

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.

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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.

