

WEMBDON PARISH COUNCIL

Clerk of the Parish Council Tony Jay 11 Wyvern Mews, Weston-super-Mare, BS23 3GZ
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Minutes of a meeting of Wembdon Parish Council Planning Committee that was held at Wembdon Village Hall on 15th April 2019 that commenced at 7pm when the following business was transacted.

Present: Cllrs M Solomon (Chairman), L Edwards, N Harrison, M Phillips and A Reed.
Co-opted member P Major.

The Clerk: Tony Jay

6/19 To receive any apologies for absence

Apologies were accepted from Cllrs D Gliddon and R Webber.

7/19 To receive declarations of any pecuniary, prejudicial or personal interests on items relating to this agenda.

There were no declarations.

8/19 To approve as a correct record the minutes of the meeting of the Planning Committee held on 8th April 2019

It was unanimously resolved to approve the minutes as a correct record. The Chairman signed the minutes.

9/19 To consider the following planning applications:

51/19/00003. Land at Cokerhurst Farm South of Wembdon Hill and North of Quantock Road, Bridgwater. Hybrid (full and outline) application. Full application for the erection of 238 dwellings, formation of two new means of access onto A39, pedestrian/cycle link onto Wembdon Hill, public open space, parking and landscaping. Outline application with all matters reserved for up to 437 dwellings, a neighbourhood centre to comprise of flexible commercial floorspace (retail up to 500 sqm (A1-A5) and/or community uses (D1). 2.2 ha site for up to 2 Form entry Primary School and bus gate/emergency access via Inwood Road with associated floorspace (retail up to 500sqm ((A1-A5)

The Council unanimously resolved that despite objecting in principle to any housing development of Cokerhurst Farm over the past 15 years, as this development has now become a key element of the SDC local plan and that any objection would be over ruled by them as the determining authority, the Council could no longer successfully object to the development in principle. However there were some major issues with the proposed plans and the Council objected strongly to the following:

DESIGN AND ACCESS

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The layout has provided many areas which are not overlooked and will provide spaces which could be subject to anti-social behaviour, specifically these include public footpaths adjacent to and bounded by high garden fences and play areas and other public spaces not naturally overlooked by housing. The layout needs to be reworked to provide significantly improved security and local surveillance/oversight by design.

The SE edge is bounded by rear gardens, which will result in high fences adjacent to public footpaths. The design needs to be changed to reverse the orientation of those houses and provide an open street scene or a back to back garden arrangement, which would provide improved security.

We value the proposed green corridors but the design needs to be revised to include a good overview of the area from local dwellings to discourage vandalism.

We do support the higher ratio of parking spaces per dwelling than the standard for Bridgwater, which recognises that despite effort to the contrary, many of the dwellings will have a higher than average number of vehicles than the more urban areas of Bridgwater due to a generally lower level of public transport service through the proposed estate.

We have recognised that the developer has made a token effort to incorporate the local red sandstone into the designs, a recognised key element of the Wembdon vernacular, but this needs to be significantly increased and included into some of the buildings rather than just the occasional garden wall as proposed.

We are concerned that the positioning of the affordable housing should be spread throughout the development rather than being concentrated into individual streets or zones.

The current phase of the development seems to be focused on small and starter homes. We have found in local surveys that there is also a need for bungalows to cater for our elderly residents and also larger homes for our larger and often multi-generational families. These too need to be included within the proposed development.

FOOTPATHS AND CYCLEPATHS

It is important that any new development feels a part of the existing community and the incorporation of high-quality footpaths and cycle tracks between any new and existing dwellings is a key element of that inclusion. The proposed layout does not provide good corridors for walking or cycling between the Inwood estate and the existing areas of Wembdon. This needs to be addressed with a re-design.

To encourage cycling as a commuting option, there needs to be a cycling route constructed adjacent to the A39, along or within the green wedge. This route needs to be as direct as possible to encourage cyclists to use it rather than the A39 highway.

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TRAFFIC AND TRANSPORT

The design of the drop off area at the school needs to be revised to recognise that the traffic survey has defined a number of 60 vehicles dropping off and picking up but only 6 drop off spaces have been proposed and there appears to be no adequate turning space in the proposal. This will result in massive congestion on a daily basis.

The traffic surveys all demonstrate that an unacceptable level of congestion will arise on a regular basis on the A39. This will encourage traffic to divert from the A39 to the smaller B3339, which runs through Wembdon Village. There will also be the temptation for vehicles caught in the traffic congestion on the A39 into Bridgwater to divert onto Skimmerton Lane towards both Durleigh and Wembdon. We propose that access to Skimmerton Lane from the A39 in each direction be forbidden and camera monitored. We also require that additional traffic calming measures be introduced on Wembdon Hill and Wembdon Rise to ensure that rat running through Wembdon is less attractive than travelling along the A39.

This proposal notes that bus routes will be included within the estate but access roads do not appear to be included in this initial phase of development. The introduction of full bus services must be coincident in time with the occupation of the first housing.

The construction of all of the proposed measures for traffic management on the A39, Skimmerton Lane, Wembdon Hill and Wembdon Rise should be completed prior to any housing development commencing.

ANTHRAX

It is recognised that there is anthrax contamination over certain sections of the land and this is addressed in the planning application. There need to be a clear condition that this contamination will be identified and professionally managed by a specialist organisation prior to any commencement of construction.

AIR QUALITY

The additional traffic created by this proposed development will impact the air quality to an extent which may make the A39 non-compliant with current regulations. A continuous monitoring station should be installed adjacent to the proposed new junction and the data collected and published monthly.

NEIGHBOURHOOD FACILITIES

Encouraging new facilities such as Doctor's Surgery, Pharmacy, restaurant, café into the Neighbourhood Centre is important for the development of community within the proposed development. The developer must commit to financially supporting these ventures for at least an initial period to provide an appropriate level of initial incentive.

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RESTRICTIONS ON WORKING HOURS

The Construction Plan will need to incorporate formal conditions and a schedule of working hours to minimise the impact of noise and dust pollution to local residents – noting that sound travels very easily from the proposed site to the homes on Wembdon Hill and Inwood estate.

51/19/0005. Manor Farm, Perry Green Road, Wembdon, TA5 2BB. Change of use of land to include 5 Caravan Club pitches, 6 touring caravan pitches, 1 log cabin, 3 Static Caravans and 6 tent pitches to extend existing caravan park.

It was unanimously resolved to support the application, the proposal being in line with Parish and District objectives of encouraging tourism.

51/19/0006. 29 Wembdon Rise, Wembdon, TA6 7PN. Erection of a detached double garage to rear (West) of the site and demolition of existing garage. Widening of existing access to front (East) and redevelopment of existing parking area.

It was unanimously resolved to object to this application unless there were conditions imposed that all materials should be in keeping with the Wembdon vernacular and did not adversely impact the street scene on Wembdon Rise. This would require that red sandstone be used for the face walls on the new driveway and that any materials from the demolition of the rear garage should be used in the reconstruction wherever possible.

The meeting concluded at 8.20pm

End of minutes