

Committee:	Regulatory Planning Committee
Date:	10 December 2025
Report by:	Director of Communities, Economy and Transport
Title of Report	Horebeech Lane, Laundry Lane and Marle Green, Horam - Traffic Regulation Order
Purpose of Report	To consider the objections received in response to the formal consultation on the draft Traffic Regulation Order associated with the development of Rose Mead Farm (Rosemead Place), Horam.
Contact Officer:	Mark Weston 01273 482242
Local Member:	Councillor Bowdler

RECOMMENDATIONS:

The Planning Committee is recommended to:

- 1) Not uphold the objections to the draft Order as set out in paragraph 2.3 of this report; and**
 - 2) Recommend to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as advertised.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 Planning permission for a residential development of 123 dwellings at Rose Mead Farm (Rosemead Place), Horam, TN21 9DZ was granted by Wealden District Council in December 2016 (Planning application reference WD/2016/2071).

1.2 The planning permission secured an agreement to provide a new site access in the form of a mini roundabout, a priority working feature at the nearby bridge, footway improvements and street lighting. A proposed reduction of the speed limits in the area was also secured and funded by the housing developer.

1.3 The speed limit proposal is for an extension of the 30mph speed limit in Horebeech Lane eastwards to the junction with Laundry Lane. In addition, 40mph 'buffer' speed limits (i.e. to aid the transition from 60mph to 30mph) in Marle Green and Laundry Lane in advance of the extended 30mph limit are proposed where there is some frontage development. Outside of these areas there is little development and the roads are more rural in nature so it is not considered a lower limit can be supported in these areas.

1.4 The latest Department for Transport (DfT) guidance (Setting Local Speed Limits) states that the lowest speed limit on a rural road, that is not within a 'village setting', is 40mph. It is considered that the completed development on Horebeech Lane at Rosemead Place, together with other development approved on the south side of the road, meets the DfT guidance for a 'village setting' and therefore the proposed extension of the 30mph speed limit along Horebeech Lane is valid. However, due to insufficient frontage development on both Laundry Lane and Marle Green it is considered they fall outside of the criteria for them to be considered as part of the 'village setting' and therefore the appropriate speed limit for these roads will be 40mph. This view is shared by Sussex Police.

1.5 Speed surveys were carried out at a number of locations within the extent of the proposed speed limits. These surveys showed that the speed limit criteria to introduce a 40mph buffer speed limit on Laundry Lane and Marle Green were met. The speed limit criterion to allow the extension of the existing 30mph speed limit on Horebeech Lane was not met by 1mph in an easterly direction in the recoded average speeds so physical intervention is therefore required to achieve the necessary speed reduction.

1.6 To help achieve the speed reduction necessary on Horebeech Lane it is considered that the proposed extension of the 30mph speed limit should be supported by a gateway feature (enhanced signs and road markings at the change in speed limit). This gateway feature, together with the mini roundabout and the priority working at the bridge already in place, should all contribute to slower driving habits along the road and thereby allow the 30mph speed limit to be extended as proposed.

1.5 An initial consultation for the proposed waiting restrictions was carried out between 12 March 2025 and 7 April 2025 with the Parish Council, County Councillor, and statutory consultees including the emergency services. No objections were received to this consultation.

1.6 On 12 September 2025, the County Council gave notice under the relevant sections of the Road Traffic Regulation Act 1984 (as amended), that it was proposing to make a Traffic Regulation Order. A copy of the draft Traffic Regulation Order is included at Appendix 1. A copy of the advertised Notice of proposals was placed on posts in Horebeech Lane, Laundry Lane and Marle Green, copies of the proposals were also placed on deposit in County Hall reception for viewing by members of the public and on the County Council's Consultation website. In addition, the Public Notice was advertised in the local newspaper (Sussex Express) on 12 September 2025. Statutory Consultees were also contacted again to make them aware of the formal consultation. The formal period for representations ended on 3 October 2025.

1.7 The proposals are as follows:

30mph Speed Limit

C208 Horebeech Lane, Horam	From its junction with the A267 Little London Road, south-eastwards to a point 6 metres north-west of its junction with Laundry Lane.
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40 mph Speed Limit

C406 Laundry Lane, Horam	From its junction with C208 Horebeech Lane, north-eastwards for a distance of 270 metres.
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C208 Marle Green, From a point 6 metres north-west of its junction with C406 Laundry Lane,
Horam south-eastwards for a distance of 737 metres.

2. Comments and Appraisal

2.1 During the formal consultation period, 7 items of correspondence were received. All 7 supported the proposal, including a District Councillor but 3 asked for additional restrictions so have to be regarded as objections. Full copies of the correspondence received, and officers' responses have been made available in the Members' room and have also been made available to the Members of the Planning Committee in electronic format.

2.2 Those in favour of the proposed restrictions consider the proposal will improve road safety by lowering speed as they are of the opinion that traffic currently travels too fast on these roads.

2.3 Objections were received from 3 local residents all related to Laundry Lane. The objections were;

- Please may I ask if it could be lowered to 30 mph then hopefully the traffic will take more notice and slow down. Currently some cars turn into Laundry Lane from Horebeech Lane, and the drivers put their foot down as if they are racing!
- We would like the speed restriction to become a 30mph limit rather than 40mph the difference in 10mph would make a real difference when using the lane especially leaving and entering our property.
- May I respectfully submit in the interests of road safety that the proposed limit of 40mph along C406 Laundry Lane Horam be further limited to 30 mph along the current proposal and would further suggest that a restriction of 40mph be extended as far as the 30mph zone at Vines Cross, Nettlesworth Lane. Currently there are many vehicles travelling at excessive speed along this section notwithstanding the natural hazards of the bends and hill. It is particularly dangerous at the crest of the hill where there are a number of private driveways. As a resident of Laundry Lane may I thank you for your consideration in anticipation.

2.4 Having considered the objections; officers are satisfied that there are not sufficient grounds for the proposals to be withdrawn or amended for the following reasons:

2.5 The speed limits proposed meet both the Department for Transport and County Council's own policy for setting speed limits. Also, the objections propose introducing changes that were not within the extent of the proposals that were advertised and consulted upon. Because of this, it is not possible to uphold those objections and make lower speed limits and extensions to speed limits beyond those proposed restrictions already consulted upon.

2.6 As set out in paragraph 1.4 above 30mph speed limits can only be implemented on rural roads within a 'village setting' and it is not considered that Laundry Lane currently meets the criteria to be classified as such due to the low levels of frontage development. Should further development come forward in Laundry Lane which changes the nature of the road, the speed limit can be reviewed again.

3. Conclusion and reasons for recommendation

3.1 The proposed restrictions have been designed to reduce speeds in the area associated with the Rosemead Place development. The Order is therefore proposed to prevent the likelihood of danger to persons or traffic using these roads.

3.2 It is therefore recommended for the reasons set out in the report, that the Planning Committee does not uphold the objections, and recommends to the Director of Communities, Economy and Transport that the Traffic Regulation Order be made as advertised.

RUPERT CLUBB

Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

None