

High Kelling Parish Council Comments - PP/26/0186 - Residential development comprising 9 dwellings (application for permission in principle) Location: Land Off of Heathfield Road, High Kelling.

High Kelling Parish Council strongly **OBJECT** to the above planning proposal on the following grounds;

Location

The development is outside of the settlement boundary as designated in the adopted NNDC Local Plan. The site is effectively land locked with no adjoining highway, the access to the site is via either Warren Road or Heathfield Close. Both roads are unadopted and maintained by the residents whose property lies adjacent to the road. The application indicates that the preferred access to the site would be via Heathfield Close, Heathfield Road and The Avenue, all unadopted roads. The proposed access is not appropriate, the unadopted roads are narrow, unable to accommodate two-way traffic and are already suffering under the current use. Residents regularly maintain the unadopted roads at significant cost to ensure they are safe and accessible. The proposed development has been studied and is thought to generate up to 58 additional vehicle movements per day. None of the unadopted roads can accommodate this increase in traffic without causing harm, disruption and inconvenience to the area.

The Avenue junction with the A148 is a well-known known dangerous junction due to the camber of the road and reduced sight lines. It is a very difficult junction to negotiate, sadly in December 2024 two people were tragically killed on this stretch of road, poor visibility was cited as a contributory factor in the Coroner's Report published earlier this year.

It should also be noted that previously planning applications PO/20/0834 and APP/Y2620/A/06/2021051 were turned down on highway grounds due to the unsafe road junction on the A148.

The Parish Council have been collecting SAM2 data along the A148 which records the speeds of moving vehicles, we can confirm that speeding is an ongoing issue on the A148. The average speeds before Christmas at the 80th percentile are between 44mph and 48 mph, the road is officially designated as 30mph. The Police have now also started monitoring speeding here, particularly at nighttime.

The location of the site is not sustainable and as such creates a car dependent development. The information contained in the application is inaccurate and misleading. The Parish Council can confirm that the footway along the A148 is predominantly less than a metre wide, there is no safe off road cycle way. The bus route is not twice an hour but instead once an hour in either direction. There is no safe off road route to access the village facilities, which are situated away from the main village.

The proposal does not conform to Local Plan Policy CC9 as there is no safe or convenient access by foot or by bicycle from the site and public transport is limited. The development cannot safely access the highway network, and the existing network cannot safely accommodate traffic generated by the development.

Land Use

The proposal is for 9 dormer bungalows outside the settlement boundary; this style of dwelling is attractive for older people. This demographic is already catered for with the existing housing stock in the parish. It is younger families which are in need of affordable housing in the area with 34 households currently on the NNDC Housing List seeking accommodation in High Kelling. These households either work in the parish or have family living in the parish but can't afford to live in the parish themselves. The proposed development does not propose any affordable housing. The development does not offer any community benefit which would off set the harm it would cause.

Spatial Strategy / Amount of Development Permitted

It is noted that the number proposed dwellings are within the allocated 20 dwellings as outlined in the recently adopted Local Plan. It is noted that the proposed site lies adjacent to the settlement boundary. However, the proposal does not conform to Local Plan Policy SS1 as *safe and convenient access* cannot be provided.

Conclusion

The proposed development will create reliance on private vehicle use as the chosen site is not sustainable, furthermore the vehicle use will cause harm to the area as the adjoining roads do not have suitable capacity.

The development does not conform to policies SS1 and CC9 and if allowed to progress to technical detail stage would not be supported by NCC Highways due to highway safety concerns, which have already been clearly demonstrated on previous planning applications submitted from the same area. Therefore, the proposal is not viable.

At a recent Parish Council Meeting over 80 residents attended to register their concerns regarding the above development. A great deal of concern was raised with regard road safety, especially with the junction on the A148 and how the site could be developed with no suitable access for HGV's or heavy machinery.

Taking the above into consideration, Cllrs request that NNDC Officers recommend refusal of the above planning proposal.