

Minutes of the EXTRA ORDINARY COUNCIL meeting to DISCUSS PLANNING APPLICATION LW/17/0226
LOWER HODDERN FARM DEVELOPMENT held in the MAIN HALL, Meridian Centre, Peacehaven,
Wednesday 19th April 2017 at 7:30pm.

Members

Councillors: Wayne Botting Jackie Harrison-Hicks
Daryll Brindley Andy Loraine
Rachael Coles Ron Maskell
Jean Farmiloe (Chair) Dave Neave
Reg Farmiloe Amber Robertson
Brian Gosling (Vice Chair) Robbie Robertson
Lynda Hallett Melvyn Simmons
Job Harris Andy Smith
Ann Harrison

Present:

Councillors: Wayne Botting Job Harris
Rachael Coles Ann Harrison
Jean Farmiloe (Chair) Jackie Harrison-Hicks
Reg Farmiloe Andy Loraine
Brian Gosling (Vice Chair) Ron Maskell
Lynda Hallett Robbie Robertson

ESCC Cllr's:

In Attendance

Claire Lacey – Town Manager
Campbell McBryer – Leisure & Amenities Manager

GENERAL BUSINESS

C200 CHAIR ANNOUNCEMENTS

Cllr J Farmiloe, Chair of Peacehaven Town Council

Good evening ladies and gentlemen, Councillors, residents of Peacehaven.

I am Councillor Jean Farmiloe, the Chair of Peacehaven Town Council and I will be chairing this meeting this evening. Thank you for attending this Extra Ordinary meeting of Peacehaven Town Council, where we will be discussing the planning application for housing at Lower Hodder Farm.

We are not expecting any fire drills this evening, so if you do hear the alarm, please leave the building by the closest exit door, to your right, or to the rear of this room.

For those of you who have not attended a Full Council meeting before, we do have procedures we have to follow by law and this meeting will be documented. Out of courtesy, we would like to inform you that we shall be video recording the Council meeting, for our records only.

C201 PUBLIC QUESTION TIME

Now to Council business, there will be time for public to ask questions at the beginning of the meeting. The questions have been received by the Town Manager and a list collated for those questions to be read out. One of the officers will bring the microphone round for you to read out the question you have submitted,

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so please will you raise your hand when your name is called. You are required to state your name and ward in which you live, for our records.

We have a maximum of 30 minutes in which to receive questions and each resident will be limited to 2 minutes. We hope your questions will be answered as part of tonight's Council debate. Please be reminded that this is a Council meeting which is being held in public, not a public meeting. Once business commences, residents are not permitted to speak, unless asked to do so.

Any questions we receive for the developers will be passed to Barratt Homes and we will ensure their responses are published within 14 days of this meeting. We can now start public questions –

The Chair of the Council called out names of residents to read their previously submitted questions in the following format - Total 38 mins

1. Resident's Association – List of questions read by A Sargent West Ward

Some of the following questions were raised with Barratt Homes at their recent consultation meeting which they were unable to answer.

- What was the extensive community and public consultation as per Barratt's hand out? Was there a report published?
- Who are the local stakeholders as per Barratt's hand out? When did PTC approve the master plan?
- Why is there only one road assessing and egressing the site via Pelham Rise?
- Why is Hoyle Road not connected? This is a much easier and safer route to the shops
- What is the Council's guide lines for car parking on the estate
- What is being done about the already overcrowding of the two doctors surgeries? This needs to be decided prior to any planning approval
- Barratt's pamphlet states that it is an easy walk to the shops and pub and takes 15 minutes, try it with shopping bags in the rain
- What is the definition of affordable homes? Will these be handed to a Housing Association?
- Will the frequency of bus route 14 be increased and bus shelters provided?
- Please confirm how much Community Infrastructure Levy (CIL) monies will be available
- What does coordinated package of multi modal transport measures concerning the A259 consist of? Will the monies come from the Government and ESCC to implement these?

Details of the infrastructure such as highways improvements and medical facilities should be clearly identified, budgeted and the source of monies clearly identified and agreed before planning permission is given by PTC and LDC

Questions will be sent to Barratt Homes / Developer for a response

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2 - Lynda Duhigg East Ward

I wish to object to this full planning application for the development of Lower Hodden Farm. Peacehaven cannot cope with any more dwellings and extra vehicles at present due to the lack of infrastructure, Doctors Surgeries and Schools. The A259 and roads within Peacehaven are at breaking point, badly maintained and accessibility to areas is at peak times gridlocked. A priority must be to enhance our road structure before any further building takes place. I therefore respectfully request that Peacehaven Town Council Planning and Highways Committee recommend refusal until a futuristic infrastructure plan can be incorporated into this Planning Application which can be shown to be beneficial to Peacehaven

Noted by Council

3 - Sue Griffiths North Ward

Will Peacehaven Town Council (PTC) make a statement in relation to contributions made to them by Barratt Homes.

Resident was referred to the Policy and Finance meeting on 25th April 2017 for them to issue a statement

4. Brian Chatfield East Ward

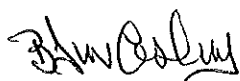
Will PTC recommend that this application be rejected?

I have had confirmed from our Town Manager that our elected Town Council only have the authority to recommend to LDC that this application for potentially 450 new houses be approved or rejected. Following this meeting we must hope our elected members will follow the will of the electorate and opt for rejection. On the basis of current population figures, again provided to me from the Town Managers Office, approval of this scheme (in full) would lead to an increase in the population of Peacehaven of between 8 and 10% and this increase does not take account of other major developments like that on the old Motel site at the eastern end of town or the possible development of our ghost Police station site. Our infrastructure, schools, doctors, dentists as well as the pollution of the atmosphere from the already overcrowded A259 cannot properly cope with current population levels let alone further increases of at least the size I mentioned earlier.

Will the Council assure us, the constituents of Peacehaven, they will oppose this scheme with all their might and if necessary and on our behalf, endeavour to ensure a Full Public Meeting is called if LDC feel inclined to dump on Peacehaven yet again.

Chair responded to state that as far as PTC are aware, works on the site are for archeology testing only, building has not commenced. Questions will be passed to the developer for a response

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5 . Amanda Miles East Ward

I object to the planning application due to the lack of infrastructure, Drs, School Places and the amount of extra traffic on roads which were not designed for the amount of vehicles that use them now without the extra at an average of 2 cars per household will bring. There will also be less open spaces which will affect wildlife also the noise which at a total of an extra 450 house will bring. I also want to know if it will only be walkways from Firle Road and Southview Road and will not in time be made useable for vehicles

Noted – this has been sent to the case officer at LDC already

6 . Andy Strickland North Ward

What improvements to transport infrastructure can you 100% assure me will take place? The south coast road is stretched to breaking point so where will there be a new road in and out of Peacehaven? (I am assuming that this has been considered and dealt with) What improvements to the bus service are planned? The present service is unacceptably unreliable as it is, and is also full to bursting before it leaves Peacehaven on a workday.

Are all utilities due to be updated? (Gas water and electricity.) Can you give me 100% assurance that there will be no outages due to the new development? Are new shopping facilities planned to cope with the new influx of people? How many people are envisaged by the way?

What improvements to the health services are planned? A new doctor's surgery? How many more doctors, nurses and staff will be needed and where will the new doctors come from as I believe that there is a shortage of GPs?

School places: what arrangements are in place to cope with new students and how many are expected? How many of the homes will be affordable for local people (whatever that means)? How do you define affordable and what is the basis for the definition.

I welcome the development and acknowledge the need for more housing as I believe that it could be very beneficial to Peacehaven but not if the development goes ahead without thoughtful and intelligent infrastructure improvements.

The Town Manager informed that "those answers are not available to the Council at this time, although the developers will be contacted for their response". Stated that "Peacehaven Town Council has serious concerns about the volume of traffic travelling along the A259, which is the only access route in and out of the Town. Residents of Peacehaven have requested an additional road access, towards Lewes, or via Piddinghoe, which will have to be costed by the ESCC Highways and Highways England. East Sussex County Council Highways team have assessed this and stated that "it does not stack up economically" although there are no figures yet to work from."

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7 - Geoff Shephard North Ward

My wife and I attended the recent Drop in Consultation hosted by Barratt Homes and as a consequence would like to place on record our concerns.

First of all it was disappointing that no councillors were present, either Town, District or County. Is this an indication that they have no interest or that the development is a foregone conclusion and the Consultation was something of a pointless exercise?

With regard to the Development itself, I would first of all acknowledge the need for additional housing not just locally but nationally. That in itself I do not have an issue with. However what is at issue is the amount of additional house building taking place already in the District but without any improvement to the existing infrastructure. We have lived in Peacehaven / Telscombe Cliffs for 32 years and in that time the population has increased significantly and as a consequence so to has the amount of traffic. But whilst that has happened the only change to the local roads has been the introduction of the bus lane between Peacehaven and Rottingdean.

The congestion already being caused is well known and there is no need for me to restate here. So the Lower Hodder Farm proposal, and the likely addition of another, say 600 cars / vans etc must not be looked at in isolation. Current approved / proposed plans for the coastal strip will result in many more vehicles adding to what can already be a chaotic situation. The situation on the A259 is of course made worse whenever there are incidents or accidents on the A27, which seems to happen on a regular basis and which results in gridlock along the coastal road.

I appreciate the difficulties caused by having the sea to the south and the Downs to the north making it extremely problematic to provide any meaningful improvement to the A259 whilst cost alone makes a northern relief road to the A27 highly unlikely. Add to this the bottlenecks of Rottingdean and Newhaven and the position becomes almost impossible. That said this must not be a reason for ignoring the fact and letting a large development go ahead. The problem is not going to go away. Just how bad does this road have to become before all further significant development along the coastal strip is stopped? We would suggest the congestion can already be severe with the morning rush commencing ever earlier.

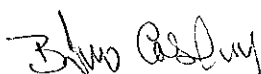
That all aside, the plans themselves gave cause for concern for the following reasons:
There appears to be only one access road on to the development. If nothing else, could this not be an issue for the emergency services?

There will be increasing pressure put on existing local roads particularly Pelham Rise, Roderick Avenue, Telscombe Road and Telscombe Cliffs Way all being the main access to the site from the A259.

No provision for a shop. This we were told by a Barratts representative was quite deliberate as the local councils had stated one was not required due to the proximity of the Meridian Centre. This is naïve. It is unlikely, I suggest, that residents will generally walk to the Meridian Centre. Rather they will jump in a car, so adding to the amount of traffic using Pelham Rise and Roderick Avenue.

The area has recently lost two doctors surgeries. Can those that remain accommodate the additional numbers the development would create?

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How would additional school numbers be accommodated? It's ironic that as the local population continues to increase one local service, namely the police station, has been removed!

Eighteen months or so ago I wrote to East Sussex Highways about the congestion regularly encountered in Newhaven, often leading to queues well back into Peacehaven heading east and as far back as Tidemills heading west. I asked if action could be taken to help alleviate the problem by introducing filter in turn signs at a variety of junctions on the ring road together with a synchronisation of the numerous traffic lights. The response I received indicated a survey was taking place with a view to steps being taken to improve the flow of traffic. To date I am not aware of any action being taken to help improve matters. This is just one small example of the lack of any positive steps being taken to help improve the A259, but developments have continued to go ahead.

The time for all the local Councils and their Officers putting their collective heads in the sand and ignoring these issues must surely now come to an end. The needs of the existing residents must be addressed before the problems are simply added to.

Resident was informed that the Council has had no conversation with the developers about shops "we have not had that discussion"

8. Ciarron Clarkson East Ward

The government white paper on housing states that a development is only acceptable when the detrimental impact is not greater than the need for housing. Considering the current condition of local infrastructure regarding condition and capacity of the A259 South Coast Road, lack of local school places and resources, and GP Surgery capacity what are PTC doing to ensure that Lewes District and East Sussex County Council are going to improve the town infrastructure before any additional developments are agreed?

Questions will be referred to the Case Officer at Lewes

9. R J Martin

Social Pressure, Health Care / Traffic / Roads / Infrastructure / National Park - resident was unable to attend although the attached question will remain in reports and sent to LDC case officer

10. J Goldrich North Ward

Buses and bus route - question was read out by the Town Manager and was noted by Council

11. Heather Jones

Infrastructure/Roads/Buses/Visual impact/Trees/Environment - did not attend although question will remain in reports and sent to LDC case officer

12. Maureen and Jack Dunkton

Environment/Road/Infrastructure - did not attend although question will remain in reports and sent to LDC case officer

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13. Mr/s R S Lee

Visual Impact Two Storey Housing/ Noise/ Pedestrian and Cycle Access / Traffic / Parking / Road safety / GP Surgeries / Schools / Emergency Services / Shops, Banks - did not attend although question will remain in reports and sent to LDC case officer

14. Vivian Carrick East Ward

The resident spoke on behalf of the Peacehaven Focus Group and was allowed additional time to incorporate several questions.

Sub- section 6.122 of the LDC Local Plan - Joint Core Strategy Part 1 2015-2030 adopted May 2016 states that the Lower Hoddern Farm Development shall be 'contingent on the delivery of a number of transport infrastructure improvements including improvements to the operation of A259/ Telscombe Cliffs Way Junction, The Sutton Avenue Roundabout and Newhaven Ring Road'. 'The development should also demonstrate overall sustainable accessibility.' The developer's transport assessment document does not appear to make any improvements to Telscombe Cliffs Way Junction, at the Sutton Avenue roundabout it does not take in to account the recent Churchill Homes Development including crossing for elderly people stated at LDC planning Appeal Committee and what changes to the Newhaven Ring Road are proposed to improve transport infrastructure. Also, the effect of increased traffic at peak morning and evening times on Pelham Rise and Roderick Avenue especially outside the annexe and roundabout at Greenwich way, shall cause bottlenecks, queues and delays due to this Lower Hoddern Farm development, which this are not addressed in the developers Transport Assessment.

Barratt Homes (through an employee) stated to me that a full traffic survey has been carried out, which shows spare capacity on the Coast Road, however the survey recognises that there are congestion problems at certain times. The survey (apparently) recommends re-phasing the traffic lights so that they do not automatically and unnecessarily switch to pedestrian crossing at Sutton Avenue and Telscombe Cliffs Way. Does this suggestion take into account the new Churchill homes for the elderly planned for the Old Police Station site? The number of pedestrians crossing the road at this point at diverse times will be substantially increased, given that the ribbon style Coast Road shops and the Meridian Centre shops are on the opposite side of the road to the planned Churchill development.

Whilst East Sussex County Council Highways will advise Lewes District Council on any road access issues, and might require funding from the developer to ease identified issues, in my view the issue with the Coast Road is the number of vehicles, not the need for re-phasing the lights at pinch points as this will in no way resolve congestion due to the sheer volume of traffic. Does East Sussex County Highways have its own empirical data to refer to, and when was the most recent Local Authority survey carried out?

Additionally, in response to a question I asked about the existing shortfall in essential services such as local school places and GP surgery waiting times, the Developer's response was that an identified need could be met through additional funding and extra rates, but in response to a question on whether there was any provision for a new surgery and/or a new primary school within the proposed development at Hoddern Farm, the answer was no. This means that additional land would have to be found within the town curtilage to improve the infrastructure. The need for additional land should therefore be seen as central to Planning Application LW/17/0226 and

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suitable sites should in my view be identified by Lewis District Council if they are considering approving this application.

I think I speak for many long term residents of Peacehaven, who moved here years ago from busy overcrowded cities such as London, in search of a better quality of life. Peacehaven provided just that for many people, it had almost a village atmosphere. With constant development that seems to go unchecked now, this is fast becoming a thing of the past.

Residents like me feel let down and our views constantly ignored by Lewes District Council. Planning refusals by Peacehaven Planning & Highways Committee appear to be totally disregarded by Lewes DC, as in the case of Churchill development on the old police station site on the south coast road. The town seems to be a target for developers, and Lewes District Council, appears complicit with this situation. Many people will remember that not too long ago Lewes DC were intent on building on Peacehaven Car Parks, with scant regard for the residents affected.

I would therefore call upon Peacehaven Town Council to reject the Planning Application for Lower Hoddern Farm, and insist that Lewes District Council/East Sussex County Council address the fundamental problems of lack of infrastructure, such too few doctors, school places etc. Also the A259 with its congestion and pollution problems, which appear to be of little concern, a few extra buses and a cycle lane, is a simplistic view on how to ease the problems that this development at Lower Hoddern Farm (and others) will certainly cause.


Should this development go ahead, I feel that Hoddern Farm which lies to the north of this site and has already attracted interest of developers will be the next target.

On the Barratt Homes Lower Hoddern Farm Planning Application there appears to be only one access entrance in and out of this 450 home development at a T junction to join Pelham Rise. This development could have 1000 cars whose only access is to Pelham Rise, therefore if an accident blocked the entrance to this estate at this T junction, how are emergency vehicles to gain access to attend another property on the estate, which could lead to tragic circumstances. The drawings available to the public do not show any other access points. Notwithstanding the emergency vehicle access, due to the size of this estate there should be another access road to this estate to mitigate congestion and accidents. Therefore, I object to this planning application on grounds of inadequate access and increasing safety risk.

Although it is commendable, but at a very late stage, that Peacehaven Town Council have approved obtaining quotations for a traffic Study/Survey of the A259. If the survey is carried out 2 weeks either side of school holidays professional opinion is that the results of survey shall be inaccurate and conclusions of the study misleading. Also, at the budget that is proposed by Peacehaven Town Council to carry out this survey, shall it not be extensive enough for the data to be meaningful in approving or disapproving this planning application. I believe that Peacehaven Town Council have to advise Lewes District Council of their planning decision by 25-4-217.

We acknowledge the urgent demand for housing especially affordable homes as in this Lower Hoddern Farm planning application, however building 450 homes generating approximately 1000 cars with no infrastructure is not acceptable, because Peacehaven only has 2 doctors surgeries which are under tremendous stress trying to cope with patients generated from recent substantial housing developments adjacent to the Big Park and closure of two surgeries in Telscombe and Peacehaven. This Planning application does not address these issues, and even if

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Community Infrastructure Levy money is channelled to alleviate this problem at all; it could not be available for many years.

We acknowledge the urgent demand for housing especially affordable homes, however building 450 homes in this Lower Hodder Farm planning application with no infrastructure is unacceptable, because all the schools are overcrowded due recent housing developments adjacent to the Big Park (ESCC recently cancelled an extension to Meridian CP school giving the reason of insufficient pupil demand and falling birth rate). If there is no room in local schools you shall have to take your children to Newhaven or Saltdean by car and add to the congestion at peak times and sit in traffic jams or you may have to go to multiple schools in different locations. You could use public transport but this may be impractical. This planning application does not address these issues. Although Community Infrastructure Levy may be directed to alleviate this problem this may take many years, whilst the problem gets worse. Therefore, i object to this planning application on insufficient infrastructure namely school places/schools infrastructure.

Questions received from the Focus Group were all were noted by Council to be discussed as part of the Council debate / agenda item 5

15. Paul Bevan

Visual Impact/Infrastructure/Roads/GP Surgeries/Schools - did not attend although question will remain in reports and sent to LDC case officer

16. A Spence

Infrastructure - did not attend although question will remain in reports and sent to LDC case officer

17. Patricia Coney

Infrastructure Roads/Visual Impact, Landscaping - did not attend although question will remain in reports and sent to LDC case officer

18. Jacqueline Whiteley North Ward

Traffic / Infrastructure / GP / Shops / Access / Mess caused by contractors – question has been referred to LDC case officer prior to the meeting.

Was noted by Council

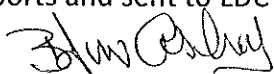
19. Eileen Burton

Loss of Agricultural Land/Traffic/GP Surgeries / Schools / Recreational Facilities / Environmental Impact / Visual Impact - did not attend although question will remain in reports and sent to LDC case officer

20. Jill Trowell

Schools / Nurseries / Infrastructure / Roads - did not attend although question will remain in reports and sent to LDC case officer

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C201 PUBLIC QUESTION TIME continued

21. Sandra Gosling East Ward

A petition was set up by the Focus Group about the A259. Please would someone explain what happened to this petition. Was it presented to LDC and how many signed?

The Chair requested this was answered by Mr V Carrick on behalf of the Focus Group who responded to state that 3 petitions have been raised, one to lobby Lewes District Council, one for East Sussex County Council and one to Brighton and Hove City Council. One of the petitions had received in excess of 5,400 signatures to date.

C202 CONSIDER APOLOGIES FOR ABSENCE

Councillor Daryl Brindley - absent

Councillor Dave Neave – Not in attendance due to advice of 'possible conflict of interest, being a Member of Planning at LDC'

Councillor Amber Robertson – accepted (unwell)

Councillor Melvyn Simmons – noted (prior commitment)

Councillor Andy Smith – noted (work commitments)

C203 TO RECEIVE DECLARATIONS OF INTEREST FROM MEMBERS

Councillor Jackie Harrison Hicks made a declaration as a substitute member for Planning at Lewes District Council. As such has declared an interest in each and every planning application at Peacehaven Town Council. Councillor will make a decision at this meeting as a Peacehaven Councillor, based on the information provided, although reserves the right to change their mind if offered different information at Lewes.

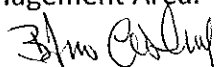
REPORTS

C204 PLANNING APPLICATION LW/17/0226 LOWER HODDERN FARM

Peacehaven Town Council **OBJECTS** to Planning Application **LW/17/0226** on the basis of **INADEQUATE LOCAL INFRASTRUCTURE** in the town:-

1. The A259 is up to full capacity and due to concerns of structural safety, unlikely to sustain any further weight and traffic, including public transport. Evidence for the ESCC bid for the Highways Maintenance Challenge Fund and the A259 Newhaven Movement Access and Resilience Package LGF3. The report states that monitoring has now ceased.
Attached - Structural survey of ESCC completed in 2013 (A259 Rushey Hill) (*appendix 1*)
2. There is further evidence from a traffic congestion synopsis for the A259 completed in 2016 at Rottingdean. This was an independent commission to provide evidence of queuing vehicles and insufficient infrastructure across the only road which travels through Peacehaven.
Attached - Rottingdean Traffic Congestion Synopsis + Comments re Woodingdean (*appendix 2*)
3. The ESCC Local Transport Plan 2011-2026 references Air Quality & Congestion (p.27) it states that "The A259 is not capable of meeting the demands placed upon it by economic and housing growth. Air quality has deteriorated to the extent that the corridor has been designated as an Air Quality Management Area."

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The A259 is currently oversubscribed and unsafe and it would not be advisable for ANY further development to take place in the town until this issue has been rectified.

- 4 - This development has not taken into consideration additional school places required – a recent retrospective planning application LW/3355/CC for Meridian School has requested that the portacabins stay in situ for the next 5 years. This is not acceptable in its current form, not acceptable in light of the proposed development and not sustainable for the future of the town. This leads us to believe there will be no further improvements to the school for the next five. Attached - ESCC Consultation letter re Meridian School (*appendix 3*)
- 5 - GP and dental surgeries are oversubscribed – The figures on the GP surgeries are weighted because of our disproportionate number of elderly residents. The figures used for calculations are: 7,000 patients at Rowe Ave with 2.5 Doctors and 14,000 patients at Meridian Surgery to 5 Doctors. Both surgeries have stated they cannot accept any further applicants.

Cllr. B Gosling proposed

Cllr. J Harris seconded

Agreed

Debate:-

The Town Manager introduced the planning application and presented additional information to Councillors which had not been available prior to printing the agenda – ESCC Rushey Hill A259 Road survey 2013, Independent Traffic Congestion Synopsis Rottingdean 2016, ESCC Consultation letter for Planning Application LW/17/3355 for Meridian School Porta cabins.

Cllr R Coles asked through the Chair if Lewes District Council had been in discussion with the developers prior to submitting the planning application.

Cllr R Maskell informed the Council that as Lead Member for Housing at Lewes District Council, the affordable home allocation was 40% and that this had been after negotiation with Barratt Homes.

Cllr J Harris:-

First and foremost I live in Lincoln Avenue near South Coast Glazing on the Coast Road. My experience of access onto that road is not easy until well after 9:30 or 10 in the morning. Most of the day is spent queuing due to the bus lane problem. Up until the South Coast Glazing shop is mainly queuing every morning during the working week. 5 days a week that is the problem, morning and night. In the evening the same situation comes in from Rottingdean.

I first saw this plan for Lower Hoddern Farm many years ago. Back then the plan proposed, was to incorporate a Community Village in the Town. Providing the area with a dentist practice, doctors surgery and a small shop. We now know that hasn't happened and we have to make a decision based on the information in front of us.

My concerns and that echoed by the residents I represent are – Once you get through the Coast Road traffic. There is one access point to the site from Pelham Rise. There is no exit from the site at the South end of the development. The bus route is already busy and buses are currently full at certain times of the

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day. The proposal has not taken into account additional buses which I estimate will need to be every 15 minutes. It is possible to go into the estate. With lay-bys for the buses to stop and electronic timetables for residents to see how long they have to wait.

It would be interesting to know what the current capacity is for the local schools. Correct me if I am wrong, but to my knowledge there were going to be a further 10 classrooms built at Meridian School. But all of a sudden the County put this on hold. Where will the children go to school?

The Meridian Centre is named in the justification. With a lot of shops in the shopping centre closing down, where will people shop? That will mean more and more people commuting to shop and work, with a minimum of 2 cars per property. That will increase the traffic problem. Is there going to be a traffic light system for entering and exiting the site? Where are the residents going to work? There are no real job opportunities in the town.

The application and the Core Strategy says that playspace should be made available. There isn't enough playspace for children. A small piece of land donated to the town isn't enough.

Who is going to look after the pond? Ponds need a lot of work. They cost a lot of money.

The developers have this great phrase MULTI MODAL TRANSPORT – what is this? How many of these residents want to ride a bike or get a bus. Shouldn't they have the choice on whether to drive?

Whoever lives here, however they design the development, the A259 is still the problem. It is full to capacity at the moment and there is no other option proposed. I would therefore recommend at this stage we turn this down. Not enough thought has gone into this application.

How do people get in and out of the town?

The corner of the A259 at Rushey Hill has grown, with additional traffic since the houses at number one and number two south coast road went in. The Motel site hasn't finished yet and already the pavement has started to disappear. The road is blocked with parked builder vans who will be working on the site. That will cause more problems with the road structure and blocking the main road in and out of the town. Lower Hoddern farm is not currently a good place to build and I will not be supporting this application. Thank you for listening.

Cllr R Farmiloe:-

Thank you for your comments and questions, although at Town Council level we are only advisory in planning matters, we support your views.

As well as the problem with the A259 there is a need for more GP surgeries, Dentists and Schools.

As well as giving support to bring in local shops for the people who do not want to travel or shop online every time they need something.

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Cllr B Gosling:-

I have listened to all the comments this evening and we all agree that this planning application should not be recommended due to lack of infrastructure but before I make a proposal we the Councillors would like it made clear that we are totally on your, the residents side, as it will affect each and every one of us. We are not against housing. We all agree that we are unhappy with this planning application and therefore I wish to propose that this application should not be recommended on the following points:

The East Sussex County Council Local Transport Plan 2011-2026 specifically states in the Air Quality & Congestion section, that the A259 is not capable of meeting demands placed upon it by economic and housing growth.

Air quality has deteriorated to the extent that the corridor has been designated as an Air Quality Management Area.

The air quality and congestion problems are at their most acute on A259 corridor.

Given these findings how can thousands more homes be built in Newhaven and Peacehaven and surrounding areas?

Until these issues have been proved to be resolved there should be no more development in Peacehaven and surrounding areas using the already congested A259.

Cllr R Robertson:-

Three Councillors, one from each ward, should represent Peacehaven Residents at Lewes District Council when the application is heard.

Councillors debated the application and unanimously agreed to object for reasons of insufficient infrastructure. The Council is aware that the land is listed in the Core Strategy, however page Spatial Policy 8 – page 80 states that “the development would also be contingent on the delivery of a number of transport infrastructure improvements.”

The Council would urge the District Council that if this is approved, they ensure that all works listed are carried out **PRIOR** to the development works taking place and a Protocol Meeting held with Case Officers.

Peacehaven Town Council will object to **ALL** further applications for new homes in Peacehaven until the infrastructure is improved.

Response to Lewes District Council to be received by 25th April 2017.

NEXT MEETING

C205 TO CONFIRM DATE OF NEXT MEETING – Annual Town Meeting Tuesday 9th May 2017 at 6pm and Annual Council Meeting Tuesday 16th May 2017 at 7:30pm

Noted

THE MEETING ENDED AT 20:50pm

Signature: 

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Date: 16/05/17

Extra Ordinary Council Minutes 19/04/17

