



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment,
Councillor Nick Bennett

MONDAY, 15 OCTOBER 2018 AT 10.00 AM

COMMITTEE ROOM - COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 17 September 2018 (*Pages 3 - 4*)
- 2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Eastern County Highways Maintenance Depot Project (*Pages 5 - 12*)
Report by the Director of Communities, Economy and Transport
- 5 Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

5 October 2018

Contact Simon Bailey, Democratic Services Officer,
01273 481935
Email: simon.bailey@eastsussex.gov.uk

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Nick Bennett, on 17 September 2018 at County Hall, Lewes

Councillors Richard Stogdon and Sylvia Tidy spoke on item 5 (see minute 22)

19 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 16 JULY 2018

19.1 The Lead Member approved as a correct record the minutes of the meeting held on 16 July 2018.

20 DISCLOSURE OF INTERESTS

20.1 Councillors Richard Stogdon and Sylvia Tidy declared personal interests in Item 5, as the Chair and Vice Chair respectively of the Board of Conservators of Ashdown Forest, but they did not consider these to be prejudicial.

21 GHYLL ROAD, AND SHEEPSETTING LANE, HEATHFIELD TRAFFIC CALMING SCHEME

21.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with written comments in support of the scheme from Councillor Rupert Simmons, the Local Member.

21.2 Ms Pam Lineham and Mr David Rice spoke in support of the objectives of the proposals.

DECISIONS

21.3 RESOLVED to (1) note the objections received to the Notice to introduce vertical traffic calming features (speed cushions and raised tables) along Ghyll Road and Sheepsetting Lane, Heathfield; and

(2) agree that the vertical traffic calming features along Ghyll Road and Sheepsetting Lane, as set out in the Notice, should be taken forward to construction with a modification to the set of speed cushions (reference 06) which shall be repositioned 2.5 metres further north along Ghyll Road.

Reasons

21.4 The result of the 2017 public consultation exercise showed significant support for the proposed traffic calming scheme with 73% of respondents either supporting or strongly supporting the introduction of traffic calming features, speed cushions and raised tables. The consultation also demonstrated there was support for extending the scheme to include Sheepsetting Lane.

21.5 The repositioning of speed cushions at reference 06 would avoid future conflict with a proposed driveway extension that the resident has approval to implement. Officers have consulted with the resident who made the objection and the two adjacent properties, and all three have no objection to the repositioned cushions.

22 WEALDEN LOCAL PLAN - PROPOSED SUBMISSION CONSULTATION

22.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with information regarding further work on transport and education provision modelling as a result of a late increase in the housing provision figure by Wealden District Council.

22.2 Mr Chris Elphick and Mr Nick Kersey spoke to raise highway concerns about proposed development in Heathfield.

DECISIONS

22.3 RESOLVED to (1) agree the views on the Local Plan summarised in paragraph 2.1 of the report, and set out more fully in the Appendix as the basis for representations on the Wealden Local Plan Proposed Submission; and

(2) authorise the Director of Communities, Economy and Transport to elaborate upon and add to those views as necessary for submission to Wealden District Council.

Reasons

22.4 The County Council needs to agree the basis for representations being submitted on the Wealden Local Plan Proposed Submission. The level of growth that is planned will require substantial County Council infrastructure.

22.5 Wealden District Council has increased its allocation by some 3000 new homes, that is to say from 11,456 to 14,228 which leaves this authority exposed to a significant risk around our Capital Programme. This is despite many years of close working through the joint "Roadmap" forum. Previous planning by this authority will need to be re-worked in light of this significant change.

22.6 In order to manage the risks to public services, our own budgets, as well as that of infrastructural failure, the County Council will consider whether and when to request the inclusion of a "Grampian Condition" in permissions which would seek to prevent occupation of new housing until needed infrastructure, particularly around schools and roads, has been put in place.

Report to:	Lead Member for Transport and Economy
Date of meeting:	15 October 2018
By:	Director of Communities, Economy and Transport
Title:	Report on new Eastern County Highways Maintenance Depot Project
Purpose:	To update Lead Member on the project to construct a new Highways Maintenance Depot for the eastern half of the county and to seek approval to use the Highways Structural Maintenance capital budget to progress and complete the project.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the need for a new Highways Maintenance Depot set out in the report;**
 - (2) Approve the allocation of £370k from the 2019/20 Capital Structural Maintenance budget to enable the progression and completion of the project.**
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1. Background Information

1.1 The current budget for the project is £1.3m. This was assigned in 2010 to redevelop the existing Sidley Depot as part of a wider depot rationalisation review project. The revised costs for redeveloping Sidley Depot based on 2018 prices including for inflation and environmental mitigation requirements is estimated at £1.74m. Developing a new depot facility on Queensway, Hastings is estimated to be £1.67m. As a minimum a further £370k is required to complete the project.

1.2 Corporate Capital Board recommended seeking approval to re-allocate part of the highways structural maintenance capital budget to the project to progress and complete the project. This would be allocated from £21m capital budget for road, footway, drainage, structures and street lighting maintenance for 2019/20.

2. Supporting Information

2.1 The depot rationalisation initiative commenced in 2010 as part of a depot review process to consolidate the number of operational highway depots into more modern, maintainable facilities and to dispose of a number of small limited use depots that were unviable and to generate capital receipts for the Council.

2.2 The project initially looked to rationalise the services provided from two existing depots at Sidley and at Cripps Corner (see Appendix 1 for site locations) into a single modern depot at Sidley to provide winter and highway maintenance services for the eastern part of the county.

2.3 However, the current depot at Sidley sits within a residential area, evolving over time in a piecemeal way with buildings and facilities arranged awkwardly that constrain operations, and with the age of the buildings leading to rising maintenance costs (see Appendix 2). Sidley and Cripps Corner Depots (see Appendix 3 for land extent), are the only two highway depots without a salt barn and where winter gritting salt has to be stored in the open. In both cases the gritter sheds are iron framed and constructed with asbestos sheet circa 1970's that are a constant maintenance liability and need replacing while the current offices at Sidley are a prefabricated two story structure more than thirty years old that staff have recently had to stop using because the building is no longer fit for purpose and beyond economic repair.

2.4 As part of developing the project various discussions with Rother District Council (RDC), as the local planning authority, have indicated that they would prefer to redevelop the site as a continuation of the Elva Way business park adjacent to the site. RDC also indicated that any planning

consent for a new depot would likely require significant environmental mitigation measures and operational restrictions that were not envisaged at the projects inception.

2.5 In addition, the activities at Sidley Depot have attracted numerous complaints from the neighbouring residents and the threat of abatement notices from RDC Environmental Health Department. While operational hours are prescribed, the nature of highway work is such that emergency and other out of hours activities need to be undertaken outside of these hours, which result in complaints about noise, dust and smell.

2.6 The depot is also subject to regular inspections from the Environment Agency who monitor the adjacent water course with concerns about leaching from the nearby salt and fuel stores. In short the current facilities cannot meet modern environmental management requirements without significant ongoing operational and maintenance challenges and there is now a real risk that operational activities will have to cease in the future including winter salting.

3. Alternative Depot Site

3.1 With these increasing constraints in mind an alternative site has been identified on Queensway in Hastings (see Appendix 3). This is a green field site adjacent to the Queensway/Crowhurst Road junction and with good links to the Bexhill, Hastings, The Ridge and the A21.

3.2 Early feasibility and design work has estimated the cost of the project at £1.67m. This compares favourably with the cost of redeveloping Sidley depot and in addition, provides the opportunity to develop a modern purpose-built depot on a larger and unconstrained site without disruption to services.

3.3 In addition, once completed, the authority will be able to realise capital receipts from the sale of the Sidley and Cripps Corner depots to support the Councils future capital programme.

4. Conclusions and Recommendations

4.1 There is an increasing risk that maintenance services will have to cease in the future if the limitations and shortfalls with the current facilities at Sidley and Cripps Corner depots are not addressed. This would lead to significant increases in revenue costs if operations for the east of the county had to operate from the nearest alternative depot in Heathfield. However, an opportunity to develop a modern and 'future proofed' facility at Queensway has been identified to ensure highway maintenance can be delivered effectively in the east of the county long into the future.

4.2 Following confirmation from the Council's Capital Strategic Asset Board that no additional funding is available and that this additional funding should come from within the existing CET allocations, Lead Member is recommended to approve the re-allocation of £370k from the 2019/20 capital highway maintenance budget to enable the development of a new depot facility at Queensway to complete the project.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Dale Poore

Tel. No. 07775664161

Email: dale.poore@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Appendix 1 ESCC Depots Sites

Appendix 3 Cripps Corner Depot (5539 m2)

Marley Lane site (6677 m2)

Appendix 4 Queensway Site (6390 m2)

Appendix 2 Sidley Depot (4850 m2)

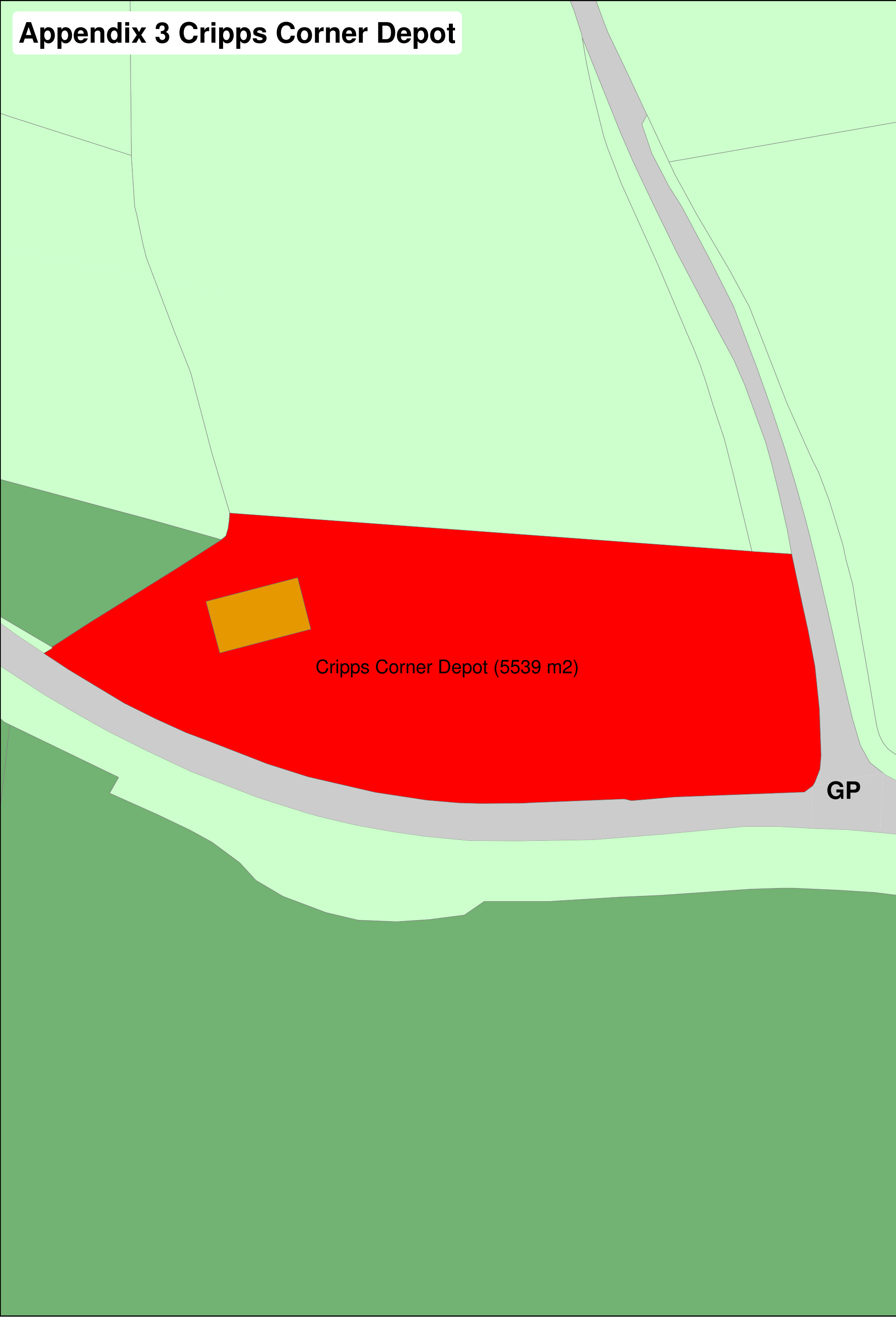
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Appendix 2 Sidley Depot



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Appendix 3 Cripps Corner Depot



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