**Lytchett Matravers Parish Council**

**Notes of a Meeting on 8th July with Dorset Council Development Management & Highways**

# Introduction

This was a follow up to a meeting with Anna Lee and Alan Davies on 12th June, which was reported to the LMPC meeting on 26th June.

Those present

Alf Bush

Andrew Collins

Alan Davies

Colin Graham

Ralph Watts

# Outstanding Actions from Meeting on 12th June

* Cllr Watts has submitted a proposal to the Dorset Council on Parish Council involvement in interactions between the Dorset Council and the Developers promoting the 3 sites allocated in the Purbeck Local Plan. Alan Davies advised that this proposal has been forwarded to Anna Lee who would be taking it forward.
* Liaise with Alan Davies, Anna Lee, and Turley/Wyatt Homes on arrangements for a Public Consultation to take place in September/October. In hand.
* Contact David Walsh to arrange a meeting to discuss the role of the Parish Council in reviewing planning applications. No progress.

# Notes of the Meeting

Alan Davies explained that he would be leaving the Dorset Council in the near future. He added that from 1st July Anna Lee was now responsible for Development Management and Enforcement, and Hilary Jordan was responsible for Planning Policy. A third member of the team was responsible for Conservation, with all 3 reporting to the Head of Planning (Mike Garretty – RTW note - not sure of spelling). Hilary Jordan will be responsible for preparation of the new Dorset Council Local Plan. Andrew Collins will be responsible for planning in the Purbeck area, which now forms part of the area covered by the Eastern Planning Committee.

In response to a question about discussions with Morrish/Wyatt Homes about the Huntick Road development, Alan Davies clarified that CIL is not negotiable, the rates are fixed. If LMPC wanted to discuss an upgrade of the footpath that Morrish/Wyatt was required to construct from the Rose & Crown corner to the development access road, this would not affect the CIL payable by Morrish/Wyatt, who may well refuse the upgrade request. Ala Davies said that Malcolm Davies was responsible for CIL. Colin Graham added that he had written to the MD of Morrish/Wyatt to request that this upgrade should be provided, and received a response stating that Morrish/Wyatt had an obligation to pay CIL, and would not contribute further by upgrading the footpath to a cyclepath. Colin said that for LMPC to take discussions on the Cyclepath forward, a cost estimate would be needed. The current planning condition on Huntick Road was for a 2m footway with concrete edging. There are a number of different agreements put in place with developers in relation to Highways matters (1) Section 38 agreements related to adopted highways (2) Section 278 agreements related to linking an access road in to an existing highway (3) Section 184 agreements represent licences for minor modifications such as dropped kerbs. Neil Turner is responsible for putting these agreements in place with developers. There will be a Section 278 agreement for the footway associated with Huntick Road. If this is to be upgraded to a Cyclepath, Neil Turner will need to be consulted, because the Section 278 agreement will need to be amended. LMPC will need to decide the width of the Cyclepath to be provided, which it was agreed might be 3 metres.

Alan Davies said that the various planning policies in the emerging Purbeck Local Plan, such as the Second Homes Policy, Housing Mix Policy, etc will gradually be gaining weight as the plan progresses towards adoption. A key policy in the Local Plan is H3, which sets out the main obligations on the developers of allocated sites.

Councillor Bush referred to the discussions with Steve Boyt in 2018 related to the Purbeck Local Plan, in particular related to the proposal by LMPC for a policy on parking provision. He added that the Parish Council had undertaken a study of parking in a number of developments in the village which had been presented to Steve Boyt (who had said there was insufficient time to include such a policy in the Local Plan), and asked whether there was a mechanism by which this could be taken forward as a requirement for future developments. There followed a general discussion about parking requirements in the context of changes in Government planning policy over the last 10 to 15 years, provision of garages vs car ports, garage size (which some developers continue to undersize compared to modern car sizes based on the fact that most garages are used for storage). The practical effectiveness of policies or evidence on parking provision depends on the guidance issued by Government (even the NPPF is formally guidance rather than statutory requirements), Inspector attitude, and precedent established through the courts by the outcomes of planning appeals. Colin Graham cannot recall a single successful planning appeal outcome on parking provision, i.e. it is not given much weight by the Planning Inspectorate or the Courts. To have any effect, there would have to be clear evidence of harm. The main focus of Government planning policy over the last 10 years has been to push for more houses. In this environment, the quality of parking provision is to a large extent dependent on the specific developer involved. In this context, Alan Davies noted that Wyatt Homes does employ Urban Designers, so should perform well. There are two aspects to parking provision, namely safety (for which Highways Engineers are responsible) and amenity (which is for planners). One of the main areas of road safety is to design highways to reduce speed through developments, which may be achieved by shorter straight sections of road, and reducing visibility of corners (there is a move away from larger visibility splays at junctions). The move towards Home Zones, with low profile pavements (no raised kerbs) and block pavings (perhaps with different colours to differentiate the pavement from the road), has been put on hold by Government. This is to some extent due to concerns about the safety of visually impaired people and those in wheelchairs.

The proposal made by Alan Davies in the meeting on 12th June for a Public Consultation in relation to the allocated sites in Lytchett Matravers was also discussed. Cllrs Bush and Watts had arranged a meeting with Turley/Wyatt Homes on 9th July, and it was agreed that many of the topics covered above should be addressed in that meeting. Alan Davies suggested that the Public Consultation might take the form of a “Planning for Real” exercise, in which participants engaged with developers on the design of each site.

# Follow Up Actions for Lytchett Matravers Parish Council

The following actions arise:

1. Liaise with Colin Graham on the specification for the Cyclepath.
2. Liaise with Andrew Collins on discussions with Turley/Wyatt Homes, leading up to a Public Consultation in September/October.

Councillor Alf Bush

Councillor Ralph Watts

July 2019