

M I N U T E S (subject to approval at the next Committee meeting
Of A MEETING of Twyning Parish Council Planning Committee
Held on location on Monday 10th May 2021 at 7.00pm. Members of the public are welcome to attend.

Councillors Present: Cllr Hadley (Chair), Ellis, Horsfall, Murray, Nottage
Also Present: Clerk/RFO

182. To receive Apologies
There were no apologies

183. To Receive Declarations of Interest/Requests for Dispensation
There were no declarations or requests

184. To approve the Minutes of the Committee meeting held on 12th April 2021
The Minutes were approved as a true record. A report received late on the 12th is inserted in 187.

185. Planning Applications:

20/00937/FUL Extension to existing holiday park to provide 29 leisure caravans including landscaping and access. Cotswold Grange Country Park, Downfield Lane, Twyning
Agreed to object on the grounds that the development is on agricultural land outside the NDP boundary and the plot sizes for "touring" caravans would indicate space for static caravans with division by a road between the new and old parts of the site. The development would harm the rural landscape and is against Policy GD1.

21/00510/FUL Erection of a single storey side and rear extension and a two storey rear – 5 Greenacres – No objection

21/00120/FUL Replacement of Static Caravan with lodge and change of use of agricultural land to residential garden (part retrospective) 2 Showborough Lodge – No objection provided the boundary of the site is retained in its current position and not extended into the land beyond

186. Planning Decisions:

20/00849/FUL Variation of Condition 1 of reserved matters approval No.19/00115/APP to allow for amendments to the design of Plot 3.

Permit

21/00102/LBC Remove and replace existing bedroom window. 2 Thimble Cottage 2 Pound Close Twyning Tewkesbury Gloucestershire GL20 6JS

Consent

187. Receive a report on the Worcestershire Minerals Local Plan (Cllr Ellis)

Minerals examination meeting on 18/12/2020

Present:-

2 x Inspectors

7 x WCC employees

2 x lobbyists from aggregate industry

5 x Parish councillors

Plan to run until 2035

Council suggested amounts required but Inspector would not allow these figures to be capped (therefore rendering them meaningless!)

No specific call for sites but all of the pressure is for more extraction due to house building & HS2

More amendments due & final document to be finalised by mid June, once finalised there will be a six week consultation period.

The important time to scrutinise this document is within the six week consultation period as any comments or objections previously aired will need to be restated, no exact date but mid June is the starting target.

188. Receive a report on the South Worcestershire Development Plan Review – liaison with Strensham PC

Objection submitted –

Housing - Twynning Parish Council objects to the inclusion of land at Strensham to be used for 2,500 houses as a site allocation in the SWDPR Preferred Options consultation document. The proposed site is close to Twynning Parish and the increase in traffic will directly adversely affect our parish. The lack of public transport will lead to an increase in the number of car journeys & will have a negative effect on carbon emissions. With a significant increase in local air pollution.

With regard to transport & accessibility the site is in a totally unsuitable location. It is outside the target distance to a bus stop (these bus services have been significantly reduced recently), railway station and convenience store and is poorly connected to the road and footpath networks. The nearest bus services are 5 km from the site. This will have a negative impact on site end users' access to bus services.

Your appraisal under section B.7.10.3 states that Ashchurch Railway station is 4.8 km away & mentions 6.2 km in another section. Both of these figures are wildly inaccurate giving a false impression of the proposed development being nearer to a railway station than it is. According to the AA route planner the shortest distance by road through the local market town of Tewkesbury is 12 km & via the M5 motorway 16.6 km, these true distances are 2 to 3 times your stated figures. This actual distance will have a negative impact on site end users' access to rail services.

The site is not in an accessible location, travel to the new housing site would have to be through either the village of Strensham or Twynning.

Although it is located adjacent to the M50 motorway, there is no access from the M5/M50 Junction. The nearest motorway access is M50 Junction 1 over 3 km through the village of Twynning, using a single-track country lane with passing places. There are regular conflicts between opposing cars on this route which will become more frequent if this site is allowed. Further traffic volume would lead to an unacceptable impact on the rural aspect of these two villages.

The existing local road network is unsuitable to support such a scale of development & the increase in traffic and congestion would have a major negative impact on road safety and the quality of life in the villages which is contrary to paragraph 109 of the NPPF. Additionally it would not make for efficient logistics for any occupiers of the housing land.

These narrow roads do not have cycle lanes or pavements and as such do not lend themselves to be used by cyclists or pedestrians. Travel to and from the housing estate would be almost exclusively by private car. The site does not benefit from any public transport connections; access is via narrow country roads that will struggle to handle the increase in demand; and there are no shops, services or other facilities provided in Strensham.

Strensham and the site are **not** served by **any** public transport. New housing should limit the need to travel and offer a genuine choice of transport modes. A temporary bus service might be trialled on site but the choice of the majority of householders will be to make short frequent trips by car at convenient times to services in Tewkesbury and beyond. Therefore it is unlikely that a bus service would be kept viable.

Our conclusion is that the formation of a new town on this site of Greenfield land would result in an unacceptable impact. The detriment to the health and well-being of residents in both Twynning and Strensham village would be unacceptable.

Employment site by Strensham Woods - site reference CFSO880.

In response to the SWDPR Sustainability Appraisal regulation 18(III) report dated February 2021. These are Twynning Parish Council's views on the sustainability of the proposal.

Twynning Parish Council object to the inclusion of site SWDP CFS0880 'Land adjacent Strensham Court Wood, Twynning Road' as an employment site allocation in the South Worcestershire Development Plan Review (SWDP) Preferred Options consultation document. A section of the proposed site is within Twynning Parish & the remainder obviously borders our parish therefore we will be directly affected by this development.

The development of the site will change its use from Agricultural land, which will result in an increase of carbon emissions. In addition, it will reduce the amount of land available for food production. The lack of public transport will lead to an increase in the number of car journeys & will have a negative effect on carbon emissions.

The development would have a major impact on the natural resources of the area. The site is previously undeveloped land and will result in a negative impact on these resources. The site is also noted as on 'Best and Most Versatile' land (agricultural land classification grade 2 and 3) and again will have a negative impact as a result of loss of important natural resource.

With regard to Habitat & Biodiversity it is contrary to paragraph 174(a) of the NPPF which states developers should protect locally designated sites of importance & not destroy them.

The Site is located within the Landscape Character Type - Estates Farmlands. The proposed development is at odds with the guidelines and key characteristics of this Landscape Character Type & contrary to paragraph 170 of the NPPF. The development will have a major negative impact on landscape character as well as on local landscape views. It would also contribute to urban sprawl. The site is noted as within 5k of Bredon Hill SAC (Special Area of Conservation) & an AONB (Area of Outstanding Natural Beauty), a development of this size will have a major negative impact on the character of the area. Your report also states it is within an Impact Risk Zone of an SSSI (Site of Special Scientific Interest) which requires consultation on non-residential schemes over 1ha.

There would be a significant increase in pollution and waste, with a significant increase in local air pollution. The local waste facilities within the area will not be able to cope with such a large site.

The site is outside target distances for hospital, doctors, leisure and access to public green space and so will have a negative impact on health and wellbeing. Most importantly, the site has poor pedestrian and cycle access. There are no pavements to the existing business park or on the surrounding roads to the villages with facilities. Therefore, it is not possible to walk to the site. National cycle route 45 passes through Strensham, but this is located on narrow country roads and there are no dedicated cycle lanes. Therefore, this would have a negative impact on health and wellbeing.

The Site is located within the historic park of Strensham Court. Built in 1824 by John Taylor, the house replaced a previous manor which was the ancestral home of the Russell family. The house was destroyed by fire in 1974 but the grounds and parkland still remain and are listed in the Wychavon Supplementary Planning document 'Historic Parks and Gardens'. The parkland affords fine open views over fields and woodland leading down to a lake with the Malvern Hills in the distance. There is no reference whatsoever in the consultation document to this historic park and we believe the proposed development will encroach onto and detract from and destroy the appearance of the park. This is contrary to local planning policy; the value of the cultural heritage must be protected.

In 2010 a planning inspector visited Strensham when considering an appeal relating to a proposed new track (ref: APP/H1840/A/09/2115387/NWF) on the same land as the new proposal. He concluded that a mere track would be contrary to policy ENV11 of the local plan, policies CTC1 & 19 of the Worcs. County Structure Plan 1996-2011 & policy QE5 of the regional Spatial Strategy for the West Midlands. We would add that it is also contrary to paragraph 184 of the NPPF.

He also stated *"My conclusions are supported by the fact that Strensham Court is identified as locally important in the Council's Historic Parks and Gardens supplementary planning document, adopted in 2005. The document recognises that these local features may be of sufficient quality to warrant their preservation when considering development proposals. It is referred to in the reasoned justification for policy ENV11 and it is supported by evidence in 'A Survey of Historic Parks and Gardens in Worcestershire' by Richard Lockett. The beauty of the park appears to have suffered from various changes, including the demolition of the house and some deterioration of the stone boundary wall. However, I find that there is still enough amenity, cultural value and sensitivity in the park to render the impact of the scheme significant"*.

There is a well-used footpath passing through the parkland connecting Strensham to Twynning, giving walkers the chance to enjoy the landscape. Were the development to go ahead views from this Public Right of Way would be degraded resulting in a major negative impact.

With regard to transport & accessibility the site is in a totally unsuitable location. It is outside the target distance to a bus stop (these bus services have been significantly reduced recently), railway station and convenience store and is poorly connected to the road and footpath networks. The nearest bus services are 5 km from the site. This will have a negative impact on site end users' access to bus services.

Your appraisal under section B.7.10.3 states that Ashchurch Railway station is 4.8 km away & mentions 6.2 km in another section. Both of these figures are wildly inaccurate giving a false impression of the proposed development being nearer to a railway station than it is. According to the AA route planner the shortest distance by road through the local market town of Tewkesbury is 12 km & via the M5 motorway 16.6 km, these true distances are 2 to 3 times your stated figures. This actual distance will have a negative impact on site end users' access to rail services.

The site is not in an accessible location, travel to the new employment site would have to be through either of the village of Strensham or Twyning. Although it is located adjacent to the M50 motorway, there is no access from the M5/M50 Junction. The nearest motorway access is M50 Junction 1 over 3 km through the village of Twyning, using a single-track country lane with passing places and a HGV (7.5 Tonne limit) restriction. There are regular conflicts between opposing cars on this route let alone vans & small lorries. The route through Strensham is also along country lanes which have narrow stretches where two HGVs cannot pass each other. These same lanes are the route to the main highway network, the A38 and the A4104 are both 4 km distant.

The existing local road network is unsuitable to support such a scale of development & the increase in traffic and congestion would have a major negative impact on road safety and the quality of life in the villages which is contrary to paragraph 109 of the NPPF. Additionally it would not make for efficient logistics for any users of the employment land. These narrow roads do not have cycle lanes or pavements and as such do not lend themselves to be used by cyclists or pedestrians. Travel to and from the site would be almost exclusively by private car.

The reason for selection of this site has been stated as '*Adjacent to existing employment site, considered suitable.*'

The existing Strensham Business Park has 16 small light industrial units which were stated originally as for rural use, it is listed under table 10 of the South Worcestershire Economic Development Needs Assessment as 'a poorly performing existing employment site'. We believe it's poor performance is directly related to its unsuitable location. The site is on a brown field site of 0.6 hectares, previously used by the timber yard of Strensham Court estate. The 16 units are at present occupied by 10 businesses. Many of these are offices with only one business having HGV deliveries, an average of one a day. There are a maximum of 40 employees on the Park. This existing business park is not on the Historic Parkland but behind an original fence line with trees which forms a border separating the parkland from the Business Park, the original timber yard.

The proposed allocation of employment land is very different, a GREENFIELD site of over 14 hectares, 23 times larger! - it bears no resemblance to the small existing site & to use this existing site as a reason is ridiculous. As a general objection, NPPF paragraph 16 states that plans should be prepared with the objective of contributing to the achievement of sustainable development. The proposed site allocation would not be sustainable development in a sustainable location. This is supported by the recognition in Table 1 of draft Policy SWDPR2 that as a Category 4 village, Strensham is in principle an unsustainable location for growth. The site does not benefit from any public transport connections; access is via narrow country roads that will struggle to handle the increase in demand; and there are no shops, services or other facilities provided within the village to support employment use. The proposed Strensham site allocation would be contrary to NPPF paragraph 84 as follows:

Where the principle of employment development may be acceptable where it is not 'well served' by public transport. Strensham and the site is not served by any public transport.

It would have an unacceptable impact on local roads. There would therefore be a significant detrimental impact on the village and other users on the road due to conflict with the considerable increase in employment related traffic travelling through the villages.

NPPF para. 103 states that significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. As above, this is not a sustainable location.

Our conclusion is that the 23 fold expansion of this site on Greenfield land adjacent to an area of significant cultural history would result in an unacceptable impact. The detriment to the health and well-being of residents in both Twynning and Strensham village would be unacceptable & contrary to Paragraph 91 of the NPPF. Additionally it is on the historic Park of Strensham Court, which the previously mentioned inspector thought should be protected from harm.

189. Public Comments (if time allows)

No public in attendance

190. Date of Next Meeting

7pm 21st June 2021 or before if necessary