

Land at Middlezoy

The Sites



The purpose of today's consultation is to hear the community's views on the potential development of a site at Middlezoy to provide affordable and market housing. Two sites have been identified by the Parish Council and District Council Housing officers as being potentially suitable. A recent housing needs survey has identified the need for 11 affordable houses for local people. Under adopted Sedgemoor planning policy, meeting this need is enabled by a delivery of a mix of market and affordable housing, with affordable at 40% of the total housing. This points towards an overall housing scheme of 28 dwellings in total. In addition, the Parish Council has expressed a desire to include a community shop within the proposal. The sites (edged red on Figure 1 above.) lie on the edge of Middlezoy. Site 1 is at Back Lane, which measures 2.1 hectares / 5.18 acres and

Site 2 is at Knowleyards Road and measures 0.87 hectares / 2.14 acres.

Preliminary surveys have been undertaken in relation to ecology and access. These have found nothing which would prevent either site coming forward for residential development in respect of these two matters.

Illustrative layouts for both sites have been prepared. Both layouts incorporate a mix of 1,2,3 and 4 bedroom properties (28 in total; 11 of which will be secured as affordable for local people) and a small community shop with parking. The site could also deliver additional landscape planting and public open space including an area of natural play for young children.

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Planning & Housing Policy

The primary policies from the adopted Sedgemoor Core Strategy (2011) relevant to the proposal at Liney Road are set out below;

Policy S1 (Spatial Strategy for Sedgemoor)

Middlezoy is identified as a sustainable settlement.

“Priority will be given to development opportunities in the identified settlements that contribute towards regeneration, viability and vitality, and which are within or close to existing or proposed public transport corridors. These will normally be on previously developed land and buildings which offer the opportunity for redevelopment or re-use, or be local priority housing sites as defined in Policy P4”

Policy P4 (Key Rural Settlements)

“Key Rural Settlements

Proposals for development in the Key Rural Settlements will be supported which meet the following objectives:

- Enhance their role as service centres for their local community; Improve self-containment;*
- Support the needs of the local community*
- Respect environmental limits...”*

“Local Priority Housing Sites

Outside of the settlement boundaries of the identified Key Rural Settlements (as defined on the Proposals Map), housing proposals on sites specifically released for that purpose will be supported only where it is demonstrated that it meets all of the following:

- Fulfils an identified local housing need for affordable and market housing as evidenced by a Local Housing Needs Assessment;*
- The affordable housing provision (notwithstanding the requirements of Policy D6: Affordable Housing) will normally be at least 40% of the total number of housing units provided on the site;*
- The scale of development should be appropriate to the size, accessibility, character and physical identity of the settlement;*
- The development will integrate the open market and affordable housing and be well related to and complement the existing built form of the settlement, providing opportunities for walking and cycling to local services and facilities;*
- Improve access to local job opportunities, including on-site provision where appropriate; Promotes high design standards and achieves a minimum of Code for Sustainable Homes Level 4 or equivalent;*
- Contributes to local infrastructure including education, service provision, accessible open space and community facilities;*
- Incorporates local environmental and landscape enhancement, including where appropriate habitat creation and community woodland planting.*
- It will generally be expected that schemes demonstrably accord with relevant parish plans and have the support of the appropriate Town/Parish Council following robust engagement and consultation with local stakeholders. Site proposals will be required to include assessment under the Habitats Regulations and have been informed by its findings...”*

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Technical Site Issues

Ecology.

The proposed site has been surveyed by an experienced and qualified ecologist who is a full member of the Chartered Institute of Ecology and Environmental Management (CIEEM). There are no BAP priority hedgerows and each boundary has been assessed as species-poor. Habitat for bats is sub-optimal and no further survey work is required. Additionally, the site is considered of negligible / low value for reptiles. The following enhancement are recommended; bird nest boxes, bat boxes and solitary bee bricks". These will be 'built-in' to the fabric of the new properties to ensure long lasting provision is provided for these species. These species have been selected for specific assistance as these are species who often find difficulty finding suitable nesting / roosting provision which is believed to contribute to the continuing decline in their numbers.

Drainage.

Concept drainage strategy for both sites:

- A residential development will generate foul drainage flows and surface water runoff flows from roof, driveway and road areas. Both flows need to be collected and discharged in accordance with sewerage legislation and local flood risk policy.
- The target surface water drainage strategy is to provide a combination of sustainable drainage features within each house plot and within the landscaped areas of the wider proposed development, in order to minimise the runoff from hard surfaced areas.
- Surface water disposal should be to soakaways or other infiltration drainage features such as shallow landscaped swales or basins.
- A sewer discharge is considered unlikely due to the lack of local infrastructure and is not the pre-

ferred means of drainage disposal.

- The target foul water drainage strategy is to provide a new below-ground piped foul water drainage system serving all proposed houses, which will discharge to the local sewerage network
- The sites are not in a flood risk zone

Specific to land bounded by A372, Kick Lane and Knowleyards Road (Middlezoy – SHLAA Site H036 - Site 2)

- The existing land is open grassed farm land, with a general land fall towards to north, away from Knowleyards Road
- If infiltration drainage cannot drain the whole development, an existing drainage ditch exists to the north east corner of the site, to which an off-site discharge could be made. This would be restricted to the existing greenfield runoff rate, to mimic the rate from the existing farmland. This would avoid increasing the flood risk both on and off the site.

Specific to land bounded by Nethermoor Road and Back Lane (Middlezoy – SHLAA Site H037 - Site 1)

- The existing land is open farm land, with a general land fall towards to south
- If infiltration drainage cannot drain the whole development, there is a potential to rely on an off-site discharge to be made to a suitable drainage feature. This would be restricted to the existing greenfield runoff rate, to mimic the rate from the existing farmland. This would avoid increasing the flood risk both on and off the site.

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Technical Site Issues

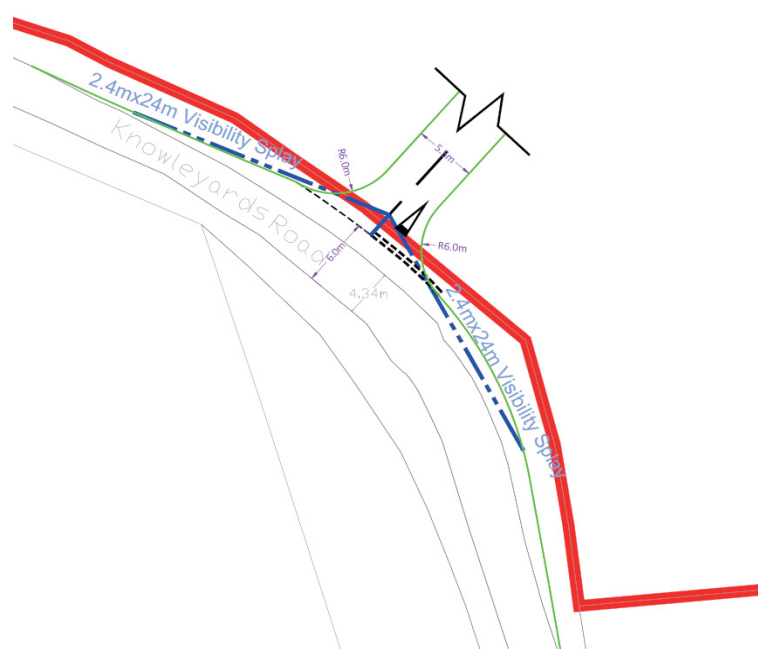
Highways / Access

MIDDLEZOY – SHLAA SITE H036 - SITE 2

This site is situated at the northern end of Middlezoy and is bound by the A372 to the east, Kicks Hill Lane to the south and Knowleyards Road to the west. The site is estimated to generate up to 20 two-way vehicle trips in the peak hours, which would be unlikely to have a material impact on the operation of the surrounding highway network. A desktop access appraisal considered potential vehicle access points into the site from each of these three locations. This included obtaining and reviewing vehicle flows and speeds, adopted highway ownership, road widths and characteristics at each point and a review of the routes linking to these locations.

1) Knowleyards Road

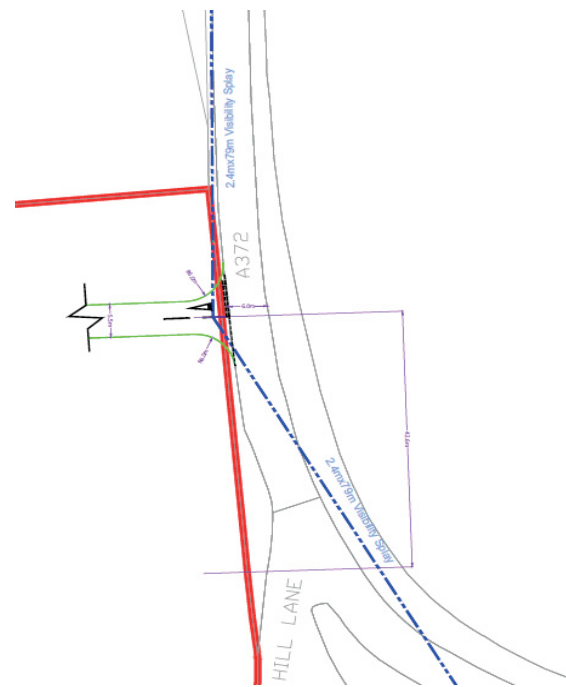
An access onto Knowleyards Road has been considered as close as possible to the Kicks Hill Lane junction to minimise the distance vehicles travel on Knowleyards Road. This is broadly in the location of the existing gated field access, approximately 55 metres north of Kicks Hill Lane. Widening could be provided on Knowleyards Road to accommodate two-way vehicle movements between Kicks Hill Lane and the site access or the road could continue to operate as currently with informal give-ways. It should be possible to accommodate an appropriate access at this location.



Indicative Access Sketch - Knowleyards Road

2) A372

There is potential to accommodate an access along the A372 approximately 40 metres to the north of its junction with Kicks Hill Lane. With sufficient widths along the A372 no widening is required to accommodate the junction. The proximity of the junction to Kicks Hill is below that required within SCC guidance and as such this junction would need to be discussed with SCC and may not be deliverable. There are constraints at the existing A372 / Kicks Hill Lane junction to the south which mean it is difficult to re-configure to enable access to the site at this point.



Indicative Access Sketch - A372

3) Kicks Hill Lane

A site access has been considered from Kicks Hill Lane, however due to the adjacent and opposite accesses with the A372, Kicks Hill Lane and Kicks Hill, it is difficult to provide a safe and suitable access junction into the site from this location.

However, it does provide the potential for a localised benefit with the widening of Kicks Hill Lane.

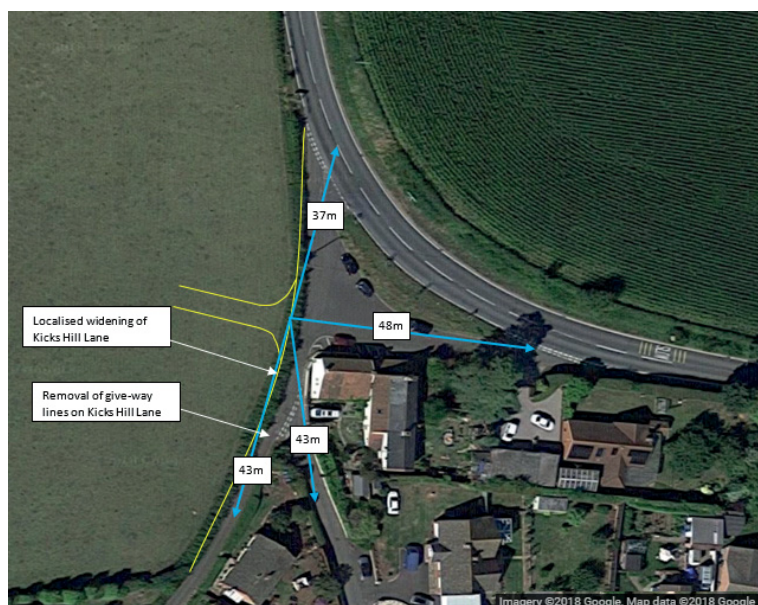
There are some visibility issues at the Kicks Hill Lane / Kicks Hill junction location and the carriageway narrows and it is difficult for two vehicles to pass. It will be possible to improve this by widening Kicks Hill Lane along the site frontage and removing some give-way line markings. Visibility can be achieved up to around 28mph speeds (well above speeds on Knowleyards

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Technical Site Issues

Road).

There are some visibility issues at the Kicks Hill Lane / Kicks Hill junction location and the carriageway narrows and it is difficult for two vehicles to pass. It will be possible to improve this by widening Kicks Hill Lane along the site frontage and removing some give-way line markings. Visibility can be achieved up to around 28mph speeds (well above speeds on Knowleyards Road).



Indicative Kicks Hill Lane junction and highway improvements

As such it is considered that there are three potential access points which could provide suitable and safe accesses for a residential development.

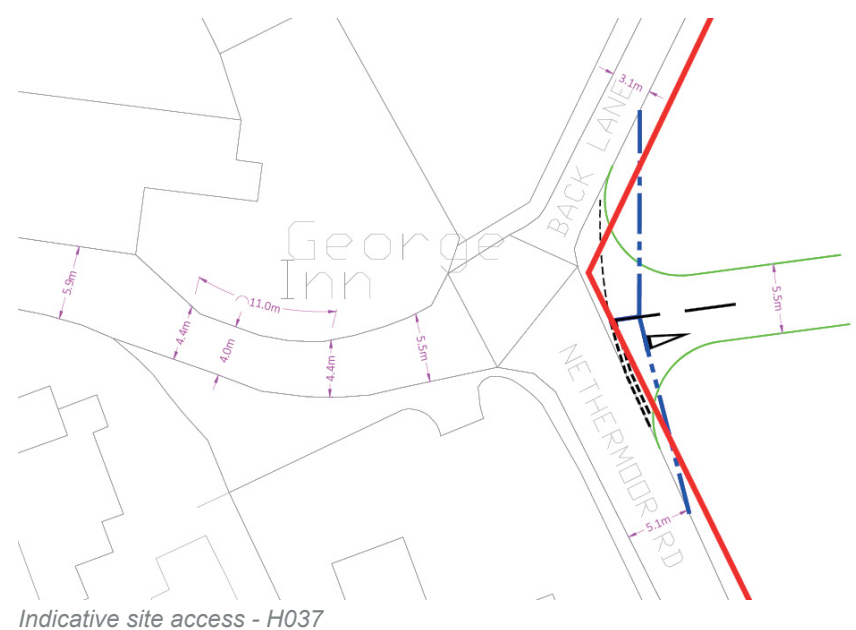
MIDDLEZOY – SHLAA SITE H037 - SITE 1

This site is situated to the east of Middlezoy and is bound by Nethermoor Road and Back Lane to the west with agricultural fields to north, east and south. The site is estimated to generate up to 20 two-way vehicle trips in the peak hours, which would be unlikely to have a material impact on the operation of the surrounding highway network. A desktop access appraisal considered potential vehicle access points into the site from each of these three locations.

Access has been considered from Back Lane at the convergence of Back Lane and Nethermoor Lane. To the north and south of this, the carriageway widths are not appropriate to accommodate two-way movements and as such an access broadly opposite the east-west alignment of Back Lane is considered the most viable and appropriate option.

In considering this access a review of vehicle flows and speeds, adopted highway ownership,

road widths and forward visibility along Nethermoor Lane and Back Lane was undertaken. Nethermoor Lane was observed to have one vehicle every 10 minutes on average, during the busiest peak hour and 85th percentile speeds of 12 mph. Appropriate visibility can be provided from a site access in both directions on Nethermoor Lane and forward along Back Lane.



The carriageway width of Back Lane narrows to less than 4.5 metres for a short section of carriageway at around 11 metres in length. Either side of this section vehicles have appropriate forward visibility to wait safely for oncoming vehicles to pass. Due to this appropriate forward visibility and as vehicles can pass along the majority of Back Lane between the site access and Main Road, it is not considered that widening would be required to accommodate vehicles generated by the site.

In context, traffic flows from the site would be around just 1 vehicle every 3 minutes, on average, in the peak hours. There would not be a significant issue with vehicles passing on Back Lane and an informal give-way would be appropriate, as currently occurs.

In addition, there is sufficient room for a pedestrian to step onto the verge when a vehicle is passing as is normal practice in rural areas. As such, the additional pedestrian and vehicle movements generated by the site are unlikely to have a material impact on safety.

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Draft Proposal - Site One



Meeting affordable housing needs in Middlezoy

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Draft Proposal - Site Two



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Timescales

Thank you for your interest. Should you wish to comment on the proposal, please email neal@jillings-hutton.co.uk by the 13th of December 2018. Below is a diagram showing the various stages of the project and indicative timescales.

