

Land off Harvest Lane, Charlton Horethorne Public Consultation

22.11.2022

1. Introduction

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Charlton Horethorne is a village blessed with a range of core community facilities including a village shop, meeting hall, church, play area, school and well used pub. It therefore offers an appropriate location for housing where new residents have the opportunity to access such facilities by walking and cycling.

Providing a housing development of over 10 dwellings here will address the current five-year housing land supply deficit that affects South Somerset, and deliver much needed affordable housing where none has been provided in many decades.

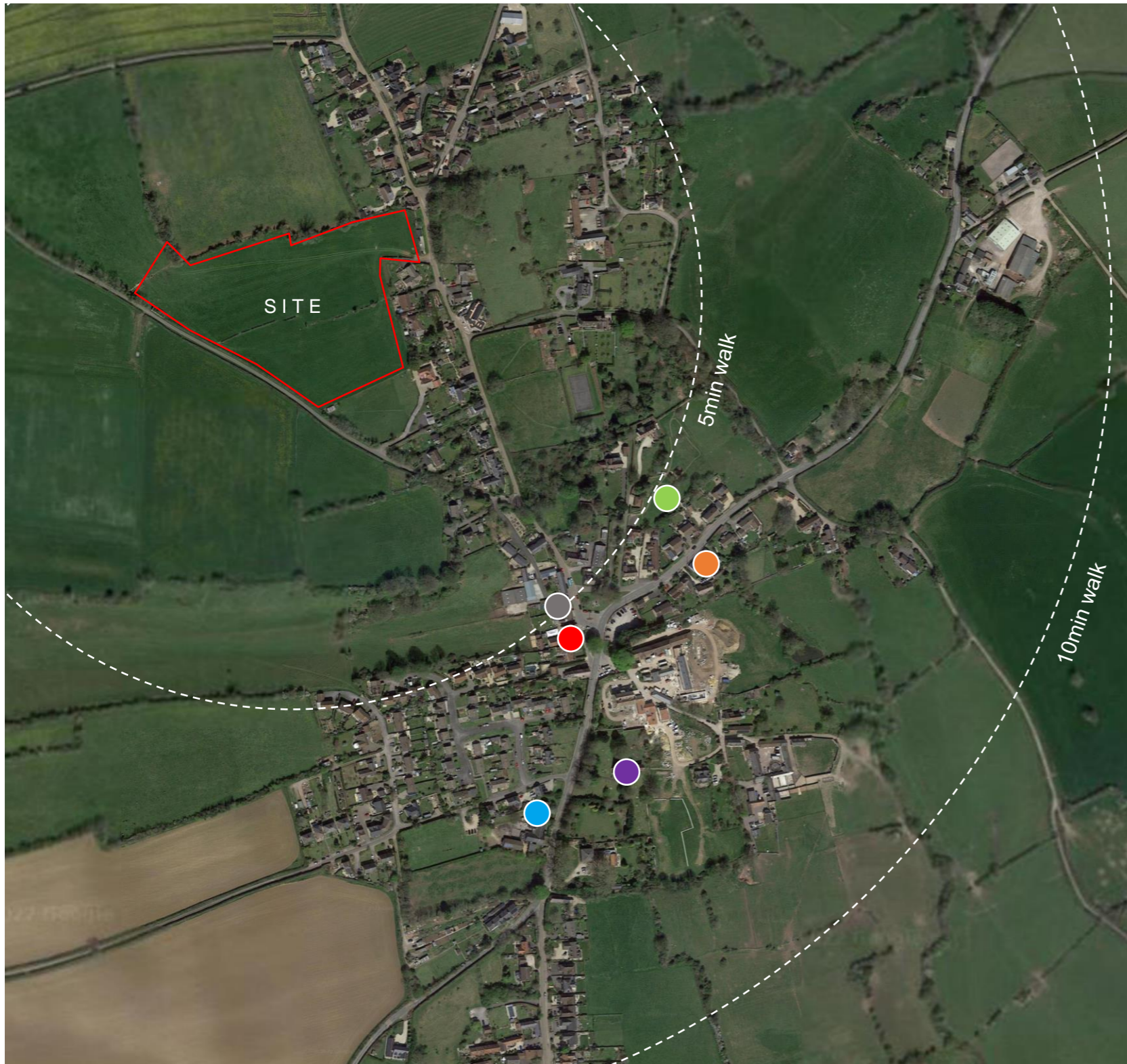
In 2016 the Parish produced a 'Community Plan', which while not an adopted Neighbourhood Plan that would have significant weight in planning decision making, does provide a clear steer on what the local community would like to see occur in the coming years.

Some of the key things the plan identified included:

- A maximum target of 20 new dwellings should be built up to 2026;
- Of which at least 4 should be affordable – to be delivered by the end of 2022;
- Retirement homes were wanted;
- A desire to deliver two new workshop units by the end of 2022;
- That all development needs should be met on infill plots;
- Demand for allotments was to be investigated, and any delivered self-financing with future management by the Parish Council;
- Speeding is an issue through the village and needs to be addressed;
- Street lighting should be restricted in the village; and
- The need for new play and sports facilities, for both younger children and teenagers, was to be investigated further.

The proposals we would like to speak to you about today seek to meet the aspirations of the plan and deliver much needed open market and affordable housing, as well as employment floorspace, generally in accordance with the aims of the Community Plan. The land on which we propose to develop is owned by Hopkins Estates who are local farmers and developers who employ over 80 people in the local area, some of whom live in Charlton Horethorne.

2. Local Context



The site proposed for development is situated to the north west of Charlton Horethorne, less than a 5 minute walk from the village centre, providing good access to the village amenities.

Charlton Horethorne Primary school is less than a 10 minute walk from site, as are the pub, church and village hall.

- Village hall
- Pub
- Church
- Shop
- School
- Millennium Green



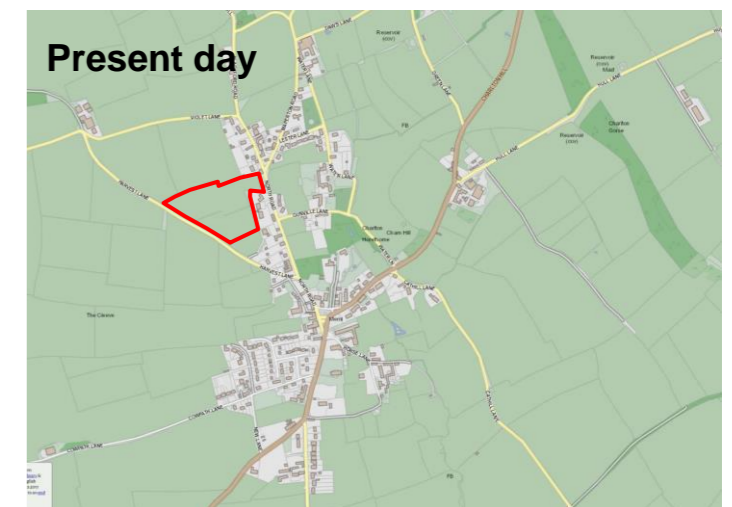
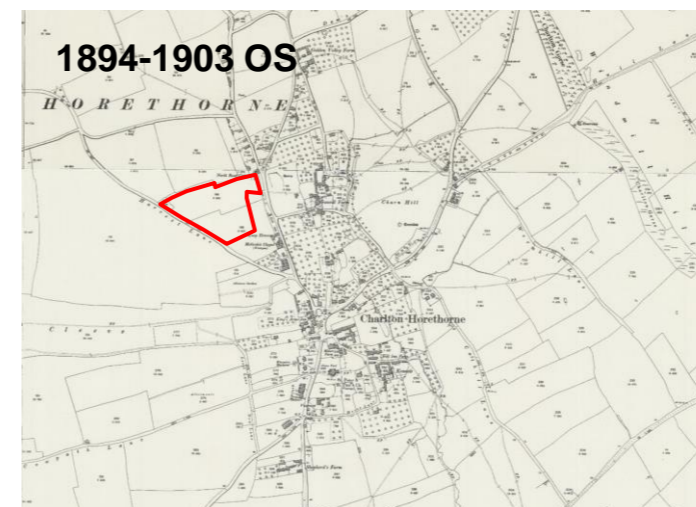
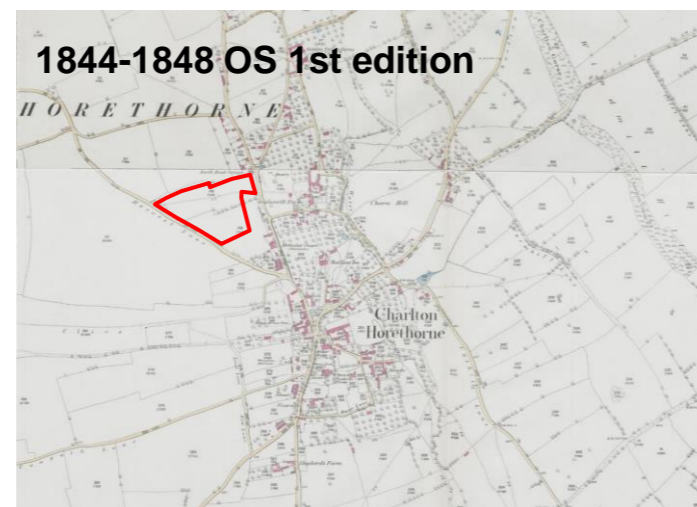
3. Historical Context



Since the late 1800's, the majority of development in Charlton Horethorne has been a densification of the existing development pattern which would have grown organically over time.

A large mid 20th Century housing development to the south west of the village, north of Cowpath Lane, is the most notable recent large scale development. Development adjacent to Southdown, to the south of the village, is also evident.

The proposed site would provide development opportunity without disrupting the balance of the overall setting of the village



4. Contextual Response

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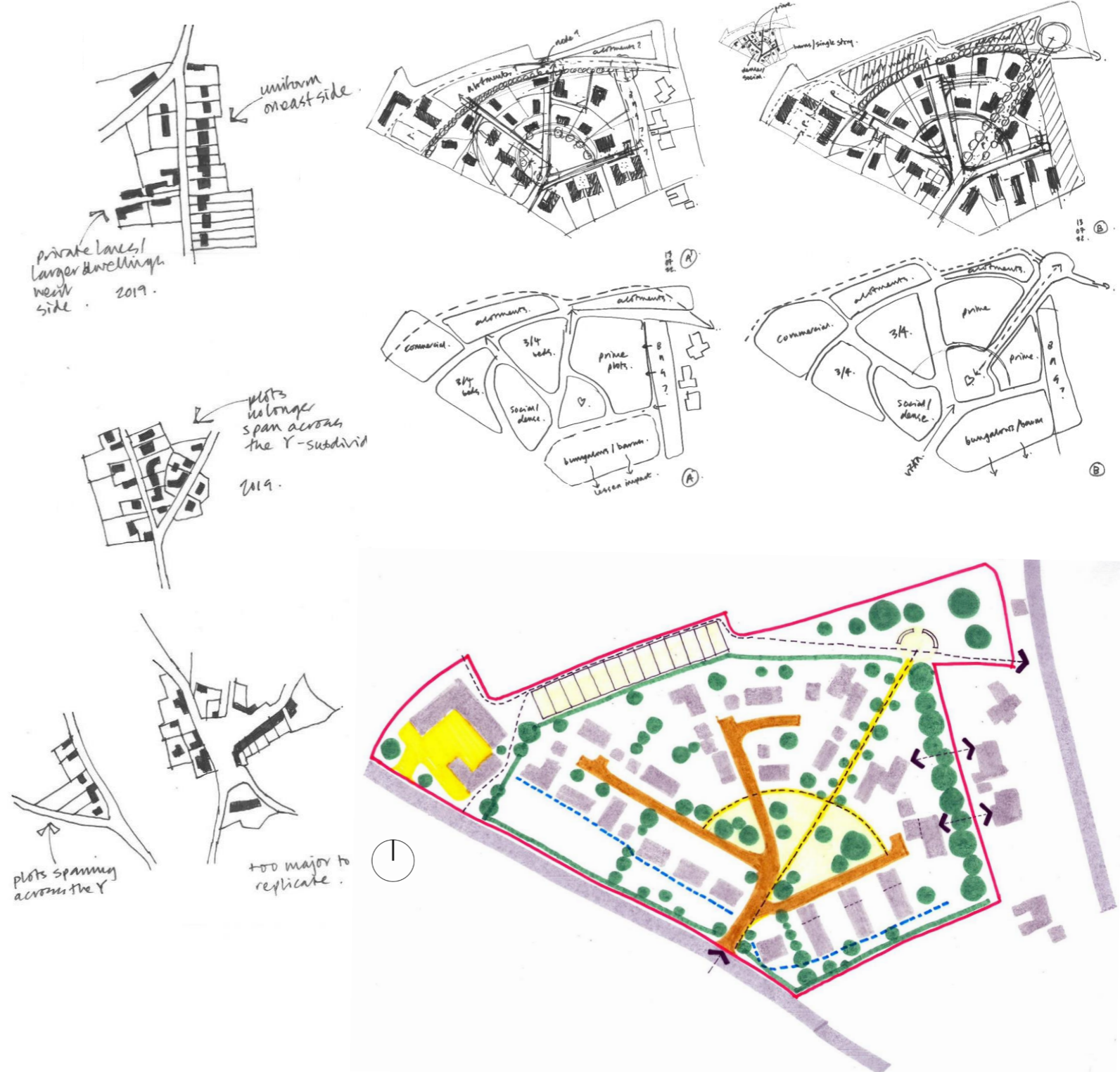
The design for the site seeks to create a place that is derived from the street patterns and typology of Charlton Horethorne.



Nodes of movement & forks in the road are patterns repeated across the village, setting up longer vistas of greenery and avoiding a sense of strict enclosure.

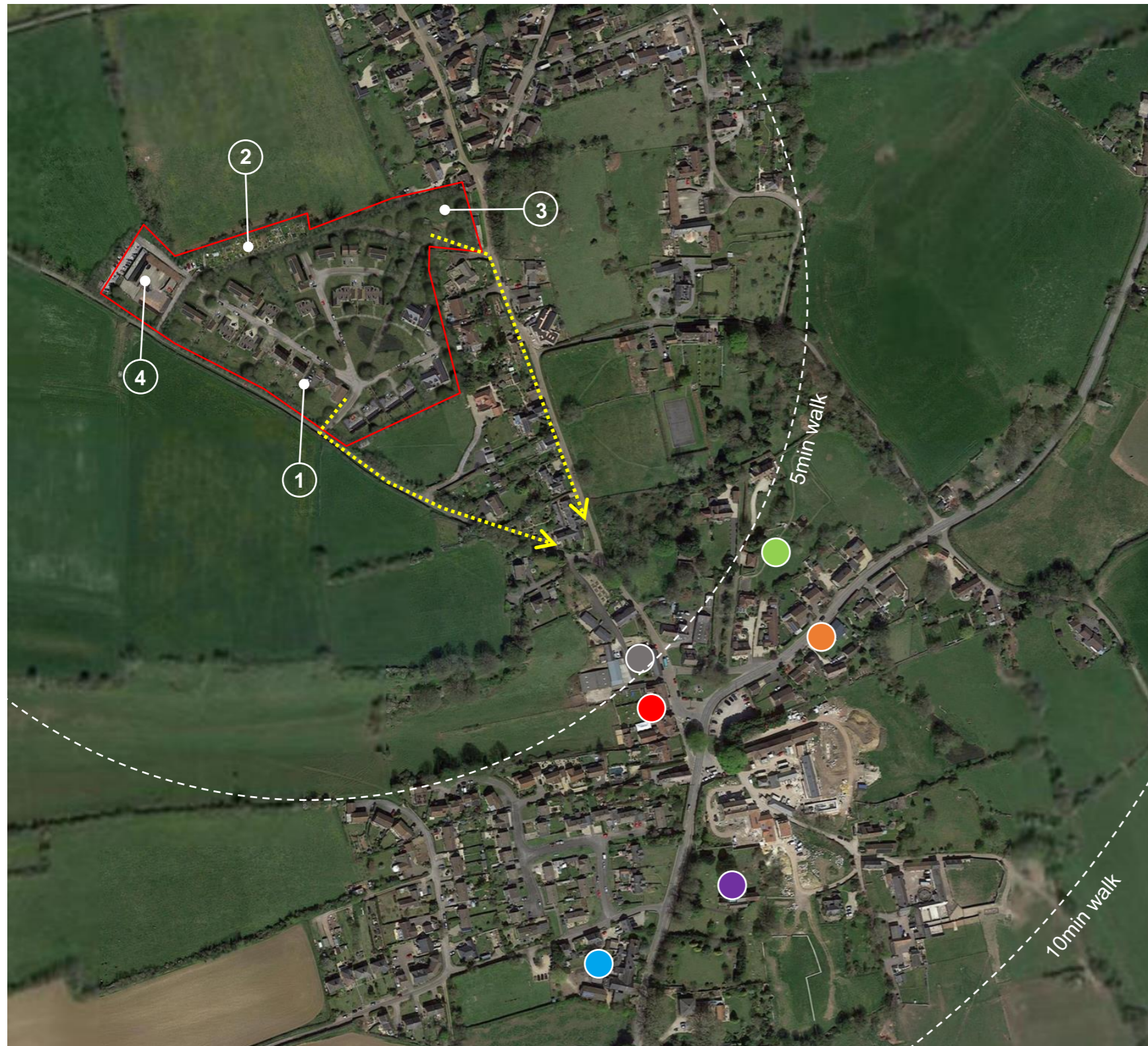


Reflecting this will ensure the new development becomes an integrated part of Charlton Horethorne.



5. Proposals

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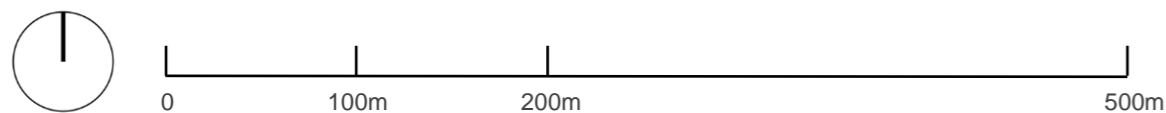


The proposals for the site are for 24 houses which are developed on the ethos of good vehicular, cycle and pedestrian access and connectivity with the village.

The development will bring further benefits to Charlton Horethorne;

- ① **Affordable Housing** – 7 no. dwellings comprising a mix of affordable housing truly suitable for the village will be provided. We will be offering to work with the community land trust to deliver this in conjunction with them.
- ② **Allotments** – a mixture of small and medium allotments will be provided for use by existing and future residents of the village.
- ③ **Recreation** – an amenity space will be provided to benefit residents young and old – a meeting place within the village and an opportunity for recreation.
- ④ **Business** – lettable commercial space will be provided to reduce commuting and allow people a communal space to work that could bring further benefits to the village as a social hub. This could comprise of offices and/or artisan workshops. Large scale fabrication will be avoided.

- Village hall
- Pub
- Church
- Shop
- School
- Millennium Green



5. Proposals

- ① Two options for pedestrian and cycle connection into Charlton Horethorne – 5 mins walk to centre of the village
- ② Two main green public open spaces within the development, which will also serve as sustainable drainage solutions
- ③ Green screen / buildings pulled away from Eastern boundary of the site.
- ④ Allotments with good pedestrian connections and dedicated parking, accessed via the commercial access that will serve the workshops.
- ⑤ Low rise, agrarian style commercial accommodation (use class E) at North Western fringe of development with parking for both offices and neighbouring allotments
- ⑥ PV panels with battery storage, along with heat pumps, low temperature heating, MVHR and high levels of insulation & air tightness make for an environmentally sustainable development



5. Proposals

- ⑦ Single storey accommodation - 4 no. 3 beds.
- ⑧ 5 no. 3-4 bed dwellings
- ⑨ 7 no. larger 4-5 bed dwellings
- ⑩ 7 no. 2-3 bed smaller dwellings and apartments to be secured as affordable dwellings (30% of 24 dwellings = 7.2) so 7 dwellings and a financial contribution to cover the 0.2

3.1 Hectare Site

24 dwellings = less than 8 dwellings per Hectare – typical volume housebuilders built at around 45 dwellings per hectare.



Key:

 Type A1 3 no. 2 bed flat, GIA 60m ²	 Type D 2 no. 5 bed, GIA 340m ²
 Type A2 4 no. 3 bed, GIA 100m ²	 Barn 1 4 no. 3 bed, GIA 120m ²
 Type B 6 no. 3 bed, GIA 180m ²	 Single storey Commercial GIA 200m ²
 Type C 5 no. 4 bed, GIA 220m ²	 Single storey Commercial GIA 350m ²

6. Allotments

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Allotments are traditionally 'ten-pole' / 250 sqm in size, although this is often split into half (125sqm) or even quarter plots (62.5sqm). **The National Allotment Society** recommends half plot sizes of **125sqm** as being suitable for subdivision into more manageable allotment sizes, depending on local requirements. Access pathways to be c. 4m wide with nearby parking & storage provided from the outset

Summary of the key considerations for allotment planning;

Step 1: Local Council Involvement

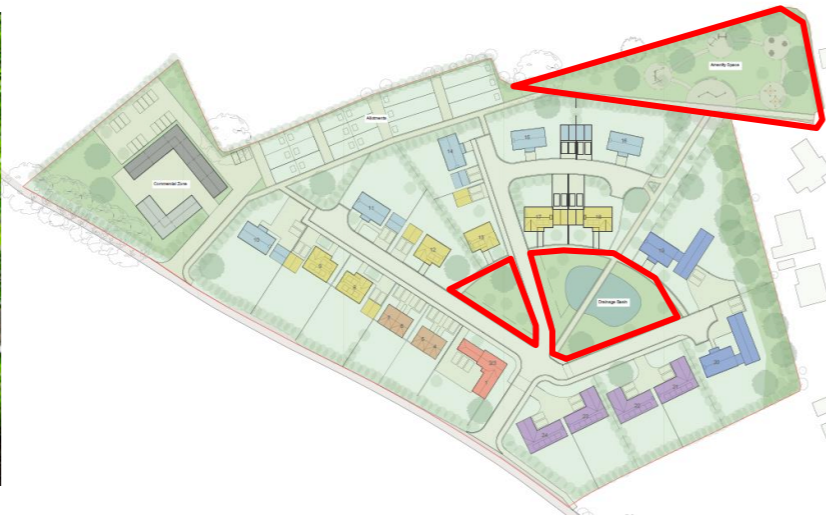
- Whether the allotment site will be adopted by the council
- If there is an existing waiting list or if one needs to be opened
- Planning for community management of the allotment site (Self-Management)

Step 2: Future Plotholder Involvement and Consultation

- Consult with plotholders on design, infrastructure and facilities to create an allotment site which is safe, inclusive and does not require further works after it opens.

- ① Access to the allotments is provided from the new development as well as directly from North Road and Harvest Lane.
- ② On site parking is provided for allotment users to assist with delivering & collecting materials & produce.
- ③ 12 no. micro allotments (10m x 6m) and 6 no. medium allotments (21m x 6m) are initially proposed, though the size could be reviewed with local engagement & input.

7. Amenity Space



We are keen to understand the nature of amenity space that is desired from the people of Charlton Horethorne

- Although adjacent to the proposed new dwellings, the space would be woven into the fabric of Charlton Horethorne and a place that people could meet and enjoy.
- The Millennium Green caters for younger children but this space could be a family meeting place for children of all ages
- An element of recreation will help promote healthy lifestyles through exercise, with the routes provided through the site linking into the wider network, and enhancing the recreational linkages through the village for dog walkers and general walking, running and cycling.
- The amenity space will add ecological value and contribute to green infrastructure and biodiversity net gain.
- It will be an important part of the landscape and setting of the dwellings and will provide screening to reduce visual impact.

① Access to the amenity space is provided from the dwellings as well as directly from North Road – good pedestrian and cycle connection is provided

② The space will house varying activities for children of varying ages as well a green place to meet / sit / picnic etc.

8. Commercial Provision



Commercial Provision as part of the development will be restricted to Planning Use Class E – Commercial, Business & Service – this covers commercial and business uses that are compatible with residential areas, do not generate noise and dust and are unlikely to require HGV access.

With on site parking and infrastructure, people will be enabled to carry out business operations from Charlton Horethorne, preventing the need to commute and allowing the flexibility to work directly from their place of residence.

The commercial workspace could be subdivided into units that suit the market demand – from individual studios to larger office spaces, with centralised resources, workspace and catering are all possible.

Both buildings proposed would be predominantly single story in size and pitched roof / agrarian in style.

The smaller barn could be let as a single self contained unit.

The courtyard could be a thriving social space for the community – local examples of these are courtyard cafes / tap rooms, sometimes associated with the crafts / businesses in the barns themselves. This could provide the opportunity for daytime and evening community social events.

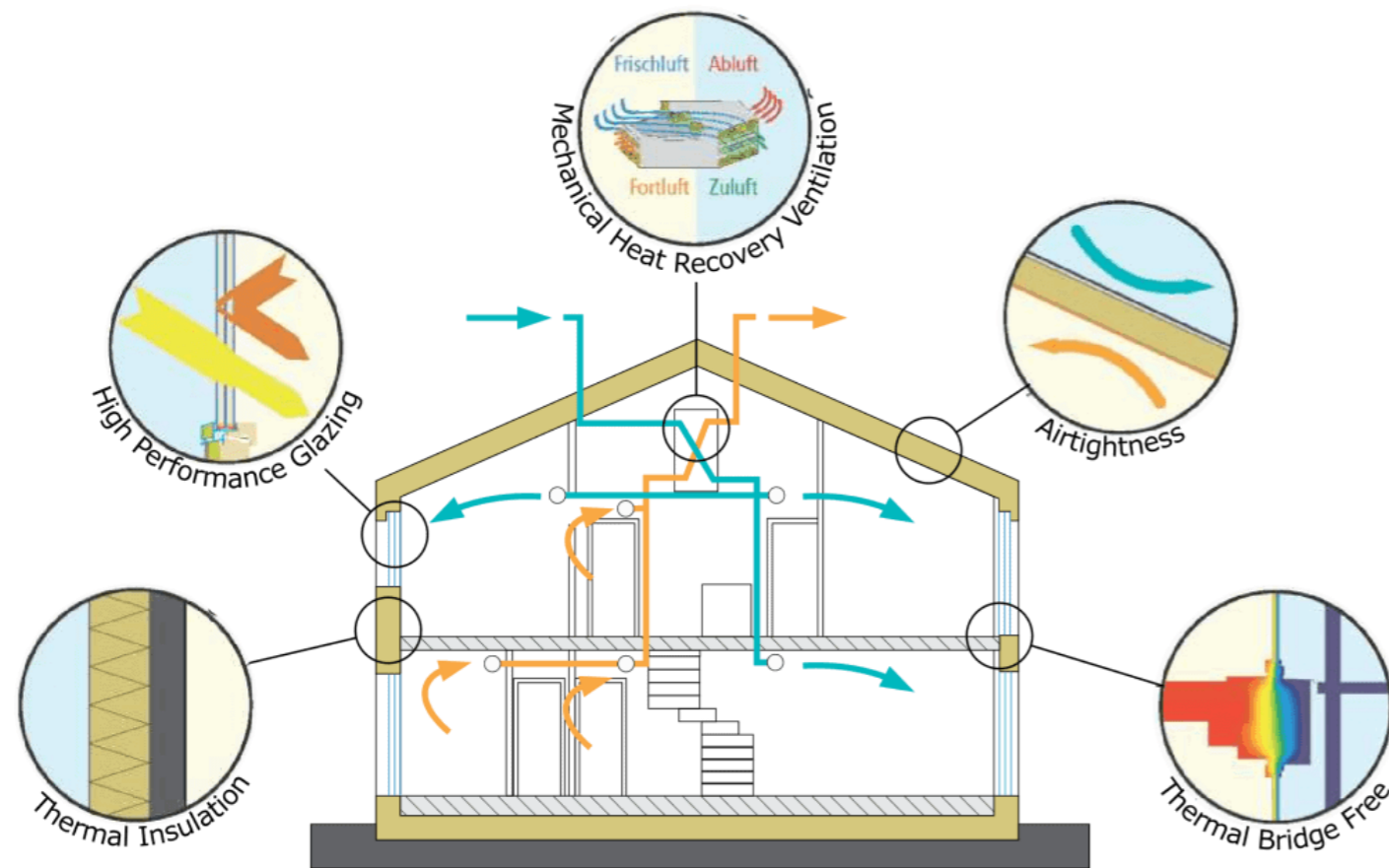
- ① Commercial space as currently drawn shows 2 no. single storey buildings of 350 sqm and 200 sqm GIA. There would be options for splitting the buildings into individually accessible work units, with common / shared facilities.

Based on national statistics relating to density of employment, the proposed floorspace would provide for 12 jobs if it were all to be set up as workshops, or 46 if it were to be used intensively as office space - however in reality a midpoint is more likely.

- ② Car parking would be provided to meet with Somerset County Council Parking Standards at the required 1 parking space per 40sqm commercial space. 350sqm commercial = 14 spaces.

9. Sustainability

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The development will seek to significantly exceed national standards in terms of its energy efficiency, by incorporating the following measures:

- Fabric First / Build Tight & Ventilate Right
- Mechanical Ventilation with Heat Recovery
- Air Source / Ground Source Heat Pumps
- Solar arrays with battery storage
- Electric Vehicle Charging Points
- Local materials / stone used in construction

The above approach focuses on minimising energy use in the first instance, whilst also minimising energy wastage.

Through this approach, energy bills are drastically reduced to approximately **60% lower** than UK average and **35% below** new build average (according to previously achieved projects).

It is possible to combine this low energy sustainable approach to housing with traditional / vernacular designs – something we would look to achieve at Charlton Horethorne – maintaining local character whilst being highly environmentally sustainable.

Additionally, the development will generate its own energy via photovoltaic panels and heat pumps.



10. Highways

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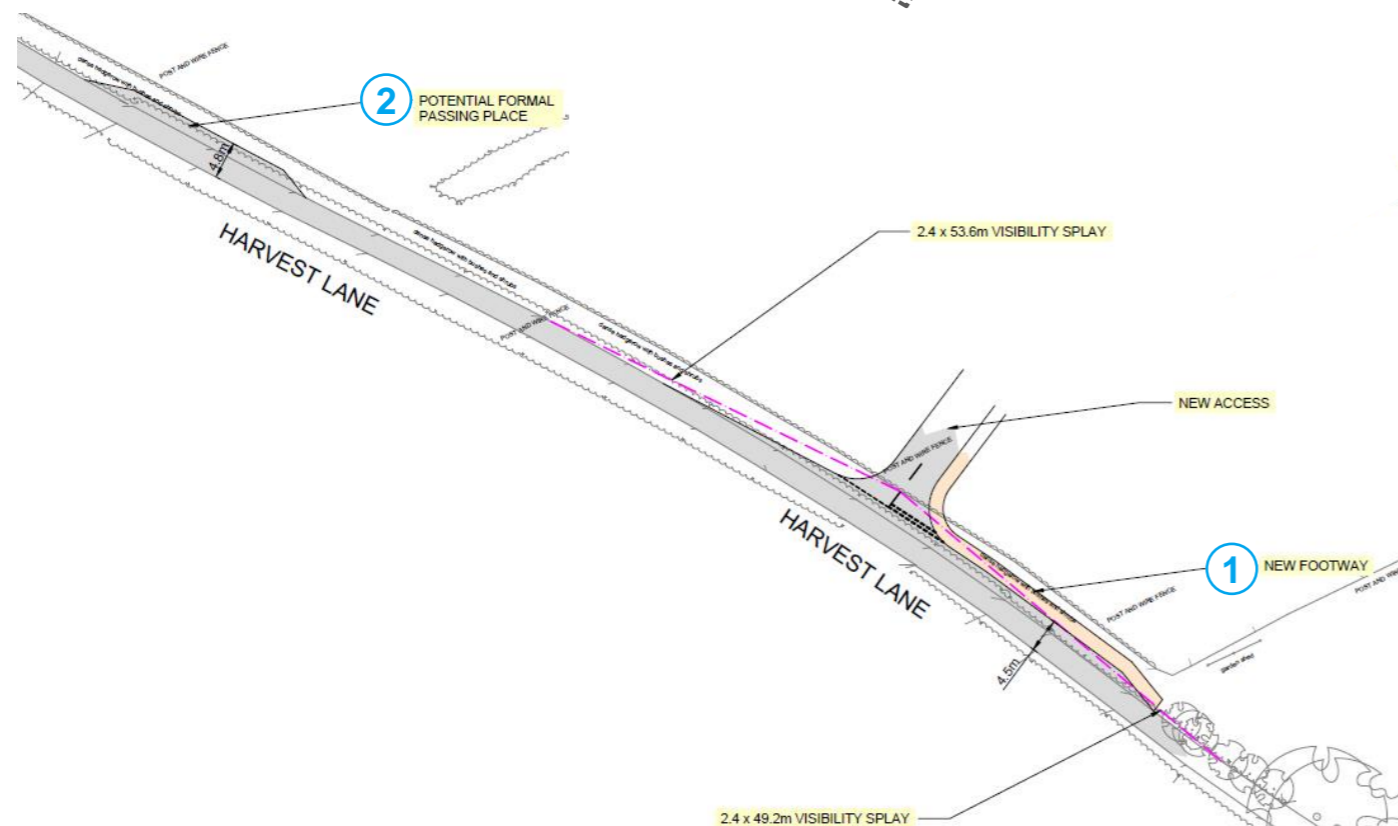


A traffic survey was undertaken on Harvest Lane to record vehicle speeds and flows. The vehicle speeds were used to set out the visibility splays at the access. In addition, the road is proposed to be widened along the site frontage east of the access to allow two cars to pass.

- ① A new pedestrian footway is included along the site frontage east of the access to provide an alternative route for pedestrians choosing to use Harvest Lane, instead of North Road. This is all illustrated in the proposed access plan set out below (left).
- ② An additional passing place further north on Harvest lane would also be provided on land controlled by Hopkins Estates.

Additional Traffic

Based on reliable national statistics for similar rural areas the proposals would generate 13 vehicle trips in the morning peak hour (8am-9am) and 13 in the evening (5pm-6pm) – this is an additional car movement every 5 minutes in these peak times, which is a very low change that the nearby roads can safely accommodate.



Top Left: Context of highways information on the site plan

Bottom Left: Highways technical drawing of proposed access and passing place along Harvest Lane.

10. Highways

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Walking and Cycling

We want to promote walking and cycling in the area so people will use this to access the range of facilities in the village.

While we cannot create unbroken footways throughout the village due to the physical constraints of the road network, walking in rural lanes is a characteristic of such areas. There have been no reported accidents on either of the adjacent roads and they are considered to be safe to accommodate walking and cycling. Harvest Lane is the quieter of the two roads, but even North Road is quiet with traffic surveys identify average use in peak hours of less than one vehicle per minute.

While walking these routes is safe, we would appreciate residents' opinions on whether measures such as a virtual footway should be incorporated into our proposals (example top left), such measures have been statistically proven to reduce speeds – with North Road's average speeds being close to 30 mph, which could benefit from being reduced.

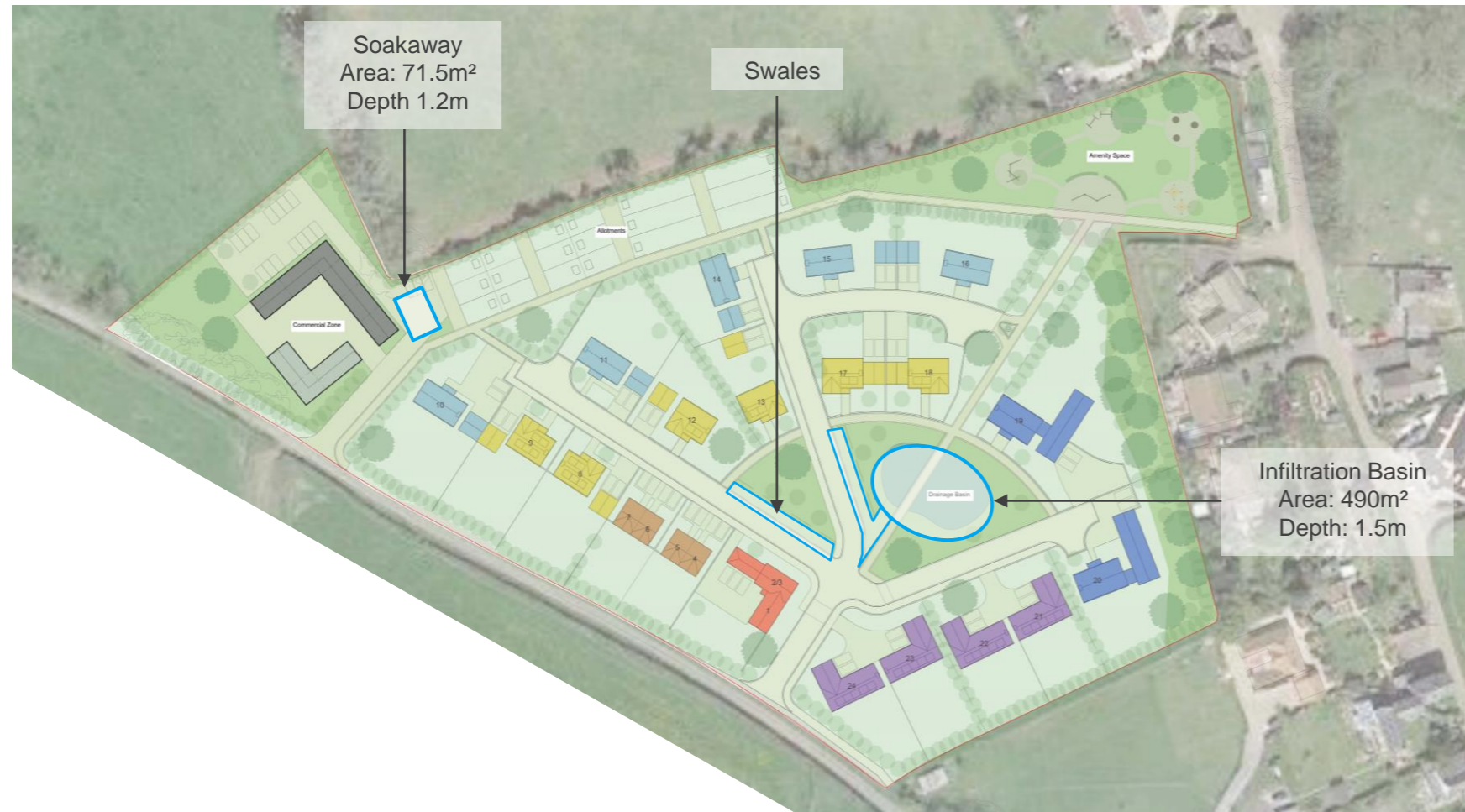
We would also be happy to consider other measures to reduce speeds, such as extending the 30mph limit further out of the village and incorporating speed calming measures at the site entrance.

We also note that traffic traveling along the B3145 often exceeds the speed limit and the parish plan seeks to remedy this. While the proposed development does not lie adjacent to that route, we would be happy to work with the local community to deliver some form of traffic calming of the main road, and we seek to agree this with Somerset County Council as part of any planning application.

Top Left: Examples of virtual footways

11. Drainage

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The site lies outside of any area designated as being subject to flooding – specifically within flood zone 1 as defined by the Environment Agency where housing can be safely accommodated.

Surface water drainage will be disposed of to the ground via infiltration basins, swales and soakaways, tests have been completed on site to show that that is a feasible option. The site's detailed drainage design will show that any surface water will leave the site at a slower rate than the existing rate, that can be achieved easily here given the amount of land available.

The surface water infrastructure will be designed in an innovative way and incorporated into the site to maximise both water quality targets and enhance biodiversity, they will create attractive focal points for the development.

In terms of sewerage infrastructure we are not aware of any constraints that affect the village but if there are then site would pay for upgrade works via connection charges to Wessex Water.



Top Left: Drainage strategy overlay.

Bottom Left: Examples of surface water infrastructure proposed.

12. Visuals

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12. Visuals

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12. Visuals

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13. Consultation Questions

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The proposals we have presented here today are the initial concepts for the site, we would value the public's input into the more detailed proposals as they evolve. To assist us we would really value your opinions in respect of the following questions:

- What form of housing would you like to see provided on the site?
- Do you think the types of affordable housing units being suggested are the right ones? If not how would you change the scheme?
- Do you think providing workshops and/or offices on the site is a good idea, what types of businesses do you suggest they be designed to accommodate?
- Do you support the proposals to provide allotments on the site?
- What would you suggest is incorporated into the areas of public open space?
- Would you support the provision of a virtual footway on North Road?
- Do you consider that traffic calming works on the B3145 would be appropriate, can you suggest the type of work you would like to see (i.e. traffic islands, width restrictions, signage etc.)?
- Do you agree with the emerging layout? If not, how would you change it?
- Do you have any general comments about the scheme?

Please feel free to either complete a response form today and pass it to a member of our team, or alternatively complete at home and return it via email to enquires@grassroots-planning.co.uk or via post to:

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