

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.