

Mr J A Grierson
Manor Barn
Coombe Hill
Templecombe
19/07/2020

Mr D Kenyon
South Somerset District Council
Development Management
The Council Offices
Brympton Way
Yeovil
Somerset BA20 2HT

S.SOM.DC
21 JUL 2020
POSTROOM

Dear Mr Kenyon

Application No 19/03416/OUT – Development of Land at Manor Farm Coombe Hill Templecombe Somerset

Reference: South Somerset District Council letter, 19/03416/OUT/David Kenyon dated 2 July 2020.

I am writing to register my objection to the proposed application to develop at Manor Farm Templecombe.

Very Significant Over Development in Rural Areas

Abbas and Templecombe already has several extant planning applications for housing. In order to put the impact of these applications into perspective and using the County Councils own multipliers this could represent an increase in population , for the village, of about 860 new residents. To put this in perspective for those who may not know the village well, this would equate **to increasing the population of Yeovil by nearly 25000 yes 25000**. I would stress that these calculations are based on the County Councils own figures and the 2011 population figures. The development does not bring any new facilities to the village and does not give any guarantee that the proposed footprint for 60 houses will not, at some stage in the future, be expanded to fill the area referred to as Manor Green.

Access

The very dangerous pedestrian access has been referred to several times in the course of this planning application and nothing appears to have changed. I am driven to wonder what a Health and Safety Inspector would make of the proposal. The planned development still has only one road into and out of the area. There are, regrettably, no changes to the access proposals previously tabled by "I-Transport". This is doubly disappointing, when one reads their Transport Policy Document, which seeks to "emphasise the need to **reduce** car dependency" yet proposes a footpath plan that will, potentially, significantly **increase** this usage. It is of interest to note that far from discouraging car ownership the planned provision of car parking spaces proposed exceeds that suggested in the SCC Parking Standards. (See page 12 of the Framework Travel Plan).

Adjacent to the proposed access to the site, planning permission has already been granted for two houses. These houses will access the A357 at almost the same point as the Manor Farm development. This has the potential to further increase confusion at a dangerous place. This could exacerbate the congestion that is often generated by the traffic lights at the foot of the hill.

This recently revised submission does not appear to have made any use of any alternative footpath configuration.

Services/Education/Amenities

The reduction of the development to reflect 60 dwellings is welcome as a single issue but the revised application would appear to take no account of impacts on the infrastructure of the village, another missed opportunity.

Summary

There really does seem little to commend this new submission and it should not be taken further by granting this application.

John Grierson

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Comments by Mrs Eileen Grierson

I do not support this application.

I was disappointed to discover that the revised scheme for the planned development at Manor Farm made no mention of the serious problems of access to the site.

I have lived by the A357 for 27 years and know how much heavy traffic uses this stretch of road in the village. To suggest making a footpath from the current entrance to Manor Farm along the A357 eastern edge and then cross the a357 midway between a blind corner and a steep hill can only be described as foolhardy and lacking in any consideration for the safety of the potential users of the footpath.

Mothers and children making their way to school at the far end of the village will be in great danger from heavy goods vehicles, tractors with their large trailers and milk lorries as well as other road users. This almost certainly will result in additional use of private cars and an increase of traffic on this stretch of the A357. Children using the school bus service will have to run the same gauntlet.

The proposed footpath would cross the vehicular access to seven private properties and may also impinge on privately owned land. To date no approach has been made to the owners of these properties to discuss the practical issues of a such a footpath. The developers need to urgently address these problems and actively engage with the households likely to be affected by their proposals rather than relying on desktop planning.

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