Communities Economy and Transport

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East Sussex County Council

To: Head of Planning
Wealden District Council
Council Offices, Vicarage Lane, Hailsham

FAO: Mr M Taylor
Date: 04th February 2022
Our Ref: WD/2021/2356/MAO
District Ref: WD/2021/2356/MAO

Applicant: Chailey Homes Ltd
Location: Land at Old Orchard House, Horebeech Lane, Horam
Development: Outline application for the erection of up to 38 dwellings, access, landscaping and associated infrastructure

Road Name or Number		**Consultation Date**	25 January 2022
National Grid Reference	558363 116895	**Contact Officer**	Jeffrey Man 01273 482254 Jeffrey.man@eastsussex.gov.uk

Recommendation:

No objection		**Objection**	
No objection subject to the imposition of conditions	X	**Objection due to insufficient information**	

Executive summary
This outline application seeks planning permission for the creation of up to 38 dwellings, access, landscaping and associated infrastructure.

This site has been subject to a dismissal at planning appeal for a proposal of 58 dwellings. Highway comments for WD/18/0509 raised objection initially and by the time the appeal was lodged on grounds of non-determination, the matters that raised highway objection (traffic impact) had been addressed and the highway appeal statement recommended conditions on the basis the Inspector was able to consider the revised information from the Appellant. However, it is acknowledged the Inspector dismissed the appeal, one of the grounds being to significant harm in relation to suitability of location, which would be a material consideration in terms of assessing the proposal.

A subsequent application was also made for WD/2020/2063/MAJ for 51 dwellings, which was withdrawn.

In terms of the highway position, the details submitted in terms of access detail has been supported and those same details are submitted for this application. The layout has been altered to accommodate the reduced number of dwellings forming part of this submission. So, the highway position is that for access, the details are subject to highway conditions as presented at appeal stage, and further attention should be given to the internal layout.

Further comments are provided for the internal layout.

- A revised swept path plan for a 12m long refuse truck is required, as the internal road layout has changed.
- Not all plots have cycle storage, and for some plots, the cycle storage appears to be arbitrarily placed within the gardens. Further consideration should be given to the location of the cycle storage to ensure their convenience.

It is considered that these issues can be provided and, on this basis, I would not object to this application subject to the imposition of conditions.

It is requested that this application will be required to make a public transport contribution to support the school bus services that are currently at capacity and will be unable to support the school transport demands that will be created as a result of further housing.

The County Passenger Transport Team has been consulted on this application and comments have been provided seeking contributions to fund school services. Currently, the closest bus services are 1.3km from the centre of this site which is beyond the ideal distance of 400m. It is noted that Rosemead Farm development did not seek a bus contribution which was at the time considered on balance with the focus on providing a convivial non-motorised route by reducing the speed limit and improving footway and links to the Cuckoo Trail, and distance to the bus stops, although did exceed the 400m ideal distance, walking routes are present along the Cuckoo Trail and Horebeech Lane at 800-900m. This scheme pushes the distance to reach bus stops further though it transpires that routing a bus via the mini-roundabout into Horebeech Lane is problematic from a safety perspective (with no scope to further improve this junction) contributions cannot sought to potentially extend the bus services to be closer to the proposed housing in this location (or land adj to The Rosemeads 60 units). It is noted that the route to the bus stops at Merrydown Village is supported with footways and a zebra crossing and although exceeds the recommended distance, the route is does not encounter difficulties to reach the village centre.

- Provision of transport to and from Heathfield Community College. This is the nearest secondary school to Horam and pupils are entitled to free transport due to living more than 3 miles away. The three double deck school buses linking

Hailsham, Hellingly, Horam, Maynards Green and Heathfield College (routes 267, 268 and 269) are at full capacity. A further bus at a cost of £49,400 per annum is requested to cope with the increased school travel requirement.

- The pupil capacity of Heathfield Community College will, I hope, also been considered. It is a popular secondary school and attracts pupils from Hellingly and Hailsham in preference to Hailsham Academy. If both secondary schools reach their capacity, then this will increase demand for Ringmer King's Academy and Uckfield College, again with cost implications for further school transport provision.

To support this scheme, a bus related transport contribution is required to support the current at capacity school bus service, and to enhance closest stops on the A267 with real time passenger information. A revised highway response will be provided for the application at land adjacent to Old Orchard House.

The total funding requested is £418 per unit per year for 5 years, amounting to £21,318 per annum, proportional to the contribution sought when shared with the site proposal at land adj The Rosemeads for 60 units.

This will be required to be secured in an appropriate legal agreement.

Conditions

1. The development shall not be occupied until parking areas have been provided in accordance with the approved plans or details which have been submitted to and approved in writing by the Planning Authority and the area shall thereafter be retained for that use
   Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway
2. The development shall not be occupied until cycle parking areas have been provided in accordance with the approved plans or details which have been submitted to and approved in writing by the Planning Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles
   Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development
3. No development shall take place, including any ground works or works of demolition, until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,
   - the anticipated number, frequency and types of vehicles used during construction,
   - the method of access and egress and routeing of vehicles during construction,
   - the parking of vehicles by site operatives and visitors,
   - the loading and unloading of plant, materials and waste,
   - the storage of plant and materials used in construction of the development,
   - the erection and maintenance of security hoarding,

- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.
- Pre-condition survey accompanied by a Local Highway Officer providing photographic evidence of the existing highway, to be carried out prior to commencement, to ensure any damage caused to the highway by construction vehicles associated with the site can be identified, for the developer to carry out repairs.

Reason: In the interests of highway safety and the amenities of the area.

4. The new vehicular access shall be in the position shown on the submitted plan [3278:01 Rev A.E] and laid out and constructed in accordance with details to be secured within a s278/s38 agreement with the Highway Authority.
   Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway
5. No development shall commence until such time that a technically accepted highway scheme [30 mph speed limit extension, gateway feature, footway/cycleway on north side of Horebeech Lane] and details incorporating the recommendations given in a Stage 2 Road Safety Audit (with accepted Designers Response) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved highway scheme shall be completed prior to first occupation of the development hereby permitted.
   Reason: In the interests of road safety.
6. The new estate road shall be designed and constructed to a standard approved by the Planning Authority in accordance with Highway Authority's standards with a view to subsequent adoption as a publicly maintained highway
   Reason: In the interest of highway safety and for this benefit and convenience of the public at large
7. The development shall not be occupied until turning spaces for vehicles has been provided and constructed in accordance with the details which have been submitted to and approved in writing by the Planning Authority and the turning space shall thereafter be retained for that use and shall not be obstructed
   Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway
8. No part of the development shall be occupied until a Travel Plan has been approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed following the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
   Reason: To encourage and promote sustainable transport.
9. No development shall not commence until such time that technical details of the public right of way through the site to link to the Cuckoo Trail on the south boundary has been approved in writing by the Planning Authority in consultation with the Highway Authority and the development shall not be occupied until the formal designation and construction of the right of way has been completed.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

All highway works shall be secured with a s278 agreement. The applicant should express at this stage if the internal road network will be offered for adoption or remain privately maintained.

Signed: Jeffrey Man by email Date: 17 February 2022

For Director of Communities, Economy and Transport
On behalf of the Highway Authority
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