

**Hawkhurst Parish Council**

Meeting: **EXTRAORDINARY GENERAL MEETING TO REVIEW TWBC'S  
INTERIM STRATEGIC HOUSING AND ECONOMIC LAND  
AVAILABILITY ASSESSMENT (SHELAA) APRIL 2017.**

Date: 15<sup>th</sup> June and 29<sup>th</sup> June 2017

Ref: NG.

**Copt Hall.**

Typed: 27<sup>th</sup> June and 30<sup>th</sup> June 2017

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COUNCILLORS PRESENT

Mrs J Newman (Chairman), Mr M Appelbe, Mrs M Brinsley, Miss M Cronin, Mr P Whittle (15<sup>th</sup> June) and Mrs J Newman (Chairman), Mrs M Brinsley, Mr P Whittle (29<sup>th</sup> June).

ADDITIONAL CIRCULATION

Mr. S Holden, Mr. G Bland, Mrs. B Palmer, Mr. N Gray,

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- | 1.  | <u>Adjournment for Public Questions and Comments</u>   | Action |
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| 1.1 | <p>JN read a definition of ‘tethering one’s discretion’ and repeated Monitoring Officer advice that in anticipation of possible planning applications and future TWBC site allocation consultations, Members would be obliged to restrict their comments to factual observations in a review of the SHELAA only at this meeting. JN explained that so far one call for sites had been made by TWBC, closing in August of 2016. A second call for sites closed in June 2017 and she believes that around 100 more sites were put forward. A resident asked when the community gets to have its say on potential development sites. JN explained that once TW had digested all submitted sites, it would consult the public on its findings before allocations would be decided upon by them. It would be important for as many residents as possible to give their own opinions at this consultation. JN was also asked why TWBC had been given a new housing target, given that Hawkhurst already has planning granted for well over its allocation of 240 dwellings to 2026. JN explained about the new Objectively Assessed Need (OAN) that planning inspectors had said was needed for TWBC because the previous target of 6,000 was out of date. The new OAN starts at close to 13,000. The current Local Plan aims too low therefore, allocating for 6,000 homes across the Borough and a new Local Plan must be made as soon as possible to identify policy and sites to deliver up to 13,000 homes. Developers would normally promote their sites through the call for site and allocation process. However, whilst the new Plan is in preparation, developers may try to use the NPPF (National Planning Policy Framework) to assert that lacking an identified land supply for 13,000 homes in the Borough, the paragraph 14 presumption in favour of sustainable development applies. The Borough and Hawkhurst are potentially less protected than normal at this time, therefore. The new plan will run from 2013 – 2033 so those houses already built since then will be counted against any future allocation set for Hawkhurst. A resident asked if HPC had considered creating a Community Land Trust to build reasonably-priced housing of the correct mix for the community. JN replied that whilst she was aware of this in the West Country in</p> |        |

- particular, locally she only knew of Cranbrook taking this route. A resident advised that it had taken 12 months to create the trust in Cranbrook and the difficulty now faced was in accessing land at an affordable price, so it was not a quick solution.
- 1.2 A resident spoke in opposition to Site 78 with proposed access off Copthall Avenue. She is a resident of that road, which is narrow, built before the modern traffic volumes, and the site would take access from a house at the far end of the cul de sac. It would mean the loss of 5 hectares of AONB land. It would create a cut-through for pedestrians so the full width of the pavements would be needed. An increase in the volume of traffic on Copthall Avenue would make exiting the road difficult. There would be conflict between drivers manoeuvring on and off drives and residents accessing a new estate. There are currently 30 houses and 66 cars already. There are 2 springs along the road that generate ice in winter, so the road is already dangerous. Her house backs onto a field that adjoins the site and the development of site 78 could threaten that field also. The AONB and Little Switzerland in particular represent a major leisure opportunity to the village, which could be placed under threat.
- 1.3 A resident spoke objecting to site 115, concerned at a possibility of 500-700 houses generating a potential 2000 cars. She also objected to site 201 as the High Street is dangerous at that point as Speedwatch data shows. She is concerned about the potential impact on infrastructure within the village and in particular, traffic, car pollution from 2 cars per household, light pollution, schools, sewage and the community in general. She feels loss of countryside represents a loss of sports recreation and green spaces.
- 1.4 A junior resident who attends the village Primary School spoke of her concern about more houses bringing more traffic. She has often been stuck at the traffic lights for 20 minutes or more and especially on Cranbrook Road. She does not believe that there is more room available at the Primary School for new classrooms. She is worried about pollution and that the beauty of the village will become ruined by cars.
- 1.5 A resident living on Rye Road spoke about the reduction in air quality that already results from the pollution generated by large volumes of traffic. It is a particular concern for elderly residents and those with long-term health problems as bad air can result in early death. The loss of green spaces is significant as they are important for health and wellbeing. There are also already problems with run-off for drainage along Whites Lane which must be considered as Whites Lane is below a ridge line. The infrastructure generally in the village is inadequate already.
- 1.6 A resident who lives on Horns Road spoke on behalf of himself and the Save the Moor group, which is especially concerned about site 52. Developers are actively looking at site 52 already. The roads are at saturation point locally, especially Cranbrook Road and Highgate Hill and this is before Circus Field is even on stream. Site 52 envisages 48 houses which would mean that Delmondene Lane and Stream Lane would become even worse rat runs. There are sustainability problems: there is a lack of sewerage provision, it is 1 ½ miles to shops so more cars will drive to services. Occupants would have to drive to their jobs as there is no train station. He supports the TWBC proposal for a new village with a rail station and good access to the new A21 dualling investment. Site 52 is in the AONB and outside the Limit to Build Development. It is a typical Kent part of the village and to develop there would create a domino effect which would eventually see The Moor joining up with Circus Field if the edges were expanded. The site is wrong and developers are getting underneath the radar at the moment, which does not represent consultation. It

needs people to come together and have a consensus on the way forward and this approach violates that. He believes that the TWBC website is bad for giving notice of meetings.

1.7 A resident of Gills Green spoke of her concern at congestion on the roads around Gills Green and the effects of traffic on Slip Mill Lane. Building around there would have a damaging effect on the volume of traffic there and she was concerned for children and grandchildren living there. There needs to be a wide demographic living at Gills Green, including young couples having children. Some do work locally and want to stay. Not all can rely on the bank of Mum and Dad.

1.8 A resident spoke of the Local Plan to 2026 for 240 homes in Hawkhurst. He asked why if the 240 has been exceeded, do planners persist in passing plans? Should it not be first come first served and it is random where they could be. JN foresaw that there will be more applications, you just cannot predict where.

1.9 A resident of Santers Court spoke of his concern about site 46. The SHELAA refers to a vacant building, but the land and building have been leased from the owner are in full use. Furthermore there is only one streetlight in Santers Court ('streetlighting' is referred to in the SHELAA). He criticised DCLG's requirements for planning consultation for the vulnerable and elderly, who cannot be expected to be consulted using noticeboards and notices on lampposts. Hawkhurst has great GPs but they are under a lot of use. Provision can be inadequate for schools as when Boddingtons moved from Horsmonden and their site became housing, it wasn't possible to double the size of the school but the remaining contribution did not go to the village. It is a fact that Hawkhurst is surrounded by AONB. As for economics, the A21 development has taken a lot of taxpayers money, so people must make a big case that builders should now develop there and not try to extend traffic here which will lead to accidents. The bend by the Great House is bad but crossing it is very dangerous, it floods and gets icy and more traffic will lead to more fatalities. More concrete will create more run-off onto main roads and more flooding.

1.10 A resident believed that there should be a 'No Entry' at the northern entrance to Waterloo Road. There are already frequent power cuts in the winter and The Moor runs off power cables from 1922 which are insulated with string. The infrastructure in the village is suffering and there is a lack of broadband and public transport.

1.11 A resident spoke against site 52, describing it as an enclosed and exposed site, which is very visible from land behind it and development on which would tower over ancient woodland and a footpath to Hensill Lane. There are road, sustainability and infrastructure issues with it.

1.12 A resident voiced her concern about community and village facilities. She felt there were few small shops left in the Colonnade and an increase in elderly residents who came for facilities that the village seems to be losing. None of the proposed developments would support these facilities, she believed. The last bank here will close in September and the vulnerable suffer the loss of these facilities most. We have very bad pavements, which are compounded by heavy traffic. It could even be as quick to go to Hastings or Tunbridge Wells to go shopping after waiting in traffic queues in Hawkhurst. This is all driven by developers, she believed.

## 2. Apologies for absence

2.1 Mr. B Fitzpatrick, Mr P Dartnell, Mrs A Hastie, Mr J Hunt, Mr P Jones, Dr M Robertson, Mr S Spanswick, Mrs B Weeden, Cllr B Palmer (15<sup>th</sup> June). No apologies received 29<sup>th</sup> June.

3. Declaration of Interests

3.1 PW declared on both 15<sup>th</sup> and 29<sup>th</sup> June that he had a pecuniary interest in Sites 78 and 33 as he owns a property adjoining each of these sites.

3.2 The Clerk made a dispensation to all Members present in relation to Site 52 in view of a shared personal interest common to them all since the landowner is a fellow councillor.

4. Matters for Discussion

4.1 **Interim Strategic Housing and Economic Land Availability Assessment April 2017.**

MB reminded those present that the standard density in the Borough is 30 dwellings per hectare. JN raised the issue of assessing the quality of agricultural land. She is advised that testing each site put forward in Hawkhurst would be very costly. Hawkhurst NDP determines that classes 1,2,3a or 3b should not be deemed suitable for building on. Generically, DEFRA classes land in the area of Hawkhurst as 3b. PW left the room for Site 33.

Review of SHELAA sites. The following amendments will be recommended to the TWBC Planning Policy Team:

- Site 2 Chittenden Fields

**Pedestrian Access** – There is no pavement along Slip Mill Road and it is dangerous to walk along due to speeding traffic. Pavements can be found along High Street.

**Access to Local Services including Public Transport** – The Role and Function Study is inaccurate and this will apply to every site's evaluation.

**Agriculture** (new category for every site) - Agricultural field (grazing use).

- Site 3 Stears Field, Trenley Lane

**Adjoining uses** – The site is adjoined by fields. It lies west of a dismantled railway line . [Note – there is no adjoining residential use and commercial use at Limes Grove is ½ mile away]

**Pedestrian Access** – There is no pavement serving the site.

**Access to Local Services including Public Transport** – see comment at Site 2.

- Site 17 Land adjacent to High Banks Nursery, Cranbrook Road

**Current Use** – The site comprises a parcel of woodland covered in saplings.

**Adjoining uses** – The site is adjoined by a commercial nursery to the north, a business park opposite, residential properties and a field.

**Pedestrian Access** – There is a pavement along Cranbrook Road A229 on its western (opposite) side.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Further Issues for Consideration** – add: Outside walking distance to village facilities.

- Site 19 Land at Hartenoak Road

**Current Use** – The site comprises an agricultural field used for sheep and lamb grazing. It includes a paddock/field adjacent to Cranbrook Road.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Site Topography** – The site has a gentle slope to the south at the top end of the

site. The site slopes steeply up from Cranbrook Road.

**Natural Features** – There are mature trees and hedging. There is a river at the southern boundary.

**Views Into and Out of Site** – add: Extensive views to it from Cranbrook Road and from Ockley Lane PROW.

**Further Issues for Consideration** – add: 40mph limit on Cranbrook Road; Outside walking distance to village facilities.

**Agriculture** (new category for every site) - Agricultural field (grazing use).

- Site 33 Land South of Woodham Hall, Rye Road

**Adjoining uses** – The site is adjoined by fields and part residential as well as woodland and a pond nature reserve (protected local green space in Hawkhurst NDP).

**Access to Local Services including Public Transport** – see comment at Site 2.

**Site Topography** – There is a north south level change downwards, which is steep at the southern end.

**Views Into and Out of Site** – Public views of the site are restricted by trees, except from the north.

**Further Issues for Consideration** – add: Drainage to sensitive ponds and water courses.

**Agriculture** (new category for every site) No but the site is a wildlife corridor.

- Site 46 Land to the rear of Santer's Court, Cranbrook Road

**Current Use** – The site is a green parcel of land with a building on the site that has been rented for 12 years.

**Adjoining uses** – The site is adjoined by residential properties and a field grazed for lambs and sheep and a cricket ground.

**Boundaries** – There are a couple of mature trees along the site boundary, post and rail fencing and a 6 foot solid close boarded fence.

**Vehicle Access** – add: The access floods regularly.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Infrastructure** – The site is adjacent to existing built development. There is one street light in Santer's Court but pavements stop well before this site. There is pavement along Cranbrook Road.

**Further Issues for Consideration** – add: cricket ball hazard from adjoining field [this is genuine from residents' own experience in Santer's Court]; potential land ownership issues.

- Site 52 Land and property at Streatley, Horns Road

**Adjoining uses** – The site is adjoined by residential properties, a farm building, fields and land formerly used as a nursery.

**Boundaries** – add: There is a watercourse to the northwestern boundary and a spring.

**Vehicle Access** – add: In addition there is a gateway into the field.

**Pedestrian Access** – There is a narrow pavement on the south side of Horns Road. There is no pavement along the northern side of Horns Road next to the site or to the west or east of the site.

**Site Topography** – The topography of the site is an undulating one and slopes away to the north and the stream and ancient woodland.

**Access to Local Services including Public Transport** – see comment at Site

2.

**Views Into and Out of Site** – Public views of the site exist from Horns Road looking into the open frontage along the south east corner of the site. The site is enclosed by a tree belt on other sides, but is visible from the nearby Sussex Way.

**Enclosed/Exposed Site** – The site is exposed along its frontage with Horns Road and enclosed by a tree belt on 2 of the other sides.

**Infrastructure** – There is a narrow pavement on the south (opposite) side of Horns Road. There is no pavement along the northern side of Horns Road next to the site.

**Further Issues for Consideration** – add: private drainage under the land; 40 mph speed limit; Outside walking distance to village facilities; local density is very sparse .

**Agriculture** (new category for every site) – active grazing of sheep within the last 2 years.

- Site 55 March's Field, Lime Grove

**Access to Local Services including Public Transport** – see comment at Site 2.

**Further Issues for Consideration** – add: Designated economic development area; Adjacent to existing designated employment hub Limits to Built Development.

- Site 58 The Wealden Advertiser, Cowden Close, Horns Road

**Access to Local Services including Public Transport** – see comment at Site 2.

**Further Issues for Consideration** – add: Brownfield Site; Loss of commercial premises and local employment.

- Site 78 Land off Cophall Avenue

**Adjoining Uses** – The site is adjoined by fields, residential properties and an important designated local green space.

**Boundaries** – The site boundaries consist of a mix of trees and hedging and a river (a tributary of the Rother) at the southern boundary.

**Pedestrian Access** – There is a lack of pedestrian access to the site. There are pavements in neighbouring streets and along Highgate Hill.

**Public Rights of Way** – There are no Public Rights of Way running through the site. There is a very well used Public Right of Way adjacent to the south eastern stretch of the site and the site overlaps an NDP designated green space.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Access to Open Space** – The site has a rural setting to it apart from a small area to the north which is semi-rural.

**Natural Features** – There are ponds, springs and a stream running north to south through the site and along the full length of the southern boundary.

**Views Into and Out of Site** – There is a clear public view across part of the site from Fieldways adjacent to the north. The whole site is clearly visible from Little Switzerland footpath from the east and the south.

**Enclosed/Exposed Site** – Some parts of the site are exposed to the boundaries, principally alongside the river.

**Infrastructure** – A small area of the site is located adjacent to existing built development. There are pavements and streetlighting in the wider locality.

- Further Issues for Consideration** – add: Little Switzerland is a designated green space under the NDP (this space overlaps that protected space); One of the most well used and valued PROWS in Hawkhurst.
- Agriculture** (new category for every site) – Managed farmland currently grazed by cattle.
- Site 81 Hartenoak Road

**Site Plan** – This excludes Gunthers Close (10 years old) and the newly located playing field.

**Adjoining Uses** – The site is adjoined by residential properties, fields and ancient woodland.

**Pedestrian Access** – There is no pedestrian access into the site currently. There are pavements close along Hartenoak Road, Hartnokes and Gunthers Close opposite.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Natural Features** – There are trees and mature hedgerows.

**Infrastructure** – The site is adjacent to existing built development on part of its southern boundary. There are pavements close along Hartenoak Road and Hartnokes and streetlighting.

**Further Issues for Consideration** – add: Rural location; Rural Lane and ancient routeway (wagon track, see NDP p.18).

**Agriculture** (new category for every site) – Managed greenfield site used for grazing.
  - Site 86 Land at Highgate Hill

**Adjoining Uses** – The site is adjoined by fields residential properties on part of the northern boundary and the eastern boundary.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Views Into and Out of Site** – There are views of the site from adjacent residential properties mostly to the north. There are public views of the site from the Public Rights of Way and views across from the to The Moor area and vice versa.

**Infrastructure** – The site is located adjacent to existing built development. There are pavements along Highgate Hill some distance away. There are no streetlights in the area.

**Further Issues for Consideration** – add: Very cherished, well used and valued PROWS adjacent to 2 boundaries and extensively used by village residents; drainage concerns; loss of important views.

**Agriculture** (new category for every site) – Productive agricultural arable land.
  - Site 89 Land West of Hawkhurst Community Hospital

**Adjoining Uses** – The site is adjoined by residential properties and fields. Ancient woodland is sited further to the north (part of Bedgebury estate).

**Access to Local Services including Public Transport** – see comment at Site 2.

**Further Issues for Consideration** – add: potential infrastructure issues.

**Agriculture** (new category for every site) – Productive agricultural arable land.
  - Site 102 Hawkhurst Station Business Park, Gills Green

**Pedestrian Access** – There are no pavements along Slip Mill Lane. There are pavements along parts of Cranbrook Road, some considerable distance away via

Limes Grove.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Infrastructure** – The site is adjacent to some existing industrial built development. There is no streetlighting or pavements along Slip Mill Lane.

**Other** – Slip Mill Lane

**Further Issues for Consideration** – add: Adjacent to existing *commercial* Limit to Built Development; No pavement and dangerous to walk along Slip Mill Lane due to speeding traffic.

**Agriculture** (new category for every site) – Not agricultural use.

- Site 107 Hawkhurst Place Farm, Rye Road

**Vehicle Access** – The northern part of the site has frontage with Rye Road. There is access into the site from the adjacent farm, but not from Rye Road.

**Pedestrian Access** – There are pavements further west of the site along Rye Road, but these are lacking along the site frontage. There are also pavements on the northern side of Rye Road.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Natural Features** – There is a large oak tree within the centre of the site and a row of trees along the western boundary of the site. Important example of ridges and views in the High Weald.

**Views Into and Out of Site** – There are public views of the site from Rye Road of the northern part of the site, which falls away to the south. This is regarded as one of the most important views in the area and as such is protected by the Hawkhurst NDP.

**Infrastructure** – The site is close to some existing built development. There is pavement along parts of Rye Road, lacking along the site frontage. Rye Road lacks street lighting.

**Further Issues for Consideration** – add: Close to a number of listed buildings; loss of some of the most extensive and valued AONB views, typical of the High Weald.

**Agriculture** (new category for every site) – Productive agricultural arable land.

- Site 112 Scrap Yard, Hartenoak Road

**Adjoining Uses** – The site is adjoined mainly by open countryside, a river (tributary of the Rother) and residential properties with an equestrian centre nearby.

**Public Rights of Way** – There are two Public Rights of Way opposite the site.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Natural Features** – There is a river to the north on the boundary (a tributary of the Rother). Ockley Wood (ancient woodland) is adjacent to and forms part of the site.

**Other** – The scrapyards detract from visual amenities of the locality. Important local employment. National speed limit applies.

**Further Issues for Consideration** – add: loss of employment use; on an ancient routeway and opposite further ancient routeway; rural lane.

**Agriculture** (new category for every site) – Not agricultural use.

- Site 115 Land forming part of the Hawkhurst Golf Course to the north of the High Street.

**Adjoining Uses** – The site is adjoined by residential properties, fields, woodland and a small industrial estate.

**Vehicle Access** – There is direct vehicular access to the site off High Street. The site is also adjacent to Cranbrook Road.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Natural Features** – There are significant trees and hedging. There are streams on the site including one towards the southern end of the site and a river (a tributary of the Rother).

**Infrastructure** – The site is located adjacent to existing built development and there is a small amount of existing development towards the southern boundary of the site.

**Other** – Particularly large village site; merging of Highgate and Hamlet of Gills Green.

**Further Issues for Consideration** – add: loss of sports recreation (golf and squash); loss of employment; challenging topography; adjacent to area of EN22 landscape importance.

- Site 167 Land on the north west side of Heartenoak Road.

**Site Plan** – This excludes Gunthers Close (10 years old) and the newly located playing field.

**Current Use** – The site is made up of two parcels of land, east and west. Both are managed green fields in arable use.

**Adjoining Uses** – The eastern site is adjoined by a recreation ground, fields and Ockley Wood (ancient woodland). There are residential properties close by to the south of the western site, which is otherwise surrounded by fields.

**Public Rights of Way** – The site is split in two by Ockley Lane, which is an ancient routeway, bridlepath and Byway, running north to south between the west parcel and the east parcel.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Access to Open Space** – The site is adjacent to a playing field and recreation ground at Gunther Close. There is a Public Bridleway running from north to south across the entire site. This is an ancient routeway which joins a further ancient routeway at Heartenoak Lane. Rural Location.

**Views Into and Out of Site** – The site lies within a rolling landscape. There are public views of the site from the recreation ground and also from Heartenoak Road (a rural lane) and the bridleway running north to south across the site.

**Infrastructure** – The western parcel is located adjacent to existing built development. There are no pavements along this stretch of Heartenoak Road or along Ockley Lane which is unmade. There is also a lack of streetlights but there are telegraph poles in the locality.

**Further Issues for Consideration** – add: potential drainage issues; protection of bridlepath and ancient routeway.

**Agriculture** (new category for every site) – Productive agricultural arable land.

- Site 172 Land adjacent to No.6 Sydney Terrace, Cranbrook Road

**Access to Local Services including Public Transport** – see comment at Site 2.

**Natural Features** – There are trees adjacent to the site. Site is close to a river below (tributary of the Rother)

**Further Issues for Consideration** – add: loss of parking will displace approximately 12-15 cars onto Cranbrook Road.

**Agriculture** (new category for every site) – Not agricultural use.

- Site 201 Land at Sessele House and Marlborough House School, High Street

**Public Rights of Way** – Public Right of Way WC191 runs along the south eastern boundary of the site. There is a further PROW crossing the playing fields close to the site.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Enclosed/Exposed Site** – The site is enclosed to the north and more exposed to south and west and east.

**Other** – There is limited visibility from the vehicular access to the site to the west. There is a 30 miles per hour speed limit along High Street, changing to 40 miles per hour outside the site.

- Site 209 Land to the north (rear) of Fowlers Park, Rye Road

**Site Plan** – This map needs updating to show the supermarket and car park on the bus station site since 2011.

**Vehicle Access** – There is vehicular access into the site off Whites Lane (a rural lane and ancient routeway), where there is a metal field gate on a bend.

**Pedestrian Access** – There is no pavement along Whites Lane.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Site Topography** – The topography of the site undulates and is steep in places.

**Natural Features** – There are trees, including significant vintage TPOs.

**Infrastructure** – The site is located adjacent to existing built development.

Rural Whites Lane has no pavements or streetlights. Whites Lane has telegraph pole(s). There are pavements in the wider locality, some considerable distance away.

**Other** – Whites lane is narrow, one car width without passing places and is national speed limit.

**Further Issues for Consideration** – add: access issue – rejected at previous appeal; drainage and flooding issues onto Whites Lane.

**Agriculture** (new category for every site) - Agricultural field (grazing use).

- Site 252 Land at Red Oak

**Site Map** – correct spelling from Heansill Lane to Hensill Lane.

**Vehicle Access** – There is no vehicular access to the site currently. From Red Oak the site is located at the end, used for parking. The frontage with Hensill Lane is rural in character (essentially a track and no-through lane) and has a drainage ditch. There is limited width in the lane and a considerable height difference with the site.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Access to Open Space** – The site has a semi-rural setting and is within walking distance of the village green and recreation ground.

**Infrastructure** – The site is located adjacent to existing built development.

There is no pavement along Hensill Lane where telegraph poles exist. There are pavements along Talbot Road some distance away and the wider locality. There is a lack of streetlighting around the site. There is streetlighting along Horns Road, some distance away.

**Other** – there is a drain west of the site.

**Further Issues for Consideration** – add: Difficult access from Hensill Lane due to land levels; Previous application for affordable housing.

- Site 253 Northgrove Car Park, Northgrove Road

**Current use** – The site comprises a recently refurbished public car park for approximately 40 car parking spaces, of which 7 are public and the remainder are permit holder only.

**Public Rights of Way** – There are no Public Rights of Way on the site. There are Public Rights of Way to the east and adjacent to the west of the site.

**Access to Local Services including Public Transport** – see comment at Site 2.

**Site Topography** – The site is flat with a surface comprising tarmac, which has recently been resurfaced by TWBC.

**Further Issues for Consideration** – add: Significant void beneath site and redevelopment issues.

5. Closure

5.1 The meeting closed at 22.30 on 15<sup>th</sup> June and was adjourned to 29<sup>th</sup> June to consider remaining sites 55-253, excepting site 78 (see above). The meeting closed at 21.30 on 29<sup>th</sup> June.

Signed.....

Date.....

Julia Newman, Chairman