

Steyning Parish Council



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WORKSHOP PUBLIC MEETING OF THE STEYNING NEIGHBOURHOOD PLAN STEERING COMMITTEE SITE PROMOTERS EVENT

HELD ON 20th MAY 2019 AT 8PM
IN THE STEYNING CENTRE

Clerk: Evelyn Stanford

DRAFT MINUTES

ACTION

Attendees

Steering Group Cllrs Liz Trundle (LT), Cllr Tim Lloyd (TL), Mariella Alexander (MA), Richard Bell (RB), Paul Cotton (PC), Sally Johnstone (SJ), Paul Maidment (PM), Murray Van de Pol (MVP)

Consultants: Andrew Metcalfe (AM)

Apologies: Russell Barnes

Also present were members of Steyning Parish Council and members of the public.

Introduction

Murray Van de Pol (Steering Group Vice Chair) introduced the evening and welcomed members of the Council and the public to the event, he then introduced Andrew Metcalfe who made an introductory presentation covering the Background to the plan & who is preparing it, the Neighbourhood Plan's Vision, Housing Need (the recent AECOM report confirmed that 14 dwellings per annum, or 165 dwellings over the remainder of the plan period, 2019-2031 is required) and the Call for Sites. Following this he explained that there 9 site had to date been submitted to the Steering Group for consideration, that they had all been invited to present this evening but only 3 had taken up the offer.



Parish Clerk: John Fullbrook
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Sweetlands

Overview of proposed development: Cala Homes proposal – 49 units consisting of 9 x 4 beds, 9 x3 beds, 11 x 2 beds. Affordable units – 6 x3 beds, 10 x2 beds, 4 x 1 beds. All to reflect local needs and close to services and facilities, site also to contain open space and improved pedestrian access. For more information please view the slides attached to these notes.

Over the course of the Steering Group's Q&A Session the following was said:

PC Assessment shows that there is not a lot of demand for 4 bed houses in the local area but 1/ 2/3 beds homes are required so urged Cala to think again about size of houses, but also asked them to explain about affordable housing in context and explain how this would be protected for people with a local connection.

Cala *The sizes of houses was based on assessment from Horsham District Council and there wasn't time to adjust to the Steyning Plan; it was explained that there is a new definition for 2019 of affordable housing, this covers to houses to rent, shared ownership and houses to buy. On this site they have not yet defined the number of affordable houses, when planning permission is sought then there would be consultation with the Steyning Parish Council on the how many affordable houses are required and these would be available to those with a connection to the local area.*

PC Has any research been carried out on the infrastructure and impact on doctor's surgeries, schools etc that this number of houses would cause

Cala *No research been carried out for this site but there are indicators that can be used, based on the mix of housing some of which will be family homes there will be an fairly big impact on local service; unfortunately they cannot provide facilities on the site but under Section106 can provide funds for improvement of current services, this can be better accessed when the housing mix is known.*

PM As a regular user of the lane, which is a one track lane, how would access be provided for two way traffic

Cala *It does narrow to single track and realistically they are not sure how they would be able to widen the road, this needs to be looked, but with good use of the site especially to the south, safe access to the lane should be able to be provided, it is something that needs to be worked on.*

MVP The lane is a key access to the South Downs for walkers and cyclists so how would Cala promote access to the South Downs, no compromise on this as it is in the vision statement

Cala *There is a footpath to one side, this could be taken through the central open space which will provided for access for walkers etc*

BM *Owner of site – have had discussions with Cala over this, there is quite a bank, need to borrow some of it and use the frontage, access to the site will be through the gateway which will be widened, to give access for pedestrians along the Newham Lane boundary. Above the site, where it narrow, is not in control of the developer, it was felt that traffic from the site will not be travelling up the lane but going down towards the centre of Steyning but there have been discussions about borrowing some of the bank to make things safer.*

Tabled question – further discussion required about the access in Bostal Road?

SJ What effort will be made to make these houses as low carbon as possible and will electric car charging points be made available as part of the plan

Cala This something that is important but the plans are not that far forward but it there is a great deal that has to be done to make houses more carbon neutral as possible, but this will be looked at as it is an important issue to be as green as possible.

MVP Newham Lane is used by commuters avoiding the A27 so there is concern about the volume of traffic coming from the site especially in conjunction with Sheep Pen Lane, which has historical services, as there aren't any traffic calming measures how will Section 106 be employed

Cala Unfortunately unable to answer but if traffic calming is a concern then that can be looked into especially with West Sussex County Council, but it is important to remember that with any Neighbourhood Plan if it accepts a development it accepts the principle but the number of houses may differ, they are open to provide further information if necessary.

RB Have you spoken to the National Park about the development of this site

Cala The National Park have been spoken and a number of representations have made to them it is believed that they will be led by the Neighbourhood Plan, they don't seem to have an opinion regarding the site but they will continue to contact them so that they can receive feedback from them

Bayards Field – Wiston Estate

Overview of proposed development: this site has areas of different levels, also areas that are sensitive, the highest to the north, this means that there is only just over 50% is ideal for development. The development will be in the hands of a Community Trust, consisting of 60/70 mixed housing which will be 'custom build' ie self build; also the units will be a range of sizes to provide housing for local people. It was also envisaged a Discovery Centre will be built for the environment education of young people; ancient hedgerow to be maintained, accessibility to local amenities by walking, the area south of Mouse Lane will be designated an open space. For more information please view the slides attached to these notes.

Over the course of the Steering Group's Q&A Session the following was said:

MVP You are aware that there is a campaign to designate Bayards Field as a green space

RG They are aware of the environmental issues regarding the field and will retain ancient hedgerows as part of the development, as regards the green space issue Dale will answer –

It is quite difficult to have a site designated as a green space as the examiners set the bar high in line with government guidelines and the reality is that Bayards would not likely qualify as a green space. There is the fact that land south of the development has earmarked as an open space, as it is in the gift of the developer or landowner to offer this area, this makes it a lot easier for Neighbourhood Plans to accept an open space, also

the bar set for open spaces is completely different to that for green spaces therefore it would be easier for the examiners to accept the offer of the open space over the green space.

- PM Finds the concept of 'custom build houses' interesting but, no understanding about what is meant by affordability and tenure particularly and how local need is protected within there, also the property size
- RG *The idea would be that there would be a group of trustees that would safeguard the objectives of the site that would secure local tenure of the site.*
- Tom *Affordability is delivering housing that is intermediate in price range with equity held by a land trust, so some plots are handed over free but others at a reduced rate*
- PM That gives some answers but by mentioning tenure, what about rented homes, does that include socially rented homes, affordable rented homes, shared home ownership
- Tom *As on other sites where they have worked with the RSL, they would hand over a plot to the RSL who are a registered provider of social housing, these would be mixed in with the other plots*
- RG *Other thing about these plots that they would be developed by the people that buy them to build their own homes which means that the land passes straight from landowner to buyer with no development fee. So some plots can be passed to an RSL, or be developed by Wiston Estate for workers, others sold for people to build their own houses maybe using local builders*
- PVP Infrastructure – this provides quite nicely access to the High Street, could you give some indication of pedestrian access to the school, also houses on the Downside of Horsham Road would be a lot lower, so there would be a difference in the gradient how would this be dealt with
- RG *They could look at providing a crossing across the road, if that is possible this should slow traffic down, the aim is to prioritise pedestrians rather than the car users*
- PVP So the question about the gradient differences in Mouse Lane
- RG *This hasn't been looked at closely but might the houses will have to be set further back on the site, as there is a drop you won't be able to see into the site, other issues include parking and how to provide safe access which is why it is important to work with the local community steering group to provide the best solution to these sort of problems, also to work out whether to site bungalows at the bottom and houses further up*
- SJ The provision of low carbon housing and electric charging points for cars
- RG *There are bigger problems in future, if people are building their own homes they are very likely to incorporate as many eco friendly measures as possible*

Land north of Kings Barn Lane (Glebe farm)

Overview of proposed development: Richborough Estates propose 195 houses, mix of range of sized houses, vehicle access to the site will be a three-arm roundabout on the Steyning by-pass, Kings Barn Lane access will be pedestrian and cycle routes. For more information please view the slides attached to these notes.

Over the course of the Steering Group's Q&A Session the following was said:

PVP Although this site was not included in the original plan, it was apparent that a large development of some sort may be necessary, as this is a large development which falls outside the Steyning built up area which finishes in metres of the Steyning by-pass, is there not a conflict with the HDC plan for houses that connect to Steyning

Richborough – it is well contained by the borders north and south, have discussions with WSCC highways regarding access, widen access in Kings Barn Lane for pedestrians

PC Any more details on the sizes of housing, no demand for larger houses but there is a demand for 1/2/3 bed houses, what is your concept of affordable housing

Richborough – they work with the Neighbourhood Plan and the housing department to provide the housing required which includes affordable housing, the one bed houses would be low in number, the 2/3 beds would vary between houses and bungalows

PC It was encouraging to hear about bungalows as the need for these has come to light, there is a need to encourage downsizing from large houses to smaller properties within Steyning

PVP Key component for access to the site seems to be the three-legged roundabout off the by-pass, could you explain about the discussions held with WSCC on the number of traffic movements that you are expecting, also by making a three-legged roundabout are you not complicating the current access to the school, so could you explain how this would tie in with the proposal

Richborough – we have had detailed discussion about the design of the roundabout after discussion with traffic management, the design is to make the road safer for traffic from the site and also using the by-pass,

PVP We appreciate you giving us the proposal it is obvious that a lot more discussion is required

PC Residents were opposed to large developments when asked, how would you break up the design of the development to make it look like smaller estates

Richborough – getting routes through the development, changing the design of the housing to similar to what is already in Steyning, include buildings to be used as meeting places at junctions, using the countryside to landscape areas within the development

AM I note that new pedestrian links have been identified, but how are you going to ensure that this does not become a dormitory estate on the outskirts of Steyning, what links are there to the High Street etc

Richborough – we propose that pedestrians use Kings Barn Lane, also the use of places for residents to meet, there are footpaths across the estate which can be enhance, looking to enhance the crossing into Steyning

Conclusion

MVP Thanked everyone for coming, especially the promoters, no plans for the other sites but all proposals will be put up on the website, this was the first public engagement event on the sites, we hope that it worked for the promoters and everyone else.

The meeting closed at 21.57hrs

Signed Chair of the NP Steering Committee