

## Melchet Park & Plaitford Parish Council

### *Minutes of Planning Meeting held at New Forest Post-production Studio on 12<sup>th</sup> December 2011*

#### **Present**

K Curtis (Chairman)  
CS Stacey

S Bowles  
BW Trimmer

N Curtis

#### **61/11 Apologies**

Apologies were received from Cllrs JA Bowles and WA Porter.

#### **62/11 Interests**

Cllr Stacey declared a prejudicial interest in all three applications and spoke only as a member of the public.

#### **63/11 Planning Applications**

a) **Wellow Vehicle Sales, Salisbury Road** – re-cladding of existing workshop - (TVBC ref: 11/02466) - **“No objection”**.

- i) This business is located in Plaitford. If the re-cladding (and re-branding?) removes the word Landford (or Wellow) from the business name this is to be welcomed since it should remove the irritation to business owners in these parishes of mis-direction of deliveries. It is recognised that this is not strictly a planning consideration.
- ii) This business is located across the road from the National Park and adjacent to Plaitford Common, its current architecture is totally out of keeping with its location but re-cladding is unlikely to make it any worse, providing the colour is subdued.
- iii) The Parish Council does ask that the chosen colour is sympathetic to the area and attempts to make the building “disappear”.

b) **Wellow Vehicle Sales, Salisbury Road** - Erection of Material Store and Workshop - (TVBC ref: 11/02469 or 11/02471) – **“Object”**.

- i) It is noted that this appears to be a retrospective application and the following comments are made on that assumption. It is also noted that there appears to be more development on-site at the rear of the property than is covered by this and the sister application.
- ii) The Design and Access Statement states that it will provide increased employment in the local area but the application form states that the existing number of employees is four and that the number of proposed employees will be one.
- iii) The Parish Council is surprised that the building is a wooden shed considering the probable value of its contents. If the shed is to store waste materials (low value) then there should be some fire prevention and environmental protection measures indicated.
- iv) The Parish Council has no objection to the appearance of the shed which is the subject of this application, although “obscuring the view from the south” with 2 20’ containers is not likely to be visually advantageous and in any case they only have temporary consent .
- v) The Parish Council has very strong objections to the expansion of the business in this location on the grounds of highway safety. At present there is only a single entrance into the site and this is often blocked or partially blocked by parked vehicles with the result that delivery vehicles cannot quickly and easily exit from the A36. This results in vehicles (including vehicle transporters) parking partly on the pavement and partly on the road whilst making their delivery. This is a hazard for pedestrians and cyclists who are attempting to use the pavement. It is an even greater hazard for traffic on the A36 approaching over the brow of a hill from the west: it does not need many vehicles waiting to over-take before the distance from the brow is reduced to less than the stopping distance. To over-take such delivery vehicles is in any case problematic since there is the junction with Maury’s Lane (with a pedestrian refuge in the centre of the carriageway used by walkers and horse-riders accessing the National Park), there is a dip in the road which can conceal cars or motorbikes and the distance from the Red Rover PH is such that one tries to be on the wrong side of the road for as short a time as possible. For vehicles turning out of Maury’s Lane the view to the west is obscured by transporters and any high-sided vehicles parked on the trunk road.

vi) Vehicle parts are delivered to repair workshops many times a day and increasing the business will increase the number of deliveries. The Parish Council would wish to see a requirement that the layout at the front of the premises is such that ALL delivery vehicles can AT ALL TIMES leave the A36 before commencing delivery without needing to obstruct either the pavement or the A36.

vii) This section of the A36 is accident-prone (an 8-vehicle collision occurred only last week between Maury's Lane and the Red Rover PH) and the Parish Council would wish to see this application provide an opportunity to insist on safer working practice with regard to accessing the public highway.

**c) Wellow Vehicle Sales, Salisbury Road - Erection of Vehicle Workshop - (TVBC ref: 11/02471 or 11/02469) – "Object".**

i) It is noted that this appears to be a retrospective application and the following comments are made on that assumption. It is also noted that there appears to be more development on-site at the rear of the property than is covered by this and the sister application.

ii) The Design and Access Statement states that it will provide increased employment in the local area but the application form states that the existing number of employees is four and that the number of proposed employees will be two.

iii) The application form makes no mention of any need to dispose of trade waste which is surprising if vehicles are being repaired and serviced. The waste is likely to be engine oil, cleaning compounds, anti-freeze from radiators, maybe tyres etc. Some of these pose a fire hazard which could threaten Plaitford Common and some could easily find their way into the adjacent watercourse which a tributary of the River Blackwater. The Parish Council asks that appropriate storage facilities are insisted upon with bunds etc to manage spillages.

iv) The Parish Council has no objection to the appearance of the vehicle workshop which is the subject of this application, however, it has very strong objections to the expansion of the business in this location on the grounds of highway safety.

v) At present there is only a single entrance into the site and this is often blocked or partially blocked by parked vehicles with the result that delivery vehicles cannot quickly and easily exit from the A36. This results in vehicles (including vehicle transporters) parking partly on the pavement and partly on the road whilst making their delivery. This is a hazard for pedestrians and cyclists who are attempting to use the pavement. It is an even greater hazard for traffic on the A36 approaching over the brow of a hill from the west: it does not need many vehicles waiting to over-take before the distance from the brow is reduced to less than the stopping distance. To over-take such delivery vehicles is in any case problematic since there is the junction with Maury's Lane (with a pedestrian refuge in the centre of the carriageway used by walkers and horse-riders accessing the National Park), there is a dip in the road which can conceal cars or motorbikes and the distance from the Red Rover PH is such that one tries to be on the wrong side of the road for as short a time as possible. For vehicles turning out of Maury's Lane the view to the west is obscured by transporters and any high-sided vehicles parked on the trunk road.

vi) Vehicle parts are delivered to repair workshops many times a day and increasing the business will increase the number of deliveries. The Parish Council would wish to see a requirement that the layout at the front of the premises is such that ALL delivery vehicles can AT ALL TIMES leave the A36 before commencing delivery without needing to obstruct either the pavement or the A36.

vii) This section of the A36 is accident-prone (an 8-vehicle collision occurred only last week between Maury's Lane and the Red Rover PH) and the Parish Council would wish to see this application provide an opportunity to insist on safer working practice with regard to accessing the public highway.

viii) The Parish Council is opposed to this application. There are already too many vehicles on-site and this expansion will exacerbate the problem. There is no indication of means to protect the Common from fire or the watercourse from polluting run-off and the current mode of operation poses serious danger to other users of the A36.

*Meeting closed at 9.00pm*

## **Date of Next Meeting**

16<sup>th</sup> January 2012