



EDDR

Hello & Welcome

This is a one-off leaflet included with the Parish Magazine to provide some information about EDDR, particularly for those residents on the Downlands Estate. Much of the information, and more, is also on our website (see end overleaf).

Who are EDDR?

EDDR is a not-for-profit private company limited by shares (company #01796596). It was set up in 1984 *To acquire, hold, manage, maintain, administer and deal with the common roads and verges adjacent and belonging thereto on land known as the East Dean Downlands Estate.* Currently there are three directors supported by an Administrator. Contractors are commissioned as required to maintain the roads. There are no employees within EDDR, the company has always been run entirely by volunteers. We work closely with the Parish Council and the Residents Association to benefit all road users on the Estate. All households on the Estate are entitled to become shareholders; there's no charge. To become a shareholder simply contact us via email or via the website. AGMs are held around Feb/Mar each year. The Report & Accounts and AGM minutes for the past four years are available on the website.

Resurfacing

The development of the Estate started in the 1930s and the majority of the roads were laid in the years which followed. They were based on concrete. They are now covered by a thin layer of tarmac and as such require maintenance more often than a standard roadway. Resurfacing work consists of planing off the old surface, or part of it, and laying a new surface. Road planing avoids the complete removal of the whole road surface. Instead of time consuming and costly excavation, where possible the road surface is removed using a planing machine, allowing the new surface to be directly overlaid onto the sub layers of the road. This provides a more cost effective and more environmentally aware surfacing solution as an alternative to full reconstruction. Road planing materials are recyclable. We plan for resurfacing works usually to be undertaken in the summer months.



Kerbing

Before we plan resurfacing, we look at the kerbs. These form an integral part of the combined drainage systems, incorporating gutters and drainage outlets, which together form a channel for surface water drainage. This helps prevent water ingress under the tarmac and subsequent frost damage; water ingress along the edges of the road is a major cause of tarmac disintegration. Maintenance of the kerbing is therefore an investment in the road network as it helps avoid otherwise earlier costly repairs and patching of the road surfaces. During 2025 some kerbstones which originally required realignment proved to be in too poor a condition and crumbled whilst attempting to realign. These therefore required replacing.

Classification of the Roads

The Estate roads are classified as 'private streets' meaning they are public highways with public rights of way. However, as the roads are not adopted by the Highways Authority (ESCC), they need to be privately maintained. That is where EDDR comes in; we arrange for the road maintenance, including resurfacing, kerbs, pothole repairs, and gully and drain clearances. EDDR does not own any of the roads. It carries out the road maintenance based on annual receipts from residents. It operates in partnership with the Estate residents - it does not have a stated duty to maintain the roads but a right to do so.

Map

A map of East Dean unadopted public roads is available in our website library.

Maintenance Fee

To finance the maintenance of the private roads we are funded by annual receipts from residents on the Estate. For 2026 the fee is a modest £140 per household. The annual fees were first introduced many decades ago when the Estate was being developed, and today's figure is consistent with those original figures allowing for inflation. There are some 600 properties on the Downlands Estate so our base revenue for 2026 should be around £84,000 if full payment is received. Regrettably a small minority fail to pay their share, with follow-up being a continuous activity. For 2027 the fee will be £150 per household and will be invoiced next Jan. EDDR aims to spend all of what it receives, taking one year with another, subject to holding reserves of around £40,000. There are no distributions. Since being set up in 1984, EDDR has spent over £850,000 on road maintenance.

Potholes

Potholes are formed when cracks develop on the surface of a road due to the tarmac warming up during the day and cooling overnight. Rainwater enters these cracks and when the temperature drops the water may freeze and expand, causing the cracks to swell. With added stress from vehicle traffic, potholes develop and will gradually widen. We plan for the pothole repair work usually to be undertaken in the spring after the impact of the winter weather.

Drains & Gulleys

As these become blocked over time with fallen leaves, silt and debris from the roads, we arrange for them to be inspected, and jet cleaned as required on an annual basis. Many tonnes of waste material are removed. Any necessary repairs are planned to follow the annual inspection report from the contractor. The acid test for drain clearance efficiency is how quickly any accumulated water dissipates. We plan for drain and gully inspections to be undertaken in the autumn, after the leaves have fallen, and for related repairs usually to be undertaken in the summer.



A Brief History of EDDR

1930s - the original Estate Company, Eastdean Downlands Ltd, was formed; it was responsible for the concept and early development of what is now the East Dean Downlands Estate

1963 - following the acquisition of the business of the original Estate Company by Leighton Group of Companies, Fairways (a subsidiary of Leighton) effectively became the Estate Company. Over time, its covenanted income of around £5/pa per household was insufficient to carry out road maintenance works, and the roads fell into disrepair

1981 - Eastdean Downlands Ltd was dissolved and any property and rights were deemed to be *bona vacantia* and vested in the Crown

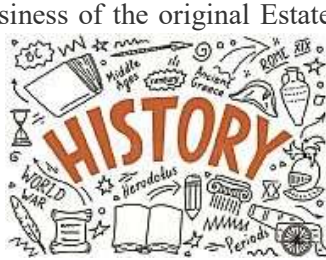
1984 - due to the efforts of the residents, East Dean Downlands (Roads) Ltd was formed to maintain the Estate roads

1986 - under an agreement with Leighton/Fairways Group, EDDR became the Managing Agents of the Estate Company and was entitled to receive monies payable to the original Estate Company and to spend that money on road maintenance

1994 - a legal conveyance was entered into between EDDR and Leighton/Fairways assigning all current and future rent charges and remedies to EDDR

1995 - a further conveyance was entered into between EDDR and HM Treasury assigning any charges due in respect of the dissolved Eastdean Downlands Ltd (the original Estate Company) to EDDR

2014 - Fairways and other Leighton Group companies were dissolved



Road Wardens

There is a newly formed team of volunteers who walk around areas of the Estate on a regular basis and advise of anything they think would help to look after the roads. Things like (but not exclusively):-

<i>potholes or damaged roads</i>	<i>houses for sale or empty</i>
<i>poor drainage</i>	<i>development works</i>
<i>hedges overhanging the road</i>	<i>broken kerbs</i>

We appreciate their help which provides input to the short and longer term work plans. If you'd like to find out more, please get in touch.

We need your Help

We are looking for a new Finance Director and Company Secretary – one or two posts. The present incumbent plans to step down later in 2026 but will be available during any transition period. We would also like to increase our Admin support to help the new Co. Sec. If you would like to help or find out more about any of these areas, or with any other of our activities, please get in touch. We'd love to hear from you.

Build Levy

The Estate roads were not designed for the high volume of vehicles nor the large number of heavy trucks that we see today. This high usage inevitably leads to a higher degree of wear and tear, which potentially could adversely impact the underlying sub-structure. Over many years there has been continuing growth in the development of properties and sites on the Estate resulting in heavy construction works and related vehicles and delivery trucks. This takes its toll on the roads. Therefore, to help fund ongoing road maintenance, EDDR is planning to introduce a 'build levy' which will apply to construction, development, or extension works to properties on the Estate. Once such works have been identified, EDDR will contact the resident requesting a 'build levy'. This will initially be set at the same amount as the annual maintenance fee and will be separately recorded in the company's accounts.

Rules of the Road

There are some 8,000m (5 miles) of road on the Estate, and the normal rules of the road apply (eg: traffic regulations, Highway Code), including:

- *HC Rule 242* must not park where it causes unnecessary obstruction of the road

- *HC Rule 243* do not park opposite or within 10m of a junction, or on a bend

- *HC Rule 248* must not park against the flow of traffic at night, unless in a recognised, marked parking space

- *HC Rule 249* if parking at night on a road with a speed limit greater than 30 mph (as the Estate Roads currently are), parking lights or sidelights must be left on

The national speed limit applies (but EDDR is working with the Parish Council to introduce a 20mph restriction). There is no general right to park on the Estate roads, only a right to pass and re-pass over them.

Do we have your Email Address?

We hold email addresses for over 70% of the households on the Estate. We send out periodic emails (global and road specific) to provide various updates. If we don't have your email address, please consider letting us know it so we can keep in touch.

Contact Us

email: eastdeanroads@hotmail.co.uk
website: eastdeanroads.co.uk