Day One

AFTERNOON VISIT – Stonegate



Another group went to Stonegate to explore this part of the parish… these are the things they saw and experienced on their way.

Ticehurst Parish Council


Is this a potential development site at Cottenden Road at east of Stonegate?

The group placed further signs around Stonegate to advertise the event and point out some of the issues that had been raised.

"9th March. Do you know that the farm barns have been identified as poss areas of development? Have your say. Attend mtg today or tomorrow (all day + 7:30pm 10/3"

Website address, email, QR Code and an invitation to get involved!





The quarry site off Bardown Road is a brownfield site and therefore would be considered a priority option relative to greenfield alternatives for development under the National Planning Policy Framework.

Quarry off Bardown Road

The group placed further signs around Stonegate to advertise the event and point out some of the issues that had been raised.

"There is a meeting above today (9/3) + all tomorrow + evening @Ticehurst Village Hall. Do you know that this area has been identified as POSSIBLE area of development"




St Peter’s Church, Stonegate



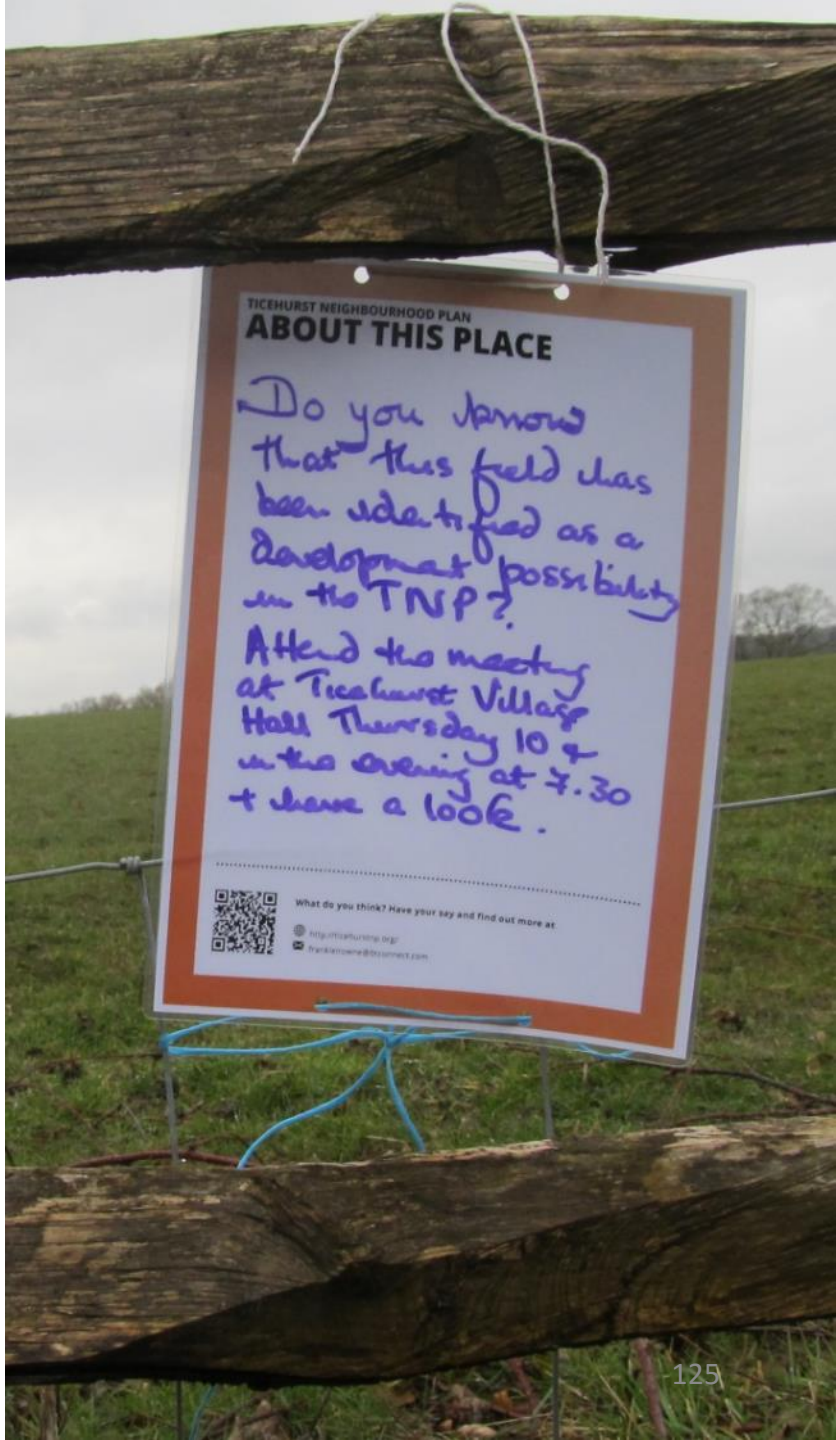
Station Road looking towards Stonegate C of E Primary School



Panoramic view of land opposite St Peter Church (off Station Road)

The group placed further signs around Stonegate to advertise the event and point out some of the issues that had been raised.

"Do you know that this field has been identified as a development possibly in the Ticehurst Neighbourhood Plan? Attend the meeting at Ticehurst Village Hall Thursday 10th and in the evening at 7.30pm and have a look"





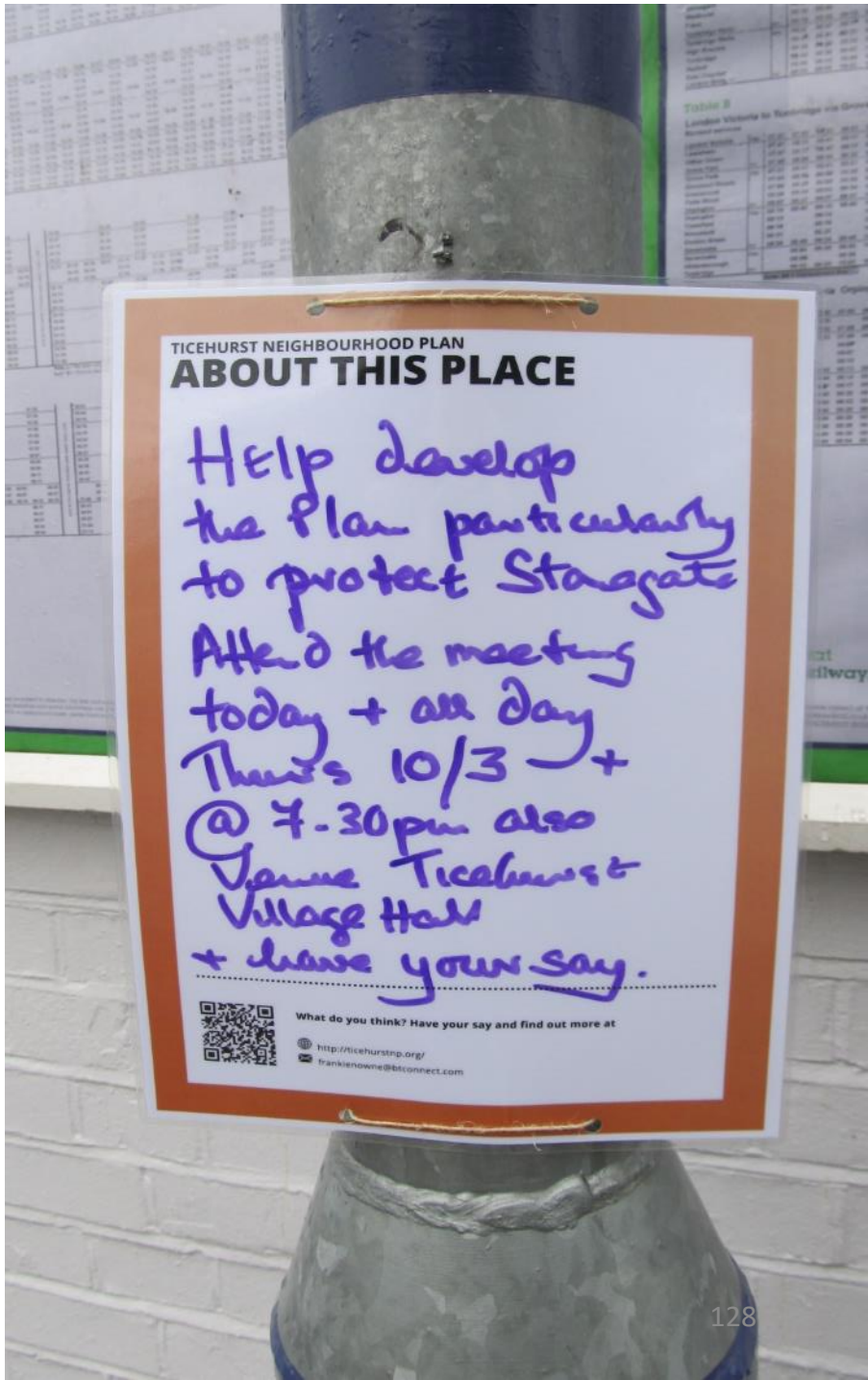
Taken from Station Road looking north



Stonegate Station entrance

The group placed further signs around Stonegate to advertise the event and point out some of the issues that had been raised.

"Help develop the plan, particularly to protect Stonegate. Attend the meeting today & all day Thurs 10/3 + @ 7:30pm also. Venue Ticehurst Village Hall + have your say"





Signs were being read immediately!


Cottenden Road by the Village Hall

The group placed further signs around Stonegate to advertise the event and point out some of the issues that had been raised.

"Please support this consultation 9/10 March all day + at 7:30pm Thurs as well. Areas of Stonegate have been identified for possible development. Have your say!!"



Day One

AFTERNOON VISIT – Traffic



A final group explored traffic issues in the centre of Ticehurst...

Ticehurst Parish Council



This visit provoked a debate about whether or not the obstructions in the form of parked cars are a problem or not.

The parked cars do mean drivers have to move to the centre of the road and exercise caution but is this a bad thing if it means they move more slowly and more deliberately? Free-flowing and/or obstacle-free traffic can be fast, care-free and noisy.

A car having to move into the middle of the road due to parked cars outside the Chequers Inn

There is a growing body of evidence that suggests that reduced or impeded sightlines leads to slower speeds and more careful driver behaviour. See “Manual For Streets” guidance, Volume One (2007) and Volume Two (2010).

Meanwhile, longer sightlines can lead to faster speeds. This needs to be understood in the context of Ticehurst parish.

“Parked cars mean there is no sightline for approaching cars”





The lack of a dedicated footway here is characteristic of a village although it does mean that cars and people need to successfully share the same space. It would not necessarily be appropriate to add a segregated, raised pavement here as the separation of people and cars can make traffic speeds go up.

A better solution would be to enshrine the principle that this a shared space through improved surface materials, not just black tarmac, to help make clear this is not just a space for cars. There is currently no white or yellow painted lines which already helps make clear that this is not a “conventional road” but something more specific to this place.

Parked cars on St Mary’s Lane forcing pedestrians into the centre of the road

Again, is this a bad thing or not?

Longer sightlines can lead to faster speeds. This needs to be understood in the context of Ticehurst parish and how and where cars are parked.

“Parked cars mean there is no sightline for approaching cars”





Parked cars on the High Street encroach onto the pavement

The subliminal message when a driver parks on the pavement in order not to block the road is that he or she has decided to block the less important part of the street network (i.e. the pedestrian part) in order to keep the more important part i.e. the vehicle part) clear.

This attitude will need to change if walking around the village is to prioritised and the public realm is to be improved.

What can the neighbourhood plan do to bring about this change?

The “two wheels on / two wheels off” parking approach also damages the surface, leading to deterioration, further deterring walking (see slide #99).

“Parked cars make it difficult for pedestrians”



All three cars have their wing mirrors folded-in so the drivers are implicitly aware of the blockage they are creating!

Parked cars on the High Street leave very little space for pedestrians



Day One

AFTERNOON – Back in the hall



Back in the hall, participants reassembled and started to note down all the things they had seen and recorded on their visits…

Ticehurst Parish Council

Day One AFTERNOON – Back in the hall





Back in the room, groups mark their site visits on the plans



Marking out the footpaths leading to Banky Field



Another group focused on the centre of Ticehurst



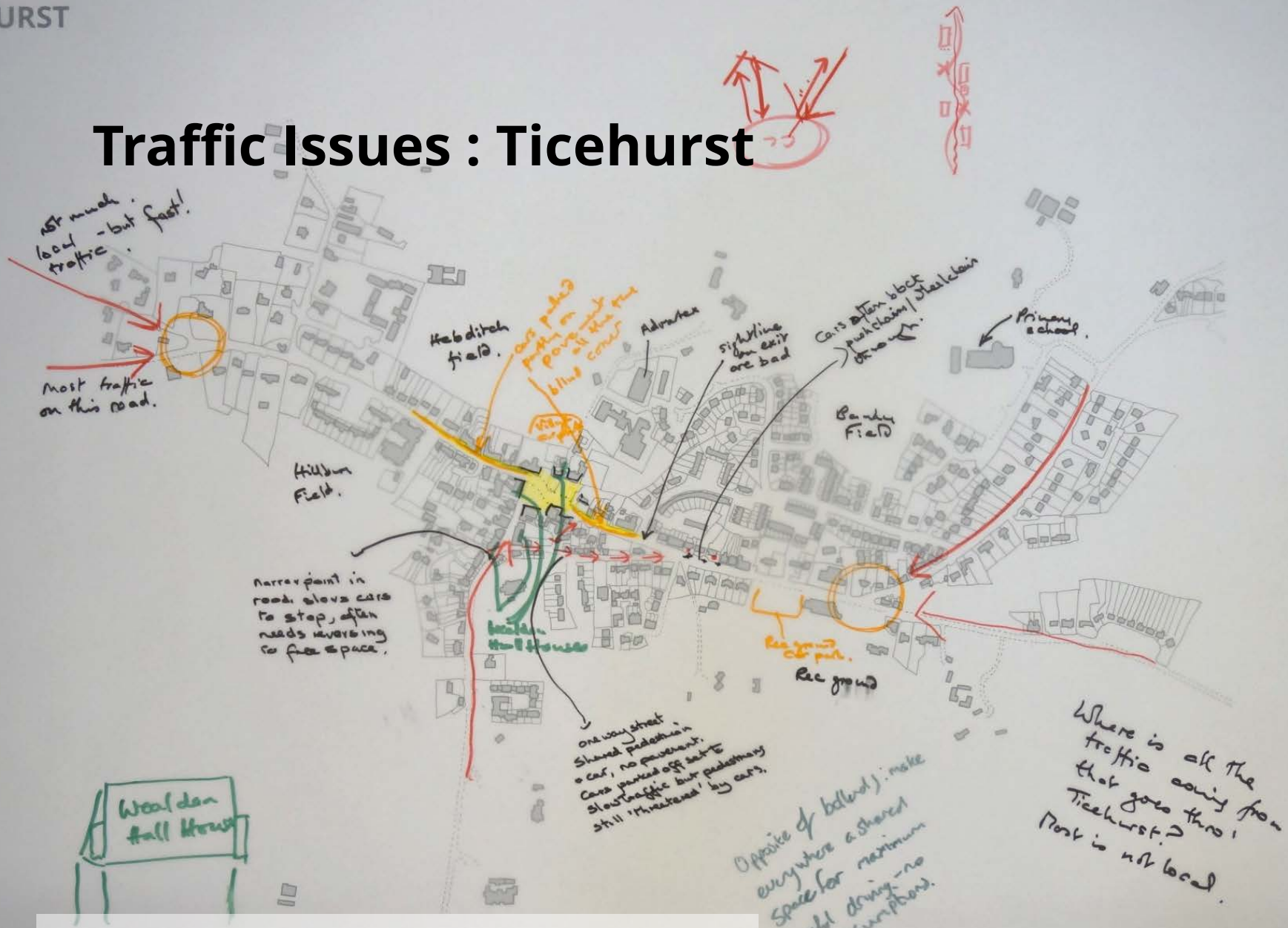
Examining access and movement along the High Street


This group marked out sites they had seen as suitable for development



This group marked out sites they had seen as options for development

Traffic Issues : Ticehurst



This is the summary plan about traffic issues as produced on the afternoon of the first day.

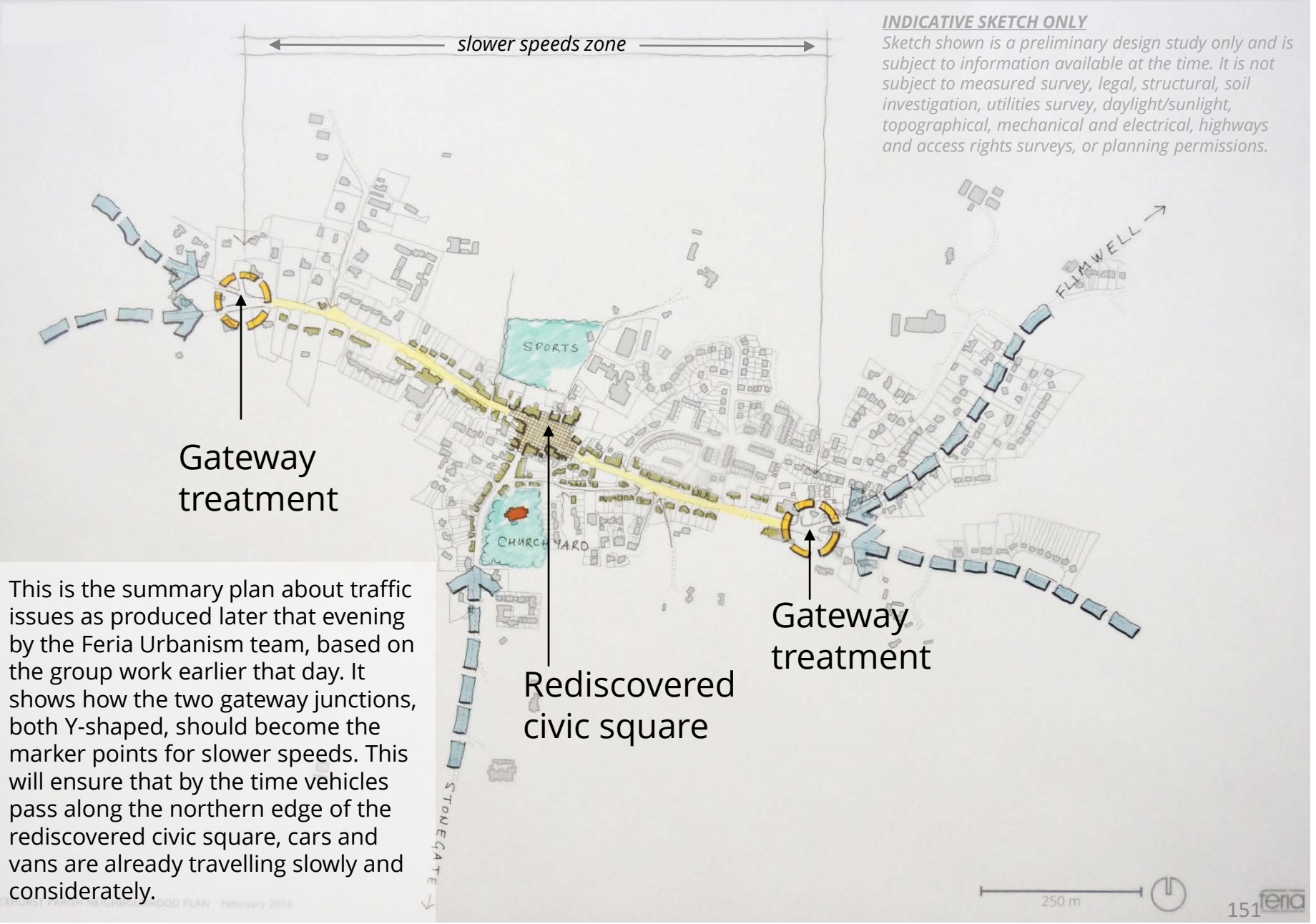
Day One : Afternoon – Ticehurst

- Parking issues in the centre of Ticehurst
- Slow down the traffic before it reaches the village square
- Lanes should feel like lanes and be dominated by pedestrians

Day One : Afternoon – Ticehurst

- Junction outside of the village hall needs improvements for safe pedestrian access
- Banky Field – all weather, accessible foot/cycle paths are needed

Ticehurst Traffic Management Strategy Plan

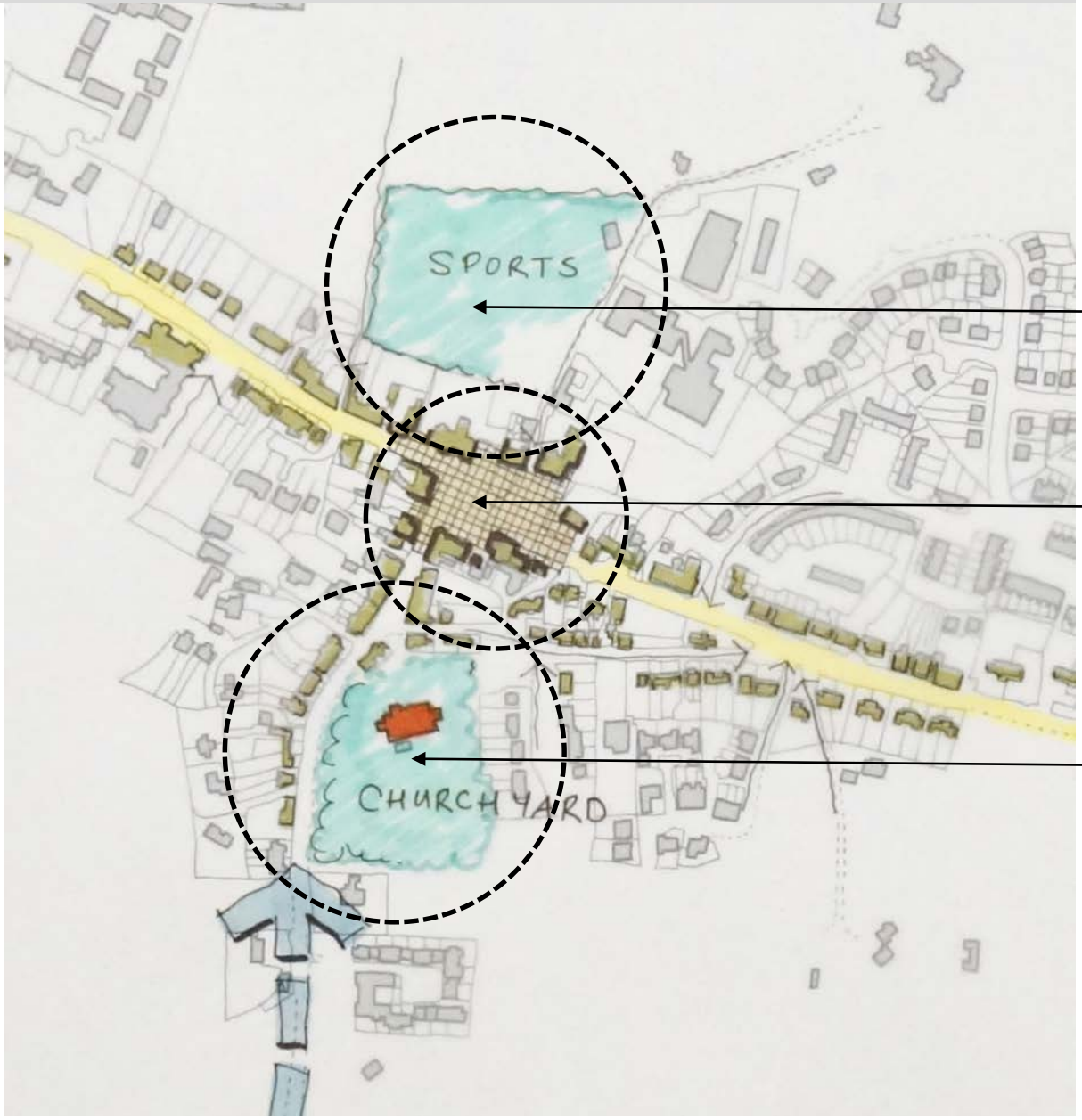


INDICATIVE SKETCH ONLY

Sketch shown is a preliminary design study only and is subject to information available at the time. It is not subject to measured survey, legal, structural, soil investigation, utilities survey, daylight/sunlight, topographical, mechanical and electrical, highways and access rights surveys, or planning permissions.

This is the summary plan about traffic issues as produced later that evening by the Feria Urbanism team, based on the group work earlier that day. It shows how the two gateway junctions, both Y-shaped, should become the marker points for slower speeds. This will ensure that by the time vehicles pass along the northern edge of the rediscovered civic square, cars and vans are already travelling slowly and considerately.

Ticehurst Public Spaces Strategy Plan



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Important green space

Rediscovered civic square

Important green space

This plan shows the “bow-tie” effect that results from the hard-paved civic square being situated between two important green spaces, the sports pitches to the north and the churchyard to the south.

Ivinghoe, Buckinghamshire
"Safety, civility and slower speeds in an historic village"

The design forum looked at traffic-calming and traffic management examples from another rural parish, in Buckinghamshire.

Many of these techniques were considered applicable to Ticehurst parish.



The examples shown here were produced by Ben Hamilton-Baillie, a nationally respected street designer and public realm practitioner. For more info: http://www.hamilton-baillie.co.uk/index.php?do=projects&sub=details&pid=160



This is a typical approach to the village, with scrappy bits of grass left over between pavement and road. There are no direct pedestrian routes and there is no dedicated car parking.

Ivinghoe, Buckinghamshire


Ivinghoe, Buckinghamshire
The revised version shows dedicated and continuous pedestrian routes, off-street car park spaces and a circular device (but not actually a roundabout!) instead of the side road give-way markings to slow traffic in both directions, not just in one direction.

Here are some sketch designs for changes to other parts of Ivinghoe, Bucks.





The sweep of Church Road on the approach to the village centre

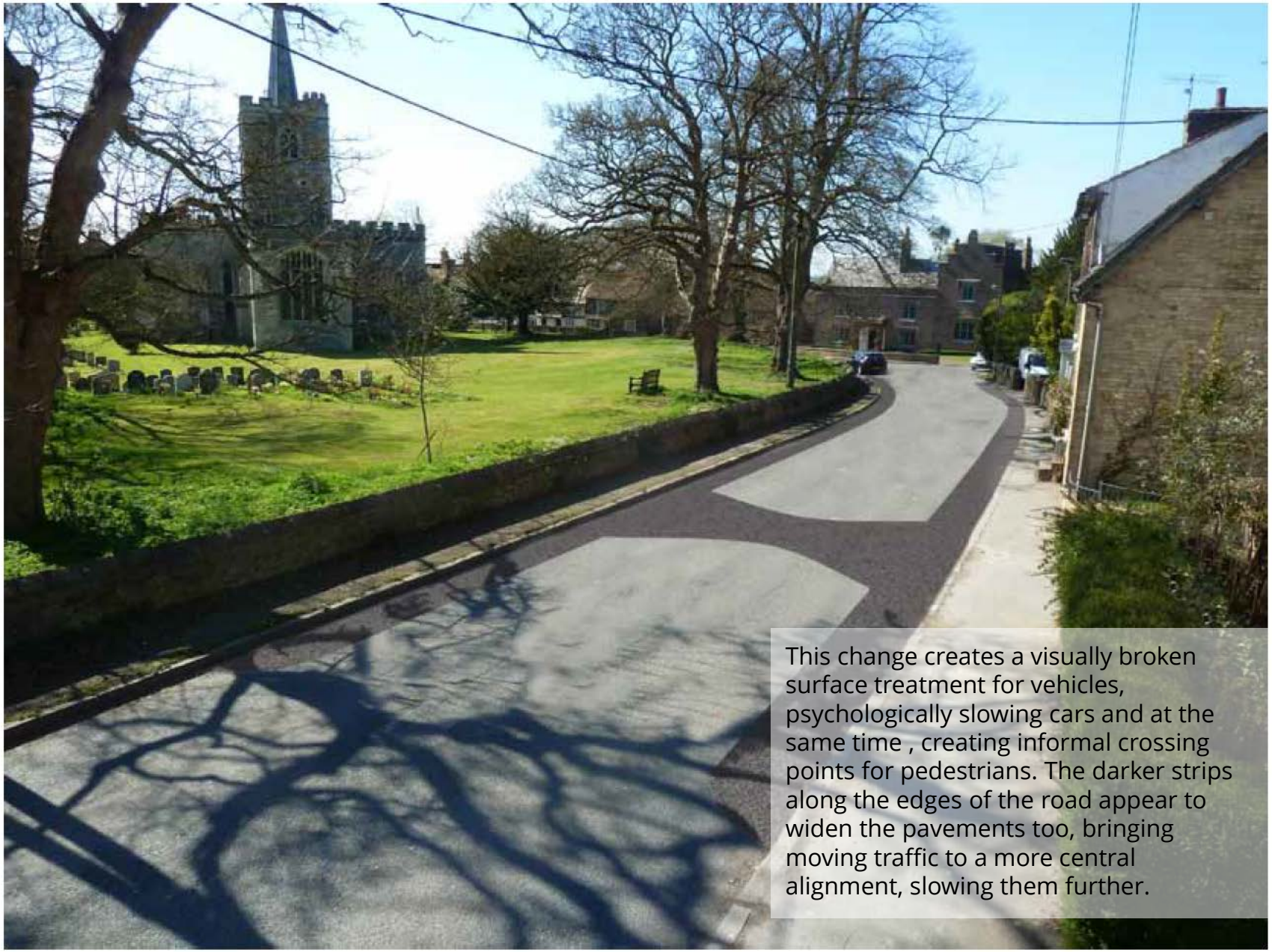




A driveway emerges at the entry to the conservation area



The village core requires a reduction in scale and speed



This change creates a visually broken surface treatment for vehicles, psychologically slowing cars and at the same time , creating informal crossing points for pedestrians. The darker strips along the edges of the road appear to widen the pavements too, bringing moving traffic to a more central alignment, slowing them further.

This is the existing situation near to the church in Ivinghoe village. The road sweeps past without any acknowledge that an important civic and heritage building is right alongside it.



The church gate marks the approach requiring very low speeds



Church Road and the centre of the conservation area



The proposed change creates a sweep towards to church steps leading to the church door. This creates a sense of priority across the road rather than along it and invites pedestrians to cross and encourages cars to slow down.

Ivinghoe, Buckinghamshire



The current situation getting to the village hall. Cars have uninterrupted movement from left to right in this image. Pedestrians need to wait for a gap before they can cross without any dedicated features to help them.

Ivinghoe, Buckinghamshire



The proposed situation to access the village hall. Cars now have their path “broken” by the visual treatment to the surface and pedestrians have an invitation to the front door. This rebalances the priority between cars and people.

Ivinghoe, Buckinghamshire

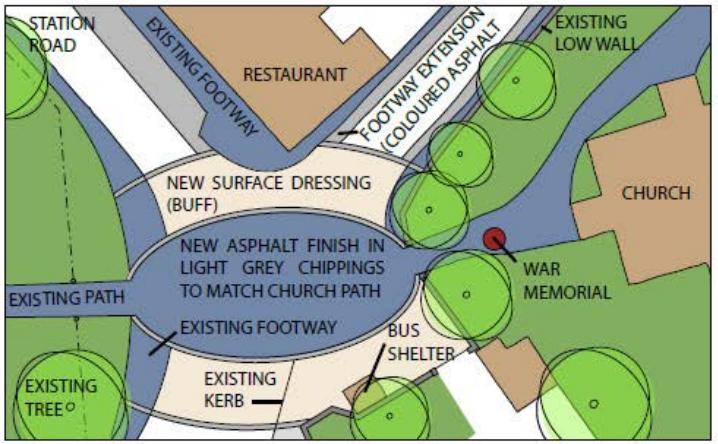
Ivinghoe, Buckinghamshire

Junction by the church





The junction forms an important role as the focal point of the village

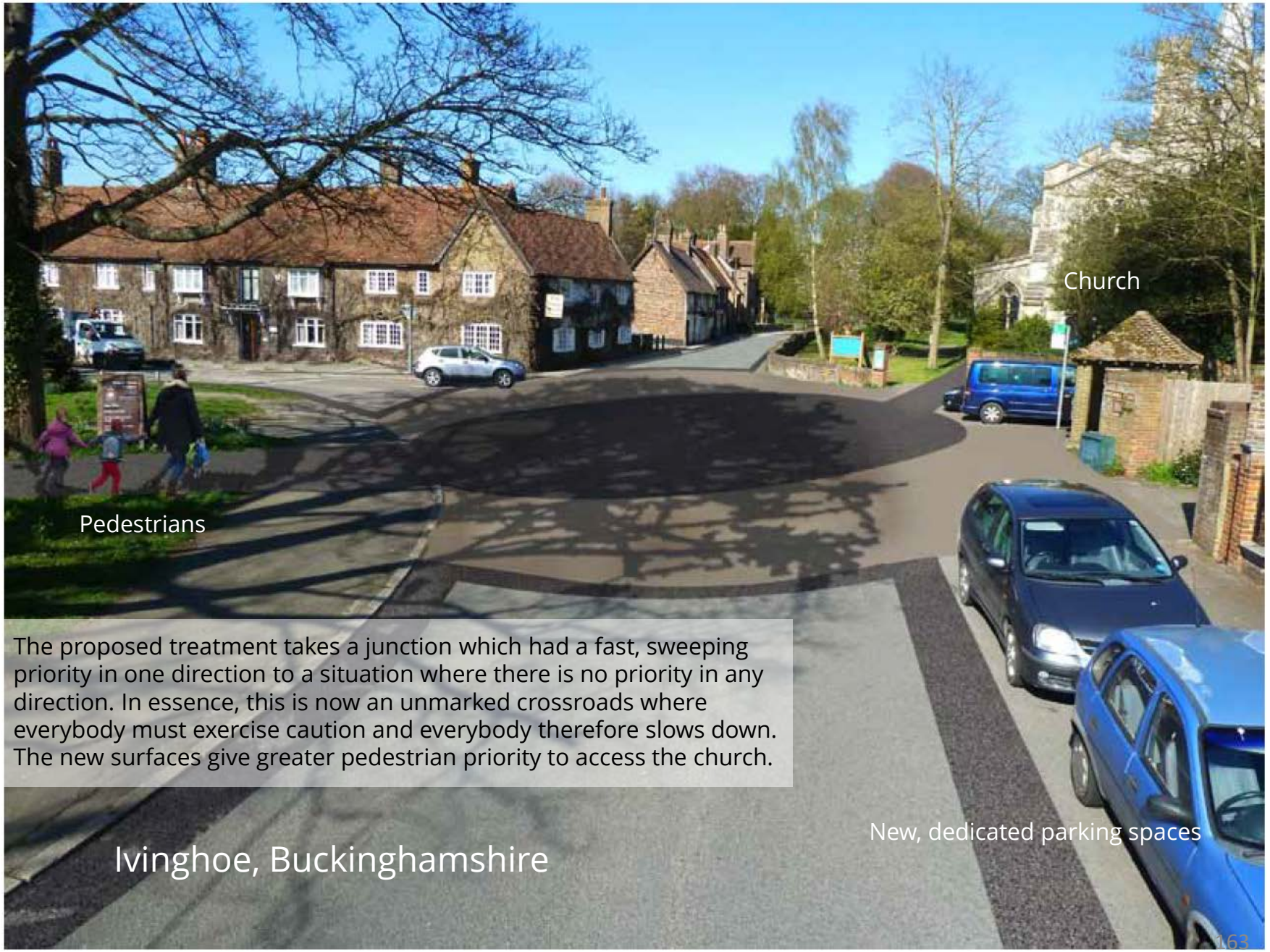




The relationship with The Lawns sets up complex pedestrian flows



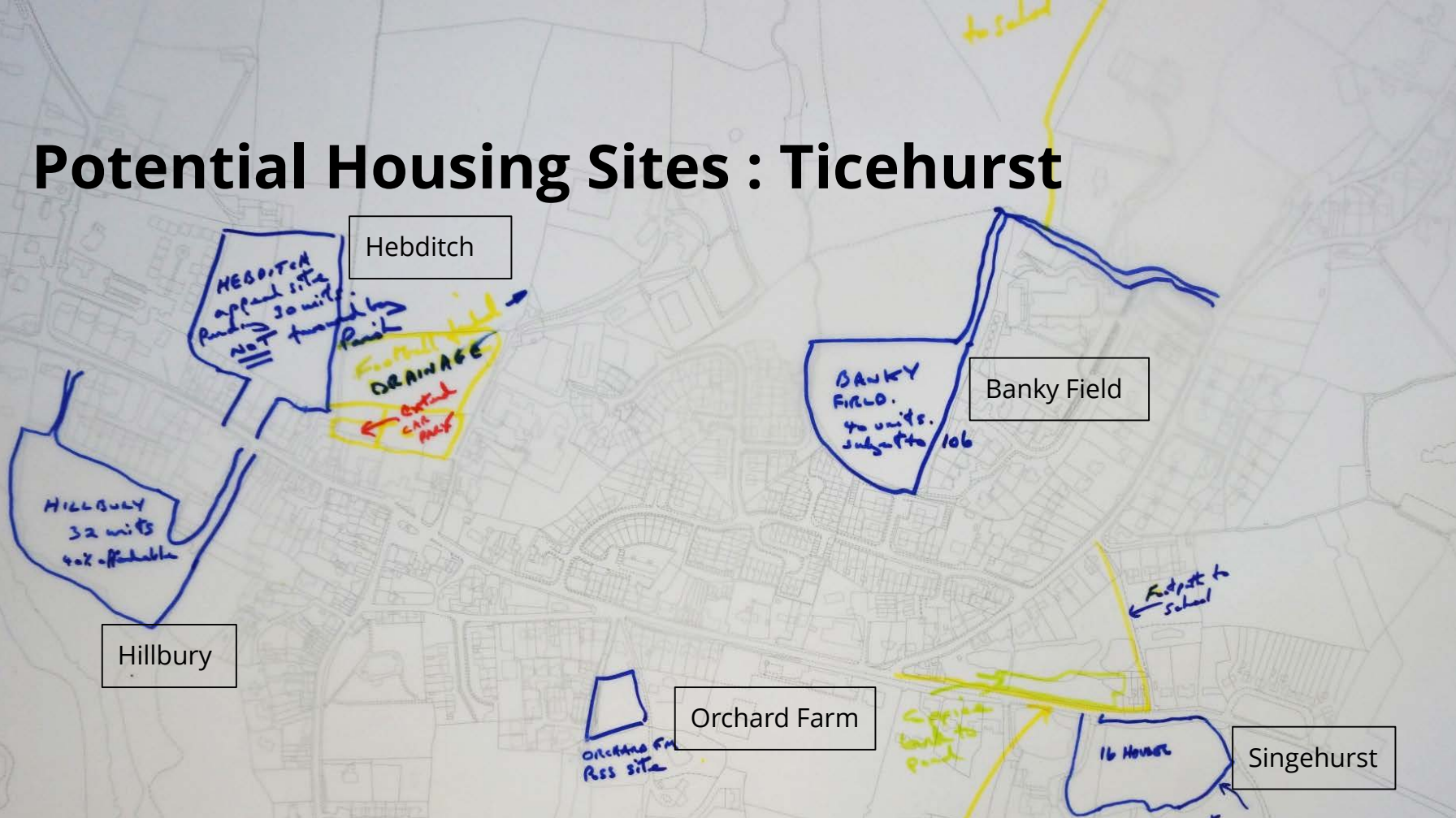
The proposals would downplay the through-route and create a distinctive place



The proposed treatment takes a junction which had a fast, sweeping priority in one direction to a situation where there is no priority in any direction. In essence, this is now an unmarked crossroads where everybody must exercise caution and everybody therefore slows down. The new surfaces give greater pedestrian priority to access the church.

Ivinghoe, Buckinghamshire

Potential Housing Sites : Ticehurst



After the quick detour to Buckinghamshire, back to Ticehurst and the series of potential development sites as identified by the group in the afternoon. Many of these sites are subject to active planning applications, recently refused permissions or granted permissions that have not yet been implemented.

It should be noted that many of these issues will be resolved before this neighbourhood plan is finished so this is more about the lessons learned and how these issues can inform the development and drafting of the plan rather than how the plan can directly inform these sites.

Day One : Afternoon – Ticehurst

- Singehurst (Rydon) development site is in a suitable location
- Improve the footpaths to and from the site
- 32 houses behind the Old Coachworks could be approved

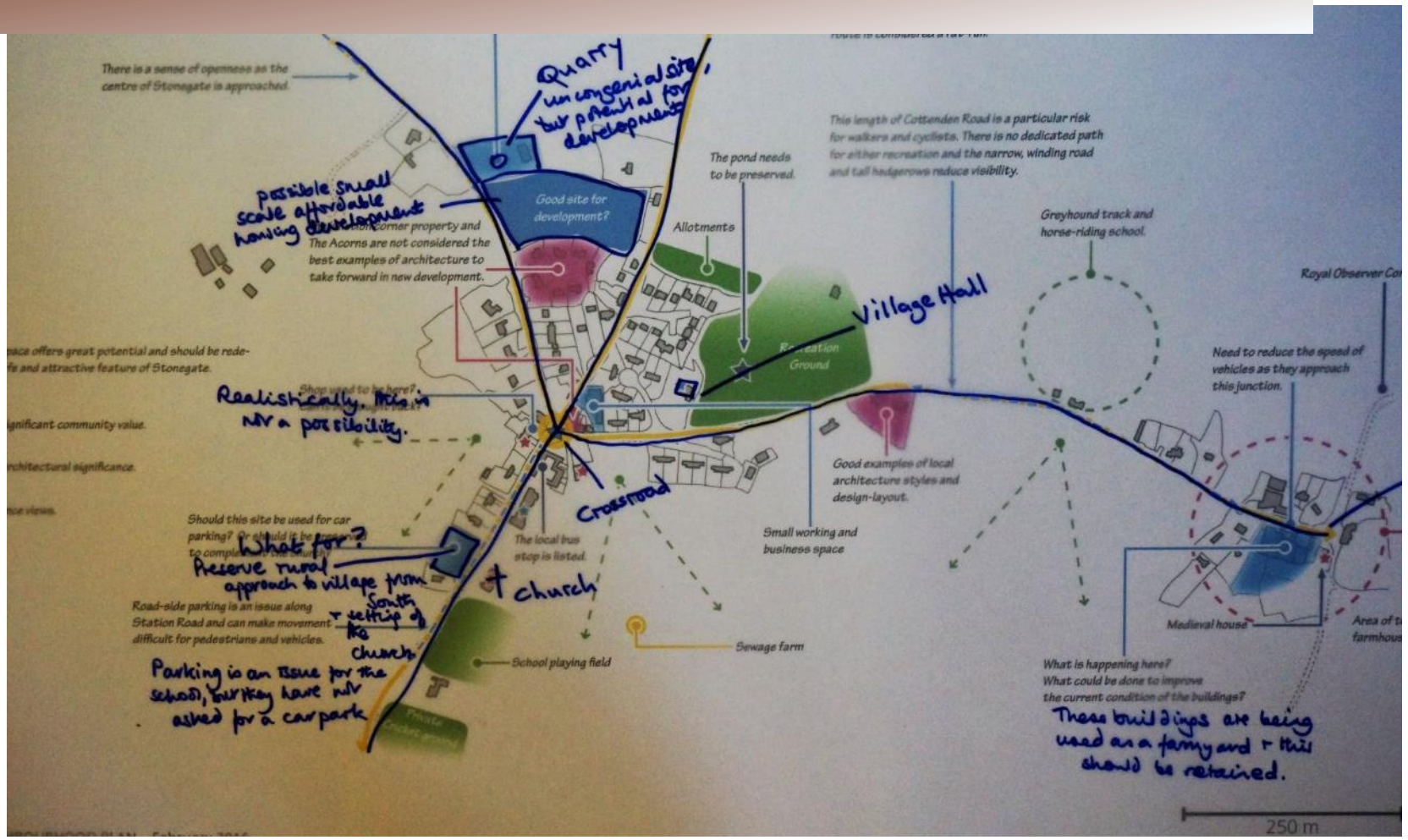
Day One : Afternoon – Ticehurst

- Farthing Hill playground. Is better equipment needed?
- Sensory lighting needed alongside industrial units off Pickforde Lane

Day One : Afternoon – Ticehurst

- Car park behind The Bell, improvements in recycling bins and signage and landscaping needed
- Car parking along High Street needs to be addressed, including the local car-dealer

Day One : Afternoon – Stonegate Review



One group on Day One reviewed the earlier PLACE map from January and marked up their comments.

Day One : Afternoon – Stonegate

- Traffic/parking in Stonegate needs better control
- Pedestrian access to and from the school has improved
- Junction has improved over the last 10 years but needs more

Day One : Afternoon – Stonegate

- Stonegate does not want large-scale development
- Need to preserve the rural setting of Stonegate
- Pressure on infrastructure needs to be considered

Day One : Afternoon – Stonegate

- Cottenden Road: Views to the south and west need to be preserved
- …this road is a narrow lane with speeding traffic
- Farming still takes place in Stonegate and it feels rural

Day Two

MORNING



Ticehurst Parish Council

On the second day, participants reassembled and were presented with a concept plan that the Feria Urbanism team had prepared overnight.

Day Two

- Recap yesterday's work
- Key task for this morning

and then…

- Agree afternoon work

These was the title slide that greeted participants at the start of the second day.

Developing Planning Policies

A key objective of the second day was to start to draft planning policy based on everything that had been heard, seen and experienced during the first 24 hours. This was the "blank" parish-wide concept plan that was presented to participants…

