

MINUTES OF PLANNING MEETING OF FIVEHEAD PARISH COUNCIL
Held on Friday 27 September 2019 at 1900 at The Village Hall, Stowey Road Fivehead

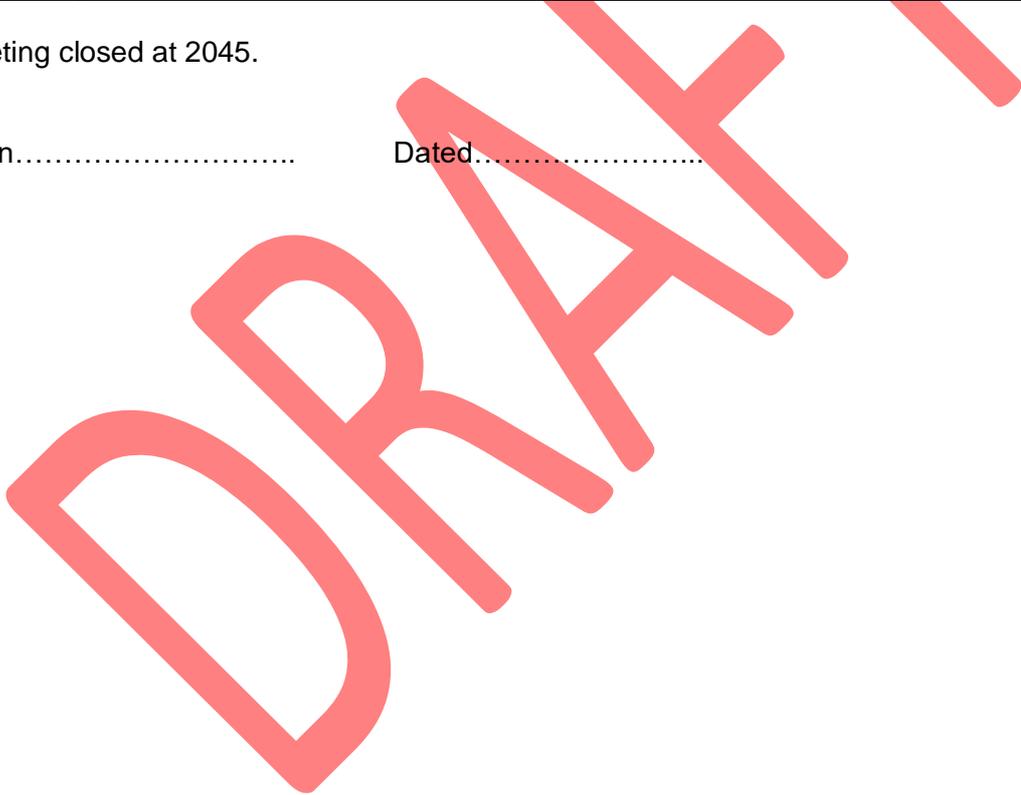
	Present: Mrs K Beacham (Chair); Mrs N Cameron; Mr R Wynn; Mrs P Brett; Mr K Male. District Councillor M Cavill. Mrs J Wardle (Clerk/RFO).
3021	<p>Public participation</p> <p>a) 80 members of the Public attended for some or all the meeting. Given the level of interest in Planning Application No 19/02246/FUL, the Chair extended the Public Session to enable views to be expressed and questions answered.</p> <p>b) Representatives (Roger Poynton (Estates Director), Deborah Hurley (Regional Manager), Karl Templeton (SPS Head Teacher) and Peter Horton (SPS Deputy Head)) from the applicant (Keys Group) explained the proposal and answered questions.</p> <p>c) The key points raised during the discussion by the Public and Members were:</p> <p>(i) The laudable purpose of school and the work done by its staff are recognised.</p> <p>(ii) The proposed remote location is in a rural community with poor transport links and highway access, and increasingly difficult/dangerous traffic conditions for all road users.</p> <p>(iii) The large increase in vehicle movements at the start/end of the day is onto a single-track road with few passing places (other than private driveways) and then through the centre of Fivehead which is already experiencing an increasing number of traffic-related incidents.</p> <p>(iv) The lack of pavements and street lighting would be a danger during the dark winter months particularly for village children walking to/from school transport buses.</p> <p>(v) The planned provision of onsite car parking space and turning area appears to be inadequate.</p> <p>(vi) The application did not appear to have any environmental focus and would make a negative contribution to the climate emergency by bringing multiple vehicles into a rural setting and by removing hedgerows.</p> <p>(vii) No significant benefits to the community from the application were demonstrated.</p> <p>(viii) There are inaccuracies in the application (eg the quoted use of the Village Hall; the availability of bus transport routes).</p> <p>(ix) The applicant does not own the adjacent hedgerows which it proposes to reduce for a visibility splay.</p> <p>(x) There had been no communication with the parish prior to the application being made. There appears to have been limited formal consultation with the owners of adjacent properties.</p> <p>d) A show of hands indicated one person in favour of the application and the remainder of the audience opposed.</p> <p>e) Members of the Public were encouraged to send their views on the application to SSDC using https://publicaccess.southsomerset.gov.uk/online-applications/search.do?action=simple&searchType=Application or by email to Planning@southsomerset.gov.uk or by letter to SSDC in Yeovil. The deadline is 3 Oct 2019.</p> <p>f) The Keys representatives agreed to review the application in the light of the views expressed.</p> <p>g) All the members of the Public and the Keys representatives left the meeting at 2017.</p>
3022	Apologies for absence – Mrs L Howard; Mr J Westworth
3023	Declarations of Interest – Mr K Male has a property interest adjacent to the application; he remained in the meeting but did not vote at Min 3025.
3024	Dispensations – nil.
3025	<p>Planning - see http://www.southsomerset.gov.uk/planningsearch/ for details</p> <p>Application No 19/02246/FUL. The change of use of premises from Use Class3 (residential dwelling) to Use class D1 (independent day school for 26 young people) including the erection of 3 new classroom units, Ridgeway, Stowey Road, Fivehead, TA3 6PP.</p> <p>a) Members discussed the application taking into account the views expressed by parishioners, the wider impact on the village, and purpose of the proposed school. They noted that:</p> <p>(i) An additional 15 houses have been added to the parish in recent years, with more developments being planned. This far exceeds SSDC's quota under the existing and future Local Plan.</p> <p>(ii) Issues with increased traffic volumes, size and speeding are regularly reported to the Council. Pedestrians, cyclists and horse-riders using lanes are being put at risk by increased numbers and speed of vehicles. This increase in traffic, particularly so close to St Martins Close where many older people live, is bringing wholly unacceptable danger to the community.</p>

	<p>(iii) It recognised that a school with such unique requirements would benefit from being in a rural countryside location with all the health benefits this brings, and the opportunity this provides in controlling the environment for vulnerable children. However, a location nearer to a main road and a slightly larger community would be preferable for all concerned.</p> <p>(iv) Members are fully aware of the desperate need the Country has for providing school places for children who require 1:1 teaching, however small rural communities cannot be expected to pay the price of a negative impact on the health and wellbeing of the community. Members noted Somerset's plans to increase specialist school places at existing sites which will provide enough specialist schooling capacity for the next 10 to 15 years across Somerset.</p> <p>(v) Members were disappointed by the initial lack of engagement by the applicant with the community and noted that this has caused ill feeling over the apparent disregard of residents' needs. Such early engagement was a missed opportunity for the developers to realise that Fivehead and its surrounds cannot cope with a development of this scale.</p> <p>b) A vote indicated four opposed to the application, no-one in favour; KM did not vote. This decision will be sent to SSDC together with a full explanation of the related concerns (see Annex A).</p>
3026	<p>Matters of Report, Questions and Items for the Next Meeting</p> <p>a) Chairman: nil.</p> <p>b) Clerk: nil.</p> <p>c) Councillors: nil.</p>
	<p>Date of Next Meeting Monday 7 October 2019 at 1930 -The Village Hall, Stowey Road</p>

The meeting closed at 2045.

Chairman.....

Dated.....



Annex A – comments relating to Application No 19/02246/FUL sent to SSDC

Application No 19/02246/FUL - change of use of premises from Use Class C3 (residential dwelling) to Use Class D1 (independent day school for 26 young people) including the erection of 3 new classroom units. | Ridgeway, Stowey Road, Fivehead, Taunton, Somerset TA3 6PP

Comments by Fivehead Parish Council

Summary

Fivehead Parish Council voted unanimously (4 against; 0 in favour; 1 Abstention due to Declaration of Interest) to object to this application at its meeting on 27 Sep 2019.

A Public Session, held prior to the Parish Council meeting, was attended by 80 members of the Public and 4 representatives of the applicant. Issues raised during the Public Session informed the Parish Council's decision. An informal show of hands at the end of the meeting indicated one person in favour of the application and the remainder of the audience opposed.

Whilst recognising the laudable purpose of school and the work done by its staff, the following important concerns were recorded:

1. The proposed remote location is in a rural community with poor transport links and highway access, and increasingly difficult/dangerous traffic conditions for all road users.
2. The large increase in vehicle movements at the start/end of the day is onto a single-track road with few passing places (other than private driveways) and then through the centre of Fivehead which is already experiencing an increasing number of traffic-related incidents.
3. The lack of pavements and street lighting would be a danger during the dark winter months particularly for village children walking to/from school transport buses.
4. The planned provision of onsite car parking space and turning area appears to be inadequate.
5. The application did not appear to have any environmental focus and would make a negative contribution to the climate emergency by bringing multiple vehicles into a rural setting and by removing hedgerows.
6. No significant benefits to the community from the application were demonstrated.
7. There are inaccuracies in the application (eg the quoted use of the Village Hall; the availability of bus transport routes).
8. The applicant does not own the adjacent hedgerows which it proposes to reduce for a visibility splay.
9. There had been no communication with the parish prior to the application being made (indeed, we invited the applicants to the Public Session). There appears to have been limited formal consultation with the owners of adjacent properties.

Fivehead has had an additional 15 houses added to the Village in recent years, with more developments being planned. This far exceeds SSDC's quota under the existing and future Local Plan. We are already at capacity in terms of vehicle movements and use of our Village Hall.

We have many vulnerable, older residents who no longer drive and like to maintain their health walking our country lanes. This increase in traffic, particularly so close to St Martins Close where many of our older people live, is bringing wholly unacceptable danger to our community

We understand a school with such unique requirements would benefit from being in a rural countryside location with all the health benefits this brings, and the opportunity this provides in controlling the environment for vulnerable children. However, we suggest that a location nearer to a main road and a slightly larger community would be preferable for all concerned.

We are fully aware of the desperate need the Country has for providing school places for children who require 1:1 teaching, however this need has arisen through years of underinvestment, and small rural communities cannot be expected to pay this price with such a negative impact on the health and wellbeing of our community. Indeed, we are pleased to note Somerset's plans to increase specialist school places at existing sites, which provide enough specialist schooling capacity for the next 10 to 15 years across Somerset.

The initial lack of engagement by the applicant with the community has caused ill feeling over the apparent disregard of our needs. Such early engagement was a missed opportunity for the developers to realise that Fivehead and its surrounds cannot cope with a development of this scale.

Detailed commentary

The following detailed response to this application is organised under the relevant categories taken from the planning guidance documents used to inform the Planning Statement produced by the developer (Keys). The guidance documents are: the *existing* SSDC Local Plan; SCC Travel Planning Guidance; and the National Planning Policy Framework (NPPF). The Categories listed are those identified by the developer as relevant to this application.

Local Plan

SD1 *Must be a sustainable development*

- **Economic** - This is a privately-owned business employing specialist teachers. The likelihood of anyone living in our community or nearby being qualified to work here are minimal. The opportunity for staff to make use of our pub or cafe are also minimal. The Village Hall is over subscribed for bookings, so there is no desperate need for usage by the school. It is difficult to see what economic benefit the school would bring to our community.
- **Social** - the school would be meeting a wider need for specialist education, but not an immediate local need in our community. The health and well-being of the pupils will be met by being located by a characterful rural settlement, but the increase in traffic will not enhance the health and well-being of the community. Interaction with the school will be limited due to the vulnerability of the pupils who require 1:1 care in a controlled environment. Pupils will not be able to freely engage with the community. Unlike nearby Meare Green Somerset Progressive School (SPS) also run by Keys, we have no local primary school with which the proposed school can engage.
- **Environment** - as mentioned above, our rural location will benefit those attending the school, but the significant increase in traffic will have a severe impact on our community, which is already suffering with excessive and inappropriate traffic flow through the Village.

SS1 *Sets out the hierarchy of settlements*

Fivehead is clearly defined as a Rural Settlement. This affords us the NPPF protection of open countryside. It states any development **MUST** be sustainable and enhance or maintain the vitality of a rural community and it should meet the needs of the community in question. The only benefits to be had from this development relate to the users of the school, and not our community. The impact of this development will only be detrimental to our community, it will not enhance our facilities in any way. Keys rightly identify the development would be outside the curtilage of the Village and into the countryside, but access can only be gained to the site through our Village or one of the other neighbouring small villages.

SS2 *Controls development in Rural Settlements.*

One or more of the following points **MUST** be met for development in a rural community:

- *'Provides employment opportunities appropriate to the scale of the settlement'* - as mentioned above, no evidence has been presented.
- *'Creates or enhances community facilities and services to serve the settlement.'* SPS has used our Village Hall and play area for 2 hours a week over a 6-month period (2017/2018). It is wrong for them to state in the application that they are *using* it on a regular basis. There is concern the Village Hall car park or other locations in the vicinity may be used as an 'overflow' car park for staff or visitor parking to access the nearby school. The play area in the Village is for public use but is maintained by the Village through its precept. It is not intended for use by a private business, adding to its wear and

tear. The likely minimal use of the pub and cafe will bring no significant improvement to either business. The school is a specialist establishment and is not available to meet the educational needs of young people in our community.

- *'Meets identified housing need, particularly for affordable housing.'* Changing the use from a residential home to a school can only reduce the likelihood of meeting our housing need.

SS3 Delivering new employment land.

It is identified there is a need to generate economic growth in rural communities, but to a scale to match the community. The examples given for rural communities are small start-up businesses, employing 1 or 2 people in order to deliver sustainability. Employing 26 teachers with additional admin and care taking staff far exceeds this.

EQ2 General Development.

The SSDC Local Plan states: *'Development will be designed to achieve a high quality, which promotes South Somerset's local distinctiveness and preserves or enhances the character and appearance of the district.'*

The placing of 3 mobile classrooms or possible future building of a school should change of use be granted, in what was a rural farmhouse location, while not immediately overlooked, does not in any way fit the character of our rural and historic environment.

Likewise, the widening of the entrance driveway to the width of a single carriageway with 2 lanes (5.5m) and 100m of splay, requiring the removal of hedgerow along the entire length, does not fit the character of a rural country lane. The access will look like the junction leads to a large road. The removal of the hedge will also increase the visibility of the buildings and mobile classrooms from the Village, which at present are concealed. The stretch of hedgerow in question is in fact owned by a different landowner and is not for sale, with permission for any alteration already refused.

The issue of increased traffic is dealt with later, but in terms of safety, there are no footpaths on virtually the entire route from the proposed site to the Village Hall, pub, cafe and bus stops. We already have significant issues with inappropriate volume and types of vehicles using our Village lanes, which has resulted in multiple incidents over the years, which SCC Highways are aware of.

TA4 Travel Plan

SSDC's Local Plan stipulates for development into the countryside, there must be a Travel Plan if the development is over 1000 sqm in size or has 25 or more parking spaces.

On the planning application, the size quoted is 525 sqm. It is unclear which buildings constitute this measurement. From the explanation in the Planning Statement, the original house, its outbuildings and 3 mobile classrooms will be used by the school and therefore constitute change of use and should all be counted in this measurement. At the public meeting, Keys were unable to state how they came to this figure.

The calculations for parking spaces are based on SCCs parking standard and are set at 19 by Keys (15 FTE staff and 2 visitors plus 2 for additional staff associated with a school of this nature).

These figures are reasonable when considered in conjunction with the intention for staff to use methods 'other than private cars'. However, the provision of public transport is likely to fall short of these expectations. The bus routes quoted in relation to the St Martins Close stop will not be viable options.

- 608 - Thursdays only (Cancelled some years ago, although still showing on some travel websites)
- 901 - Saturdays only, drop off at 09.37 and pick up at 13.16

- 904 - Tues & Fri only, drop off at 10.14 and pick up at 12.23

(there are no other times for these services)

The bus stop on the A378 (1.5km away) is served by the First Bus route 54. The time of arrival in the morning does not fit with the start of the school day and the morning briefing for staff, and the afternoon bus leaves an hour after Keys tell us teachers will leave. 2 years ago, this service was halved and as a result the buses are regularly full to capacity, and do not stop at Fivehead when full. We have a college student who regularly must rely on lifts from people in the Village when the bus fails to stop to pick him up in the mornings.

Our community is rated as being in the top 50% most deprived neighbourhoods in the country and this is largely due to poor transport and lack of housing.

There is no mention of vehicle movements during the day in either the Planning Statement or Transport Statement. This development is described as a 'satellite' school to SPS at Meare Green, 6 miles away and therefore there is a presumption there would be travel between the two locations. The most economical route between these locations would be through Curry Mallet and Hatch Beauchamp, both small villages with their own issues over high volumes of traffic using small, country lanes. During the public meeting, Keys admitted there would be 'potential daytime travel' with trips to work placements and elsewhere. These additional trips are not included in the daily vehicle movements stated.

Likewise, details of pupil transport are equally vague. No locations or distance of travel have been given for the 26 taxis that will transport the children. At the public meeting, we were informed that parents would transport their children in some instances, that some taxis will be shared, with the possibility of minibuses being used. The catchment area for SPS, if mirrored for this development, would include pupils from the South Somerset, Sedgemoor and Mendip areas, and a number of children travelling from other Counties. A Travel Plan would reveal the mileages involved and the considerable carbon output.

TA5 Transport impact of a new development

Point 3 of this guidance states; *'Ensuring 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'*

The DCLG Planning Guidance (2014) specifically advises developers to have early engagement with communities to develop their travel plans and transport arrangements. This did not happen. Only 2 residences were sent letters regarding the application, when there are 20 properties on Stowey Road and 7 at The Glebe (connects Stowey Road to Millers Orchard) that will be immediately affected. Keys stated they have been working on the application for several months, but the Parish Council was only notified 2.5 weeks before the deadline for responses. A public meeting was organised at short notice, with attendance by representatives from Keys.

According to Keys' Planning Statement and Transport Statement, the thresholds for requiring a Travel Plan have not been met. Therefore, the impact of a development of this size and nature in terms of increased traffic will not be sufficiently measured or monitored in future. Keys themselves state a school of this nature requires 'higher levels of staffing' and presumably cannot operate without the 1:1 pupil/staff ratio being met.

From the evidence presented, it appears unlikely that with 26 teachers and additional admin staff on site, with a minibus, that they will never exceed the proposed 19 car plus one minibus parking spaces. Indeed, the Transport Statement refers to 'ample informal parking'. Whether in a marked parking bay, or parked informally, all these vehicles should be counted towards the Travel Plan threshold. At the public meeting when these figures were queried, Keys explained there is 'more capacity on site to take more vehicles', and they agreed they could 'take more than 19 vehicles'.

The numbers of vehicles involved increases the weekday users of Stowey Road considerably. Based on the traffic survey commissioned by the developer, the anticipated daily increase will be 156 (this does not include ad hoc movements to and from the site during the school day), this would represent a 92% increase through the Village and its surrounds. It must also be noted the survey was conducted w/c 17/7/2019. A significant proportion of traffic using this lane are travelling to and from school in Curry Rivel and Langport. The school term finished on 23/7/2019 and being the last few days of a summer term, attendance would have been low. The data used will not reflect an average weekday during term time. It is also disappointing that no attempt was made to monitor the traffic flows on Butchers Hill and Ganges Hill, the routes most likely to be used by this school traffic. These single-track roads already suffer with the impact from the volume and type of traffic using these roads.

The 'Manual for Streets' states that 'shared spaces (such as rural lanes) tend to work well with flows of up to 100 vph (vehicles per hour). According to the Transport Statement there would be an anticipated 92 vph during the am peak time. This is based on data which does not reflect reality and is likely to exceed the 100 vph threshold. Although Butchers Hill and Ganges Hill was not included in Keys' traffic survey, without doubt they already exceed 100 vph.

Stowey Road is a narrow, country lane with approximately 6 houses dotted along it, leaving the Village. In the Transport Statement reference is made to 'informal passing places' on the lane. The only places available to pass are the driveways to private houses or the entrance to the Village Hall. Concern has been expressed by residents at these entrances being used as passing places as damage is already being caused by vehicles using them for this purpose.

The most likely route to be used to leave the site will be via Stowey Road, turning left at the T-junction with Millers Orchard and up Ganges Hill, heading towards Taunton, or up Butchers Hill heading towards Langport. The Millers Orchard T-junction affords very little view in either direction for vehicles emerging from Stowey Road. A driver must edge forward, into the carriageway before gaining any view of the road.

The junctions at the top of Butchers Hill and Ganges Hill emerge onto the A378. Regular traffic monitoring of the 30mph stretch of road shows that in excess of 80% of users exceed the limit, with a large proportion exceeding 40mph. The Planning Inspector has described these junctions as 'sub-standard' in a judgement against a previous planning appeal.

There is no footpath provision on most of the routes users would take through the Village and there is no street lighting should staff be leaving the site in the hours of darkness. The Parish Council has been asked on a regular basis for the installation of a pavement/footpath leading from the Village to the Village Hall as pedestrians have nowhere to step away from the carriageway in places to allow cars to pass. Some years ago, a feasibility survey was conducted, but it was ruled out due to the width of the road and lack of verges.

Homeowners regularly park their vehicles on the road outside their houses on Stowey Road, junction with Millers Orchard (Glebe Close), which would impede the attendance of emergency vehicles to the site. Tractors are regularly prevented from passing and must wait for vehicles to be moved.

We were informed at the public meeting, that staff would arrive 45 minutes before the pupils would arrive, and staff would leave 1 hour and 15 minutes after the children in the afternoon. These time periods also span the pick-up and drop off periods for the school children in our Village, who disperse on foot along the same routes that will be taken by the school traffic, and as mentioned above, there are places where there are no spaces to step away from the path of traffic on the lanes.

National Planning Policy Framework (NPPF)

Many of the topic areas in the paragraphs listed by the developer as relevant to this application are covered under the Local Plan and have not been duplicated in this section

2. Achieving sustainable development

In addition to the comments added for SD1 above, our Local Plan is under review, with some key changes, some of which are dealing with the climate emergency recently declared in our County. There is greater emphasis on a low carbon economy, reducing emissions wherever possible. The (underestimated) increased traffic movements associated with this application fly in the face of this policy.

4. Decision making

Strong emphasis is placed on pre-application engagement with authorities and the community effected. There was no engagement with our community until we prompted it on 21 Sep 2019. As mentioned above, our Local Plan is under review and the NPPF explains that emerging plans are relevant and should carry weight, which increases the further the Plan is through the development stage. Our Local Plan review is at the same stage as our previous Plan review was at in 1990, when another planning application in our Village was refused due to imminent changes to the Local Plan (Ganges Hill Development)

6. Building a strong competitive economy

'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'

No specific evidence presented on this point; also we note the following:

'...sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads...'

'The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.'

The need to develop our rural economy is indeed vital to its sustainability and for the nation. However, legislation is equally clear that the character and rural nature of a community must also be protected, which is a key point raised both in the NPPF and our Local Plan.

Our community already has several businesses located in or near the Village, with a new business providing training in construction opening shortly in Stowey Lane

8. Promoting healthy and safe communities

These points are covered under SD1, EQ2 and TA5 above

9. Promoting sustainable transport

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

These points are covered above under TA4.

In addition, our Village, as many others in South Somerset, is already in a state where the *'unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*, just from existing traffic conditions. We have suffered vehicle impacts on houses, our Village being blocked due to large vehicles becoming stuck and continuous complaints from residents of speeding vehicles. This issue is minuted in Parish Council notes on a regular basis.

The layout of our Village cannot support any additional traffic and remain safe for our residents to walk, cycle, ride horses or drive through their own community. The National Cycle Route 33 goes

through Fivehead and along Stowey Road; it is a well-used route, bringing tourism to the area. This development may not be severe in impact if looked at in isolation, or through flawed data, but taken with the existing state of our roads, the cumulative impact would indeed be severe and drastically effect the health and wellbeing of our community.

12. Achieving well designed places

Again, the advice is to develop plans in conjunction with communities, in order to ensure the design fits with the characteristics of the environment, specifically looking forward to the future. It is concerning that the use of temporary mobile classrooms has been decided upon, which raises the question of the intentions of the developer for the future. The use of temporary structures may be a precursor to future building plans, should the school prove successful, or a cost-effective option should the satellite school not be a long-term fixture.

Although the site is not immediately overlooked, it has been a farm with characteristic farmhouse for some time. The house has been adapted to residential living over time and maintains the charm and character fitting of the area. It's accepted the house will not be altered in its appearance, but the temporary nature of the outside classrooms causes concern.

14. Meeting the challenge of climate change

Our County's decision to declare a climate emergency is an extreme step to take when considering the implications this has for governance and policy moving forward. In respect of this, all decisions made by Local Authorities must reflect the immediate need to reduce carbon emissions and ensure any new development takes all necessary steps to achieve our common goal.

The only nod to 'green' design on this application is the installation of a cycle rack and the notion that staff will use transport methods other than 'private cars'. Under TA5 it has been explained why it is doubtful that staff will be able to travel other than in private cars.

There is a surprising lack of information on how sewerage waste and run off water will be dealt with. In 1990, Wessex Water explained the local sewerage works would be at capacity with an additional 15 houses built in our Village. This figure has been exceeded, and to our knowledge, the Works has not been expanded or improved.

Likewise, there is no mention of using renewable energy or any of the other eco-friendly designs one would expect from a development today. Keys stated at the public meeting they have no plans to make any eco-friendly improvements and will use the existing oil-fired heating system. The EPC certificate rates this property in band D.

15. Conserving and enhancing the natural environment

It's not known when farming activity ceased on the land associated with Ridgeway, which raises the question of the possibility of contaminants being present associated with farming, such as fertilisers and poisons.

There is a Somerset Wildlife Trust test site at the Arable Fields on the junction with Cathanger Lane, just 1 km away. As a result of another planning application in progress, we have been made aware that it is critical for this site to maintain an uncontaminated water supply. In addition, rare plant species have been identified on this site.

The developers for this application state there are no important ecological sites within the vicinity.

16. Conserving and enhancing the historic environment

It's not thought that Ridgeway itself has a lengthy history, however the land it sits on was part of Stowey Farm, dating back hundreds of years. The plot in question was an orchard, and still has a small section of orchard today which was planted through provision of a grant. To change a farmhouse location with an orchard, to a school meeting modern design standard for the health and

safety of vulnerable children, significantly changes the character of the site. The additional transport movements will demand changes to our road network through time, once it is realised the dangers associated with this increase. We have already lost an historic fingerpost in the Village replaced with a modern sign to try and prevent accidents and are about to have other road safety measures added, due to the existing dangers. These measures all add to the 'urbanisation' of our rural community.

A site of this scale in such proximity to an historic small Village will have an extreme impact on its character.

The following further queries are raised:

1. If Keys submit an altered Travel Statement, considering the comments raised at the public meeting, could consideration be given to the requirement of a Travel Plan with its associated monitoring and future remedial action, should it be required?
2. Is the splay based on average speed of 33-mph recorded by Keys, or the 60-mph zone it is in?
3. Can we see SCC Highways advice to Keys?
4. Highways have stated this is 'to be considered further', however Keys state they have complied with SCC directions. Is this process complete?
5. Can there be a condition to revert to C3 should the school close?
6. What is the total size of the development (in square metres)?

DRAFT