

- 1) We had offered to reduce the size of the scheme down from 9 to 6 affordable homes and 3 to 2 market sector homes. Whilst this has met with a perceived increase in local support for the scheme it has had a negative response from EDDC housing officer and therefore probably Homes England - the main funders. They have expressed concerns about the economics of the project with significant infrastructure costs to support a relatively low number of affordable homes. The CLT will be in discussion with EDDC, Homes England and the Housing Association to try to find the best solution whilst keeping the landowner in the loop.
- 2) A pre-application was submitted a month ago – acknowledged but unlikely to get a response before October.
- 3) Considered 2 entry options to the site but decided to stay with the one directly off the main road. Relating to this we have asked for a couple of quotes for designing the splay and determining whether the transformer and poles will have to be removed. Which would be a significant cost. This should also establish that there would be minimum impact on the roadside hedge.

The CLT decided that it is unlikely to follow through with the 2 entrances option but in the pre-app, it has asked for the planners' views on the 3 options. i) Main road ii) Stooks Close iii) Both

Reasons for not favouring using Stooks Close:

- With a reduced number of homes, we will have to make corresponding savings in infrastructure costs so only one entrance/exit
- Most/all of the bungalows are classed as “sheltered accommodation” and it is pretty obvious that residents will have enough to deal with. We spoke to 4 who all and without prompting said that there were vulnerable and insecure residents in the close. As things stand the cul-de-sac gave them a feeling of security and acted as a sanctuary.
- Similar feelings about their grandchildren being able to play on the road in relative safety. Suspect the community land will be much appreciated by them!
- It is effectively a single-track road because of car parking and 4 or 5 disabled only bays and we were told another 2 are planned for the car park area. So much shunting and waiting especially with delivery vehicles, carers and other support visitors
- Ownership and legal issues arising from having to cross a PRow
- Potential loss of car parking space