

**UNADOPTED
POLEGATE TOWN COUNCIL**

Minutes of the Planning Committee meeting held Monday 16th September 2024 at 10:15am at Council chambers 49 High Street, Polegate BN26 6AL.

Present: Cllrs M Cunningham, C Berry, M Piper (3)

Not Present: Cllrs W Alexander, J Keen, D Watts, D Dunbar, J Heward(5)

3 Members of the Public plus Cllr D Murray

Minute No.	Subject/Resolution
13622	Opportunity for public comment for items on the agenda <i>Standing orders suspended</i> Two members of the public spoke on the application WD/2023/0260/MEA They objected to the application as a whole as they felt that there was plenty of room for a logistics hub at the industrial site on the Dicker and Lottbridge Drove, which was always advertising for space but many units were empty. They felt that although the site was supposed to provide jobs there was no guarantee of this and as the majority would be delivery drivers these were less likely to be locals. The site backs onto the Cuckoo trail which is supposed to be a wealden asset of high value but this site would be visible from the trail and ruin any walks that were supposed to be within green sites. (the public right of way was also being changed). The road systems cannot cope with the volume of traffic currently in the area. One resident stated that coming out of Bay Tree Lane can take up to 10 minutes to get out onto the main road as traffic is travelling around 50-70MPH. the current Cophall roundabout is already dangerous at busy times. The sites such as along the Dicker would be much more suitable. Wild life and green spaces are needed and yet being built on. <i>Standing orders reinstated</i>
13623	Apologies for absence Cllrs W Alexander, J Keen, J Heward, D Watts, D Dunbar
13624	Declarations of interest in any items on the agenda None
13625	Planning Applications WD/2023/0260/MEA LAND NORTH OF POLEGATE OUTLINE PLANNING PERMISSION FOR CLASS B8 DEVELOPMENT WITH ANCILLARY OFFICE SPACE; SERVICING YARDS, VAN AND CAR PARKING AREAS; NEW VEHICULAR ACCESS FROM A22; HIGHWAY ALTERATIONS TO BAY TREE LANE TO PROVIDE VEHICULAR, CYCLE/PEDESTRIAN ACCESS; ALTERATIONS TO EXISTING PUBLIC FOOTPATH; ASSOCIATED INFRASTRUCTURE INCLUDING HIGHWAYS, FOUL AND SURFACE WATER DRAINAGE WORKS, UTILITY SERVICES AND LANDSCAPING, IN ACCORDANCE WITH THE PROVISIONS OF SUBMITTED PARAMETER PLANS. Additional information received in relation to transport and highways, ecology and great crested newts, groundwater modelling, economic need, biodiversity net gain, landscape visual impact assessment and flooding sequential test the application was discussed in great detail. The committee felt that many issues such as infrastructure were being “swept under the carpet” as the statutory authorities always had to state that they would be able to carry out the mitigation works.

	There would be a huge impact on the already congested road network. The last mile is expected to be a distribution into areas such as Willingdon and Eastbourne. This would generate a lot more vans travelling towards Eastbourne along the A2270, which has been given the title most congested road in our country. There were concerns over the impact on the A27 and A22 as well as the A2270. It was suggested that if this were to go ahead there should be a signalised entrance onto the A22 to ensure that if there is congestion within 1 mile the vans would not be able to enter the road as happens in other countries and sometimes onto motorways (to preserve the flow of traffic and safety). It was clear that vans would use the A2270 and not the Golden Jubilee Way. There were concerns that endangered species had been found (greater crested newts) and although the reports were by experts this would not be a material consideration and it would be likely because of this that they would be lost. It was suggested that the large buildings should be camouflaged to prevent unsightly structures. It was also suggested that large mature trees be reinstated to provide proper landscaping and help offset the impact of the large buildings. A councillor mentioned that originally this had been planned to be a comms hub and this would created jobs but the distribution centre was unlikely to create any jobs and there would be a large number of additional cars added to the route as it was generally too far away for people to walk to work. A second roundabout near to the existing Cophall roundabout would simply not work and cause traffic issues. There were also concerns over the bus lane proposed as this was to reduce the length of time that the buses would be travelling, but this development was likely to increase that. The land was considered to be natural and should stay that way. A councillor mentioned that despite promises from other developers it was unlikely that ay of the “promises” would be kept as with the medical centre on the A2270. Local people would be unlikely to benefit from this, but have a number of detrimental impacts. A councillor commented on what would happen when the roads were severely congested and would drivers sat navs direct them down Bay Tree Lane, which is narrow and wholly unsuitable for any large number of vehicles and the surface is already of poor quality. A left turn into Bay Tree Lane should be prohibited for any vehicles from the hub. A councillor asked that the district council were reminded that the developments at Hindsland and Mornings Mill Farm had still not been completed and the congestion and extra traffic was likely to increase congestion even further. The Mornings Mill development has 8600m2 of commercial space. If this was for example a call centre, there could be 800-900 extra cars on top of the housing car numbers, medical centre numbers and the new school. Traffic movements should also be restricted to a maximum number per hour or per day. The A2270 was already polluted and with the extra housing and potentially number of traffic movements from this application plus the loss of green spaces illnesses such as asthma were likely to increase. The cuckoo trail was already becoming less of a walk through green space and more of a walk through housing developments and industrial areas. It was more of a cycle route for people travelling by bike from Polegate to Hailsham and back. It was resolved to submit the above objections and comments in objection to the application (reconsultation) <u>It was agreed to submit the above objections and comments on the above application.</u> <u>VOTE All in favour</u>
13626	Any other plans received prior to meeting (post agenda)- notified to public. <u>None</u>

Meeting closed at 10:40am

Signed Chair of Planning Committee _____ Date _____