

Churchill And Langford Residents Action Group

Response to Planning Application **20/P/2990/OUT**

Outline planning application for the erection of up to 71no. dwellings - Land Off Butts Batch Wrington

CALRAG strongly objects to this application for 71 dwellings in Butts Batch, Wrington.

CALRAG comments on this application partly because the access to the site in both directions is poor and via narrow lanes, one of which, Half Yard Lane, leads to the Langford Conservation Area and will adversely affect residents in Churchill and Langford Villages.

CALRAG's reasons for objecting:

1. Climate Change:

The road access to the site is extremely poor. It is therefore unsuited to any further increase in cars and HGVs travelling on the narrow access lanes.

Furthermore, this application is contrary to North Somerset Council's Climate Change Emergency Commitment due to:

- 1.1. **Traffic** - Core Strategy CS32 and Developmental Management policy DM47
 - 1.1.1. Wrington is very poorly connected via public transport.
 - 1.1.2. The JSP Public Examination (and similarly, evidence offered in the Rugby Judgement planning appeal), the distance/time taken to travel to/from main employment centres (in this case Bristol and Weston-Super Mare) would not make a more frequent (commuting-appropriate) bus service, viable.
 - 1.1.3. The site is far from any viable employment, school places, supermarkets, leisure centres and entertainment complexes.
 - 1.1.4. Affordable housing here would necessitate owning a car to get to any of these remote facilities.
 - 1.1.5. The site is accessed via a narrow link 'lane', Half Yard, leading into 'Blackmoor' in Lower Langford. This country lane links two conservations areas – one close to the site in Wrington and the other to the south in Langford. At the Wrington end there is a narrow bridge, over the River Yeo, only one vehicle wide, that has seen lots of near misses and several collisions but nonetheless is a distinctive part of the character of the countryside and sets the village landscape on the approach to Wrington. Where the lane becomes Blackmoor in Langford, it is again reduced to one vehicle width over another single-way bridge which again sets the scene at the approach to the Langford Conservation Area.
 - 1.1.6. The poor accessibility at the Wrington end is emphasised by the week-long ATC (22 Nov 2019 to 26 Nov 2019) provided. The 24h average totals were: N.-bd: 680 [5d], 619 [7d] and S.-bd: 720 [5d], 657 [7d]. The route

is evidently rather weakly trafficked, which is consistent with its constrictions and general narrowness.

1.1.7. The route is so narrow that a full-width vehicle would find it hard to safely pass a car. Furthermore, within Blackmoor, the road becomes so narrow and beset by blind bends that safe progress by an HGV would be hard to achieve.

1.1.8. Vehicles attempting to find an alternative from the east (Long Lane or Nates Lane or Havyatt Road) or from the west (West Hay Road) would encounter similar difficulties. For an HGV, approaching from the north (Wrington Hill) the conditions are even worse. Furthermore, all the above routes pass through Wrington itself via the constricted village centre. There is, in fact, no satisfactory route available for heavy vehicles.

1.1.9. We also wish to point out that the two narrow bridges, encountered at each end of Half Yard, are of dubious strength. Were they required to carry the proposed construction traffic, then it would be necessary to perform a structural check (and possibly to undertake reinforcement) on each of these bridges.

2. Conservation areas

2.1. Although the site is not located within a Conservation Area, nonetheless it will have a severe impact on two of these – one opposite the site in Wrington and another in Langford.

3. Employment:

- 3.1. Local village employment opportunities are inadequate. There is no employment to justify such a large development sited far from appropriate public transport.
- 3.2. More remote sources of employment can only be reached by car.
- 3.3. For commuting purposes, the tenuous public transport service is unuseable.
- 3.4. Government advisor, Professor Paul Cheshire commented that new housing estates should only be built within 10 minutes walking distance of a train station.
- 3.5. The nearest train station is at Yatton.
- 3.6. Recent new housing developments in Churchill and Langford would have already exhausted any local appropriate employment opportunities.

4. Flooding:

- 4.1. The height of this site will protect most of the residents of this development from being directly flooded but the site is between two flood 3 zones.
- 4.2. Potential implications of downstream flooding of the River Yeo need to be considered in greater detail than the applicant has outlined.
- 4.3. The developer has noted a mitigation against flooding of the site. However, with so many additional houses in the whole area (including Churchill and Langford) the increased speed at which flood water now reaches the River Yeo must be given more detailed consideration.

With the above points in mind, CALRAG strongly supports the response from both Churchill and Wrington Parish Councils.

Consequently we believe this application is ill-considered and has multiple deleterious effects on our community in Churchill and Langford as well as upon Wrington itself.

We therefore request that this application be refused.