

FRAMFIELD PARISH COUNCIL

Minutes of a Planning Committee Meeting held on Wednesday, 6 September 2017, at 7 pm in the Village Hall, Blackboys

Present: Committee Members: Keith Brandon (Chairman), Peter Friend (Vice Chairman), Selina Allen, Alan Greenslade and Maria Naylor.
In attendance: Ann Newton (Parish Clerk).
Public: Two [part].

At the meeting, the order of the items on the agenda may be varied in line with public speaking. However, the minutes are detailed in the order of the agenda.

1. Apologies.

Councillor Jeff Goggin.

2. Declarations of Interest.

Councillors to give notice of declarations of personal, prejudicial and pecuniary interests in respect of items on the agenda. There were none.

3. Minutes of the Last Meeting for Approval.

It was agreed that the minutes of the meeting held on 25 July 2017 having been circulated, be approved, adopted and signed as a correct record. (PF/MN).

4. Planning applications for consideration - (comments denoted in italics)

The order of the applications may be changed in line with those with public speakers but the minutes are detailed in the order of the agenda.

- **WD/2017/1758/F – Change of use and subdivision of barn into two detached dwellings.**

Allium Farm, Lewes Road, Framfield TN22 5RE.

The Parish Council strongly objects to the application for the reasons detailed below:

The proposals constitute over development in the open countryside in an unsustainable location. There is already a large residential property on the land and this will open up a precedent for turning farms and smallholdings into housing estates in unsustainable, inappropriate locations.

The planning statement presents the illusion of a reduction in vehicle movements. In their own words of a 'redundant barn' – how can two large properties reduce traffic?

S4.2 of the planning statement states that each property will have grazing land. This application is clearly not looking at affordable or local housing need but is looking at high-end luxury homes, which are more appealing to out of town purchasers.

Claims of the site being sustainable is preposterous. A walk of just under a mile to a bus stop, 6 miles to a train station, and no footpaths (with a suggestion to walk on the grass verges) to the nearest town/village. The road affords no grass verges in places and the road is not safe to walk on heading towards Halland. It is not exactly supportive of the Equality Act either. It also mentions that 'day to day' amenities can be found in Framfield which is not true.

S8 talks about trip generation, highlighting 2 trips per day to attend to 5 horses. With the site proposal for a 3 and 4 bed roomed house – substantially more trips would be made using standard TRICS data. Their report says that 25 trips are currently made per day to this site – we find this peculiar for a redundant business, and stables. The fact that horses will still be kept on the land supports the fact that two houses will exacerbate the trip generation.

It mentions good visibility splays in both directions. With traffic moving at 60 mph plus, with visibility of approximately 115m from the north and 100m from the south – we cannot see how this is achievable. The area and access to the neighbouring school has seen accidents due to speeding cars approaching cars waiting to turn. Whilst none are recorded as KSI's, it should be taken into account by ESCC as a Parish Council concern.

S9 talks about the planning policy. Whilst counter arguments are made as to why this application should be approved, it does not get away from the fact that this area is not within the core development area, and it is far from sustainable.

It is not appropriate to suggest that this application will have no bearing on the local surroundings and countryside. Clearly, a barn and a stable is less obtrusive than two large houses. It will be a visible blot on the beautiful surroundings.

The ecology survey is very flimsy and it is unknown as to why only barn owls and bats were looked at specifically, with no reference to anything else.

S3.3 of their highway report suggest that they will provide access for a dustcart to turn around. We would have thought it inappropriate to expect a dustcart to actually enter the property's grounds to empty bins!

S3.4 of the highways report mentions that the properties will have 7 and 5 acres of grazing land each and that grazing would be occasional. It also says that trips for this would be insignificant. The Parish Council would like 'occasional' and 'insignificant' explained further so that it can make an informed opinion of this impact. It would appear that these two properties have the potential to be two smallholdings.

S4.4 states that the 60 mph limit is controlled by physical features of the road. It should be highlighted that the speed limit of this section of road is 60 mph – not a bit less because there is a bend in the road. The traffic generation report is simply manipulated to suit the application. To say that the site had 25 trips a day is quite ludicrous, and to add that they will be reducing nitrogen levels is equally ludicrous. The report also expresses the application's sustainability, predominantly talking about walking distances to facilities. There are no footpaths, therefore it is not sustainable for walking.

Clarification is required as to why the traffic count on the 'movements survey' is substantially lower per hour than that of the 'speed survey' count. The relatively high count of vehicles doing between 60 and 90 mph should also be taken into account. There is little margin for driver error due to visibility to and from the access. Additional traffic, especially in wet weather is going to increase the risk of accidents.

With blind bends in both directions, high traffic counts and speeds, this access point for additional residential properties should be investigated further. The survey calculations are flawed to suit the application. The speed of traffic was also only done in one direction with the one not done having less visibility. To suggest that you can see the 'roof of a car coming over the brow of the hill' is not a technical measurement technique used to ascertain visibility.

The IHT walking distances table included is not applicable in this application because there are no footpaths to walk on.

In a recent appeal decision (APP/C1435/W17/3169918) for Branden Farm (application WD/2016/1753/F) - a neighbouring application, it was dismissed for the impact on the countryside and also the impact on the adjoining road. This is the same road as this application - the B2192, some 300metres away. Whilst the applications are different, they do present the same impacts to the local surroundings. The entire stretch of road within the Parish and beyond, predominately enjoys sporadic, historic, smallholdings and farms, some with a residential curtilage, and that is how it should stay in order to preserve the views.

In regards to the properties, there are no real issues with the design. However, questions exist - is the sand school and store still within the proposed application? One of the reasons for the application including change of use was the non-sustainability of its current usage and the trade-off to build two properties, yet the core use is still to stay in situ with a store and equestrian facilities. Therefore, when looking at use of the land, it would appear the only change is an increase in two new residential properties, which is not a trade-off.

- **WD/2017/1869/F – Proposed replacement of existing redundant barn with new dwelling.
Lornasfield, Framfield TN22 5RR.**

The applicants were in attendance and answered a few queries from Councillors.

The Parish Council supports the application to make a reasonable residential replacement to an existing building of a similar size and location to the current one.

5. Any Other Planning matters for reporting at the Discretion of the Chair.

To include any other planning applications which may arrive after the agenda has been published at the discretion of the Chairman in line with the terms of reference of the Committee.

- A request has been received from WDC on Street Naming & Numbering. The request concerns the proposed development at Blackboys Service Station, Lewes Road, Blackboys, TN22 5LF
 - The development will require one new street name, for which the Developer has proposed:
 - The Old Coach Works – due to the site being located on an old coach works.
Following discussion the Parish Council supported the principle of the name but would prefer just 'The Coach Works'.

Further applications for consideration:

- **WD/2017/0819/FR – Retrospective application for agricultural barn for the storage of agricultural vehicles/machinery. Gate House, Gatehouse Lane, Framfield TN22 5RS.**
(Amended Plan to show the amended design including introduction of roof lights and additional door, plans dated 5 September 2017).

The Parish Council continues to strongly object to this retrospective application – please see previous comments.

- **WD/2016/1836/FR – Retrospective application for erection of wall and gates to front of property. Tile Cottage, Hammonds Green, Framfield TN22 5QH.**
The Parish Council supports the application but would like their disappointment noted that the application is retrospective.

7. Next Planning Committee Meeting – 26 September 2017.

Additional meetings will be called during the intervening period if the Chairman believes they are required otherwise comments are passed to the Planning Authority under the Parish Council's delegated procedure policy – available on the website, noticeboards and Parish Magazine.

AEN/13.09.2017

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