



Yatton Neighbourhood Development Plan for the Period 2017-2026

REFERENDUM VERSION

Vision

For Yatton to continue to thrive as a vibrant and distinct village with a rural character, and through sustainable development become an increasingly attractive place for current and future generations to live, work, study, create, do business and spend their leisure time.



Foreword

The National Planning Policy Framework provides for the drawing up of Neighbourhood Development Plans, which should reflect the needs and priorities of their communities. The Framework lays out a number of principles for planning, including the guidance that planning should:

- Protect the Green Belt;
- Recognise the intrinsic character and beauty of the countryside and support thriving rural communities within it;
- Support the transition to a low carbon future;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Make the fullest possible use of public transport, walking and cycling.

This Neighbourhood Development Plan will help shape the future of Yatton until 2026. It has been coordinated by representatives of Yatton Parish Council and a group of residents who volunteered to work for and on behalf of the Parish Council. The members of the Yatton Neighbourhood Development Plan Steering Group are:

Coordinators:

Christopher Jackson*, Jonathan Flower

Members:

Clare Bessant* Rhiannon Prys-Owen
Emma Cummings Sarah Reakes
Jonathan Edwards* Simon Reakes
Wendy Griggs* Tim Scott
Massimo Morelli* Caroline Sheard*
Tony Moulin Becca Spinks*
Theresa Mullan* Andy Warren*
Nicholas Ogborne Andrew Wilson
Ian Woodgate

***Yatton Parish Council**

The Steering Group wish to express special thanks to Joanna Ashman, who designed the Yatton Neighbourhood Development Plan logo.



Introduction

Background and Timeline

The first meeting to discuss drawing up a Neighbourhood Development Plan for Yatton took place on June 22nd, 2015. This resulted in a further meeting on July 16th, 2015 and the formation of a Steering Group. The initial coordinators of the Steering Group were Parish Councillor Rhiannon Prys-Owen and Mr Tony Moulin, ex-District Councillor.

Whilst the Steering Group was organising a public consultation over the direction and content of the Yatton Neighbourhood Development Plan, existing planning applications were coming to fruition. Most prominent among these was a large development north of the Arnolds Way roundabout in Yatton by Bloor Homes (a development now known as Chestnut Park). Others already in the pipeline included a further tract north of the Arnolds Way roundabout (applicant: Hallam Land Management) and a second tract adjacent to Chestnut Park (applicant: Bloor Homes). Developments such as this carry planning obligations under Section 106 of the Town and Country Planning Act 1990, commonly known as Section 106 agreements. These are a mechanism by which a development proposal can be made acceptable in planning terms and are focused on site-specific mitigation of the impact of development. The three developments at Yatton North End would carry very substantial Section 106 obligations, so North Somerset Council constituted a Yatton North End Steering Group to identify the best ways to mitigate the impact of the imminent new developments. This group held its first meeting on March 11th, 2016 and identified several key areas which would need to be dealt with by sub-groups: Education; Affordable Housing and Extra Care; Community Meeting Space Provision; Leisure and Playing Field Provision; Place-Making; Transport, Accessibility and Gateway Improvements; Biodiversity.

Analysis of the Yatton resident consultation responses had meanwhile revealed clear major themes, resulting in the formation of Neighbourhood Development Plan sub-groups, with obvious overlaps with the North End Sub-Groups. It was agreed that Yatton Parish Councillors and members of the Yatton Neighbourhood Development Plan sub-groups would be invited to join the North End sub-groups to ensure sharing of information and coordination of activities. At about this time Councillor Prys-Owen moved out of the area and Mr Moulin wanted to reduce his involvement, so Parish Councillor Christopher Jackson took over coordination of the Steering Group, later joined by Mr Jonathan Flower, a Yatton resident.

Section 106 agreements have to be drawn up to a timetable that is agreed by the developer, who usually wants to move quickly so that the financial implications are understood as early as possible. An important consequence of this in Yatton was that the Section 106 discussions had to proceed at a much faster pace than the Neighbourhood Development Plan deliberations. Despite some friction generated by two adjacent processes moving at different speeds, it was considered sensible to continue with both in order to ensure that the community in Yatton had a voice in the Section 106 negotiations and also made its own local planning document. The alternative would be to defer all decision making to the local authority, North Somerset Council, without providing a clear local voice.

At the time of writing (August 2017), it is anticipated that the Section 106 negotiations will be concluded by the autumn of 2017. The infrastructural works associated with the Section 106 agreements will therefore almost certainly begin before the Neighbourhood Development Plan is ready to be submitted for formal review.



It is important to note that one function of this Neighbourhood Development Plan is to help to direct expenditure of future funds received through Section 106 and Community Infrastructure Levy arrangements. The areas for development within the Yatton Neighbourhood Development Plan area, identified by North Somerset Council through their Site Allocations Policy, are shown in Figure 5.

Consultation

Yatton residents were initially consulted during July 2015 by volunteers standing in Pages Court (known locally as The Precinct) and asking 100 randomly chosen individuals to answer a few rather broad and open questions. The responses were used to identify key themes, which were then addressed much more comprehensively by means of a questionnaire that was administered between October 2015 and January 2016. Hard copies of the questionnaire were distributed by hand to all households in the Yatton Neighbourhood Development Plan area; copies were also available at Yatton News, Yatton Post Office, Mendip Vale Surgery and Yatton Library, which additionally functioned as collection points for completed questionnaires. The questionnaire was also available for completion online via the Yatton Neighbourhood Development Plan website (www.yatton.org). The availability of the online questionnaire was publicised in the local press and through a leaflet drop to all households in the Neighbourhood Development Plan area. A total of 947 responses were received, representing 13% of Yatton's population of 7552 (2011 Census data).

Clear themes emerged from analysis of the main questionnaire results. These are, in alphabetical order: Business, Environment, Housing, and Transport. The Plan is therefore structured along these lines, for clarity, although there is clearly significant overlap between the themes.

A further public consultation was carried out under the auspices of Yatton and Congresbury Wildlife Action Group during May 2016. This focussed on matters relating to protection of Sites of Special Scientific Importance and the Strawberry Line from built development, including roads. A total of 58 responses were received.

Following the drafting of the Neighbourhood Development Plan, hard copies were delivered to all households in Yatton and it was also available to download from the Yatton Neighbourhood Development Plan website. Residents were asked to provide comments and verdicts on the draft Plan both online and by hard copy. A total of 151 responses were received. Three public consultation events were also held in order to give residents a chance to discuss, challenge and suggest modifications to the plan. These were held on Saturday May 20th 2017 at Yatton Village Hall from 10:00am to 4:00pm; Monday June 26th 2017 at Yatton Village Hall from 8:00am to 3:00pm; and Thursday July 6th 2017 at Horsecastle Chapel from 3:00pm to 9:00pm. They were advertised in the local press and on Parish noticeboards. About 20 residents came along to each of these meetings.

Area Covered by the Yatton Neighbourhood Development Plan

The Yatton Neighbourhood Area (the part of Yatton Parish to be covered by the Yatton Neighbourhood Plan) was designated by North Somerset Council on April 24th, 2015. It is wholly contained within the Parish of Yatton and is contiguous with the Claverham Neighbourhood Area (the part of Yatton Parish covered by the Claverham Neighbourhood Plan). Figure 1 shows the Yatton Parish boundary and Figure 2 shows the Yatton Neighbourhood Development Plan boundary. Figure 3 shows the settlement boundary, as defined in the North Somerset Council Site Allocations Plan 2018; Figure 4 shows important constraints on development in and around the village, including the Green Belt (source: North Somerset Council Policies Map); Figure 5 shows existing sites allocated for development by North Somerset Council in the Site Allocation Plan 2018 (the Yatton Neighbourhood Development Plan does not amend any of these existing site allocations).

Figure 1: Yatton Parish Boundary (——)

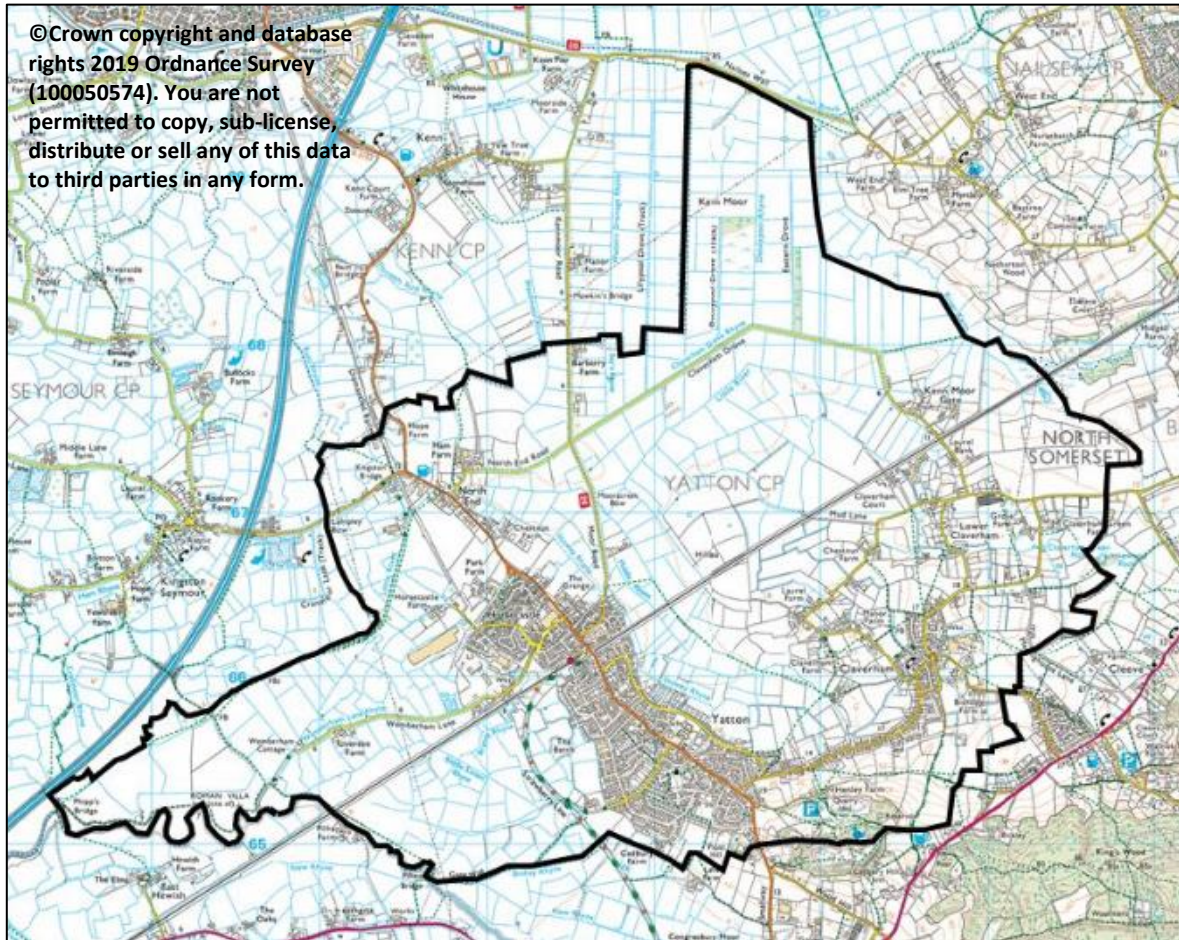


Figure 2: Yatton Neighbourhood Development Plan Boundary (—)

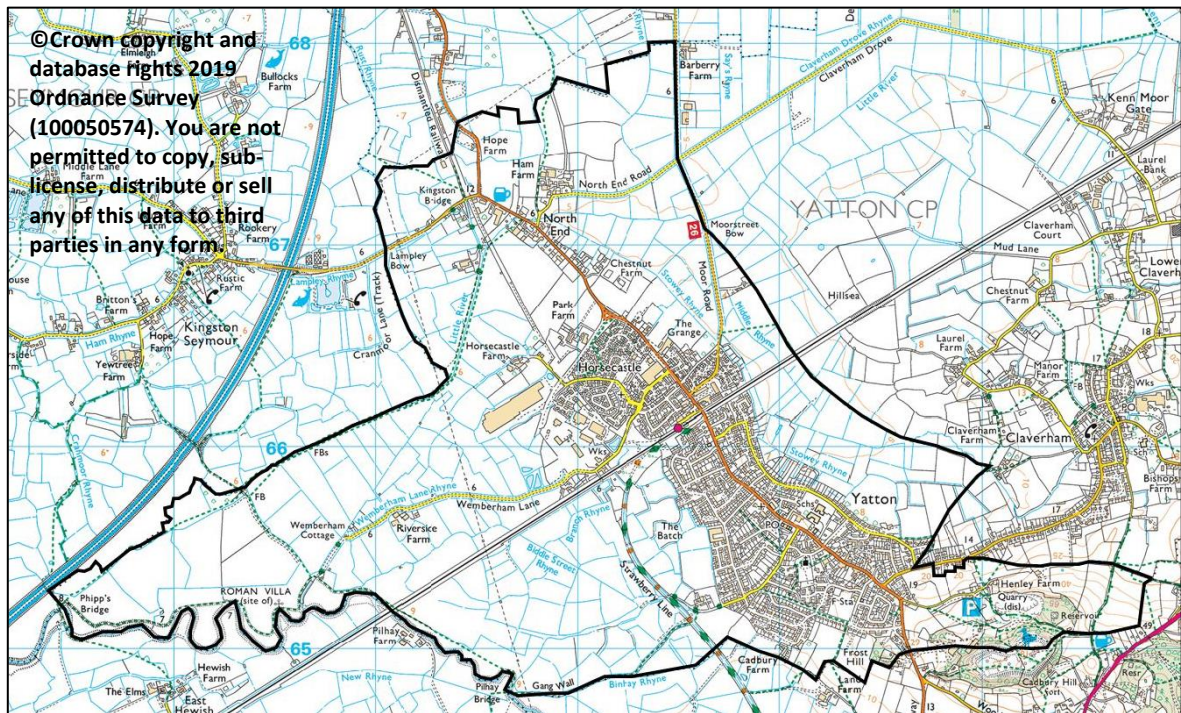
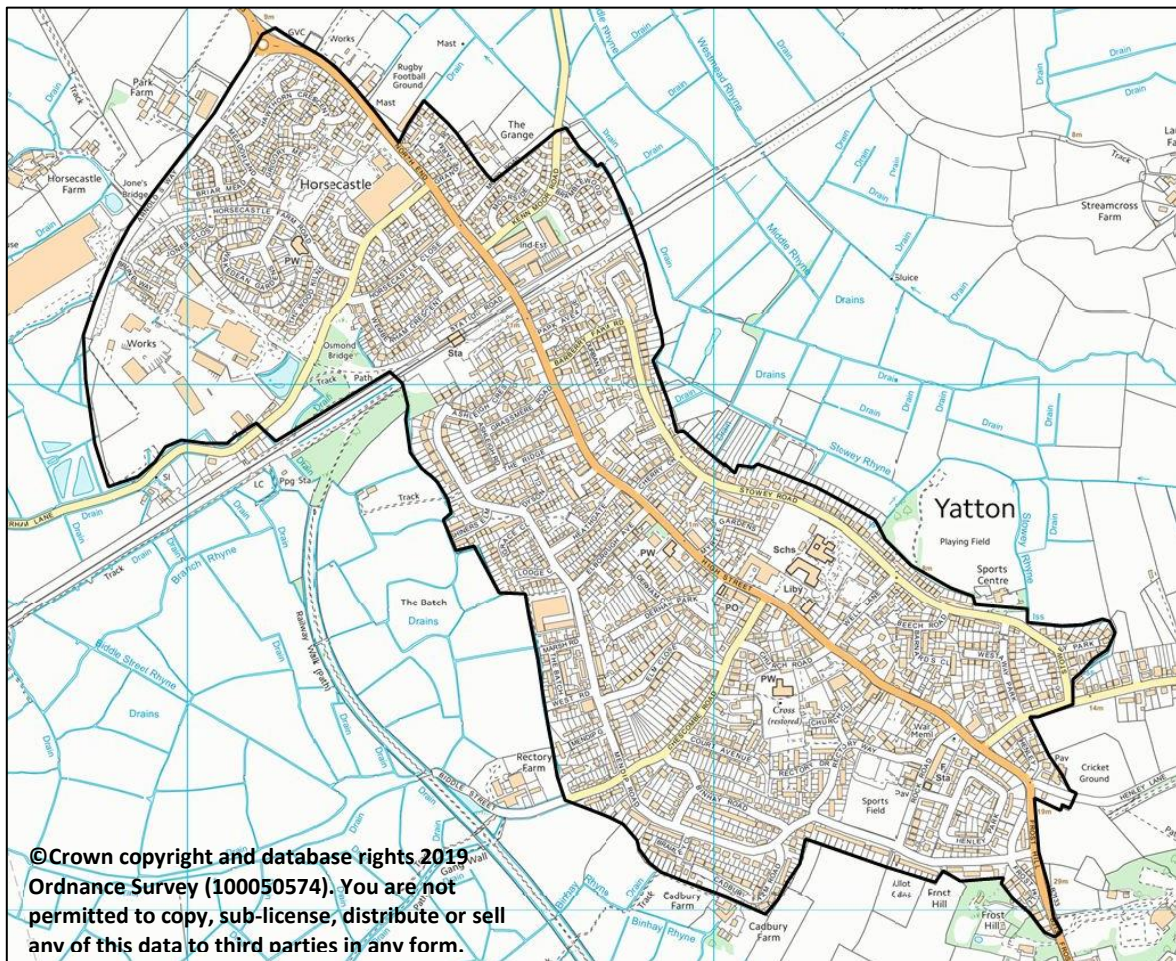






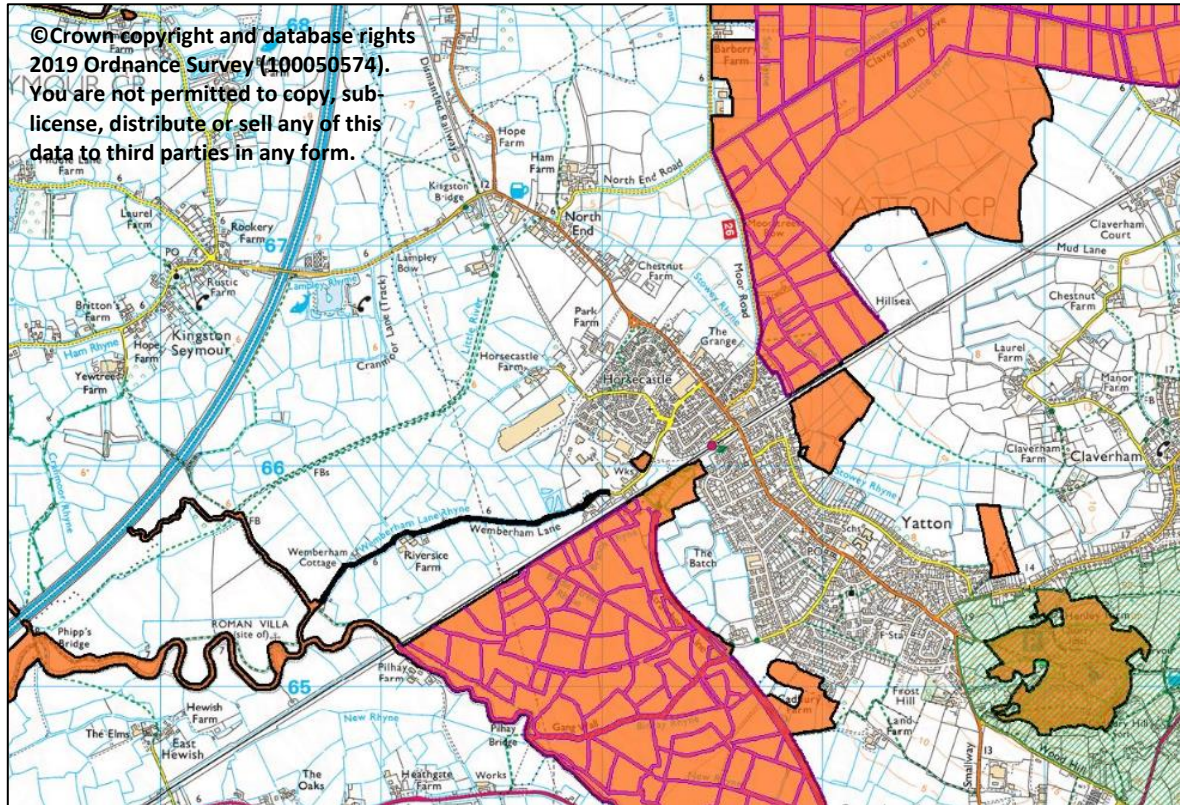
Figure 3: Yatton Settlement Boundary (—)



(Shown for information purposes only)

Source: North Somerset Council Site Allocations Plan 2018

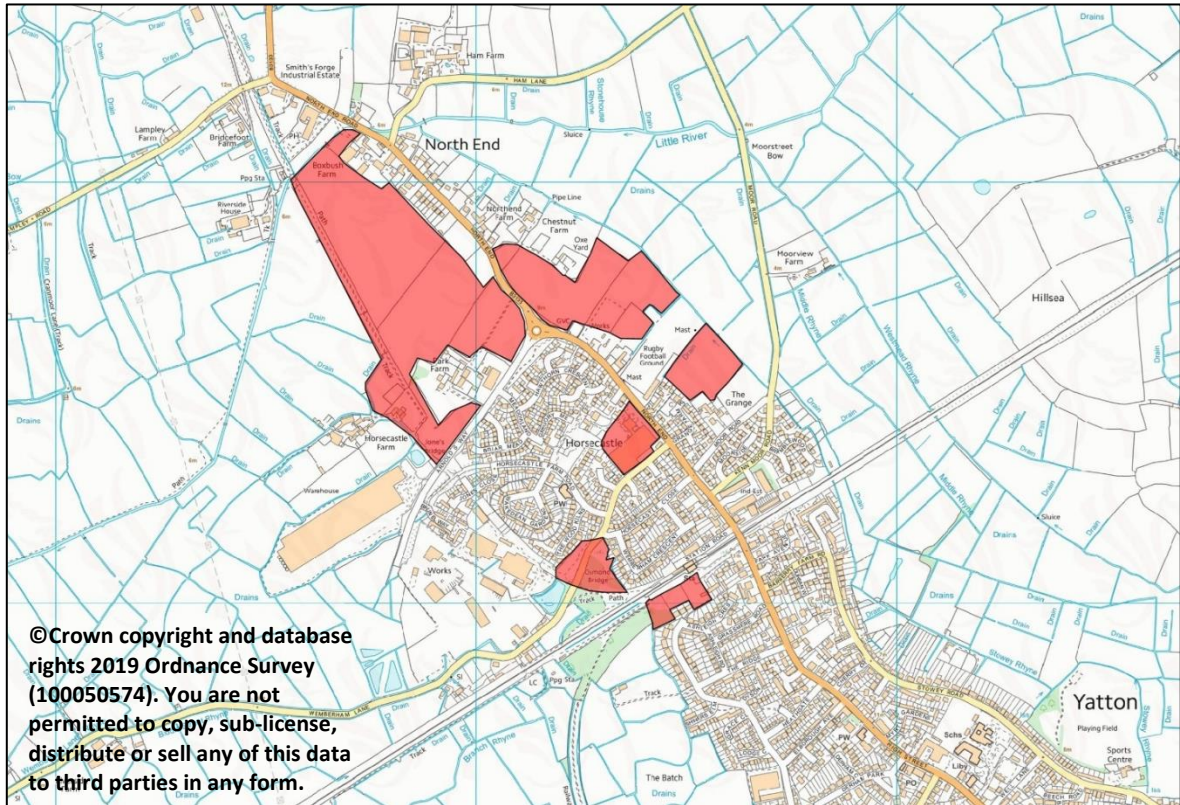
Figure 4: Green Belt (), Local Nature Reserves (), Sites of Special Scientific Interest (), and Sites of Nature Conservation Interest () In and Around Yatton



(Shown for information purposes only)

Source: North Somerset Council Policies Map

Figure 5: Sites for Development as Indicated in the North Somerset Council Site Allocations Plan



Source: North Somerset Council Site Allocations Plan 2018



About Yatton

History

Neolithic hunter-gatherers were in the Yatton area before 4000 BC. A track on the raised ridge of land that is now Yatton High Street came down from Cadbury Hill, where the Iron Age hill-fort was situated. The Romans arrived in the first century AD, farmed the area and built the villa at Wemberham. After the Romans left at the end of the fourth century AD, the country entered the dark ages and very little was recorded during this period. The Saxons invaded the area but farming continued even during the Viking raids of the ninth and tenth centuries. Then came the Normans and the creation of the Domesday Book. Yatton appears in this document, along with Claverham and Hewish, and it is obvious that it was a very substantial agricultural centre with a prosperous population. The church is evidence of this: it has been called the “Cathedral on the Moors” and could only have been built by a comparatively rich community.

There were farmhouses or tenements in the area from about 1150, built of timber and with their own holding of land. There was a surge of rebuilding in the seventeenth century and many of the stone farmhouses we now see were built or rebuilt at this time.

The nineteenth century saw the coming of the railway, which had a big impact on the development of the village. It made travel much easier for everyone and helped develop the thriving livestock market. During the latter half of the twentieth century a massive change occurred in farming, with the introduction and widespread use of agricultural machinery of all types. This contributed to a reduction in the land required to provide sufficient produce for the population and the labour required to produce it. At the same time there was an increased demand for housing through the combined effects of a rise in the general population and a shortage of land in major towns and cities. This led to many farms in the Yatton area being sold for housing development, with farmhouses either demolished or sold to become domestic properties not connected to agriculture. Many of the survivors are now listed buildings.

Economy

Yatton is strongly influenced by its proximity to Bristol, the regional capital and major source of employment in the district. Despite this, Yatton retains its independence and is far from being the dormitory village which other villages have become. Thriving village clubs, societies and activities are available every day of the week, and whilst most employed people have to leave the village during the day to journey to Bristol or further afield, there is a continuous bustle in the village centre throughout the day.

Geography

Yatton lies on a ridge within the North Somerset Levels and Moors, an area historically known as the Northmarsh. The parish contains much of Cadbury Hill, an Iron Age hill-fort and local nature reserve, which provides good views in all directions. Views of the village are also good from the raised embankment of the former Cheddar Valley Railway (now known as the Strawberry Line) and the medieval Gang Wall, a medieval flood defence thought by some to be of Roman origin. The tower of St Mary the Virgin church can be seen from many places in the countryside around the village. These views are important to local people, as is the pastoral wetland landscape that surrounds Yatton.

Natural History

Two Sites of Special Scientific Interest (SSSI) lie within the parish, one on each side of the village: Biddle Street SSSI and Kenn Moor SSSI, designated by English Nature in 1994 and 1995 respectively. There is a richness of aquatic life in the drainage channels (rhynes), including nationally rare water beetles and snails. Eels, amphibians and fish, feeding on the wealth of invertebrates, are in turn prey for wildfowl



and the heron, recognised as a symbol of the area's local wildlife. The remaining areas are also important and rich in wildlife and need to be protected. Bird life within the village is varied and plentiful. The otter is returning to the parish, and signs of water vole have also been found. Barn owls breed on two sites within the Plan area and can regularly be seen from the Strawberry Line, an important wildlife corridor. The rhynes and hedgerows of the surrounding fields, as well as the Strawberry Line, act as wildlife corridors, enabling animals to move about and plants to disperse. The characteristic trees of the wetlands are mainly willows and alders. Pollarding of willows has produced a traditional landscape that is locally valued.



Summary of Objectives

Business Objectives

- BO 1. To maintain a thriving local economy by supporting businesses based in Yatton.
- BO 2. To promote the Pages Court area and the area around Yatton News by combining them in a clearly visually defined village centre.

Environment Objectives

- EO 1. To protect the rural character of Yatton by enhancing:
 - a. Local wildlife habitats and biodiversity;
 - b. Valued landscapes including trees and hedgerows;
 - c. The “dark skies” over Yatton.
- EO 2. To enhance access to the surrounding countryside, green spaces, public spaces, and sports and leisure facilities.
- EO 3. To ensure that the provision of open space for sports and recreational facilities is maintained at an appropriate level to meet the existing and future needs of the community.

Housing Objectives

- HO 1. To maintain a mixed housing stock that includes affordable homes so that future generations can choose to stay in Yatton.
- HO 2. To avoid any increase in the risk of flooding in Yatton as a result of new housing developments.

Transport Objective

- TO 1. To make journeys to, from and within Yatton safer and more sustainable.



Summary of Policies

Policies are also shown in a Policy Map (Figure 6).

Business Policies

- BP 1. Development proposals which are considered likely to have significant transport impacts on footways, bicycle routes and car and bicycle parking capacity in Yatton will be supported, where accompanied by a Transport Assessment. The scope and nature of the assessment should reflect the scale of the development and the extent of the transport implications of the proposal but would be expected to provide information on the following:
- Baseline conditions in Yatton including a description and analysis of existing transport conditions;
 - A description of the proposals and their expected transportation impacts, including trip generation by all transport modes in Yatton village centre, comprising the central part of the High Street from Cherry Grove to Well Lane;
 - Proposed servicing and parking arrangements cross-referenced to the application drawings;
 - A parking survey to detail existing parking conditions and an assessment of the potential in Yatton village centre;
 - An assessment of the net impacts of the proposal on the transport network and where appropriate the measures proposed to mitigate the transportation impacts of the development on footways, bicycle routes and car and bicycle parking capacity within Yatton; and where appropriate:
 - A Travel Plan which outlines the measures to increase the use of sustainable transport modes to reduce car-based travel from the site to Yatton village centre.
- BP 2. Development proposals which contribute to the clear definition of the central part of the High Street from Cherry Grove to Well Lane that demonstrably contribute to local distinctiveness by the use of appropriate:
- Architectural design references;
 - Materials;
 - Landscaping;
- or measures which:
- Respond to local character and history; and where appropriate;
 - Create convenient crossing points to promote this section of Yatton High Street as a social space where people, meet, shop, transact business and spend time;
- will be supported.



Environment Policies

- EP 1. Development proposals which contribute to improved access from residential areas of Yatton to local public footpaths will be supported.
- EP 2. The Gang Wall ancient flood defence and path is designated as a Local Green Space as identified on Figure 6 in the Plan and is accorded special protection from development other than in very special circumstances.
- EP 3. Development proposals incorporating amenity areas for planting with appropriate indigenous trees, where appropriate, will be supported.
- EP 4. Development proposals which are subject to development control and incorporating external lighting designed to conform to The Institute of Lighting Engineers (ILE) Guidance notes for the reduction of obtrusive light, 2011 for Environmental Zone E2, will be supported. External lighting for new development will normally be expected to demonstrate that:
- All night-time lighting is concentrated in appropriate areas;
 - Upward lighting is minimised;
 - Light pollution is minimised; and
 - Energy consumption is minimised.

Housing Policy

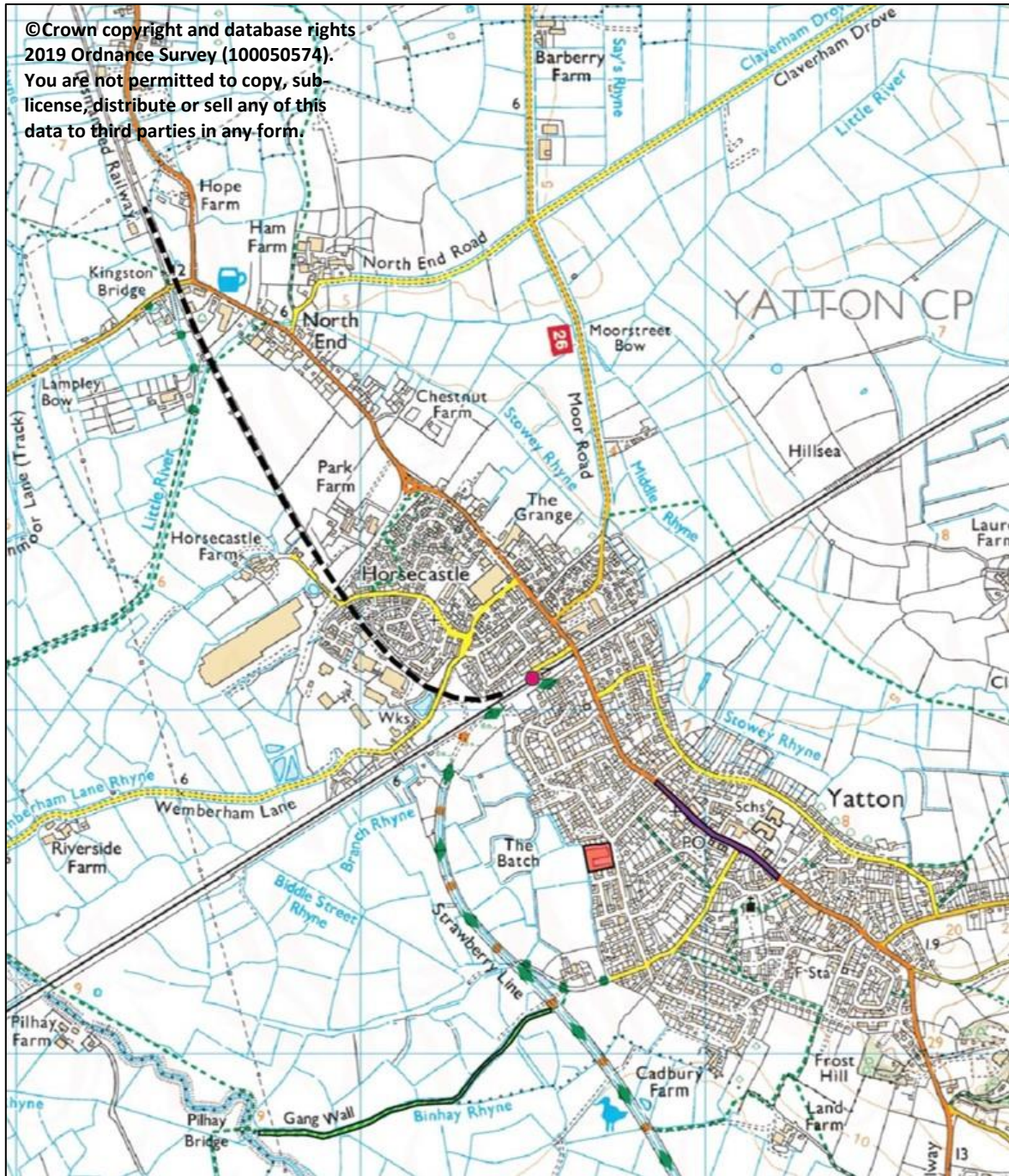
- HP 1. The brownfield site at 191-201 Mendip Rd, Yatton is allocated for residential redevelopment. Development proposals for residential redevelopment, subject to appropriate flood risk mitigation measures, will be supported.

Transport Policy

- TP 1. Development proposals which:
- a. Include measures for pedestrians and cyclists to enhance traffic safety; and
 - b. Encourage walking and cycling through well designed pedestrian and bicycle routes through the village;
- will be supported.

Figure 6: Map of Policies in This Neighbourhood Development Plan

- Local Green Space
- Central Part of High Street
- Area for Housing Development
- New Bicycle Path





Business

Business Objectives

BO 1. To maintain a thriving local economy by supporting businesses based in Yatton.

BO 2. To promote the Pages Court area and the area around Yatton News by combining them in a clearly visually defined village centre.

It is important to the local economy to maintain infrastructure in Yatton so that local enterprises are supported. These businesses fall into three categories:

- Businesses based in Yatton because it provides convenient access to major transport networks. These businesses vary in size and complexity but are a significant source of income and employment to the village. Examples are Bob Martin UK Ltd, Oxford Instruments, Smart Systems, Stowell Concrete Ltd, Pullin's Bakery and a number of smaller units on the Market and Smith's Forge industrial estates.
- Customer-facing businesses, which are primarily shops but also include childcare facilities, care homes, pubs, professional services, and restaurants and takeaways. Their primary requirement for business success is convenient access through adequate car parking and safe walking and cycling routes from the village outskirts.
- Home-based businesses and working which, while encouraged, must be appropriate for the local residential setting.

An appreciable proportion, 12%, of Yatton's residents work in the village, despite its importance as a service village for neighbouring larger towns and cities.

Yatton has a thriving local economy, with at least 140 businesses based in the village. Our business policies are designed to support local enterprises and thereby support local employment for local residents, contributing to Yatton's sustainability.

Business Policies

BP 1. Development proposals which are considered likely to have significant transport impacts on footways, bicycle routes and car and bicycle parking capacity in Yatton will be supported, where accompanied by a Transport Assessment. The scope and nature of the assessment should reflect the scale of the development and the extent of the transport implications of the proposal but would be expected to provide information on the following:

- Baseline conditions in Yatton including a description and analysis of existing transport conditions;
- A description of the proposals and their expected transportation impacts, including trip generation by all transport modes in Yatton village centre, comprising the central part of the High Street from Cherry Grove to Well Lane;
- Proposed servicing and parking arrangements cross-referenced to the application drawings;
- A parking survey to detail existing parking conditions and an assessment of the potential in Yatton village centre;
- An assessment of the net impacts of the proposal on the transport network and where appropriate the measures proposed to mitigate the transportation impacts of the development on footways, bicycle routes and car and bicycle parking capacity within Yatton; and where appropriate:
- A Travel Plan which outlines the measures to increase the use of sustainable transport modes to reduce car-based travel from the site to Yatton village centre.

BP 2. Development proposals which contribute to the clear definition of the central part of the High Street from Cherry Grove to Well Lane that demonstrably contribute to local distinctiveness by the use of appropriate:

- Architectural design references;
- Materials;
- Landscaping;

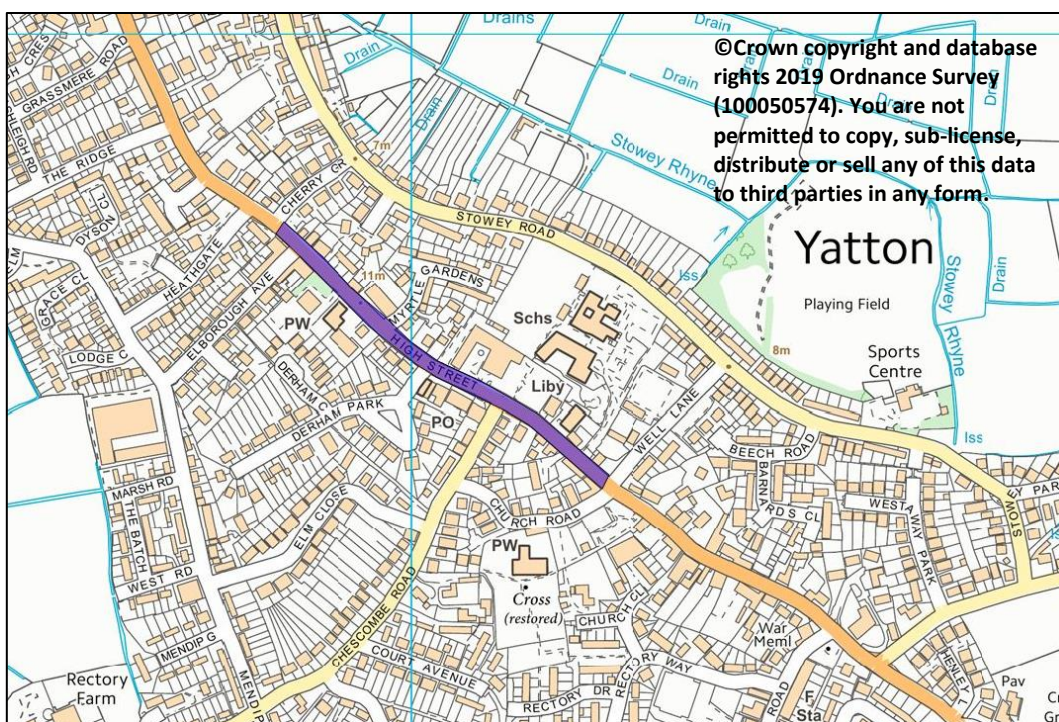
or measures which:

- Respond to local character and history; and where appropriate;
- Create convenient crossing points to promote this section of Yatton High Street as a social space where people, meet, shop, transact business and spend time; will be supported.

Policy BP 1 is designed to increase trade for local businesses through the effective management of proposals for business-related development in Yatton. The main ways to do this are by ensuring adequate car and bicycle parking provision and the existence of safe walking and cycling routes. The latter could be combined with sustainability initiatives to promote cross-marketing of businesses. For instance, leaflets available locally could show walking and cycling routes through and around Yatton, indicating places where refreshments can be obtained, bicycle parts bought and repairs effected, and good places to relax and enjoy the village and the surrounding rural environment. Transport Assessments will be required for development proposals which are likely to have significant transport impacts on footways, bicycle routes and car and cycle parking capacity, to ensure that their effects are manageable within the village and do not have a detrimental effect on safety.

Policy BP 2 involves clearly defining the central part of the village, as shown in Figure 7. This is intended to have the effect of slowing traffic and increasing pedestrian safety, making the central part of the village around Pages Court (known locally as The Precinct) more pleasant to use, encouraging people to spend more time there, and thus further promoting local trade.

Figure 7: Central Part of Yatton, to be Defined Using Distinctive Design Features ()





Environment

Environment Objectives

- EO 1. To protect the rural character of Yatton by enhancing:
- Local wildlife habitats and biodiversity;
 - Valued landscapes including trees and hedgerows;
 - The “dark skies” over Yatton.
- EO 2. To enhance access to the surrounding countryside, green spaces, public spaces, and sports and leisure facilities.
- EO 3. To ensure that the provision of open space for sports and recreational facilities is maintained at an appropriate level to meet the existing and future needs of the community.
-

As part of our major public consultation exercise, carried out between October 2015 and January 2016, we asked residents to say what the best things are about living in Yatton. The most popular response was “access to the countryside”, cited by 66%. In all, 72% of residents chose “access to the countryside” or “rural character” as a key benefit of living in Yatton. They also value access to public rights-of-way along the Strawberry Line and over Cadbury Hill: 54% of residents selected these as among the six best things about living in Yatton. In contrast to this, Yatton has a recognised deficit of public green spaces within the settlement boundary.

It should be noted that the parish of Yatton has several Sites of Nature Conservation Interest (as shown in Figure 4), some of which straddle the boundaries between Neighbourhood Development Plan areas. They are parts of important wildlife corridors, especially as flyways for bats, and provide ecological connectivity between communities. In addition, public rights of way through them provide connectivity as sustainable routes for people and have important amenity value. It is further recommended that land that acts as a buffer, keeping reasonable separation between development areas and the settlement boundary and/or the Strawberry Line and the Biddle Street Site of Special Scientific Interest, should be maintained.

Our environment policies are therefore designed to support access to the local countryside and public rights-of-way, and to maintain the rural character of the village by protecting and improving green spaces in and around the village for residents and visitors to enjoy.

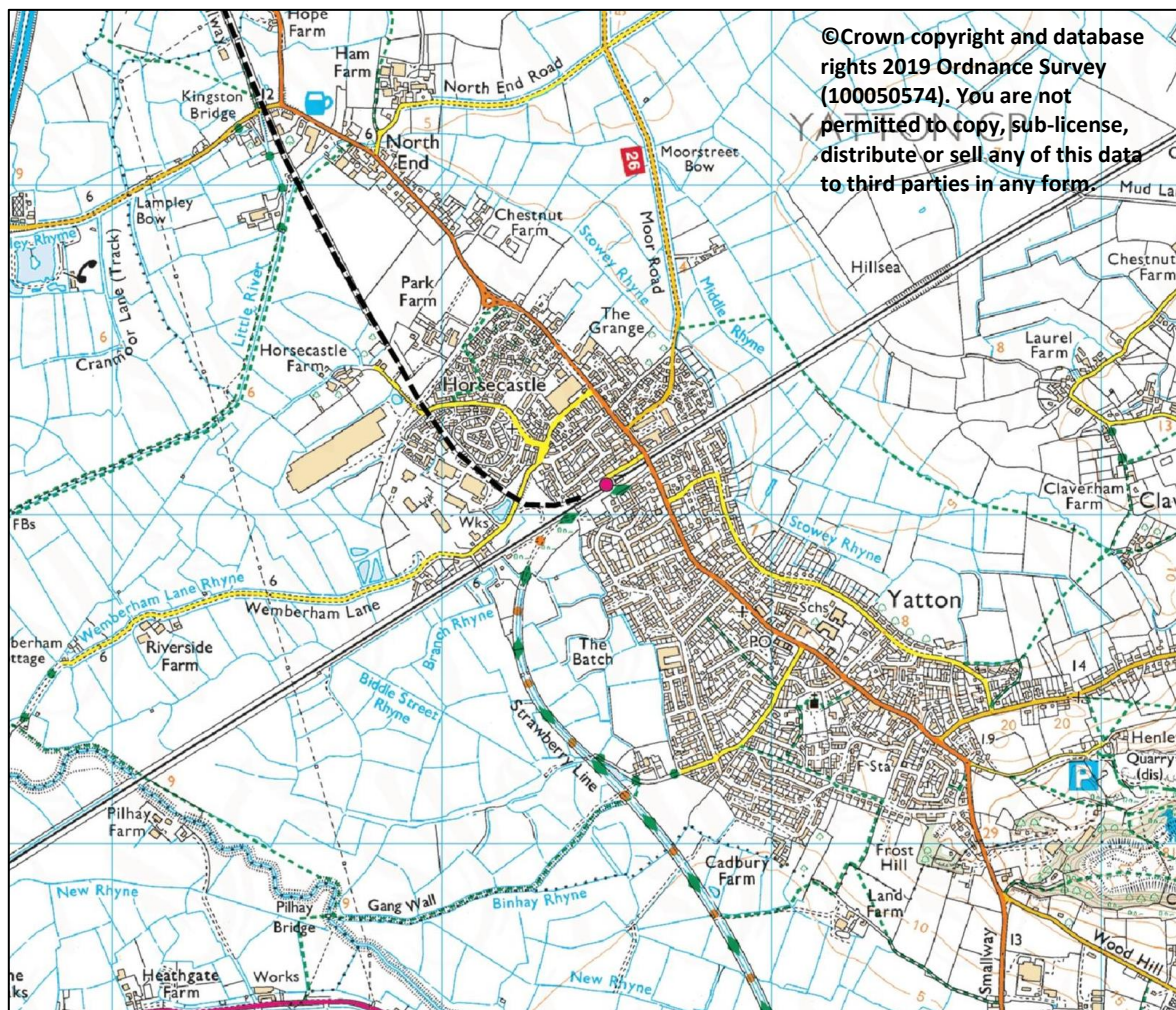
Policy EP 1 calls for improved access to local footpaths. Yatton is relatively well supplied with footpaths in the surrounding countryside, including the Strawberry Line, but access points are rather sparse. New access routes to important local footpaths should be developed, including a new cycle path to link to the northward extension of the Strawberry Line (Figure 8). All users should be considered: more accessible firm, flat routes suitable for pushchairs and people with reduced mobility should be created, and access improved and maintained. North Somerset Council maintains an interactive map of public rights of way which can be found at <http://www.n-somerset.gov.uk/my-services/leisure/parks-countryside/prow/find-public-rights-way/>.

Policy EP 2 indicates that the Gang Wall ancient flood defence and path should be designated as a Local Green Space as shown in Figure 6. A Local Green Space is a designation provided by the National Planning Policy Framework. It enables communities to provide special protection for green areas of particular importance to them. The Gang Wall has been selected because it is surrounded by ditches and rhynes that are part of a Site of Special Scientific Interest, and it provides a different and important habitat as it is slightly raised, which also means it provides good views across the moors to Yatton and Congresbury. It therefore has value to the local community as a habitat for wildlife, as a way to enjoy the special character of the moors, and as an ancient structure dating back hundreds of years.

Environment Policies

- EP 1. Development proposals which contribute to improved access from residential areas of Yatton to local public footpaths will be supported.
- EP 2. The Gang Wall ancient flood defence and path is designated as Local Green Space as identified on Figure 6 in the Plan and is accorded special protection from development other than in very special circumstances.
- EP 3. Development proposals incorporating amenity areas for planting with appropriate indigenous trees, where appropriate, will be supported.
- EP 4. Development proposals which are subject to development control and incorporating external lighting designed to conform to The Institute of Lighting Engineers (ILE) Guidance notes for the reduction of obtrusive light, 2011 for Environmental Zone E2, will be supported. External lighting for new development will normally be expected to demonstrate that:
- All night-time lighting is concentrated in appropriate areas;
 - Upward lighting is minimised;
 - Light pollution is minimised; and
 - Energy consumption is minimised.

Figure 8: Existing Local Footpaths (- - - -) and Location of a New Bicycle Path (- - - - -)



Housing

Housing Objectives

HO 1. To promote and maintain a mixed housing stock that includes affordable homes so that future generations can choose to stay in Yatton.

HO 2. To avoid any increase in the risk of flooding in Yatton as a result of new housing developments.

Yatton has seen rapid growth in housing in recent years and currently faces further significant growth. Residents are concerned about the effects of these developments on the village: at the time of our consultation exercise (October 2015 to January 2016), the majority view was that new development should be limited to a total of 100 new houses. Some 16% wanted no more houses at all, in contrast to 2% who would be happy to see unrestricted development. Since then the situation has changed and Yatton now has planning consent for nearly 700 additional houses (some of which are already built and occupied).

One very important message that emerged from the consultation was that 70% of residents would want to see a bypass around the village if further development went ahead. Construction of such a road would only be possible with funding arising from new housing developments along the line of the road. Because most residents are unwilling to accept further development in Yatton, there is a clash between these two desires. A bypass would also potentially have a negative impact on the Biddle Street Site of Special Scientific Interest (71% of respondents to the Wildlife Group survey considered it important to protect such sites from built development, including roads), traffic volumes in Yatton north of the railway line, and traffic volumes in Congresbury. We believe that it is beyond the scope of this Neighbourhood Development Plan to carry out the required traffic modelling or to make recommendations or policies that deal with such large infrastructural and developmental changes. Therefore this matter will be left to be dealt with in the future on its own merits, should it become feasible.

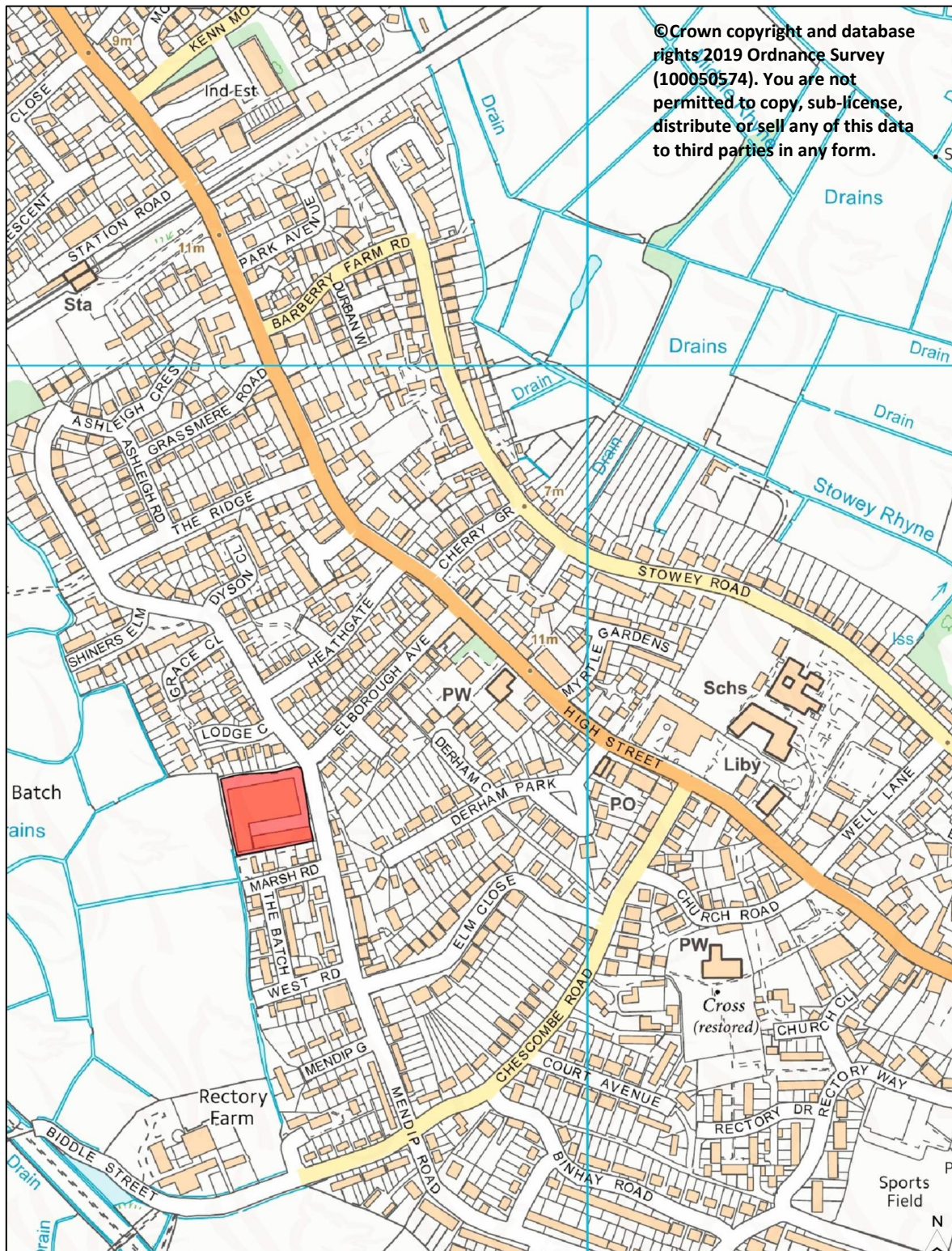
Most types of development are considered unsuitable by residents. Developments with mostly smaller, affordable houses and flats; those with a mixture of affordable, average-sized and larger houses; those containing mainly larger expensive houses: all are considered unsuitable by the majority of residents. Developments containing mainly average-sized houses did receive a small majority in favour (by a margin of 52% to 48%). If developments are to be built, 91% of residents want to see them on brownfield sites. Housing Policy HP 1 therefore indicates that the currently derelict industrial site off Mendip Road should be designated for housing (see Figure 10).

When we asked residents what should be taken into account when considering applications for housing developments within the village, their overwhelming concerns were the ability of local healthcare and school facilities to cope with the additional demand (cited by 75% of residents), pressure on other village facilities (36%), harm to local wildlife and habitats (33%), and reduced pedestrian and cyclist safety (27%).

Housing Policy

HP 1. The brownfield site at 191-201 Mendip Road, Yatton is allocated for residential redevelopment. Development proposals for residential redevelopment, subject to appropriate flood risk mitigation measures, will be supported.

Figure 10: Land off Mendip Road to be Designated for Housing ()





Transport

Transport Objective

TO 1. To make journeys to, from and within Yatton safer and more sustainable.

Yatton has a widely acknowledged problem with traffic congestion. North Somerset Council's assessment of the sustainability and settlement hierarchy of rural settlements in the county, published in February 2016, concluded that "There is a major recognised issue with traffic congestion through the village." Our consultation with local residents showed that 77% of them are concerned about traffic congestion.

There are also a large number of heavy good vehicle (HGV) movements through the village. An HGV survey carried out between 07:00 and 18:00 on September 8th 2016, in collaboration with Congresbury Parish Council and Yatton Partners And Communities Together, showed that during this period there were over 500 HGV movements at the north end of Yatton and over 300 at the south end. The peak rates were more than one HGV per minute at both sites. Residents are very concerned about this issue, with 81% of them citing it as an important negative influence on their quality of life.

Concerns about high levels of traffic led a large number of residents (70%) to say that they would like to see a bypass around the village, from the south end of Arnolds Way to the A370 west of Congresbury. A bypass would potentially have a negative impact on traffic volumes in Yatton north of the railway line and in Congresbury. We believe that it is beyond the scope of this Neighbourhood Development Plan to carry out the required traffic modelling for such a large infrastructural change. Therefore this matter will be left to be dealt with in the future on its own merits, should it become feasible.

A key consequence of heavy traffic is that pedestrians and cyclists perceive higher levels of personal danger. Yatton has "poor walking and cycling routes" (North Somerset Council sustainability assessment, February 2016) so it is not easy for walkers and cyclists to use routes other than the High Street, discouraging them from using these modes of transport to local village facilities. Residents are therefore more likely to use their cars, causing further congestion. However, our survey of residents showed that 88% of them access the Post Office (the most popular destination for trips within Yatton, and centrally located) by walking, provided the trip is less than half a mile each way. For longer journeys, the proportion walking fell to 54%. Almost all the non-walking journeys are made by private car, with cycling accounting for only 2% of all journeys within Yatton to this important village facility. It is likely that the perceived danger of cycling on Yatton's narrow and congested High Street, with high levels of HGV traffic, contributes to this reluctance. When walking and cycling are considered risky and the use of private cars time-consuming because of traffic, local businesses suffer from lower footfall. There are also increases in levels of air and noise pollution.

Our Transport policy is therefore designed to encourage sustainable travel and to increase actual and perceived safety for pedestrians and cyclists. It addresses the fact that Yatton High Street performs several functions. It carries through traffic; it allows Yatton residents to travel to, from and within the village; and it is a focus for customer-facing businesses. Non-stopping through traffic does not contribute to local businesses and may have a negative impact if the presence, size or speed of vehicles deters customers from coming to Yatton and using the facilities. The priority for businesses that do trade in the village is that people feel that the High Street is a pleasant and safe place to visit, to use and to spend time in. Reclaiming the High Street in the central part of the village as a pleasant and safe place where people will want to linger is therefore a critical issue for local businesses.



The Department for Transport's Manual for Streets (2007) says: "There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2m. Additional width should be considered between the footway and a heavily used carriageway". Guidelines for Providing for Journeys on Foot (The Institute of Highways and Transportation, 2000) is more specific and says that on roads with a regular or high flow of HGVs "it is preferable to allow an additional minimum of 0.6m to allow for vehicle overhangs and pedestrian 'kerb shyness'." This extra width helps overcome the perceived danger that pedestrians feel from HGVs. A walking audit of the 3.2km length of Yatton High Street from Lampley Bridge to Frost Hill, carried out in October 2016, showed that only 120m (less than 4%) meets the minimum standard of ≥ 2 m width footways on both sides and nowhere in the village are there the ≥ 2.6 m footways on both sides required to make pedestrians feel safe. Most of the footways along the High Street are under 1.5m wide, which means that they tend only to be used by people who have no other choice. This in turn leads to private cars being used for short local journeys that could be made on foot if suitable provision was made. Making travel along the High Street safer for people on foot could be achieved by improving and widening the footways wherever possible, to provide continuous safe access. This policy should be understood to include any such footway widening which may result in sections of single carriageway, provided that the width allows emergency vehicles and buses to travel between kerbs, and that measures to control and permit sequential passage of traffic in both directions are incorporated. It should also be understood that this could only be implemented after consultation with North Somerset Council.

Transport Policy

TP 1. Development proposals which:

- a. Include measures for pedestrians and cyclists to enhance traffic safety; and
 - b. Encourage walking and cycling through well designed pedestrian and bicycle routes through the village;
- will be supported.
-