Lytchett Matravers Parish Council Meeting

Monday 27th February 2013

re: Proposed development by Stonewater housing association

Deans drove / Foxhills Road, Lytchett Matravers

Planning application: 6/2016/0743

My Name is Ian Dunlop - I live in Deans Drove

Dean’s Drove, as the name suggests, was originally established to allow livestock to be moved from one location to another. Whilst its function has changed over time from agricultural herding to use by pedestrians, cyclists and vehicles, it remains an essentially rural road, with rural characteristics. For example, it is designated in the village Townscape Character Appraisal as being of critical townscape where elements should remain unchanged. Deans Drove, and Foxhills Lane, are also prescribed safe walking routes to school, even though there are no footpaths.

A development of 23 houses will fundamentally change this character by introducing urbanisation, thus destroying the current tranquil environment. Furthermore, the addition of about 200 vehicle movements every day will not only add noise, it will create highway danger and create potential for accidents.

Whilst the development of a rural exception site for affordable housing is possible under Purbeck Local Plan policy, I suggest that it is not appropriate in Lytchett Matravers, especially in this location. There are many reasons:

1. There is already an allocated site in Lytchett Matravers where up to 25 affordable dwellings could be constructed. If Deans Drove is developed, it will give the developer of the allocated site every encouragement to reduce or even avoid providing affordable housing altogether.
2. Rural exception schemes are meant to be small. 23 dwellings is not small. It is a major development by any definition. The Local Plan policy states that if affordable housing need is substantial, then a greater number of small sites should be developed. There is no reason to depart from this principle.
3. The applicants’, by their own admission, state that the site at Deans Drove has excellent views to the south east, towards Poole Harbour. It therefore follows that if there are excellent views out of the site there must also be excellent views into the site from the south east. There will therefore be a very negative impact on the countryside and the character of the rural landscape in this area. In its own right, this is a breach of Local Plan policy.
4. At the time of the submission of the application, there was no up to date assessment of housing need. This makes the application speculative and unsupported by current evidence of need.
5. I have already mentioned traffic impact and highway danger. Again if you look at the applicants’ own statements, it is expected that pedestrians using Deans Drove should step out of the way onto the grass verges if they are confronted by on-coming traffic. This is a **reckless** approach, notwithstanding the fact that in some places there are not even any verges to step onto. There is no street lighting in Deans Drove, so after dark it will be even more dangerous for pedestrians and cyclists.
6. The surface water run off system is reliant upon discharge into an existing watercourse away from the site. There is therefore potential for flooding to increase. Furthermore, the foul sewer system needs to use a pump. If this fails for any reason, sewage will be discharged and will enter on to my property.

**Stonewaters application contains a lot of errors and misleading false statements only some of these untruths are listed below.**

Planning Statement 5.13

'' there will be no adverse impact upon the amenity and setting of existing properties''

*The truth is that overlooking will harm our amenity to the point where it will be life changing.*

Planning Statement 6.10

''the neighbouring properties are well screened from the application site and it is not considered that they would give rise to any adverse impacts upon neighbouring residential amenity''

*In fact - the adverse impact upon the amenity of neighbouring properties will be severe and in some cases life changing the - we will have no privacy whatsoever - we will be completely and directly overlooked.*

Planning Statement 6.12

''the proposed development will have no detrimental impact upon the existing local highway network in terms of capacity and highway safety''

*The reality is that the development will greatly increase vehicular movements creating highway danger*

Transport Statement 3.3.5

''it is unlikely that any pedestrian, cycle of vehicular trips would be made via Foxhills Road''

*This statement is completely untrue and completely miss leading.*

Transport Statement 3.3.4

''the topography within the village is relatively flat with no significant gradients''

*The truth is is that Deans Drove has a very steep gradients as does much of the surrounding area and its uphill all the way to the village centre.*

Transport Statement 3.4.8

''A linked cycle/bus and rail journey trip from the application site to nearby towns is a realistic and viable sustainable transport option for residents of the development scheme.''

*This is a ridiculous statement to make - to try to make the site look sustainable which it clearly is not - 53 parking spaces right out on the far edge of the village with very steep hills/slopes everywhere - they will all drive.*

Transport Statement 5.31

''It is anticipated that the vast majority of vehicular trips would exit the site and turn left along Deans Drove to the Wareham Road junction. Return journeys are likely to take the same route but in reverse.''

*This statement is completely misleading and false - the most natural access and egress pattern is unquestionably to use Foxhills Road. The Neighbourhood Plan identifies this road as an important part of the footpath network around the village - It is also the DCC designated safe walking/cycling route to the schools.*

*To continue briefly....*

* As an RES, the site is too large as stated in PDC’s own guidance.
* The development will be disconnected from the settlement boundary.

Therefore, this is not a logical extension to the village. It is scattered development in open countryside.

* The transport assessment under-estimates vehicle movements.
* Forward visibility in Deans Drove is inadequate - no extra vehicles should be allowed to enter Deans Drove from this site - highway safety would be severely compromised and there would be a sever risk of pedestrian / vehicular collision.
* The recently opened footpath in Deans Drove opens straight out onto the highway where there are no footpaths or lighting - again- this is the DCC safe walking/cycling route to the schools - just the idea of increasing vehicle and pedestrian movements in such a confined area is deeply troubling and borderline negligent.
* Over-looking and loss of privacy to house and garden issues are ignored by the applicant - the assessment of boundary treatment and topography of surrounding land is inadequate or omitted totally.
* Adverse noise and disturbance associated with all elements of the site would be intolerable.

I could go on.......

This is a peaceful and tranquil area of the village which should not be subjected to a major planning application - all the evidence suggests that the character and rural nature here should remain unchanged with no potential for development.

Planning permission must be refused.