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DORSET COUNCIL - WESTERN AND SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON THURSDAY 13 AUGUST 2020

A recording of the meeting can be found on the committee page by using the following link:- [Link to committee page](#)

Present: Cllrs Simon Christopher (Chairman), Kelvin Clayton, Susan Cocking, Jean Dunseith, Nick Ireland, David Shortell (Vice-Chairman), Sarah Williams and Kate Wheller

Also present: Cllr David Walsh (Portfolio Holder – Planning)

Officers present (for all or part of the meeting):

Lara Aintree (Senior Lawyer - Regulatory), Anne Brown (Definitive Map Technical Officer), Bob Burden (Senior Planning Officer), Ann Collins (Area Manager – Western and Southern Team), Chelsey Golledge (Technical Support Officer), Carol McKay (Senior Definitive Map Technical Officer), Vanessa Penny (Definitive Map Team Manager), Lachlan Robertson (Planning Officer), Guy Tetley (Engineer (Development Liaison)) and Denise Hunt (Democratic Services Officer)

151. Election of Vice-chairman for the meeting

Cllr David Shortell was confirmed as the Vice-Chairman for this meeting at the meeting held on 12 August 2020.

152. Apologies

Apologies for absence were received from Cllrs Peter Barrow, David Gray and Louie O'Leary.

153. Declarations of Interest

Cllr Simon Christopher declared an interest in application WD/D/19/001343 - Land north of 6 Netherhay Lane, Drimpton and stated that he would speak as the Ward Member during public participation and not take part in the debate or vote on this application.

154. Public Participation

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

155. **Planning Applications**

Members considered written reports submitted on planning applications as set out below.

156. **WD/D/19/001343 - Land North of 6 Netherhay Lane, Drimpton**

The Committee considered an application to erect 15 affordable dwellings and formation of new vehicular access.

The Chairman, Cllr Simon Christopher addressed the Committee as the Dorset Council - Marshwood Vale Ward Member during public participation and did not take part in the debate of vote on this application.

The Vice-Chairman was in the Chair during consideration of this application.

Further representations that had been received following publication of the agenda that were included in an update sheet circulated to members prior to the meeting.

The Senior Planning Officer presented the application that included an aerial view of Drimpton showing the "gap" between Netherhay and Drimpton prescribed in the Neighbourhood Plan had been respected in this scheme.

The site had only one immediate boundary with a property at 6 Netherhay Lane that was slightly lower than the application site and the proposal was considered to be acceptable in residential amenity terms.

A detailed layout plan showed the central vehicular access with a traditional form of development in front of Netherhay Lane that was set back to accommodate mature trees within the frontage bank area that were subject to Tree Preservation Orders. The development was orientated to take advantage of views towards Seaborough Hill.

Various photographs were shown of the site including the public footpaths and road junctions with Netherhay Lane and Chard Road that gave an idea of visibility and in particular the need to go over the stop line to make a safe turn right towards Chard.

The private sewage treatment works required an environment agency permit to discharge into the water course.

The main planning issues were highlighted including:-

- Principle established by the Neighbourhood Plan allocation
- An all affordable housing scheme
- Visual impact on the Area of Outstanding Natural Beauty (AONB)
- Residential amenity
- Drainage considerations
- Contribution towards 5-year housing land supply
- Highways issues

The Senior Planning Officer informed the Committee that delegated authority was also sought to make minor amendments to Conditions 10 and 13 to ensure compatibility with the Highways adoption process.

A number of written representations were received which are attached to these minutes. Some of these were read out by the Technical Officer at the meeting in accordance with the revised Public Speaking Protocol attached to the agenda.

Cllr Simon Christopher, Dorset Council - Marshwood Vale, addressed the Committee in support of the application which was consistent with the Local and Neighbourhood Plans and on an exception site that contributed to the housing land supply. He considered this to be an innovative scheme incorporating flats and bungalows in a sustainable location not far from the Somerset border where residents could access services and employment. Drimpton itself was served by facilities including a pub, village hall, football pitch, church and employment sites to the west and north of the village. Affordable homes built in Powerstock and Marshwood in recent years were more remote from the nearest town than this development was from Drimpton and the lack of pavements and junctions considered as part of this application were common in West Dorset. Efforts had also been made to provide an alternative pedestrian access to the village.

Cllr Nick Ireland commended the application that had the support of the Local and Neighbourhood Plans, residents and the Parish Council. The scheme also met the housing need for one and two bedroom properties, all of which were 100% affordable housing in perpetuity. He considered that the junction was typical of the area and the road was 30mph.

The Highways officer confirmed that although there had been some reservations about the junction onto the B3162, this was not the case with the other junction with Netherhay Lane and that the pedestrian linkage was welcomed. He confirmed that the pathway ran over private land but was a public right of way that joined a public footpath.

Members were supportive of the scheme and agreed that narrow lanes were a feature in West Dorset. They concluded that this was a good scheme that had been designed sensitively and would help keep the village alive.

Proposed by Cllr Nick Ireland, seconded by Cllr Kate Wheller.

Decision:

A) That authority be delegated to the Head of Planning to grant permission subject to the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 in a form to be agreed by the Legal Services Manager to secure the following:

- To ensure the development remains as affordable housing in perpetuity,
- And to ensure the provision/maintenance of the footpath link to the public right of way

- And subject to receipt of an acceptable adjusted highways layout plan (resulting in amended plans list (condition 1) and amended layout plan reference on condition 10 (levels)

and subject to the conditions outlined in the appendix to these minutes.

B) Refuse permission for the reasons set out below if the legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) is not completed by 6 months from the date of the committee resolution of such extended time as agreed by the Head of Planning:

1. In the absence of a completed s106 legal agreement the development would not ensure the dwellings are provided as affordable housing. Hence the development would be contrary to policy HOUS2 of the West Dorset, Weymouth and Portland Local Plan (2015) and the National Planning Policy Framework (2019). Furthermore, this would not ensure the new pedestrian link to the right of way is provided and maintained. Hence this would be contrary to policy COM7 of the adopted Local Plan (2015) and the National Planning Policy Framework (2019).

157. WP/19/00273/RES - Curtis Fields (Phase 2b) Land South of Chickerell Road, Weymouth

The Committee considered an application for approval of reserved matters for Access, Appearance, Landscaping, Layout and Scale of outline application WP/14/00777/OUT.

The Committee received a presentation by the Planning Officer for the reserve matters application for 99 dwellings that included an extract from the masterplan showing the general location of phase 2b, a plan showing areas where there were substantial changes in level, generally rising north to south; some of the many elevational drawings and plans for the houses, full lists of which had been included in the report and update sheet; a landscape plan showing a retained and enhanced Cockles Lane and photos of phase one homes to indicate the general style that would be continued throughout the development; and views across the site from different perspectives.

The appropriate assessment had been attached as an appendix to the report and was the result of an objection by Natural England in relation to the recreational impact on the special area of conservation zone of Chesil beach and the Fleet area who confirmed that there could be significant impacts if no mitigation measures were employed. These measures had recently been approved by the Dorset Council Cabinet and Natural England had no further objection.

The main planning issues were highlighted including:-

- Relationship with approved master plan
- Design and layout
- Appropriate assessment

- Drainage and flood risk mitigation - significant mitigation works had been incorporated in phase 1 of the development
- Roads and access
- Landscaping and Cockles Lane
- Neighbouring amenity
- Biodiversity
- 30% Affordable housing - 27 out of 99 homes in phase 2b was slightly below this requirement with the shortfall being accommodated within later phases of the development.

An update sheet circulated to members prior to the meeting included the replacement of Condition 1 and an additional condition to ensure that a safety audit was undertaken to ensure boundary treatments were suitable and a safe area for use.

Representations from Cllr Lucy Hamilton, Weymouth Town Council Chairman of Planning and the Agent were read out by the Technical Officer at the meeting and are attached to these minutes.

In response to the comments made in the written representations, the Planning Officer explained that there was an expectation that the full 30% affordable housing allocation would be fully met in the two later phases of the development that were still under consideration.

The Biodiversity Mitigation Plan remained to be discharged as indicated in the update sheet. This was currently central to discussions and no development could take place until that condition was discharged.

Members asked about the ways in which this development could affect Chesil beach and the Fleet and were informed that this related to increased recreational pressure on interests on Chesil Beach due to residents from the development being in close proximity to the area. This included breeding birds that were affected by visitor numbers and a potential impact on air quality due to the new traffic generated by the development. These were matters that had been dealt with in the appropriate assessment.

Members were concerned about the phasing in terms of meeting the affordable housing requirement. They were advised that the remaining Curtis Fields development was comprised of 3 reserved matters applications, one of which was this application. The Planning Officer assured the Committee that although phase 2b was short by 2.7 affordable dwellings, that this shortfall would be added to another phase and that officers would continue to check compliance with the 30% affordable housing provision.

Cllr Wheller expressed concerns in relation to biodiversity and the protection of animals and plant species in the area including deer, badgers, bats, crab apples and elderberries, noting that very old trees had already been lost as a result of development on the site; the safety measures with regard to the balancing ponds and the creation of cycle paths in order to provide an alternative safe cycling route to Lanehouse Rocks Road from the Westham area through the estate.

The Planning Officer advised that the major part of the pond and flood risk areas had already been built within phase 1, notwithstanding this, the update sheet contained an additional condition concerned with the safety issue. Although there would always be a degree of risk there was a need to ensure the applicant knew of the risks and mitigation. He assured members that officers were in discussion with the applicant and their specialists with regard to biodiversity and that officers would keep an eye on this. The development was being constructed using normal quality of residential estate roads that should be suitable for cyclists despite the changes in level not being conducive to cycling.

Cllr Jean Dunseith stated that she was pleased that Cockles Lane would be enhanced but she remained concerned with flooding in the sloping site. She was aware of flooding in Ludlow Road which was adjacent to phase 1 and that building on this slope could make matters worse due to the amount of water, despite the mitigating factors. She further commented that a junction with Lanehouse Rocks Road meant that the estate could be used as a rat run to Chickerell Road, however, she recognised that this phase did not include that junction but this was a consideration.

The Highways Officer confirmed that there was a shared cycle and pedestrian linkage of 3 metres width that ran through the site following Cockles Lane and that the roads in the development were sufficient for all highways users.

A further question was asked about the diversion of footpath 130 that was directly affected by the development.

The Committee was informed that a separate legal process was necessary for the diversion of a public rights of way affected by the development and that the legal diversion process needed to be completed before development was substantially completed. It was confirmed that an application to divert the footpath had not yet been received.

The Committee highlighted that this needed to be progressed in order to avoid future delays as the path was used by children walking between Wyke Regis and St Augustine's school which would become busier as the school was enlarged.

Proposed by Cllr Nick Ireland, seconded by Cllr David Shortell.

Decision: That the application be approved subject to the conditions outlined in the appendix to these minutes. including the additional conditions and informatives contained in the update sheet.

158. **Application to extinguish part of Bridleway 43, Marshwood at Prime Coppice**

The application made under Section 118 of the Highways Act was presented by the Senior Definitive Map Technical Officer who presented a plan showing the location of the bridleway, a drawing and photographs of the current route

and alternative route along Bridleway 76 and photos of the Bridleway 43 and 76 along Glebeland Lane.

An objection had been received that was included in full in the report, however, none of the points were relevant to the legal test for an extinguishment order. A further objection had been included in the update sheet circulated to members prior to the meeting.

It was confirmed that the application met the legal test under the Highways Order and that any further objections should be referred to the Secretary of State.

The Chairman added that he had received an e-mail from the landowner who confirmed that he was content with the extinguishment.

Proposed by Cllr Sarah Williams, seconded by Cllr Nick Ireland.

Decision:-

- a) The proposal to extinguish part of Bridleway 43, Marshwood be accepted and an order made;
- b) The Order include provisions to modify the definitive map and statement to record the changes made as a consequence of the extinguishment; and
- c) If the Order is unopposed, it be confirmed by the Council without further reference to the Committee.
- d) If any objections to the Order are of a similar nature to those already considered by the Committee, the matter be referred to the Secretary of State for confirmation with the Council's support without further reference to the Committee.

Reason for Decisions

- a) The proposed extinguishment meets the legal criteria set out in the Highways Act 1980.
- b) The inclusion of these provisions in a public path order means that there is no need for a separate legal event order to modify the definitive map and statement as a result of the extinguishment.
- c) Accordingly, the absence of objections may be taken as acceptance that the extinguishment is expedient and therefore Dorset Council can itself confirm the order.
- d) In the event that objections of a similar nature to those already considered are received to the order, the committee will have already considered the objections in the light of the legal criteria and therefore Dorset Council should submit the order to the Secretary of State for confirmation and support the order.

Before confirming a public path creation, diversion or extinguishment order a council or the Secretary of State must have regard to any material provision of a rights of way improvement plan prepared by the local highway authority. Dorset Council's Rights of Way Improvement Plan sets out a strategy for improving its network of Public Rights of Way, wider access and outdoor public space.

159. **Urgent items**

There were no urgent items

160. **Update Sheet**

Appendix - Decision List

Duration of meeting: 10.00 - 11.55 am

Chairman

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Western & Southern Area Planning Committee - 13 August 2020

Written Submissions

WD/D/19/001343 - Land North of 6 Netherhay Lane, Drimpton

Bob Harris

My name is Bob Harris. I am both a resident of Netherhay Lane, Drimpton, and a Parish Counsellor representing the people of Drimpton.

I have lived here long enough to remember a previous Application from the landowners to develop this whole field into a housing estate. A door to door petition conducted at the time demonstrated resounding opposition to the plan, and the application was rejected by the Planning Authority.

When the Community Land Trust was formed in Broadwindsor, this agricultural field was put forward again, and chosen in preference to other suitable sites in the Parish. Residents were not consulted during the selection process, and the decision was apparently approved at a public meeting packed with outsiders. So, there is no evidence of local support.

Mr Ian Madgwick commented in June 2019...

“The Highway Authority recommends refusal of the application on the grounds that :-

1. The site is served by a narrow sub-standard road, Netherhay Lane and a substandard junction with the B3162 Chard Road, where the junction width, radii, and visibility are unacceptable. The character and nature of both roads present conditions that are totally unsuitable to cater for the likely increased traffic generation from the development and would thereby introduce an unacceptable impact to the condition of safety for all users of the highway.

2. The proposed development would be likely to generate an increase in pedestrian traffic onto Netherhay Lane and Chard Road, where carriageway widths are extremely restricted there are no usable roadside foot-ways or verges that offer refuge for pedestrians. This would be likely to impact adversely on highway safety and the transport choices for potential occupiers and is, therefore, considered to be unsustainable and contrary to the guidance set out in the National Planning Policy Framework, Local Policy and the guidance provided by the Department for Transport publication “Inclusive Mobility”: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure.”

This confirms the many comments that have been sent to the CLT, the Parish Council and the Case Officer.

In mitigation, the CLT amended their plan to include a pedestrian footpath from the eastern edge of the site to join an existing right of way leading to the Chard Road.

However, because this path then crosses the land of an existing dwelling, it fell sadly short of a safe pedestrian alternative. Permission to tarmac through the existing dwelling could not be obtained, and, worst of all, the narrow hazardous bridge across a water filled ditch could not be upgraded.

This route is unusable for the disabled, for wheelchairs, prams and the elderly. The exit to Chard Road is also blind one way presenting further safety issues.

Neville Adams

I am appealing to the Planning Committee to refuse permission for the proposed planning application adjoining the above address for the following reasons:

1. The Highways report identified Netherhay Lane as being unsuitable for development on the grounds that it is a single sub-standard carriage-way, category 'D', posing a risk to pedestrians and with blind junctions at either end where width, radii and visibility are unacceptable. Social housing developments at Marshwood, and Lyme Regis were so positioned that a safe and a well-designed highway was available.
2. The proposed entrance to the site, about 50 metres from the above address is at one of the narrowest points of the lane, with what appears on the plan, to be a restricted access and egress inside the development.
3. The proposed development is in an area of outstanding natural beauty and reports from Council officers have raised some concerns over this planning proposal.
4. The site is at a significantly higher level than adjoining properties, and being in such close proximity to the above address would certainly impose a significant effect on the right to privacy as required by the Human Rights Act 1998 , Articles 1 and 8.
5. Little reassurance appears to have been given that the housing project will not exacerbate further flooding , already significant at the lower end of adjoining properties.
6. The latest plan shows a suitably constructed pathway to a bridge which crosses a ditch , joining a right-of way across a private field. Such access is currently unsuitable for pedestrians with push chairs, particularly during periods of inclement weather conditions, and will require the construction of a similar standard of access linking the development to the bridge. This will include adequate surfacing, lighting, and fencing where livestock may be present. In addition it terminates onto a very busy road, with a blind corner on the left hand side facing the village hall. Exuberant children keen to make use of the play equipment, as well as parents with push-chairs, would all be faced with a significant risk at this junction.

There are significant issues indicating that this proposed development is in an unsuitable position. A recent university report stated that local authorities were placing social housing in areas which were totally unsuitable. In my view this

proposed development fits into that category. I therefore propose that this development application is refused.

Shirley Gibbs

There will be **five** back gardens bordering the existing bungalow's garden which is unacceptable and unfair to the existing elderly residents. Their peace, quiet and tranquillity of their residence and garden will be destroyed. The lack of privacy would be in breach of their Human Rights. New residents will be able to look directly into the windows and garden of number 6.

The sewerage treatment plant will discharge chemicals into the Little Axe; waste pollutants cannot be eliminated completely; I remain concerned about the future environmental impact. The drainage consultants report that the sewerage effluent will only be treated to 'an acceptable level'; which I believe is not good enough. Any discharge will become unacceptable as environmental protection and awareness improves. The drainage consultancy reports that the field's soil is impermeable and that soakaways/other drainage methods would not work because of the water table. The field is well known for its boggy, particularly in the winter.

Netherhay Lane is a leafy single vehicle lane with bends. A number of large farm vehicles use it as well as the occasional bus. The development would increase traffic to the area with two cars per dwelling. The CLT are comparing this proposed development to the one in Marshwood which is on a classified B road. In Drimpton, pedestrians walking along Chard Road, as well as Crewkerne Road in Netherhay and in Netherhay Lane itself, often have to take avoiding action to avoid speeding motorists who show a blatant disregard for pedestrians. Near misses are not reported to the Council or Police. The crossroads are extremely dangerous as visibility is poor for both pedestrians and motorists. I would also like to point out that there are many members of the CLT who are in support of this development live in Broadwindsor. It is only those local to Drimpton that fully understand the issues regarding road safety in and around the proposed development.

The proposed new footpath doesn't make sense as it can't go any further than the field because the land/garden further on, is privately owned. Any new path by design, would need to be lit at night (causing light pollution for the bungalows running parallel with it) and it would have to be maintained throughout the year.

I also question the costs of these proposed homes; £200,000 for each house is well over new build costs and is not good value for money for tax payers. Flats are totally unsuitable for a rural village which has predominately bungalows.

Drimpton is unsuitable for affordable housing as there is no infrastructure in place. There are more suitable areas in Dorset where families need to access employment, schools, toddler groups, nurseries, shops, medical facilities, etc

Guy Sear

The number of back gardens bordering the existing bungalow's garden is unacceptable. The existing residents privacy of their residence and garden will be destroyed which is in breach of their Human Rights. New residents will be able to see straight in the bungalow's windows and garden.

The sewerage treatment plant will discharge chemicals into the Little Axe; waste cannot be eliminated completely; an environmental disaster. The drainage consultants report that the sewerage effluent will only be treated to 'an acceptable level'; which I believe is not good enough. Any discharge will become unacceptable as environmental protection and awareness improves. The drainage consultancy reports that the field's soil is impermeable and that soakaways/other drainage methods would not work because of the water table. The field is well known for its boggy, particularly in the winter. The village has been flooded several times. When the river has little water, foul waste will be in concentration and will be more toxic to fish and wildlife.

Netherhay Lane is a narrow lane with little or no passing places. A number of large farm vehicles use it as well as the occasional bus. The increase in traffic to the area will be two cars per dwelling. The CLT are comparing this proposed development to the one in Marshwood which is on a classified B road. In Drimpton, pedestrians walking along Chard Road, as well as Crewkerne Road in Netherhay and in Netherhay Lane itself, often have to take avoiding action to avoid speeding motorists who show a blatant disregard for pedestrians. Near misses are not reported to the Council or Police. The crossroads are lethal as visibility is poor for both pedestrians and motorists. Road safety is a real concern and the proposed new footpath can't go any further than the field because the land/garden further on, is privately owned by two separate owners. Any new path would need to be lit at night (causing light pollution for the bungalows running parallel with it) and it would have to be maintained throughout the year.

The costs of these proposed homes is £200,000 for each house which is well over new build costs and is not good value for money for tax payers. Flats are totally unsuitable for a rural village which has predominately bungalows.

Drimpton is unsuitable for affordable housing as there is no infrastructure in place. There is no shop, the pub has not been successful over the last 18 years. There are more suitable areas in Dorset where families need to access employment, schools, toddler groups, nurseries, shops, medical facilities, etc. There are areas in Dorset which are more suitable for working families, especially those with children or don't drive.

John Watts

I summarise some points of particular significant concern re. the site of 15 dwellings

No amenities in the village only hall and public house, every home will require possibly two vehicles to reach any other facilities. With carbon emissions reduced, electric cars becoming the norm, such vehicles will be expensive. The 2.5 miles to Broadwindsor's amenities – with no public transport – would be a dangerous walk/cycle. Main supermarkets are in Crewkerne. Housing should be where there is work, schools and amenities.

Exit from site is a narrow lane (unsuitable for HGV's"), with no footpath for prams, mobility scooters, the infirm etc. Used by large agricultural contractors vehicles the lack of a pavement is a serious omission. An alternative to create a "Right of Way" to meet the public footpath onto land owned by 26 Chard Road, crossing the ditch (using railway sleepers), a small gate, thence over an often wet field to a wide stock proof gate – a pram/mobility scooter? Exit onto the busy road with virtually no vision of traffic, to reach the hall or to turn onto the 3.5 width road lacking a pavement. A serious accident is highly likely, with vehicles travelling at 20/30 mph, quiet electric cars and pedestrians with hearing/sight problems. Both pedestrian exits are dangerous. The visibility exiting Netherhay lane does not match the required safe stopping distance.

There have been many written CLT "observations" which are inaccurate –

Meeting of 13/09/16 there was no agenda indicating the need for a "public vote", no register of attendees other than a count. Of the 86 present, 20 were from the village, some not having a clear idea of purpose. Making this point later to the CLT Chairman he agreed that it was a "straw poll".

Vehicle accidents in Netherhay Lane ignored as not the subject of police involvement/ insurance claims.

Bus service, village hall activities and public footpath use are grossly exaggerated.

Netherhay Lane is never used as a diversion route.

Discussions with those living in Chard road have been nil.

Submissions do not recognise the difference between a Right of Way and a Public Footpath.

Brian Hesketh

Thank you for finding innovative ways to continue the democratic and consultative process in difficult times. Consultation has been the hallmark of this proposed development; I have been involved with that as a member of the team producing the Neighbourhood Plan, now “made” by Dorset Council.

It may be suggested that people in Drimpton and Netherhay are against this development (for your information, one strongly opposing household has moved from the village) the facts are:

Across the entire group parish: “over 77% of respondents in favour, and over 41% giving the highest grade of support” (for the idea of affordable local homes through a CLT).

“Because the idea of CLT development on Netherhay Lane was already a live idea at the time of the survey, and known about in the village, the results were also broken down to show the views of Drimpton and Netherhay respondents:

Over two thirds (68%) of Drimpton/Netherhay respondents were in favour, with 36% scoring at the highest rating in favour.”

“The site subject of this planning application lies in the large field off Netherhay Lane. To provide context the feedback results on site acceptability are given for all land off Netherhay Lane:

7a: Netherhay Lane, CLT Acceptable: 80 Unacceptable 69

7b: Netherhay Lane, Netherhay end Acceptable: 31 Unacceptable 98”

[The above from Neighbourhood Plan consultations]

“Number of votes cast in favour of a “Yes” 301 - Number of votes cast in favour of a “No” 100”

[The above from Neighbourhood Plan referendum]

Throughout the Neighbourhood Plan process we were assisted by a specialist consultant, progressing in consultation with the then existing local authorities. Our process and plan passed through independent Examination before being put to residents in a referendum.

Since moving to Drimpton the village has expanded significantly with the building of Marksmead and Applefield Road, I don’t know what consultation took place in advance of that, but it is unlikely to have been as deep, thorough and prolonged as that relating to the much more modest CLT.

Finally, both Marksmead and Applefield Road, built with wide access visibility splays, open onto Crewkerne Road and Chard Road respectively - roads which, in places, narrow as much as Netherhay Lane; such roads are part of life here and, by their nature, force drivers to slow – it is fortuitously engineered traffic calming.

This is a local initiative designed to fit the village, to meet local needs and enjoying local support.

Andrea Lowden

I would like to submit a written statement as myself and my family are in favour of the new housing development.

We are a family of 6 and have lived and rented in Broadwindsor for 10 years. Our rented property is not secure with the constant possibility of having to vacate at any time.

All our children have attended the local schools and we all work in the local area but don't earn enough to rent/buy locally because of the high prices.

Our eldest child left home 2 years ago and is struggling to pay the high rent costs in the area.

If this scheme was to be approved all our family could stay in the area we love to live and work in.

Emma Costin

I joined the BGP CLT board in 2019 as affordable housing is an issue I feel strongly about and that directly affects my family. We are a family of five who live in Drimpton. My husband and I both work locally, myself within the community at our local pre-school. Our three children attend our local primary and secondary schools. I am the Drimpton Youth Club leader and a Drimpton village hall committee member. As a family we are invested in this village and the community. However we are forced to live in privately rented accommodation as, like so many other families, we are finding it increasingly difficult to buy a property due to high house prices, low local rates of pay and the unrealistic mortgage deposit requirements. House prices continue to grow and deposit requirements increase alongside. A family can expect to pay in the region of £300,000 for a small three bedroom property in this area which is unachievable for first time buyers. Working families like mine often do not qualify for traditional social housing as they earn above the threshold. They are forced into renting privately, often in houses that are poorly maintained by landlords, paying considerably above what would be considered to be a reasonable amount of rent, leaving them unable to save for a deposit at a time when the cost of living and raising a family is already extremely high.

Families find themselves living in our villages in highly priced privately rented accommodation, which offers no home security as they are always at risk of their tenancy being terminated, often through no fault of their own. They are then forced into leaving the community that they have helped to grow, often with only 4 weeks notice. This can mean uprooting their children from their schools as they are forced to move out of the area in order to find another suitable privately rented property. Affordable housing projects such as this CLT proposed development provides families who already have a local connection, those who work and live locally, whose children attend local schools and those who are already invested in their community with stability, security and a home that is affordable.

In order for our villages to thrive we must be making provision for families to live here. We need people to be able to live in the communities where they work, where they have built their lives, but affordably. We need to give families a reason to invest and participate in village life, to bring their skills and passions into the community, by providing the opportunity to build a secure life.

Ken Banks

I am a board member of the CLT and fully support this development. My wife and I have lived in the village most of our lives and have seen the diversity of the village disappear.

The cost of housing has been driven up by better off retired people from various parts of the country. The young people and families can no longer afford to live in the area.

The rent of a few buy to rent properties are unaffordable.

This small development would help some young people and families to remain in the village which would benefit us all!

It is good that this development will be ONLY for the local people and remain so in perpetuity and NOT sold off enabling any future young people or families to enrich village life.

The village has always grown in small steps. We need young blood!

Jacqualyne Sewell

As the District Councillor for the Broadwindsor Ward from 2007 until May 2019, I represented and championed the interests of the community, businesses and all the residents, acting as community advocate to ensure that all local community interests were heard at both District and County Council level.

Having assisted with the Broadwindsor Neighbourhood Plan, the greatest concern was the lack 'affordable houses' for local families, with many 2nd homes in this area, house prices have risen but wages have not. In May 2016 the Broadwindsor Group Parish Council CLT was formed to tackle this issue, as District Councillor I volunteered to join the Board, attend meetings as an observer, act as Treasurer, but, more importantly, to provide information from WDDC and later to act as a direct link with WDDC Officers. Last May, as I was not elected to continue to represent this community, I offered to stay on the Board and take a more active role, and since May 2019 the CLT had to seek assistance from a Dorset Councillor from another Ward to advocate on its behalf and to provide relevant information.

This CLT development only goes half-way to resolving the housing needs of local people on the current housing register, the CLT group have worked tirelessly over 4 years, ensuring that the community was consulted at every stage, choice of site,

number of homes, designs, with many roadshows, regular newsletters, monthly reports to the Parish Council. The CLT now and in the future will have continued involvement with all aspects of the management of these houses, including the allocations policy. These submitted plans have gone through many, many changes, in order to comply with what West Dorset District Planning Officers requested (first was regarding the design at the pre-application meeting in Dorchester in 2018) comments received from local residents were taken into consideration, the CLT taking photos, surveying the styles of properties in and around Drimpton - ensuring that the new CLT house styles 'fitted in', the environment will benefit from the native trees and hedging included in this development, there will be a self-contained sewerage system on site which will have no impact on the existing village system, a major concern to residents, the CLT system will discharge only clean water into the local stream using tried and tested technology. Highway and Planning experts have confirmed that the location is safe, able to take traffic from this scheme, the CLT have continued to comply with what Dorset Council Planning Department asked from them – including at their request the proposed footpath from the scheme to meet the existing right of way, starting and finishing on the Chard Road.

I support the Officers recommendation for Approval.

Rosie Leader

I wholeheartedly support this planning application because I know, as well as many local people, that there is a desperate need for affordable homes in this area. I have lived here for most of my life, and know from job hunting that local wages tend to be low; and house prices remain disproportionately high. I would like to stay in this area but know it can be incredibly hard to live in with the high house prices to rent and buy.

I have seen the plans for these affordable homes and I think the homes are excellent; aesthetically speaking they will blend in with the landscape of Drimpton - they are to be built with traditional materials of this region, unifying the themselves with existing, older homes in the village.

As a young person aware of the current environmental situation both locally and on a much larger scale, I am particularly keen on the parts of the plan which encourage environmental sustainability. The Community Land Trust have added many aspects in the plans which are ecologically and environmentally friendly, such as planting trees and shrubs, renewable energy sources for heating and power, and homes for local wildlife - things which a private developer, more focused on profit, would overlook. So if one day some homes were built around Drimpton by a private developer, chances are, the CLT homes would most likely produce less emissions than homes built by a private developer. In times such as these, caring for the environment has never been so important.

A certainty is that Drimpton will one day expand, as all villages do, and so - why pass an opportunity to build sustainable and affordable homes when in their place one day could be unaffordable houses, which contribute negatively to the environment? We

are privileged to have such an excellent plan, carefully thought out, put before us - why pass up on this?

There will always be naysayers; people resistant to change - in this case the basis for their argument against the approval of this planning application is mainly based upon their discomfort to the idea of Drimpton evolving, and an 'infringement' upon their comfort - but in the grand scheme of things, a little noise nearby while the houses are being built isn't an acceptable excuse to reject this application.

Thank you for your consideration

Broadwindsor Group Parish Council

Broadwindsor Group Parish Council is delighted that this application has been recommended for approval and will be considered by Dorset Council Planning Committee.

The Parish Plan of 2012 surveyed residents of the Group Parish area and their biggest concern was over the lack of affordable housing for local people. The Parish Council instigated the creation of the Community Land Trust to address these concerns. West Dorset District Council were engaged, wholeheartedly supporting the objectives. A search of the Group Parish for suitable sites, working with the Planning Department identified the Netherhay Lane site as being the best available.

The scheme for 15 affordable homes for local people only, was designed after considerable discussion with the community, Planners, Parish Council and other experts. Broadwindsor Group Parish Council Community Land Trust has designed a scheme which is aesthetically attractive faced in natural materials, stone and brick with slate roofs which will harmonize with the location. There are a host of environmental features including air source heat pumps, photovoltaic panels and electric car charging points. Landscaping includes the planting of a native species hedge around the perimeter with trees planted at 5m intervals, on site planting which includes native shrubs and about twenty-four standard native trees. In addition, bat boxes, bee houses and bird boxes will make this a very green environment.

The homes available to local people only, will be held in perpetuity. The housing list over the last eight years has always shown demand to be considerably higher than the proposed fifteen homes. The Neighbourhood Plan included this scheme and parishioners voted on the Plan which received overwhelming support. It was independently reviewed and supported by a Planning Inspector and adopted by Dorset Council without alteration. Highway and planning experts have confirmed that the location is safe and able to take traffic from this scheme. The proposed footpath from the scheme to meet the existing right of way that starts and finishes on the Chard Road is included at the request of Dorset Council Planning Department.

There will be a self-contained sewerage system on site which will have no impact on the existing system. This system will discharge only clean water into the local stream using tried and tested technology. All existing trees and hedges including a

magnificent oak tree, will be kept, apart from at the entrance way. The Parish Council have supported this scheme from the outset, they support the need for affordable housing for local people, they support this site as being a good location for this development and support the design and access.

David Leader, Chair of Broadwindsor Group Parish CLT

Broadwindsor Group Parish CLT is a Community Benefit Society established in May 2016, a direct result of recognition by the Parish Council of huge concern about lack of affordable housing within the community. This was highlighted in a community survey as part of the development of the Broadwindsor Group Parish Plan in 2012.

The CLT's project to develop 15 affordable homes for rent responds to the housing needs of the Parish area, which have increased from 19 to 26 households between 2016-2020. Criteria required for a home will be a local connection as well as registration with Dorset Home Choice.

As part of the CLT's agreement with its development partner (Yarlington Housing Group), BGP CLT will retain ownership of the land, ensuring that these homes will remain affordable to people with a local connection in perpetuity. A modest ground rent will be received by the CLT to support community projects across the Group Parish area. This is the same model being pioneered with Dorset Council's support by Dorchester Area CLT, Sixpenny Handley CLT, Lyme Regis CLT and Powerstock CLT, recently visited by Prince Charles.

In 2016 the CLT reviewed 10 sites in Broadwindsor and Drimpton, assisted by WDDC Planning Department Officers. This process was presented to a public meeting in Drimpton in September, when the selection of the 1.5ha on Netherhay Lane was strongly endorsed.

A 2017 community survey (for the Broadwindsor Group Parish Neighbourhood Plan) again emphasised community concerns about the lack of available affordable housing for rent within the Parish. Many of the objections to this planning application were also made against the inclusion of the site as an affordable housing allocation within the Neighbourhood Plan. These objections were considered by the Neighbourhood Plan Examiner who concluded that any adverse impacts of developing the site for affordable housing were outweighed by the

advantages. Following a vote of 75% in favour, the Neighbourhood Plan – including this site - was adopted by Dorset Council in October 2019 and now forms part of the Council's Development Plan.

Throughout the project development the CLT has been sensitive to local community issues, insisting from the outset that an on-site sewerage system would be required to avoid exacerbating problems with Drimpton's existing system. A footpath to join the public right of way leading towards the Village Hall has also been included to satisfy Highways Department requirements with regard to pedestrian safety.

All homes will be stone-faced and brick with slate roofs. Sustainability will be above standard: the Energy Statement commissioned by the CLT indicates that carbon output of these homes will be 20% below building regulation requirements and will therefore support the Council's declaration of Climate and Ecological Emergency.

WP/19/00273/RES - Curtis Fields (Phase 2b) Land South of Chickerell Road, Weymouth

Cllr Lucy Hamilton - Chairman of Planning & Licensing - Weymouth Town Council

In May 2019, Weymouth Town Council raised concerns many of which are captured in this report: density, designing out crime, highway design, flood risk, security around balancing ponds, highway safety around school entrance, pedestrian and cycle routes, loss of habitat and biodiversity. The committee invited representatives from Betterment to meet to discuss these issues and members of the committee have made site visits. Members welcome this important addition to our housing stock.

I want to raise two issues: affordable housing, and biodiversity.

Firstly, members welcome the affordable housing, particularly that it will be of the same house type as the general market housing [para 15.22].

However, the proposal includes fewer affordable homes: approximately 27% of the dwellings as opposed to 30% requirement. This provision is essential on a development this size. How will Dorset Council ensure that other phases at Curtis Fields will make up the difference, as suggested at Para 16.2?

On biodiversity, we need clarity on the BMEP and Management Plan outlined at para 15.11. Specifically, what protections are in place for the Site of Nature Conservation Interest [ref: SY67/012 Little Francis] and the wider area of high land.

Policy WEY10 is a relevant policy: "Rising land to the south of Cockles Lane and the ridge further south will remain undeveloped and be managed as public open space for the longterm benefit of the local community and to protect and enhance its nature conservation interest to become a designated local greenspace."

Natural England's letter of 7 November 2019 refers to the impact on the SNCI, the importance of the buffer zone (saved at WP/14/00777/OUT).

Planning permission Condition 16 reads: "A comprehensive habitat restoration and management plan for the areas of retained semi natural greenspace, to include the management of the SNCI, enhancement and restoration of the fields to the south east and habitat creation within the buffer zone and providing for public access shall be submitted to and agreed in writing prior to commencement of development. The habitat restoration and management plan shall be implemented during phases 2A and 2B of the development unless otherwise agreed in writing with the local planning authority and shall be maintained thereafter."

The report before you today suggests in Para 2 that the supply of a Biodiversity Management Plan remains to be considered as a separate matter and not under this application and in Para 16.2 that the BMP will cover all remaining phases of Curtis Fields, including phase 2B the subject of this application.

What is the plan for the BMEP? Dorset Council has a duty to ensure no adverse impacts on local wildlife sites, and to ensure Biodiversity Net Gain.

Malcolm Brown (Agent)

Good Morning Ladies and Gentlemen,

This application was submitted in **April 2019**. It has taken **16 months** to reach this committee. The Reserved matters had followed the principles of phase 1, and it was anticipated it would be plain sailing.

By late summer the applicants were releasing houses for sale on phase 1 at a rate of **1 every 3 days**. They were very popular with purchasers. Phase 1 also included 30% Affordable Housing. At that time Curtis Fields accounted for **80%** of Betterment Properties building activity and they were hoping to carry straight on with phase 2b. The application was, they thought, submitted in good time. The initial delays were caused by a lack of agreement between Education and Highways over access to the enlarged school site. Changes had to be made to the layout.

Some consultees were very late in responding to consultation. When those responses were received they sought significant changes, **departing from the phase 1 design** which had proved popular with buyers. Numerous amended drawings were prepared and submitted.

In December the applicant was made aware of a **very late objection** by Natural England which has resulted in a **further 7 months delay!** During that time the applicants team worked tirelessly to satisfy consultees continuing, often conflicting comments.

We believe that we have **now addressed all the concerns** and that the scheme now meets with the approval of all consultees, including the Town Council. Because of the delays the applicant had to almost close down the site with the **loss of many jobs just before Christmas**. A team that took 3 years to build has been dispersed.

The applicants are urging you to approve these reserved matters and let them get back to building much needed homes. That will in turn deliver land for the enlargement of St Augustines School to which the applicant is committed. It will also deliver more affordable housing.

Planning Committee – Update Sheet

Application Ref.	Address	Agenda ref.	Page no.
WD/D/19/001343	Land adjacent 6 Netherhay Lane, Drimpton	5a	7 - 43
<p>Update(s):</p> <p>Objection letter from Mr J G Watts:</p> <p>Unsustainability of location The site provides for 15 dwellings. There are no amenities in the village other than the hall and a public house thus every home will require at least one vehicle and probably two to reach work/shops/surgery/post office/and all other facilities. This is at a time when carbon emissions are to be reduced, expensive electric cars are to become the norm and those in affordable housing are unlikely to “afford” such vehicles. The suggestion that they could walk or drive 2.5 miles to Broadwindsor where there are some amenities, on a dangerous road is thoughtless, in any event they are likely to travel to Crewkerne where there are supermarkets and bus services. The housing should be where there is work, schools and all that is needed for living particularly for families and the elderly.</p> <p>Lack of pavements The exit from the proposed site is onto a narrow lane (unsuitable for HGV’s”) with no footpath to accommodate pedestrians including those with prams, mobility scooters the infirm etc., As there are large vehicles using the lane eg. agricultural contractors which fill the whole carriageway, and there is no safe haven, the lack of a pavement is a very serious omission. An alternative to this is deemed to create a “right of way” to meet a public footpath along the side of a field and exit onto Chard road by crossing a second, grass, uneven and often wet field. The need then is to cross the busy road, with virtually no vision of traffic, to reach the hall or to turn onto the road which also lacks a pavement and is 3.5 metres in width. This would be a serious accident in the making and has been emphasised on several occasions, with advent of quiet electric cars more so. Therefore whichever means of pedestrian exit is used there are considerable dangers, this has to be resolved, but there does not appear to be an answer.</p> <p>Dangerous crossroad Private vehicles travel along Chard road at a general 25 – 30 mph, Agricultural vehicles approximately 20 mph. Mindful that they pass the public footpath at such speeds with virtually no visibility they also approach the cross roads similarly. The visibility exiting Netherhay lane does not match the required safe distance for stopping and is dangerous, even for those of us who use that exit regularly. This is an accident blackspot and “speedwatch readings” confirm the speeds accomplished.</p> <p>Misrepresentations in CLT submissions (examples) There have been many written “observations” by, and on behalf of the applicants which, are totally inaccurate and designed to enhance the CLT case. I quote a few which have been recorded in correspondence –</p> <p>At the meeting of 13/09/16 there was no agenda indicating the need for a “public vote”, there was no register of attendees other than a count, to suggest that the</p>			

majority were from Drimpton could not be known. In fact, of the 86 at the meeting just 20 were from the village, most of whom were ignorant of the purpose of the meeting as no prior indication appeared available. On making this point to the Chairman of the CLT he agreed that it was a “straw poll”.

Vehicle accidents in Netherhay Lane were ignored as they were not the subject of police involvement or possible insurance claims, there were 4 incidents over a few years!

The bus service was grossly exaggerated as were the activities in the village hall and the use of the public footpath.

Netherhay Lane is never used as a diversion route.

Discussions with those of us who live in Chard road have been virtually nil.

There are a multitude of other reasons why we feel that the application should be rejected, all of which have been recorded in correspondence but we have to be mindful that the review committee will be aware of these and sustainability and safety are paramount.

Letter of support from Mrs Jackie Sewell:

Comments: As the District Councillor for the Broadwindsor Ward from May 2007 until May 2019, I represented and championed the interests of the community, businesses and all the residents, acting as community advocate to ensure that all local community interests were heard at both District and County Council level. Having assisted with the Broadwindsor Neighbourhood Plan, the greatest concern was the lack 'affordable houses' for local families, with many 2nd homes in this area, house prices have risen but wages have not. In May 2016 the Broadwindsor Group Parish Council CLT was formed to tackle this issue, as District Councillor I volunteered to join the Board, attend meetings as an observer, act as Treasurer, but, more importantly, to provide information from WDDC and later to act as a direct link with WDDC Officers. Last May, as I was not elected to continue to represent this community, I offered to stay on the Board and take a more active role, and since May 2019 the CLT has had to seek assistance from a Dorset Councillor from another Ward to advocate on its behalf and to provide relevant information.

This CLT development only goes half-way to resolving the housing needs of local people on the current housing register, the CLT group have worked tirelessly over 4 years, ensuring that the community was consulted at every stage, choice of site, number of homes, designs, with many roadshows, regular newsletters, monthly reports to the Parish Council. The CLT now and in the future will have continued

involvement with all aspects of the management of these houses, including the allocations policy. These submitted plans have gone through many, many changes, in order to comply with what West Dorset District Planning Officers requested (first was regarding the design at the pre-application meeting in Dorchester in 2018) comments received from local residents were taken into consideration, the CLT taking photos, surveying the styles of properties in and around Drimpton - ensuring that the new CLT house styles 'fitted in', the environment will benefit from the native trees and hedging included in this development, there will be a self-contained sewerage system on site which will have no impact on the existing village system, a major concern to residents, the CLT system will discharge only clean water into the local stream using tried and tested technology. Highway and Planning experts have confirmed that the location is safe, able to take traffic from this scheme, the CLT have continued to comply with what Dorset Council Planning Department asked from them - including at their request the proposed footpath from the scheme to meet the existing right of way, starting and finishing on the Chard Road. I support the Officers recommendation for Approval.

Application Ref.	Address	Agenda ref.	Page no.
WP/19/00273/RES	Land South of Chickerell Road, Weymouth	5b	45 - 66

Update(s):

Replace Condition 1 with the following:

1. The development hereby permitted shall be carried out in accordance with the following approved plans and documents. In particular:
 - a. the landscaping scheme shall be carried out in accordance with the approved landscape strategy, including the replacement of any failed planting for five years following first planting.
 - b. The materials to be used shall be as specified in the materials schedule dated 18.12.2019 unless otherwise approved in writing by the local planning authority.

Supplier: IMA

IMA-17-203-P-100_E - Proposed Highway Geometry
 IMA-17-203-P-101_D - Preliminary Highway Contours
 IMA-17-203-P-102_B - Proposed Highway Visibility
 IMA-17-203-P-103_B - 10m Refuse Vehicle Tracking

IMA-17-203-P-150_E - Finished Floor Levels
IMA-17-203-P-200_C - Sections A-A and B-B
IMA-17-203-P-210_B - Pond 2 Sections
IMA-17-203-P-500_D - Proposed Drainage Strategy
IMA-17-203-P-550_F - Drainage Catchments

IMA-17-203-D-510_B - Surface Water Drainage Sheet 1 of 3
IMA-17-203-D-511_B - Surface Water Drainage Sheet 2 of 3
IMA-17-203-D-512_B - Surface Water Drainage Sheet 3 of 3
IMA-17-203-D-550_B - Manhole Schedule
IMA-117-203-D-560-A – SUDS GA
IMA-17-203-SK-250 – Indicative cut and fill analysis

IMA-5-001_B - Trapped Road Gully
IMA-5-002_A - Pipe Bedding Details
IMA-5-003_A - Type 1B Manhole
IMA-5-004_A - Type 2 Manhole
IMA-5-005_B - Type 3 Manhole
IMA-5-006_A - Type 4 Manhole
IMA-5-008_C - Headwall Small
IMA-5-009_A - External backdrop
IMA-5-010_B - Pond 2 Hydrobrake
IMA-5-014_B - Headwall Large

Greenfield Run Off
Microdrainage Hydraulic Calcs
SuDS Management Plan -Phase 2B
CEMP Revision July 2020
Travel Plan dated February 2020

Supplier: WDA

101 - Location Plan
303-A - Block Plan
304-B – Proposed Site Plan, Roof Level
305-B – Proposed Site Plan, House Type
306-B – Proposed Site Plan, Feature Units
307-B – Boundary Treatments
308-B – Proposed Site Plan, Landscaping
309-B – Proposed Site Plan, 1 of 2
310-B – Proposed Site Plan, 2 of 2
311-B – Proposed Site Plan, Integrated Network
312-B – Proposed Site Plan, Public Open Spaces
313-B – Proposed Site Plan, Road Hierarchy
314-B – Proposed Site Plan, Affordable Housing
315 - Proposed Sections and Street Scenes

330 - Unit 181
331-A - Units 182-184

332-A - Unit 185
333 - Units 186-187
334 - Units 188-191
335-B – Units 192-193
336-A – Units 194-195
337-A – Unit 196
338-A – Units 197-198
339 - Units 199-200
340 - Unit 201
341 - Unit 202
342 - Unit 203
343 - Unit 204
344 - Unit 205
345 - Units 206-207
346-A - Units 208-210
347 - Units 211-212
348 - Units 213-214
349-A - Units 215-217
350 - Units 218-219
351 - Unit 220
352 - Unit 221
353 - Unit 222-223
354-A - Units 224-225
355-A - Unit 226
356-A – Units 227-229
357-A – Units 230-231
358-A – Units 232-233
359-A – Units 234-236
360 - Units 237-239
361-A - Units 240-241
362-A - Units 242-243
363 - Unit 244
364 - Unit 245
365 - Units 246-247
366-A - Units 248-249
367 - Units 250
368 - Units 251-252
369 - Unit 253
370-A - Units 254-256
371-A - Units 257-258
372 - Unit 259
373 - Unit 260
374 - Units 261-263
375-A - Unit 264
376 - Unit 265-266
377 - Unit 267-268
378 - Unit 269-270
379-B – Units 271-272
380-B – Units 273-275

381-B – Units 276-277

382 - Units 278-279

1000-B – Proposed Footpath Masterplan for Phases 2-4

Design & Access Statement March 2019

Materials Schedule 18.12.2019

Parking Schedule & Calculator November 2019

Playdale NEAP Picture Sheet

Supplier: The Landscape Service

170 - 1 - R5 - Landscape Plan

170 - 2 - R7 - Planting Plan

170 - 3 - R5 - Wildflower Plan

170 - 4 - R6 - Planting Schedules

170 - 5 - R5 - Tree Plan

170 - 6 - R5 - Landscape Strategy

170 - 7 - R3 - Tree Detail

170 - 8 - R4 - SUDS Planting

170 - 9 - R1 - Planting Type 1

170 - 10 - R1 - Planting Type 2

170 - 11 - R1 - Planting Type 3

170 - 12 - R1 - Planting Type 4

170 - 13 - R2 - Planting Type 5

Air Quality

Air Quality Assessments report J0402/1/F1 dated 17th March 2020 and IMA cover letter IMA-17-203/RMA-2B/sw

Archaeology

Email from County Archaeologist Steve Wallis dated 04.03.2019

Add condition 3:

The attenuation basin shall not be excavated/constructed until a risk assessment of the basin in respect of safety has been submitted to and approved in writing by the local planning authority. The risk assessment shall include details of any mitigation measures such as fencing and walling required and include details of its location, height, design, materials, a timetable for installation and details of who will maintain and be responsible for any mitigation measures proposed. Thereafter the development shall be carried out in accordance with the agreed details and maintained and retained as such thereafter.

REASON: In the interests of visual amenity and safety.

Additional informative:

For the avoidance of doubt, the revised BMEP submitted is not approved and condition 16 of outline planning permission WP/14/00777/OUT is not discharged under this approval.

Application Ref.	Address	Agenda ref.	Page no.
	Application to extinguish part of Bridleway 43, Marshwood at Prime Coppice	6	81 - 93

Update:

Objection from Dr Farmer with additional email (SEE ATTACHED PDF):

THIS STATEMENT IS ADDRESSED TO THE MEMBERS OF THE PLANNING COMMITTEE

The location is Prime Coppices **NOT** Prime Coppice.

The name needs to be corrected

Please check all past OS maps - you will see that I am correct and you are wrong.

This has remained uncorrected in spite of my many requests to have the error corrected over the last two decades.

It continues to cause problems with deliveries by Royal Mail and couriers to Prime Farm, Prime Copse and Prime Coppices.

As far as the proposed extinguishment is concerned, this process is an exercise in futility borne out of ignorance - vide my attached e-mail.

Moreover it is a profligate waste of Council resources and manpower

**Just as it is impossible to prove the absence of something,
it is equally impossible to extinguish something that does not exist.**

It is for this very reason that our criminal justice system is based on a presumption of innocence.

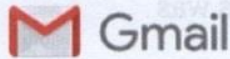
Dr A S D Farmer

OFFICER RESPONSE:

The area is labelled on the plan 19/22/1 as 'Prime Coppices' but is also referred to in the report by the name of the affected landowner's property on Glebeland Lane, 'Prime Coppice'.

We will ensure that 'Primes Coppices' is consistently used in the bridleway description in the Extinguishment Order.

With regards to the validity of the application, this has already been covered in the report paras 4.7- 4.9. It should be noted that submission of an objection to either a pre-order consultation or to an Order increases the Council's resources.



Tony Farmer < REDACTED >

P202 Proposed extinguishment of Bridleway 43 Marshwood UPDATE

1 message

Tony Farmer < REDACTED >

15 July 2020 at 15:51

To: Carol McKay <carol.mckay@dorsetcouncil.gov.uk>

Cc: Giles Nicholson <Giles.nicholson@dorsetcouncil.gov.uk>, Russell Goff <Russell.Goff@dorsetcouncil.gov.uk>, James Stagg <james.stagg@dorsetcouncil.gov.uk>, "Cllr. Simon Christopher" <cllrsimon.christopher@dorsetcouncil.gov.uk>, cllrspencer.flower@dorsetcouncil.gov.uk, Bernadine Farmer REDACTED

Dear Miss McKay

Thank you for your further e-mail.

Incidentally, I had a meeting with Messrs Giles Nicholson and Russell Goff at Prime Farm yesterday for the purpose of discussing the Council's annual cutting of the verges along Watery Lane (*aka* Gassons Lane and Cardsmill Lane) and Mutton Street, both of which are registered SNCIs. Prime Lane and Glebeland Lane form an integral part of the 'Watery Lane' SNCI. For this reason the three of us visited the far end of Glebeland Lane where quite by chance we met REDACTED, the current owner of Prime Coppices. This was fortuitous in several counts.

Whilst I fully acknowledge that verge cutting has no direct connection with public rights of way, the four of us discussed the proposed extinction of the imaginary section of BR43 which allegedly across the river Char between the new bridge (which I understand now carries a dedicated bridleway) and the old brick bridge which leads to the sunken lane (an unclassified road or BOAT) which seemingly ends abruptly at the northern boundary of REDACTED's field, but must have continued beyond and may legally continue to do so even though it has been disused for at least the last 70 years based on my own and the late Mr Pitfield's personal knowledge.

Due to the angle of the new bridge, REDACTED is unable to extract timber from Prime Coppices (not Prime Coppice) and instead fords the river immediately downstream of the new bridge. Bizarrely, this is precisely where BR43 has always crossed the river. When I purchased Prime Farm in 1981, there was still a finger post in situ marking the route of the bridleway where it forded the river! Mr Pitfield, who had constructed the old bridge from railway sleepers, discouraged walkers and riders from using his wooden bridge and had erected a sign to that effect which directed them to the ford alongside the bridge.

As you and your colleagues are very well aware, the so-called definitive map of public rights of way still contains many errors, due partly to the fact that the last 'paper copy' hanging on the wall in County Hall had been marked up with a broad felt-tip pen. When I purchased Prime Farm in 1981, I discovered that BR43 was shown on

the definitive map as passing diagonally through Prime farmhouse! This was subsequently corrected at public expense.

I remain absolutely adamant that the section of BR43 that you wish to extinguish has never existed where it is shown on your map for the purposes of the extinguishment order. Consequently I continue to maintain that you cannot extinguish something which does not exist and moreover has never existed. All it requires is admission by the Council that the route of BR43 where it crosses the river Char as recorded on the definitive map is wrong. It is not a closure nor is it an extinguishment, it is merely a correction!

Incidentally, **REDACTED** told the three of us yesterday that he has no objection to walkers and riders continuing to use the ford immediately downstream from the new bridge. Consequently, what is all the fuss about?

This entire saga is an exercise in futility! It is bureaucratic nonsense and moreover a profligate waste of Dorset Council's resources.

Yours sincerely

Tony Farmer

PS Please note that I shall be writing to Mr Phil Crowther (with copies to Messrs Russell Goff and James Stagg) on: a) another matter in respect of the route of BR43, and b) the status and route of the continuation of Prime Lane (currently designated as BR42) to where it joins Mutton Street next to the entrance to Babers Farm.



**WHATEVER THE COST, WE MUST WREST
OUR TOTAL INDEPENDENCE FROM THE
CLUTCHES OF THE FOURTH REICH -
OTHERWISE KNOWN AS THE EUROPEAN UNION**

Dr A S D Farmer

REDACTEDHome: **REDACTED**Facsimile: **REDACTED**
Mobile:**LEGAL NOTICE**

This message and any attachments are confidential and may also be privileged. They are intended for the addressee only and are protected by copyright law. If they have been received in error, please delete them immediately and advise us of your action. Any unauthorised use, distribution, publication or copying of this message and any attachments by any means whatsoever is strictly forbidden. Although steps are taken to ensure that this message and any attachments are free of viruses, they should be checked upon receipt in accordance with good computing practice.

On Tue, 14 Jul 2020 at 15:40, Carol McKay <carol.mckay@dorsetcouncil.gov.uk> wrote:

Dear Dr Farmer

I wondered if you have had a chance to consider the attached email?

I look forward to hearing from you.

Regards

Carol McKay**Senior Definitive Map Technical Officer****Economic Growth and Infrastructure****Dorset Council**[01305 225136](tel:01305225136)[07770 970637](tel:07770970637)dorsetcouncil.gov.uk

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In the time of COVID-19 -

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From: Carol McKay
Sent: 25 June 2020 12:45
To: REDACTED
Subject: P202 Proposed extinguishment of Bridleway 43 Marshwood UPDATE

Dear Dr Farmer

Further to my email dated 13 March (attached), I am writing to let you know that the above application is due to be considered by the Western and Southern Area Planning Committee on 13 August.

As a result of the current COVID-19 outbreak, Dorset Council is hosting its committee meetings virtually following changes to legislation. New regulations now enable decision making processes to continue in accordance with the Government's guidance on social distancing. Meetings are being held remotely as a Microsoft Teams Live Event and can be viewed by the public. Public speaking is not possible but members of the public are invited to make written representations provided that they are submitted to the Democratic Services Officer no later than two clear working days before the Committee meeting. These statements are read out in the meeting by an officer who is not involved with the case.

I will send you more information about sending in a written representation as well as a link to the live event nearer the time.

Applications are only considered by committee if there are outstanding objections, otherwise decisions are made under delegated powers.

As you are the sole objector to the application, I would be grateful if you would consider withdrawing your objection in light of the information provided in my earlier email to you.

Regards

Carol McKay

Senior Definitive Map Technical Officer

Economic Growth and Infrastructure

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Planning Committee – Update Sheet

Application Ref.	Address	Agenda ref.	Page no.
WD/D/19/001343	Land adjacent 6 Netherhay Lane, Drimpton	5a	7 - 43
<p>Update(s):</p> <p>Objection letter from Mr J G Watts:</p> <p>Unsustainability of location The site provides for 15 dwellings. There are no amenities in the village other than the hall and a public house thus every home will require at least one vehicle and probably two to reach work/shops/surgery/post office/and all other facilities. This is at a time when carbon emissions are to be reduced, expensive electric cars are to become the norm and those in affordable housing are unlikely to “afford” such vehicles. The suggestion that they could walk or drive 2.5 miles to Broadwindsor where there are some amenities, on a dangerous road is thoughtless, in any event they are likely to travel to Crewkerne where there are supermarkets and bus services. The housing should be where there is work, schools and all that is needed for living particularly for families and the elderly.</p> <p>Lack of pavements The exit from the proposed site is onto a narrow lane (unsuitable for HGV’s”) with no footpath to accommodate pedestrians including those with prams, mobility scooters the infirm etc., As there are large vehicles using the lane eg. agricultural contractors which fill the whole carriageway, and there is no safe haven, the lack of a pavement is a very serious omission. An alternative to this is deemed to create a “right of way” to meet a public footpath along the side of a field and exit onto Chard road by crossing a second, grass, uneven and often wet field. The need then is to cross the busy road, with virtually no vision of traffic, to reach the hall or to turn onto the road which also lacks a pavement and is 3.5 metres in width. This would be a serious accident in the making and has been emphasised on several occasions, with advent of quiet electric cars more so. Therefore whichever means of pedestrian exit is used there are considerable dangers, this has to be resolved, but there does not appear to be an answer.</p> <p>Dangerous crossroad Private vehicles travel along Chard road at a general 25 – 30 mph, Agricultural vehicles approximately 20 mph. Mindful that they pass the public footpath at such speeds with virtually no visibility they also approach the cross roads similarly. The visibility exiting Netherhay lane does not match the required safe distance for stopping and is dangerous, even for those of us who use that exit regularly. This is an accident blackspot and “speedwatch readings” confirm the speeds accomplished.</p> <p>Misrepresentations in CLT submissions (examples) There have been many written “observations” by, and on behalf of the applicants which, are totally inaccurate and designed to enhance the CLT case. I quote a few which have been recorded in correspondence –</p> <p>At the meeting of 13/09/16 there was no agenda indicating the need for a “public vote”, there was no register of attendees other than a count, to suggest that the</p>			

majority were from Drimpton could not be known. In fact, of the 86 at the meeting just 20 were from the village, most of whom were ignorant of the purpose of the meeting as no prior indication appeared available. On making this point to the Chairman of the CLT he agreed that it was a “straw poll”.

Vehicle accidents in Netherhay Lane were ignored as they were not the subject of police involvement or possible insurance claims, there were 4 incidents over a few years!

The bus service was grossly exaggerated as were the activities in the village hall and the use of the public footpath.

Netherhay Lane is never used as a diversion route.

Discussions with those of us who live in Chard road have been virtually nil.

There are a multitude of other reasons why we feel that the application should be rejected, all of which have been recorded in correspondence but we have to be mindful that the review committee will be aware of these and sustainability and safety are paramount.

Letter of support from Mrs Jackie Sewell:

Comments: As the District Councillor for the Broadwindsor Ward from May 2007 until May 2019, I represented and championed the interests of the community, businesses and all the residents, acting as community advocate to ensure that all local community interests were heard at both District and County Council level. Having assisted with the Broadwindsor Neighbourhood Plan, the greatest concern was the lack 'affordable houses' for local families, with many 2nd homes in this area, house prices have risen but wages have not. In May 2016 the Broadwindsor Group Parish Council CLT was formed to tackle this issue, as District Councillor I volunteered to join the Board, attend meetings as an observer, act as Treasurer, but, more importantly, to provide information from WDDC and later to act as a direct link with WDDC Officers. Last May, as I was not elected to continue to represent this community, I offered to stay on the Board and take a more active role, and since May 2019 the CLT has had to seek assistance from a Dorset Councillor from another Ward to advocate on its behalf and to provide relevant information.

This CLT development only goes half-way to resolving the housing needs of local people on the current housing register, the CLT group have worked tirelessly over 4 years, ensuring that the community was consulted at every stage, choice of site, number of homes, designs, with many roadshows, regular newsletters, monthly reports to the Parish Council. The CLT now and in the future will have continued

involvement with all aspects of the management of these houses, including the allocations policy. These submitted plans have gone through many, many changes, in order to comply with what West Dorset District Planning Officers requested (first was regarding the design at the pre-application meeting in Dorchester in 2018) comments received from local residents were taken into consideration, the CLT taking photos, surveying the styles of properties in and around Drimpton - ensuring that the new CLT house styles 'fitted in', the environment will benefit from the native trees and hedging included in this development, there will be a self-contained sewerage system on site which will have no impact on the existing village system, a major concern to residents, the CLT system will discharge only clean water into the local stream using tried and tested technology. Highway and Planning experts have confirmed that the location is safe, able to take traffic from this scheme, the CLT have continued to comply with what Dorset Council Planning Department asked from them - including at their request the proposed footpath from the scheme to meet the existing right of way, starting and finishing on the Chard Road. I support the Officers recommendation for Approval.

Application Ref.	Address	Agenda ref.	Page no.
WP/19/00273/RES	Land South of Chickerell Road, Weymouth	5b	45 - 66

Update(s):

Replace Condition 1 with the following:

1. The development hereby permitted shall be carried out in accordance with the following approved plans and documents. In particular:
 - a. the landscaping scheme shall be carried out in accordance with the approved landscape strategy, including the replacement of any failed planting for five years following first planting.
 - b. The materials to be used shall be as specified in the materials schedule dated 18.12.2019 unless otherwise approved in writing by the local planning authority.

Supplier: IMA

IMA-17-203-P-100_E - Proposed Highway Geometry
 IMA-17-203-P-101_D - Preliminary Highway Contours
 IMA-17-203-P-102_B - Proposed Highway Visibility
 IMA-17-203-P-103_B - 10m Refuse Vehicle Tracking

IMA-17-203-P-150_E - Finished Floor Levels
IMA-17-203-P-200_C - Sections A-A and B-B
IMA-17-203-P-210_B - Pond 2 Sections
IMA-17-203-P-500_D - Proposed Drainage Strategy
IMA-17-203-P-550_F - Drainage Catchments

IMA-17-203-D-510_B - Surface Water Drainage Sheet 1 of 3
IMA-17-203-D-511_B - Surface Water Drainage Sheet 2 of 3
IMA-17-203-D-512_B - Surface Water Drainage Sheet 3 of 3
IMA-17-203-D-550_B - Manhole Schedule
IMA-117-203-D-560-A – SUDS GA
IMA-17-203-SK-250 – Indicative cut and fill analysis

IMA-5-001_B - Trapped Road Gully
IMA-5-002_A - Pipe Bedding Details
IMA-5-003_A - Type 1B Manhole
IMA-5-004_A - Type 2 Manhole
IMA-5-005_B - Type 3 Manhole
IMA-5-006_A - Type 4 Manhole
IMA-5-008_C - Headwall Small
IMA-5-009_A - External backdrop
IMA-5-010_B - Pond 2 Hydrobrake
IMA-5-014_B - Headwall Large

Greenfield Run Off
Microdrainage Hydraulic Calcs
SuDS Management Plan -Phase 2B
CEMP Revision July 2020
Travel Plan dated February 2020

Supplier: WDA

101 - Location Plan
303-A - Block Plan
304-B – Proposed Site Plan, Roof Level
305-B – Proposed Site Plan, House Type
306-B – Proposed Site Plan, Feature Units
307-B – Boundary Treatments
308-B – Proposed Site Plan, Landscaping
309-B – Proposed Site Plan, 1 of 2
310-B – Proposed Site Plan, 2 of 2
311-B – Proposed Site Plan, Integrated Network
312-B – Proposed Site Plan, Public Open Spaces
313-B – Proposed Site Plan, Road Hierarchy
314-B – Proposed Site Plan, Affordable Housing
315 - Proposed Sections and Street Scenes

330 - Unit 181
331-A - Units 182-184

332-A - Unit 185
333 - Units 186-187
334 - Units 188-191
335-B – Units 192-193
336-A – Units 194-195
337-A – Unit 196
338-A – Units 197-198
339 - Units 199-200
340 - Unit 201
341 - Unit 202
342 - Unit 203
343 - Unit 204
344 - Unit 205
345 - Units 206-207
346-A - Units 208-210
347 - Units 211-212
348 - Units 213-214
349-A - Units 215-217
350 - Units 218-219
351 - Unit 220
352 - Unit 221
353 - Unit 222-223
354-A - Units 224-225
355-A - Unit 226
356-A – Units 227-229
357-A – Units 230-231
358-A – Units 232-233
359-A – Units 234-236
360 - Units 237-239
361-A - Units 240-241
362-A - Units 242-243
363 - Unit 244
364 - Unit 245
365 - Units 246-247
366-A - Units 248-249
367 - Units 250
368 - Units 251-252
369 - Unit 253
370-A - Units 254-256
371-A - Units 257-258
372 - Unit 259
373 - Unit 260
374 - Units 261-263
375-A - Unit 264
376 - Unit 265-266
377 - Unit 267-268
378 - Unit 269-270
379-B – Units 271-272
380-B – Units 273-275

381-B – Units 276-277

382 - Units 278-279

1000-B – Proposed Footpath Masterplan for Phases 2-4

Design & Access Statement March 2019

Materials Schedule 18.12.2019

Parking Schedule & Calculator November 2019

Playdale NEAP Picture Sheet

Supplier: The Landscape Service

170 - 1 - R5 - Landscape Plan

170 - 2 - R7 - Planting Plan

170 - 3 - R5 - Wildflower Plan

170 - 4 - R6 - Planting Schedules

170 - 5 - R5 - Tree Plan

170 - 6 - R5 - Landscape Strategy

170 - 7 - R3 - Tree Detail

170 - 8 - R4 - SUDS Planting

170 - 9 - R1 - Planting Type 1

170 - 10 - R1 - Planting Type 2

170 - 11 - R1 - Planting Type 3

170 - 12 - R1 - Planting Type 4

170 - 13 - R2 - Planting Type 5

Air Quality

Air Quality Assessments report J0402/1/F1 dated 17th March 2020 and IMA cover letter IMA-17-203/RMA-2B/sw

Archaeology

Email from County Archaeologist Steve Wallis dated 04.03.2019

Add condition 3:

The attenuation basin shall not be excavated/constructed until a risk assessment of the basin in respect of safety has been submitted to and approved in writing by the local planning authority. The risk assessment shall include details of any mitigation measures such as fencing and walling required and include details of its location, height, design, materials, a timetable for installation and details of who will maintain and be responsible for any mitigation measures proposed. Thereafter the development shall be carried out in accordance with the agreed details and maintained and retained as such thereafter.

REASON: In the interests of visual amenity and safety.

Additional informative:

For the avoidance of doubt, the revised BMEP submitted is not approved and condition 16 of outline planning permission WP/14/00777/OUT is not discharged under this approval.

Application Ref.	Address	Agenda ref.	Page no.
	Application to extinguish part of Bridleway 43, Marshwood at Prime Coppice	6	81 - 93

Update:

Objection from Dr Farmer with additional email (SEE ATTACHED PDF):

THIS STATEMENT IS ADDRESSED TO THE MEMBERS OF THE PLANNING COMMITTEE

The location is Prime Coppices **NOT** Prime Coppice.

The name needs to be corrected

Please check all past OS maps - you will see that I am correct and you are wrong.

This has remained uncorrected in spite of my many requests to have the error corrected over the last two decades.

It continues to cause problems with deliveries by Royal Mail and couriers to Prime Farm, Prime Copse and Prime Coppices.

As far as the proposed extinguishment is concerned, this process is an exercise in futility borne out of ignorance - vide my attached e-mail.

Moreover it is a profligate waste of Council resources and manpower

**Just as it is impossible to prove the absence of something,
it is equally impossible to extinguish something that does not exist.**

It is for this very reason that our criminal justice system is based on a presumption of innocence.

Dr A S D Farmer

OFFICER RESPONSE:

The area is labelled on the plan 19/22/1 as 'Prime Coppices' but is also referred to in the report by the name of the affected landowner's property on Glebeland Lane, 'Prime Coppice'.

We will ensure that 'Primes Coppices' is consistently used in the bridleway description in the Extinguishment Order.

With regards to the validity of the application, this has already been covered in the report paras 4.7- 4.9. It should be noted that submission of an objection to either a pre-order consultation or to an Order increases the Council's resources.

