**FYFIELD AND WEST OVERTON PARISH COUNCIL**

**PLANNING MEETING: 1 - 2019/20**

Minutes of the Planning Meeting held on Tuesday 16th April 2019 in the Kennet Valley Hall at 7.00pm.

**Present**: Cllr D Woolley (Planning Chairman), Cllr S Nichols, Cllr A Baring, Cllr N Fisk, Cllr G Emberlin, Cllr A Miller, Cllr J Turner, Cllr J Drew and Cllr L Staddon, Cllr M Dissanyake.

**Apologies**: Cllr L Davies.

**In attendance**: Sophie Roberts (Clerk), Unitary Cllr Jane Davies, James Sheppard (applicant), Chris Powell from Woolley & Wallis (agricultural consultants and land agents), Cllr Robert Green and approximately 40 parishioners.

The Planning Chairman Cllr David Woolley welcomed everyone to the meeting and explained the format of the meeting and the planning procedure.

1. **MINUTES OF THE PREVIOUS MEETINGS**: The minutes of the last meeting was approved and signed as a true record.
2. **DECLARATIONS OF INTEREST**: None.
3. **MATTERS ARISING**:

Several large metal shipping containers have been positioned at the old chicken sheds in West Overton. Change of use has been granted on the site for the chicken sheds to be altered internally to incorporate secure storage but not for containers. Wiltshire Council were inforrmed over 12 months ago and several follow up letters have been issued. We have finally been advised the owners will now be required to submit a planning application for the stationing of shipping containers.

1. **CORRESPONDENCE:**

The Dene – the Land Registration is still in progress and negotiations with the owners of Dene Cottage continue.

1. **APPLICATIONS**:

**19/02445/FUL** – Proposed erection of an agricultural storage building. River Mead House, Church Hill, Lockeridge, SN8 4EL.

Cllr S Nichols presented the plans. Mr Sheppard has retained 4 agricultural vehicles (a tractor, trailer, bailer and a wrapper) from the recent sale of his farm and as part of his agricultural business requires somewhere to store them safely. He intends to operate as a contractor through the summer months from April through to September. The proposed barn will be situated in an agricultural field next to the Kennet Valley Hall. It is a large barn with a height of almost 7 metres at the apex, 60 x 40 ft in total with the shorter side facing the road. It will be split into 3 x 20ft bays with the side facing the house (front side) left open but with 3 lockable roller shutter doors in place. There will be 2 sets of internal lights for each bay but no external lighting. The roof will be fibre cement in juniper green. The walls will comprise of 2 metres of cement followed by wood cladding, black rainwater guttering leading to soakaways. Vehicular access from the road to the field was granted in 2017 for a 4.8 metre wide opening. The electric gate in will be set back off the road to allow for the vehicle to be off the road whilst accessing and will have gravel scalpings.

The small trees within the field, which need to be removed will be replanted and a Beech hedge will be planted on the side bordering the Kennet Valley Hall to allow for screening, beyond the end of the barn where the boundary fencing is in open land the hedging will be a mix of native species.

The proposed route for accessing is via Lockeridge and not West Overton.

Comments from neighbours were summarised as follows:

Concerns about growth in the contracting business.

How will the diesel be stored?

The size of the machinery and the number of vehicle movements.

Kennet Valley Hall raises no objection but does not want access to be via their field or any of the vehicles being parked in the Hall car park.

General objections around the site itself not being suitable for an industrial building.

The barn is not in keeping with the character of the Overton Road and does not conform to our current Village Design Statement, dark brown horizontal wood is more in keeping.

The road is used by walkers, children, cyclists, horses, wheelchair users and tourists.

Lockeridge residents were particularly concerned over the size of the vehicles in relation to the road width and also the difficulties of turning right into the main Lockeridge High Street and passing all the parked cars on the High Street.

West Overton had submitted 14 responses mainly focusing on safety.

There are very few pavements through West Overton, roads very narrow. Concerns were expressed surrounding damage to banks and verges. The building is not in keeping and looks industrial.

At this point Cllr David Woolley reminded the public the Parish Council do not make the decision on the application and are only consulted with and Wiltshire Council may or may not choose to agree with the Council’s opinion.

Chris Powell from Woolley and Wallis spoke in support of his application.

The building itself is a standard kit building with concrete footings. There are roof-lights to provide natural light and he confirmed there would be no external lighting. Mr Sheppard has been regularly driving these types of vehicles for over forty years. The main contracting activity is baling which will take place between April and September leaving between 6 and 8 am and returning between 8 and 10pm. He has no desire to expand and take on employees.

The diesel will be stored inside the building in a locked bunded tank.

He went on to comment about horseboxes, which are 3 metres wide and also the chicken lorries being 16.5 – 18.5 metres long already using the roads through Lockeridge.

The barn has been positioned so as to line up with the Kennet Valley Hall to make it unobtrusive.

Cllr Sarah Nichols commented that although the chicken lorries are regularly travelling through Lockeridge they are not negotiating the T Junction by Lockeridge School.

Questions and comments were then invited from the members of the public present.

The chicken lorries and horseboxes are all based on an HGV chassis and therefore have a maximum width of 2.55 metres.

Would the vehicle be returning every day? The vehicle would be left on site if not close by.

The local dealer says a baler cannot reverse? It depends on the driver, James can reverse the baler and Mr Powell has seen him do it.

How will he turn from his property onto the road. Part of the application is to vary the original application for an entrance to the field to make it wider and set the gates back further so the vehicle does not have to block the road. The gates will be electric so he doesn’t have to get out to open the gates.

When Kennet Valley Hall has functions there are regularly cars parked down the side of the lane, which would make it difficult for such a large vehicle to pass.

What is to stop him in future selling the business and it being expanded by someone else? James has no intention of selling it and intends to stay in the property once he retires.

All the barns in the vicinity are either used for storage or equestrian, this would be a new one for agriculture.

The baler would use a significant amount of single use plastic.

The barn is out of keeping in design. We are happy to work with the planning officers and the Parish Council with regard to the design and colour.

The barn is being built on a garden area and should have change of use to run an agricultural business. It is designated agricultural land.

How is it feasible to get such a large vehicle through our narrow lanes and without eroding the verges. It relies on the skill of the driver and the fact that he lives here will make him especially careful.

Cllr David Woolley commented that Wiltshire Council Highways will have to look at this application and make a decision for themselves as to the viability of and safety of these vehicles getting through.

Could James not store his vehicles elsewhere? He would have to pay rent and he also needs them near by.

James Sheppard explained that as all his work is local to the Marlborough area and within a 10 mile radius. It makes sense to have it nearby and reduces travelling time. He explained the nature of baling and the reasons for the larger vehicles, which are now cleaner and safer. If he doesn’t bale the local land someone else will and it may be a contractor from a long way away who may not drive with consideration as they do not live here and will be working against the clock.

He has a reversing camera on the back of the baler.

The vehicles are all cleaned off at the farms where the baling carried out and therefore already clean when returning to the property.

The maintenance to the vehicles is not carried out on site and therefore there should be no spillage, they are taken to TH Whites.

A local resident who is a former farm manager spoke in support of the application.

Cllr Jayne Drew reminded everyone the bridge in Lockeridge has been reinforced to take heavier loads and that tractors, horseboxes and chicken lorries are already regularly going through the village.

The Council considered the application.

Comments were that the barn is large but the Westwood Stud barn is larger and taller for storing horses. When the roads were originally built we had horse drawn carts. We have mouths to feed, a large proportion of arable land in the area that needs to be farmed. It would be difficult to object to this building when there is a large barn at Flintstone Stud further up the same road. If the applicant doesn’t farm the land someone else will. It is very tight in the High Street, if cars are parked there is only ½ metre between the bus and the parked cars, the issue should be made by Highways to examine and come back with their views. Two Lockeridge councillors who are both members of the Lockeridge Traffic Group expressed concerns about the traffic on the corner by the school. The barn should be consistent with others in the area in its appearance.

He is a professional driver who knows what he is doing. It is one man with one tractor who will only be going out in it once a day and returning once a day. There was already a traffic problem in Lockeridge.

The councillors considered the plans and agreed to ***no objection*** with the following comments:

***Fyfield and West Overton Parish Council has no objection in principle to the proposal. However it has serious concerns about traffic implications particularly at the junction of the school in Lockeridge and invites the Highways Authority to consider these carefully. It should also consider attaching a condition.***

***1) The development shall not be first brought into use until the first five metres of the access, measured from the edge of the carriageway, has been consolidated and surfaced (not loose stone or gravel).  The access shall be maintained as such thereafter.***

***2) Any gates shall be set back to a minimum of 4.5 metres from the edge of the carriageway, such gates to open inwards only.***

The meeting closed at 8.30 pm.

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