

Minutes of a meeting of the **PLANNING and DEVELOPMENT** Committee held in the Town Hall, The Broadway, Crowborough on Monday 21st July 2014 at 7.30 pm

Present	Councillors	Peter Cowie Beverley Johnstone George Moss Kay Moss Ron Reed* Andrew Steen	Vice Chairman Chairman
Also present		Tom Denton Lee Howes Cllr Quentin Burch Cllr Elizabeth Fermor Cllr Sandra Timms Jane Drew Maura Wojciechowski	Head of Corporate Resonsibility Gatwick Airport Ltd Gatwick Airport Crowborough Town Council Crowborough Town Council Crowborough Town Council Crowborough Town Council Crowborough Town Council
		28 Members of the public	

* *Denotes non attendance*

APOLOGIES

Cllr Ron Reed – Personal reason

Cllr George Moss left the meeting at 8.55pm prior to Agenda Item 04 New Planning Applications.

DECLARATIONS OF INTEREST

Cllr Andrew Steen declared a personal interest in application WD/2014/1396/F as the applicant is known to him.

MINUTES

Minutes of the meeting held on 30th June 2014

7230 RESOLVED that the Minutes of the meeting held on 30th June 2014 as confirmed be signed by the Chairman.

MATTERS ARISING

None.

LONDON AIRSPACE CHANGE-GATWICK LOCAL AREA CONSULTATION

Dominic Nevill spoke on behalf of a group of Crowborough residents ('East Sussex Communities Control of Air Noise' ESCCAN) to voice their concerns over the Single Path System being proposed for Gatwick airport and the current perceived intensification of flights over Crowborough.

Tom Denton (Head of Corporate Responsibility Gatwick Airport Ltd) gave a presentation on the 2nd Phase of the Gatwick Local Area Consultation and gave answers to pre-submitted questions from Councillors and members of the public (see attached).

A response to the consultation was AGREED (see attached).

It was also AGREED that the Chairman would email Charles Hendry MP with an update.

NEW PLANNING APPLICATIONS

- 7231 RESOLVED** that the observations on planning issues attached to these minutes be submitted to the Planning Authority for consideration.

DECISION NOTICES

APPROVED

WD/2014/0886/F Sefton, Crowborough Hill TN6 2SD RA

WD/2014/0893/FA Camping&Caravanning Club, Eridge Road TN6 2TN RA

WD/2014/0954/F 4 New Cott. Victoria Road, Jarvis Brook TN6 2JH RR

WD/2014/0968/F Orpingtons, Crowborough Hill TN6 2DB RA

WD/2014/0974/F Harlequin House, Warren Road TN6 1QN RA

WD/2014/0984/F 12 Elim Court Gardens, TN6 1BS RA

WD/2014/0272/FR Trelawney, Warren Road TN6 1QR RA

RESPONSE TO TOWN COUNCIL: The garage was converted in habitable accommodation in 1993 under application WD/93/1168/F.

WD/2014/0943/F 6 Norfolk Cottages, Walshes Road TN6 3RE RA

WD/2014/0642/F Building adj. car park off Crowborough Hill, Jarvis Brook RA

WD/2014/1123/F Eastleigh, Chapel Green TN6 2LB RA

WD/2014/1034/RM The Knap, Fielden Road, TN6 1TR RA

DRAFT HOUSING STRATEGY 2014-16

It was AGREED to consider the Draft Housing Strategy 2014-16 at the Planning Committee meeting September 1st 2014.

NEIGHBOURHOOD PLAN

The list of emerging Working Group subjects provided by Tony Fullwood the Neighbourhood Plan consultant was discussed and it was AGREED that Cllr Cowie would lead the formation of a steering committee and focus groups. A meeting to include the Chairman of relevant committees and any other interested parties would be set up scheduled for Wednesday 17th September 2014.

DATE OF NEXT MEETING

To note that the date of the next meeting is Monday 11th August 2014 at 7.30pm.

The meeting closed at 9.56pm.

Crowborough Town Council
Observations of the Planning and Development Meeting 21st July 2014

04- 1 WD/2014/1261/F Plot Ref :- Type :- FULL

Applicant Name :- Mr John Hall Date Received :-10/07/2014

Location :- Mary Cottage, Blackness Road TN6 2LF

Proposal : Proposed single-storey rear extension and loft conversion incorporating raised ridge line and dormer windows.

Observations : The Town Council Recommends Approval

There is concern over the loss of a hedge.

04- 2 WD/2014/1297/F Plot Ref :- Type :- FULL

Applicant Name :- Mr & Mrs P Simpkins Date Received :-30/06/2014

Location :- Yulans, Heavegate Road TN6 1UA

Proposal : Two-storey side extension, first floor extension above garage and enlargement of existing porch.

Observations : The Town Council Recommends Approval

The Town Council has no comment.

04- 3 WD/2014/1298/F Plot Ref :- Type :- FULL

Applicant Name :- Mr & Mrs G Darien-Smith Date Received :-25/06/2014

Location :- Earlswood, Fermor Road TN6 3AP

Proposal : Remodelling of existing roof to create first floor accommodation. Rear extension.

Observations : The Town Council Recommends Approval

The Town Council has no comment.

04- 4 WD/2014/1311/F Plot Ref :- Type :- FULL

Applicant Name :- Torchlight Properties Date Received :-27/06/2014

Location :- Winscombe Cottage, Beacon Road TN6 1UL

Proposal : Replacement dwelling.

Observations : The Town Council recommends refusal

1.The existing house is an attractive stone property that is distinctive and positively contributes to the character of the area. The proposed replacement dwelling is a poor, uninspiring design that fails to take the opportunity to improve the character and quality of the area and the way it functions. As such, the proposals are contrary to the contents of the NPPF Section 7 Requiring Good Design, in particular paragraphs 60 and 64.

2. There is concern over the impact on the neighbour (Winscombe Paddock).

If approved:-

1. The hedge at the front of the property should be retained.

2. The hedge and tree on the boundary with Winscombe Paddock should be protected.

3. The driveway should be porous.

04- 5 WD/2014/1322/FR Plot Ref :- Type :- FULL-RETRO

Applicant Name :- Mr Neil Bonnet Date Received :-03/07/2014

Location :- Land adj. 13 Aldervale Cott. TN6 3BT

Proposal : Detached replacement dwelling.

Observations : The Town Council recommends refusal

1. The proposed dwelling is of an unusual tall and thin design, exacerbated by now being a single property rather than the pair of semi-detached dwellings previously proposed, and is out of keeping with surrounding properties. As such, the proposed dwelling is a poor design that fails to take the opportunity to improve the character and quality of the area and the way it functions. On that basis, the proposals are contrary to the contents of the NPPF Section 7 Requiring Good Design.

2. There is concern with regard to overlooking of neighbours on Fermor Road.

04- 6 WD/2014/1334/FR Plot Ref :-

Applicant Name :- Marten Land & New Homes Ltd Date Received :-10/07/2014

Location :- 1-4 Orchard Mews, Western Road TN6 3EW

Proposal : Retrospective application for the erection of boundary fence to front of 1-4

Observations : The Town Council Recommends Approval

A hedge would have been preferred.

04- 7 WD/2014/1379/F Plot Ref :- Type :- FULL

Applicant Name :- Mr P Walker Date Received :-07/07/2014

Location :- Launa, Whitehill Road TN6 1JU

Proposal : Single-storey and two-storey rear extension, car park and crossover.

Observations : The Town Council Recommends Approval

Whilst recommending approval there is concern over the loss of a hedge. The drive should be porous.

04- 8 WD/2014/1396/F Plot Ref :- Type :- FULL

Applicant Name :- Mr & Mrs N Holcombe Date Received :-07/07/2014

Location :- 19 Willowmead TN6 1LW

Proposal : New single storey kitchen extension.

Observations : The Town Council Recommends Approval

The hedge should be protected with special care taken to protect the roots.

04- 9 WD/2014/1412/F Plot Ref :- Type :- FULL

Applicant Name :- Windsor Investment Holdings Lt Date Received :-14/07/2014

Location :- Airberg Ltd. Units 3&4 Wealden Business Park, Farningham Road TN6 2JR

Proposal : Installation of air conditioning plant to new side extension to warehouse building.

Observations : The Town Council Recommends Approval

The Town Council has no comment.

04- 10 WD/2014/1436/F Plot Ref :- Type :- FULL

Applicant Name :- Mr Aaron Mitchell Date Received :-10/07/2014

Location :- Lohengrin, Blackness Road TN6 2LF

Proposal : The replacement of an existing garage with a single-storey wrap-around extension with a mono pitched roof.

Observations : The Town Council Recommends Approval

The Town Council has no comment.

04- 11 WD/2014/1467/F Plot Ref :- Type :- FULL

Applicant Name :- Mr Kenneth Honeysett Date Received :-15/07/2014

Location :- 22 Medway TN6 2DL

Proposal : Construction of single storey rear extension with internal alterations. Formation of raised decking at ground floor level with 1800mm high screening to south side.

Observations : The Town Council Recommends Approval

The Town Council has no comment.

Questions for Gatwick 21.07.14

1. Using the modern Precision Based Navigation technology, please explain if the proposed 'Point Merge' system can utilise a multi flight path approach which can be altered on a rotational basis rather than a single flight path for all incoming flights?

A. 1. Although possible, the proposed Airspace change is being driven by a European Directive which aims to drive efficiency and simplify Airspace management. The government policy is to reduce the number of people affected by the flight path which can only be achieved with the single flight path option – concentration rather than dispersal.

2. Where is the proposed 'Point Merge' going to be and why hasn't the single flight path been accurately positioned on Map 35 of the consultation document, as the departure routes have been?

A. 2. The proposed 'Point Merge' is above 4000 ft which does not require consultation. The arc of the triangle would be over the sea but the Point Merge would be over land.

3. Local residents report substantial changes to flight patterns, with many more flights appearing to travel over Crowborough (and other areas locally) in the last few months (above the normal summer increases). We understand that they are recording up to 80% of all incoming flights over this area on a regular basis. However, we understand that Gatwick insist there have been no changes to flight patterns/intensification. Please can you address this apparent discrepancy and why do such a large proportion of flights appear to use this route?

A. 3. There has been no increase in the number of flights. It is acknowledged that there have been a large number of complaints about an increase in the volume of air traffic and we will continue to look into this.

4. Crowborough stands at 560 feet above the level of Gatwick. We understand that the airport claims flights over us are at a minimum 5000 feet, but evidence suggests a substantial proportion of flights are flying over us at below 4500 feet (i.e. less than 4000 feet above ground level of Crowborough). How did the airport take account of topography when preparing this consultation and how will this be taken into account in the future?

A. 4. The variation of land height above sea level is taken into account when determining flight paths. When the Point Merge system begins any aircraft passing close to Crowborough will be above 4000 ft.

5. The Ashdown Forest is recognised as an internationally important wildlife habitat, designated as Special Area of Conservation and Special Protection Area by the EU, as well as being within the High Weald Area of Outstanding Natural Beauty. Crowborough is subject to strict controls on development due to pollution levels in the Ashdown Forest (particularly nitrogen) already being above critical levels, exacerbated by residents driving across the forest and using it for recreation. Given these issues, why are such a large proportion of flights using this route and flying at low levels when they should be flying over at 7000 feet or above?

A. 5. Gatwick is surrounded by Areas of Outstanding Natural Beauty (AONB) and although we aim to fly aircraft at 7000ft or above these areas there are occasions when for safety or operational reasons the flightpath may need to be lower. This is in line with regulations.

6. Gatwick lies within a high density population area compared to many other airports. What specific research has been carried out as to the effects of the 'Point Merge' system single flight path approach on the physical and mental health of communities living and working beneath the proposed route?

A. 6. Gatwick does not in fact lie in a high density population area compared to other airports. One of the aims of the consultations regarding the Airspace Management Programme (Phase 1 concluded in January 2014) is to gather the views of the public.

7. Can flights fly higher for longer? Currently you are using a 3% glide path but we understand that this can be increased to 3.5% without incurring any pilot retraining issues.

A. 7. Gatwick will always aim to keep aircraft as high as possible for as long as possible.

8. Night flights are a serious disturbance and a single respite option route is being proposed by Gatwick. Using modern technology can there be a variety of routes to minimise disturbance?

A. 8. It is possible to operate a variety of routes but this would be difficult and would adversely affect respite success.

9. We understand that the majority of noise complaints at night come from the Airbus A320 series of planes 'whining' as they approach. Can you explain why, as a responsible airport operator, Gatwick does not insist that airlines fit vortex generators which minimises the 'whining' as standard to their existing fleet of the Airbus A320 series of planes?

A. 9. There is an airframe issue with this particular Airbus in which a fuel valve under each wing creates a whistle. Airbus has now found a solution to this problem but fitting the new device onto existing aircraft would be complicated and expensive. Companies using this type of airbus at Gatwick have agreed to replace the A320 fleet with new improved models as they come up for renewal. This may however take two to three years.

10. As no airline has yet been fined for low level flying, would Gatwick support a scheme of financial penalties to airlines flying below declared heights and can you explain why in Gatwick's words 'there are currently no noise limits or fixed heights for aircraft arrivals'? Are arrivals regulated at all?

A. 10. The arrivals code of conduct states that flights should operate as efficiently and as high as possible. There is no minimum altitude limit or arrival noise limits for safety reasons.

11. Research has shown that the value of homes which have not previously been under intensified flight paths have dropped in value by up to 25% when they are introduced. Would Gatwick support a compensation scheme for those affected, similar to the established scheme that exists when a new motorway is built?

A. 11. Gatwick Airport are delivering government policy, therefore any decisions regarding compensation of any kind would have to be taken in conjunction with government, the Civil Aviation Authority and other relevant authorities.

CROWBOROUGH TOWN COUNCIL RESPONSE

London Airspace Consultation: Gatwick Local Area Consultation

Please accept this letter as the response of our Council to the above consultation. We would like to thank Tom Denton once again for attending the meeting of our Planning Committee to present the reasons for the consultation and background information. This was an extremely informative presentation and invaluable in helping us to understand the consultation documentation.

We have prepared responses to those questions that we thought were relevant to our town. Our responses are as follows:

3a: Yes definitely

3b: Noise over populated areas in the daytime and noise over populated areas at night

3c: See answer to question 9

5a: Yes definitely

5b: NPR swathes should only cover areas that are likely to be directly overflowed and NPR swathes should indicate potential noise impact from overflights of nearby areas

5c: See answer to question 9

8a: Yes probably

8b: NPR swathes should only cover areas that are likely to be directly overflowed and NPR swathes should indicate potential noise impact from overflights of nearby areas

8c: See answer to question 9

9. Crowborough is a town of approximately 21,000 residents, located at a high point in East Sussex, being some 242m (794ft) above sea level. It is the highest point within the High Weald Area of Outstanding Natural Beauty (AONB) that surrounds the town. It is adjacent to the Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA).

The SAC and SPA are European designations and protect the Ashdown Forest due to its unique habitats. At present, there is significant concern at the impact of nitrogen deposition on the Forest and this is restricting development in the town. We would be extremely concerned at any development leading to additional harmful emissions on the Forest and, potentially, further restrictions on development.

You suggest that you would like information on local noise sensitive uses. As with all towns, Crowborough has a number of local facilities that could be affected by low flying aircraft. These include Crowborough War Memorial Hospital including birthing unit, The Horder Centre (specialist orthopaedic hospital) and a number of schools through the town. St Johns School and The Horder Centre and St Johns School are both located at the north of town, which we understand has recently been affected with high numbers of low flying aircraft.

We are pleased to see that flights over highly populated areas, such as Crowborough, will cease. This will be of significant benefit to our constituents and such reassurance is greatly appreciated. As set out above, this town would be particularly adversely affected by overflights, particularly those below 4,000ft given its high elevation and sensitive landscape and habitat designations around the town.

We do have some concerns that the burden of overflights should be shared between the more rural areas. Whilst removal of flights over Crowborough is of significant benefit to our community, for those smaller communities affected this will mean significant disturbance so we would suggest that any narrow flight corridors should be moved around the rural areas such that the burden of these impacts are shared. A narrow NPR swathe will have a very significant impact on residents directly below that swathe and it would be preferable to have a wider swathe to share the burden. It is not clear that a single respite route would be sufficient and more routes should be considered.

We understand that replacements for the Airbus A380 will resolve the whining sound that can come from the aircraft in certain conditions. We support the swift replacement of these aircraft.