



Land east of Wareham Road, Lytchett Matravers (planning application ref: 6/2021/0282)

Response to queries received from Lytchett Matravers Parish Council 1st October 2021

1. Environmental impact of the development – while there are statements about the build approach there is no commitment to the Dorset Council and LMPC declared Climate Emergency. What would be the expected net carbon contribution of the development and why is there no specific emphasis on the use of heat pumps and solar panels?

Wyatt Homes is committed to improving the environmental performance of its new developments to help mitigate and adapt to climate change. The new homes at Lytchett Matravers will be designed to reduce carbon emissions by at least 30% over current building regulations.

While the exact specification is a matter for the detailed (post planning) design stage of the development, it is envisaged that this will be achieved through a combination of enhancements to the building fabric and inclusion of features such as solar PV panels, waste water heat recovery and heat pumps on the houses. The provision of such features does not require planning permission, being classed as permitted development. This, in parallel with the precise details of future changes to building regulations not yet being known is why specific features are not shown on the submitted planning application drawings.

All private plots will also be provided with the infrastructure to enable the charging of electric vehicles, future proofing for an increase in demand.

In addition to these measures' other sustainability credentials of the proposed scheme that contribute towards mitigating the impacts of future climate change include:

- provision of new public greenspace designed to support diversity and wellbeing alongside a substantial amount of new tree and hedgerow planting for ecology and landscape enhancement
- proposed Sustainable Drainage Systems (SUDS) embedded within the drainage strategy assisting in reducing flood risk, taking into account future climate change, improving water quality and increasing biodiversity.

2. While there is a commitment to the 40% affordable, we note the size and type is currently not specified. Can you advise?

The precise level of affordable housing proposed, including type and tenure of affordable homes will be established during the planning application determination process. This will take into account other planning obligation requirements, comprising the Community Infrastructure Levy (CIL) and section 106 contributions deemed necessary for other infrastructure not covered by CIL, which are to be established with Dorset Council. Such contributions are subject to strict tests set out within National Planning Policy but are likely to include financial contributions towards GP facilities, Education, off-site cycle and other highway improvements, on-site open space and children's play maintenance.



It is anticipated that the proposals will be able to offer 40% affordable housing but this will be subject to consideration of viability, in accordance with National Planning Practice and local planning policy.

On the basis that 40% is provided the proposed mix of affordable housing would be as follows:

- 1 x one bedroom flat
 - 1 x two bedroom flat
 - 3 x one-bedroom houses
 - 21 x two-bedroom houses
 - 12 x three-bedroom houses
- Total = 38 (40% of 95)

3. LMPC is very concerned over the number of occasions that Glebe Road Pumping stations is unable to cope leading to sewage overflows. Can you advise on the plan to remedy that situation?

It is the responsibility of Wessex Water to ensure that there is sufficient capacity in the foul drainage network and that it is operating to the required standards. Wessex Water has raised no issues in relation to the capacity of the foul drainage network to accommodate the development.

Under the provisions of the Water Industry Act 1992 (as amended) as the developer, Wyatt Homes will pay Wessex Water an infrastructure charge per dwelling to connect to the existing system. The sum of these charges will be used by Wessex Water as a contribution towards network reinforcement as required. In some instances, this can assist in enabling any existing issues to be prioritised.

4. Integration is a key component of the LM Neighbourhood Plan.

- We note you plan to widen the pavement on Wareham Road. Can you advise to what width please.

The existing footpath is to be widened to a consistent 2 metres along the site frontage in line with Dorset Council highway requirements, with a new hedge replanted at the back edge of the path.

It is also envisaged that a financial contribution will be made towards other pedestrian improvements along Wareham Road that are being considered by Dorset Council as part of a highway improvement scheme around the primary school, which we understand LMPC has been involved with. This will form part of the package of section 106 measures referred to in response to question 2.

- While we understand that Wyatts do not control the land to east that would allow a connecting village pathway to Foxhills Road, this remains a key integration component of this site. LMPC will look to review with that landowner and would request the support of Wyatts in that exercise.



While not a material consideration in the context of the planning application proposals for the land East of Wareham Road, we are happy to support LMPC in exploring the future potential for such a link.

Importantly, the proposed application scheme does not fetter the potential for such a link and indeed may assist in facilitating it from the eastern end of the site. This is a matter that can be explored further in parallel with the future growth strategy for the village through the Dorset Local Plan.

- Similarly LMPC wishes to ring fence the valley from Glebe Road up through to Deans Drove and on until the Foxhills estate as another key integration component of this site. Again, LMPC will look to review with that landowner and would request the support of Wyatts in that exercise.

We also support these objectives.

5. We note that 188 car parking spaces will be provided for the 95 houses, but only 19 visitor spots. In our view and based upon the parking surveys provided at our September 2019 meeting to Wyatts/Turley, this seems woefully inadequate. The result could be parking overspill on to Wareham Road opposite the bus stop.

While locations for 19 visitor spaces are specifically identified the internal road layout is designed to be of sufficient width that cars could park elsewhere on street within the development, not on Wareham Road.

The total proposed parking provision across the development including garages is 278 spaces (average of 2.9 per dwelling) with all properties (including one beds) having at least two allocated spaces. The garages are sized to ensure there is sufficient space for a vehicle and additional storage such that they can be counted as a suitable parking space, in accordance with National Guidance 'Manual for Streets' and Dorset Council guidance.

The majority of the allocated spaces are within the curtilage of, or adjacent to, individual plots with direct access to the property (front, side or rear access).

6. At the PLP hearings, it was agreed that under Policy H6 a developer contribution of £150k would be provided to assist in building the cycleway along Huntick Road to Lytchett Minster. We do see any commitment to this joint enterprise with DC and LMPC. Can you advise please.

This is an important improvement to the transport infrastructure network of the village and we support Dorset Council and LMPC in its delivery. It is envisaged that a financial contribution towards this cycleway route will form part of the package of section 106 measures referred to in response to question 2.

The precise level of contribution will be a matter for Dorset Council, as highway authority but it is intended that each of the three sites allocated for development under Policy H6 of the emerging Purbeck Local Plan will make a proportionate contribution to the £150k.