

Public Agenda Pack



LICENSING SUB-COMMITTEE

Monday, 19 June 2023

10.00 am

**Council Chamber, Council Offices, Cannards
Grave Road, Shepton Mallet BA4 5BT**

SUPPLEMENT TO THE AGENDA

To: The members of the Licensing Sub-Committee

We are now able to enclose the following information which was unavailable when the agenda was published:

Agenda Item 3 Objection Notice received in respect of Bath Rugby Limited, Farleigh House, Farleigh Hungerford, Bath, BA2 7RW (Pages 3 - 10)

To inform Members that an application has been made for a premises licence for Bath Rugby Limited Farleigh House, Farleigh Hungerford, Bath, BA2 7RW

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Additional Information on Entry & Exit Access to Farleigh House and number of affected properties

Dr M J Smith - on behalf of Farleigh Village Residents

Recent additional documents submitted by Bath Rugby have been circulated in connection with the application for a Premises License which show a change in the Entry/Exit route to that which was presented in their original application and are highlighted on a map together with “noise sensitive properties” in the close vicinity

The document also includes photos of the Entry/Exit “gate” which opens out onto a clear stretch of road

HOWEVER this fails to acknowledge or show the “true” entry route leading to Farleigh House from the A366 onto Tellisford Road (TR) - not included on their map. This is a narrow, steep and dangerous junction into a small, derestricted country lane, single track for the first 100 metres with no passing places, going uphill and blind on entry (see fig. 1 Map, and figs. 2 – 7 below)

This has always been a potential accident black spot both for vehicles turning into TR cutting across busy traffic coming up the A366 and often causing a significant tailback in the other (easterly) direction, and also for vehicles coming down TR as cars/vans/lorries/farm traffic frequently cut the corner when turning in (see fig. 5)

After 100 metres the road does widen for a short section but here the series of cottages front straight onto the road and there are usually residents cars parked outside their properties. The church gate entrance is also opposite these cottages (see fig. 8)

With regard to the new proposed exit route which BR say they will “encourage” visitors to use, while this in theory will take exiting traffic away from Farleigh Hungerford village it is:

- a) Unlikely that many vehicles will do so if their destination is to the east and west eg. Bradford on Avon, Trowbridge, Bath etc
- b) this part of Tellisford Road, going to Tellisford and on to Rode is also, of course, single track with a few informal (created by usage) passing places

It is important to stress that Tellisford Road carries 2 way traffic but all are designated single track – a large number of vehicles exiting onto this narrow road at close intervals could cause chaos for oncoming traffic, potentially creating a very dangerous situation

Hopefully, the following images below (figures 1 – 8) help make the situation clearer:



Fig 1. Map now includes the A366/Tellisford Road Junction (black line) and the correct number of neighbours properties affected (red dots) by increased traffic movements etc



Fig 2. Approach to A366/TR junction from East has limited view until very close



Fig 3. A366/TR junction



Fig 4. A366/TR junction – driveway immediately on L then narrows



Fig 5. Most drivers cut the corner – numerous accidents happen here



Fig 6. 1st 100 metres of TR is single track and all derestricted from this point



Fig 7. Showing 1st 100 metres of Tellisford Road – single track, no passing places



Fig 8. Showing cottages fronting directly onto Tellisford Road

In their consideration of BR's Planning application of 2016 for use as a corporate training facility the Planning Officers Report, paragraph 15 stated:

“The Local Planning Authority appreciates that the site was not previously sustainable in transport terms in 2010 and remains as such and, it appreciated that the existing traffic movements are not now as originally predicted in 2010”

In fact at that time traffic movements related to BR activities had already more than doubled. Agreeing this new Premise License will clearly hugely increase this traffic burden

In summary:

Effectively these narrow, single track residential lanes have now become the Main Driveway for Farleigh House – both in & out.

In the context of the Farleigh House site having very poor access, and given the nature of the surrounding public highways, we believe it is unsustainable as an expanding facility and an alternative route of access should be mandatory

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