

Minutes of the meeting of Yate Town Council's Planning and Transportation Committee on 20th June 2023 from 7pm till 8:45pm

PRESENT:

Councillors Nicola Clarke, Cheryl Kirby, Alan Monaghan, Ray Perry, Tony Sharp, Karl Tomasin (Chair)
Service Support Officer (LB) and Service Support Assistant (RE)

Minute 1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors John Emms and Chris Willmore.

Minute 2. DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011

Members who consider that they have an interest are asked to: (a) State the item number in which they have an interest, (b) The nature of the interest, (c) Whether the interest is a disclosable pecuniary interest, non-disclosable pecuniary interest or nonpecuniary interest.

Councillor Chris Willmore	Trustee of CPRE	All Planning Applications (non-pecuniary interest)
---------------------------	-----------------	---

Minute 3. PUBLIC PARTICIPATION SESSION WITH RESPECT TO ITEMS ON THE AGENDA

No members of the public were in attendance.

Minute 4. TO CONFIRM WAY FORWARD REGARDING ELECTION OF VICE-CHAIR OF THE PLANNING AND TRANSPORTATION COMMITTEE.

It was **RESOLVED** that Councillor Ray Perry will continue as Vice Chair until September 2023.

Minute 5. TO RECEIVE AND APPROVE THE MINUTES OF THE PLANNING AND TRANSPORTATION COMMITTEE MEETINGS HELD ON 25th APRIL 2023

It was **RESOLVED** that the minutes of the Planning and Transportation meeting held on 25th April 2023 were received and approved as correct.

Minute 6. PLANNING AND TRANSPORTATION MEETINGS

6/1 Review of scheduled Planning & Transportation Meetings (P&T)

A discussion regarding the cycle of future Planning and Transportation meetings took place and it was **RECOMMENDED** that the recommendation within appendix 1 be agreed with the following amendments:

- Planning and Transportation meetings keep within the cycle of the Full Council meetings meaning the meetings suggested to be cancelled on 31st October 2023 and 27th February 2024 will still take place.

Minute 7. PLANNING MATTERS

7/1 Planning Applications

- a) Planning applications were received and considered.

It was **RESOLVED** to submit comments to South Gloucestershire Council as detailed in Appendix 2.

- b) Planning applications received after the circulation of the agenda were received and considered.

It was **RESOLVED** to submit comments to South Gloucestershire Council as detailed in Appendix 3.

- c) It was **NOTED** that the planning applications from 23rd May 2023 and 6th June 2023 were reviewed and comments submitted under delegated powers. (Appendix 4)

- d) It was **NOTED** letters received from South Gloucestershire Council regarding Planning applications P22/05330/RVC & P22/04365/RM stating that there will be site inspections on Friday 23rd June 2023 at 10.10am.

It was **RESOLVED** that Councilor Tony Sharp will attend the inspections as a representative of Yate Town Council and report back to the Planning and Transportation committee.

7/2 Brimsham West Quarry – Quarry expansion

A revised planning application was received P22/02019/F - Construction of Temporary Haul Road to link Southfields and Brinsham West Quarries with subsequent restoration.

It was **RESOLVED** to submit comments received in relation to the revised planning application. These comments include a resubmission of Yate Town Council original

objections submitted in April 2022 (Appendix 5).

Minute 8. HIGHWAYS AND TRANSPORTATION

8/1 'We Buy Any Car' Pod in Morrisons, Yate

Further to minute 7/2 of Planning and Transportation meeting 25th April 2023 Correspondence had been received from South Gloucestershire Council Planning Enforcement Officer:

"I can advise that we have requested the pod be moved the position approved under application P22/01744/F and specified an initial one-month compliance period for this to be completed.

I will review the case next month and continue to monitor any correspondence we received. You will receive any further updates relevant to the case."

It was **RESOLVED** to reply to South Gloucestershire Council Planning Enforcement Officer requesting an update as the initial one-month timeframe has passed.

8/2 Speeding Cars

Correspondence was received from Avon and Somerset Police regarding the concerns raised during the Planning and Transportation meeting on 25th April 2023 (Appendix 6).

It was **RESOLVED** to write back to Avon and Somerset Police with the following:

- 1) Yate Town Council want to encourage the need for speed watch programs and are happy to support members of the public who wish to take part.
- 2) To request more resources are put in to monitoring speeding drivers during the peak hours it takes place in key speeding areas.
- 3) To request more resources in regular mobile units being brought into Yate to monitor key speeding areas.

Correspondence was received from Lead Road Safety Officer – Collision Investigation and Prevention at South Gloucestershire Council regarding the request for the traffic light review report following the fatal accident in Yate on 29th March 2023 along Kennedy Way.

"In order to answer any questions that the Town Council have, please could you let me know what information was requested? There may be some information that has still not been released/investigated by Avon and Somerset Police. To understand whether there were any highway related contributory factors we have to work from what we know to have happened from evidence.

If you could elaborate on concerns we may be able to assist with providing more information.”

It was **RESOLVED** to write back to South Gloucestershire Council to :

1. Ask for confirmation that all the traffic lights in the vicinity of the fatal accident were in good working order on 29th March 2023.
2. Ask what the process is for reducing speed limits around Yate.

Minute 9. CONSULTATIONS

9/1 Current Consultations

Consultation Name	Link / Appendix	Date circulated	Closing date	Notes
WESTlocal Idea	Click here to view Consultation - WESTLocal	28.03.23	30.04.24	It was NOTED at the Planning and Transportation Meeting on 25 th April 2023 that this consultation will be discussed further after the elections in terms of engagement and bid. It was RESOLVED to keep consultation on the clerk’s report to allow further review and ideas to be discussed in future meetings.

9/2 Consultation Responses

It was **NOTED** there were no consultation responses to report.

9/3 Urgent Consultations

It was **NOTED** there were no urgent consultations to report.

Minute 10. JOINT CYCLEWAY GROUP

10/1 Meeting of Joint Cycleway Group

It was **NOTED** the next meeting of the Joint Cycleways Group will take place on Thursday 6th July 2023 at 6:30pm at Poole Court.

Minute 11. REPORTS FROM REPRESENTATIVES ON OUTSIDE BODIES

11/1 Green Community Travel (GCT)

It was **NOTED** Annual General Meeting has been booked for end of June 2023

11/2 Yate and District Transport Forum

It was **NOTED** that Yate Town Council are awaiting confirmation of availability of key members before a meeting date is set.

Minute 12. OUTSTANDING ITEMS

It was **NOTED** all items to remain on Outstanding List until any updates have been received. (Appendix 7)

RECOMMENDATION PAPER REGARDING PLANNING & TRANSPORTATION COMMITTEE MEETINGS

Yate Town Council has agreed a calendar of meeting dates for the Planning & Transportation Committee (P&T) up to May 2024. This is on the basis of 'planning-only' meetings (eg meetings to discuss planning applications only) taking place more regularly than full P&T meetings (when previous planning-only meeting and/or P&T minutes are approved, as well as wider discussion on planning, highways and transportation issues).

Custom and practice is currently that planning-only meetings rarely take place physically; instead, comments are sought from members digitally and submitted to SGC using delegated powers in place to the clerk. This happens routinely albeit within days of the scheduled meeting. We therefore seek formalisation of the current ad-hoc arrangement so that :

- (a) The process we most often follow is transparent to the public;
- (b) Efficiencies are improved behind the scenes (as currently time is spent on admin for meetings that don't take place).

It is **RECOMMENDED** to Full Council on 27th June 2023 that :

- 1. Planning-only meetings will only take place if the Chair of P&T Committee convenes a meeting.**

Rather than the default option of convening a meeting and then cancelling it, the new default will be that no meeting will be called and will only be convened if the Chair of P&T directs.

The dates will remain on the calendar of meetings, but will be asterisked to say they will take place only if convened by the Chair of P&T (eg if a member of the public wishes to speak on an application for example).

Notices to be posted on noticeboards/website of planning applications under consideration.

Any consultations which will not make the date of the next P&T meeting will also be circulated to the committee for comment/response.

- 2. The advertisement of the calendar of meetings scheduled up to May 2024 to be amended to state that planning-only meetings will be convened physically if required.**
- 3. The frequency of full P&T meetings will be changed to quarterly to coincide with the frequency of Cycleways and Transportation Forum groups.**

This means that the full P&T meetings scheduled to take place on 31st October

2023 and 27th February 2024, will no longer take place.

Full P&T meetings continue to be convened and held as face to face meetings, so that there is a formal record of all the planning application comments, consultation responses and approval of the previous P&T meeting minutes.

However, if there is no urgent business to be discussed, full P&T meetings can be cancelled on the Chair's instruction.

Conversely, the Chair can also convene additional full P&T meetings, should the need dictate more than quarterly.

YATE TOWN COUNCIL
Planning Applications Received for Review and Comment 20th June 2023

Planning Application Reference	P23/01758/TRE
Deadline Date	23.06.2023
Location	14 Pear Tree Hey Yate South Gloucestershire BS37 7JT
Description	Works to 1no. English oak to crown reduce west portion of canopy over garden by a maximum of 2 meters covered by Tree Preservation Order TPO383 dated 16/09/1987
SGC Case Officer	Kate Tate
YTC Comments	Object - This tree is a part of an important hedge dating for enclosure ie 1600s - no arboricultural justification has been provided, happy to review objection once this has been provided and South Gloucestershire tree officer has provided their comments.

Planning Application Reference	P23/01103/ADV - revised proposal
Deadline Date	19.06.2023
Extension Deadline Date	22.06.2023
Location	North Yate New Neighbourhood Yate South Gloucestershire
Description	Display of 1no. illuminated fascia sign, 1no. illuminated hanging sign, 1no. non-illuminated totem sign, and 8no. non-illuminated totem car park signs.
SGC Case Officer	Lee Burnman
YTC Comments	Object - Site still shows Parking limits are 1 hr so how will community centre work? And still has totem as a big structure right next to flats.

Planning Application Reference	P23/01688/F
Deadline Date	26.06.2023
Location	Land at 53 Oak Close Yate South Gloucestershire BS37 5TW
Description	Demolition of garage. Erection of 1no. detached dwelling with associated works.
SGC Case Officer	Chloe Summerill
YTC Comments	Object - insufficient amenity space for new property, unrealistic parking arrangement and too cramped so relies on attic with little head height for 3rd bedroom.

Planning Application Reference	P23/01763/HH - retrospective
Deadline Date	26.06.2023
Extension Deadline Date	
Location	16 Hudson Close Yate South Gloucestershire BS37 4NP
Description	Demolition of existing post and rail fence. Erection of 1.67m high feather board fence and gate to front of property (retrospective)
SGC Case Officer	Helen Turner
YTC Comments	Object - Fence needs to be set back to ensure landscape corridor continues along between pavement and fence.

Planning Application Reference	P23/01738/HH
Deadline Date	26.06.2023
Location	8 Hampden Close Yate South Gloucestershire BS37 5UW
Description	Demolition of existing conservatory. Erection of single storey rear extension to form additional living accommodation
SGC Case Officer	Lucie Rozsos
YTC Comments	No Comment

Planning Application Reference	P23/01126/F - revised proposal
Deadline Date	19.06.2023
Extension Deadline Date	22.06.2023
Location	North Yate New Neighbourhood South Gloucestershire Yate
Description	Installation of 1 no. ATM and associated works.
SGC Case Officer	Lee Burnman
YTC Comments	Object - Site still shows Parking limits are 1 hr so how will community centre work? And still has totem as a big structure right next to flats.

Planning Application Reference	P23/01110/ADV - revised proposal
Deadline Date	19.06.2023
Extension Deadline Date	22.06.2023
Location	North Yate New Neighbourhood South Gloucestershire Yate
Description	Display of 1 no. non-illuminated ATM customer information sign.
SGC Case Officer	Lee Burnman
YTC Comments	Object - Site still shows Parking limits are 1 hr so how will community centre work? And still has totem as a big structure right next to flats.

Planning Application Reference	P23/01756/TRE
Deadline Date	27.06.2023
Location	Morrisons Station Road Yate South Gloucestershire BS37 5PW
Description	Works to 3no. Sycamore to be crown lifted to 5.2m and the lower limbs to be removed covered by TPO 222 dated 24/07/2009.
SGC Case Officer	Kate Tate
YTC Comments	Object - no arboricultural justification has been provided, happy to review objection once this has been provided and South Gloucestershire tree officer has provided their comments. The work proposed to take place to cut back where overhanging gardens is understandable but worried about the work proposed to the trees that do not back onto gardens at the entrance to the Glen.

Planning Application Reference	P23/01824/HH
Deadline Date	03.07.2023
Location	106 Highworth Crescent Yate South Gloucestershire BS37 4HL
Description	Erection of single storey side extension to form WC.
SGC Case Officer	Thomas Servini
YTC Comments	No Comment

Planning Application Reference	P23/01812/TRE
Deadline Date	03.07.2023
Location	Land To The Front Of 12 Stanshawes Drive Yate South Gloucestershire BS37 4ET
Description	Works to 1no. Field Maple to remove branches overhanging no. 12 Stanshawes Drive covered by SGTPO 29/14 dated 02/12/2014.
SGC Case Officer	Kate Tate
YTC Comments	Object - no arboricultural justification has been provided, happy to review objection once this has been provided and South Gloucestershire tree officer has provided their comments.

Planning Application Reference	P23/01826/HH
Deadline Date	03.07.2023
Location	Braeburn House Amberley Gardens Yate South Gloucestershire BS37 7DP
Description	Erection of two storey side extension to form additional living accommodation.
SGC Case Officer	Helen Turner
YTC Comments	No Comment

YATE TOWN COUNCIL
Planning Applications Received for Review and Comment 20th June 2023
Tabled Items

Planning Application Reference	P23/01889/F
Deadline Date	Mon 10 Jul 2023
Location	76 Melrose Avenue Yate South Gloucestershire BS37 7AW
Description	Demolition of existing block of seven garages. Erection of bungalow and associated works.
SGC Case Officer	Rae Mepham
YTC Comments	It was RESOLVED not to submit any comments for this application currently as investigations need to take place as previous applications have been made and rejected.

YATE TOWN COUNCIL

Planning Applications Received for Review and Comment 23.05.2023

Planning Application Reference	P23/00835/F - Revised Plans
Deadline Date	Thu 18 May 2023
Extension Deadline Date	26.05.2023
Location	Land West Of 18 Hudson Close Yate South Gloucestershire BS37 4NP
Description	Erection of 1.8m high fence to facilitate a change of use of open amenity space to residential amenity space (Class C3) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) (Retrospective).
SGC Case Officer	Oliver Phippen
YTC Comments	No comment

Planning Application Reference	P23/00381/F - Revised Plans
Deadline Date	Tue 16 May 2023
Extension Deadline Date	26.05.2023
Location	28 Hudson Close Yate South Gloucestershire BS37 4NP
Description	Change of use of open amenity space (Sui Generis) to residential amenity space (Class C3) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) with the erection of 1.9m fence (Retrospective).
SGC Case Officer	Kevan Hooper
YTC Comments	We previously commented on this planning application in February. Even though the applicant has made some minor changes, we are still concerned about the loss of the verge as a wildlife corridor.

Planning Application Reference	P23/01481/HH
Deadline Date	Wed 24 May 2023
Location	19 Swan Field Yate South Gloucestershire BS37 5SF
Description	Erection of single storey rear extension to provide additional living accommodation.
SGC Case Officer	Lucie Rozsos
YTC Comments	No comment

Planning Application Reference	P23/01472/HH
Deadline Date	Wed 24 May 2023
Location	32 Tyndale Avenue Yate South Gloucestershire BS37 5EU
Description	Erection of outbuilding to form garage/hobby workshop.
SGC Case Officer	Helen Turner
YTC Comments	No comment

Planning Application Reference	P23/01468/HH
Deadline Date	Wed 24 May 2023
Location	101 Home Orchard Yate South Gloucestershire BS37 5XG
Description	Erection of single storey side extension to form additional living accommodation.
SGC Case Officer	Helen Turner
YTC Comments	No comment

Planning Application Reference	P23/01491/HH
Deadline Date	Fri 26 May 2023
Location	2 St Briavels Drive Yate South Gloucestershire BS37 4EZ
Description	Erection of a single storey rear, two storey side and rear extension to form additional living accommodation. Erection of 1 no. detached garage.
SGC Case Officer	Steffan Thomas
YTC Comments	<p>Objection</p> <p>We are concerned about the 1.8m boarded fence, unless Highway Officers are satisfied it meets appropriate visibility splays.</p> <p>There are high levels of pedestrian movement in the vicinity due to the bus stop immediately north of the off-street parking, the proximity of local schools and the mini roundabout.</p>

Planning Application Reference	P23/01548/RVC
Deadline Date	Mon 05 Jun 2023
Location	21 Station Road Yate South Gloucestershire BS37 5HT
Description	Variation of condition no 21 attached to planning application P20/19213/O to alter the approved plans.
SGC Case Officer	Rae Mepham
YTC Comments	<p>Whilst we welcome the increase in the Code M4 compliant units, we would like to query whether this change in balance, in terms of the increase in M4 compliant units, will alter the parking requirements for the site.</p> <p>We would also like to query whether the proposed site will be comprised of all units being affordable housing as the summary given and other documents do not match up.</p>

Planning Application Reference	P23/01552/HH
Deadline Date	Fri 02 Jun 2023
Location	12 Templar Road Yate South Gloucestershire BS37 5TF
Description	Erection of a single storey rear extension to form additional living accommodation.
SGC Case Officer	Chloe Summerill
YTC Comments	No comment

Planning Application Reference	P23/01562/HH
Deadline Date	Sat 03 Jun 2023
Location	116 Somerset Avenue Yate South Gloucestershire BS37 7SJ
Description	Erection of a detached double garage.
SGC Case Officer	Chloe Summerill
YTC Comments	No comment

Planning Application Reference	P23/01538/HH
Deadline Date	Fri 02 Jun 2023
Location	9 Turnpike Close Yate South Gloucestershire BS37 4JF
Description	Erection of detached incidental outbuilding.
SGC Case Officer	Alex Hemming
YTC Comments	<p>Scale and massing of proposed structure is inappropriate as it occupies 32sqm of the total 77sqm of amenity open space (garden) of the dwelling.</p> <p>If granted, it requires a condition against the use for business purposes, which includes customer visits, due to the lack of parking for customers on or off the site.</p>

Planning Application Reference	P22/01300/O - Adjoining Parish, resubmitted any further comments
Deadline Date	25th May 2023
Location	Land At Sodbury Road Wickwar South Gloucestershire GL12 8PG
Description	Erection of up to 180 dwellings, a local shop and associated infrastructure (Outline) with access to be determined; all other matters reserved.
SGC Case Officer	Charmian Eyre-Walker
YTC Comments	<p>Objection</p> <p>The revised plans do not address our original concerns and we therefore reiterate them and endorse the concerns of Wickwar Parish Council</p>

Planning Application Reference	P22/06745/RM - Revised Proposals
Deadline Date	Not set
Location	Land West Of The Taylor Wimpey Parcel And The North Of Barratt Phase 7 North Yate New Neighbourhood Yate
Description	Construction of infrastructure road, two electricity substations and associated works with access, appearance, layout, landscaping, and scale. Approval of Reserved Matters to be read in conjunction with outline permission PK12/1913/O as amended by P19/6296/RVC.
SGC Case Officer	Eileen Medlin

YTC Comments	<p>Objection</p> <p>Our original concerns have not been addressed and we therefore reiterate them.</p> <p>For example, the swat lorry plans illustrate our concerns that access to the site is tight resulting in vehicles being forced to cross over to the middle of Dowsell Way to enter the site. Vehicles should be able to enter and exit the site on the correct side of the road.</p>
---------------------	---

YATE TOWN COUNCIL

Planning Applications Received for Review and Comment 06.06.2023

Planning Application Reference	P23/01669/PNMD
Deadline Date	16 June 2023
Extension Deadline Date	N/A
Location	118A First Floor Station Road Yate BS37 4PQ
Description	Prior notification for the change of use from commercial (Class E) to 1 no. dwelling (Class C3) as defined in the Town and Country Planning (Use Classes) order 1985 as amended
SGC Case Officer	Simon Ford
YTC Comments	No Objection

Planning Application Reference	P23/01646/F - ADJOINING PARISH
Deadline Date	16 June 2023
Extension Deadline Date	N/A
Location	Land between Rag Lane and Eastfield Drive Yate GL12 8BD
Description	Installation of underground grid connection between Rag Lane Solar Farm and Chipping Sodbury Substation and associated works.
SGC Case Officer	Alex Hemming
YTC Comments	Object to the proposed route corridor as it unnecessarily breaches the thick mature landscape cordon (trees and shrubs) east of the Chipping Sodbury Substation. A route in along the access road to the substation direct from Goose Green Way would avoid this damage to an important mature hedge, the trees and the role it plays in screening the site from residential properties opposite

Planning Application Reference	P22/02019/F - Revised Proposals
Deadline Date	15 June 2023
Location	Land between Gravel Hill Road and Brinsham Lane Yate BS37 7BT
Description	Construction of Temporary Haul Road to link Southfields and Brinsham West Quarries with subsequent restoration
SGC Case Officer	Simon Ford
YTC Comments	Object - Please see attached letter for Comments.

Planning Application Reference	P23/01697/TRE
Deadline Date	15 June 2023
Location	16 Sunningdale Yate BS37 4HD
Description	Works to fell 1no. Ash and 1no. Sycamore covered by Tree Preservation Order SGTP035/09 dated 15/03/2010
SGC Case Officer	Kate Tate
YTC Comments	Object. This relates to mature trees which form an important part of the street scene. No arboricultural or subsidence justification has been submitted eg of ash die back. Should that be submitted or the tree officer agree to either the felling or a more limited management of the trees, then we would remove the objection.

Planning Application Reference	P23/01679/HH
Deadline Date	14 June 2023
Location	3 Cornwall Crescent Yate BS37 7RT
Description	Erection of a single storey side extension to form additional living accommodation
SGC Case Officer	Oliver Phippen
YTC Comments	No Objection

Planning Application Reference	P23/01657/TRE
Deadline Date	13 June 2023
Location	Avonlea and Oak Lodge Stanshawes Drive Yate BS37 4EU
Description	Works to 1no. Oak to crown reduce by 20%-25% and to fell 1no. Ash covered by Tree Preservation Order SGTP006/09 dated 19/08/2009
SGC Case Officer	Kate Tate
YTC Comments	Object as no aboricultural assessment is provided. Should that be submitted or the tree officer agree to either the felling or a more limited management of the oak, then we would remove the objection.

P22/02019/F ~ Construction of Temporary Haul Road to link Southfields and Brinsham West Quarries with subsequent restoration.

Land between Gravel Hill Road and Brinsham Lane Yate South Gloucestershire BS37 7BT

Object:

Our original objection from April 2022 still stands and the previous comments, below, should be read in conjunction with this objection.

The original concerns in regard to the impact of the proposed change to the access to Brinsham West Quarry northeast of Yate Rocks from the consented route have not been addressed with the revised proposals and whilst the applicant has made limited reductions in the proposed haul road width, reducing it to 6.5m but with 12m plus passing places that would appear to be the limit of the changes to the proposal. The SNCI identified will still be significantly impacted upon by the works and an area of high heritage importance will be catastrophically affected (if not destroyed)

We support the residents of Yate Rocks and those that use the routes for recreational use, nearly 200 of which previously expressed their significant concerns about the proposal.

It is disappointing that the existing consent, approved only in 2011 (with minor revision in 2015) which would leave this SNCI untouched is dismissed under the guise of carbon reduction

The applicant seeks to mitigate for their works by the provision of a proposed 1.4 hectares of 'new' woodland, although there are no details of where that might be accomplished or by when but even that, as the applicants accompanying report notes cannot replace the mature trees and hedgerows being removed as part of such a proposal providing as they do a varied environment within the SNCI when so much is under threat locally and nationally.

The rationale for the removal of the same number of trees in spite of a reduction in proposed width of the Haul Route, including a veteran Ash tree providing a diverse nature habitat, is not justified by the applicant.

The proposal would also seem to be counter to South Gloucestershire Core Strategy policy PSP2 & in particular PSP3

Development proposals should minimise the loss of existing vegetation on a site that is of importance in terms of ecological, recreational, historical or landscape value. Development proposals which would result in the loss of, or damage (directly or indirectly) to, existing mature or ancient woodland, veteran trees, ancient or species-rich hedgerows will only be acceptable where the need for, and benefits of, the development in that location clearly outweigh the loss or damage a point very clearly noted by South Gloucestershire Tree officer. Have the views of CPRE be sought?

We believe that the calculations, as presented, don't adequately reflect a "whole life cycle" calculation for Carbon use and may in fact, in a number of instances, be significantly wrong by some orders of magnitude! If South Gloucestershire are to be able to make any determination then we believe such calculations should be subject to detailed review by an independent third party assessment.

Even if the applicants' calculations were accepted they are made justifying the proposals, by way of reduced journeys, using existing Diesel plant. Irrespective of the application, what for example, are the applicants proposals to phase out the use of such vehicles in its operations in favour of more environmentally friendly plant (by way of example the German manufacture Kuhn Schweitz produce a "eDumper" modelled on the Komatsu HB 605 cited in the applicants report)

Indeed if carbon reduction is such a significant aspiration of the applicants and mindful of South Gloucestershire having declared a "Climate Emergency" then perhaps South Gloucestershire should require them to include appropriate figures, calculations etc. for the WHOLE of their operation of the quarry (including for example the current and likely increased number of lorries in and out of the site) and establish how they will reduce the carbon impact for the whole of the applicants operation along with timescale for such reductions etc WITHOUT impacting on the SNCI

We also note that the applicants supporting documentation has continued to use varied figures for the use of the proposed haul route ranging from 126 to 360 vehicles per day. Such a variance in such fundamental data is of concern and they should review their figures and base their calculations on a firm (and possibly binding) upper number of movements. Residents have also raised concerns over displaced traffic movements on to the minor road 3.5 m carriageway "Yate Rocks" if the haul route, with its associated traffic signals, is implemented. Something they have experience of over this last winter with diverted traffic from the surrounding highway network.

Currently the limited run off from Brinsham Lane discharges into the adjacent stream there being no mains drainage along Brimsham Lane, where, unfortunately there has been a recent fish die back due to mismanagement by the applicants which we understand is currently under review by the Environment Agency. There would appear to be little in the way of mitigation for the significant increased run off from the proposed Haul route into the adjacent stream within the proposals. Whilst the design includes a level of SUDS it will still need, ultimately to discharge, into the stream and such an increase flow is, we believe, likely to put even more pressure onto the Autumn Brooks section of the "flood plain" at Ladden Garden Village that Yate Town Council has previously raised concern over. (It is extremely unlikely that the flood plain storage ponds for the development will have been designed to account for such increased surcharge)



South Gloucestershire Council
Strategic Planning
planningapplications@southglos.gov.uk

FAO Case Officer Simon Ford

Date: 26th April 2022
Our Ref:
Enquiries to:
Tel: 01454 866506
E-mail: info@yatetowncouncil.gov.uk

Dear Simon

P22/2019/F Land Between Gravel Hill Road and Brinsham Lane, Yate Yate Town Council Formal Objection

The Town Council is unanimous in **objecting in the strongest terms** to this application which seeks to change the access to Brinsham West Quarry northeast of Yate Rocks from the consented route to one which will destroy an SNCI and have a serious adverse impact on the residents of Yate Rocks, seriously affect the integrity of sites of high heritage importance and significantly adversely affect local ecology, purely to save money. The applicant has consent for access using a conveyor tunnel with no ecological impact and indeed some ecological gain and no harm to residents, amenity, or heritage. The losses can never be replaced.

The scale of objections, so far over 125, shows how valued this valley is, to residents, walkers and those who use adjoining land – in addition to the strong ecological and historic heritage status of the site, which will be destroyed by the scheme. This is an application of massive significance, and we are troubled by all of the expert reports, which in each case only present part of the picture.

Process Concerns

Our first concern is about the failure to comply with legal procedures for publicising the application. No resident was notified, in particular, those residents in yate Rocks who own land adjoining the applicant's land were not notified. None of the properties mentioned in the applicant's noise survey (and therefore by definition properties even the applicant thinks are affected) were notified. A careful check has shown that at no time have there been site noticed anywhere on the boundary of the application site where it adjoins the public highway in Brinsham Lane. This complete failure to provide public notification has caused considerable concern amongst local residents and councillors and calls into question whether the consultation process has been legally complaint. We have raised this with South Gloucestershire Council and await their response.

Summary of Objections

1. The application will destroy an SNCI and as such it is contrary to policy PSP 19 which states that

"Development proposals, where they would result in significant harm to sites of value for local biodiversity,"... (such as SNCIs) "which cannot be avoided by locating it on an alternative site with less harmful impacts, adequately mitigated or, as a last result, compensated for WILL BE REFUSED" (our capitals).



Here the application is contrary to this policy at the first hurdle. The applicants are trying to argue that they are offering adequate compensation, but this is not a case where we get to compensation, as this is a site where significant harm CAN BE AVOIDED completely, by simply implemented the 2011 consent access route. This will result in ZERO harm to any habitats, ZERO harm to any heritage assets, ZERO harm to residential amenity. However much the lengthy ecological reports seek to mask it, and provide mitigation, they cannot conceal the fact this is doing significant harm to a valley that is a site of value for local biodiversity, long recognised by South Gloucestershire Council as such through its SNCI designation for example. This can and should be avoided.

There are other material considerations which contribute to our objection to this proposal:

2. Policies such as PSP23, referred to by the applicant are irrelevant as the applicant has consent to work Brinsham West with a consented access mechanism. So refusal of this application will have no impact on the applicant's ability to realise the stone asset in Brinsham West.
3. Current consented access was approved in 2011 using a conveyor belt in the same way as is currently done further along the road just the other side of Wickwar by the applicants. No case has been made for needing to change it. Were such a case to be made, an at grade light-controlled crossing would be a non-destructive alternative to the consented conveyor, and the traffic flows the applicant uses in their modelling could be sustained without adverse impact on traffic flows. Without a full evaluation of that option the applicant has not demonstrated the need to destroy the SNCI
4. The application will take a 12m+ wide road through an SNCI over a 1km corridor, with 3 m cutting or embankment along almost the entire 1km length, on top of the 12m+ wide road, destroying an SNCI, the valley of the Brinsham Brook which is a quiet and loved walking location, harm the amenity of residents in the rural hamlet of Yate Rocks from noise and dust, and lead to the permanent loss of a vital wildlife link, when there is an already agreed alternative, with full consent.
5. The existing, agreed alternative has full planning consent, does not involve any interference with the SNCI or indeed any habitats or heritage sites , and would result in the creation of a long-term linking wildlife tunnel under the Wickwar Rd, offering an ecological gain.
6. The applicants' arguments about climate change are, at most, marginal, but are based on a poor analysis of the data. We are passionate about climate action, but in this case only a fraction of the impact is being considered resulting in false comparisons.
7. The differences in operational distance are LESS than the distances between whether a load is stored on a stockpile in Southfields or Barnhill. These are small distances per load, and stockpile storage locations are MORE significant, even if we use the applicants' own analysis of distances.

8. Nonetheless, if something is going to be made of the carbon footprint, a proper life cycle analysis needs to be carried out, rather than cherry picking just one aspect of the carbon footprint of the application. A provisional full life cycle analysis of the application shows the impact of creating and then removing the road, cuttings, and embankments, removing existing carbon sinks set against a small saving in vehicular travel by quarry vehicles, results in an INCREASE in carbon emissions compared to the consented scheme. If any weight is to be placed on carbon issues, then we would expect South Gloucestershire to insist on a full life cycle carbon footprint analysis carried out using government methodologies, as is carried out on many road building schemes.
9. We object to the lack of a full restoration plan giving gradients and showing what will be created. It means we have not been able to fully appraise the aftercare. We are concerned not just at how you try to create a new habitat in this location ie in Brinsham valley to replicate this nuanced historic landscape and try reintroducing the species that will have been lost – but also how to deal with the large soil movements and their restoration. Questions have been raised about slope stability, profiling and the process of levelling which are not answered by the application bundle. The existing aquifers and water flows cannot be reinstated underground as the soil will have been changed, but there is no mention of the long term impact on water flows.
10. Object to the lack of profiling information and drainage information. The application does not give the sort of detailed plans we would expect to show the full profiling of a considerable number of cross sections to enable us to seek professional appraisal of slope stability and impact, to assess the full width of the corridor of land affected. Nor does it give drainage information. There are major aquifers all along the scarp slope and you cannot carry out major reprofiling of such a location without a major impact on water flows. Without independent modelling we are deeply concerned about flood risks as a result of altered water flows.
11. We object on the grounds of the impact of noise and dust on properties in Yate Rocks, and the breaching of the carefully agreed and planted screening that has been in place 20+ years designed to protect Yate Rocks and the valley from noise and dust from Brinsham West. We set out our justification for this objection below. Given the availability of the 2011 consent which has ZERO impact on noise and amenity for residents arising from the haulage of materials, we consider great weight should be placed on preserving their amenity. They should not suffer simply to enable the developer to cut costs.
12. We object on landscape grounds. The landscape assessment as set out the Planning Statement is seriously flawed. It manages to describe the landscape without MENTIONING the hamlet of Yate Rocks and the beauty of the hamlet clustered around a ford where three lanes drop down to meet at the ford. The tranquillity of this hamlet, compared to the urban areas nearby is special - it is a unique survival and needs to be very carefully protected to avoid its destruction. This application adds a nail in the coffin of that unique character. That character was recognised and the LGV housing development was kept well back from the hamlet, so that its character would be preserved. It is not acceptable for an unnecessary quarry haul road to destroy it. There is

no mention the landscape report of the role of this area of limestone scarp as an important aquifer and the impact on drainage and therefore ecology of these massside changes of land profile.

13. We object on heritage grounds. Consent would be contrary to policy in the PSP17 and L2 in relation to the heritage landscape. We strongly support the view of the South Gloucestershire Heritage Conservation Officer who concludes the location is of high value as an historic landscape, and that the works proposed are of large adverse significance. **Once gone, however 'temporary' the works, that historic landscape cannot be recreated.** Given the availability of the 2011 consent which has ZERO impact on historic landscapes, we consider great weight should be placed on preserving this high value historic landscape.
14. The length of the list of mitigations that would be needed set out in Section 11 of the application gives an indication of how problematic this proposal is. We would add to that list a set of further concerns and areas for work to do with restoration and land stability. Returning to PSP 19, there is here an easy alternative, the existing haulway coupled with the conveyor belt which already has full planning consent as part of the 2011 review of conditions. The only justification the developers give for wanting to change that is that they argue this alternative will be cheaper. But the destruction of an SNCI, serious damage to the integrity of the historic environment and noise, landscape and dust impacts on residents and people who have used the valley historically are not to be dismissed just to save Hanson money. They have a consent, and back in 2011 that consent was the result of a careful balancing act. By disturbing the balance reflected in that agreement they are trying to cherry pick the trade-offs that were done.

Site Visit

If there is any possibility of a consent recommendation, we ask in the strongest possible terms that a site visit of Councillors on the Development Management Committee takes place to the Brinsham Valley for them to walk part of the route and assess the uniqueness of this valley and the impact of the plan.

Explanatory argument

1. Existing Consented access

Under Pk11/0612/MW updated conditions attached to the old IDO consent (NA/IDO/004) for the Brinsham West Quarry were agreed. If anything, concern to protect habitats has increased since 2011.

Condition 13 of that 2011 consent was

*" Prior to the commencement of operations in Brinsham West, details shall be submitted for the approval of the MPA of the access to be created onto the B4060, which will provide service access to Brinsham West. **The access details shall be based upon the access location illustrated on plan 102, of the approval plans.** The use of Brinsham West access shall be confined to movement associated with the installation and servicing of plant and access for associated personnel, and for*

temporary movements associated with the transfer of soil to Southfields and/or Barnhill for restoration works.”

That consent condition required access for service vehicles etc to come directly off the Wickwar Road. No environmental or other harm will occur in delivering that. It is away from the SNCI and residential properties. They have consent to do it, subject only to detailed layout approval. So there is no need for the destruction of the SNCI, heritage landscape or impact upon residents.

Condition 18 required the quarrying to be carried out in accordance with plans 101,102, 103.

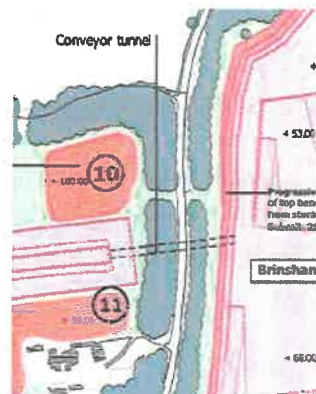
Condition 23 sets conditions about the conveyor tunnel that were a requirement of the consent under Condition 18

“Brinsham West Conveyor Tunnel. Prior to the construction of the conveyor tunnel between Brinsham East and Brinsham West, the details of the tunnel shall be submitted and approved by MPA. The scheme shall draw upon the principle of the tunnel design set out in Chapter 3.0 of the ES and shall confirm

- (i) The dimensions of the tunnel*
- (ii) The invert level below the B4060*
- (iii) The method and anticipated timescale for construction.”*

There is no requirement for restoration of the tunnel. Nor was the process of tunnelling seen as a problem, as long as the methods were approved.

That consent showed a simple tunnel from the upper shelves of Brinsham East to the eastern edge of Brinsham West:



No case has been made for this 2011 consent now being unworkable. The applicants have the skills, the equipment and control over the land to do this. In the absence of any evidence that this can no longer be done, the applicants have a perfectly satisfactory means of access, which they themselves chose as recently as 2011.

The conveyor approach is tried and tested, and operates for example just along the B4059 at Wickwar Quarry (see consent P20/16114/MW)

2. SNCI and ecological protection

A significant part of the application site forms the core of the Brinsham Brook valley SNCI. This is a distinctive habitat (not simply 'grass and scrub' as the applicants state in their

Planning Statement) -at least it was until the applicants started clearing it rather vigorously this spring. A high percentage of the SNCI will be removed for the roadway, cut and then embankment. And it will significantly adversely affect the rest of the SNCI, by forming a wildlife barrier through the middle of this quiet location and vital wildlife corridor.

- 2.1. In their application statement, the applicants firstly seek to divert attention from the destruction of the SNCI but referring to the other SNCIs within 2km of the site. Secondly, they minimise the significance of PSP 19, which is the PSP policy which governs applications which affect an SNCI.
- 2.2. We are surprised by the ecological report from the applicants, which dismisses the SNCI as being of little value, and easily addressed by compensation elsewhere. Our own LNAP developed in consultation with residents has identified the Brinsham Brook corridor as being a crucial wildlife corridor on the east west route, linking areas west of the quarries through the corridor of the Brook to land to the east. Working together on our LNAPs the local councillors and environmental groups have produced not only LNAPs but also a town wide strategic green loop, which is designed to identify and protect a green corridor around the town, so that wildlife, wherever it encounters the urban area has a corridor to move around the urban form, until it finds a route into the urban or to enable wildlife in the urban area to be able to move around once they leave the urban area. We attach the latest version of the strategic corridors plan, which shows that this site is a crucial part of that circular link. The only other link is the very narrow very along the south side of Southfields Quarry, but that is less than 1 tree deep, so not comparable.
- 2.3. The works will have a shock impact on the SNCI which goes well beyond the actual physical land disturbed but will disrupt surrounding ecosystems.
- 2.4. We are aware of species present in the SNCI in the valley which are not mentioned in the ecological reports done for the consultants, **including the Marsh Tit, which has been photographed in the valley regularly, and is red listed.** As such its habitat needs very careful protection.
- 2.5. We are aware of the careful work that has been done by local residents, and local wildlife groups and **we adopt and endorse their concerns.**
- 2.6. **We are troubled by many aspects of the ecology report, for example, it makes passing reference to bats roosting, but says they did not access the area.** By their own admission, there were places on that site that did not visit because they were too steep or were covered in dense scrub. **We are aware from the land occupiers that the visit and inspection was extremely limited.** In other words, they just did another incomplete survey that missed existing bat roosts. The occupiers could have provided full information about the scale of bat roosting, particularly on the exposed rock face in the valley, which will be destroyed. This is a significant habitat, but does not feature at all in the report. This is one example of the weakness of the ecological report.

- 2.7. The surveys for bats in flight was better and that picked up 9 bat species (all protected by law) and that the bats were reported as feeding for insects along the hedgerows and woodland edge. These are exactly the same two feeding habitats that are now going to be destroyed and disrupted by this very planning application. Indeed, a total of 7,257 m² (1.8 acres) of wildlife habitat will be lost, over half of which, 57% will be broadleaved woodland with 22% of that loss being grasslands. In particular, it will be the existing Ladden Brook & Brinsham Bridge Site of Nature Conservation Interest that will adversely affected.
- 2.8. South Gloucestershire does not lightly award SNCI status and should not lightly discard the reasons for that status.
- 2.9. **Trees** All of the trees on the application route have TPOs, so a substantial number of TPO'd trees would be lost. This is not just a road it is a 1.1km corridor over 12m wide (significantly wider in places) with the addition of land take for the embankments for the cutting for part of the route and the embankment for others, meaning that for over 80% of the route the land take will be substantially more than the 12m corridor. Given the consequences of Ash die back no unnecessary loss of trees in this valley can be considered acceptable. In addition, as the applicant makes a lot of carbon impacts, the loss of this important carbon sink has to be opposed.
- 2.10. The applicant's arboricultural report comments that more work is needed to assess the tree loss, beyond the two large sections of landscaping at Southfields and Brinsham West that are being removed. That work needs to be done before a full evaluation of the impact can be carried out. We are opposed to ANY loss of protected trees. We are losing enough to Ash dieback, without losing more. Hanson have an access route with planning consent that involves ZERO tree loss and should use that.
- 2.11. The applicant's arboricultural report is comprehensive but it is **entirely contradictory**. It states that there are plenty of moderate to good trees present on the site in question but the conclusion then states that: *"The proposal will not cause a long term adverse impact onto the local amenity of the area through tree loss. Mitigative tree, hedgerow and shrub planting and aftercare will be required for the loss of the trees on this site through a combination of different tree/shrub species and diverse nursery aged stock"*.
- 2.12. The loss of existing well established trees will cause an adverse impact in terms of local amenity loss, visual amenity loss and wildlife loss that will last decades. That is because mature trees support hundreds of insect, mite, lichens and other species in a way that newly planted young whip trees just do not do.
- 2.13. The TetraTech surveys are even worse. They went for a crude, simple and cheaper Phase 1 botanical survey which cannot in any way reveal the true plant richness present in the woodlands, hedgerows and grasslands. They should have done a full, complete and proper Phase 2 botanical survey of National Vegetation

Classification standard. Some of their reports indicate only half a dozen or plants presents whereas a truly professional survey would probably find 20+ plants.

2.14. TetraTech data relied too much on desk surveys and they did not even bother to conduct a bird survey which is something that the local residents did. The survey data from the local residents was clearly presented and it showed that some ancient woodland indicator species were present on site including wild garlic, native British bluebell and wood anemone, and showed the presence of red list species including marsh tits.

2.15. The proposal also contravene national policy guidelines. For example, UK national policy guidance on designated local nature conservation sites is that not only should they be protected from destructive developments such as this one, they should be enhanced by, for example, connecting them to wider ecological networks. Indeed, national policy guidance specifically calls for local authorities to protect local wildlife-rich habitats such as the ones threatened by this development.

2.16. **Culvert.** We are concerned at the culvert proposals. Whilst a hydrology analysis has been submitted, then design appears to be wholly driven by water flows, and not by wildlife needs. This road is going to create a new and a substantial barrier to wildlife. It is therefore essential that rather than creating a culvert any crossing is designed so as to be a wildlife corridor for aquatic and land species, welcoming and encouraging them, not putting them in, effectively, a 12m long pipe. The current plan shows no landscaping within the connecting corridor, but rather a general and vague 'backfill'. If by any chance this application gets consent, it must have a condition relating the ensuring any bridge over the stream is designed to maximise the integrity and continuity of the wildlife corridor.

2.17. **Conveyor Tunnel as ecological gain.** The conveyor tunnel, which is the current approved mode of moving stone will provide an important wildlife corridor, enabling species movement under the Wickwar Road which is a wildlife barrier at present. The tunnel will address that giving a net ecological gain.

3. Transport

3.1. The applicants argue that it is environmentally better in terms of climate change to construct an entirely new road for an 11-year period over 12m wide with embankments or cuttings along most of the 1km length, to stone lorry standards, felling trees, and then removing that construction. They do that by arguing that the distance each lorry travels from Brinsham West to Southfields will be 0.5km less in each direction. This argument is entirely specious. It is utterly disingenuous and uses the wrong data.

- It does not compare like with like. So it compares lorry haul on the 'new road' into the nearest point of Brinsham West, with a route through the existing quarries, across Wickwar Rd and down through Brinsham West to the same point, whereas it should compare the NEAREST point of access to Brinsham West in each case, rather than comparing the nearest point on what they want with the furthest on the alternative.

- It compares the carbon for lorries using the proposed new 1km long road, with lorries crossing the Wickwar road. They do not have consent for haul across or under the Wickwar Rd by lorry.
- It SHOULD be comparing access on the proposed new road to the nearest point on the quarry , with the distance from the eastern end of the consented conveyor belt to Southfields along existed consented haulways.
- It ignores the massive carbon emission associated with the removal of the carbon sink of trees and landscaping in the SNCI and the landscaping areas around both Brinsham West and Southfields

Figure 4.1 – Proposed and consented haul routes



This plan taken from the applicants Transport Statements shows the two routes. To avoid confusion it is important to note the tunnel is part of the already consented route.

3.2. So our first objection is that they should be using the conveyor belt and existing agreed access provisions as the basis for any comparison. But secondly, they should be comparing the distance for an average origin of the stone ie the middle of the quarry, not comparing getting to the extreme southern edge with getting to a location about halfway up the quarry. Only a tiny percentage of the stone will come from the southern end of the Quarry, and stone taken from further north will reduce the difference between the two routes.

3.3. On their model, the consented route, which they show as going right into the quarry has a 1.65km length in total, whereas the route for the application new road, going to a DIFFERENT point, has a length of 1.15km. which does not compare like with like. They calculate the trip difference as 0.5km each way – a total of 63 km a day. But they do this by picking the closest point of entry to the quarry for the application route, which will never be the average starting point, as stone will be coming from the entire length of the quarry. If we compare the two routes, using the CENTRE of the quarry for in both cases If we compare the two routes but use the CENTRE of Brinsham West as the average starting point for a lorry, the difference reduces to 0.4 km and if we look at the actual haul routes of lorries, given the conveyor belt the difference is only 0.2km. At which point the differences are 200m, which in the context of the totality of

movements within the site less than the difference between whether stone is stored in one stockpile or another one.

3.4. Even using the Hanson figures, the difference is LESS than the difference between whether a load is stored in Southfields, or on the Barnhill stockpiles.

3.5. There is a complete inconsistency between the Transport study which talks about an average of 63 round trips a day and the noise study which takes of 350 vehicle movements a day. Which is it?

3.6. If for some reason the conveyor solution is no longer acceptable here, the alternative is light controlled at grade crossing the Wickwar Road with vehicles. The applicant states there will be 63 movements in each direction in each working day. That is a total of 126 single movements in the permitted hours of working, which are 12 hours a day weekdays (7:00-19:00 weekdays and 7:00 to 16:00 Sats). That is 5.5 movements per hour. (They already have consent for non-haul vehicles to access the site from the Wickwar Road without any light controls).

3.7. Even at peak times, our traffic modelling indicates an at grade light-controlled crossing for vehicles would not impose any greater traffic delays that the Southfields Way/Wickwar Rd junction does at present – and South Gloucestershire Council Highways do not think any works are needed to that junction.

3.8. In a worst case, crossing between the Brinsham East and Brinsham West at grade could be limited during the limited peak periods, as the applicant comments that the traffic flows on the Wickwar Road are primarily commuter traffic.

3.9. Given the Policy in relation to SNCIs, should there be convincing evidence the conveyor is no longer feasible (though it remains feasible and in use at Wickwar just up the road), there must be a full traffic modelling of the at grade alternative, before it can be shown that it is necessary to destroy an SNCI

4. Carbon calculation

4.1. The applicant states this proposal will reduce the carbon footprint of their haul works by 1km per round trip. We have explained above why this is not comparing things properly.

4.2. We have worked with climate experts to assess the climate impact of the proposal against the carbon saving the applicants claim. We calculate the loss of carbon sink from loss of trees to be over 70,000 kg of CO₂, over the lifetime of the project, including the time for any replacement trees to reach average maturity.

4.3. Whilst a reasonable amount of detail about the proposed construction of the cutting, embankment, bridge and 1km of 12+m wide road is given in the application, the precise carbon costs of the construction require more information, but our expert estimate is in excess of 150,000 kg of CO₂.

4.4. These cumulatively negate even the applicant's own claims about any potential carbon saving from slightly shorter journeys. (The applicant claims c 216,000 kg of CO₂ during

operation). Our data, when like is compared with like makes the carbon damage vs carbon benefit even starker.

- 4.5. Given the applicant has made great play of the potential carbon saving from a shorter route, we believe a full carbon assessment of their proposal should be carried out, using recognised validated tools, covering the full life cycle of construction, use and restoration of the application site, before any weight is placed on the applicant's carbon claims, which are at best limited in their scope.

5. Restoration

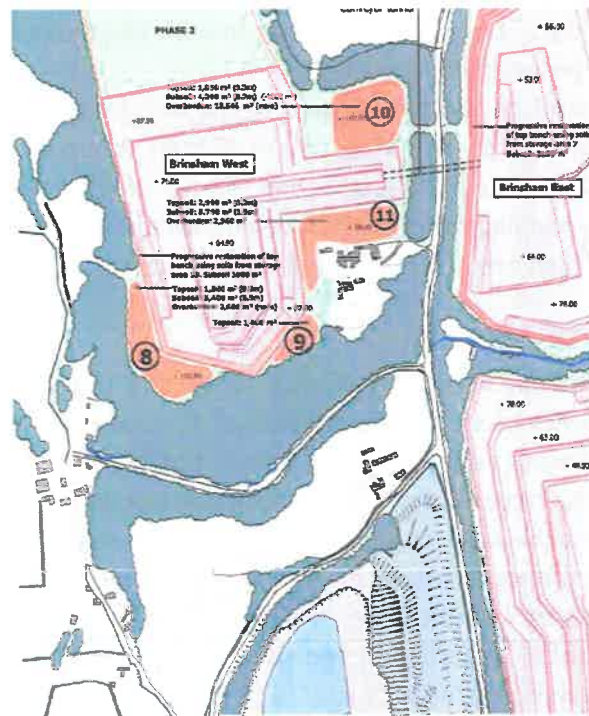
- 5.1. The applicants argue in more than one document, that the proposed new road ' will not be a permanent feature like the tunnel, it would be removed during the reclamation process and the ground reinstated''
- 5.2. The tunnel is not necessarily a permanent feature. It can easily be filled with stone, if necessary, from the adjoining quarries. However, ecologically there is good reason NOT to fill the tunnel. If left in situ it would provide a long-term connecting corridor for wildlife, getting round the potential barrier of the Wickwar Road
- 5.3. The 'restoration' of a site in which over .8km of deep cuttings and embankments have taken place is not the restoration, it is the destruction of old and the creation of new. The road will be 12m wide in general, but wider on bends plus cuttings and embankments.

6. Landscape

- 6.1. The landscape appraisal carried out by the application (para7.3 of their submission) is odd, in that it mentions the housing development at LGV and the golf course the other side of Hampstead Quarry to the east, but completely fails to mention the historic hamlet of Yate rocks, with its cluster of old buildings, ford, and poo sticks footbridge. It is the character of the valleys leading down into Yate Rocks, meeting at the ford, and the footbridge which give this area its character. Somehow the applicants have completely ignored that. Any officer or councillor from South Glos visiting the site would be bound to notice the quiet rural character of Yate Rocks and its beauty. To submit a landscape appraisal which DOES NOT EVEN MENTION Yate Rocks calls into question the reliability of the appraisal.
- 6.2. The key features of this landscape which we value hugely, and make it a popular route for walkers is the hamlet clustered around the ford, the poosticks bridge that still looks the same as photos 100 years ago, and the tranquil valley going up along the stream, through the SNCI

7. Noise

- 7.1. The approved plan 101 conditioned as part of the 2011 consent shows the significance of the woodland cover in the valley of the Brinsham Brook, ie the SNCI.



- 7.2. Whilst the applicant says they carried out baseline assessments at various properties, none of the residents in those properties were approached and most work from home, so they would have noticed someone carrying out noise assessments on their land. From figure 3.4 of the Noise Report it looks as if these were not actually at the properties but were on the applicant's land as close to the properties as their land reaches. They are all very tightly in the lee of the hill, so for example RO4 is located right in the shelter of the cliff face there, not at the property which is more exposed to noise from uphill.
- 7.3. We note that a noise attenuation bund is proposed adjoining Brinsham Farm, over whose land the proposed road will run, but no attenuation is proposed for the residents living nearby who will be affected. However this bund serves to increase the landscape and ecological damage.
- 7.4. We are shocked at the noise survey report, which at table 4.2 claims that you can hear Southfields Quarry noise at the cottages by the ford in Yate Rocks. And distance road traffic noise. That has never been our experience as councillors. Yate Rocks is a tranquil spot, away from modern noise.
- 7.5. We note that figure 5.2 and table 5.5. gives an operational noise contour and shows an increase in background noise for all the properties in Yate Rocks. This disturbance is not acceptable, given Hanson already have a consent which generates NO additional background noise from stone movements.
- 7.6. We note that a different, higher noise criterion has been used to define what is acceptable during the construction phase in table 5.4. This is not acceptable Residents need AT ALL TIMES to have the current background noise levels ie table 4.5.
- 7.7. But we require the acceptable noise levels to be split into before 9am, daytime and after 5pm, and Saturdays, so that noise levels are set that reflect the difference in the noise people can cope with at 7am, 10am and 6pm – set at the current noise levels measured in Yate Rocks, So, we would want the strictest noise conditions limiting the noise at any property in Yate Rocks to the level measured as baseline background actually at the properties, not merely on the applicant's land in the

morning, daytime, after afternoon and Saturday measurements found in the baseline monitoring, at all stages of the project, including during construction, and restoration. With stricter limits on hours of construction than the current proposal from Hanson, in particular limiting early morning and evening working.

- 7.8. We stress this is currently a very quiet rural location and ANY noise intrusion would have a significant impact.
- 7.9. BY moving the quarry entrance from the conveyor belt on the Wickwar Rd to the middle of the Brinsham valley the entire centre of gravity of the development moves. And crucially a massive section of the deep landscaping that was planted specifically in anticipation of this quarrying to screen the hamlet and valley from noise and dust will be removed to form the entrance and its embankment. This will puncture the noise bund so carefully designed and agreed in the 2011 consent, and its predecessors.
- 7.10. We are particularly concerned about the impact of noise from the elevated section that is to be built up in the valley, which will not have tree protection and creates a new elevated noise source.

8. Dust and Mud

- 8.1. There has been no appraisal of the dust and mud that will result from this haulway, and from the new contours both embankments and cuttings, which will have bare earth surfaces at least for a year or so. There is no proposal for any wheel washing conditions for where the vehicles cross both public highways. Yet we know the serious impact of mud and dust on roads and the distances they spread. On rural lanes a considerable area of quarry mud and dust will become a hazard to pedestrians and motorists. Any wheel washing conditions would have to be of very high standard, to ensure they really are clean.
- 8.2. But even if that is done, we know how far the dust from existing movements of lorries to and from the Barnhill Stockpiles travels. The applicants have done nothing to map the areas that are going to be affected by quarry dust, but in relation to the Barnhill stockpiles properties up to half a mile from the stockpiles experience dust problems. So, in the absence of good evidence to consider otherwise, we anticipate that Yate Rocks and even part of Ladden Garden Village will be affected by dust from this new access and from the breach in the tree cordon associated with it. Over twenty years ago considerable work was put in to identify a suitable depth of landscape protection and a comprehensive tree bund installed. This is now being driven right through and destroyed across a 12 – 13m section for the new road. That will undermine the integrity of the bunding for both noise and dust. We are particularly concerned about the impact of dust from the elevated section that is to be built up in the valley, which will not have tree protection and creates a new elevated dust source.

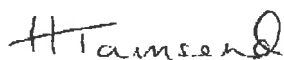
9. Heritage

- 9.1. The South Gloucestershire Conservation Heritage Officer has noted that the proposed development will have SERIOUS negative impact on the integrity of the Brinsham and Little Brinsham Farm sites. We cannot stress sufficiently how important this is. These are listed buildings of an important local character, but beyond the buildings themselves, yate was three manors, Yate, Stanshawes and

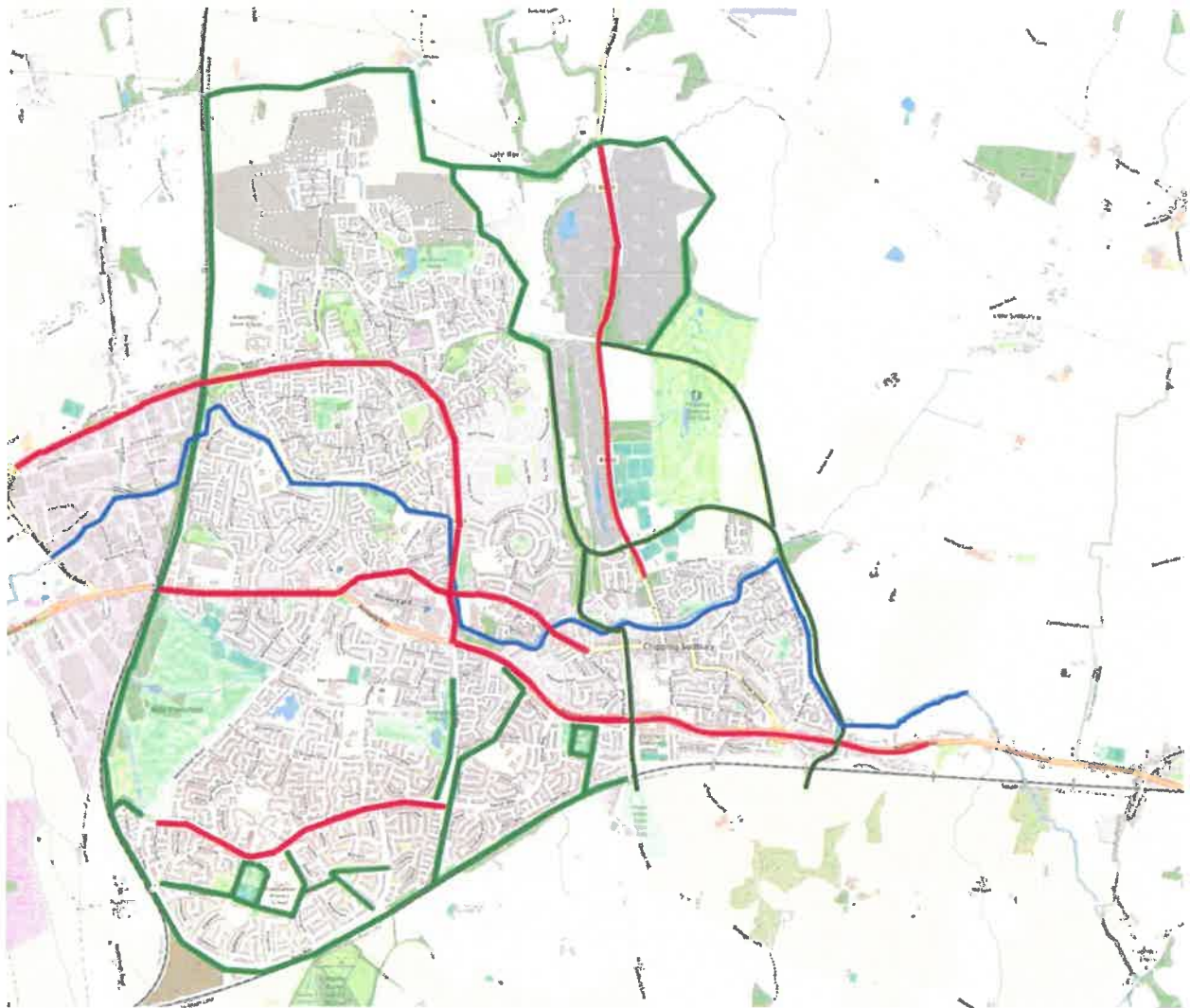
Brinsham. Brinsham manor was centred on these farms, and the Brinsham Brook and its valley. We have estate plans from the 1700s with detailed reports on every building in the locality and estate management plans for all the fields. The fields have never undergone significant change and represent one of the last surviving areas of historical farm character in the parish.

- 9.2. The applicant argues that the severity of effect can only be determine if it can be shown the historic landscape does have the significance identified in the study. This seems to be trying to put the onus on the community to show the significance, whereas it is for the applicant to show their application foes do not have that impact.
- 9.3. The South Gloucestershire Council Heritage and Conservation officer has submitted a strong response. He identifies that the proposal does not even follow the historic holloway, showing disregard for the historic context. He comments it will require substantial land regrading which will obliterate the holloway and evidence of features such as strip lynchets identified by the applicant's own Heritage Consultant.
- 9.4. **The South Gloucestershire Council expert concludes the historic landscape is of high value - and the works proposed as of large adverse significance.**
- 9.5. Historic landscapes like this cannot be recreated. Once gone, for this temporary purpose it has gone forever. Our descendants will rightly criticize us if we allow their heritage to be destroyed for a temporary cost saving.
- 9.6. The applicant's own consultants talk about the need for further research. No consent should be given unless a full assessment has taken place funded by the developer, by someone approved by South Gloucestershire. It is not about mitigating harm. It is about avoiding it, by the simple mitigation step – of using the existed consented access.

Yours sincerely



Hayley Townsend
Town Clerk



Wildlife Corridors and Barriers Sodbury, Yate and Dodington

- Green corridor
- River Frome
- Barrier

Thanks for your email. I hope the below answers the questions raised.

The arrangement around Speedwatch is that when we have enough volunteers who wish to get involved, we will get them trained to use a speed gun and complete the necessary risk assessments regarding sites before they go out into the local community. We, the Neighbourhood Team, would support them by attending some of their sessions, but the expectation would be that they go out as and when suits them as a group. Ideally having a few groups set up across Yate would be most beneficial. Those vehicles that are caught exceeding the limit will be sent a warning letter or visited by a member of the police team if they are persistent speeders or found to be speeding at very high speed.

The below link explains this in further and has details on how to apply.

[Community SpeedWatch | Avon and Somerset Police](#)



Community SpeedWatch | Avon and Somerset Police

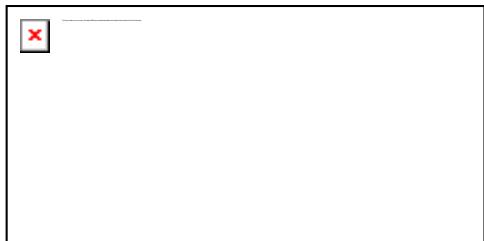
Raise a community speed concern and join your local Community SpeedWatch to help improve road safety. Find out more about SpeedWatch in your area.

www.avonandsomerset.police.uk

We will be advertising for people to come and be part of Speedwatch on our facebook and twitter pages - **South Gloucestershire Neighbourhood Policing /ASP South Gloucestershire** or the above website link can be used.

If you do receive any reports from members of the public regarding speeding or anti social driving please ask them to report it to us. Alternatively if anything is captured on dash cam then this can be uploaded directly to our website using the below link.

[Report anti-social driving | Avon and Somerset Police](#)



Report anti-social driving | Avon and Somerset Police

Anti-social driving includes racing, drifting around corners, wheel spinning and playing loud music in a vehicle. Report anti-social driving.

www.avonandsomerset.police.uk

We are due to attend the council meeting on 27th June 2023 as part of our commitment to attending parish and town council meetings. I'm not sure of the format or agenda for that evening but we'd be happy to speak with councillors and answers any questions regarding Speedwatch.

Kind regards

Yate Neighbourhood Constable

Planning and Transportation

Pending Log as of 20th June 2023

To **NOTE** the status of the following:

1. Planning

2. Highways and Transportation

2.1 Highway Surface Repairs, Chatcombe & Yate Rocks

Meeting Reported To	Update Received
Planning & Transportation Meeting 17 th January 2022	<i>Further to minute number 6/1 of the Planning and Transportation meeting held on 17th January 2023, RESOLVED to write to South Gloucestershire Council (SGC) to raise further concerns about roads in the Yate Rocks area, correspondence was sent to SGC.</i> <i>Awaiting response.</i>

2.2 Wickwar Road / Peg Hill (Southfield Way) Junction Safety

Meeting Reported To	Update Received
Planning & Transportation Meeting 17 th January 2022	<i>Further to minute number 6/2 of the Planning and Transportation meeting held on 17th January 2023, RESOLVED to send a letter to South Gloucestershire Council (SGC) regarding traffic issues experienced in Yate in January 2023, the traffic lights at Peg Hill and the lack of funding available for cycling at this junction, correspondence was sent to SGC.</i> <i>Awaiting response.</i>

2.3 Bike Detectors at Traffic Lights

Meeting Reported To	Update Received
Planning & Transportation Meeting 17 th January 2022	<i>Further to minute number 6/3 of the Planning and Transportation meeting held on 17th January 2023, RESOLVED to write to South Gloucestershire Council (SGC) to recommend that when there are junction works near a set of traffic lights, hybrid detectors are used through the duration of the works, correspondence was sent to SGC.</i> <i>Awaiting response.</i>

2.4 A432 Updates

Meeting Reported To	Update Received
<p>Planning & Transportation Meeting</p> <p>17th January 2023</p>	<p><i>Yate Town Council received correspondence from SGC regarding the completion of the Yate Master Plan and how SGC intend to work closely with local business and residents under their co-design approach. A subsequent meeting with SGC officers and local councillors took place and the following update was received from SGC Principal Project Manager.</i></p> <p><i>“Following discussions, we have agreed an alternative approach to commence the co- design process which seeks to ensure inclusivity given Station Road’s strategic importance.</i></p> <p><i>At this stage, we will be arranging initial ‘conversation’ event at the local Parish Hall and opening this up for anyone to attend negating the need to proceed with a large letter drop.</i></p> <p><i>Giving the challenges highlighted in the attached presentation, these co-design workshops will now start as early as possible in February.</i></p> <p><i>We will continue to develop suitable co-design approaches to ensure that we are facilitating productive discussions with the community.</i></p> <p><i>If you have any queries at all then please do get in touch directly.”</i></p> <p><i>It was NOTED another meeting has been held with Councillor Chris Willmore and also, Councillor Ruth Davis from SGC. The second meeting took place on Zoom. Following this second meeting, a public consultation meeting has been arranged for 23rd February 2023 at Yate Parish Hall, Station Road.</i></p>

2.5 McDonalds Drive Thru

Meeting Reported To	Update Received
<p>Planning & Transportation Meeting</p> <p>17th January 2022</p>	<p><i>Further to minute number 6/5 of the Planning and Transportation meeting held on 17th January 2023, RESOLVED to write to South Gloucestershire Council (SGC) and Yate Shopping Centre advising them that problems still exist and advising that what has been done to date, has not resolved the issues, correspondence was sent to SGC and Yate Shopping Centre.</i></p> <p><i>Awaiting responses.</i></p>

2.6 Kennedy Way and Heron Way, revocation of right turn out of Heron Way

Meeting Reported To	Update Received
Planning & Transportation Meeting 17 th January 2022	<i>Further to minute number 6/6 of the Planning and Transportation meeting held on 17th January 2023, RESOLVED to write to South Gloucestershire Council (SGC) to raise concerns regarding this section of road, correspondence was sent to SGC.</i> <i>Awaiting response.</i>

2.7 Flood Management – Ladden Garden Village

Planning & Transportation Meeting 25 th April 2023	<i>It was NOTED that Cllrs Karl Tomasin and Chris Willmore recently attended a meeting with Barratt Homes.</i> <i>An update was received and whilst the meeting was helpful, a few issues have not been resolved and a response is awaited:</i> <ol style="list-style-type: none"> 1) <i>Surface water running across Dowsell Way from Autumn Brook corner;</i> 2) <i>Pumping stations opposite Marklove Way consist of “concrete boxes” in the middle of a river causing issues with children using them to climb on.</i> <i>Awaiting response</i>
--	---

2.8 Westlink Travel buses

Planning & Transportation Meeting 25 th April 2023	To NOTE correspondence was sent to West of England Combined Authority further to minute number 8/1 of the Planning and Transportation meeting held on 25 th April 2023. “RESOLVED to write to West of England Combined Authority stating concerns that key areas are excluded, for example: <ul style="list-style-type: none"> • <i>Travel to Filton but not The University of the West of England;</i> • <i>Residents who are members of the Abbotswood Surgery are unable to get to the parent surgery in Downend;</i> • <i>Yate residents do not have a link to Southmead Hospital.”</i> Awaiting response.
--	--

2.9 Street Names Ladden Garden Village

<p>Planning & Transportation Meeting</p> <p>25th April 2023</p>	<p>To NOTE correspondence was sent to South Gloucestershire Council Street Naming and Numbering Asset Team further to minute number 8/2 of the Planning and Transportation meeting held 25th April 2023</p> <p><i>“RESOLVED to write to South Gloucestershire Council Street Naming and Numbering Asset Team regarding Ladden Garden Village street names, advising them that whilst Yate Town Council provided ideas, they have not been consulted on the actual street names to be used.”</i></p> <p>Awaiting response.</p>
--	--

To receive any further updates and to consider if these items are to be removed from agenda.