

# Public Consultation Statement

Development Proposal  
Ellis Farm, Kilby Bridge



# 1.0 additional comments

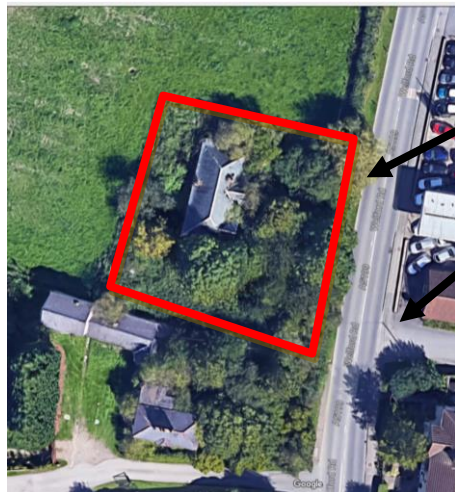
Below are additional comments after receipt of the councils replies to our initial consultation comments:

The council considers that the brown field land is suitable to deliver each element of the policy:-

Housing numbers proposed to Kilby Bridge are stated as being a requirement for 40 number properties.

3 number of which are proposed / put forward by Wheatcroft Properties who own the disused property called the Ingleueuk, this has no rights of access over the adjacent land for vehicular access and has no vehicular access points off the main road A5199, the site is heavily wooded and overgrown and the installation of 3 number properties in this location would need a new access off the main road, which possibly would cause highway issues with existing accesses, which are in use across the road. The council state this is for upto 3 properties on this site, does this include the removal of the existing single property or 3 additional.

In our opinion the land is capable of providing enough space for 3 number properties but with highways access, turning head and parking requirements this maybe limited in scale. The existing landscaping of the area and the highways issues need to be looked into prior to this site coming forward.



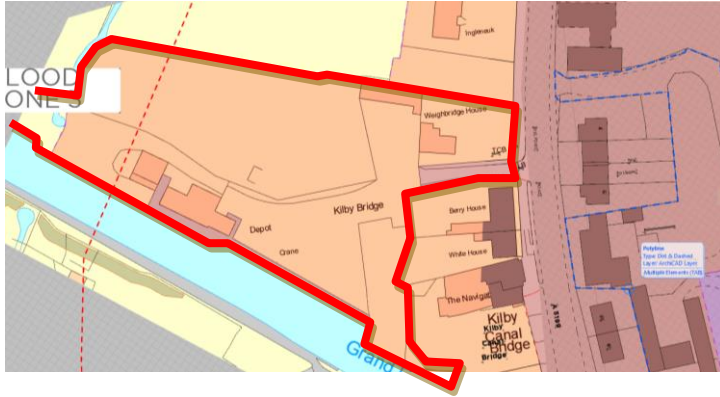
The site has no vehicular access from the main road.

The site is covered in trees and vegetation.

Access to sites opposite the site are highways issues without comprehensive inclusion.

Size of the site is only suitable for 3 number properties once the site access, turning head etc i

16 of which are proposed on the land owned by the canal trust, this is not a formal application and no plans are available. Some of the land is within a flood zone 3 and can not be built on. The actual useable land is 5200 msq as shown below. Taking out the awkward section behind the public house and the area behind the flood zone line



The actual useable land is 5200 msq this is 0.52 Ha with 16 number residential properties proposed to this area the density would be around 30 per hectare which according to the proposed policy documents is the target set out. Unfortunately they have stated that the scheme includes small scale retail and boating facilities, these items would require additional parking areas, highway access changes and the loss of land for the residential properties. This would raise the residential density to a greater amount than required under the new guidance. Again an increased highway access requirement would have an impact of the Wheatcroft property site above and the proposed development opportunities across the road.

The council have stated that the land across the road on our site has the potential for 21 dwellings.

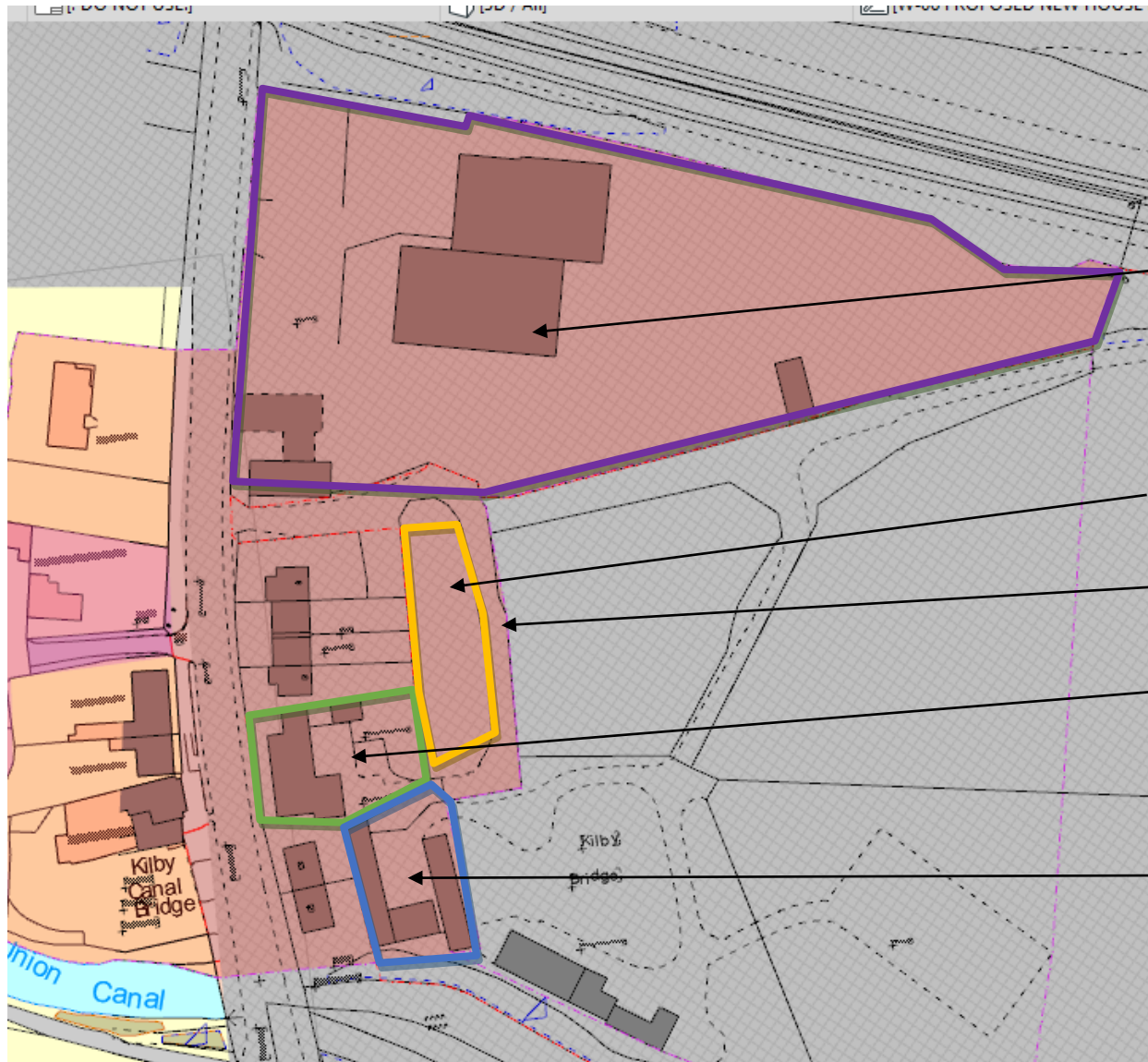
From the picture below the blue outlined area is 2 number single storey barns, over the past 9 years in discussions with the planners they wanted to see these converted, if at all, into 2 number properties.

The green section is the existing dwelling and required garden and land.

The yellow is a narrow strip suitable for 2 number properties with associated parking and a roadway to all properties to the side.

This will allow for 4 number properties out of the 21 possible available.

The car showroom useable site is around 7000msqd, 0.7ha – after a buffer is allowed to the side of the railway, new site access, visibility splays and existing built form orientations are taken into account. This will equate to around 24 per ha which appears to be within the requirements of the policy proposed. This issue is the actual numbers being available across the road.



Car showroom site

Possible installation of 2 number properties/  
gardens and parking

Access roadway

Existing property and small grounds retained

Existing 2 number barns

It must be remembered that all these sites are within various land ownerships. The land to both sides of the road will have limited highways access opportunities and it appears that no consultation with the highways authority has taken place. Over the years we have spoken to the county council and then want a joined up masterplan approach to any development to either side of the main road or this will limit development opportunities.

We have confirmation from the highway authority that the narrowness of the main road in this area limits access arrangements.

The council need to make sure this is addressed prior to formalisation of the plan or the proposed units would not be able to be bought forward.

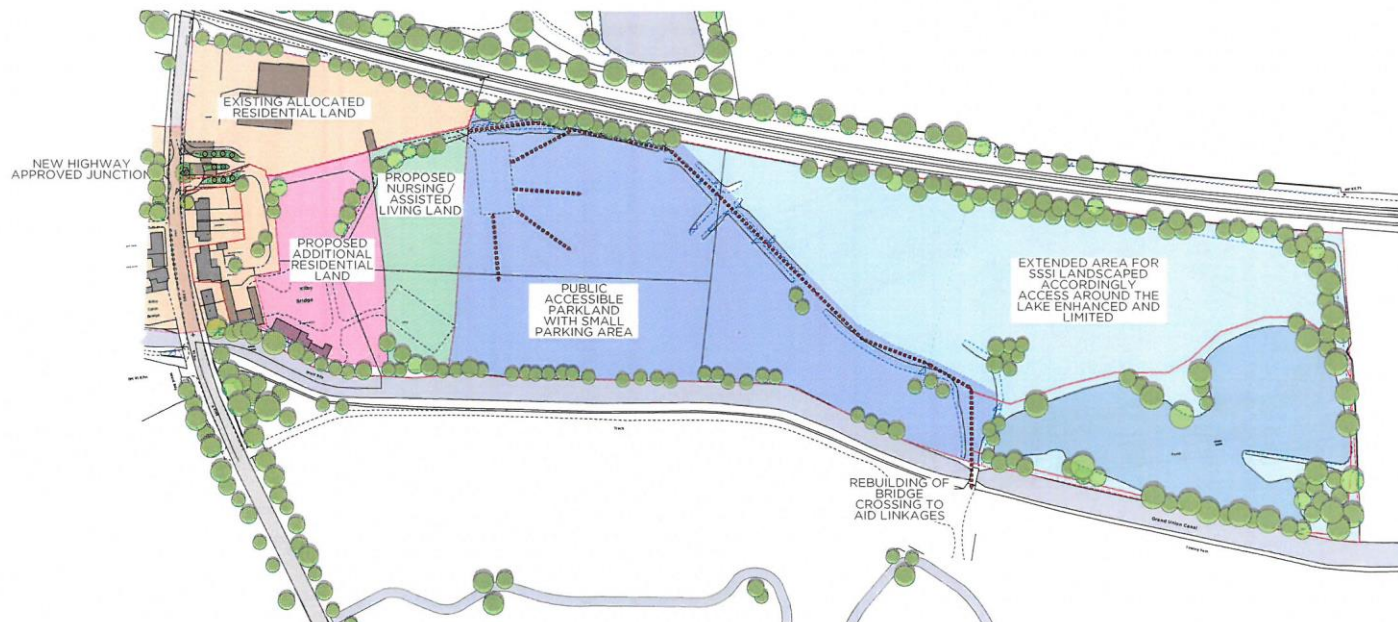
My previous comments with regards to the redevelopment of the area, the opening up of the area for public use and the creation of marina and financial viability has been answered with the same comments as above, relating to the creation of a small scale retail and boating area on the river trust side. Surely the inclusion of the Ellis farm site across the road, the inclusion of parkland, parking and a fishing lake would benefit the area.

Again I would refer you back to my original document:-

The overall aim regarding access has been to enable inclusive access for all across the site area, via the easiest and most simple manner. This is achieved in all modes by incorporating clear and concise routes to, and through, the site.

Both vehicular and pedestrian routes to and from the development have been carefully considered in order to achieve the best possible solution to provide inclusive access for all.





Masterplan of the site allowing for the opening up of the area for public use, the creation of better links to the SSSI and canal sides.

We have held meetings with the policy team and the planners for a number of years, in August 2016 the council Policy team asked us to put forward the Ellis farm site, we did this with a small scale development on the green and pink land shown above, 2 schemes were proposed a 6 unit and a 10 unit housing scheme, these were varieties of properties from Barns to partial submerged units, both were discussed at length. The policy team then came back to us in March 2018 and asked us to send in a comprehensive housing scheme for the whole of the site. This was produced by ourselves and issued under cover to the policy team on the 21st August 2016. This scheme took into account a large buffer to the SSSI and canal.

We continued to promote the scheme as discussed and when the draft plan came out we were more than surprised to see that most of the site was allocated as a conservation area and the site for additional housing was restricted. At no point was the discussion for the creation of a conservation area on a plot of land that is currently a paddock for horses. The existing barns that are used by the horses have been included within this conservation area.

I can see nothing on the documents proposed by the local authority regarding the rationale and the process that has been undertaken to change the designation of the land into a conservation area. Surely the small scale development of the land and the enhancement and accessibility of the area would greatly increase the SSSI?

Both ourselves and the local authority have undertaken ecology surveys of the paddock areas and have both ascertained that the land does not have any biodiversity or ecology that requires protection.

At the open meeting with the local authority on the 21<sup>st</sup> March 2018 the above was discussed and the opinion of Mr Jamie Carr was that if a smaller scheme had been put forward along the lines of the above then this may have been looked at more favourably. I would like confirmation as to why we were asked to promote a much larger site than was to be allowed?

We have been in consultation with the car showrooms owner and they do not have any interest in moving or selling the land for the next 5 years or more as they have an unrestricted use of the land for their business, which is doing well. The council's allocation of this land for the housing numbers it requires in the plan for the next few years will not be bought to fruition without the extension of the developed land in the area. The land across the road has limited access capabilities, limited useable space etc. The entire area has a major highways issue with regard to multiple access arrangements, a joined up masterplan of the area is required not the hope that the individual land owners may / may not be able to put forward their sites for development in the future.