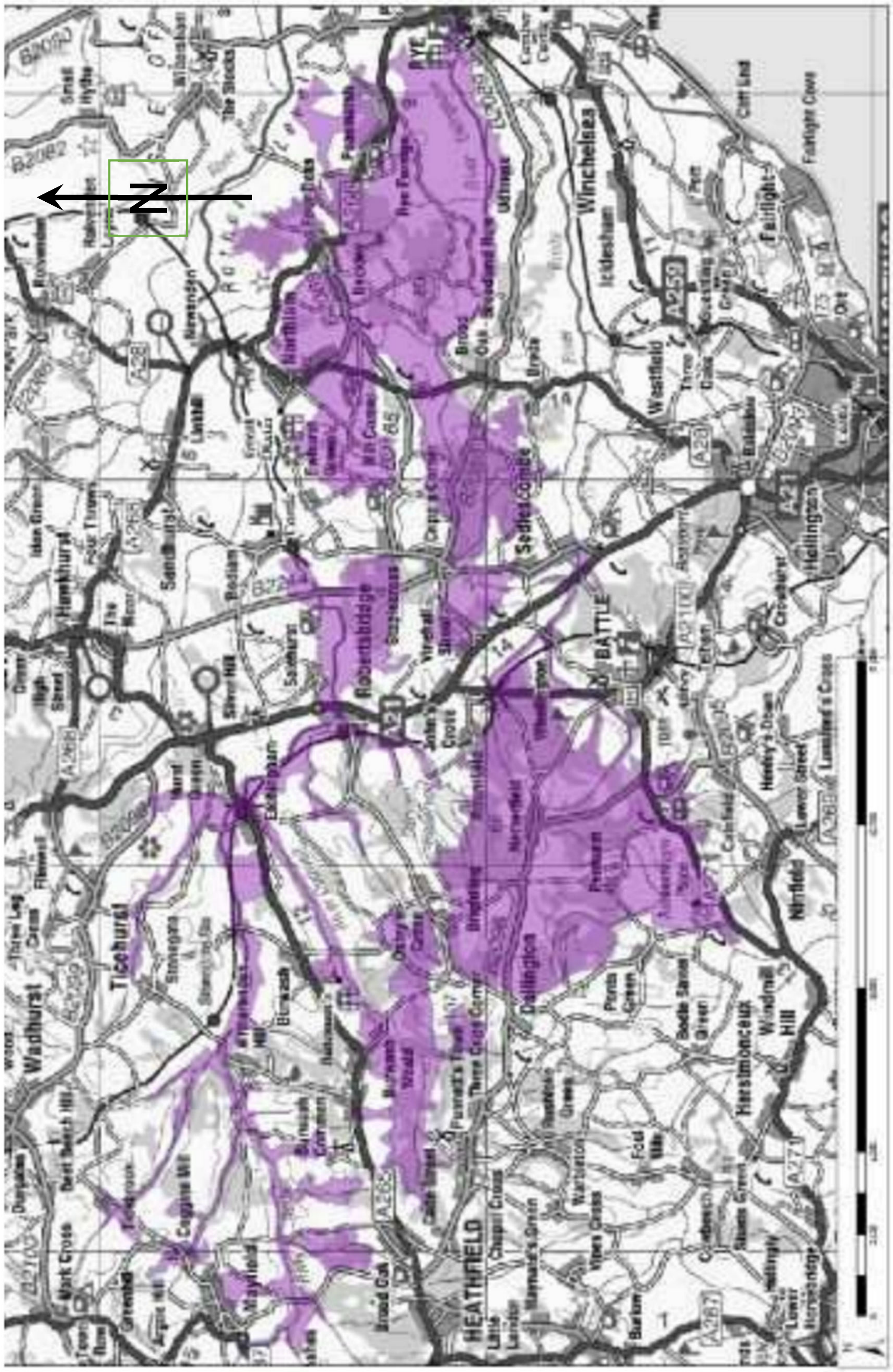
Source : Natural England. Living Habitat Map (Phase 4) 14 May 2022

Map 3.1 : Broad Habitats and Land Use



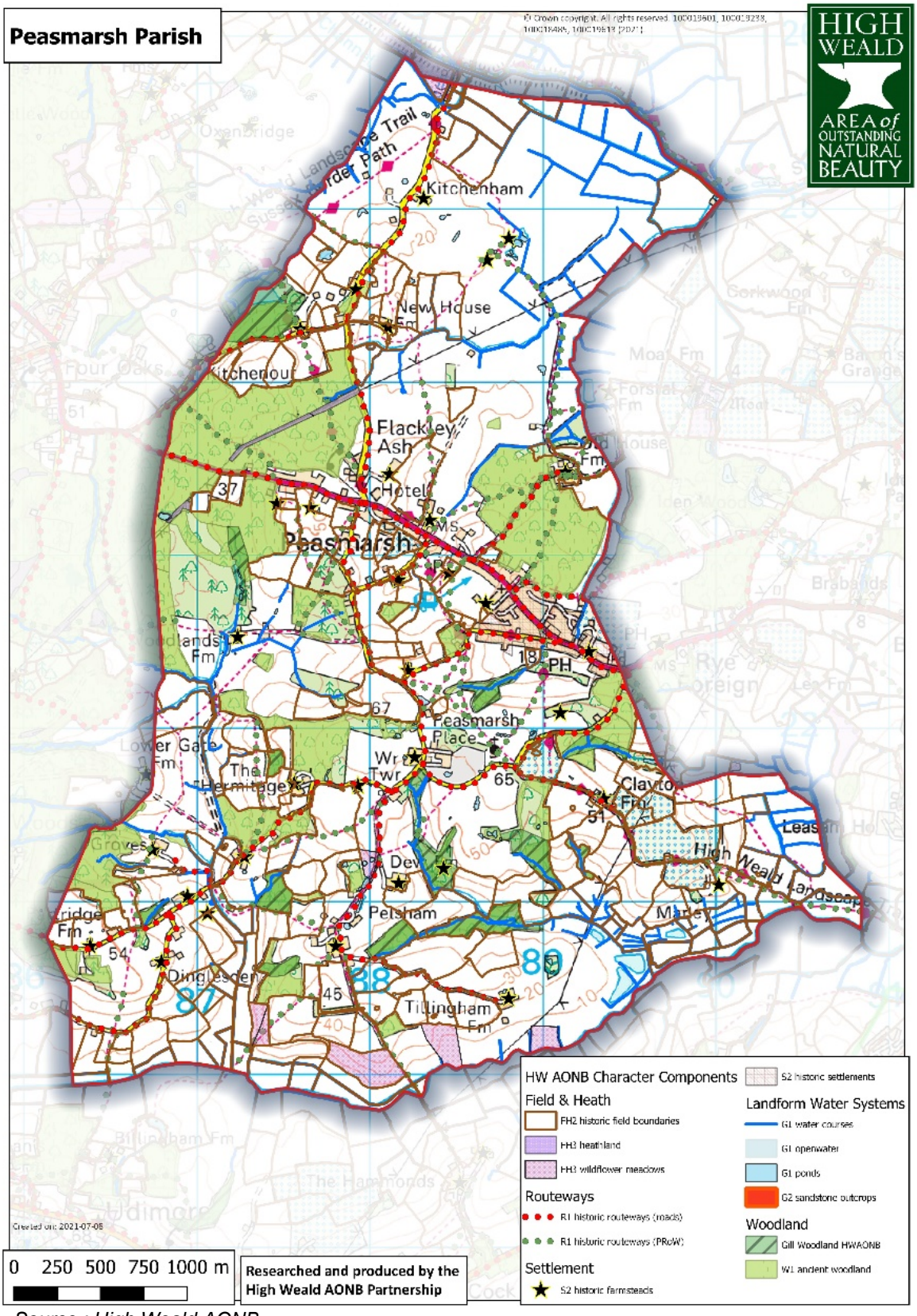
Source : Natural England – a dataset based on habitats of principal importance as in the Natural Environment and Rural Communities Act (2006) Section 41

Map 3.2 : Priority Habitats and Networks



Source : Sussex Biodiversity Partnership / South East England Biodiversity Forum

Map 3.3 : Rother, Brede and Tillingham Woods Biodiversity Opportunity Area



Source : High Weald AONB

Map 3.4 : Characteristic Landscape Components

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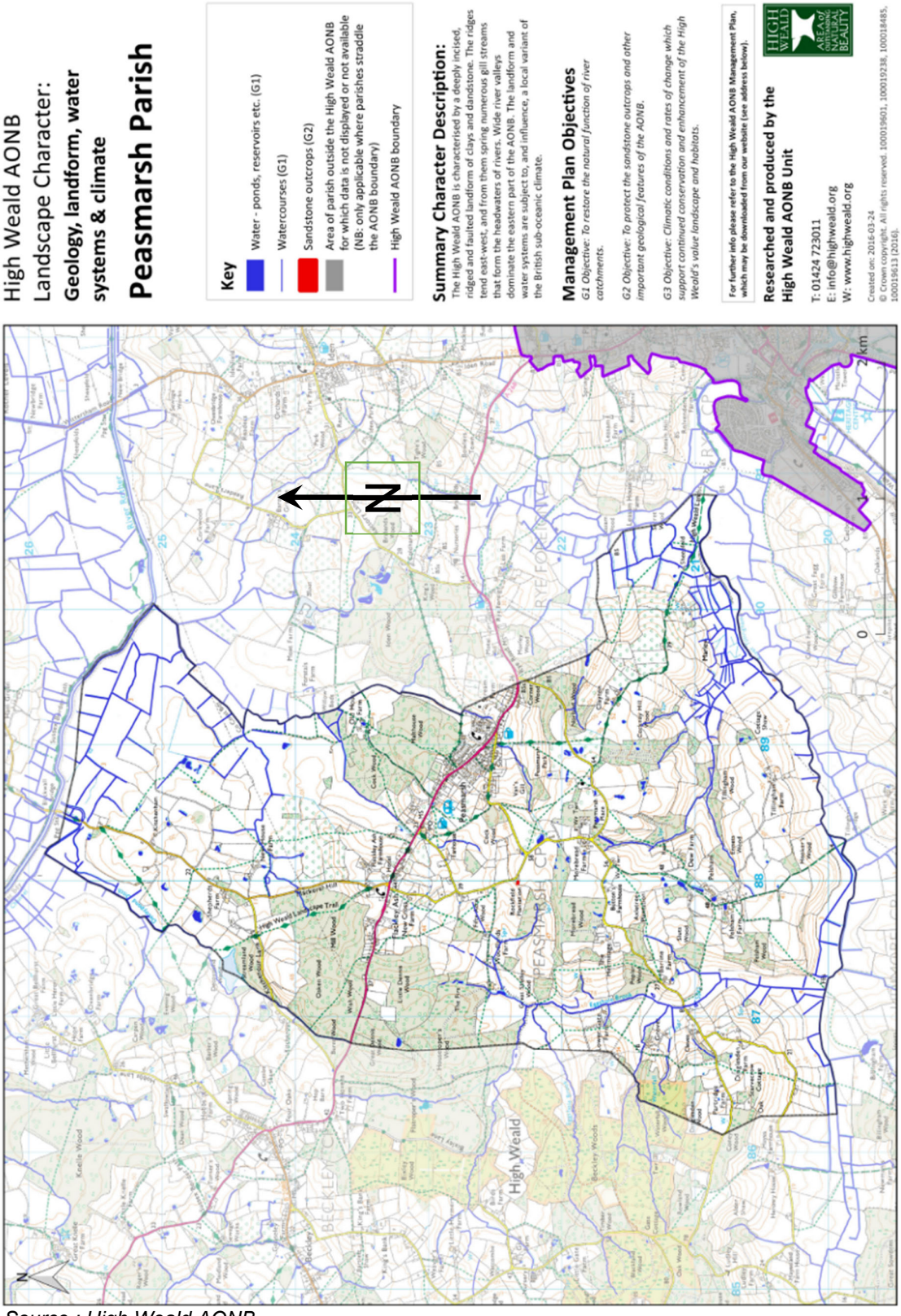

Source : High Weald AONB

Map 3.5 : Geology, Landform, Water Systems and Climate

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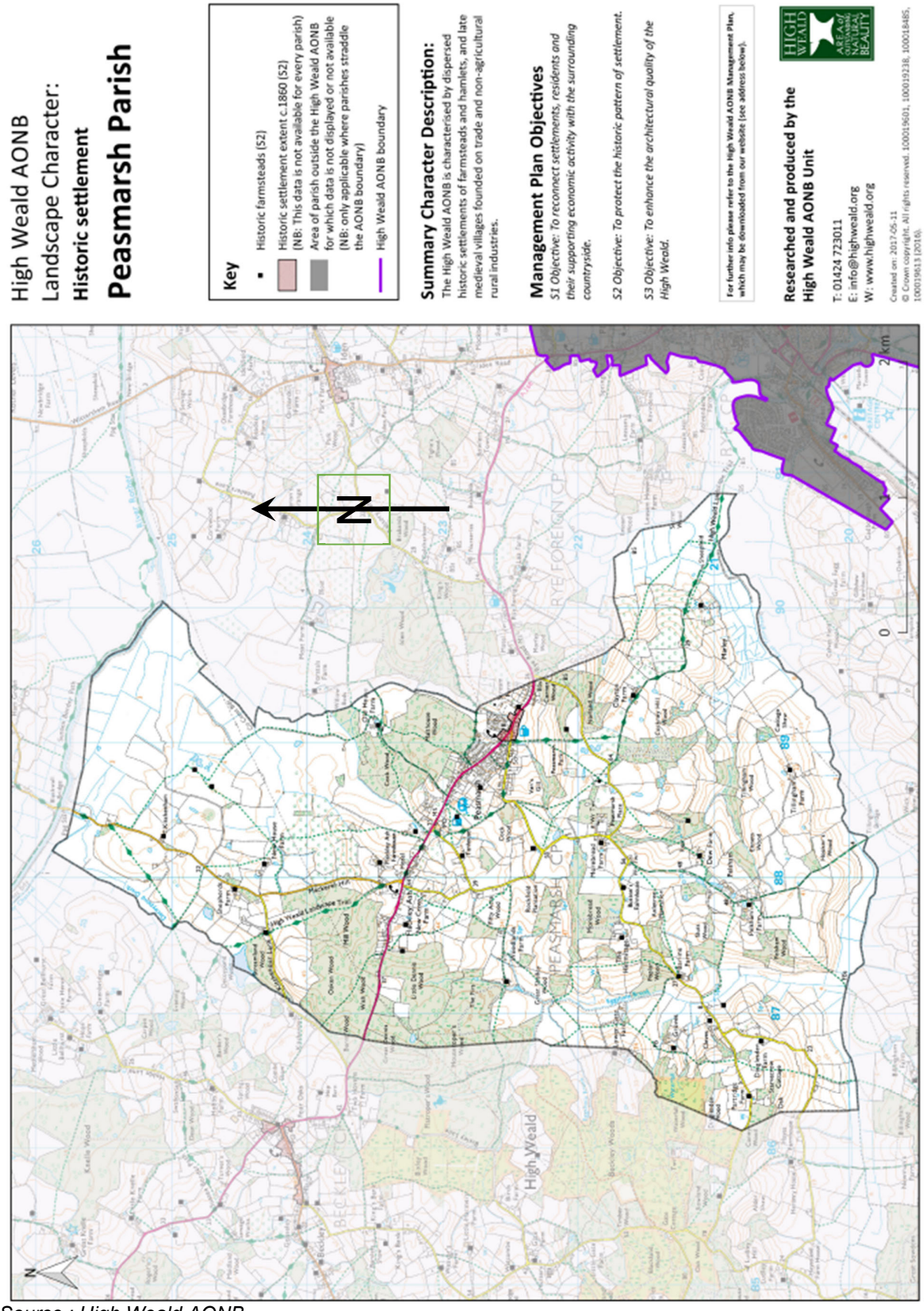

Source : High Weald AONB

Map 3.6 : Historic Settlements

A2.8

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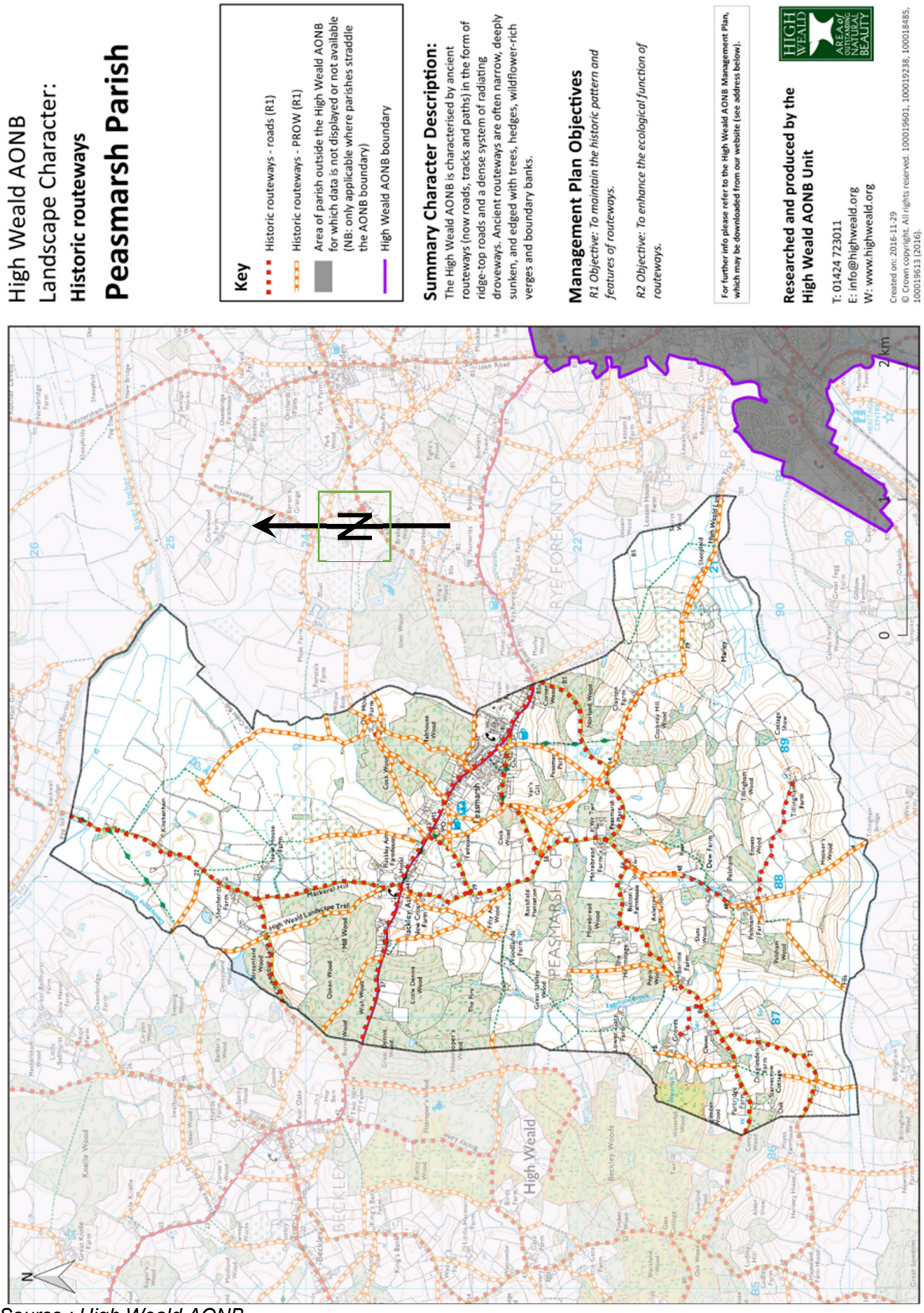

Source : High Weald AONB

Map 3.7 : Historic Routeways

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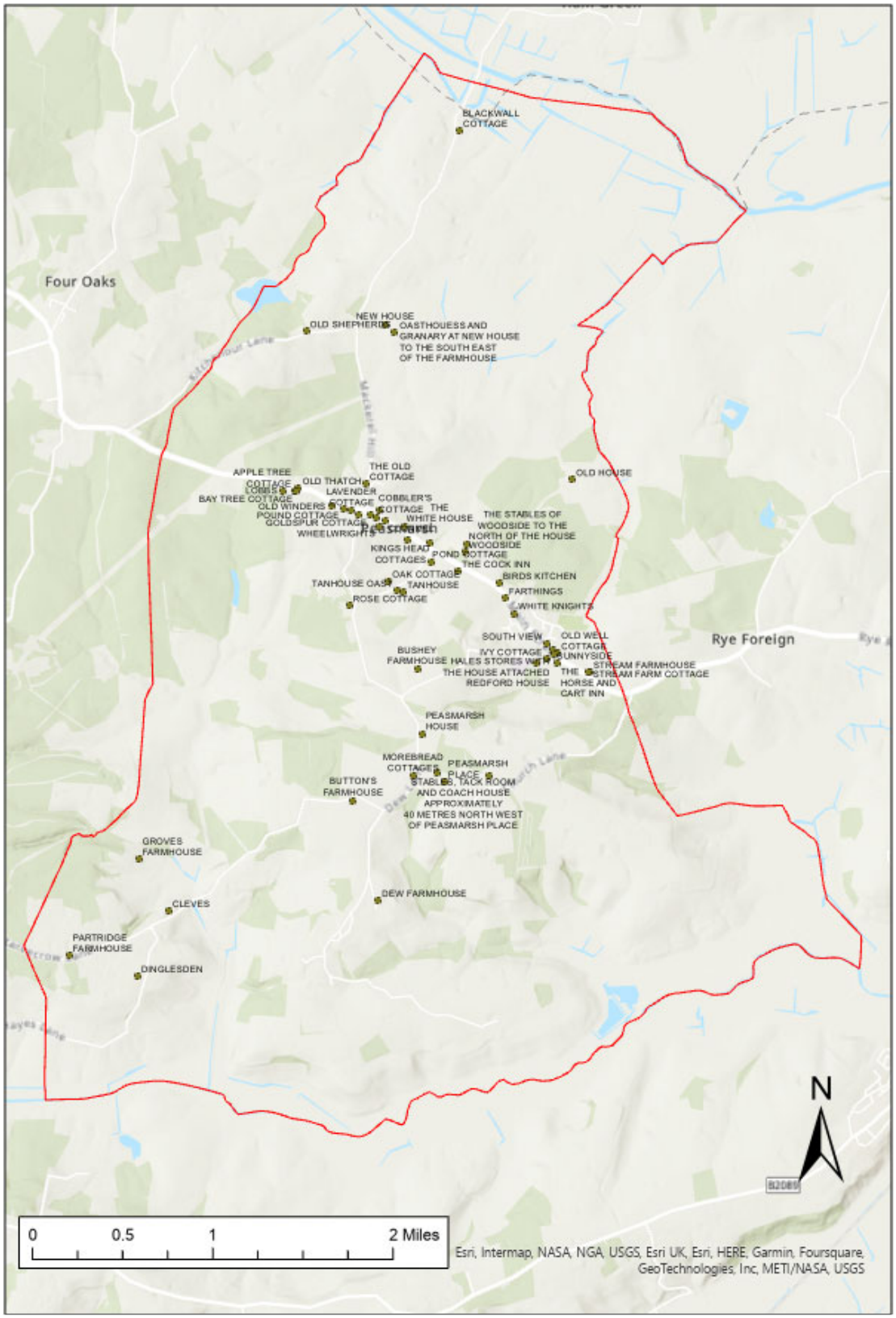
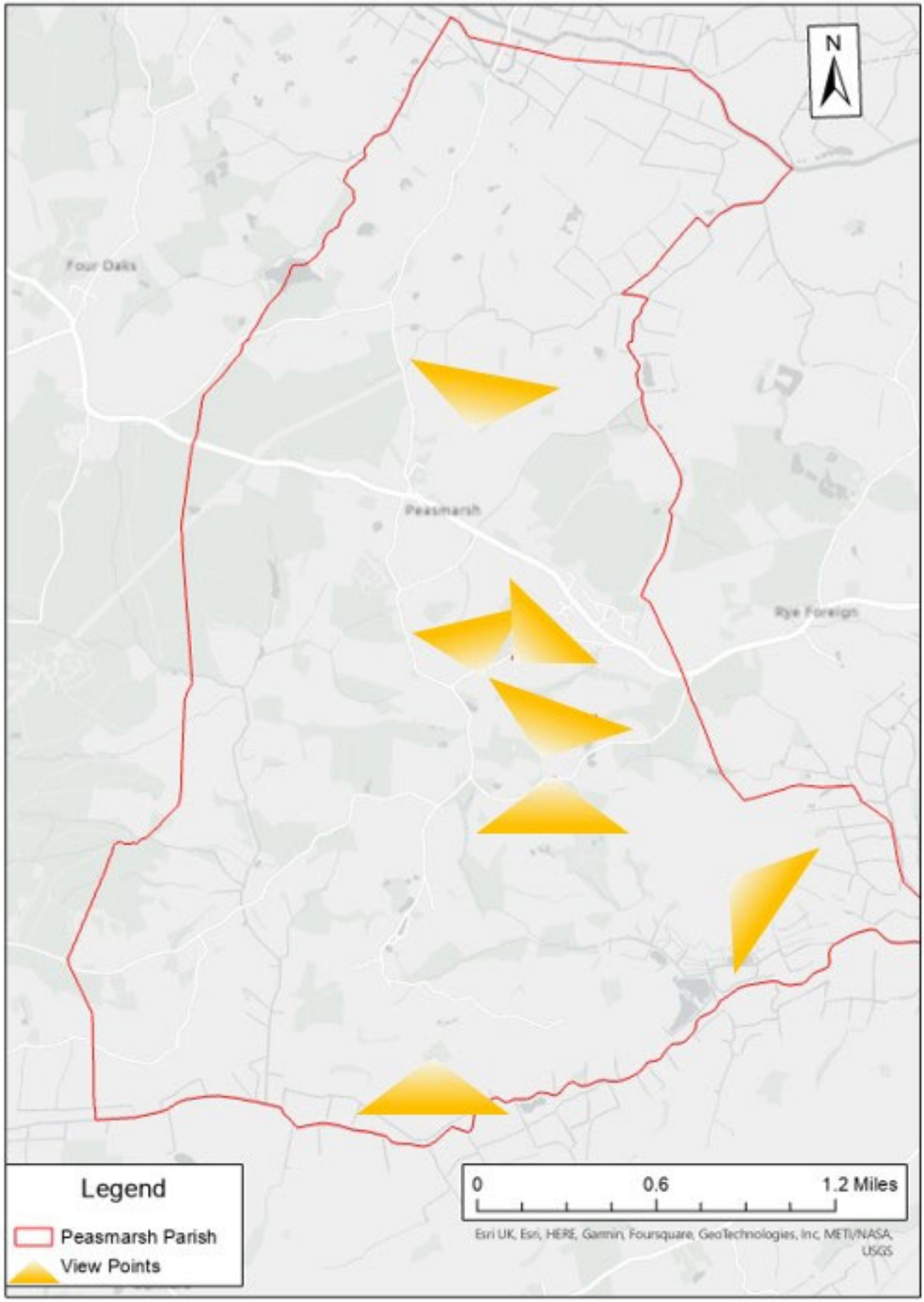


Source : Historic England

Map 3.8 : Listed Buildings

A2.10



Source : PNDP / local knowledge

Map 3.9 : Locally Significant Views

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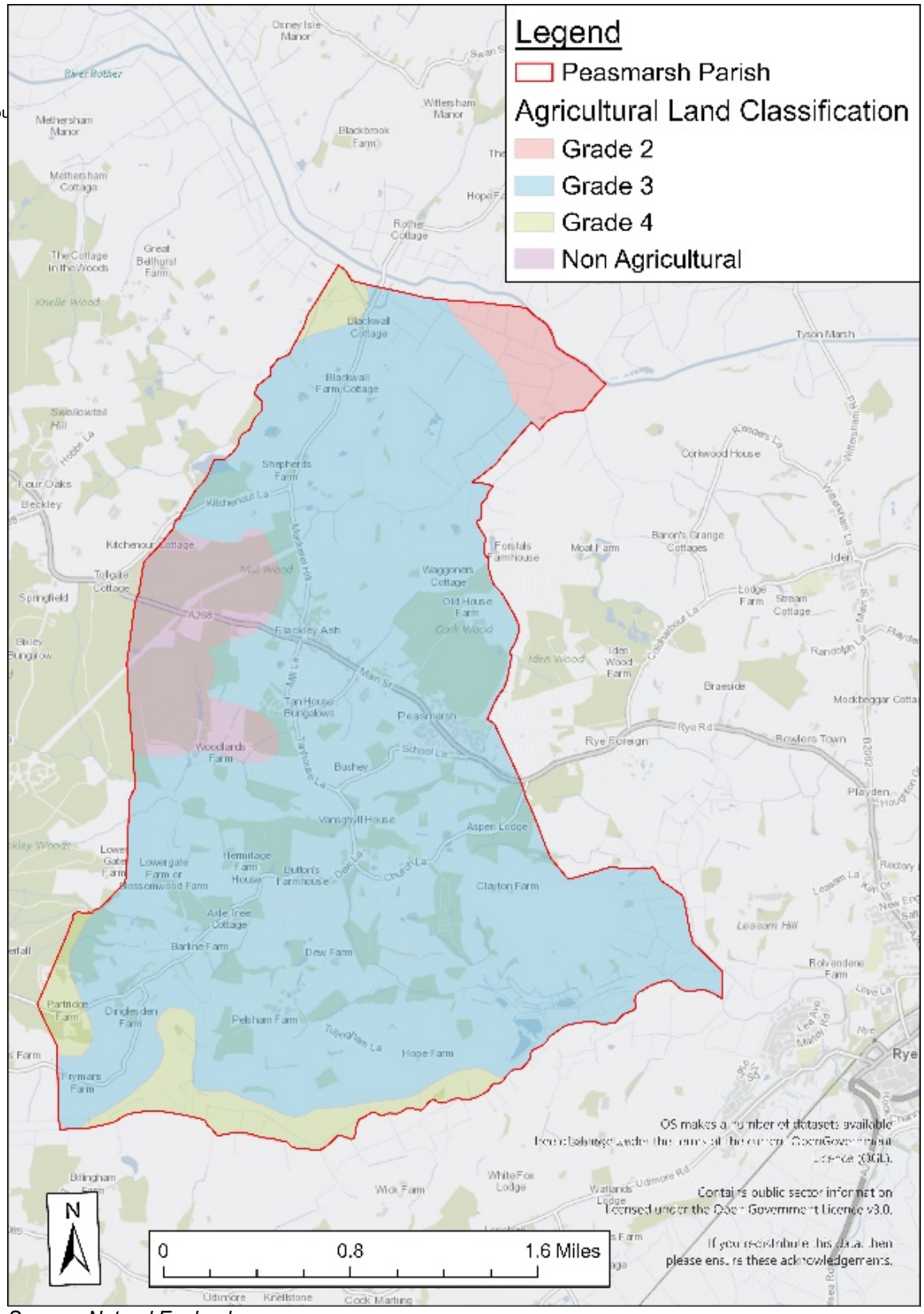
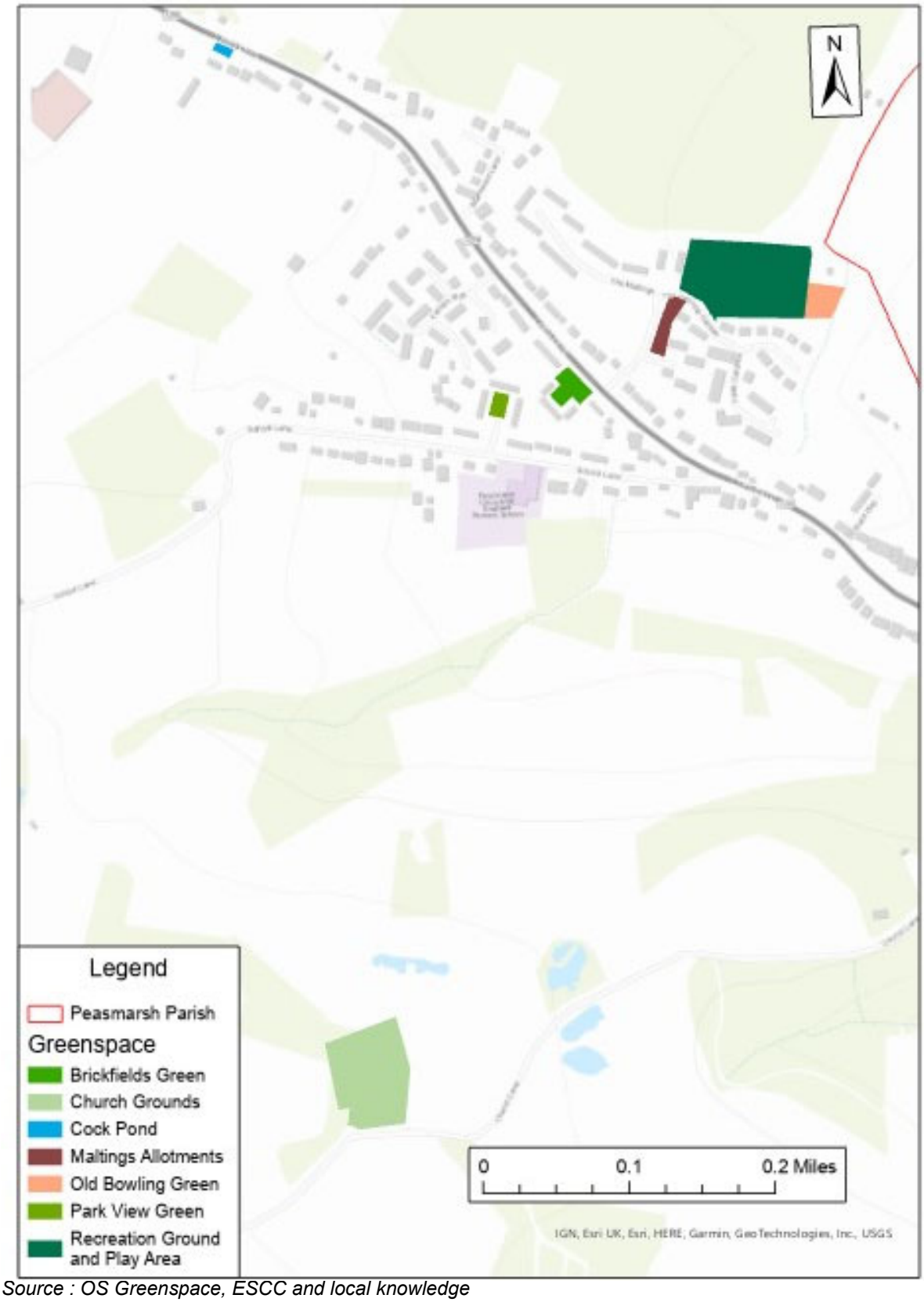


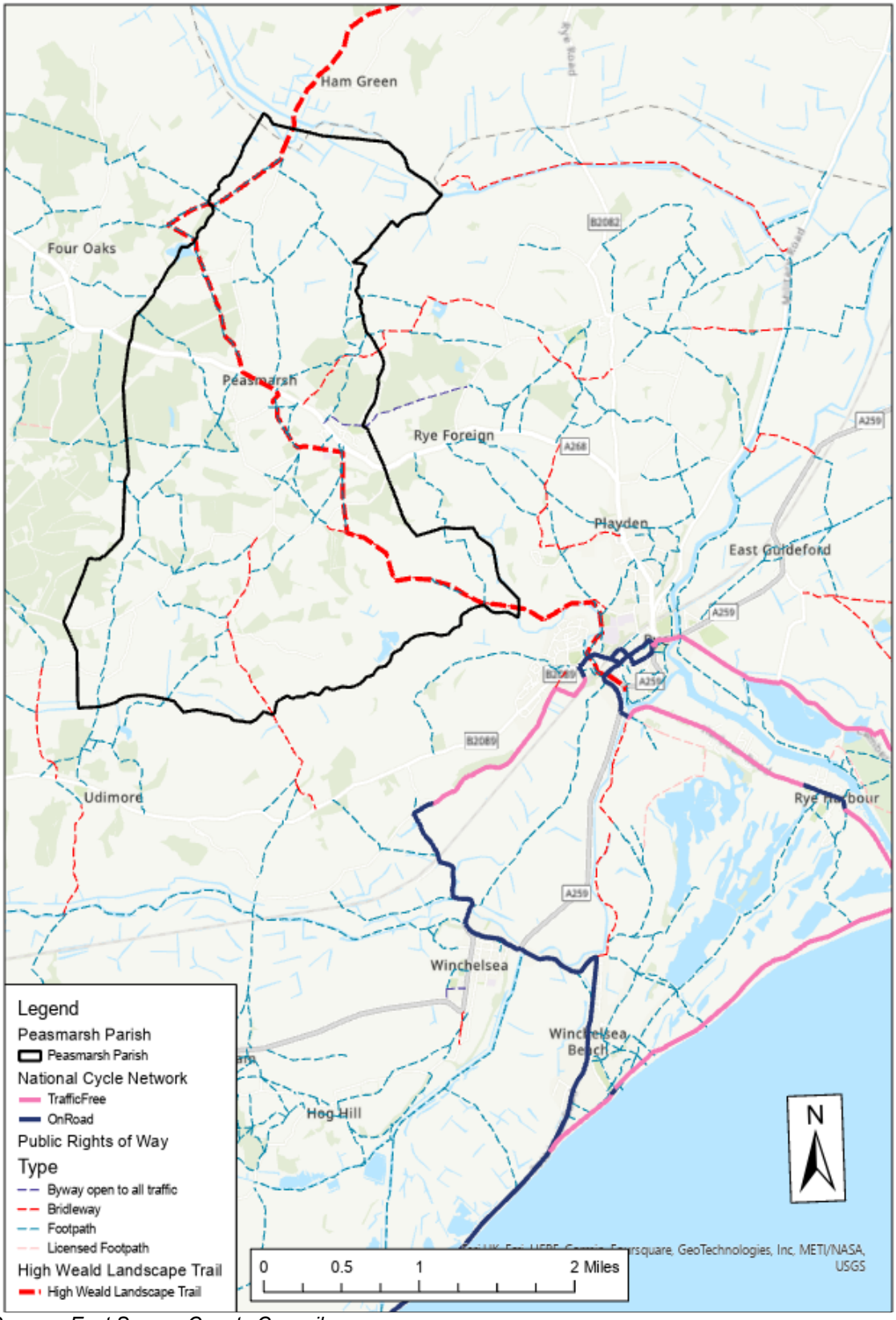
Source : Natural England

Map 3.10 : Agricultural Land Classification



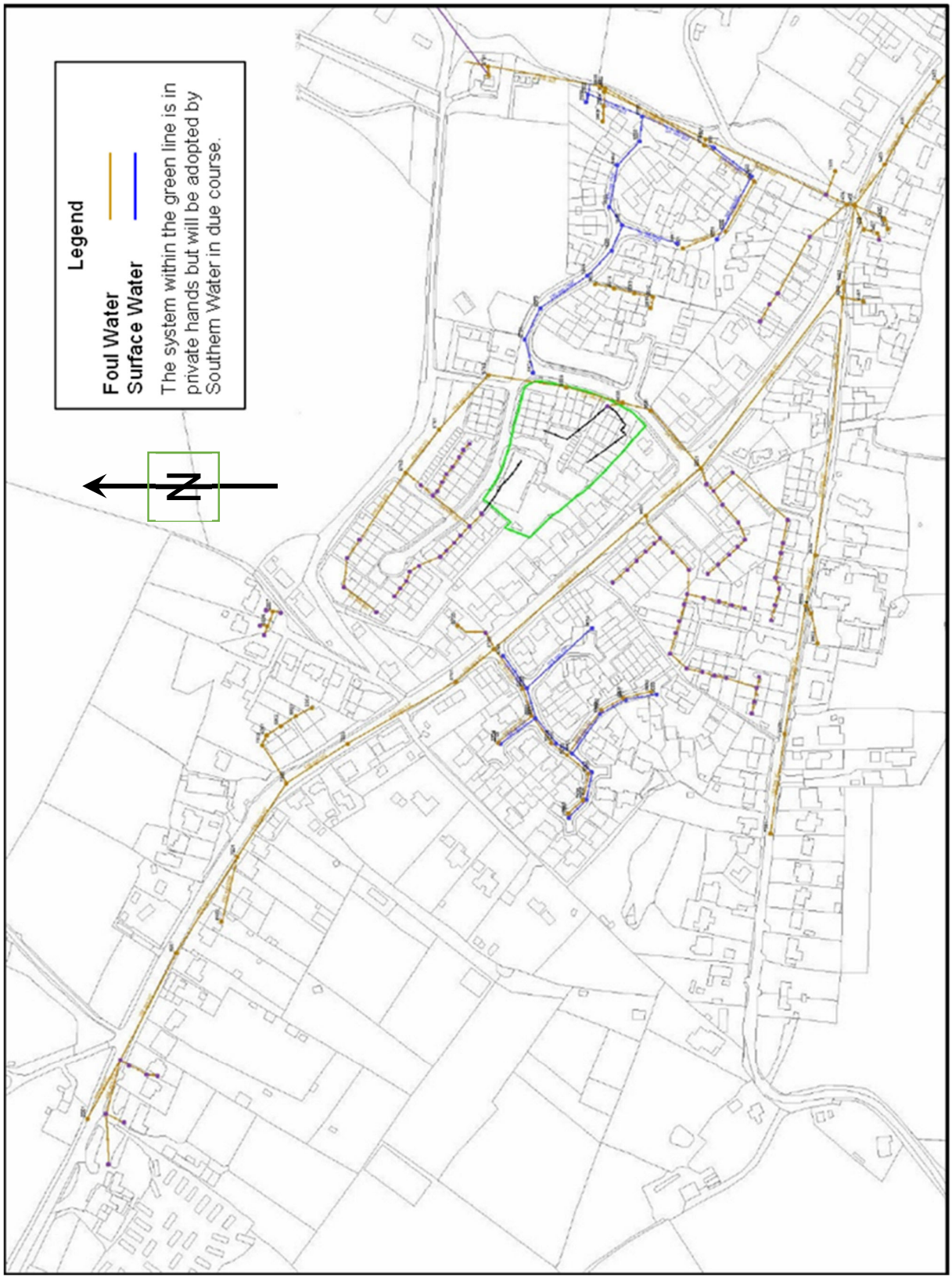
Source : OS Greenspace, ESCC and local knowledge

Map 3.11 : Local Green Spaces



Source : East Sussex County Council

Map 3.12 : Public Access and Connectivity



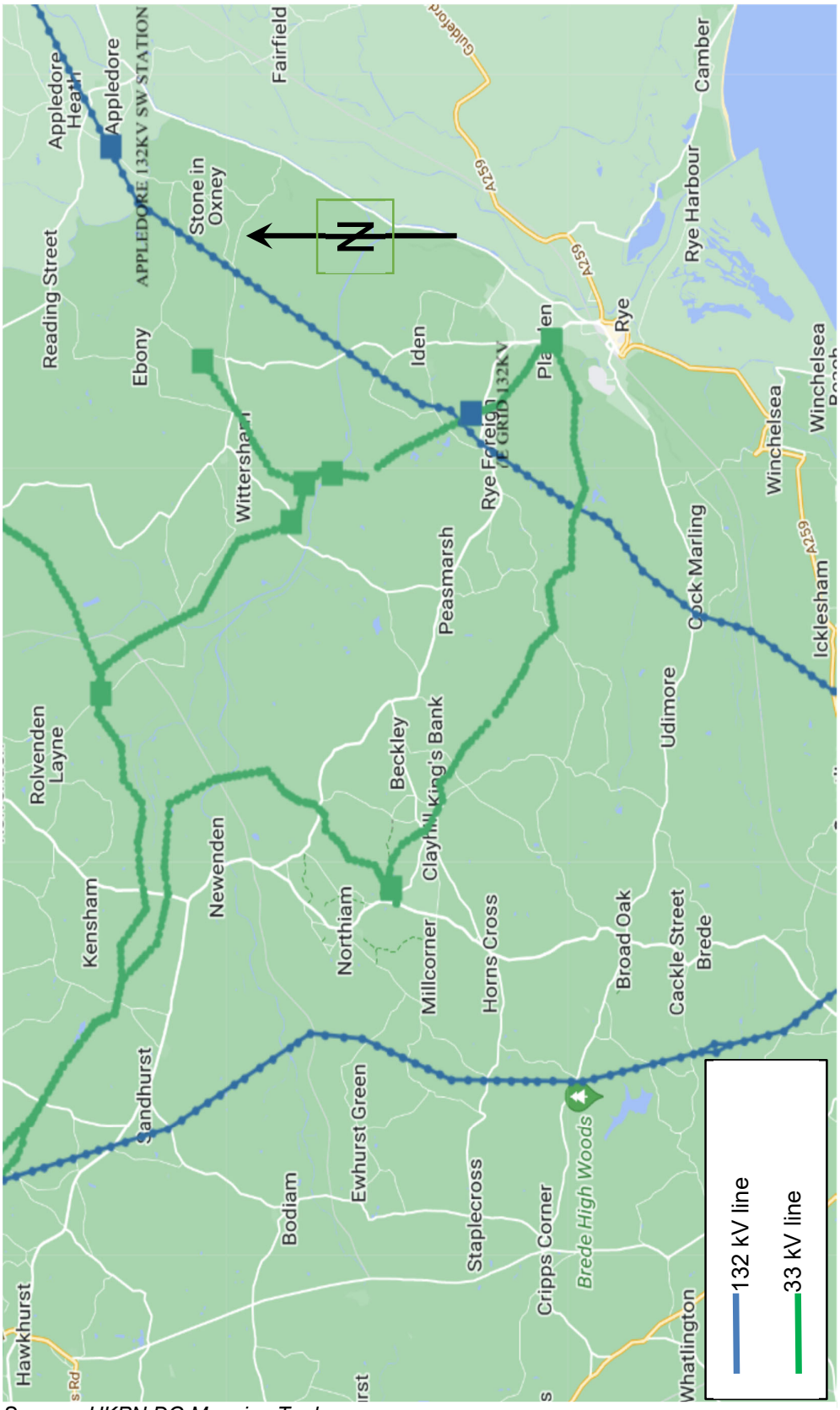
Source : Southern Water from DigDat

Map 4.2 : SW Drainage Network in Central Peasmarsh Village

A2.15

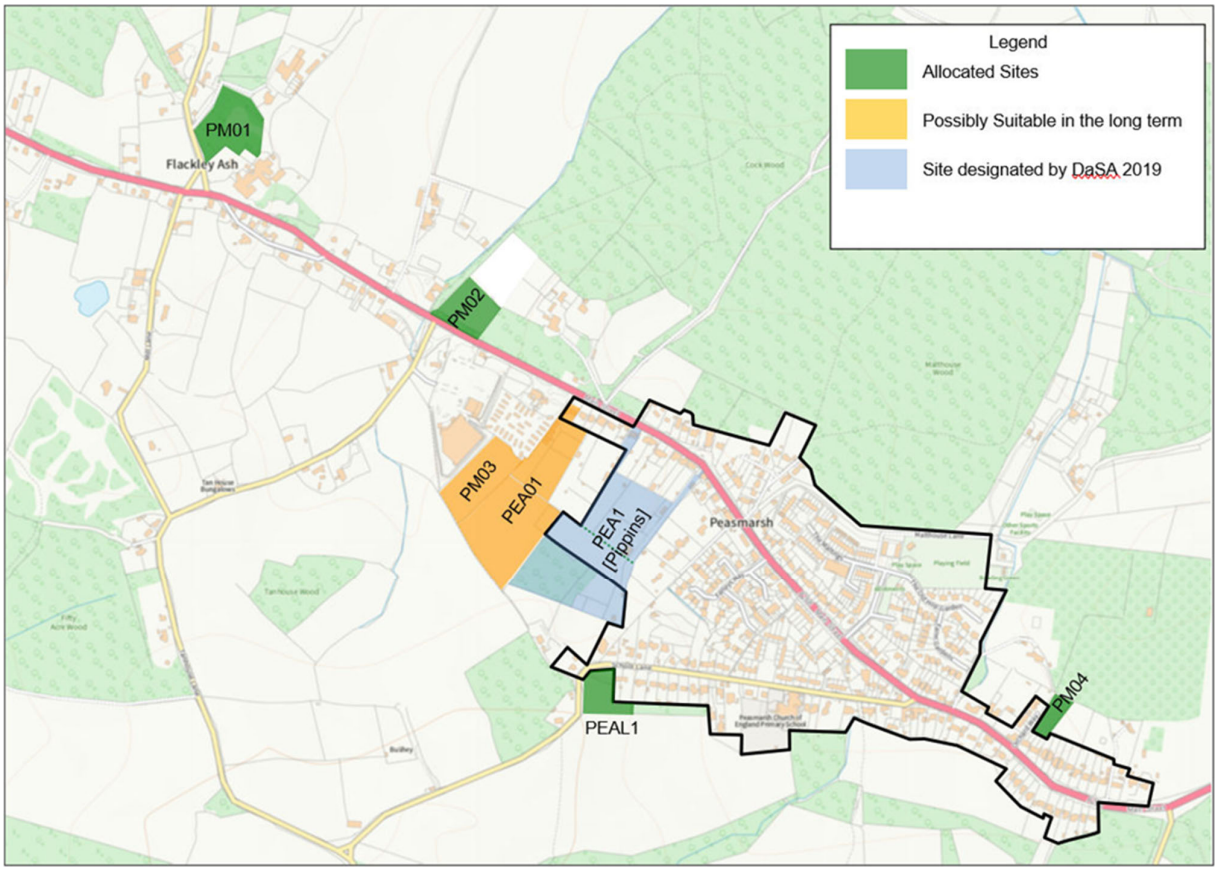
Source : UK Government Surface Water Flood Risk Mapping

Map 4.3 : Surface Water Flooding *[the darker the colour the greater the flooding]*

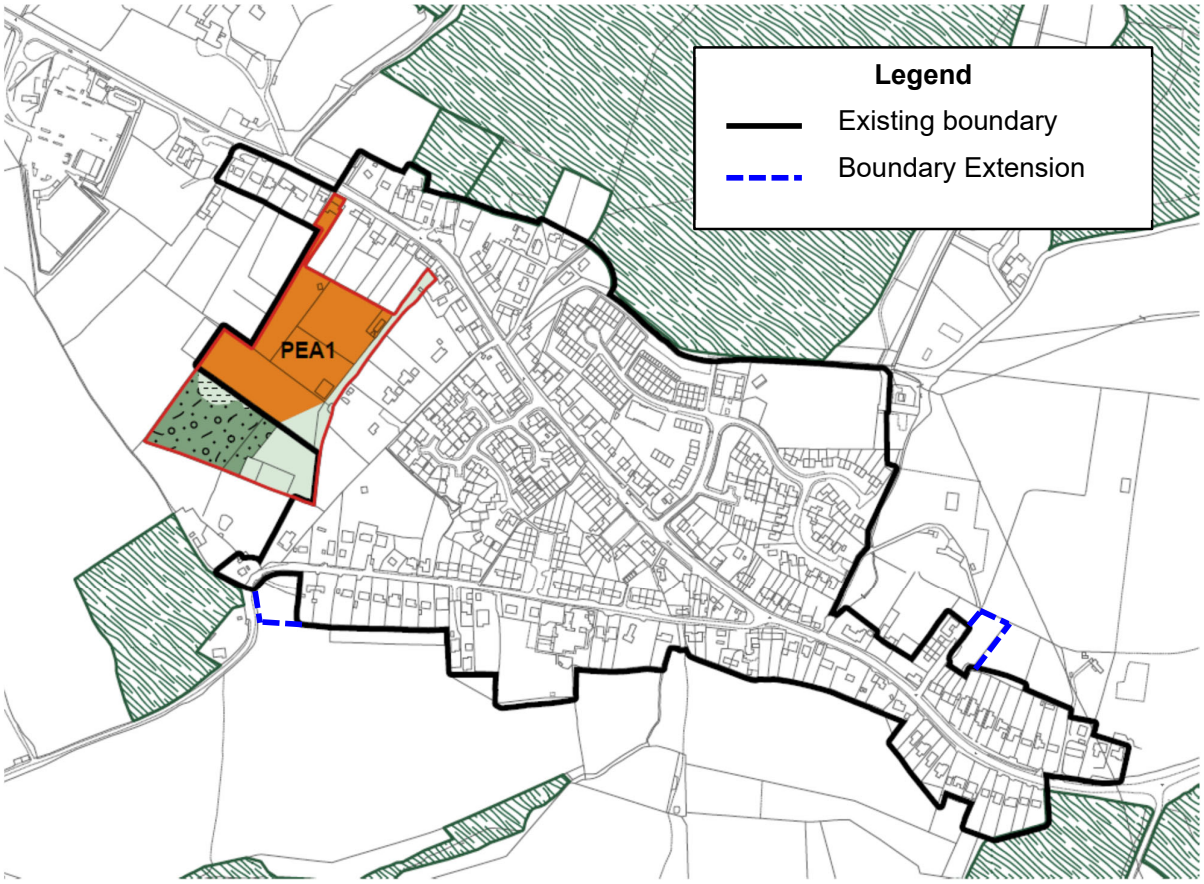


Source : UKPN DG Mapping Tool

Map 4.4 : HV Network in Peasmarsh Area

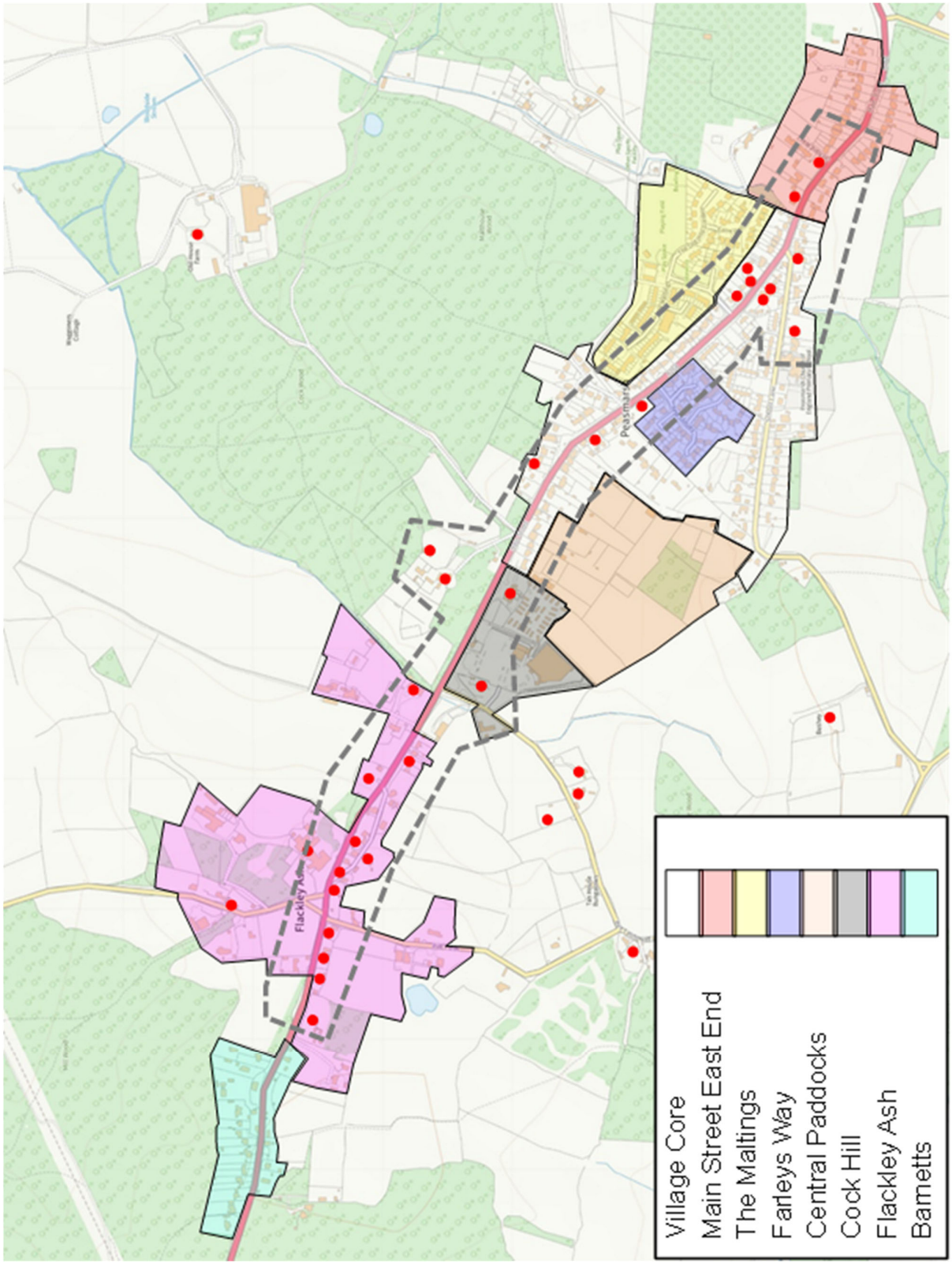


Map 7.1 : Map of Allocated and Potential Sites

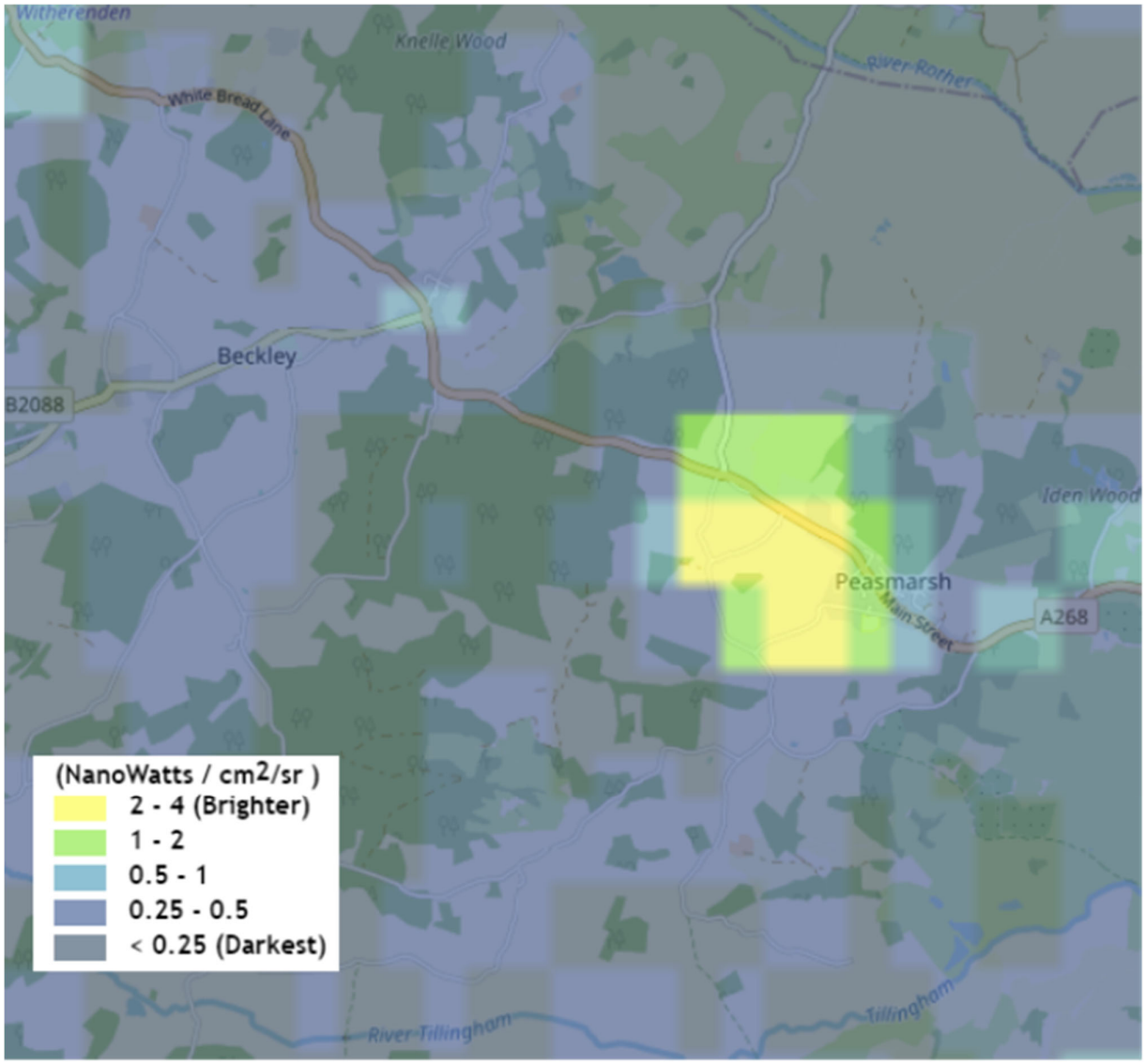


Source : extract from RDC DaSA 2019, Policies Map Inset Map 12: Peasmarsh

Map 7.2 : Development Boundary and Extensions



Map 8.1 : Existing Character Areas Map



Source : Campaign to Protect Rural England

Map 8.2 : Map of Radiance Emanating from Peasmarsh Parish

Appendix 3 : Traffic Report September 2022

Introduction

Peasmarsh Parish Council purchased a Black Cat monitoring device in 2021 and started monitoring the traffic flowing in June that year.

The device is capable of monitoring traffic travelling in both directions simultaneously. It records the speed of the vehicle and its length from which the type of vehicle is deduced. Vehicles are classed as one of bicycle / motorbike / scooter, car / small van, large van, lorry or articulated lorry. All data is collected electronically for subsequent analysis.

Monitoring Points

The first monitoring point was along Main Street opposite the Old Post Office. This is in the 30 mph zone of the village – see Figure 1, a reference map. Each monitoring session at Old Post Office covered a week and sessions were repeated every month over the period of a year, excluding December.

Further monitoring was conducted at the other end of the village, outside Two Hoots, starting in November 2021, also in the 30 mph zone. Each session again covered a week and sessions were repeated every month. It should be noted that the monitoring point at Two Hoots is co-located with that of the Vehicle Activated Sign (VAS) for speeders. The VAS is having an effect on reducing the speed of vehicles entering the village from Rye.

A monitoring point in the middle of the village – again 30 mph – proved elusive to identify until one was found in July 2022, at the west end of Brickfields by the entrance of the footpath between Main Street and School Lane. This point is just west of the junction of the Maltings with Main Street and the bollards in the middle of Main Street at the school crossing. These factors have the effect of slowing down traffic upon the approach but it speeds up again once past.

Work has recently [August 2022] started on monitoring the traffic to and from the Jempson's campus but only incomplete information is available to date. Two week-long surveys were conducted that month at the roundabout at the entrance of Jempson's, the first on that part of Tanhouse Lane between its junction with the A268 and the roundabout and the second at the exit of the roundabout towards the rest of Tanhouse Lane. Main Street is 40 mph at its junction with Tanhouse Lane but the lane itself is de-restricted.

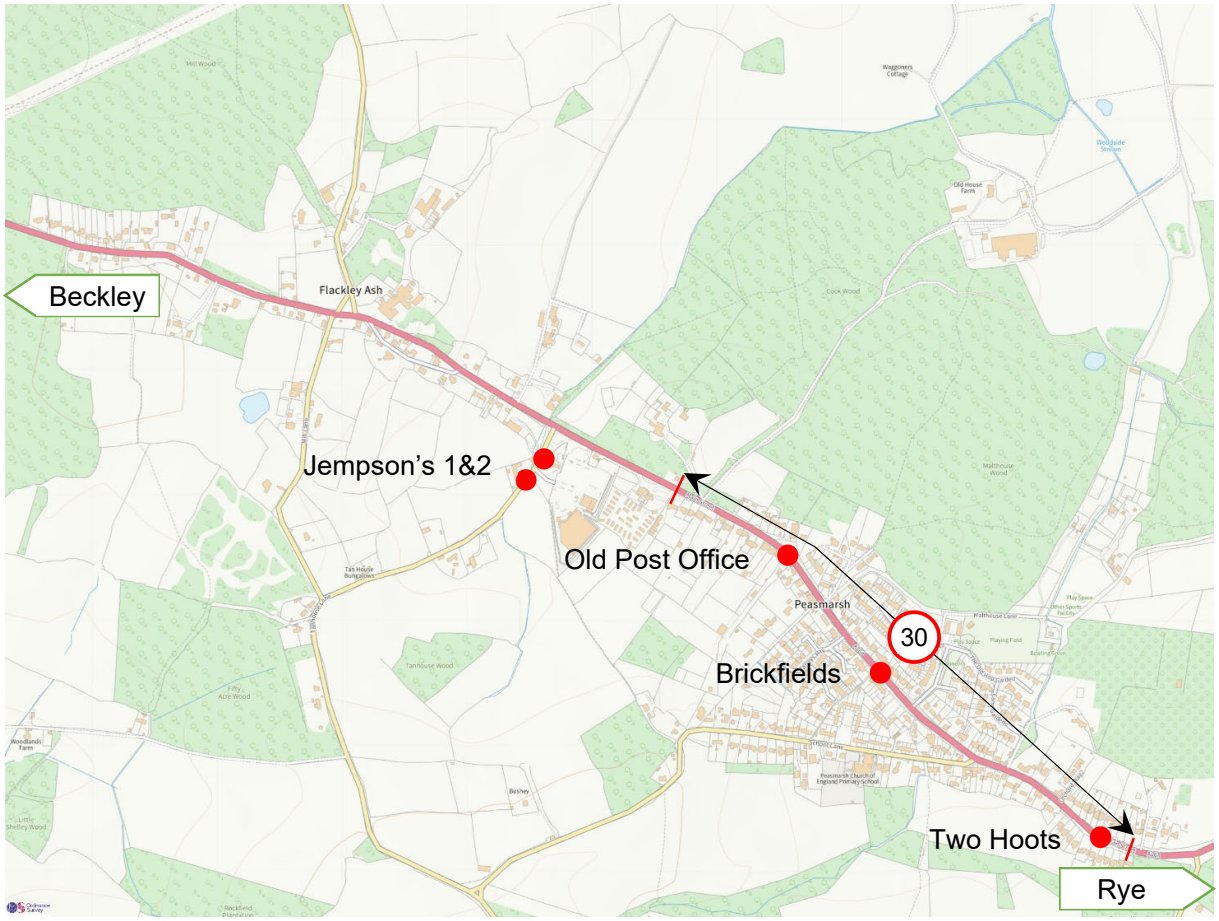


Figure 1 : Reference Map

Old Post Office

This is the monitoring point with a full year's data. Figure 2 shows the data from a recent week, in July 2022, presented in graphical format : the flow for each 30 minute segment of the day is presented in each direction of travel. Each column section is coloured according to the speed measured. Green is at or below the 30mph speed limit, yellow is between 31 and 35mph, blue is between 36 and 44mph and red is 45 mph and above.

The data is typical of the data throughout the year. It was noted that there was more traffic leaving the village heading west, towards Beckley, than that entering from the west. Nearly 70% of the traffic exceeded the speed limit and the speed at or below which 85% of the total volume of traffic flowing [85th percentile speed] was 35.5mph westwards and 34.3mph eastwards.

Figure 3 shows the same data plotted against speed, again for each direction of travel.

This shows that the volume and speed of traffic leaving the village was greater than that entering.

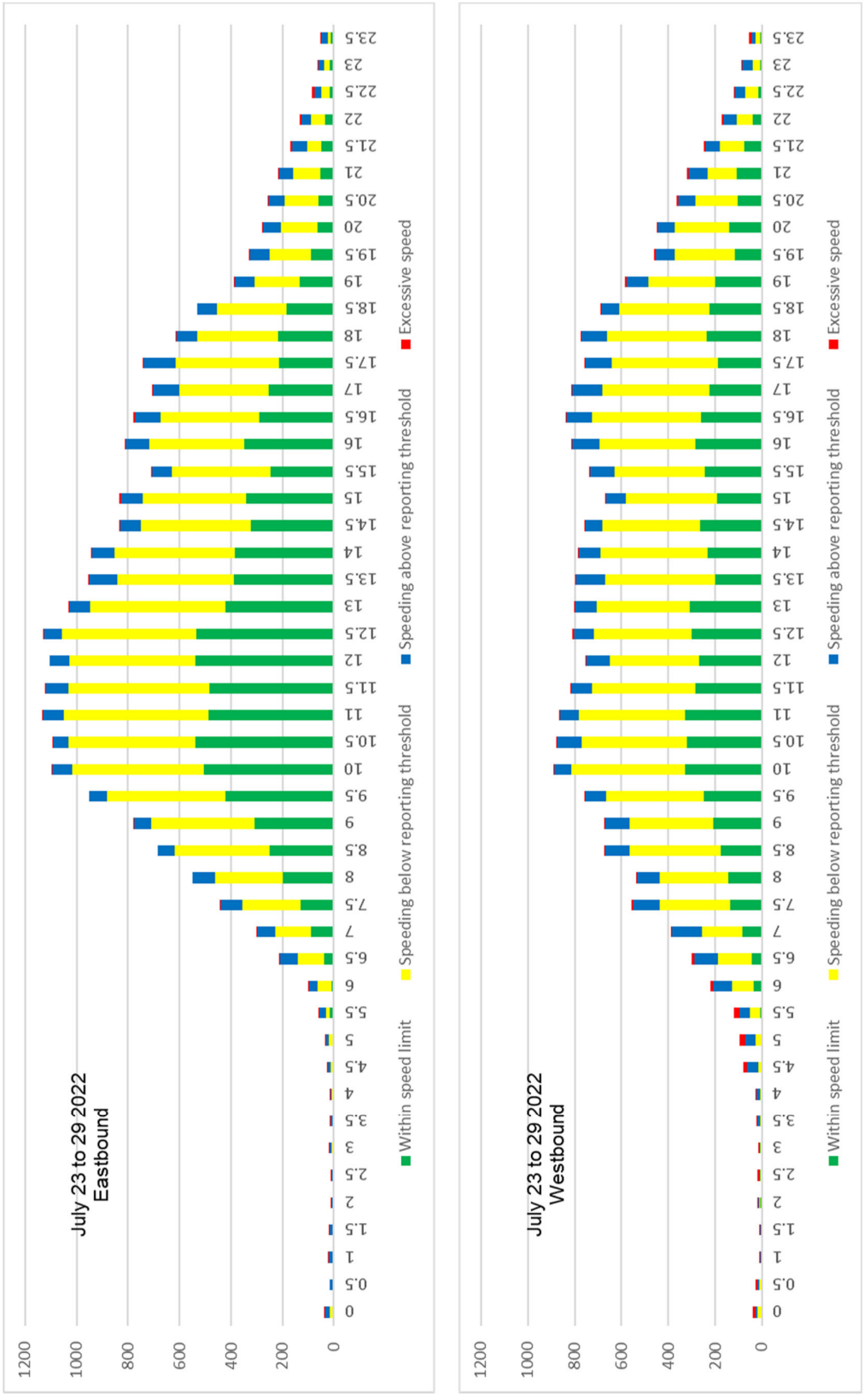


Figure 2 : Old Post Office Traffic Flow against Time of Day

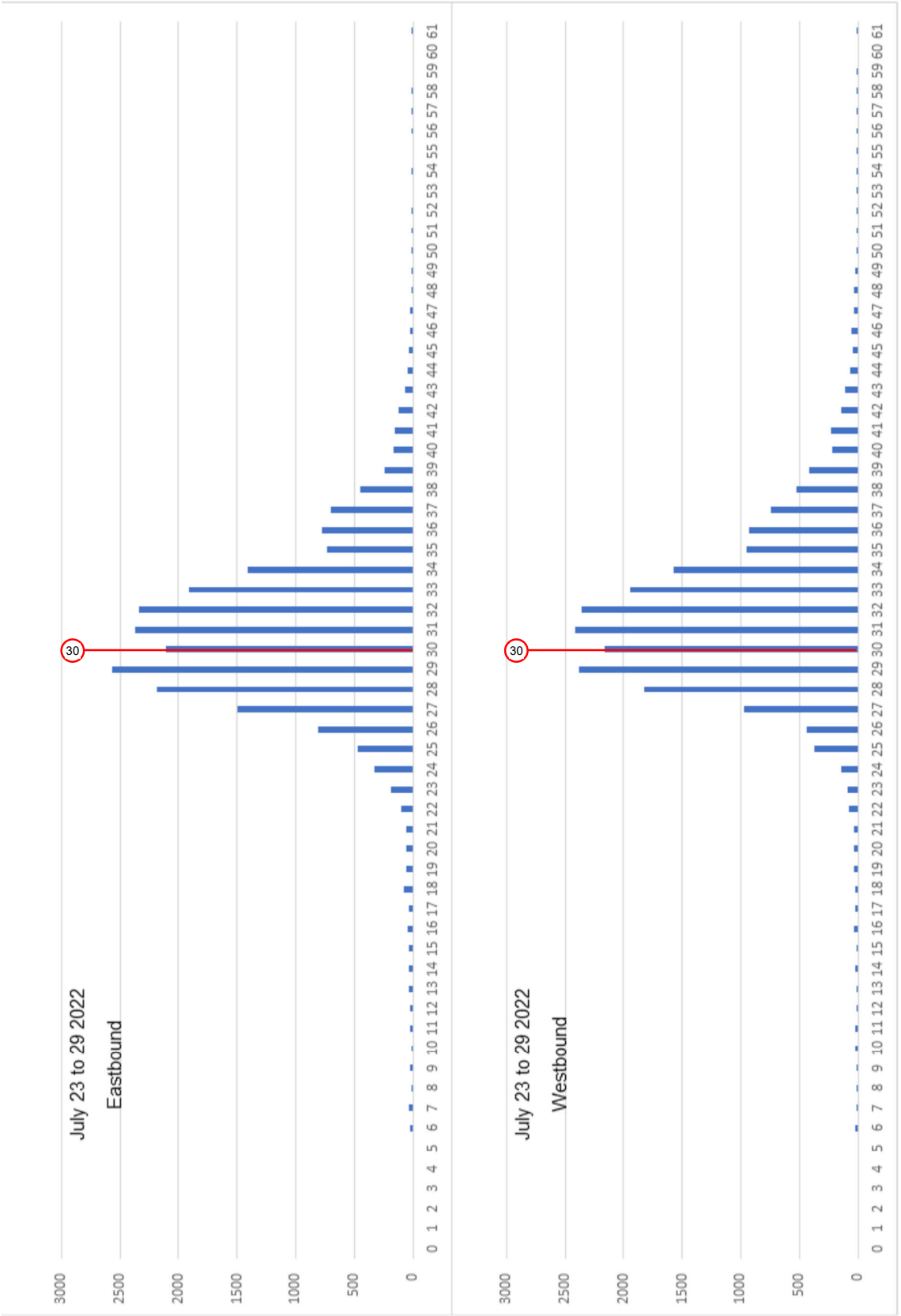


Figure 3 : Old Post Office Traffic Flow against Speed

Table 1 shows the percentage increase in the volume of traffic, based upon the minimum traffic flow recorded, for each month, passing the monitoring point over a year :

Dates	% Eastwards	% Westwards	Remarks
15-01-22 to 21-01-22	0	0	minimum volume
11-02-22 to 17-02-22	7.8	4.8	
11-03-22 to 17-03-22	4.9	2.8	
18-04-22 to 24-04-22	19.7	19.7	
01-05-22 to 07-05-22	15.5	15.2	Bank holiday
23-06-21 to 30-06-21	19.4	16.9	
18-07-21 to 24-07-21	47.7	54.6	
05-08-21 to 11-08-21	23.0	24.9	
25-08-21 to 31-08-21	29.0	35.1	Bank holiday
13-09-21 to 19-09-21	19.6	20.8	
08-10-21 t0 14-10-21	10.2	7.6	
08-11-21 to 14-11-21	6.0	4.6	

Table 1 : Percentage Increase in Traffic Volume Relative to Minimum Flow

Further analysis of the year's data was carried out for different the vehicle types, based upon the length of the vehicle. Tables 2 [eastbound] and 3 [westbound] show the volume of each type, the percentage of vehicles speeding and the 85th percentile speed for that type :

Vehicle Type	% Volume	% Speeding	85% Speed mph
Bikes / Cycles / Scooters	3.6 – 8.4	34 - 38	33 - 34
Cars / Small Vans	86 - 88	45 - 54	33 - 35
Large Vans	5 - 7	41 - 53	34 - 35
Lorries	1.4 – 1.8	34 - 42	32 - 33
Articulated Lorries	0.5 – 0.6	25 - 42	32 - 33
All types	100	44 - 53	33 - 35

Table 2 : Type Analysis Eastbound

Vehicle Type	% Volume	% Speeding	85% Speed mph
Bikes / Cycles / Scooters	2.3 – 3.7	43 - 49	34 - 35
Cars / Small Vans	65 - 75	53 - 65	34 - 36
Large Vans	19 - 28	56 - 68	35 - 37
Lorries	1.8 – 2.5	41 - 56	33 - 35
Articulated Lorries	0.6 - 1	33 - 44	32 - 34
All types	100	53 - 64	34 - 36

Table 3 : Type Analysis Westbound

Two Hoots

This is the monitoring point mounted with the VAS. Figures 4 and 5 on pages 7 and 8 are similar to Figures 2 and 3 but for this location from another recent week in July 2022.

Again, it was noted that there was more traffic volume leaving the village than entering it. There was also a bigger disparity in the volume of speeding vehicles entering the village with those leaving.

It is apparent that vehicles are speeding up before they reach the derestriction signs at both ends of the village.

Brickfields

The monitoring at Brickfields shows that the volumes and speed of speeding vehicles is largely the same in both directions.

Jempson's Campus

This analysis is currently still a work in progress; however, some basic results are available.

Two week-long surveys were conducted in August 2022 at the roundabout on Tanhouse Lane at the entrance to Jempson's. The first (1) was on that part of Tanhouse Lane between its junction with the A268 and the roundabout and the second (2) was at the exit of the roundabout towards the rest of Tanhouse Lane as shown on this sketch map :

With respect to the A268 there were some 8,526 vehicles heading towards Jempson's and 9,010 vehicles heading away from Jempson's. The vast majority of this traffic would have originated from outside the parish although it is not possible to determine the proportion that entered from which end of the parish.

The traffic volume flowing along Tanhouse Lane towards Jempson's was 1,092 and away from Jempson's was 959. Further surveys and analysis of the traffic flowing along other lanes will be required in order to complete the analysis.

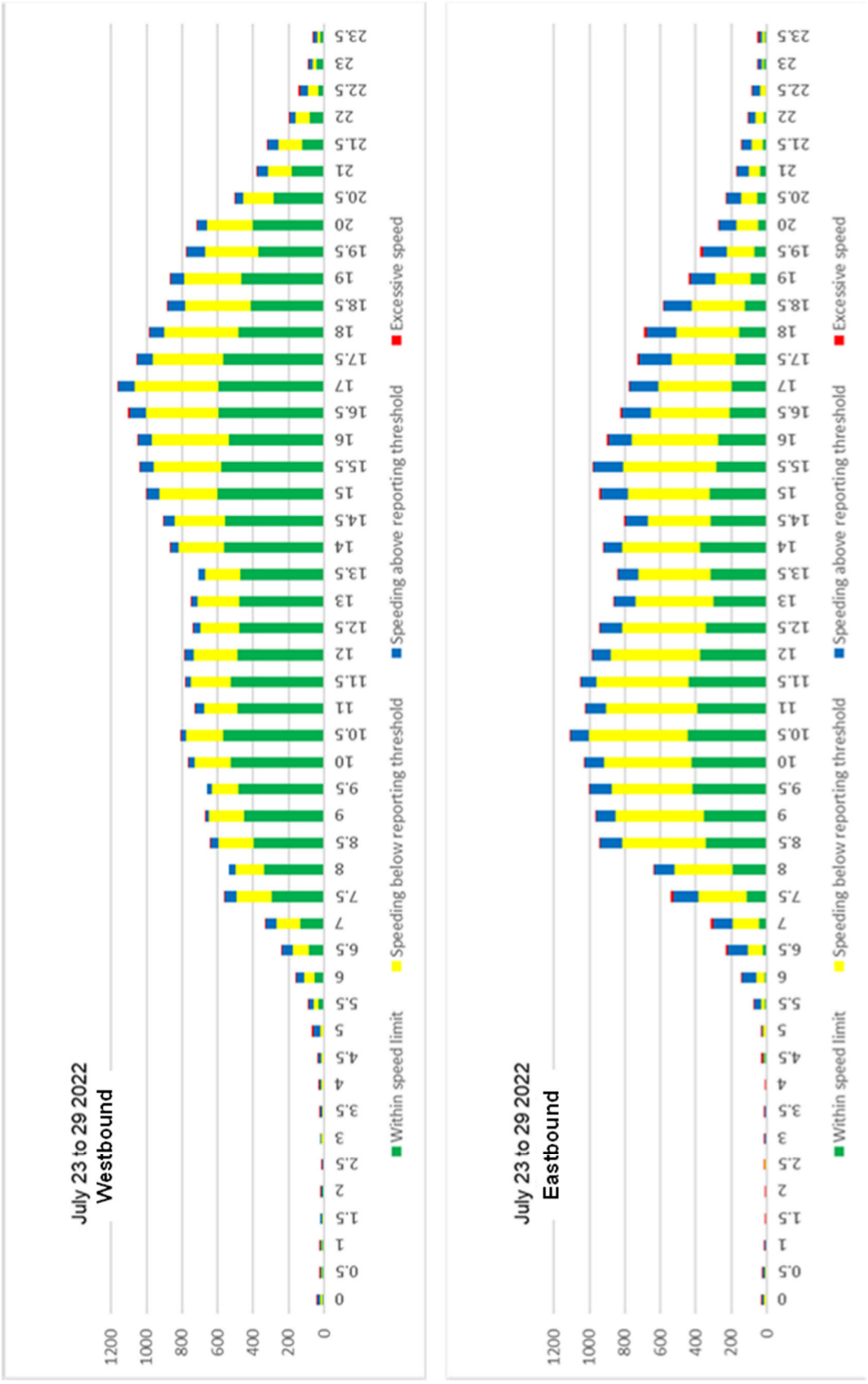


Figure 4 : Two Hoots Traffic Flow against Time of Day

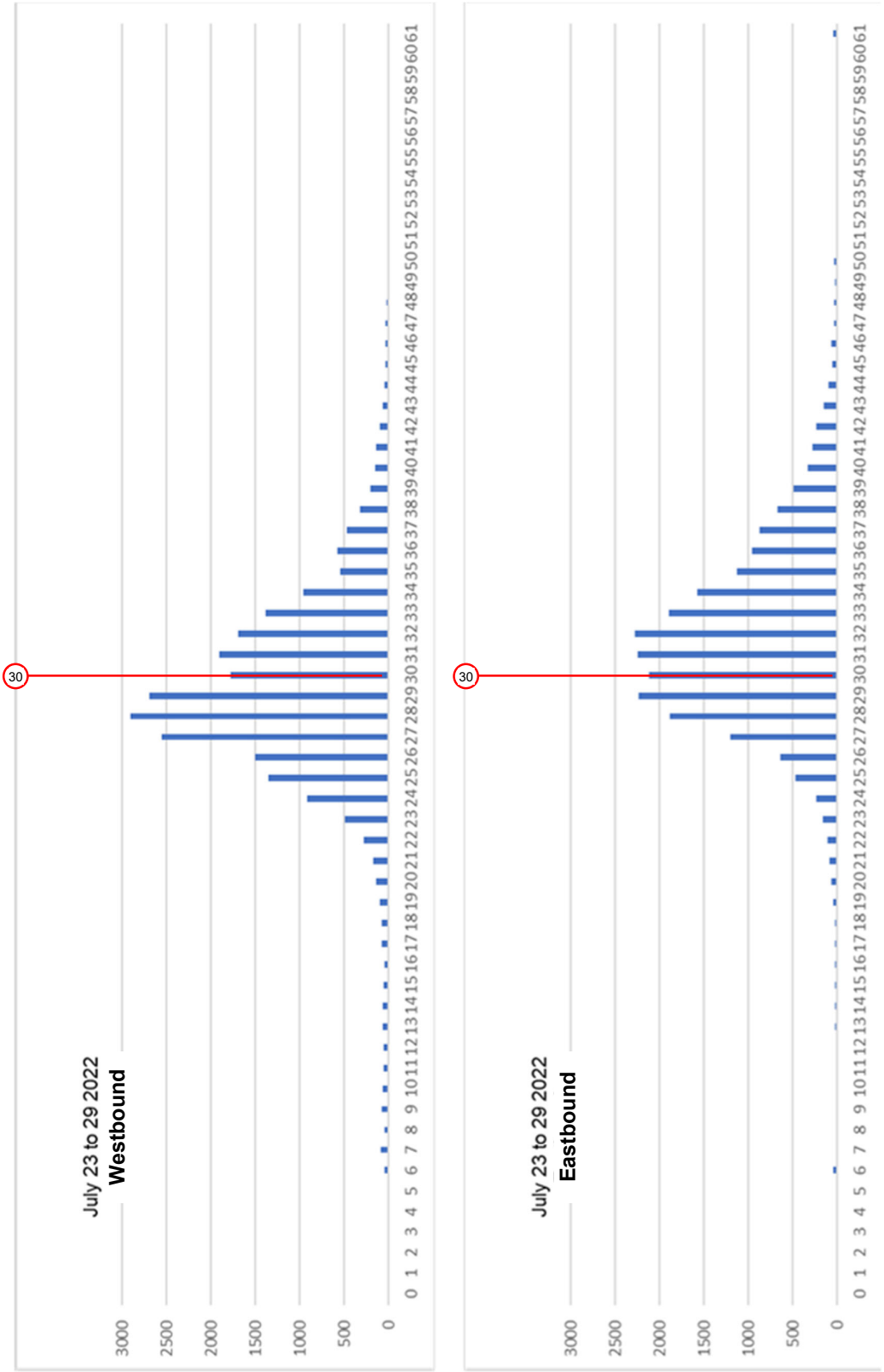


Figure 5 : Two Hoots Traffic Flow against Speed

Main Street Overall

With the introduction of the third monitoring point in the middle of Main Street it is possible to determine if the volume of speeding traffic and its speed varies as it passes through the village, albeit for different one week periods. The data is provided in Annex 1.

Figures 6 [westbound] and 7 [eastbound] on pages 10 and 11 show the data for each of the five types of vehicles at each monitoring point : percentage of total volume [left Y axis], the percentage that was speeding and the 85th percentile speed [both right Y axis].

The assumption being made when comparing data from one monitoring location with another is that over a week the general traffic flow is the same from one week to the next. However, the variation in the percentage of the volume for a specified vehicle type shows that this is not absolutely true for the three-week monitoring period required to collect all the data.

For westbound traffic passing the three monitoring points; it will be noticed that with the exception of bikes and scooters there is an increase in the percentage of speeding vehicles as they pass from Two Hoots at the start of the 30mph zone to Brickfields in its middle and on to the Old Post Office some 200 metres before its end. There is a slight variation in the 85th percentile speed.

For eastbound traffic, again with the exception of bikes and scooters, there is a drop in the percentage of speeders as they pass Brickfields but that increases as it passes Two Hoots, with a corresponding change in speed. Traffic flowing in this direction are having to slow down for vehicles turning into the Maltings and the narrowing of Main Street due to the school crossing bollards.

There may be a similar effect for traffic travelling the other way but they speed up again after passing the junction towards the monitoring point.

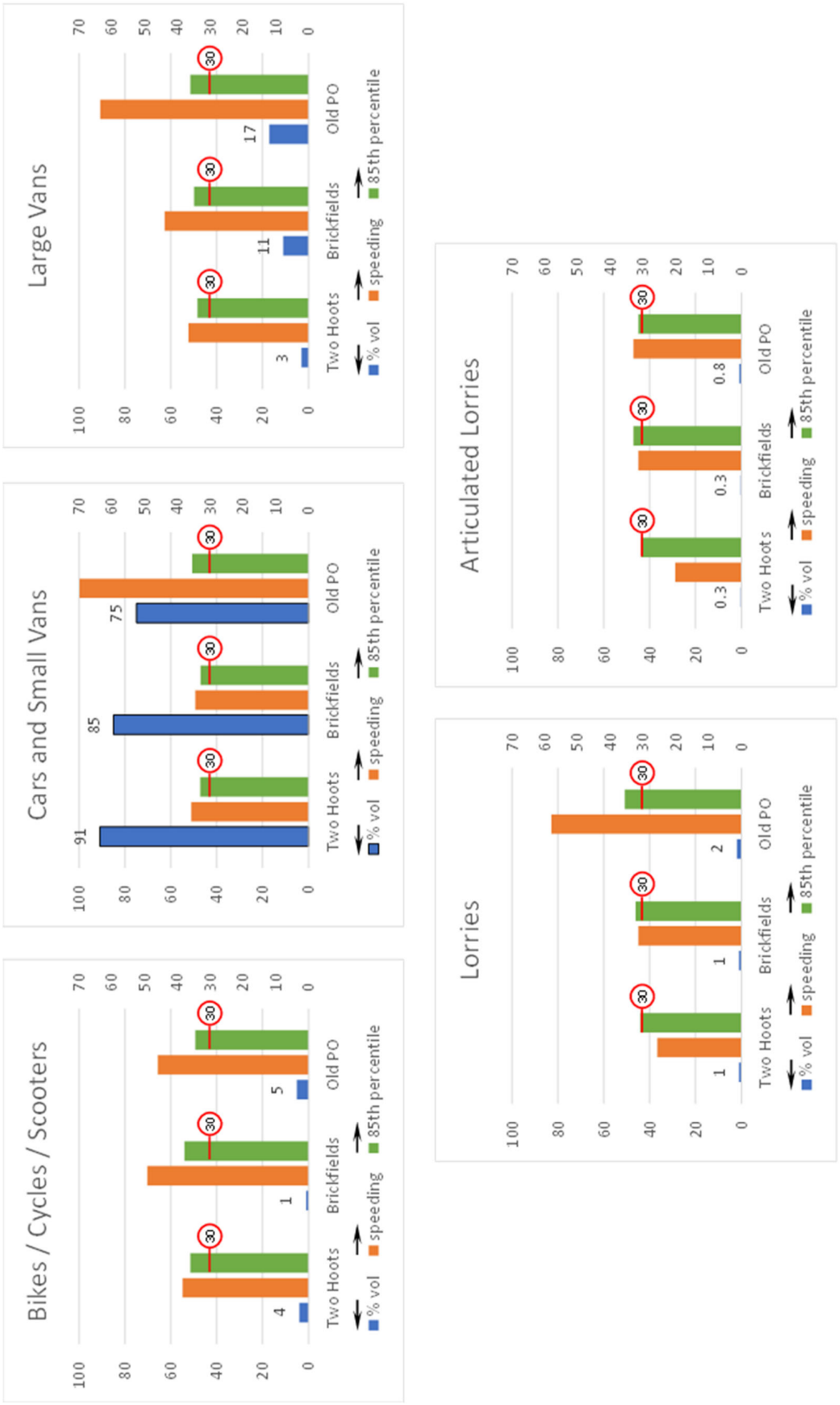


Figure 6 : Main Street Analysis by Vehicle Type Westbound

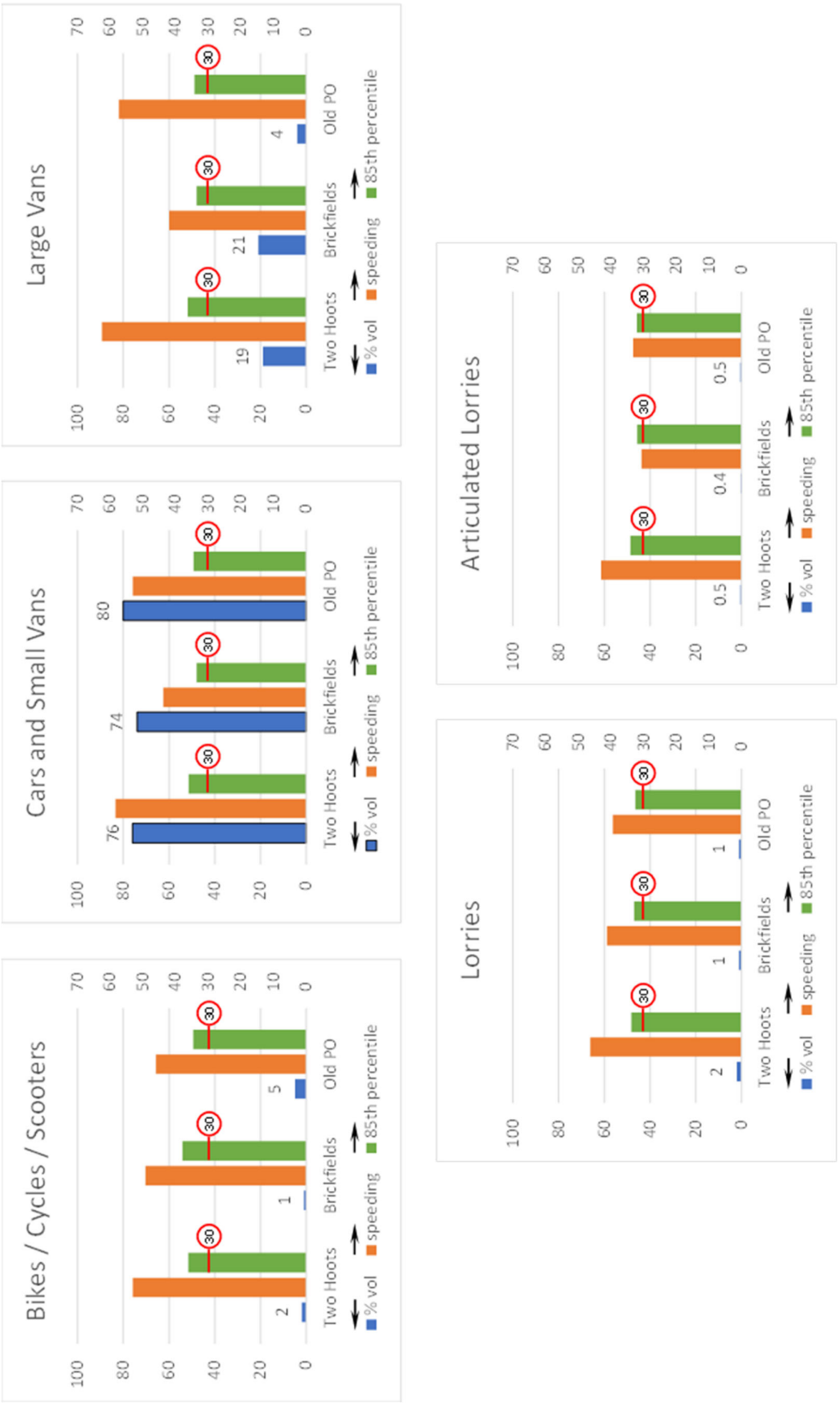


Figure 7 : Main Street Analysis by Vehicle Type Eastbound

Annex 1 : Main Street Data July 2022

Location	Vehicle Type	Total Volume	% of volume	% Speeding	85th %ile
Two Hoots Westbound	**All types**	24,370	100	**35.8**	**33.0**
07 to 13 July 22	Bikes / Cycles / Scooters	975	4	**38.4**	**36.0**
	Cars / Small Vans	22,199	91	**35.8**	**33.0**
	Large Vans	833	3	**36.6**	**33.9**
	Lorries / Box Vans	269	1	**25.7**	**30.9**
	Articulated Lorries	94	0.3	**20.2**	**30.6**
Eastbound	**All types**	23,020	100	**58.8**	**36.0**
07 to 13 July 22	Bikes / Cycles / Scooters	560	2	**53.1**	**36.1**
	Cars / Small Vans	17,541	76	**58.4**	**36.0**
	Large Vans	4371	19	**62.5**	**36.3**
	Lorries / Box Vans	434	2	**46.3**	**33.7**
	Articulated Lorries	114	0.5	**43**	**34.0**

Brickfields Westbound	**All types**	26,323	100	**35.8**	**32.9**
15 to 21 July 22	Bikes / Cycles / Scooters	344	1	**49.2**	**37.9**
	Cars / Small Vans	22,486	85	**34.6**	**32.9**
	Large Vans	3037	11	**43.9**	**3.9**
	Lorries / Box Vans	373	1	**31.4**	**32.3**
	Articulated Lorries	83	0.3	**31.4**	**32.9**
Eastbound	**All types**	24,724	100	**42.5**	**33.5**
15 to 21 July 22	Bikes / Cycles / Scooters	550	2	**41.9**	**37.9**
	Cars / Small Vans	18,378	74	**43.8**	**33.5**
	Large Vans	5,326	21	**42**	**33.6**
	Lorries / Box Vans	362	1	**41.2**	**32.9**
	Articulated Lorries	108	0.4	**30.6**	**31.9**

Old Post Office Westbound	**All types**	21,691	100	**59.5**	**35.5**
23 to 29 July 22	Bikes / Cycles / Scooters	1,117	5	**46**	**34.6**
	Cars / Small Vans	16,205	75	**70**	**35.5**
	Large Vans	3,785	17	**63.6**	**36.0**
	Lorries / Box Vans	405	2	**58**	**35.6**
	Articulated Lorries	179	0.8	**33**	**32.5**
Eastbound	**All types**	22,433	100	**51.8**	**34.2**
23 to 29 July 22	Bikes / Cycles / Scooters	3,210	14	**46.7**	**34.6**
	Cars / Small Vans	17,889	80	**53.1**	**34.5**
	Large Vans	931	4	**51.4**	**34.2**
	Lorries / Box Vans	282	1	**39.4**	**32.5**
	Articulated Lorries	121	0.5	**33.1**	**32.0**

Appendix 4 : Infrastructure Analysis

Introduction

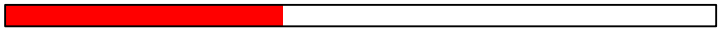
There is much recorded in the Plan about the state of the existing infrastructure within Peasmarsh and the multiple issues with it as it stands, even without the problems that will arise if further development takes place without prior improvement.

However, there is also a lot of unrecorded material that has been received, often by word of mouth during public consultations. In addition, there are the results of the 2021 survey. This short report seeks to redress the balance.

Public Transport

The bare results of the 2021 survey tell the basic story :

Bus Services : 39% adequate



Most complaints were about the timetable : the inadequate frequency, the lack of buses at either end of the day, the poor coordination with other services, particularly the trains, and finally their reliability. Some of the problems can be seen from this current timetable :

Weekdays to Rye							
Peasmarsh	07:26①	08:23	09:20	10:33	12:38	14:43	15:58①
Rye	07:38①	08:35	09:32	10:45	12:50	14:55	16:10①
Weekdays from Rye							
Rye	08:40	09:53	11:58	14:03	15:18②	17:17	19:05
Peasmarsh	08:49	10:02	12:07	14:12	15:27②	17:26	19:14

Notes : ① only run on non-schooldays
② runs about 15 minutes later on schooldays

Buses in yellow are out of sync with train arrivals and departures.

Saturday to Rye							
Peasmarsh				10:38	12:38	14:43	15:58
Rye				10:50	12:50	14:55	16:10
Saturday from Rye							
Rye		09:58	11:58	14:03	15:18②	17:17	
Peasmarsh		10:07	12:07	14:12	15:27②	17:26	

It is not at all clear why the first and last services of the weekday are not considered necessary during term time. One suspects it is due to lack of resources with bus and driver needed for school runs. That is not a reason to cripple the service : a service is a system that satisfies a public need and the need doesn't go away during term time.

The trains from Rye arrive and leave at just after a quarter before the hour, one for Ashford and one for Hastings. If the bus is on time then some of the time there is a chance of catching a train – if you possess a ticket – but for much of the day there is nearly a one hour wait for the next train.

Anecdotally, people report late running buses or buses just not appearing at all. The Freedom Pass is seen as pointless because the system is so poor. Without a good quality and regular bus service as intended by the government in its national Bus Back Better strategy people will never adopt a bus based lifestyle. It is pointless saying that people don't use the buses so therefore there is no need to improve the service, change must be led by good quality service.

One of the repeated issues raised is getting to the doctor's surgeries – and back again. The time of the appointment has to be precisely negotiated with the surgery's reception and the appointment must be exactly on time. Take the 09:20 from Peasmarsh to Rye : the appointment must be at 09:40 for 10 minutes then it is [just] possible to get the 09:53 back to Peasmarsh. If that is missed then the next bus is the 11:58 from Rye.

There is a similar situation getting to the Conquest hospital in Hastings – except that the hospital dictates the time of the appointment. There are five useful buses to the Conquest from Rye but one has to get to Rye and then wait for the connection. Only 4 of the five are of possible use as one has no connection from Peasmarsh. The journey takes over 90 minutes but driving takes 30 minutes at most.

A final point is that because travel distances are much greater in rural areas, poor and disabled people without access to personal cars are more isolated without good quality bus services than similar people in urban areas.

Road Safety

Whilst Peasmarsh has some adjoining side roads, it is primarily a linear village with the A268 running along its core. The resulting problems of noise and traffic have been a long running grievance and led to the Parish Council setting up a speed monitoring group within the village – see Appendix A3.

This found that no fewer than 69% of all vehicles break the speed limit when travelling through the village. As well as adding to noise levels this leaves people uncomfortable with walking and cycling through the village [there are currently no cycle lanes]. During the parish consultation the single most popular safety measures proposed within the village were an extension of the 30 mph zone and traffic calming measures on the main road. Slower, safer traffic would also encourage parents to walk their children to school and reduce congestion in School Lane.

PPC should continue to push for proper measures to control traffic speed, which will increase pedestrian safety and promote walking and cycling in Peasmarsh, in line with the NPPF and RDC aspirations to promote green living.

Utilities

The results of the 2021 survey showed that stakeholders were far from happy with the utilities provided in the parish :

Utility Services : 61% adequate

Most of the concerns related to drainage – both sewage and surface water, electricity supply and telecommunications.

Clean Water Supply

Although there were no issues raised during the public consultation with respect to water supply, the clean water depends upon a power supply which is more problematic and liable to failure. What is needed is for the supplier to have contingency plans in place to supply the parish in the event of power failure and not to make it the responsibility of residents to travel elsewhere to pick up supplies of bottled water, which is what has happened in the past.

Foul Water Disposal

Attempts by the PNDP steering group to obtain information on the foul water system from Southern Water [SW] have had only limited success, with information being provided grudgingly and without detailed evidence.

In essence its view seems to be that there are no significant problems and any flooding incidents are the results of self-inflicted failures of care by their customers. This runs counter to the lived experience of the residents of the village, particularly those unfortunate enough to live in locations prone to foul water flooding :

Two cell phone pictures taken of the same event when sewage was lapping at the back door of a house.

Two more images are shown on the next page.

Frame grabs from cell phone videos of two separate incidents. On the left sewage is erupting from close to an inspection chamber. On the right sewage is gushing out with some considerable force from the underground sewage main.

As is discussed in Section 4.3.5 of the Plan, the key issues are :

- the limited nature of the network so that only part of the village has access to the sewage system;
- the inability of the system to cope with surface water even though SW accepts that the older properties in the village have combined systems;
- the capacity of the system from the pumping station onwards, including Iden WTW;

Anecdotally, people talk of foul water backing up in their toilets – even though their drain to the in-street sewer is free flowing – and explosive events coating toilet walls with excrement. What the parish is lacking is a central reporting system for these events so that an evidence database can be built up. This is addressed in the Plan.

There have also been informal ‘chats’ with SW workers when at the pumping station. It is reported that, in their view, there is no spare capacity at the station.

When SW undertook a Baseline Risk and Vulnerability Assessment for the Iden wastewater treatment works in 2020, five risk criteria were found to be 'very significant' : pollution risk, storm overflow risk [2020 and still in 2050] and nutrient neutrality [2020 and still in 2050]. This confirms that the performance of the wastewater system is potentially below the minimum threshold but there is no mention of remedial investment in SW's long-term plan.

It is worth noting that the water industry is normally regulated by 5-year investment programmes. As a result, the timing of future housing development may be impacted by the financing of any sewage system upgrades required.

Surface Water Drainage

Peasmarsh is at no significant risk of river flooding, however its geological make up and position in the High Weald means the village has a long history of surface water flooding. In many ways, the clue is in the name! Over 50% of the suggestions to improve the village utilities in the public consultation sited "better drains" as their first priority.

Heavy rainfall [which is expected to increase in frequency and intensity in the future due to climate change] has resulted in the activation of old discharge routes both above and below ground. Heavy rainwater runs straight off the top of the clay soil and results in significant surface water flooding in certain areas of the village. These areas have been identified as part of the infrastructure plan for the village.

Typical flooding of the Old Hop Gardens following a downpour event

This flooding also becomes focused on highways, due to the faster run-off from the hard surface adding to water coming off the fields and sideroads so that locations and properties along the A268 at its lowest points have been inundated several times due to gullies being overwhelmed [particularly where these have not been maintained]. In addition, as noted above, the surface water sometimes mixes with foul water during such flooding episodes to make the experience even more noxious for the unfortunate villagers who suffer from it.

Due to the need to retain Peasmarsh as a rural village within the AONB, and in order to obtain the climate change benefits of a clustered settlement, it is not possible to have developments outside the vicinity of the existing village, even though there are areas elsewhere in the parish with lower flood risks.

Electricity and Gas Supply

While all areas of Peasmarsh have mains electric power, the parish does suffer from frequent, if irregular, power failures. When this was discussed with UK Power Networks [UKPN], the providers, the reason became clear; most areas of the village are on a single line network structure rather than a ring and therefore have no alternative routing when there is a network issue.

This has consequences for parish businesses, who have extra costs to provide alternative power supplies as backup to the mains and to the increasing number of residents who are now working from home on a part or full-time basis.

It also leads to knock-on effects in other infrastructure areas such as telecommunications and pumping stations, the failure of which may, in turn, shut down other small firms. As the need for electricity grows due to electric vehicles and heat pumps, this lack of redundancy may become a serious inhibitor to rural businesses in areas such as Peasmarsh over the period to 2039.

At the same time UKPN has confirmed it is suffering from a shortage of network capacity and skilled engineers, so it is not clear how long it will take to meet new demand in advance, or to install redundancy to prevent outages from occurring. It is therefore essential that adequate power is available in advance of new developments being undertaken.

Gas is available to most properties in the village and has not been raised as an issue in the parish consultation.

Telecommunications

Rural locations such as Peasmarsh are much more dependent on communications via mobile phone and broadband than urban areas as the difficulties of communicating by any other means are much greater.

It is known that a large number of people in the village are elderly and there are a substantial number of other people who are based or work from home. For many of these people a mobile phone is essential, yet mobile phone coverage is patchy, often dependent on the network used and can be very poor outside the village centre.

One is told of people in the village [where coverage is supposed to be best] who have to place their cell phones in strange places [e.g. 'half way up the stairs'] just to be able to receive calls. Away from the village, many people just cannot get any signal in the house and even outside the coverage is poor. One would think that WiFi calling [also known as VoWiFi] would be the answer in this situation – all the main cell phone service providers offer the service – but, of course, that requires a good broadband service – see below.

The broadband picture is similar : in the village superfast broadband [FTTC] is available but away from it the speeds are sometimes only about 10 Mbps – OFCOM's minimum acceptable speed.

Further problems are caused by the lack of redundancy of power lines and the failure to have alternate means of power for mobile phone masts when mains power fails.

Health Services

As discussed in Section 4.4.1 of the Plan, the parish is supported by a full range of health services. Compared to other East Sussex Health Trust areas, and to national averages, the parish is well provided for and has a range of choices. Yet, due to the lack of transport options, the public consultation revealed that nearly a third of village respondents felt there was a shortage of NHS provision locally.

The NHS will not even consider a local GP surgery without a potential patient base of 8,000 and it prefers to see 10,000. It is therefore extremely unlikely that any local facility would be funded by the NHS in the village [and that is not just the capital cost, it is the operating cost too].

Peasmarsh has a range of health services including 3 doctors surgeries within a 5 mile radius. Compared to other East Sussex Health Trust areas, and to national averages, we are well provided for and have a range of choices. Its main local hospital on the outskirts of Hastings was rated as 'good' on its last CQC inspection and others are at Bexhill and Eastbourne. There is a care home in the parish and a new 60 bed facility is being built on the outskirts of Rye, only 2.5 miles away. Over 40 other care homes are available in Broad Oak, Rye, Hastings and BexhillI. Peasmarsh has its own pharmacy, and 2 others are available in Rye.

The key to resolving these issues lies in the provision of suitable sustainable transport for people unable to make their own way to the NHS provisions available, and particularly in improving the public transport connections between the parish and the outside world.

Education

Peasmarsh primary school was well supported by respondents during the parish consultation. Should the expansion of the school become educationally necessary, this would be supported by the Plan.

Secondary education is seen as more of a problem, with many parents preferring to send children out of county to Tenterden in Kent where there is a grammar stream as well as access to an internal 6th form. Rye College has no 6th form and nor does Robertsbridge Community College so children remaining within East Sussex have to travel to Bexhill if they wish to attend one. Providing a 6th form at Rye or Robertsbridge would be a step forward in helping parents chose more local schools.

Conclusion

This investigation reveals that Peasmarsh is currently NOT well served by infrastructure and changes are needed to help those who live, work and visit the parish. The case for these changes is outlined in detail in Section 4 of the Plan. The Plan proposes that the parish council sets up a reporting structure to allow ongoing infrastructure incidents and problems to be tracked over time.

The Plan also proposes a basic principle for development within the village framework. Developers should work on the sites allocated and within the parameters laid out in the Plan to identify infrastructure problems in each location, seek solutions and commit to delivering them in advance of any housing as a condition of planning approval.

Appendix A5 : Glossary

Affordable Housing *see also 'Truly Affordable Housing'*	Housing for sale or rent, for those whose needs are not met by the market.
Ancient Woodland	Woodland which has been continuously wooded since 1600 [and hence probably for millennia].
Community Infrastructure Levy	A fixed, non-negotiable contribution that must be made by new development. It is chargeable on each net additional square metre of development built and is set by Rother District Council.
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Development Boundary	The boundary of a primarily built form area wherein the development of land may normally be appropriate. This does not include a presumption for the development of greenfield land such as playing fields and other open space.
First Homes	A government initiative offering affordable housing for sale. The price must be discounted by a minimum of 30% against the market value, the discount applying in perpetuity so that buyers cannot benefit from it when selling.
Green Infrastructure	A network of multi-functional green space, both urban and rural, capable of delivering a wide range of environmental and quality of life benefits for local communities.
Local Plan	A plan for the future development of a local area, drawn up by the Local Planning Authority in consultation with the community. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.
Local Planning Authority	The public authority whose duty it is to carry out specific planning functions for a particular area. In the case of Peasmarsh this is Rother District Council.
Local Service Village	A village without enough facilities to be a Rural Service Centre but still with a significant number of services *[see Section 4.2 of the Plan]*

Major Development	For most of the country, this is development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m^2 or more, or a site of 1 hectare or more. However, inside a National Park, the Broads or an AONB [as is the case for Peasmarsh] the definition is devolved to the decision maker.
Plantations on Ancient Woodland Sites	Ancient semi natural woodlands that have been felled and replanted with other tree species.
Rural Exception Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Shared Ownership	A house purchase scheme whereby the occupier owns a share of the property and pays rent on the portion not owned.
Strategic Environmental Assessment	A procedure [set out in the Environmental Assessment of Plans and Programmes Regulations 2004] which requires the formal environmental assessment of plans which are likely to have significant effects on the environment.
Sustainable Transport	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.
Truly Affordable Housing *see also 'Affordable Housing''*	Affordable Housing in the context of the parish as discussed in Section 6.4.1 of the Plan.
Windfall Site	A site not specifically identified in the development plan.