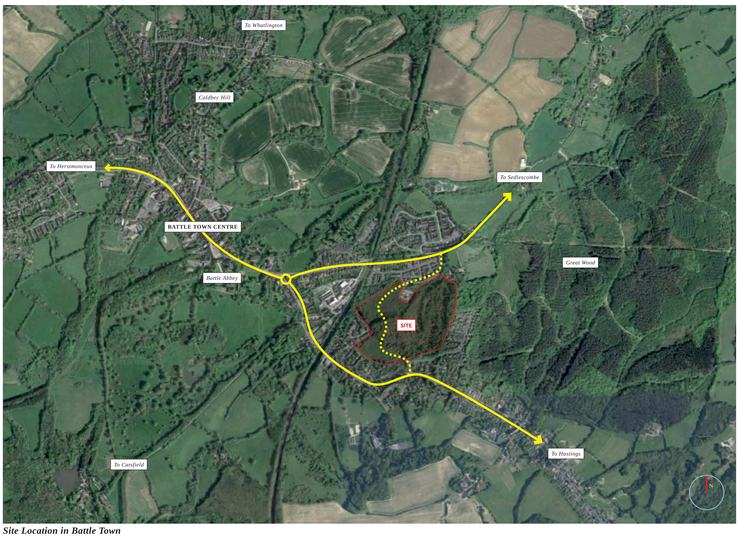
Existing Site



Site Location in Battle Town

In 1967, East Sussex County Council's Battle Draft Town Plan notated a part of the area for residential use and a part for industrial use. In 1972, it published the informal Battle Town Plan and Town Centre Map on which parts of the Blackfriars area were also shown for residential development.

In 1975, Rother District Council published the Blackfriars Site, Marley Lane, Battle Design Brief. The brief indicates land for residential development, possible primary school site, possible local community centre, possible children's home and open space.

Both the Consultative Draft (1995) and Initial Deposit (2001) versions of the Rother District Local Plan show land for development within the Plan period and beyond the Plan period. Notwithstanding this background, only a relatively small part of the area has so far been developed.

Some 90% of the Blackfriars site is bounded by development, with semi Natural Ancient Woodland bounding the remainder. Any development would need to respect the setting of adjoining Listed Buildings and an attractive group of farm buildings to the north-east.

View looking West towards Proposed Site Access from Harrier Lane

View looking West along Public Right of Way from Middle of Site

View looking South from Middle of Site

View looking East from Proposed Site Access at The Spinney

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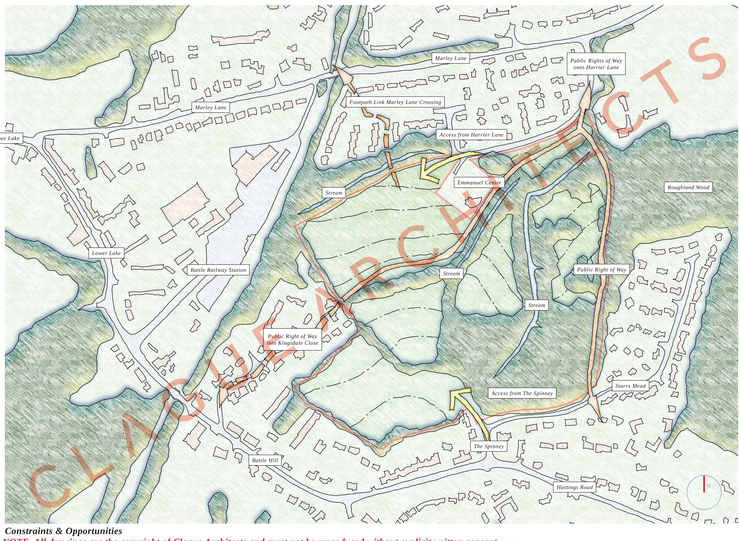
Design Development



Constraints & Opportunities

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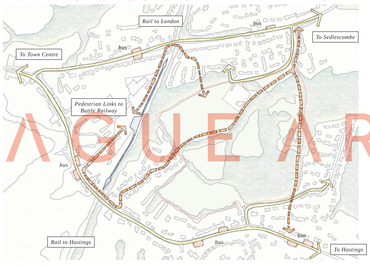
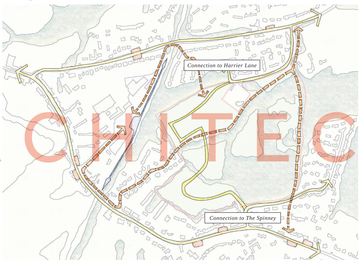


Existing Connections



Proposed New Road

The site is bounded immediately to the north by Harrier Lane, and to the south by The Spinney / Starr's Mead

The site is crossed by two Public Rights of Way, being crossed south-west to north-east, and north-south along its eastern edge

A number of public transport stops are well located adjacent the site, including bus stops and Battle Railway Station

A key part of the site's current viability is reliant on the delivery of a new road between Harrier Lane and The Spinney

The proposed link will relieve congestion at Marley Lane railway crossing and the Marley Lane / Lower Lake mini-roundabout

The proposed new road will be designed to provide an additional connection between Marley Lane and Hastings Road, but configured to avoid unwanted 'rat-run' use and potential nuisance parking

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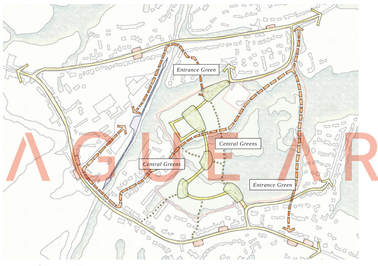
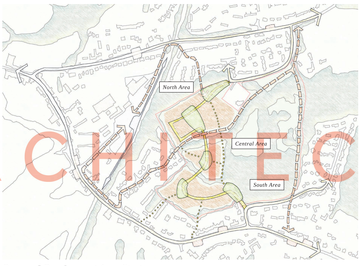


Proposed Connections Strategy



Proposed Development Area Strategy

Thorough pedestrian connectivity, both within the site and into the neighbouring area, is an important part of the design of the proposed masterplan

To encourage safe and accessible movement across the site, a series of well proportioned public spaces will be located throughout the scheme at key intersections

Based on the technical constraints of the site and the connective opportunities of the new road, it is proposed to concentrate the development areas as illustrated

The proposed development area strategy minimises the amount of mature landscape and ecological habitat that will be impacted by the masterplan, and retains a significant area in the south-east as improved ecological landscape

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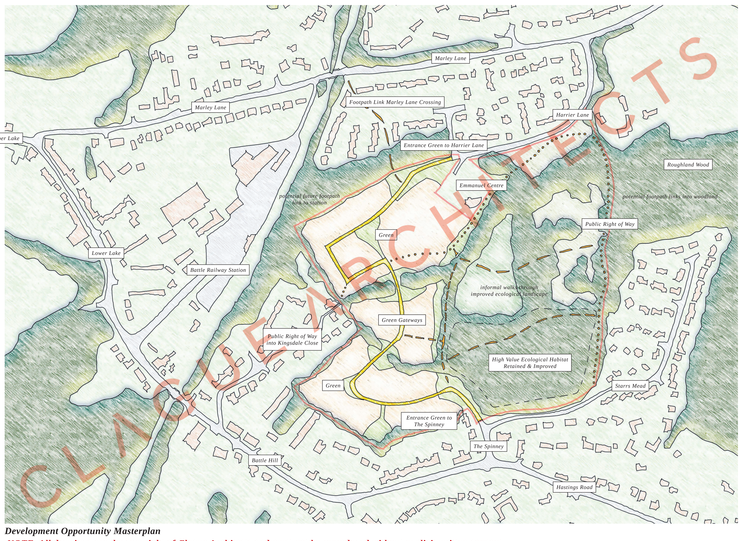
Proposed New Road



Development Opportunity Masterplan

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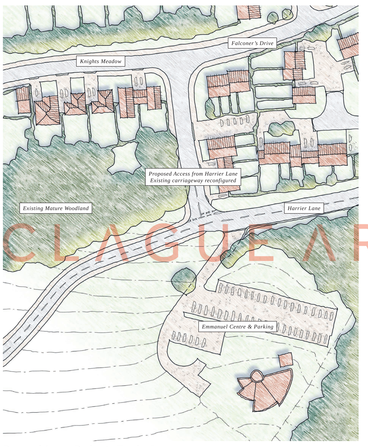
Detailed design has been started for the new road and its connections to the existing junctions. GTA Civils have been working closely with the masterplanning team at Clague Architects and development team at Rother District Council to make sure that the new road is located in the right place and provides the best opportunity for practical future development.

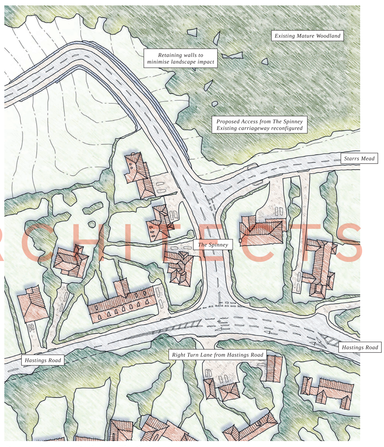
The proposed road connects Harrier Lane in the north with The Spinney in the south, to help traffic move safely and efficiently around the eastern edge of Battle.The existing right-turn-lane on Hastings Road allows safe traffic movement into the site from the south.

The technical design of the road is being worked up in full detail to best address the numerous constraints of the site, primarily:

- *Ground levels vary through the site, falling around 40 metres in height from north to south. The new road has been designed to avoid difficult gradients*
- *The existing mature tree belts are made up of many good quality trees, and have much broader value as ecological habitat. Therefore, the new road has been very carefully designed to minimise the amount of existing landscape to be removed*



Proposed Access Design to Harrier Lane



Proposed Access Design to The Spinney

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