



## CHURCHILL PARISH COUNCIL PLANNING COMMITTEE MEETING

Minutes of the meeting held on Monday 4<sup>th</sup> March 2019 at 7.30 pm  
Community Club, Churchill

**Present:-**

Councillors:- Bill Caruthers(BC), Jackie Bush (JB), Sue List (SL), and Dev Clutterbuck (DC).

**Also present:-** Martin Dolton (Clerk), and 2 members of the public.

(The meeting was chaired by BC (being Vice Chair of the Committee) in the absence of JH)

**1819/P/114 Apologies for absence**

Councillors James Hoddell and Georgie Collett.

**1819/P/115 Declarations of Interest**

NIL

**1819/P/116 To confirm and sign the minutes of the Planning Committee meeting held on 4<sup>th</sup> of February 2019**

The Minutes of the meeting held on 4<sup>th</sup> of February 2019 had been previously circulated and displayed on the Councils website.

**RESOLVED**

The Minutes of the meeting held on 4<sup>th</sup> of February 2019 were agreed and signed as a correct record.

**1819/P/117 Public Participation**

A resident and member of the Churchill and Langford Residents Action Group (CALRAG) addressed the committee on matters relating to : The Bristol Airport Expansion application, NICE Guidelines, the Government's Post Opening Performance Evaluation report on road construction, the West of England Joint transport Plan Version 4 consultation, and the recent amendment to the Lostwood application. The full notes of the participation can be seen as attachments at the end of these minutes.

Another member of CALRAG addressed the members on matters relating to : the Lostwood application, the Aurora application (Sandford) and the effect on this Parish, a 'Super-bypass' East to West M5 to A38 and the implications and the implications of a bypass for Banwell alone. The full notes of the participation can be seen as attachments at the end of these minutes.

**1819/P/118 Planning Decision Notices from North Somerset Council**

- 18/P/4940/FUL : Land South of Camelot Cottage, Duck Street : Erection of a single dwelling and detached garage : REFUSED (Outside settlement area / Erode character of the area)

- 18/P/4889/FUH : Oaklands Lodge, Pudding Pie Lane : Single storey side extension & garage : WITHDRAWN BY APPLICANT
- 18/P/4730/FUH : 14 Pudding Pie Close, Langford : loft conversion with balcony : APPROVED

**1819/P/119 Planning Applications for decision of consultee comment:**

**(i) 19/P/0253/FUH : Merry Mead, Front Street, Churchill**  
*(Retrospective) Application for a replacement outbuilding.*

Members considered this application by viewing the application detail and plans. Members expressed concern relating to the nature of this latest retrospective application which varied from the original consent in several areas. After discussion members decided by unanimous vote:-

**RESOLVED**

The Council objects to application 19/P/0253/FUH as the detail on this application has potential to change the nature of the building and visual appearance due to the increases in dimensions, the appearance and nature of the windows and doors, the omission of timber appearance cladding from gable ends and the inclusion of roof lights.

**1819/P/120 To consider making recommendations to the full Parish Council relating to the future committee structure – planning committee**

Members discussed the current need for this committee to remain as a separate Standing Committee of the Parish Council. The committee had been formulated and implemented 12 months previously due to the high demand on time at meetings of the full Parish Council. It was suggested that such high demand of major applications and substantial work relating to major consultation documents had now eased, and the resource time of both members and staff could be better employed by reverting to the planning matters being dealt with at meetings of the full Parish Council. After considerable discussion the committee members agreed to recommend to the full council:-

**RESOLVED:-**

That Planning matters and applications now revert to being dealt with at the monthly meetings of the full Parish Council. The Planning Committee members remaining named, and special arrangements are put in place for ad hoc meetings of the committee should the demand / need for such meetings arise in future.

**1819/P/121 W of E Joint Transport plan Consultation, and JSP – Next Steps / Future Action**

**(i) Transport Plan** :- The committee noted that JH was currently working on a response to the consultation which would be circulated to the committee prior to submission.

**(ii) JSP :- xx**

No date / venue is yet known for the Inspector's hearing.

**1819/P/122 Planning Applications for 10 or more properties**

None received.

**1819/P/123 Commercial Planning Applications**

None received.

**1819/P/124 Sites in active build**

- **Pudding Pie Lane/Stock Lane (PPL(1)-Crest Nicholson (Councillor Liaison: JH)**

No report was available in the absence of JH. Members noted the recent notification of a total road closure in Pudding Pie Lane during early April, and the implications of this for Ladymead Lane and Jubilee Lane.

- **Says Lane/A38-Bellway (Councillor Liaison: BC)**

BC informed the committee that his liaison with the developers on site had resulted in information that there was as yet no known dates for occupation of any of the houses on the site.

**1819/P/125 Matters for Information**

None Raised.

There being no further Business, the meeting closed at 8.35pm. Signed.....

Appendices attached.....

## Parish Council Planning meeting 4<sup>th</sup> March 2019-03-04

Update:

1. The Bristol Airport expansion plan is being called in to the Secretary of State to decide. Called in by John Penrose.
2. North Somerset Council Emergency debate on Climate Change.

*Resolved: that this Council*

*(1) recognises the serious global Climate Challenge Emergency;*

*(2) asks officers to prepare a report on the actions North Somerset Council could take with the aim of achieving carbon neutrality by 2030 with an idea of costings, aiming to bring back a report to Council around June; and*

*(3) asks the Chief Executive to write to the Government minister on our achievements and asks for resources when we know what the detailed proposals might be."*

3. NICE guidelines

4. Government's Post Opening Performance Evaluation (POPE) reports on road construction

a. Motorway and trunk road investment might reduce congestion for inter-urban traffic at 'bottleneck' locations where investment is made, but is also likely to generate traffic overall, thereby exacerbating congestion, pollution and other adverse impacts elsewhere.

b. While these remote adverse impacts are not well understood and rarely monitored, a review of the Government's Post Opening Performance Evaluation (POPE) reports on motorway and trunk road schemes found that road schemes:

- i. - generate more traffic - often far above background trends over the longer term;
- ii. - lead to permanent and significant environmental and landscape damage;
- iii. - show little evidence of economic benefit to local economies;
- iv. - cause widespread damage to biodiversity and worse than expected increases in greenhouse gas emissions, as well as encouraging car-dependent housing and retail development.

5. JLTP4 – is it worth the general public responding. I wonder how many of you have been able to read it? 169 pages and a 4 page questionnaire. Email address to which you can send a response is not publicised anywhere but we know that you can send it to [JLTP.consultation@westofengland-ca.gov.uk](mailto:JLTP.consultation@westofengland-ca.gov.uk)

6. Lostwood – under remit of previous planning application –

## Regarding Planning Committee meeting of 4 March 2019

### Very Local Matters

Lostwood A38 Now reduced from 25 ho ( ) to 9 houses at W end of site simply by removing the others.

Aurora Sandford 17/P/0887/O and 18/P/3625/OUT. This is 83-95 houses. Appeal on earlier version to be heard beginning 2 April 2019. Site conditions are essentially as at PPL1 for similar geological reasons ie flooding both on and off site will occur unless expensive civil engineering (as yet unacknowledged) is introduced.

### Superbypass E<>W, M5 to A38

NSC aims, for reasons of funding, to chop this proposal into bits with the Banwell bypass constructed 6 years before the much longer and much more expensive easterly component.

#### Banwell bypass alone

NSC presently estimated cost is £55million. It is profoundly functionally flawed.

1. It deals with only half the present A371 traffic in Banwell. A371 traffic towards Winscombe (7.5 tonne limited because of the Francis Fox bridge carrying the Strawberry Line) remains unbypassed. The extra element sometimes offered by NSC (and included within the options of the BATS (2001)) is a bypass connection East of Dark Lane between the A368 & A371 joining at Banwell Castle and thereby “resolving” the Castle Hill narrows. This is impossible to implement because it crosses a Groundwater Protection Zone associated with Banwell Great Spring. It is neither costed nor mentioned in the present application for a projected HIF funded bypass.

2. It is delivered only on the back of 1900 houses in New Banwell (SDL 7.5) which will create very many more traffic movements locally.

3. Banwell jams and delays are certainly not unique on the local network – remember the jams you experience along the B3133 Stock Lane and particularly and routinely near the offset junctions with A370 in Congresbury.

4. Facilitate flow WsM <> A38 and you thereby encourage use of the A368 east of A38 towards A37 and Bath. In engineering terms, this bit is a long, low quality road route beset by numerous pinch-points and straddled by many villages; its increased use is thoroughly to be discouraged.

5. CALRAG offers constructive alternatives which will be presented nationally to the DfT as follows:

**A...** De-prime the A371 + A368 route through the villages (introduce coherent traffic management as we have suggested for >two decades) and additionally:

Introduce a 7.5 tonne limit on the A371 plus A368 route to the A38 – with exemptions for locally-based HGV traffic (as at present obtains East of A38). Enforcement would be by a new national measure, compulsory for all HGVs (in-cab GPS, national data collection reflecting a vehicle’s position during its journey. Infringements would be monitored nationally by a dedicated body and only then would prosecution be undertaken by the traffic police (a sort of highly simplified air traffic control for HGVs).

**B...** replace this present Primary Route (which connects WsM to the national Primary Route Network) with two alternatives centred on WsM as follows:

i Prime, as the substitute Primary Route to Bristol, the A370. This is actually already the present *de facto* route.

ii Recommend as the HGV route from WsM to the South Coast ports and industrial sites the following - A370 South of WsM (and now, we propose, newly primed) + M5 + A39 + A361 + A36. This avoids the temptation to follow the inappropriate B3134 over Mendip. Consultation with HGV drivers suggests this route, although indeed longer, is widely adopted already, partly because of Banwell delays. Others venture further south (to A371 Wincanton or M5 J25) and connect to the A303.

And then finally:

C... Note to Government that this largely concurs with the new Major Road Network designations introduced by Government in 2016.

Robin Jeacocke March 2019