

## **MEETING TRANSCRIPT**

DM/23/0827 - WEST HOATHLY BRICKWORKS, HAMSEY ROAD,  
SHARPTHORNE, EAST GRINSTEAD, WEST SUSSEX, RH19 4PB

In attendance at meeting on: 21<sup>st</sup> March 2024

### Councillors:

Christopher Phillips (Chair), Dick Sweatman (Vice-Chair), Malcolm Avery, Richard Bates, Kristian Berggreen, Anne Eves, Rodney Jackson, Mike Kennedy, Adam Peacock, Eric Prescott, Rex Whittaker, Cavan Wood

### Officers & Council Staff:

Stuart Malcolm (Senior Planning Officer), Steve King (Planning Applications Team Leader), Paul Weeks (Legal Advisor), Ian Gledhill (County Highways), Natalie James (Drainage Engineer)

### Speakers:

Martin Robinson (West Hoathly Parish Council, Objector), Tony Grubb (Objector), Philip Dobson (Hamsey Road Resident Group, Objector), Cllr Gary Wall (West Sussex Council, Objector), Cllr Paul Brown (Ward Member, Objector), Tracy Puttock (Ashill Regen, Applicant), Neil Rowe (RGC Highway Consultancy, Supporter), Sam Stackhouse (Chartered Town Planner, Supporter)

<b>Speaker</b>	<b>Transcription</b>	<b>Para</b>
Chair	So we move on to the substantive items on the agenda today. Item 4, recommendation for approval. DM/23/0827 West Hoathly Brickworks, Hamsey Road, Sharpthorne, East Grinstead, West Sussex, RH19 4PB. And I'll ask Stuart Malcolm to make the presentation, please.	1.
Stuart Malcolm	<p>Okay. Thanks, Chairman. I'll just draw Members' attention to the update sheet first of all, if I may. Just a couple of updates to take you through. We've received four additional letters of representation since the agenda was put together, just raising a couple of additional points that aren't already set out in the report, paragraph 4.1, as set out before you.</p> <p>And then really the rest of the updates are just some minor rewording really of some of the conditions. There is reference there to just removing the word "offsite" and that – in paragraph 12.127 and that was just a typo referring to offsite biodiversity net gain, but it is all onsite biodiversity net gains, we'll talk about it in a moment.</p>	2.

But yeah, the rest of the updates are really just about rewording conditions, particularly around the trigger points, so that demolition is excluded from the definition of development and just putting the arboricultural method statement within the construction management plan. And finally, just an amendment to the [REDACTED] about the sustainability statement, condition 31, it's just referring to the EV, PV and air source heat pump plan as well as the applicant's Energy and Sustainability Statement. Yeah, that's it in terms of updates.

So moving on to the application itself, so the application site is the former West Hoathly Brickworks site that is on the northern edge of the village of Sharpthorne, as shown here on the left-hand plan. This plan really shows a bit more context in the wider setting, as you'll see the village of Sharpthorne immediately abutting to the south and further to the west the neighbouring village of West Hoathly.

So the site, as indicated by the red line plan on both of these images, measures just over 16 ha in area and is only accessed from the south at the northern end of Hamsey Road, this is Hamsey Road here, which itself links to Station Road, which is located here, and that joins in to Top Road that runs through Sharpthorne and over towards West Hoathly.

So the plan on the right, this shows that the buildings and other built form on the site at the moment, all those associated with the brickmaking process, these are largely concentrated in the northwest corner of the application site and the rest of the site as well as land outside the application site to the east, this is all land that was used previously for mineral extraction activities. So mineral extraction at the quarry last occurred in 2019, I believe, and the last of the brick making took place in 2020 at which point the brick making operations closed and the site has been closed since then.

So this is the site constraints plan I've put together. In terms of the key constraints, the site is, although it's located on the edge of the village of Sharpthorne, as we just saw a moment ago, it is outside the defined built-up area boundary of Sharpthorne, with that boundary demarcated by the black line on the plan that sort of wraps around the south of the site.

As Members will have noted from the report, as well as being in the countryside, a key issue with the proposal is that the site is located in the High Weald AONB which applies across the whole surrounding area. There is an area of ancient woodland within the site itself. This is shown by the green diagonal cross hatching here, with this located along the western boundary of the southern part of the site, where it backs onto some of the properties along Hamsey Road.

Over in the southeast corner, this lighter green horizontal hatching

is the – this denotes the SSSI which is the Site of Special Scientific Interest. This has been protected because of its geological interest, because of its location within the Wadhurst Clay Formation. So the Bluebell Railway runs in a north-south direction to the west of the site and at this point there's a private pedestrian crossing over the railway line at the end of Hamsey Road here which is just immediately adjacent to the site entrance which is here.

So the bright pink line on the plan, this shows the public footpath which runs just to the west of the railway boundary before it then turns east and runs along the northern boundary of the site and off towards New Coombe Farm. This plan also shows the neighbouring – sorry, the nearest neighbouring properties, these being those houses on Hamsey Road which I just mentioned a moment ago, Station Road, which are these properties here, and Highcroft Road, which is just a little further to the south just on the edge of the image here.

So the report, you'll have seen, references the nearest listed building which is the Grade II listed Old Coombe House which is shown in red here on Station Road, surrounded by a handful of other properties to the immediate south. And then the final sort of policy position to flag at this stage really is that the site is listed in appendix A of the site – the MSDC, I should say, Site Allocations DPD as an existing employment site.

So this plan shows the existing site in terms of where the Brickworks are, so that's the northwest corner of the site I just highlighted a moment ago, and this plan is really just to give you a bit more detail on the nature of that part of the site. So the plan on the left, this shows the location of the various industrial buildings and other ancillary buildings that are present on the site at the moment and have been used historically to support the brick making process. The applicant states that the floor area of all these buildings comes to 9,816 m<sup>2</sup>.

This is probably also a useful point to highlight, although it's not shown in great detail, I've got some photos later on, but to highlight the location of the non-designated heritage asset on the site, this being discussed in paras 12.144 to 12.160 of the report, and this is the Old Workshop which is located in this sort of central-eastern part of the site – of the brick making part of the site.

Moving on to the image on the right, this shows the area of hardstanding and external storage that have been used to support the brickmaking activities and the total square meterage of these comes to close to 35,000 m<sup>2</sup>. So although this part of the site is classed as an existing employment site by virtue of policy SA34 and appendix A of the Site Allocations DPD that I just referenced, the applicant has adequately demonstrated that the loss of the existing employment land is justifiable in this case and the proposal is therefore Development Plan policy compliant in this respect. And it

is on this part of the site where the brick making process has taken place that is considered to be previously developed land, also known as brownfield land.

So this plan shows the rest of the site, i.e. not the brick making part of the site, so it's beyond the brick making areas which are located up in the northwest area here, and this is where the mineral extraction has historically taken place. So this land has been subject to a restoration plan which has been approved by West Sussex County Council in their capacity as the Minerals and Waste Planning Authority. The restoration works were a requirement of the original planning permission for the winning and working of minerals from the site and have nearly been fully implemented on the application site itself. I understand that it's largely just some grass seeding that needs to take place when the time of year is better suited for that to happen.

So the restoration plan covers all of the land that was used for mineral extraction, so it covers part of the application site, this being to the west of the – this is a rather crude red line that I've drawn on myself, but to the west of this line is the application site, but it also includes land to the east of the red line, with this being outside of the application site in different land ownership. That's all this area here with the main quarry that was located in this area here. So this land where the restoration works have been approved and the mineral extraction previously took place is not previously developed land and is essentially undeveloped greenfield land in planning terms.

So the current and historical planning uses are important, because these have influenced the applicant's proposals that are before you today. This is the proposed land areas plan which basically illustrates the two fundamentally different elements to the planning application. This shows, as indicated by the orange shading in the northwest corner, this is the development area which includes the location of the proposed houses. And the larger blue area to the east is the proposed onsite SANG which is required to mitigate the impact of the housing development on the Ashdown Forest.

So identifying which parts of the site to develop has led to this site layout being developed, as shown here, this is the full site layout and this has been submitted as part of what is before you today as a full planning application. This shows the location of the 108 residential units on the 4.61 ha north-western part of the site up here where the brick making activities took place and which is therefore considered to be previously developed land. Building on previously developed land is an important material planning consideration to take into account in a planning balance, as its importance is recognised through the NPPF.

This part of the site also includes the location of the main access point into the site which utilises the sole vehicular access into the

site off Hamsey Road which I showed you a moment ago on the existing plan. So this sort of main development area also includes, as well as the houses, includes open and green space, the LEAP, all the internal access roads, including cycle and pedestrian access, the car parking, a small car park for the SANG which is located here, SuDS features and a perimeter walk that features trim trail equipment en route.

So this full site layout also includes the location of what is an 11.74 ha SANG, also referred to as a nature park in some of the applicant's submissions, and this is on part of the site that was used for mineral extraction and where the approved restoration works have taken place that I showed you a moment ago.

So this plan shows the housing layout and landscaping in a little bit more detail. The houses are a mixture of detached, semi-detached and small terraces supplemented by a small number of apartments located in a broadly central position here. The landscaping has been an important component of the application and the applicant has set out a number of key landscape features which are listed at paragraph 10.8 of the report before you.

In terms of tree removal, the industrial nature of the site that Members will have seen at the visit on Tuesday really means that on the ground at the moment there are not that many trees to be lost, given the overall scale of the proposal. This results in 18 individual trees and 13 groups as being removed and all these have been identified as being within the C classification which means there's no category A or B trees proposed to be lost.

There is extensive planting to compensate for the loss though and this could be – as shown with the new tree planting plan which is this plan here on the left, although some of the detailed soft – sorry, I don't know why it keeps jumping – some of the soft landscaping details, the planting requirements do require further refinement based on the Tree Officer's comments that highlighted some concerns about non-native species. But yeah, the landscaping condition will ensure that we only approve appropriate planting in the right locations.

So much of the existing boundary vegetation is to be retained and enhanced in places, particularly that is along the western and southern boundaries. This is the western boundary here and this results in the removal of the rather alien leylandii that Members will have seen on the western boundary of the site on Tuesday.

There is a linear area of green open space that runs through the central part of the site which includes SuDS features. This follows an existing watercourse and includes play on the way features. The LEAP is proposed in the southeast corner of this part of the site, whilst there will also be a circular perimeter footpath which

incorporates trim trail equipment en route.

So full details of both the soft and hard landscaping, the play facilities as well as the management of these areas are proposed to be reserved by condition details for which would only be agreed in consultation with the relevant consultees. I should also note at this juncture that in residential amenity terms, the applicant has designed the scheme to respond to the neighbouring properties and the houses are designed or located far away enough to ensure that significant harm will not occur through overlooking, loss of privacy or loss of light. The landscaping condition will though ensure that we can secure additional planting along the site boundaries where required.

So these two images on this next slide show the building heights and the tenure for the proposed development. The plan on the left that shows – so this is the building heights plan on the left, this shows that the majority of the houses, which are shown by the lighter blue, that's this colour, these are to be just two storey in height. There are a number of two and a half storey buildings shown by the deeper blue colours, that's these ones here, while there's two navy blue elements to the scheme located centrally here, which represent the two apartment buildings that rise to three stories in height but only on their corners, as illustrated by – not that plan, by this plan. So Members will see from this plan that the taller buildings are located in the less prominent central part of the site, with the two storey buildings being located on and around the site edges.

So I've included the site tenure plan on the right which shows that the scheme is delivering a policy compliant level of 30% affordable homes which equates to 33 units, which is obviously to be welcomed. I won't talk you through all these different colours on this plan that are shown up in the key here, as the mix details for the scheme as a whole are set out at paragraphs 12.193 and 12.196 of the report.

In terms of the affordable, however, 33 units are split between nine being for first homes and 24 for affordable rent, and the locations of these properties are shown by the hatched colours and adequately set out – spread out in the northwest part of the site, the central part of the site and towards the southern part of the site. So overall, both in terms of the affordable housing tenure and the location as well as the overall mix of the market housing too, all these elements are considered to be policy compliant.

So I included this sustainability plan just to make clear what some of the sustainability credentials of the scheme are. In this case the proposal includes the provision of EV charging points for each property, as shown by the red and the green dots, not sure how clear they are, but they are shown for each of the properties. Air source heat pumps are utilised for each property, with these shown

by the lighter blue dots, and PV panels are included too, as shown by light blue squares, as reflected here, sorry it's not as clear as it could be.

The condition is proposed to ensure the development is carried out in accordance with the sustainability statement as well as the slightly modified condition I just referenced in the update sheet, although further details are required on specific details on the air source heat pumps and the PV panels.

I've got some highways issues to talk you through now. It's evident from the representations received from local residents and the Parish that the highways impact is a major issue locally, with much of the concern focusing on the safety impacts on road users and pedestrians in the vicinity of the site. So the plan on the left shows some works at the site access, that's the part at the northern end of Hamsey Road, that will help facilitate safe access in and out of the site for pedestrians, cyclists and vehicles alike.

So the works include some footway widening, a continuation of the footway into the site as well as crossing points, all whilst retaining vehicular access to the private drives of the local residents on Hamsey Road. So West Sussex considers that the use of Hamsey Road to provide access to the site is acceptable in safety terms. They've confirmed that the situation caused by parked cars where opposing vehicles may have to give way to one another is no different to many other situations in urban areas and is not therefore expected to result in unacceptable safety issues. Furthermore, the impact of traffic using the Station Road/Top Road junction is considered to be negligible in terms of the operation of the junction.

So the plan on the right, this shows some offsite highway works at the junction of Station Road and Top Road. Works here include three new uncontrolled pedestrian crossing points located here, here and a little further north, a new bus shelter on the northern side and road surface improvements, and all these proposals will help promote, particularly crossing points, bus shelter, will help promote active travel possibilities.

So a number of improvements, including resurfacing and hand railings, are also proposed on some of the existing public rights of way to the southwest of the site to improve the existing routes and promote better connectivity to available services for future residents. This leads to the overall conclusion that there are no technical objections or reasons to refuse the scheme on highways grounds, and that's because the proposal is not considered to have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network, thus ensuring compliance with the NPPF and the Development Plan.

Just moving on to - I've got a few sample street scene elevations to

show you now, just bear with me while I talk you through these. I'll try and make it clear as to which part of the image relates to where it is on the ground, but we'll start with this left-hand image which basically is of two split views along the central road through the site, that's this area here. So this shows the northern boundary of the site, that's this part here, I've drawn a blue arrow to take you to the far left-hand image, so this part of the site is at the northern boundary of the site. Then that leads through to the south which is this part of the image here.

Then on the right-hand image is the street along the northern boundary, that is this one here shown on the small plan. And this shows the northwest corner of the site on the far right of the lower image, so again using the blue arrows to take you to the right place, and the northeast corner of the site which is here on the far left of the upper image. So I tried to make that clear, that's not clear, but yeah, it just gives you an idea of the street scenes and the design approach the applicant has taken.

So the applicants adopted a bespoke design approach to the design as a whole and the material use, which results in a scheme of broadly traditional character which takes its lead from the local vernacular and the former use as a brickworks. Since the scheme was first submitted, Officers have negotiated a better quality scheme that has the full support of the urban designer. The urban designer is therefore happy with the layout, appearance and scale of the buildings, although some detailed design issues are to be secured by condition with these set out in appendix A.

In terms of the wider landscape impact, the Council's Landscape Consultant and the High Weald AONB Unit are both consultees who have been actively engaged in discussions on this site, and neither of these consultees raise any objections to the proposals, and that is really a crucial point to make in this case.

So this results in the conclusion that through a combination of the removal of the existing unsightly buildings on site, the good quality design and layout and the extensive landscaping being promoted through this development, the proposal is considered to enhance the AONB. This, as you'll see, is an important material planning consideration in the planning balance and one that must be given great weight by the decision maker in accordance with the NPPF.

So an important element of the scheme, as you'll have seen from the report, is the onsite SANG which stands for Suitable Alternative Natural Greenspace. This primarily is aimed at relieving pressure from future occupiers, the housing development on the Ashdown Forest which is valuable for its ecology and as a result is sensitive to recreational activities.

So the onsite SANG master plan, which is this plan, has been developed by the applicant with input from Planning Officers and



Natural England to assess its overall suitability, the conclusion being that the SANG will meet the Natural England criteria, and this is reflected in the HRA which is a document that was prepared before Christmas and is available in full on the planning file.

The SANG itself is compatible with the agreed restoration works and is of a suitable size to provide the required circular route and to provide the adequate capacity to mitigate against the impact of the future population from the 108 additional dwellings. The legal agreement will secure the necessary details on the SANG design and layout together with the management and maintenance of SANG land for a minimum of 100 years. Funding arrangements, which will include contingency arrangements, will also be secured along with some SANG monitoring.

As Members will have noted, the applicant is also looking at providing biodiversity net gain through this development despite it not being a mandatory requirement of the application, the application being submitted before the mandatory requirements kicked in. The Council's Ecological Consultant has assessed the applicant's submissions and confirmed that the development will achieve a biodiversity net gain of close to 40%, with all of this being on site. So all of the long-term ecological management required to secure such an uplift will be secured through condition, with monitoring alongside it secured in the legal agreement.

The Council's Ecological Consultant has also confirmed that there are no objections in respect of the impact on protected species, with precautionary measures, mitigation and enhancement all being secured through condition. I should also highlight here that the geological SSSI which I mentioned in the site constraints on the site constraints slide located in the southeast corner, is adequately protected by the development.

I'm just going to get towards the end now, just providing a few photos and other images of the site. So this is the first image, it's a view looking towards – from a central part of the site looking towards the western boundary. You'll note a large expanse of hardstanding in the foreground which is fairly reflective of the site conditions and large brick sheds in the background, with those very tall, unsightly leylandii which we noted on the site and I referenced a moment ago in the background, which are to be removed and replaced with more appropriate native planting.

Photo 2, just a close up image of the same brick storage shed from the previous photo, just helps to illustrate really the scale of some of the buildings on site. Photo 3, this is the – looking south towards the rear boundary, so the nearest neighbouring properties to the housing part of the site are these properties on Hamsey Road just adjacent to the site entrance. This is just a photo of one of the large corrugated structures on site towards the northeast corner of the brickmaking area.

This next photo shows – this is the Old Workshop which is the non-designated heritage asset, the loss of which, as outlined in the report, given it's a low level of significance, is outweighed by the overall benefits of the scheme. Yeah, so this is part of the site looking south towards the ancient woodland that's within the site, within the SANG part of the site.

Members will have seen from the site visit and from the report that there is a minor incursion into the buffer zone by a small part of the perimeter footpath. There has, however, previously been an incursion from an external storage area, as shown in this picture. Officers consider therefore that the ancient woodland will be far better protected than it is at present because of additional planting and the buffer zone that would be defined as a result of this development.

So this next photo is the end of Hamsey Road, looking towards the site entrance which just turns around the corner here. I just referenced a moment ago the highways changes. The next photo is from pretty much the same location but looking south back up Hamsey Road itself. This is a view from the top of Hamsey Road, looking back down the hill, and here you get a good view really of the large industrial structures on the site, in the background there you can see their roofs.

This is again from broadly the same location as the previous photo but turned looking up Station Road, so this is the junction of Station Road and Hamsey Road. And then this final photo is just a street view image from Top Road at the junction with Station Road which goes down here, Top Road running along west-east, this way, Station Road going down there where the other offsite highway works are proposed to take place that I just referenced a moment ago with the – on the image.

So this image is a visualisation from the applicant that's looking broadly east, showing the linear area of green open space in the foreground and, just so you get your bearings, that's the three-storey element of the apartment blocks that are located sort of in the background in the central part of the image.

And the final image is an aerial image CGI that the applicant's provided, showing the site as existing from a southern perspective on the left. You'll see here the brick making area here, the large lagoon and then all this area here is where the mineral extraction – that's where the SANG's located and then the mineral extraction within the site and to the adjacent eastern side here, and then the post-development visualisation on the right showing – this is the boundary of the site, so this is the SANG area, there's the lagoon and this is the housing element within that corner there.

So in conclusion, the key issues for Members are really as outlined

	<p>in the report. The proposal has been found to be in compliance with a number of Development Plan policies, as set out in paragraph 2.18 of the report. The assessment has though identified some conflict with the Development Plan, this being in respect of what types of development are allowable under the countryside related policies of DP12, DP6 and DP15 of the District Plan.</p> <p>Officers consider, however, that this is a unique site and development, and there are material planning considerations that indicate a decision should be made that is not wholly in compliance with the Development Plan. For example, there are environmental benefits to take into account, so whilst the biodiversity net gain is welcomed, the primary environmental benefit, as recognised by the landscape impact related consultees, is that the proposal enhances the AONB and just to reiterate, this must be given great weight by the decision maker.</p> <p>The proposed development makes good use of previously developed land, something that is encouraged by the NPPF, and there is little reasonable likelihood of long-term employment use returning on this site. There are also economic and social benefits associated with the provision of 108 houses of which 33 are affordable. That will also help boost the Council's housing supply and that must be maintained, with windfall development being important in achieving this.</p> <p>So these material planning considerations are considered to outweigh the identified conflict with the Development Plan and the application's therefore recommended for approval, subject to the dual recommendation before you. Thanks, Chairman.</p>	
Chair	<p>Thank you, Stuart. Right, so we move on to the speakers. The public speakers are limited to three minutes. The three minutes will run down on the corner of the screen. I will try and indicate when there is a minute left and at three minutes I would ask you to wrap up in one sentence if you haven't already finished. The first speaker is Martin Robinson from West Hoathly Parish Council, and the three minutes will start as soon as you start speaking.</p>	3.
Martin Robinson	<p>The Parish Council's objections were presented nearly a year ago before the election of a new District Council. There is a concern that, even as a statutory consultee, the objections are lost in the 81 pages of documents on the planning portal and at the very end of the Officers' report to this meeting from pages 119 to 126. Ashill Regen even state in their latest brochure that there are no objections from statutory consultees.</p> <p>Council recognises that reuse of this site for some beneficial purpose is both necessary, desirable and in accordance with local and national planning policies. Council will support and discuss a sustainable redevelopment proposal which makes efficient and effective use of the previously developed area. To be properly defined as sustainable, this should have no detrimental impact on existing residents or on local infrastructure. It should also provide</p>	4.

	<p>employment opportunities in accordance with the policies of the District Plan and the Neighbourhood Plan.</p> <p>The current application does not represent sustainable development and should be refused. The fundamental reason for this is a failure to reconcile the location of the development with issues of accessibility and impact on local infrastructure, including the effect of additional traffic from a car-dependent development on the immediate highway network. An extra 600 vehicles per day represents a fourfold increase in traffic on Hamsey and Station Road.</p> <p>Council also has serious concerns regarding the positioning and management of the proposed SANG, which far exceeds the area required to provide necessary mitigation for the development. The adjacent Gravetye Estate provides 258 ha of open public space land, so only the smallest SANG of 2 ha is needed. The proposed SANG site prevents forever development of land to the east for housing, employment purposes –</p>	
Chair	One minute.	5.
Martin Robinson	<p>– and the second access to Top Road via the District Plan and Neighbourhood Plan approved residential development site.</p> <p>The Officers' report states that the enhancement to the AONB needs to be given great weight. Council agrees, but not for this proposal. Council objects to the proposal as presented.</p> <p>If, however, it is approved, the Parish Council seeks the following: During construction, no waiting and parking of construction vehicles in the entirety of the Parish, especially Hamsey Road and Station Road, a haul road to be provided during the 42 to 48 months of construction and the landowner identified who is willing to talk about this.</p> <p>Upon completion, no street lighting of any kind, as with the entire Parish, and no burden for management or expense of the proposed SANG to fall on the Parish Council or Parish residents, including those in the completed development, and support to be provided to the Bluebell Railway to keep open the permissive crossing between Hamsey and Station Roads, being part of the developer's travel plan. Thank you.</p>	6.
Chair	Thank you very much. Right, the next speaker I believe is Tony Grubb.	7.
Tony Grubb	Before I start, I'm sorry I was a bit late. This slot became available only this morning and I had to choose between sending a transcript to the Council and I just effectively got here just in time, despite...	8.
Chair	Okay. Your three minutes will start as soon as you start speaking, Mister Grubb.	9.
Tony Grubb	Sorry?	10.
Chair	The three minutes will start once you start making your	11.

	presentation.	
Tony Grubb	<p>Well, good afternoon. Very quickly, I'd like to apologise to Stuart Malcolm that in good faith I said in my submission that the update that the Council had transmitted to others hadn't reached me, but with hindsight I was having IT problems and with hindsight it was there, so my apologies for misrepresenting that.</p> <p>I've made a covering note with three attachments as regards who I am. I'm part of the local furniture with intervening years in my mid-twenties/thirties in London, Salisbury, Lewes and the like as a chartered surveyor. My great grandfather made the initial commitment to farming in this area and we've been here since then.</p>	12.
Chair	Could you speak up a little please, Mr Grubb?	13.
Tony Grubb	Yes. Should I go closer perhaps to...?	14.
Chair	Thank you.	15.
Tony Grubb	<p>So I've had some enjoyable diversifications from farming, which is the modern way or necessity, including a wonderful project with a step-by-step school for autistic children which I persuaded Defra to assist with in the infrastructure costs.</p> <p>Since Ibstock decided to shut down West Hoathly Brickworks, I've been saddened by my thoughts about the reasoning for that and saddened by the sterilisation of a usable and good seam of clay for the wonderful bricks they used to make there, and M9 in the Mineral Planning Authority documents would have argued against that, but the past is the past.</p> <p>I have to say that I thought that the Ibstock restoration plan was never going to pass muster, not least because of the input from a highly regarded civil engineer regarding hydrology, although that was more to my side of the boundary than the Ibstock side.</p> <p>So the attachments, the first one is the most significant one.</p>	16.
Stuart Malcolm	One minute left.	17.
Tony Grubb	<p>Oh crikey. It's a case with effect from 4<sup>th</sup> October 2022, i.e. prior to the Ashill purchase which [REDACTED] – I reached out to the Ashill representative. It was acknowledged the next day, saying that a director called Ben Boyce was liaising with Ibstock, but evidently not with me. I'd mentioned our mutual boundary which offered scope for discussions but stopped short of outright flirting.</p> <p>However, as matters progressed, Ashill would surely have become aware of local reaction as regards, in particular, the access route for their project for such a significant number of houses relative to existing village numbers. They knew where to find me. They knew I'd be willing to have a discussion in general terms, whatever discussion agenda they put forward. That's the primary point of my representations, my willingness with effect from back in October</p>	18.

	2022 to have talked. Will you tell me when to shut up?	
Chair	Will do. Will you wind up now, please?	19.
Tony Grubb	Sorry?	20.
Chair	Will you wind up now, please? The three minutes is up.	21.
Tony Grubb	Okay. Well, the rest of my further attachments I will omit any comment on. They are what they are, so I'll thank you for your attention and leave it there.	22.
Chair	Thank you very much.	23.
Tony Grubb	Thank you.	24.
Chair	Right, the next speaker is Philip Dobson. And again, your three minutes will start when you start speaking.	25.
Philip Dobson	<p>I'm Philip Dobson, a resident of Hamsey Road in Sharpthorne. I've been asked to speak on behalf of the residents of Sharpthorne to raise our objections to this planning application regarding the brickworks. There have been many objections regarding this application over the period since it's been first submitted and it's clear that the overwhelming majority of residents of Sharpthorne are against this application.</p> <p>However, I want to focus on what we see as one of the major reasons why you should reject this application, and that is the complete unsuitability of Station Road and Hamsey Road for access during construction and of course the resulting massive increase in traffic that 108 new houses will bring once occupied. The roads are simply not wide enough, especially at the top end of Station Road.</p> <p>There is already a great deal of resident parking and traffic levels at peak times, especially at the junction with the already congested Top Road, which we believe would be unmanageable. During the construction there will need to be a great deal of HGV lorries, other plant worker vans and cars that will need to go up and down Station and Hamsey Roads, which will be in our opinion unworkable and will cause a great deal of inconvenience, suffering and health issues from the resulting stress to residents of these roads.</p> <p>We believe a development of this scale needs an alternative access road to be viable. If you can imagine the chaos that will be caused when lorries back up, waiting in the morning, to block the road which we witnessed already when there was a smaller, much smaller development at Bluebell Lane, and it also would lead to preventing the school bus from being able to turn round which it does currently in the Station Road area.</p> <p>The Top Road is already what's regarded as the unofficial East Grinstead bypass and is very congested at peak times, then if you add to that the significant amount of construction traffic that will undoubtedly occur during the four years of construction.</p> <p>On a different note, the other key things to consider is the already</p>	26.

	inadequate infrastructure regarding water and electricity supplies which we experience frequent outages of both.	
Chair	Just under one minute left.	27.
Philip Dobson	Sorry? One minute?	28.
Chair	Just under one minute, sorry	29.
Philip Dobson	<p>Frequent outages of both. Beyond the planning aspects, as our elective representatives for our community, we urge you to consider the totality of the impact that such a large development would have on a small and already infrastructure-deficient community. The houses will not meet the needs of local residents already struggling to find where to live, as the majority will not be able to afford them, even the affordable houses.</p> <p>We certainly don't need a nature park. We've got one with Ashdown Forest and Gravetye's, so that's no benefit for us as residents. Lastly, the whole application seems not to take into account the numerous objections that have been made and the development style and size are totally out of keeping with the existing village and will increase the population of Sharpthorne by over 50% with no planned improvement to any of our infrastructure. So we urge you to reject this application.</p>	30.
Chair	Thank you very much.	31.
Philip Dobson	Thank you.	32.
Chair	Right, the next speaker is Cllr Gary Wall, West Sussex County Councillor, formerly Leader of this Council, Members may remember.	33.
Cllr Gary Wall	Nice to see you've got a <b>paint job</b> , Chair.	34.
Chair	And you know the rules, but I will repeat them, the three minutes start when you start speaking.	35.
Cllr Gary Wall	<p>Chairman, Members, thank you for allowing me to speak on this application. I'll attempt to be brief. I am the West Sussex County Council Division Member for the High Weald and I'm speaking in support of the Local District Council Ward Members and the many residents who have also raised their concerns and have lodged objections to the application. It won't be lost on Members today that we have had over 368 objections and rising. That is an exceptionally large amount with only one letter of support. That number of objections cannot and should not be ignored.</p> <p>Clearly, the option to bring forward a brownfield site, of which Mid Sussex has few, does have particular advantages. It is acknowledged that there will be some improvements to this particular area of the AONB, but is this enough to permit 108 new houses? It is equally important that you fully consider the impact on the existing infrastructure already mentioned, the local concerns and the sensible and well thought through suggestions expressed by the Parish Council, in particular those concerns regarding an alternative access, at least through the construction phase, and of</p>	36.

	<p>course the restoration plan. Simply, is that plan good enough, wide ranging enough and ultimately deliverable?</p> <p>Perhaps the biggest question before you today is where does this application sit within the agreed District Plan, a plan many years in the making and very well respected. It is not an allocated or an agreed site. Members, do you ignore that Plan, accept the Officer recommendation, or do you support your own existing policies? Great weight has already been mentioned to be accorded elsewhere in these policies. I would suggest the greatest possible weight is given to your own District Plan.</p> <p>My final comment as the West Sussex County Council Member will be on the highways impact. Highways will have carried out the usual desktop studies, but – they will have carried out the modelling, but do they really reflect what local residents know? They suggest in 12.81 that the impact will not be severe, but I would respectfully suggest that that that may not be the case. District Plan 21 deals with this area and may raise you – cause you to raise some questions.</p> <p>However, we do know the C319 already experiences severe traffic flow and congestion at peak time.</p>	
Chair	One minute left.	37.
Cllr Gary Wall	<p>This is already a busy road, described by many as the busiest C-road in Sussex and the scale of development proposed will most certainly and definitely have a negative and challenging impact on the local road network. We are already struggling to provide a safe and suitable crossing for children to access school.</p> <p>Members, please listen to all the comments from local residents today and give your careful consideration before reaching a decision that I'm sure will have a far reaching effect on the local community. Thank you for your time.</p>	38.
Chair	Thank you very much. Right, the next speaker is Tracy Puttock. Right, your three minutes will start – sorry. Where are we? Mr Dobson, could you move to your right very fractionally, please?	39.
Philip Dobson	[REDACTED].	40.
Chair	I'm struggling to see it. Thank you very much.	41.
Philip Dobson	[REDACTED].	42.
Chair	Right, three minutes will start when you start speaking.	43.
Tracy Puttock	<p>Thank you, Chair. We didn't rush this application. We did take the engagement with residents, Councillors and other stakeholders really seriously. We genuinely listened to what people said and ultimately submitted an application that was influenced by the feedback we had.</p> <p>Alongside the Parish and community engagement, we met numerous times with Mid Sussex and West Sussex Officers as well</p>	44.



	<p>as consulting with the Design Review Panel, High Weald AONB, Natural England, Gravetye Trust and Bluebell Railway. We worked very hard to ensure the development is technically deliverable and crucially will not have a negative impact on our neighbours and local infrastructure.</p> <p>South East Water have confirmed there is sufficient capacity to supply the new development and technologies within each home will help limit water consumption. Southern Water have confirmed there is capacity in the foul network and we propose to replace an existing collapsed sewer running through the site which will improve flow.</p> <p>UK Power Networks have confirmed there is sufficient capacity in the grid to power the development, including air source heat pumps and electric vehicle charging. With PV panels and the highly insulated design of every home, the energy demand from the development can be kept low along with new residents' utility bills.</p> <p>Being a brownfield industrial site, there is asbestos and soil contaminants to deal with. Our remediation and level strategy will remove all contamination with a clean capping layer inserted into gardens and soft landscaping and will leave the post-development ground levels more in line with natural gradients, ensuring all usable arisings can be reused on site, thus limiting import and export of materials.</p> <p>The drainage network on site was put in place many years ago to suit the activities of the brick factory and needs constant management, especially in peak rainfall periods. The drainage system we propose has been carefully designed in conjunction with your Drainage Officer to ensure that there is more than sufficient surface water storage on site to cope with extreme climate change flood events with controlled discharge rates, which represents a significant benefit for the immediate area.</p> <p>The former quarry area to the east of the proposed housing –</p>	
Chair	One minute left.	45.
Tracy Puttock	<p>– has been restored, as required by the historic permission, and will be safeguarded as a SANG which will be open to the public as a genuine community asset. We understand the concerns from the Parish relating to long-term management and it's very important to get this right.</p> <p>We've already shortlisted suitable management bodies who have experience managing similar green spaces and a substantial financial endowment will be funded by the development and legally ring fenced for the long-term management of the SANG, with no cost to residents or the wider community. This will be governed by the Section 106.</p> <p>We are genuinely pleased with the scheme that you have before</p>	46.

	you and I hope you can agree the application and all the benefits it brings. Thank you.	
Chair	Thank you very much. I think Neil Rowe is going to speak next, yes.	47.
Neil Rowe	Thank you, Chair.	48.
Chair	Again, three minutes starts when you start speaking.	49.
Neil Rowe	<p>Good afternoon, Members. I'm Neil Rowe of RGP, a specialist highways consultancy. We've had extensive input to the proposals, including proactive pre-application involvement with West Sussex County Council as Local Highway Authority and involvement with the public consultation process. In response to feedback, we've carried out a number of traffic and parking surveys to establish whether there are existing traffic related issues that the proposal would exacerbate.</p> <p>Our detailed evidence based analysis of the proposal and carrying out various surveys of the surrounding roads has ultimately led to no objections being raised by West Sussex County Council. When Ibstock were in full operation, the site had 138 vehicle movements a day, including 39 HGV movements. The impact of the HGVs is evident with significant carriageway and kerb damage at the northern end of Hamsey Road. Residential traffic is more appropriate for this residential area.</p> <p>The number of vehicle movements has been accurately forecast and agreed with West Sussex through the use of the TRICS database and together with surveys of all dwellings accessed off Station Road. Modelling of the Top Road and Station Road junction confirm that the traffic impact of the development will still enable the junction to operate well within its capacity.</p> <p>A detailed construction management plan would ensure that HGV movements are agreed and can be controlled and can be enforced. We are happy to work with the Council to agree these full details in due course. The existing access to the site has been reviewed through an independent stage 1 road safety audit and the improvement proposed has been confirmed as appropriate to serve the scheme.</p> <p>The layout includes a detailed design of a two-way traffic entrance, egress and passage within the site for all vehicles, including refuse and fire tenders. There's also sufficient width for a pedestrian footway which would tie into the existing footway in Hamsey Road. West Sussex's fire safety team have been consulted and are satisfied with the proposal and the access arrangements.</p> <p>Offsite highway works have been agreed with West Sussex which include improving the existing antiskid surfacing and road markings at the Top Road junction, new pedestrian crossings, new and improved bus –</p>	50.
Chair	Just under one minute left.	51.
Neil Rowe	– stop shelter and facilities at the Top Road junction, a new	52.

	<p>connection to the existing public right of way in the north-western corner of the site and public right of way surfacing and wayfinding improvements. In terms of parking, each plot would be policy compliant with allocated car and cycle parking with plenty of visitor parking and dedicated spaces would be provided for visitors to the SANG.</p> <p>Extensive due diligence has been undertaken collaboratively with the Highway Authority and through full – sorry throughout the pre and full application process to ensure that the development would not give rise to significant impacts in highway and transport terms. Any impacts that would be exacerbated as a result of the proposals will be fully mitigated through on and offsite works. Thank you for your time.</p>	
Chair	Thank you very much. And the next speaker is Sam Stackhouse. Again, three minutes will start when you start speaking.	53.
Sam Stackhouse	<p>Thank you, Chair. My name's Sam Stackhouse, Chartered Town Planner. Good afternoon. As you've read in the Officer report, the proposed development will deliver a range of benefits to Sharpthorne and Mid Sussex as a whole. These are undeniable and any perceived harm identified by the objectors arising from the development is significantly outweighed by these benefits.</p> <p>The site is unique in the sense that it represents a substantial piece of brownfield land that has historically been used for heavy industry, detracting from the scenic beauty of the High Weald AONB. This presents an opportunity for the site to have a fresh start and a sensitive, well designed and landscape-led residential development, providing much needed affordable housing, will guarantee its future once and for all.</p> <p>The alternative is that the site remains the same as it is now, vacant, ugly and unmanaged, resulting in ongoing harm to the setting of the AONB. Planning policy advocates a brownfield first approach, particularly where it will reduce the need for development on greenfield land. This is highly relevant to Mid Sussex Authority, given that it is having to identify greenfield sites in the Draft Local Plan to meet its housing needs.</p> <p>It is the fact that the site is brownfield land which provides exceptional circumstances for such development being permissible in the AONB. As noted, this is a unique site and members of the public can be confident that granting planning permission for this development does not set a precedent for other sites in the AONB to come forward for housing.</p> <p>The proposed development enhances the setting of the AONB, including views in and out of it. This is indisputable by the fact that when compared to the existing site, the proposed development will reduce hardstanding by 53%, volume by 6% and footprint of built form by 23%. It will also increase green landscaping by over 1,400%.</p>	54.

	<p>There are many other unquestionable benefits to the proposed development, including the 33 affordable homes, the 11.5 ha nature park as well as other areas of public open space and play areas, biodiversity net gain well above national requirements, exceptional sustainability credentials, including homes powered by renewable energy and electric vehicle charging for all dwellings, over £275,000 worth of contributions to local sports provision and community projects to be identified by the Parish Council and contributions in excess of 1.25 million to pay for identified improvement to local schools and to improve local GP services.</p> <p>So in summary, there are clear sustainable planning reasons.</p>	
Chair	Sorry, just under one minute.	55.
Sam Stackhouse	<p>Thank you. In summary, there are clear sustainable planning reasons and substantial public benefits why planning permission should be granted for this development and we respectfully ask Members to approve the positive recommendation by Officers.</p> <p>Thank you.</p>	56.
Chair	<p>Thank you very much. The final speaker is Cllr Paul Brown, one of the Ward Members. Cllr Brown, as Members are aware, isn't constrained by the three minute rule, but as we do to all Councillors, I'd ask him to be as succinct as possible.</p>	57.
Cllr Paul Brown	<p>Thank you, Chairman, and thank you, Members. This planning application requires your agreement on all four parameters, 1) demolition of everything on the brickyard, 2) permission for the change of use, 3) to build 108 dwellings and 4) to create 11.74 ha of former quarry as a SANG.</p> <p>I want to draw your attention briefly to six material considerations. They are SANG, AONB policy, West Hoathly Neighbourhood Plan housing policy, sustainability policy and drainage – oh and loss of employment, so it's six there. I'm going to be as brief as I can.</p> <p>Considering the Suitable Alternative Natural Greenspace, the SANG, the land proposed as SANG is neither suitable nor natural, requiring long-term management of land degraded by the quarry operation. Alternative opportunities for recreation already exist on the William Robinson Gravetye Charity, affording public access 100m from the application site. The enormous SANG is artificially creating biodiversity net gain credits whilst sterilising the land that should be earmarked for a haul road and for the construction traffic and for future sustainable housing land availability in the future.</p> <p>Moving on to the AONB policy, the charm of Sharpthorne is that it's been gradually built up between the old West Hoathly railway station and Top Road. Almost every dwelling, road and public right of way are built on steep gradients, which characterises its feature. Paragraph 12.52 High Weald AONB observes, the setting of Sharpthorne is atypical of settlements in the High Weald with which I agree.</p>	58.

The natural land levels on the brickyard site have changed significantly, particularly in the northwest corner, in order to create a level site for large brick drying sheds. It is proposed to plonk the dwellings on this unnatural artificial level. At para 12.51 High Weald AONB observe, the negative impact on the surrounding landscape of the brickyard buildings, but these can hardly be seen due to the trees and vegetation in fact.

If permitted, the proposed housing will be a really significant shock to anybody approaching from the public right of way and people will ask, I'm sure, how on earth did this Council allow this to be built. Recalling that two sites were offered for the site housing land allocation and were rejected by MSDC policy team on very negative impact on AONB grounds, yet now it's argued at paragraph 2.7 in the executive summary that the AONB will be enhanced by this development and must be given very great weight, emphasised by your Planning Officer. Do you understand this approach? Because I don't.

Moving on to number 3, West Hoathly Neighbourhood Plan housing policy. As a Parish Councillor, I participated in the preparation of the West Hoathly Neighbourhood Plan from 2012 and bear in mind between 2014 and 2018 Mid Sussex did not have a made District Plan. As a precursor to the West Hoathly Neighbourhood Plan, a housing needs assessment and call for sites were undertaken by West Hoathly Parish.

Landowners offered 13 sites in West Hoathly and Sharpthorne. Sustainability appraisals selected three sites for housing development which are included in the Neighbourhood Plan. Due to West Hoathly's prominent elevated position within the High Weald, it was found impossible to select sites around West Hoathly village. The three sites that were agreed in the Neighbourhood Plan referendum were all in Sharpthorne and there was some moaning about that and this is going to be even more difficult with natural English landscapes in the future.

Sites for new homes were identified in West Hoathly Neighbourhood Plan policy 8, and they are 8a, Land north of Top Road, Sharpthorne, 24 dwellings. This development was recently confirmed in principle by Mid Sussex District Council Planning Officers at a pre-application meeting in January, with Mister Grubb, who you've just heard, who is the applicant. This site is owned by the Mays estate, the owners of the estate – of the eastern part of the clay quarry. The owner is prepared, as he just said, to provide a haul road into this application.

8b, site 8b is Land adjacent to Cookhams, Sharpthorn, 13 dwellings, and permission was agreed by Mid Sussex District Council Planning Committee in June 2023. And site 8c, Bluebell Lane, Sharpthorne, 14 dwellings, was built and occupied during

2020. So West Hoathly Neighbourhood Plan and sustainability appraisals has not been considered in the assessment of this planning balance. Correct me if I'm wrong, but I can't find it.

So moving on to the fourth item, sustainability policy in 2024, the need for development and adaptation to climate change – sorry, the need for development and adaptation to climate change is recognised by this Council. Sustainable planning policy is the main tool for enabling that change. In December 2023 Full Council moved District Plan regulation 19 consultation with only one dissenting vote. Policies in the adopted District Plan are listed in para 11.7 in the committee report.

The adopted District Plan reflects a radical departure from the settlement hierarchy that we all know very well, DP6 in the existing District Plan. Chapter 12 of the adopted District Plan, transport, has a strategy that leads to policies DPT1, placement and connectivity, and DPT3, active and sustainable travel. Under the new District Plan, West Hoathly and Sharpthorne fall into villages with very limited growth.

The bus service is of no use for commuting due to the recent withdrawal of the 18:10, the last departure from Crawley two hours before is the last departure, 16:10, from the timetable. Yet, in paragraph 12.74 the applicant's transport plan states few additional trips by bus would make it unreasonable to seek a bus service enhancement. In paragraph 12.76 the transport plan relies on car sharing and provision of a bus shelter on Top Road.

At page 104 the public right of way improvements are a welcome commitment, but the paths are both very steep and even if improved are time consuming with a distance of 1.2 km and are well above the recommended distance for walking to school with young children, quite apart from the topography. Thus this large development is in conflict with policies DPT1, DPT3 which should be given significant negative weight in the planning balance assessment and I can't find this in the committee report.

Number 5, loss of employment policy. Referring to paragraph 12.28, West Hoathly Parish Council Neighbourhood Plan permits housing development but only with retained employment. But at 12.24 Members are being asked to change the entire site from employment to housing.

Let's consider the office building recommended for demolition. The office block was built by the previous brickyard owner, Hudsons, as a head office servicing this brickyard and their other brickyards. Ibstock continued to make good use of it until 2009. Evidence of previous use of the offices was provided to me by the managing director of Phoenix Building Products who were there for three years before Ibstock moved to Leicester.

The headquarters building was designed with internal partitions. It's suitable for adaptation to create several modern open plan offices together with ground floor extension for a building products exhibition area. The building has a floor area of 400 m<sup>2</sup>, 1,300 ft<sup>2</sup>. Full fibre is available in Hamsey Road. Enabling reuse of this office building is consistent with West Hoathly Neighbourhood Plan policy whereas demolition is not. Therefore, the application is not compliant with this policy.

Paragraph 2.18 states incorrectly that the application complies with DP12. I am advised, and I quote, the Bluebell Railway are looking for a suitable building to house our museum archive store. One of the offices of this site would solve this problem. It seems such a shame that a fairly modern building is going to be demolished.

And thank you for bearing with me, I come to the last one which is surface water drainage. The reference in paragraph 8.2, the clay quarry restoration plan was varied and agreed between Ibstock and West Sussex County Council in 2022. You saw this plan in the Officer's presentation. The plan is key to understanding the proposed SANG.

Unfortunately, how the re-profiled quarry is drained is not shown on the restoration plans. At the top of page 108 in the committee papers it stated that Mid Sussex District Council are the flood risk and drainage team acting for the Lead Local Flood Authority. On page 93 they report, following extended communications with the applicant the drainage team are now content.

But there's no public evidence of correspondence, drainage engineer's calculations, peak runoff rates, pond levels or pond outfall arrangements from the SANG and the clay quarry area, both the western part owned by the applicant and the eastern part owned by the Mays Estate which run into one another in a hydrology way. Restoration contours of the quarry are shown on that plan and so engineering calculations are perfectly possible, but we have no sight of any.

At paragraph 12.200, and this is really important, we're informed that overflow from the lagoon shall be routed through the residential development and discharged into the watercourse on the northern boundary, considered to be acceptable in principle. The trouble is this is not consistent with the architectural layouts which feature a west to east drainage green swale towards the railway which make a nice architectural feature, but come to it, the architectural layout of the site has been determined by the proposed surface water strategy plan.

This drawing lacks any information on the re-profiled clay quarry catchment area now proposed as SANG. The drainage drawing has a design risk notes box in it which is completely void. Let's ask, do recommended drainage conditions 7 and 29 in appendix A

safeguard flooding

Condition 29 refers to the Lead Local Flood Authority but is too late and useless. It only comes to be checked when the premises start to be occupied. Condition 7 does not consider the water from the clay quarry crossing the development site at all. Lead Local Flood Authority policy for the management of surface water states, the natural drainage catchment for the site needs to be mapped, including the water that drains down into and through the site from outside the site boundary.

Now, I can't work out whether the SANG is part of the site boundary or not. You maybe have to come to that conclusion yourself. As I see it – anyway, I won't... The pre and post-development drainage is to be based upon the whole catchment, demonstrating how offsite drainage is being managed. Flash flood events will inevitably overwhelm the railway in the same way that they currently overwhelm the ditch on the east of Hamsey Road owned by the developers and formerly Ibstock.

The clay quarry catchment area feeding the pond must be 20 ha, that's 2 km<sup>2</sup>. The catchment area, finding the ditch that I've just referred to, is probably about 1 ha. When proposing some temporary remedial work to a manhole on the drain crossing the railway, Mr Ben Boyce from Ashill Regen, the applicant, advised Bluebell Railway, there have been significant amounts of rain, this is following the flooding of the railway repeatedly, much of which flows from the village into the lagoon. So this statement is both misleading and incorrect. The lagoon catchment from the quarry and the land above the quarry, including the development site, it feeds into this swale that's going across the site.

May I sum up very quickly? The SANG is inappropriate, unnecessarily large, eliminating future development options on the clay quarry site. The AONB, giving great weight that the development will enhance the AONB is fanciful. The housing vastly exceeds the demonstrated need of the community and this Parish in Neighbourhood Plan Policy WHP8.

Sustainability is not compliant with adopted District Plan 2021 to 2039 policies which is stated in the Officer report are being considered. Employment has not considered West Hoathly Neighbourhood Plan policy WHP12. Drainage design does not come with Lead Local Flood Authority policy and poses serious ongoing problems for the Bluebell Railway I fear.

Please refuse this application. A Planning Inspector will be able to make a much better job of assessing the planning balance. As an alternative scenario, refusal should I hope encourage the applicant to engage with West Hoathly Parish Council to arrive at a compromise planning application in accordance with the development plan which West Hoathly PC and the community can



	support. Thank you.	
Chair	Thank you, Councillor. Right, we had three Officers all of whom I suspect have got comments to make. Which one of you would like to go first?	59.
Stuart Malcolm	Yeah, I'm happy, Chair, just to wait for questions through Members if you're happy with that. I don't think there's any particular points of clarification that need to be made on anything that was raised by any of the public speakers. So yeah, I'm happy to wait for questions through the Committee.	60.
Chair	Fine. Sorry. Yes, Steve King would like to make some comments.	61.
Steve King	<p>Yeah, thank you, Chairman. Just to pick up a couple of points that were raised by various speakers before we get into the debate. I think references made by Cllr Brown at the end to the emerging District Plan, the consultation draft reg 19 and various policies within that, but as is set out in the committee report, because of the stage that that plan has got in terms of its eventual adoption, only minimal weight can be given to that plan and therefore the application is assessed against the policies in the adopted District Plan, and that's the position, as Members know from previous committees, so that's nothing new.</p> <p>Reference was made by I think one of the speakers to the Development Plan, i.e. the District Plan being ignored in this application. That's clearly not the case. You have a very detailed report that's gone through all of the policies, relevant policies, in the District Plan and assessed the application against those, its compliance with many policies, where there's conflict that's set out in the committee report, and then the overall balance, looking at the other material considerations as well, is all in the conclusion of the report, so it's not the case that the Development Plan has been ignored. So I thought I must flag that up.</p> <p>And just the other point, in terms of the representations that have been made as a whole, they have obviously been taken into account in the assessment of the application. As Members will know, local opposition in itself isn't a reason to resist a planning application. If we are looking at refusal of any application, it always has to be based on sound planning grounds that can be substantiated. So I just want to flag those things up at the outset to help frame the debate before we get going.</p>	62.
Chair	Thanks, Steve. Quite a lot was made of the drainage situation. So Natalie, would you like to pick up and make any comments at this stage?	63.
Natalie James	Yeah, thank you. I'm happy to address any questions that the Members have specifically about drainage, but otherwise I'm happy to leave it to them to ask.	64.
Chair	Okay, fine. And Ian, do you want to make any comments at this stage?	65.
Ian Gledhill	Thank you, Chairman. I'm just going to repeat something the Planning Officer said during their presentation. It's just to remind Members of what the NPPF says in terms of development and	66.

	<p>transport impacts, namely that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. So I think from the presentations we've heard so far, yes, I think it's acknowledged there's going to be an increase in traffic on the road network. It's for Members to consider whether that impact is severe and unacceptable in safety terms. That's all I'm going to say at the moment, Chairman. Thank you.</p>	
Chair	<p>Thank you very much. Right, I open the floor to Members. If they'd like to push their buttons if they wish to speak. Cllr Avery.</p>	67.
Cllr Avery	<p>Thank you very much, Chair. My question is essentially directed to the Drainage Officer in actual fact. We walked the site on Tuesday and a lot was made of the fact that you've got all the holding ponds, the swales and also ground attenuation across the site to control the flow of water naturally coming down the slope, so the impact on the Bluebell Railway at the southern end is the key thing really – western end, sorry, is the key thing. Would the Officer be happy that the impact on the existing railway and the embankments and stuff won't be adversely affected by the proposals?</p>	68.
Natalie James	<p>Thank you, Councillor. So the flood risk and drainage strategy that's been submitted relates to water landing on the site post development. There is no alterations proposed to any culverted watercourses or drains outside of the red line boundary and therefore the impact on the area of the Bluebell Railway isn't considered as part of this planning application in my opinion.</p>	69.
Chair	<p>Thank you. Any other Councillors wish to make comments? Cllr Whittaker.</p>	70.
Cllr Whittaker	<p>Thank you, Chairman. I'm very rarely first on the batting order, but I'll go now. I find it ironic – thank you to all the speakers by the way. I find it ironic that a number of the speakers are calling for a smaller SANG and potentially more houses. It's a strange strategy for potentially asking for refusal. I would say be careful what you wish for.</p> <p>Clearly, the applicant has worked extremely closely with Officers over time. Clearly the scheme has evolved an awful lot over years and in this Committee we see lots of examples where that doesn't happen on a much smaller site. So I think the applicant, you know, has to be congratulated on that. I think it's a good scheme.</p> <p>The SANG, you know, the site visit was excellent on Tuesday and it's crucial to see all of the site to see the full extent of it, of which only four and a half hectares are – and 12 are countryside, country park SANG.</p> <p>In regard to Cllr Wall's comments, he's very aware obviously of the 2018 District Plan, that's now six years old. He's also very well aware that this District Council needs a rolling five-year housing land supply. He didn't mention that. And when he was in this</p>	71.

	<p>Council he made great play of that. So that's really important, as is the delivery for this Council of affordable housing of which this will be 33 units. Also in the mix here is 75 private units but significantly 55 of those are two and three bedroom houses – units. And we often criticise schemes with too many four and five bedroom houses, so this is a very high percentage of two and three beds which I personally think is very laudable.</p> <p>It's an ugly site. It's being dramatically, you know, spectacularly refurbished if it does get permission here and I think, you know, the scheme in every respect, you know, it is the social, economic, nature benefits, sustainability. I'd be very interested to hear Cllr Eves' comments, because she's normally very vocal on applications about the lack of EV, the lack of PV panels, the lack of air source heat pumps, the lack of biodiversity net gain. All of these things in this scheme look pretty much exemplar to me.</p> <p>39% biodiversity diversity net gain all onsite, you know, wow. Infrastructure contributions 1.537 million, as highlighted by a couple of the speakers, that's over £14,000 per unit plus the 30% affordable housing plus the SANG. So, you know, clearly there are huge benefits here. The effect on the AONB, you can't really see the site. It's shielded pretty much on every side by the land escarpments, by the trees, by the railway, and it's really tucked away on the northern boundary.</p> <p>I do believe, whilst it's not in the built-up area boundary, it is directly contiguous with the built-up area boundary, so it effectively forms a natural extension to that. Also, obviously there's no objections from the High Weald Area of Natural Beauty, you know, which is significant, as was raised by the Officer. So I think the scheme is very good and I'm supportive of it, Chairman.</p>	
Chair	Thank you, Councillor. Right, let's Cllr Eves speak for herself, shall we?	72.
Cllr Eves	<p>Thank you, Chairman. Thank you. Yes. Looking at this, it's previously developed land, it's ugly, I agree with Cllr Whittaker. The EVCPs, ASHPs and PVs are wonderful. What's not to like? Well, what's not to like is this is a purely car dependent place. That's the trouble. There are five buses a day, seven on a Saturday, you know, that's really – everyone's going to have to travel by car, so access and car dependency point to a non-sustainable situation.</p> <p>I'm concerned about the drainage and concerned that – I think the officer said that it's none of our business if the railway gets flooded. I don't know whether I understood you correctly, because if you stand under that northwest corner on the bottom level and it's such a big drop, there's a waterfall, on the best day there's a waterfall going down there, so I'm very concerned about the railway, danger to the railway.</p> <p>Too many houses, 50% increase in population we've heard, no need for that many houses. I understand that as well. And I do have to</p>	73.

	<p>decry the loss in employment opportunity. I'd like to ask about rural exception. This is in the countryside this site, so there should be some provision for local people who can't afford any other form of housing. The primary school is full we hear, so where are the kids going to go?</p> <p>And another thing that really struck me is that, as we walked around on Tuesday, there were deer prints everywhere, right? Deer prints in the mud and the deer travel up from the railway and through. Now, if this is supposed to be a nature park, we're not just supposed to protect small things like newts. We should be thinking about the deer, and I refer you to DP38, restoring or enhancing ecological corridors. But I've been told that there's a plan to put a deer fence, a deer proof fence, along the eastern boundary, and I wonder if we could have a condition to say that that should not happen, because we need wildlife to be able to flow through these corridors. Thank you.</p>	
Chair	Thank you, Cllr Eves. Did you want to comment about that condition, Stuart?	74.
Stuart Malcolm	Yeah, we can certainly explore that. There's certain requirements through the conditions on all manner of landscaping features, so if Members want to make reference to that particular boundary and all those issues, then we can. It's all in Members' hands on that.	75.
Chair	Right. Cllr Sweatman who was having problems with his technology. He did try and get in the queue some time ago, so...	76.
Cllr Sweatman	<p>Well, yeah. Thank you, Chairman. Yes, I'd like to thank Cllr Whittaker for actually adequately summing this up. This is to me an excellent application. The High Weald AONB have been working with the applicants and our Officers on the pre development of this, so they're in full agreement.</p> <p>I think a lot has been said about the traffic entering the site. The actual pavement into the site is going to be extended by 1.5 m. And yes, coming down Hamsey Road, there are cars parked there, but you know when the site was active, there was a lot of obviously heavy lorries and traffic going up there. So I think– I don't know, but it probably might be better with a development there, as we've seen from the figures that Highways have intimated it's not severe.</p> <p>And the question I was going to ask has already been asked. But I'll say it again, the SANG, it was mentioned that it was large. Well, Cllr Whittaker has already said what is wrong with a large SANG, the larger the better, especially for the biodiversity, and that's what we all try and attain in our planning applications. I will let other Members speak, but there's just one thing I'd like to put to the Case Officer, Chairman, if I may.</p>	77.
Chair	Yeah, surely.	78.
Cllr Sweatman	On the lagoon, obviously, I wonder if we could put an informative, because obviously members of the public are going to use the SANG and it's a question of safety around the lagoon and whether there can be buoyancy aids put there in the aspect of safety. I think	79.

	that's it. I'll stop there for the moment, Chairman.	
Chair	Thank you, Councillor.	80.
Stuart Malcolm	Yeah, thanks, Chairman. Just on that, yeah, it's a good point. I think maybe I wouldn't want to be prescriptive to say what they should do, but yeah, they should – we can word something, obviously an informative can say anything it likes ultimately, but in terms if you wanted to add some detail to condition around safety features without being prescriptive about specifically what, then I'm happy to amend probably the hard landscaping condition to include reference to safety features around the lagoon.	81.
Cllr Sweatman	Can I come back, Chairman? Yes, if Members are happy with that, obviously I'm concerned with the safety for young children, even in 2m of water they could drown if they run off from their parents and they get distracted. So I think this lagoon is about 2m deep, so I'm seriously concerned about safety when we've got water. So I would like that to be conditioned if Members agree to that. Chairman?	82.
Chair	Yeah. Okay. Thank you.	83.
Cllr Sweatman	Thank you.	84.
Cllr Jackson	I have an alternative view, if I may.	85.
Chair	Sorry, Cllr Jackson.	86.
Cllr Jackson	<p>Thank you, Chairman. I visited the site on Tuesday. The site itself was a mess and it's really not conducive in an area of AONB, so something needs to be done about the site. This particular scheme does provide some additional houses and of course what we do need is the right sort of houses in the right place. Well, in terms of the right sort of houses, I did see there's quite a few, 20 four-bedroom houses. Can people afford to buy those or will that encourage people to come in from outside of Mid Sussex to buy those houses? But I certainly welcome the 30% affordable houses distributed about the site.</p> <p>We've talked about drainage on the site. I mean it's on clay, so I mean that doesn't drain downwards and of course we noticed the lagoon and a number of sort of other drainage ponds on the site and a strip of ponds through the east-west across the site. It's been talked about drainage quite a lot, but one concern is is there sufficient capacity offsite to take that water in terms of obviously some of the excessive rainfall we've had sort of recently and is likely to happen due to climate change.</p> <p>Access is through the Hamsey Road coming down, on one side there's a series of cars parked off the side of the road and then some on-street parking, so I think it may well be to have a construction management plan for traffic to make sure you don't get too many vehicles coming in during the morning peak where it's likely to be – have conflict between them and residents leaving Hamsey Road and then possibly, as the site gets developed, as more and more residents move into the site.</p>	87.

	<p>As an aside, on the deer problem I mean I was at a meeting of the South Downs National Park online about deer and they say deer is a problem in West Sussex not only for damaging ancient woodland but also chomping through residents' gardens as well. So we do actually need some way of controlling the deer in this sort of area.</p> <p>In terms of the SANG, well, one of the reasons for the SANG is to reduce the sort of use of Ashdown Forest by local residents as a leisure place to go and walk their dogs unnecessary. So part of the reason for the SANG is to reduce the effect on the Ashdown Forest area.</p> <p>And finally, in terms of the safety not only of the lagoon, there are a number of obviously sort of balancing ponds and things throughout the site, so I'd also like to see some safety features there, so we don't have children falling into the water and having problems there.</p>	
Chair	Thank you, Councillor. Yeah, the point about the management of the vehicles is covered in condition 8, that they've got to provide a management plan before they start any work on site. Cllr Bates.	88.
Cllr Bates	<p>Thank you, Chairman. The irony of it is I did turn up to the site from here on a bike. The first comment I did make was is there an alternative access which has been raised by objectors and the local residents, especially maybe a haul road which seems to be on the offer, so I think that should be followed through.</p> <p>I think this is a very imaginative scheme and I would call this a derelict site. So what would you do with it if you don't do what's being suggested? And I think that the SANG in particular is more than I would have expected. The irony of it is that it's very flat and I have seen West Sussex County Council promote many similar areas for wheelchair access people to go around and enjoy the land, so maybe that might be looked at in the future.</p> <p>I mean we've had two other local brickworks redeveloped in recent times, <b>Pemer</b> and also South Chailey. There's never been any consideration about putting other employment on those sites, as far as I know. So I think overall, we should go with this.</p>	89.
Chair	Thank you, Councillor. Sorry, Cllr Prescott, were you wanting to...?	90.
Cllr Prescott	<p>Yes, thank you, Chairman. I support this site. I think, as Cllr Bates has said, this is derelict land, but you know let's be reasonably realistic about this, there are no reasonable or feasible alternative economic proposals for this site. An office block that's 10, 12, 15 years old is now an old building. It certainly won't be efficient to use or to break up or to build and do anything different. And do the residents really want commuting cars going backwards and forwards? I really don't believe that's the case.</p> <p>I support Cllr Whittaker's view that the SANG is significant and it's something that we sit here in many weeks and wonder whether there is enough. In this case, there is more than enough and I think</p>	91.

	<p>it's a great opportunity. I think the site's well laid out. I think it is imaginative and I think from sort of getting towards Net Zero, it's a good example of what can be done and I think the developer should be commended on that.</p> <p>The comments I have with regards to safety, I don't think it is for us to prescribe what safety should be there. It is not our responsibility. I'll be interested in our solicitor's view if we become too prescriptive. I think we should offer guidance and let the developer and the ultimate landowner, it is their responsibility for the safety of the residents, and as parents, we have a safety responsibility for our own children. But I don't think we should be absolutely prescriptive.</p> <p>Fencing, yes, that can be a recommendation, but I don't think we should be actually dictating what it should be from a safety point of view. And I say that I've experience, a lifetime of angling, and I'm also Chairman of the national governing body for angling, and it is a key issue that if you are too prescriptive, then you can end up with an unintended liability. And I think we just need to be mindful of that and would take advice. Thank you, Chair.</p>	
Chair	Thank you, Councillor. Did anyone want to comment on that?	92.
Paul Weeks	[REDACTED].	93.
Chair	Yeah, please Paul.	94.
Paul Weeks	Yeah, I think that's a valid point where planning can almost cross into sort of other areas. I think my preference would be an informative rather than a condition on that point, because I think it's a valid concern. But yes ultimately, I don't think it's the role of the Planning Authority to dictate the sort of safety measures that go alongside something.	95.
Chair	Okay, thank you. Sorry, Cllr Prescott, yeah.	96.
Cllr Prescott	No, other than to – the only other comment is on the deer fence. I suffer from deer on my own land and see the damage that they will do to the planting. The planting here is very significant and welcomed, but you do need to protect it, certainly in its early years, from deer, otherwise it's just decimated. Thank you.	97.
Chair	Thank you. Cllr Sweatman?	98.
Cllr Sweatman	Yes. In reply to Cllr Prescott, I think to say that we weren't going to prescribe what was going to go there, it was going to put some sort of safety measure, I think that was the agreement, wasn't it?	99.
Stuart Malcolm	[REDACTED].	100.
Cllr Sweatman	No. When we talked earlier about you putting in a condition. It wasn't prescriptive, it was going to be a safety measure. I think that's what you said.	101.
Stuart Malcolm	Yeah. So I made the point that, as Paul said, I don't want to be prescriptive and say you shall have three buoyancy aids and etc., but it will be for the applicant to demonstrate that they've taken the issue away and considered it and come up with something that they consider that's acceptable. I think that's the point that Mr Weeks just made, that that's probably better served through an	102.

	informative rather than through a condition that will require us as the Planning Authority to approve those details.	
Cllr Sweatman	Okay.	103.
Chair	<p>Yeah. If I may make one or two comments from the Chair, I'm slightly disappointed that there isn't provision for some small industrial units there. But from experience, we've had a development in my own village of 500 houses and three extremely large warehouses for distribution for the likes of Amazon. They did put out questionnaires and invited people for small units and there was just no take-up of it and again, I would be careful what you ask for, because frankly the large industrial units are not a pretty sight and create a hell of a lot of traffic in the village.</p> <p>The other issue, the other thing I think, which to me is the clincher, is the fact that the High Weald ANOB think it is a vast improvement on what's happening on the site and if it's just left derelict as it is now, it is going to deteriorate and I can't see that there will be any other options rather than having a decent housing development on there.</p> <p>So if no other Members have got any comments to make, can I have a proposal and seconder for the motion? Cllr Sweatman. A seconder, please. Cllr Whittaker. Right, could we move to the votes, please? Right. Right. Recommendation. Here we go. 9, 10, 11. I'm showing – is there one Member who hasn't voted? I've got eleven votes and there's twelve Members. Sorry, Councillor. Okay. Are you...? Ah, we're there. Okay. Thank you very much. Right. That's... Right. There's ten votes in favour, two against, so the motion is carried.</p> <p>And if I can for people who are watching online read out the recommendation. It's recommended that planning permission be granted, subject to the conditions listed in appendix A and the completion of a Section 106 legal agreement to secure the required infrastructure contributions, the necessary affordable housing, the onsite SANG and PRoW improvements and the travel plan.</p> <p>Recommendation B. If a satisfactory planning obligation has not been completed by the 21<sup>st</sup> June 2024, it is recommended that the application be refused at the discretion of the Assistant Director for Planning and Sustainable Economy for the following reasons. The proposal fails to provide the required infrastructure contributions, the necessary affordable housing, the onsite SANG, the PRoW improvements and the travel plan. The application therefore conflicts with policies DP17, DP20, DP21, DP22 and DP31 of the Mid Sussex District Plan and the Mid Sussex supplementary planning documents, affordable housing and development, infrastructure and contributions.</p> <p>Right. Do Members want to take a ten-minute break while we change Officers or do they want to go straight on with the second</p>	104.

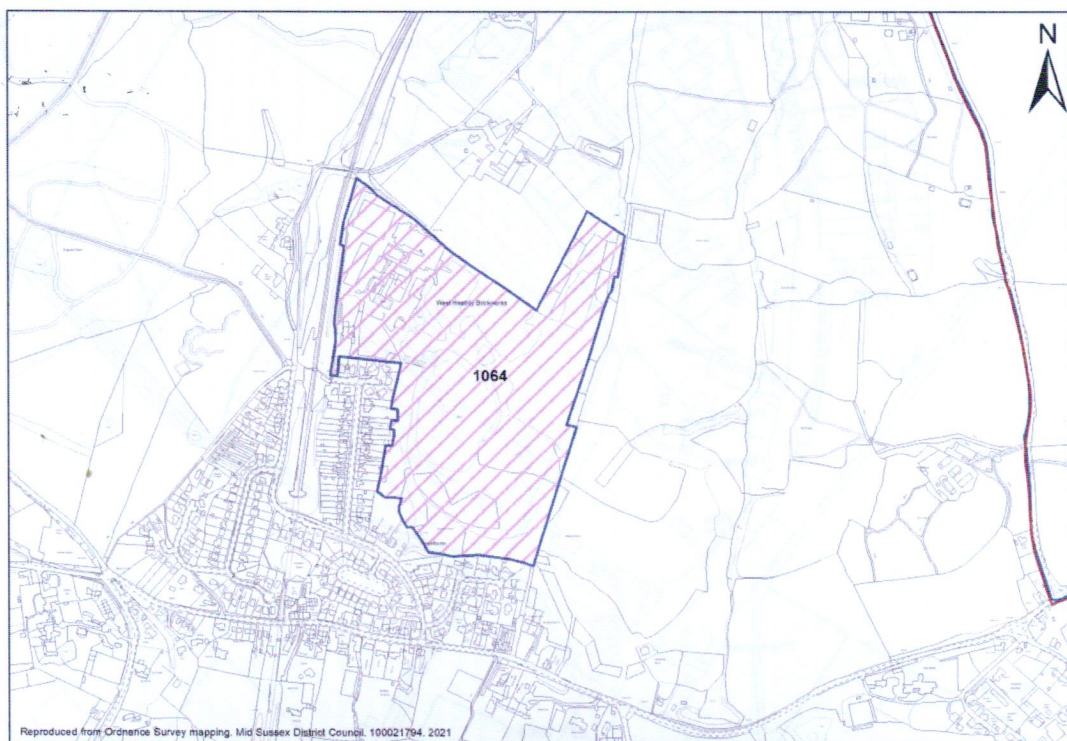


	application? Right.	
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## Stage 2b: Assessment against Criteria - Showstoppers

### Sharpthorne

ID 1064 West Hoathly (Ibstock) Brickworks Large site, Sharpthorne



#### Site Details

Units: 150 Site Area (ha): 16.90

#### Part 1 - Planning Constraints

1. Landscape	Very Negative	High impact on the AONB/ Likely major development in the AONB with no identified exceptional circumstances
2. Flood Risk	Very Positive	The site lies entirely within Flood Zone 1, the area of lowest fluvial
3. Trees	Negative	Site is partially affected by ancient woodland and/or Ancient and/or Veteran Trees. Development of the site would result in some harm, but mitigation is required.
4. Biodiversity	Negative	Site is adjacent/in proximity to a SSSI (small parcel of SSSI in south east corner of site)
5. Listed Buildings	Very Positive	No Listed buildings on/near the site – No impact
6. Conservation Areas	Very Positive	There are no conservation areas within/close to the site – No impact
7. Archaeology	Neutral	Moderate impact on archaeological asset

#### Part 2 - Deliverability Considerations

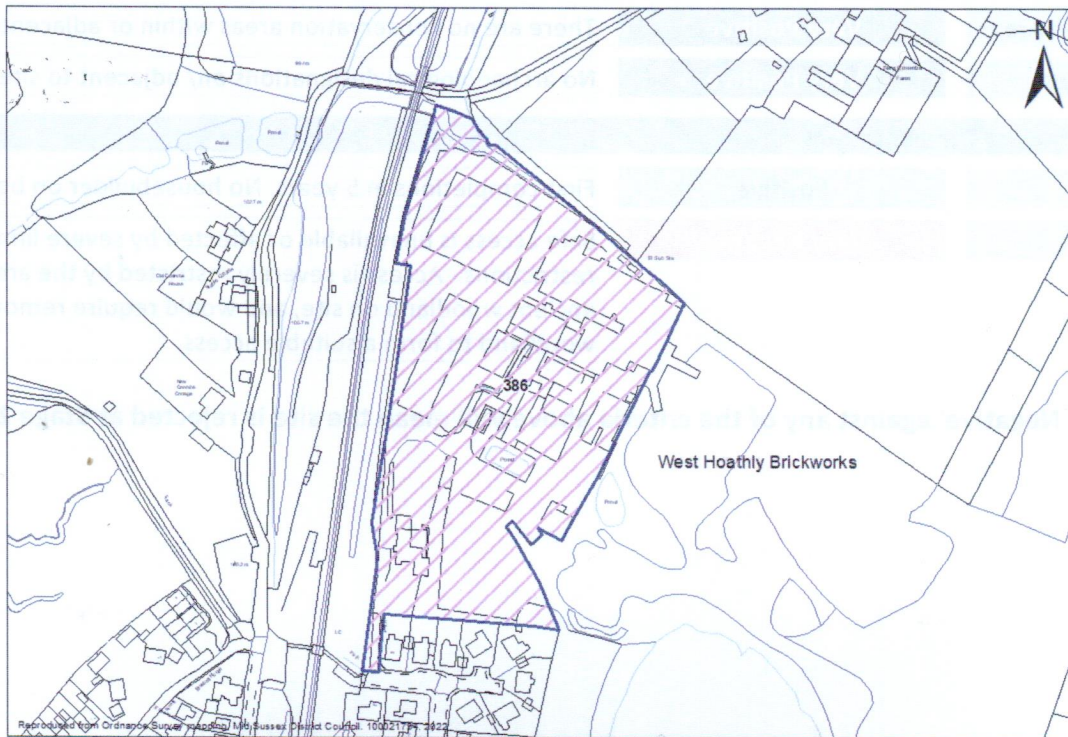
8. Availability	Positive	The site will become available for development during the plan period
9. Access	Positive	Site access exists and minor improvements are required to provide a suitable and safe site approach

Scoring 'Very Negative' against any of the criteria above will mean the site is rejected at Stage 2b

## Stage 2b: Assessment against Criteria - Showstoppers

### Sharpthorne

ID 386 Ibstock Brickworks, Sharpthorne



#### Site Details

Units: 100 Site Area (ha): 3.34

#### Part 1 - Planning Constraints

1. Landscape	<b>Very Negative</b>	High impact on the AONB/ Likely major development in the AONB with no identified exceptional circumstances
2. Flood Risk	<b>Very Positive</b>	Site is within flood zone 1, the area of lowest fluvial flood risk
3. Trees	<b>Neutral</b>	Small part of south east corner site is within an ancient woodland 15m buffer area. Presence of trees along majority of boundary. Development of the site may result in some harm, but mitigation can be achieved.
4. Biodiversity	<b>Very Positive</b>	This site is not adjacent to or within any Sites of Special Scientific Interest or Local Wildlife Site
5. Listed Buildings	<b>Very Positive</b>	There are no listed buildings within or adjacent to the site
6. Conservation Areas	<b>Very Positive</b>	There are no conservation areas within or adjacent to the site
7. Archaeology	<b>Very Positive</b>	No archaeological designations on/ adjacent to site.

#### Part 2 - Deliverability Considerations

8. Availability	<b>Positive</b>	The site will become available for development during the plan period, no housebuilder no board.
9. Access	<b>Positive</b>	Site access exists and minor improvements are required to provide a suitable and safe site approach

Scoring 'Very Negative' against any of the criteria above will mean the site is rejected at Stage 2b

## **West Hoathly Parish Council Extraordinary Meeting 4<sup>th</sup> June 2024.**

### **Agenda Item 4.**

#### **RFO Advice**

From a figures perspective this is where Council will sit financially if WHPC commit to spend this sum of money.

General reserves (GR) at todays date 23.5.2024

£47,793 ( I am not including current year funds as this is committed to the 2024/25 budget spend)

Less committed bond (maturity date 9th Sept 2024) (£20,000)

Less committed to cover budget for 2024-2025

(£2000) which will be paid back through 2025/6 precept request

Total available £25,793

Commit to (Brickworks) (£10,000)

GR available up until Sept

£15,793

Once bond matures in Sept GR will be

£35,793

So if council chooses to use general reserves to fund this before Sept, you will be below the JPAG guidelines of 6 months net revenue expenditure which for WHPC currently is

£23,896.50 ( $£47,793/12 \times 6$ ), but if you bring into account what you hold in your earmarked reserves you are well within the JPAG guidelines but you would have to motion to virement an earmarked reserve (EMR) out if you wished to use an EMR to fund this.

Anita Emery

West Hoathly Responsible Finance Officer

## **West Hoathly Brickworks DM/23/0827 - Timeline**

Ashill Regen letter to Parish – received 24<sup>th</sup> August 2022

Initial meeting with AR (on site) 26<sup>th</sup> September 2022  
(Clerk, DDP, KA)

Second meeting with AR (on site) 21<sup>st</sup> November 2022  
(Clerk, DDP, KA)

Public Consultation (Sharpthorne Hall) – 22<sup>nd</sup> November

Zoom Meeting with Alan Lewis (PJA) 23<sup>rd</sup> January 2023  
(Clerk, DDP, PB)

Zoom Catch up meeting with Alan Lewis 7<sup>th</sup> March 2023  
(Clerk, DDP, PB)

Third meeting with AR (Sharpthorne Hall) – 9<sup>th</sup> March 2023 (notified of inclusion of SANG)  
(Clerk, DDP, KA)

Site meeting with Alan Lewis 18<sup>th</sup> March 2023  
(DDP, PB)

Initial planning application received 31<sup>st</sup> March 2023  
Considered at Parish Council meeting on 24<sup>th</sup> April 2023

Teams meeting with Stuart Malcom - 5<sup>th</sup> April 2023  
(Clerk, DDP, PB, Steve Tilbury)

Amended planning application received 31<sup>st</sup> July 2023  
Considered at Parish Council meeting on 04<sup>th</sup> September 2023

Amended planning application received 22<sup>nd</sup> November 2023  
Considered at Parish Council meeting on 18<sup>th</sup> December 2023

Received notification of application going to District Planning Committee on the 12<sup>th</sup> March 2024

District Planning Committee meeting – 21<sup>st</sup> March 2024  
[District Planning Committee - 21 March 2024 \(youtube.com\)](#)