

From: [REDACTED]
To: [PlanningPolicy](#)
Subject: Main modification 17 proposals to land east of former creamery, south of elm close sturminster newton
Date: 24 August 2015 21:16:43

Policy Manager - I would like the Planning Inspector to be aware of vehicle movement and access information as it stands at the present time re the above and our concerns on access and the extra movement of vehicles with this proposed site

There are 3 roads from different estates below Elm Close, these three roads lead out to a main road called Rixon Hill road, Elm Close is just above these estates.

In the past there has been one fatality of a local woman crossing Rixon Hill road from Rixon Close, there has been traffic road accidents by cars exiting on the junction from the Friars Moor on to Rixon Hill road, which although there is a speed limit on this road, this is not always adhered to.

Just opposite to these two exits from the Friars Moor estates and turning right on to Rixon Hill road, on the left and just below Rixon Close is a lay-by which several cars park there throughout the day. There is also a post box situated in this lay-by which vehicles do sometimes double park to access this facility.

From the Friars Moor exits and turning right on the main road leading on to Rixon Hill road, which has a gradual incline, cars are parked to the left of the road, up to and beyond the entrance to Elm Close, just below Elm Close entrance and on the right hand side of the parked cars is a bus stop, therefore making exiting at any time either in a vehicle or by foot from the two Friars Moor estates, Rixon Close and Elm Close very difficult, especially if you are elderly or have small children.

There are also cars parked at the top of Elm Close whereby when exiting from the Close you have to exit it on the wrong side of the road whether you intend to turn left or right on to Rixon Hill road, this is very dangerous at times as the vehicles, be it cars, lorries, buses or mobility scooters coming up over Rixon Hill road are overtaking the parked vehicles, they are not giving way to vehicles coming down the other way, and they are certainly not going to consider vehicles coming out of Elm Close or pedestrians crossing the road wanting to access Green Close or the Rixon recreation grounds.

Can the Planning Inspector please take into consideration that there is already great concerns with the existing vehicle movement and access, and that we have even greater concerns with the proposed 45 dwellings and the potential extra movement of vehicles that this will have on the exits of our roads.

Please can the officer consider that if you have, say, one vehicle per household for the proposed site, plus the access for the proposed allotments, this could result in 50 plus vehicles which will have to negotiate accessing Rixon Hill road.

With these extra vehicles it will create extra movement of vehicles which each vehicle possibly be making between 4-6 journeys per day on to the main Rixon Hill road.

In addition to this with the proposed site there will be the extra pedestrians who

will want to cross this already busy road.

Yours sincerely

Mr D Fowles and Mrs V Fowles

From: [REDACTED]
To: [PlanningPolicy](#)
Subject: Proposals to land east of the former creamery, south of Elm Close Sturminster Newton
Date: 07 August 2015 09:44:55

Dear Planning Policy Manager

I am writing in response to your letter dated the 24th July 2015 and received on the evening of the 4th August 2015.

I would like to put our comments, views and questions to you as stated below in regards to the new residential development and the possible new allotments as stated in your letter for the Main Modification 17

1. The Land -

The new residential development as marked on your plan in blue attached to Elm Close - This actual land has and is used by many people with at least 5 rights of walkways which criss cross this land.

These walkways exist for the benefit of the community at large and is part of the Queens Highway and part of these paths network includes access to the trailway.

- a) Will the council empower their path orders, to bring about legal changes to the paths network?
- b) Will the construction company keep the access to these paths open for the benefit of the community when the works are in progress?

2. Traffic Management -

- a) What is the proposed traffic management for access and exits to this proposed new site, and how will this be managed?
- b) During the construction works what traffic management arrangements will be in force for all the workforces, their vehicles, the construction vehicles, delivery lorries and the construction machineries, in and around Elm Close?

3. Construction Management -

- a) What are the time scales that will be in place for this proposed development for transport i.e. 5 days per week or 7 days per week?
- b) What times will be in place for the workforce for starting and finishing work on the site?

4. Proposed New Site -

- a) How many dwellings are proposed and what percentage are social housing?
- b) For planning obligations is there a proposal for a 106 Agreement been put in place?
- c) Is there a traffic management plan that can be viewed by local residents prior to planning approval for the construction phase and following completion of construction?
- d) If planning permission is obtained and when the development is completed what traffic management will be in place for access and exit roads to this development?
- e) Will each dwelling have at least two parking spaces for each property as most people have at least two cars per family?

5. Elm Close -

- a) Existing footpaths are these adopted, if so are you proposing to maintain these during and after the construction process is completed, if planning permission is obtained?
- b) What agreements are in place for maintenance and management of the proposed roads and highways following completion of proposed works?

6. Allotments -

- a) What Vermin Control will be in place for the proposed new allotment sites? Elm Close has existing problems with vermin especially when there is flooding from the River Stour, therefore with these proposed allotments people will have compost heaps, this is a known fact that compost heaps will increase the vermin problem. Will the councils take responsibility for an ongoing vermin control agreement for the proposed allotments, or will the tenants of the allotments be responsible, and if so how will this be managed?
- b) Parking for the tenants of these proposed allotments - will there be vehicle parking spaces for these tenants at these allotments? And if so where will this be?
- c) Traffic management - what is the proposed access and exits for these vehicles to these proposed allotments?

7. Main Sewage Treatment Works -

- a) Will the existing system manage the increased sewerage, occasionally there is already a smell of raw sewage which comes from the treatment works, will the councils take responsibility in ensuring the system can cope with the increased sewerage before any works start and ensure the tenants that this existing system can cope?
- b) Please provide evidence of any calculations and detailed drawings of proposed sewage and rainwater infrastructure works.
- c) Please confirm section 104 agreement will be in place for the management and maintenance of the sewage and rainwater infrastructure.

8. Main Gas Supply -

- a) The Gas Suppliers are constantly monitoring this at the boundary hedge in line with the railway, as there is always a smell of escaping gas from this pipe, what can be done about the escaping gas?
- b) Please confirm what are the regulations for building in and around a main gas supplies for residential dwellings?

Yours sincerely

Mr D Fowles & Mrs V Fowles

