

18.11.2019

Cleeve Parish Council submission to Inspectorate for planning application Lord Nelson 17/P/5406/FUL --Appeal APP/DO121/W/19/3237905

The statement is a general statement in which we give additional evidence to our original submission that a) a petrol station is not wanted in the centre of the village of Cleeve and b) that the Lord Nelson building should be retained. Cleeve Parish Council (CPC) support North Somerset Council (NSC) in their refusal of this application and the inquiry. CPC stand by our submissions. We expect the Inspector to refer to our submission throughout the inquiry as our comments will support the case of NSC.

Planning Policy Update:

Climate Change and Carbon Reduction –Policy CS2

In September 2018 North Somerset Council published the Issues and Options Local Plan Consultation to 2036 which will cover the development of the Lord Nelson site.¹ The consultation recognises that road transport is one of the largest sources of Carbon Dioxide (CO₂) emissions; travel patterns are changing more than they have in decades and that we may be at the tipping point of a revolution in transport as a result of emerging technologies and innovation. In May 2019 the Government declared a ‘Climate Emergency’ and on 27 June 2019 passed legislation to commit the UK to a legally binding target of net zero emissions by 2050. In May 2019 North Somerset Council declared a ‘Climate Emergency’. Cleeve Parish Council declared a ‘Climate Emergency’ in September 2019. In October 2019 the Government published a document titled ‘Leading on Clean Growth’.² The document is the Government Response to the Committee on Climate Change’s 2019 Progress Report to Parliament on reducing UK emissions. The document states that there will be a ban on new, ‘conventional’ vehicle sales from 2035 (or ideally earlier) and clarifies that only battery electric (or other zero-carbon) vehicles will be permitted to be sold after this point. It also includes an ambition for as many as 70% of new car sales and up to 40% of new van sales being ultra-low emission by 2030. CPC note that the Labour party has suggested an earlier ban on new ‘conventional’ vehicle sales from 2030.

Bristol City Council is to implement a ban on diesel vehicles from entering parts of the city from 7 am to 3pm from March 2021. A wider charging zone for commercial vehicles such as buses, taxis, vans and lorries that do not meet certain emissions standards is also part of the measures. The ban will impact on the petrol station as it is situated on a major commuter route, the A370, between Weston super Mare and Bristol. This ban will drive change to electric vehicles and perhaps greater use of public transport. The demand for a petrol station is going to diminish.

Since agreeing a ‘climate emergency’, CPC look at all applications in light of the of the climate emergency. We recognise that transport has become the largest emitting sector in the UK in recent years, accounting for 27% of greenhouse gas emissions in 2017 and that these emissions have remained at a similar level since 1990. We note from the Committee on Climate Change that further action is needed to meet our future carbon budgets in relation to transport emissions. Thus we conclude there is no

place for a new petrol station within the village but there will be a demand for more electric points for cars.

Supporting a Successful Economy – Policy CS20

CPC continue to believe that an economic impact assessment is required to show that a new petrol station remains a viable business model that will generate employment for the following reasons:

- The point, above, on Climate Change and Carbon Reduction.
- The fact that, since writing our original submission, Budgens has moved to self-service check outs, reducing the need for staff. We request that evidence is provided of the 70 jobs expected to be on this site.
- We believe that if this development is allowed to go ahead Bishop Stores will shut. Bishop Stores is regularly used and is hoping to expand. It offers the following facilities which will not be available within the Budgen Store: post office facilities, a clothes bank and, in the new year, the shop is to hold special Terracycle bins to help with the reduction of plastic in the village.

Comments on the appellant's 'Statement of Case'

2 The Appeal Site and Surroundings:

The appellant fails to give a fair description of Cleeve Village. The site is in the centre of the Village. The 'grass verge' the appellant refers to is 'Pound Green' which contains many mature trees and has considerable amenity value to residents of Cleeve and those who pass by. It is more than a grass verge and somewhere where the Council plant trees to increase biodiversity, colour and interest. Pound Green is opposite the proposed development and next to the King George Playing Fields.

The appellant omits the Village Hall from his case. The development is 2 minutes from the Village Hall which is located next to the Cleeve Hill Road junction onto the A370 close to the redundant fuel station site which is now part of the car sales garage.

The proposed development will undermine the attractiveness of the village and the community. A petrol station brings no positive amenities to the village and does nothing to help reduce noise, produce cleaner air, reduce traffic or move towards a low carbon economy. Our Council have trawled the web trying to find examples of petrol stations being developed in the centre of villages today in England and have found none. This is not a suitable development for an 'infill' village and quote again from our initial submission an extract from NSC policy:

'Rural areas will retain and enhance their countryside character where the quality of the natural environment is the prime objective and any new development will be small scale and strictly controlled. The infill villages will have maintained or enhanced their individual character, identity and sense of community. Accessibility will be improved to facilities and services not locally available within nearby larger settlements'.

We have Brockley Stores close by as well as Tesco and two petrol stations in Congresbury.

The appellant is positively misleading in the following sentence '*and has been identified as being in a wider area that has potential as a bat habitat.*' Evidence has been provided which shows that there is certainly bat activity and that the site falls within the North Somerset and Mendip Bats Special Area of Conservation.

4 Planning Policy

CPC stand by our submissions. We remain concerned over the following issues: Design and Visual Amenity, Asset of Community Value; Sustainability of the Appeal Site; Transport, Highways and Parking matters; Drainage; Retail Sequential Approach; Archaeology; Retention of the Existing Building; Protection of the Greater and Lesser Horseshoe Bat. We are aware that many residents are submitting statements on various aspects of the site, from noise, light and traffic issues. We have engaged a solicitor, Edward Romaine from Lyons Bowe to write a statement on residential amenity to support our case.

CPC are aware that NSC will be agreeing a 'Statement of Common Agreement' with the appellant on such matters as car parking and traffic. It is at this point we differ with NSC as we do not accept that these issues have been resolved.

Car parking: Since writing our submission the A3 Bristol Airport flyer bus service has commenced from Weston stopping in Cleeve. This increases the number of bus services in operation. It also has led to passengers accessing the airport by parking their cars in Cleeve for the duration of their trip. Evidenced information has been sent to the airport and is attached. There is no room in Cleeve for spill over car parking from this development.

Traffic: Our initial submission highlighted our traffic concerns. CPC are not convinced that traffic issues have been resolved by NSC even though they have been signed off as adequate. The development is on an extremely busy main road close to three junctions: Bishops Road, Millier Road and Cleeve Hill Road. There is pelican crossing and bus stops between these three road junctions. This stretch of road is busy in two senses a) the amount of traffic and b) the number of junctions, the bus stops and the pelican crossing all of which will compete with the entrances and exits from the development,.

Health: There is more and more evidence on health issues and air quality issues relating to traffic. The World Health Organisation (WHO) states that '*Benzene is a well-established cause of cancer in humans*' and is found in petroleum³. The WHO recommends that exposure at petrol filling stations should be reduced as far as possible by following best practices in **location**, design and extraction. The petrol station should not be constructed in a residential village centre.

References:

1. <https://www.n-somerset.gov.uk/wp-content/uploads/2018/09/Local-Plan-2036-Issues-and-Options-Document-1.pdf>
2. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/839555/CCS0819884374-001_Government_Response_to_the_CCC_Progress_Report_2019_Web_Accessible.pdf
3. <https://www.who.int/ipcs/features/benzene.pdf>