

WEST MOORS TOWN COUNCIL

MINUTES of the **PLANNING CONSULTATIVE COMMITTEE** held on
Thursday 8th July 2021 at St. Anthony's Church Hall at 7.00pm

PRESENT: Cllr Mrs R Burke – Chairman
 Cllr D Green Cllr S Linfoord
 Cllr Mrs N Senior Cllr A Willats Cllr Mrs P Yeo

OTHERS PRESENT: Mrs Amie Fawcett (Assistant to the Clerk)

APOLOGIES: Cllr K Wilkes
Absent without APOLOGIES: Cllr M Hawkes

21/057 ELECT A COMMITTEE CHAIRMAN FOR THE YEAR 2021/2022

Cllr Mrs Rite Burke was proposed, seconded and duly elected Chairman of the committee.

21/058 ELECT A COMMITTEE VICE CHAIRMAN FOR THE YEAR 2021/2022

Cllr Mrs Nicki Senior was proposed, seconded and duly elected Vice Chairman of the committee.

21/059 DECLARATIONS OF INTEREST

None

21/060 PUBLIC DISCUSSION PERIOD

None

21/061 TO CONSIDER PLANNING APPLICATIONS

Copies of the following applications were received, and it was agreed that observations, as stated, should be submitted to the Dorset Council:
 Voting was unanimous unless stated otherwise.

[3/21/0468/HOU - 12 Pennington Close](#)

Single storey rear extension and front porch
No objection

[3/21/0681/HOU - 29 Weavers Close](#)

Convert integral garage to accommodation - replace garage door with brick work and window.

No objection

21/062 NOTIFICATION OF DECISIONS FROM DORSET COUNCIL

3/20/1280/OUT - Land off Blackfield Road

Outline Permission for New Build Light Industrial Unit, church and community hall, and Residential Care Home (all matters reserved except access and scale)

WMTC Comments.

STRONG OBJECTION

1.0 The principle of development

1.1 The proposed scheme is contrary to Local Plan policies ME1 and does not comply with the National Planning Policy Framework in various paragraphs; Sustainable transport 108 (b) and (c), 109 Planning and flood risk 155 Conserving and enhancing the natural environment 170 (d), 174, 175 (a) and (b)

- 1.2 The Christchurch and East Dorset Local Plan Part 1 - Core Strategy, focuses on meeting local needs: "It is important that the strategy maintains and enhances assets while meeting local needs." "It is important that we plan carefully to reduce the impact we have on climate change" "Future development will need to be located primarily in accessible areas which reduce the need to travel and avoid harmful emissions that contribute to climate change". This proposal for an industrial unit, care home and a church does not meet any identifiable local need or show evidence of protecting the environment (see 2.1- 2.5 below).
- 2.0 Impacts on the character and environmental aspects of the area.
- 2.1 The use of this land for such development is incompatible and inconsistent with the wholly residential nature of the neighbourhood.
- 2.2 The effect on the environment and wildlife would be very detrimental (as detailed in various reports). Residents witness deer, adders, grass snake and rabbits regularly, which contribute to the 'oasis' that is their neighbourhood.
- 2.3 It is located next to a Site of Special Scientific Interest (SSSI). Ecological report refers to habitats on site and on adjacent land as having high ecological value likely to support a range of protected species, including reptiles, amphibians, birds, bats and invertebrates. The mitigation suggested is not deemed sufficient to allow a development on this site.
- 2.4 There is concern over the site having possible contamination from flooded water with oil from the MOD deposit. Samples should be taken and investigated before even an outline permission is granted for this development.
- 2.5 Privacy and peace for residents overlooking the site will be destroyed. The proposed development features buildings that operate evenings and weekends every day of the year.
- 3.0 Parking and Highway Safety.
- 3.1 Traffic from this development will exit the Avenue onto Station Road, precisely the location that School children will be attempting to cross the road entering and exiting the First School, exposing them to unnecessary danger. Also, these students visit St.Mary's Church often, another potentially dangerous activity that shouldn't be.
- 3.2 Parents park on both sides of the road meaning that traffic cannot move freely along the Avenue. Station Road is already heavily congested at peak and non-peak times and turning traffic will exacerbate this.
- 3.3 Turnings into/out of Highfield Road and Arnold Road are already severely restricted. One car parked on the corner approaches means that larger vans/vehicles cannot make the turn – this was apparent on numerous occasions when buses could not make that turn when in service which contributed to the termination of the yellow bus service.
- 3.4 In 2001, the Inspector on the Core Strategy stated, "the improvement of this junction is rightly a prerequisite for the development of this site". This statement was incorporated into the 2002 Core Strategy under policy WM7. No improvement has been made therefore this site should not be developed.
- 3.5 The visibility of the Station Road/Avenue junction is below an acceptable standard. To add the pressure of HGV lorries and extra traffic, accessing this single carriageway (at most times), alternatives routes will inevitably be taken, resulting in

other roads such as Ashurst and Denewood suffering also. Residential roads in West Moors, not just the Avenue and Blackfield Lane, do not have the capacity for the expected flow of commercial, and non-commercial vehicles that this proposal would bring.

- 3.6 The development site is very far from bus routes, for the staff and visitors would need to walk from Station Road to the proposed facilities. This will undoubtedly result in much heavier traffic than suggested in the applicants' documents, even before all the commercial vehicles.
- 4.0 Traffic / noise pollution
- 4.1 This is a quiet residential cul-de-sac, mainly occupied by retired couples or families. Noise during any construction and thereafter from the intended use, in addition to the significant increase in through traffic that would be generated from this proposal, could have a severe negative impact on the children's safety in their own space. Also, on the health and wellbeing of the older residents. Noise generated by human activities is a clear form of disturbance that effects physiology and behaviour.
- 4.2 This proposal will inevitably result in a significant increase in all types of traffic through the centre of town with the added problem of the congestion that will be caused by the extra traffic entering and exiting the Avenue.
- 4.3 Services scheduled at 6am along with comings and goings associated with the industrial units all translates to a material change for the environment. PIR outdoor lighting will be used, resulting in regular activation due to animals and species living on that site, as well as people arriving at very early hours. This light and noise pattern will have an immediate and detrimental effect on the residential scene and the habits of those species.
- 5.0 Flood risk.
- 5.1 Local residents have also confirmed anecdotally, that during rainfall events surface water frequently flows from the development site (which is currently greenfield) and onto Blackfield Lane, through the field entrance. This suggests that onsite surface water flooding occurs more frequently than the EA RofFfSW mapping indicates.
- 5.2 The site may not be free from fluvial risk and that there is a risk of pluvial flooding to the North West part of the site.
- 5.3 The manmade watercourses are not modelled, hence the prevailing flood risk from them is not fully understood.
- 5.4 There seems to be an absence of an agreement between the applicant and Wessex Water, where there is proof that the required volume of surface water attenuation can be provided.
- 5.5 References above are from 'Internal LLFA Consultation – Surface Water (SW) Management' report from Dorset Council.
- 6.0 Fire risk
- 6.1 Evacuation assessment: due to the adverse effects of climate change, the risk of heath fires on MOD land. With the additional occupants from the care home, industrial unit and church, this is a major risk that has not been considered.

Conclusion

The Key Strategy sets out how the needs of the community should be balanced to ensure that appropriate infrastructure is provided. The environment should be protected and enhanced. It is clear that this proposal does not achieve this with no quantifiable benefit for the residents of the town that offset the damage that this proposal will cause. The significant ecological value of this land is even greater since Dorset Council declared a 'Climate Emergency' last year. So, to summarise, the major concerns are: Road safety, unsuitable access, industrial development is not needed and out of keeping, detrimental to the environment and local residents. Having assessed the material considerations as outlined in 1.0-6.0, we request a **STRONG REFUSAL** of planning permission in this case. Comments to go to committee if the officer's recommendation is at variance to the above.

Dorset Council Decision

Refused –

1. The increased use of the existing junction of The Avenue with Station Road by traffic movements associated with the proposed development would, by virtue of the limited visibility to the north for vehicles using the junction, be likely to prejudice the free flow of traffic and conditions of general safety and is considered to have an unacceptable impact on highway safety, when consideration is given to paragraph 109 of the National Planning Policy Framework (NPPF) 2019.
2. As a result of ecological mitigation requirements the site is considered to be too constrained to accommodate development of the scale proposed. In particular the proposed care home which fails to provide adequate standards of amenity space for future residents and staff on account of the requirement for an ecological buffer. For these reasons the development is considered to be of an unacceptable scale and constitute overdevelopment of the site contrary to Policy HE2 of Christchurch and East Dorset Core Strategy and paragraphs 122 (e) and 127 (f) of the NPPF 2019 that require a good standard of amenity for future occupants.
3. It has been demonstrated that the application site is functionally linked to the adjoining designated internationally protected heath, Holt & West Moors Heaths. While mitigation is secured on site, based on information provided, it cannot be safely concluded that the scheme with the proposed mitigation measures secured would avoid an adverse effect on the designated features of the adjoining internationally designated sites. Without the required information the Local Planning Authority (LPA) is unable to conclude in favour of the application and the precautionary principle must apply. On the information supplied the proposal fails to secure the necessary avoidance measures to mitigate the impact of the development, on the integrity of the designated site and there are no imperative reasons of overriding public interest in support of the proposal. The development is therefore contrary to policies ME1 of the Christchurch and East Dorset Local Plan, Part 1 - Core Strategy adopted April 2014, the provisions of the National Planning Policy Framework, particularly paragraphs 175-177 and the Conservation of Habitats and Species Regulations 2017

3/20/1847/CONDR 10 Forest Road

Application to vary Condition 2 of Approved P/A 3/19/2173/HOU (Raise roof to provide first floor habitable accommodation above existing ground floor. Two storey side extension. Single storey rear/side extension. Front & rear dormers with windows. 2 no. juliet balconies to rear dormer. Alterations to existing windows & doors. Integrated garage.) to convert integral garage to habitable space.

WMTC Comments.

No objection

Dorset Council Decision

Permitted.

3/20/1832/CLE Longmeadow, Newmans Lane

Stationing of a caravan for frequent, intermittent, residential occupation for purposes incidental to the use of the land and for holiday purposes

Dorset Council Decision

Lawful.

3/21/0368/HOU 8 Riverside Road

Removal of existing pitched and flat roof demolition of existing conservatory & loggia. Erection of new pitched and first floor accommodation.

WMTC Comments.

No objection

Dorset Council Decision

Permitted.

3/21/0556/HOU 41 Elmhurst Road

Single storey rear extension and alterations.

WMTC Comments.

No objection

Dorset Council Decision

Permitted.

21/063 NOTIFICATION OF PLANNING APPEALS

None reported.

21/064 NOTIFICATION OF TREE MATTERS**Tree Preservation Orders:**

None reported.

Tree Work

4 Summercroft Way

Refuse to:

1 x Horse Chestnut: Fell or reduce by up to 2m
1 x Horse Chestnut Reduce height and width by 2-3m.

Consent to

2 x Horse Chestnut: Reduce the canopy by pruning small diameter (up to 50mm) secondary and tertiary branches up to 2m back to strong growth points and, raise the crown by pruning small diameter pendulous secondary and tertiary branches to achieve a clearance of up to 4 metres above ground level.

11 Highfield Road

Consent to

1 x Douglas Fir: Reduce spread by 1m all around.
Crown lift pendulous branches by 2m from tips.

5 Woodside Road

Consent to

1 x Hornbeam: Fell.

21/065 CORRESPONDENCE

Members agreed there was no need to submit any further representations to DC Planning Policy Team at this stage ref the land off Blackfield lane.

The Chairman declared the meeting closed at 19.14hrs

The next meeting of the Planning Consultative committee is scheduled for the 5th August, 2021

SIGNED DATE
CHAIR OF PLANNING CONSULTATIVE COMMITTEE