

# Parish Council Meeting

## Colbolt Consultancy Initial Response to Community Questions

### Layout

<p>There seems to be a simple grass verge between the road and hall parking. Some parked motorists will surely cross this verge to the road to avoid joining a queue at the car park access point.</p>	<p>The verge will have a fence or hedge to prevent this from occurring.</p>
<p>The drawings do not show access into the proposed site. It is assumed that it will be straight, continuing in line with the edge of the drawing.</p>	<p>The access into the site is shown on drawing 6039/001, and access to the car park will be amended to suit.</p>
<p>There is no mention of any site access onto Westfield Lane. If there is access it will enable motorists on the lower part of Back Lane to access the A371 to Cheddar without tackling the sharp bend on Back Lane. I therefore feel that parishioners need to see the whole scheme before making judgement.</p>	<p>This can be considered but is not envisaged at this stage.</p>
<p>Will there be more than one access? Could it alleviate pressure on other roads?</p>	<p>Only one access is required.</p>
<p>How does it affect the hall fire escape? This is a pinch point.</p>	<p>Emergency access will be provided.</p>
<p>Will there be room for access to maintain the hall?</p>	<p>Any scheme that had any 'impact' on the hall, will ensure full and appropriate access.</p>

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<p>Is any part of the land proposed for the access road scheme part of the Rev Cobley field?</p>	<p>Not know.</p>
<p>Drainage for the car park runs alongside the hedge and this would be affected by any development.</p>	<p>As part of ongoing discussion surrounding alternative access options, baseline surveys and detailed designs, will look to positively address and deal with this matter.</p>

#### Hall Parking

<p>The hall will lose 8 or more parking slots. How will these be replaced? Note that these lost slots are not shown on the proposed access drawing. Access to the hall will become more complicated than the current access. Overflow parking will be along the new road making it single track whether intended or not.</p>	<p>Parking for the Hall where lost will be provided on the development land – no parking will be lost.</p>
<p>If the development went ahead, the hall would lose car parking spaces plus all of the overflow car park area. This must be addressed by changes to the proposed plans or provision to allow for additional car parking in the plans.</p>	<p>Parking for the hall will not be lost.</p>

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### Latches Lane

<p>Latches Lane is shown as two-way traffic at the proposed access on the drawing. The reality is that it is 3m wide. How will it become two-way compliant for the additional 60+ cars plus all of the other service and delivery vehicles which will use the Lane. It will no longer be just a country lane.</p>	<p>The suggested access arrangement is very initial and further consideration is being given to alternative access options which would accommodate the Hall and development and improve highway safety.</p>
<p>There is no mention of how the different road levels will be catered for. There is roughly a 1m discrepancy and will need a crash proof barrier between the carriageways if the levels remain. If the carriageways are levelled how will surface water be handled without creating a bog?</p>	<p>The level difference will be considered carefully at detail design stage.</p>
<p>The dual carriageway will encourage speeding from the A371 adding to the danger at the proposed junction as drivers will be able to see a clear traffic free straight road ahead. Creating a dual carriageway will necessitate illuminated "keep left" bollards at either end. This will urbanise the area.</p>	<p>The length of road is very short, and hence traffic speeds will be low, other access options are being considered.</p>
<p>The junction does not look like its bellmouth is compliant to Somerset Highways standards. A similar arrangement was put in place at the new small estate on the Cheddar Road entry to Wedmore and it had to be expanded as removal lorries could not enter.</p>	<p>The bellmouth will need to be designed to accommodate the expected traffic generated.</p>

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<p>There are no provisions for pedestrians. How will the new site residents safely access the hall and how will they access the A371 and the Cider Barn? Pavements will be necessary as this route will no longer be a quiet country lane.</p>	<p>A footway link will be provided for pedestrians.</p>
<p>What consideration has been given to the fact that this proposal involving widening of Latches Lane to provide 2 x one way routes is not only totally out of keeping with our village but will cause problems to the many walkers, horse riders, cyclists and farm animals and vehicles accessing or moving between their farmland or the West Mendip Way and will be most unpleasant for the inhabitants of the cabins at Strawberry Fields who back on to the lane?</p>	<p>Other access options are being considered.</p>
<p>What proposals are there to address the safe access and egress of traffic at this junction as there is already a problem as vehicles often overtake here as they accelerate to leave the village. Has any thought been given to the extra distractions for all road users here as the traffic calming chicane is only a little way down the road and will certainly add to the dangers horse riders in particular will face trying to cross over to access the hills?</p>	<p>Any access layout and road design will be in accordance with the standards and will take into consideration local circumstances.</p>
<p>Will street lighting be installed here to try and highlight the junction and if so, what consideration has been given to the fact that this will add to the light pollution and problems caused for</p>	<p>Street lighting may be required and will be agreed with the CHA and LPA.</p>

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<p>those of who live along the A371 already struggling with the unpleasant consequences of the traffic calming and lights further along the road.</p>	
<p>Has any consideration been given to the effect of any significant increase in traffic flow for the many local residents of all ages who regularly walk along Latches Lane / Westfield Lane towards Nyland Hill sometimes including residents from The Laurels Care home? Pavements and street lights are not the answer.</p>	<p>Yes</p>
<p>Levels of Latches Lane and the hall drive are not the same and there would need to be significant levelling if the 2 directions were to be the same – we are not sure what effect this would have on the level of the playing field.</p>	<p>The level of the playing field will not be altered.</p>

#### The Environment

<p>What provision has the developer made for BNG (Bio-Diversity Net Gain)</p>	<p>The national mandatory Biodiversity Net Gain (BNG) requirement came into effect from 12 February 2024 and is supplemented by the Somerset Biodiversity Net Gain Guidance Note adopted on 14th Feb 2024</p>
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	<p>The proposed housing will be required to deliver a BNG uplift of 10% leading to a more or a better-quality natural habitat, either on or off-site, than there was before development.</p>
<p>Will the 'Green' units have a bearing on the development?</p>	
<p>How can such a project be environmentally sound as any substantial development of farmland or scrublands will increase the flooding issues locally as the land disappears under concrete at the same time as our climate is changing to give us more extremes of weather?</p>	<p>The site is currently a greenfield with no positive drainage and not located within a vulnerable or high risk flood area.</p> <p>A detailed flood risk assessment will be carried out alongside a detailed Sustainable Urban Drainage and maintenance scheme (surface and foul water drainage).</p> <p>Whilst not looking to pre-empt the future assessment and proposals it would be normal for development</p> <ul style="list-style-type: none"><li>• to discharge foul water to the public foul sewer via a new connection to the existing system subject to discussion with and approval from the water authority.</li><li>• Surface water will be discharged to the ground via permeable paving, and soakaways.</li><li>• The proposed infiltration features will be sized for the 1:100 year event with a 40% allowance for climate change in order to reduce the on and off site flood risk</li></ul>
<p>What research will be carried out to minimise the disturbance of local wildlife inhabiting the hedgerows, field, and scrubland?</p>	<p>In considering the approach to future development of the site, the following baseline surveys and documents ( others to be</p>

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<p>There is at least one large very well-established badger run from the field across the end of Westfield Lane and countless other species will live in the hedgerows and scrubland. They will not survive the loss of natural habitat to be replaced by sanitised gardens and roads more suited to an urban environment rather than a rural village.</p>	<p>agreed with the Council) will be prepared, made public as part of public consultation and submitted with any future application.</p> <ul style="list-style-type: none"><li>• Wildlife / Ecology Survey</li><li>• Biodiversity Checklist</li><li>• Arboriculture Report</li><li>• BNG Statement</li><li>• Completed Biodiversity Metric</li><li>• BNG plans and drawings</li></ul>
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### Fencing

<p>The field would probably need tall fencing alongside the new lane which will be very close to the edge of the football pitch and might be a safety issue for users of the field. How high will the fence be? Who will provide it – and be responsible for it?</p>	<p>As part of any future ‘access’ agreement with the Parish and community, any required landscaping, fencing and lighting would be carefully designed, detailed and agreed. The cost of construction and maintenance would be at the developers cost.</p>
<p>A concern is that the memorial hall and its land is not adequately separated from the road. This is a highway safety issue particularly as children using the hall may be in high spirits and not prepared for vehicles passing so close. The hall and its grounds need to be adequately fenced and this will mean childproof fencing along Latches Lane from the A371 to the new junction then along the new access road. This will destroy the rural setting of the hall.</p>	<p>The access arrangement will ensure that suitable land/landscaping separating the playing field from the road would be provided.</p> <p>The access arrangement would ensure sufficient separation from the road. A suitable barrier/fence hedge line would be provided for safeguarding children from traffic.</p>

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### Speed

<p>Who will cover the cost of a speed limit?</p>	<p>If local speed reduction is required by the County Highways, an appropriate scheme will be agreed and paid for by the developer under the relevant S106/278 legal agreement attached to a future planning consent.</p>
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### Social Housing

<p>How much social housing will be included?</p>	<p>The Mendip Local Plan Part 1 adopted in 2014 requires that all housing sites should provide 30% of all units as affordable housing with a split 75/25% social rent/first homes (slightly higher number of intermediate as NPPF requires 10% of site to be provided for affordable home ownership).</p> <p>It is anticipated that the affordable target figure for the site will increase to circa 35% as part of the future Somerset Local Plan.</p> <p>Further consideration will be given to meeting specific rural exception and farming housing to meet local housing need.</p> <p>The adopted Plan seeks the following housing mix:-</p>
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Unit Size	Market Housing	Affordable Housing
1 Bedroom	5%	20-25%
2 Bedroom	30%	45%
3 Bedroom	50%	25%
4 Bedroom	15%	5-10%

The detailed mix will also consider the latest local housing needs assessment (LHNA) and taking into account the expressed demand on Homefinder Somerset.

#### Driveway

We lose access for pedestrians and wheelchair users (particularly electric ones due to size) so must have a new footpath across field from existing gate.	
If the existing drive was taken for the new “down” road, the developers would have to make sure that access to the hall would be available at all times and certainly any work on a new entrance to the hall’s premises would need to be done before the work started on the new road. The hall would not be able to operate without this.	Agreed.
	Agreed.

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<p>Latches Lane will need to be adequately either fenced or a hedge grown to prevent access from the playing fields onto the “down” road.</p>	
<p>The new “down” road would be very close to the building and the kitchen door and access to the kitchen from the outside would be restricted, it would also make the emergency exit from the kitchen be very close to traffic. There is also the emergency exit from the Sedgemoor Room which is almost to the edge of the current drive to consider.</p>	
<p>What vehicular access would there be to the playing fields? We currently have direct access via a gate on the drive, this has been particularly useful when emergency services have used the field for landing a helicopter and allowing access to an ambulance.</p>	<p>Access to the playing field would need to be provided.</p>
<p>The hall is a location for a local defibrillator, access to this could be lengthened putting lives at risk.</p>	
<p>Are you aware that the drive is not constructed to adopted as a highway and would need digging out.</p>	<p>Agreed.</p>

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### Alternative Accesses

<p>Access would be difficult in and out of Latches Lane and Westfield Lane where the lane narrows to come out on Back Lane.</p> <p>When this matter was raised in the past, an idea was mooted that 2 bungalows in Cross farm Road could be demolished and that would give access for traffic through the cul de sac onto the A371.</p> <p>However, my thoughts then were as now. There are at this time 47 vehicles owned by residents in Cross Farm Road. How many more would a development behind generate? What about danger for pedestrians? Many children from lower Draycott use this road to walk to school, the safest way because of pavements.</p>	<p>Consideration will be given to pedestrian access.</p>
<p>Are Colbolt Consultancy aware that The Laurels care home have an application for development, and are proposing to use North Close for an access.</p>	

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### Lodges

<p>The lodges opposite the proposed junction will suffer repetitive vehicle headlights shining in their windows which will force them to install fencing to prevent the pollution. This is unfair on those who bought lodges to enjoy the peace of the countryside.</p>	
<p>Why has the site in question been chosen over any others in the area as it has no readily apparent access without causing problems wherever it goes?</p>	

### Light, Pollution and impacts

<p>Is the proposal to include street lighting throughout the development despite the fact that this will further damage our access to dark skies? The provision of shields to angle the light down has had no impact on reducing the nuisance of street lights on the main road which were installed for the zebra crossing and traffic calming chicane so what other options are available?</p>	<p>A lighting strategy will be designed based on a minimally obtrusive approach to lighting.</p> <p>The future proposed development will require artificial lighting for safety, security, and amenity, which can be applied sensitively to ensure that the potential for obtrusive light is suitably minimised to comply with the predetermined obtrusive light limits for the environmental and nearby ecological receptors.</p>
<p>What consideration has been given to the impact on general pollution caused by the number of vehicles owned by new</p>	<p>A future planning proposal for the site will need to meet the relevant adopted policies of the Local Plan.</p>

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<p>residents and delivery vehicles accessing properties for the provision of various services.</p>	<ul style="list-style-type: none"><li>• The current Mendip Local Plan policy TA1 requires measures to encourage low carbon travel, such as electric vehicle charging points, travel Plans and associated measures etc.</li><li>• Policy TA5 requires all new development to securing inclusive, safe and convenient access on foot, cycle, and by public and private transport that addresses the needs of all, and to ensure that the expected nature and volume of traffic and parked vehicles generated by the development would not have a detrimental impact on the character or amenity of the area and would not compromise the safety and/or function of the local or strategic road networks in terms of both volume and type of traffic generated.</li></ul>
<p>We are worried about noise levels certainly from HGV traffic during the development and the effect it would have on users. There is also the effect it could have on the structure of the building.</p>	<p>A traffic and noise assessment is being commissioned as part of the initial development feasibility.</p> <p>We would as part of any future planning application submit an operational and construction management plan that would identify when and how construction traffic would be managed too and from the site. The Parish and community would be party to this.</p> <p>In the event that works might potentially affect the hall, appropriate vibration/structural surveys and monitoring can be agreed – but this is not considered likely to be required.</p>

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### Infrastructure

<p>What increases in infrastructure would be included as such an increase in the village population without any increase in local infrastructure, will impose even more strain on the already stretched services of the Health Centre and Pharmacy in Cheddar?</p>	
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