

## 2.15 TRANSPORTATION AND MOVEMENT

A Transportation Assessment (TA) has been completed by Hydrock for the site, a summary of the TA is included below. A Travel Plan (TP) has been prepared in support of the redevelopment of the site. The TP identifies measures and initiatives to encourage travel to and from the site by sustainable modes of travel, and is submitted as a separate document.

Following a review of the personal injury accident data records within the vicinity of the site, it is not considered that there is an inherent highway safety deficiency which would be exacerbated by the proposed development. It is noted that a highways safety scheme is due to be implemented by North Somerset Council on the B3133 High Street, which will improve the pedestrian environment along High Street.

The site is well connected to surrounding facilities and services via the existing network of footways and cycle routes. The facilities and services in Yatton are mainly located on High Street, which are within a 10-minute walk. The site can therefore be considered a 20-minute neighbourhood as set out by Sustrans (see **Figure 14**). The site is also well positioned to connect to existing dedicated cycle routes including National Cycle Network (NCN) Route 26, which is also known as the Strawberry Line.

The nearest station to the site is Yatton rail station, an 8-minute walk or 2-minute cycle to the north. The station provides a direct line to Bristol Temple Meads in c.20 minutes with two trains in each direction per hour. This provides a genuine choice of sustainable travel to access opportunities within the major city, including employment and leisure travel.

Due to the site being located in close proximity to a range of sustainable transport options, residents would benefit from a genuine choice of sustainable travel options that are already available.

There are two vehicular access locations for the site. The first access point will be the continuation of Shiners Elms, located north-east of the site. Footways and carriageways will be appropriately provided to tie in to the existing highway network. Means of access via Shiners Elms form part of this outline application. The second access point will be through the approved Rectory Farm development onto Chescombe Road. This development for 100 homes was allowed at appeal (reference: APP/D0121/W/21/3286677). The North Somerset Council reference is 21/P/0236/OUT.

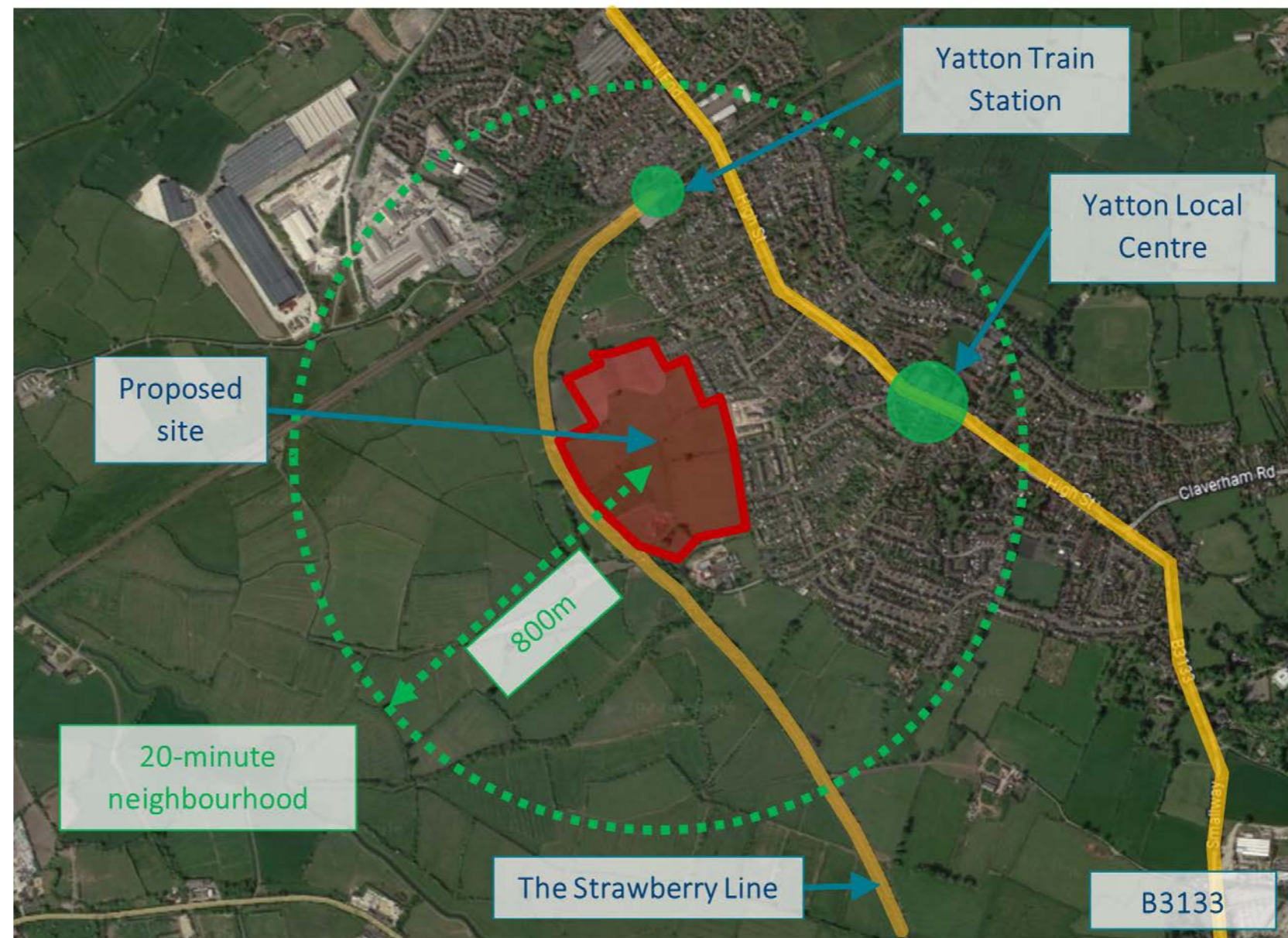


Figure 14: 20-minute Neighbourhood Context Plan



Pedestrian Crossing on High Street at Yatton Centre

The layout of this permitted site is subject to a Reserved Matters Application and so the precise route of the access for this application will also be a Reserved Matter. Persimmon Homes have rights of access over the Rectory Farm sites, including step in rights should the access not be built out by the Rectory Farm developer. It can therefore be relied upon to provide the second access to the site.

The surveyed network peak hours have been tested alongside the development peak hours resulting from a TRICS analysis of the site's trip generation. This has tested the 190 residential dwellings, and consider office use for the land reserved for use class E.

The trip generation results in 97 two-way trips in the AM peak and 96 in the PM peak, spread across the two access points. The distribution of trips has been established using 2011 Census data for journeys to work (WU03EW). Given the choice of routes on the local network, the trips rapidly disperse, diluting the impact in any one area.

The application has assessed the cumulative impact of the development in planning terms. This has been achieved through the use of TEMPRO growth rates to reflect background/planned growth, and the inclusion of committed development where appropriate.

Detailed operational assessments have been carried out to determine the potential impact of the proposed development on the performance of the following junctions:

- Grassmere Road/B3133 High Street priority junction; and
- Chescombe Road/High Street priority junction.

The analysis demonstrated that the modelled and observed queues are within typical daily variations in queue lengths. There is minimal queueing at these junctions in both peak periods.

A sensitivity assessment of the development traffic's impact on the surrounding highway network was carried out considering the use of Shiners Elms as the only vehicular access.

This sensitivity assessment has been undertaken to support the phased delivery of the site. It is noted that the development proposes two accesses which form the basis for the access strategy. This sensitivity assessment demonstrates that the total development can be served by a single access if required as part of the construction phasing.

Consequently, the development will not have a 'severe' impact upon the local highway network and there are no material highway or transportation matter that could preclude the local authority from approving this planning application.

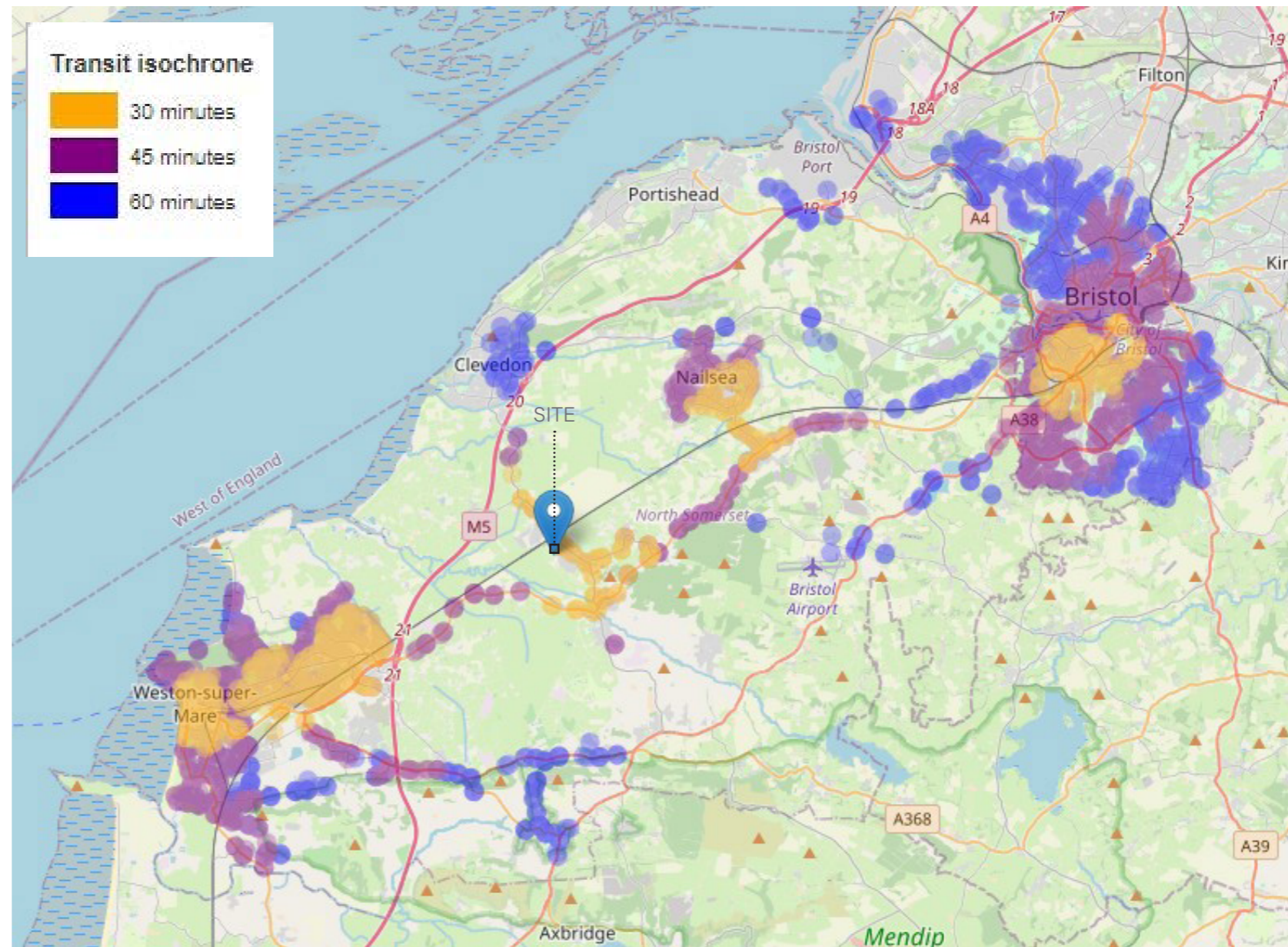


Figure 15: Public Transportation Isochrones



Signage on Strawberry Line



Public Art at Strawberry Line Entrance

## 2.16 ARBORICULTURE

An Arboricultural Impact Assessment (AIA) has been completed for the site, the main findings of which are summarised below.

The most significant trees on the site are the mature oaks around the small southern field but there are also some significant oaks in the centre and in the north of the site, adjacent to rhyne and the northern boundary. The various boundary hedges have not been closely managed for some time, but are all significant features of the local landscape. The AIA recommends that they will need remedial work to address the historical level of management but will remain important features and ecological habitats.

The AIA notes the following, as the most significant trees, should be retained within any proposal where possible as they are important to the local landscape:

- There is a group of mature A and B category oak trees around the smaller southern field (T24-T29 in **Figure 16**), that previously housed a number of small farm buildings. The trees are all growing on the farmstead side of a rhyne;
- Category A mature oak (T13) to the north end of the site;
- Category A mature oak (T10) on the northern boundary;
- Several Category B trees and hedges, including:
  - » A semi-mature oak (T16) growing adjacent to one of the rhyne in the centre of the site. While it is somewhat smaller than some of the mature oaks, it has a long potential safe useful life span and will remain a feature of the local landscape for many years;
  - » A mature Category B oak (T17), growing adjacent to a gateway and culvert over one of the rhyne in the centre of the site. The tree has developed with a lean and its main trunk now reaches right over the rhyne, it remains an important tree that should be retained within any proposals; and
  - » A crack willow pollard (T11) that is a traditional feature of the Somerset levels. One of the features of these trees is that as the timber is rather brittle, the branches are prone to 'snapping out' if they are not regularly cut back to the previous pollard knuckles. The tree should be cut back to the previous pollard points (the main trunk) and then it will need to be regularly re-pollarded as part of its ongoing management.

Ash Die Back (ADB) is present in the area and the U Category G18 trees adjacent to the central rhyne have declined to the point where they should be felled. There are also a number of declining ash along the eastern boundary.

The AIA recommends that the emerging design consider the protection of the amenity interests of future residents by ensuring a satisfactory relationship between the proposed development and retained trees, and seek to ensure that the trees can be retained with a sufficient rooting environment to sustain them safely and healthily.

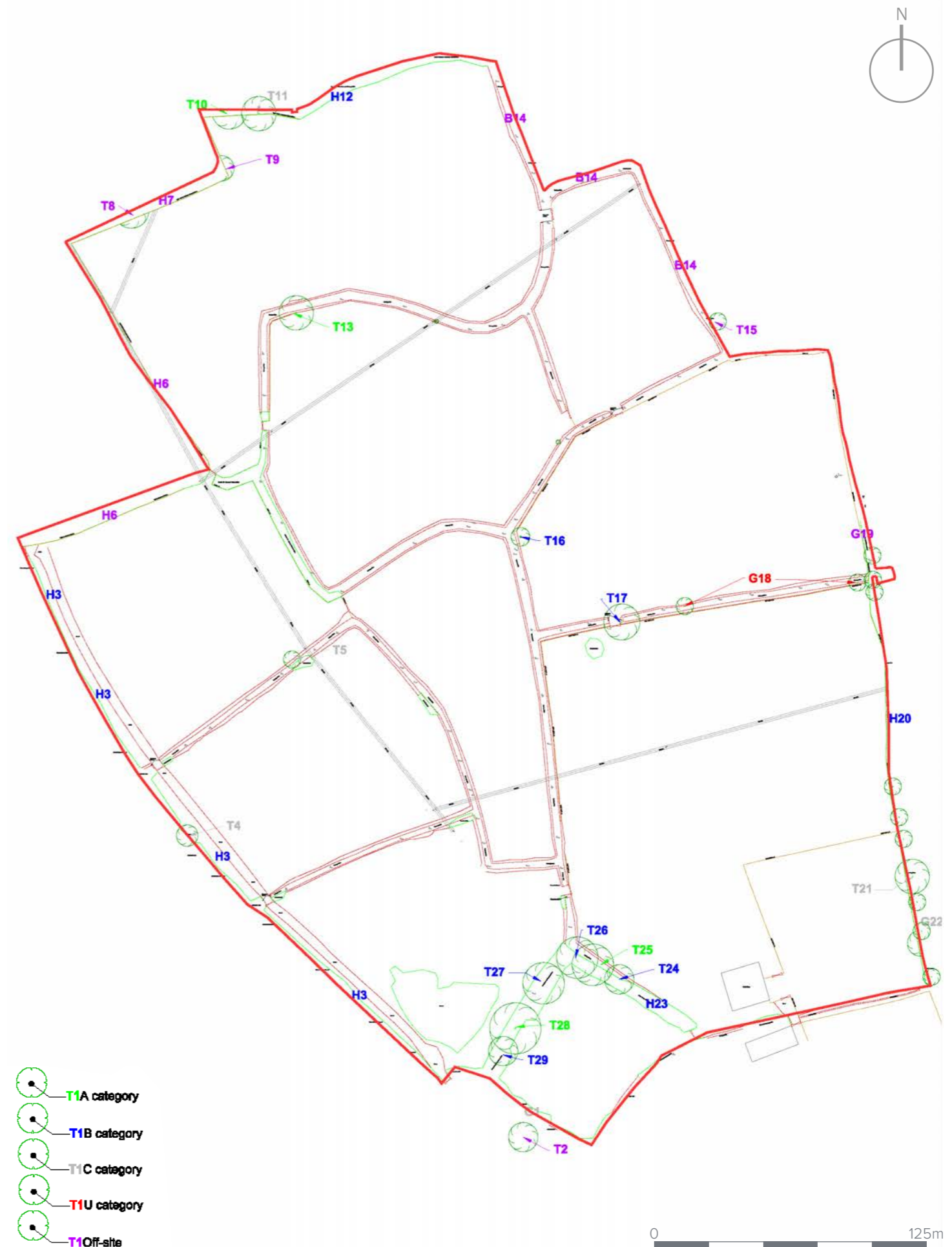


Figure 16: Tree Survey Plan

## 2.17 ECOLOGY

The existing habitats on site were assessed as being of low ecological value. These included a series of fields containing poor quality modified grassland, open ditches in poor condition, and a small number of mature trees and hedgerows of varying quality. To the west, the site is bounded by wet ditches forming part of the Biddle Street SSSI.

Protected species surveys were undertaken for reptiles, great crested newt, water vole and otter, to confirm presence or likely absence. A breeding bird scoping survey was also undertaken, along with extensive monthly bat activity surveys. These included static detector surveys in line with the North Somerset and Mendip Bats Special Area of Conservation (SAC) guidance, to inform the likely impacts on horseshoe bats.

Reptile surveys recorded a low population of grass snake and slow-worm and eDNA surveys confirmed the likely absence of great crested newt within adjacent ponds. Water vole surveys recorded their likely absence. Surveys revealed that greater and lesser horseshoe bats forage on site, and the hedgerows are valuable to a range of foraging and commuting bat species.

Proposed avoidance and mitigation measures ensure adverse impacts to habitats and species are reduced as far as possible. These include the protection of offsite statutory and non-statutory designated sites, avoidance of detrimental impacts to ditches and hedgerows (both within and surrounding the site), alongside their enhancement.

Habitat mitigation proposals include the retention and enhancement of all hedgerows, with the exception of small lengths which require removal to create the access road and a public footpath. New species-rich hedgerow will be planted as mitigation for a range of species within the red line boundary. Approximately 7ha of modified grassland will be enhanced to create 'other neutral grassland,' broadleaved woodland or traditional orchard, through planting and sensitive management. Sensitive management will enhance retained ditches. Overall, the habitat mitigation proposals significantly increase the value of habitats within the red line boundary.

The proposals include bespoke greater horseshoe mitigation through habitat enhancement and long-term management, both within the red line boundary and using up to 2.9ha of offsite compensation habitat. This will ensure provision of suitable foraging habitat in line with the North Somerset and Mendip Bats SAC guidance. Along with the sensitive lighting plan and monitoring, this habitat will secure the future use of the site and local area for horseshoe bats.

Reptile mitigation is also proposed, to ensure reptiles are protected throughout the construction process and retained on site in the long term. Nesting bird mitigation includes the provision of nest boxes.

With the successful implementation of these measures, the proposed development can be considered in line with Local Plan Policies CS4 and DM8. The proposals deliver a measurable net gain in local biodiversity and maintain the favourable conservation status of protected species and integrity of designated sites.

### Cumulative Impacts Ecology

The proposals are considered unlikely to result in detrimental cumulative impacts in relation to ecology. Habitats proposed within the red line boundary will deliver a measurable biodiversity net gain and ensure adverse cumulative impacts in terms of habitat quality are avoided. Loss of poor-quality modified grassland extent will be mitigated through the enhancement of the retained grassland. Similarly, loss of ditches through culverting sections are to be fully mitigated through enhancement of the retained ditches.

Statutory and non-statutory designated sites are considered unlikely to suffer from significant cumulative impacts, with the possible exception of the Strawberry Line LNR and Biddle Street SSSI. These sit immediately adjacent to the site to the west of the ecological mitigation areas and are expected to receive additional recreational pressure from the new residents. Impacts are considered to be limited to primarily littering and dog fouling. Proposed mitigation measures include provision of bins for litter and dog waste, to reduce this impact as far as possible. To enhance these adjacent features, the

development will fund litter picking within these sites to ensure that cumulative impacts from recreational pressure do not occur.

Cumulative impacts in relation to horseshoe bats are also avoided through careful design of the scheme, which avoids fragmentation of key linear features used by commuting horseshoe bats. Adjacent housing proposals such as the Land at Rectory Farm site to the south are designed to maintain key commuting habitats to the west, including the Strawberry Line, thereby avoiding cumulative impacts to this valuable bat commuting feature. The application of the North Somerset and Mendip Bats SAC guidance on development within the consultation zone also avoids the potential for cumulative loss of foraging habitat, due to the requirement to provide suitable replacement foraging habitat in line with the Habitat Evaluation Procedure (HEP) metric. To this effect, the proposals provide a large area of suitable mitigation habitat within the red line boundary and additional offsite compensation habitat. This ensures the equivalent value of foraging habitat for lesser and greater horseshoe bats is maintained. Overall loss of habitat extent through development within 10km of the Kings and Urchin Woods is considered to be minor.

When considering the loss of foraging habitat extent at both a local level (within 2km of the SAC components) and at a wider landscape level (within 10km of the SAC components), the proposed development, in combination with other planning applications and sites allocated within the Strategic Development Location's, will result in the loss of under 1% of the total potential foraging habitat at both geographic scales. This cumulative loss is not considered significant in the context of the remaining available area of foraging habitat. Applying the precautionary principle, no likely significant effects are anticipated when this assessment is considered alongside other nearby developments. It can similarly be concluded, beyond reasonable scientific doubt, that there would be no adverse effect on the integrity of the SAC.

Overall, when considering the mitigation measures proposed, no significant cumulative impacts in relation to ecology are anticipated.

## 2.18 DRAINAGE

### SURFACE WATER DRAINAGE

The area falls within the jurisdiction of North Somerset Council as the Lead Local Flood Authority (LLFA) and within the authority of the North Somerset Levels Internal Drainage Board (IDB).

The site is currently undeveloped greenfield and is therefore assumed not to have any existing surface water mains drainage. Existing surface water runoff will infiltrate to ground until the natural capacity of the soils is exceeded whereafter overland flows will follow the natural topography of the land and discharge to the local rhyne network.

The site is crossed by an extensive rhyne network which discharges run-off from the site through culverts below the Strawberry Line and ultimately out to the Congresbury Yeo. During high flows, and particularly when these coincide with high tides, flooding from the Congresbury Yeo can back up through the Strawberry Line culverts, elevating levels in the rhyne network surrounding the site.

In accordance with the NPPF, the preferred methods of dealing with surface water are as follows;

- Infiltration;
- Discharge to local watercourse;
- Discharge to public surface water sewer; and
- Discharge to public combined sewer.

Preliminary ground investigation work has established that the underlying geology is mudstone and that ground conditions are relatively impermeable.

In view of the above, infiltration based drainage will not be suitable and therefore the proposals will include on site attenuation combined with discharges to the local rhyne network at a restricted greenfield rate with storage provided in basins.

The development and surrounding areas are subject to tidal flooding and there could be instances where the outfalls will be surcharged. The proposed surface water system has been designed assuming the worst possible case for tidal flooding.

The development will be served by a three separate attenuation basins, each with a controlled discharge rate, and designed to cater for up to the 1 in 100 year storm event plus an allowance for climate change.

Surface water runoff will be discharged via a positive piped system to attenuation basins on the western on side of the site, which will include flow controls to limit discharge off-site to equivalent undeveloped greenfield rates. The attenuated flows will be discharged to the existing rhyne system. A flap valve will be provided on the outfall to prevent back flows during surcharged events arising from tidal flooding.

The surface water systems have been modelled on the assumption of all outfalls being fully surcharged to a tidal flood level of 7.9m.

In reality, the combination of the tidal flood event and the 100 year rainfall event are extremely unlikely, plus the surcharge level will not remain at the highest level for the longer duration storms therefore the designs can be considered to be very conservative.

It is anticipated that all new surface water drainage sewers will be offered for adoption under a New Appointments and Variations (NAVS) such as IWNL, LEEP or ICOSA, which allows developers and large business customers to choose their water and sewerage undertaker for a specific geographic area.

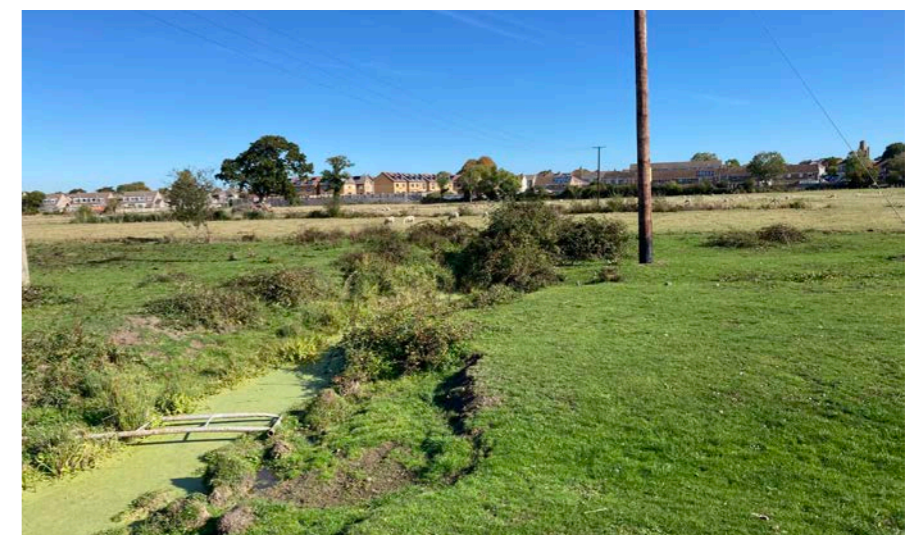
The attenuation basins will be maintained by a private Management Company.

### FOUL DRAINAGE

The site is currently undeveloped 'greenfield' and therefore it is anticipated that there are no foul flows generated from the site.

The Wessex Water sewer mapping indicates that there are public foul sewers immediately to the east of the site serving the existing residential development. These sewers cross into the site at two locations on the eastern boundary, firstly to the north of Marsh Road and, secondly, in the extreme north-east corner of the site adjacent to Shiners Elms.

Due to the topography of the site, it will be necessary to pump parts of the development area in order to discharge to the existing public sewer located on the eastern side of the site. It is proposed that two new pumping stations be provided on the western edge of the development area, one in the north-west corner of the site and a second midway along the eastern boundary.



## 2.19 FLOOD RISK ASSESSMENT

A detailed assessment of flood risk has identified that the site is located within the present-day Flood Zone 1, 2 and 3a (Low, Medium and High Risk) with tidal sources being the dominant risk to the site. The site has also been shown to be at 'low' or 'negligible' risk of flooding from surface water, groundwater, and artificial infrastructure sources.

Whilst current mapping identifies a flood risk, it should be noted that the 'Woodspring Bay 2020' hydraulic model supersedes the flood map for planning and North Somerset have confirmed this modelling should be used to assess the risk of tidal flooding to the site. This modelling was obtained and updated to include climate change uplifts and additional structures (primarily along the Strawberry Line) which were not present. The exercise determined the site to be at high risk of flooding in the present day 1 in 200-year extreme tidal event but benefits from significant flood defences along the Woodspring Bay frontage and along the Congresbury Yeo. However, the impacts of climate change overwhelm the existing defences and widespread flooding is predicted on site and in the surrounding Yatton and general North Somerset area. In the undefended 2122 0.5% AEP (1 in 200-year) plus Higher Central climate change allowance design event, the site is predicted to be completely inundated with flood waters with a maximum flood level of 7.88m aOD and maximum depths up to 2.73m.

The proposed residential development is therefore shown as being within Flood Zone 3a in the present day and in the future. On the Sequential Test being passed, an Exception Test will need to be carried out, with this report satisfying part 'b' of the Exception Test, providing recommended mitigation to ensure the site will be safe from flooding across its design life. Given the predicted impacts of climate change it is recommended that building FFLs be raised as high as practically possible to a minimum level of 8.48m aOD (600mm freeboard above the 2122 0.5% AEP (1 in 200-year) Higher Central tidal level), to ensure a significant freeboard above any potential flooding and a safe refuge area is provided. This approach is in line with both local and national policy.

## 2.20 NOISE

Hydrock Consultants have provided an noise impact assessment for the proposed development. A noise survey of the site was undertaken over the period of 14 February - 15 February 2023 to determine the likely prevailing noise levels of the development site during both daytime and night-time hours. This has been used to provide preliminary advice on the sound insulation and ventilation design of the façades.

BS 8233:2014 internal noise limits can be achieved in all proposed dwellings using standard double glazing and non-acoustic trickle ventilators.

An Acoustics, Ventilation and Overheating Assessment has been conducted which concludes that Approved Document O internal noise level criteria can be achieved during summertime overheating periods using partially open windows.

A cumulative traffic assessment has been conducted which determined that the majority of assessed road links are to experience a negligible impact when assessed in line with DMRB criteria using calculated CRTN

Basic Noise Levels for future development scenarios. Although noise levels will increase at receptors along Shiners Elms, predicted façade levels for future development scenarios remain low enough for BS 8233:2014 internal noise limits to be achieved using standard double glazing and non-acoustic trickle ventilators therefore it is seen that no further mitigation is required. Plant Noise Limits have been set at noise sensitive receptors that should be assessed in accordance with BS 4142:2014.

## 2.21 AIR QUALITY

Through an Air Quality Assessment, the impact of the development has been assessed both during and post construction. Local monitoring data and Defra's modelled data shows that the UK's air quality objectives for nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) have not been exceeded in the surrounding area over recent years.

Receptors assessed during the construction phase includes existing sensitive human and ecological receptors. The operational phase assessment includes existing and proposed human receptors adjacent to the local roads which will receive an increase in traffic as a result of the proposed development.

During construction, there will be a risk of dust. Overall, the proposed development is considered to be High risk for construction dust impacts. However, proportionate mitigation measures will be pre-agreed and implemented and as a result, the risk of impacts is negligible.

Dispersion modelling of vehicle trips associated with the operational phase has been undertaken to assess the potential impact on local air quality. The results show negligible impacts for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. and no exceedances of the relevant air quality objectives were identified. Additionally, future receptors at the proposed development will not be introduced to an area likely to exceed the relevant air quality objectives. As such, the overall effect of the proposed development on local air quality is 'not significant'. Furthermore, cumulative impacts have been assessed as negligible and therefore, the cumulative effects are 'not significant'.

Overall, the residual effect of the proposed development is predicted to be 'not significant'.



## 2.22 HERITAGE ASSETS

The assessment concludes that the site does not include or form any part of a designated heritage asset. Its proposed development would therefore not result in a direct effect upon a designated heritage asset.

Regarding designated heritage assets located within the site's surroundings, the application of national guidance shows that the site's development as proposed would not cause any change within the settings of any designated (or non-designated) heritage assets such that might affect their significance.

Hence, in terms of impacts upon designated heritage assets, the proposed development of the site would comply with the relevant national and local planning policies which cover the conservation and management of the historic environment.

The assessment has identified that the site has a low degree of heritage significance derived from its preservation of a historic landscape related to enclosure and drainage of low-lying former fenland, which probably occurred from the late medieval period onwards.

## 2.23 ARCHAEOLOGY

The proposed development is likely to result in the disturbance of the ground surface to a relatively shallow level, which may truncate, or result in the loss of, presently unrecorded buried archaeological remains. With respect to the known geological sequence on the North Somerset Levels, impacts are expected to be focussed on buried remains of the Roman and post-roman periods because prehistoric deposits are anticipated to be buried more deeply.

Archaeological remains of these periods are likely to be of low significance, based on the available information, and the geophysical survey which was completed at the site has not identified the presence of any probable archaeological anomalies.

Therefore, whilst the implementation of the proposed development would result in the loss of shallow archaeological features and deposits (if they are present), but given they are expected to be of just 'low' interest or significance, this is assessed as generating no more than a limited impact as a consequence.

Once again, the acceptability of this 'loss' of archaeological remains within the site would need to be considered against Paragraph 203 of the NPPF, as well as the relevant policies at the local level. Even so, there is no reason to believe or expect that this exercise would fall in favour of the physical preservation *in-situ* of (potential) archaeological remains and against the implementation of the development.

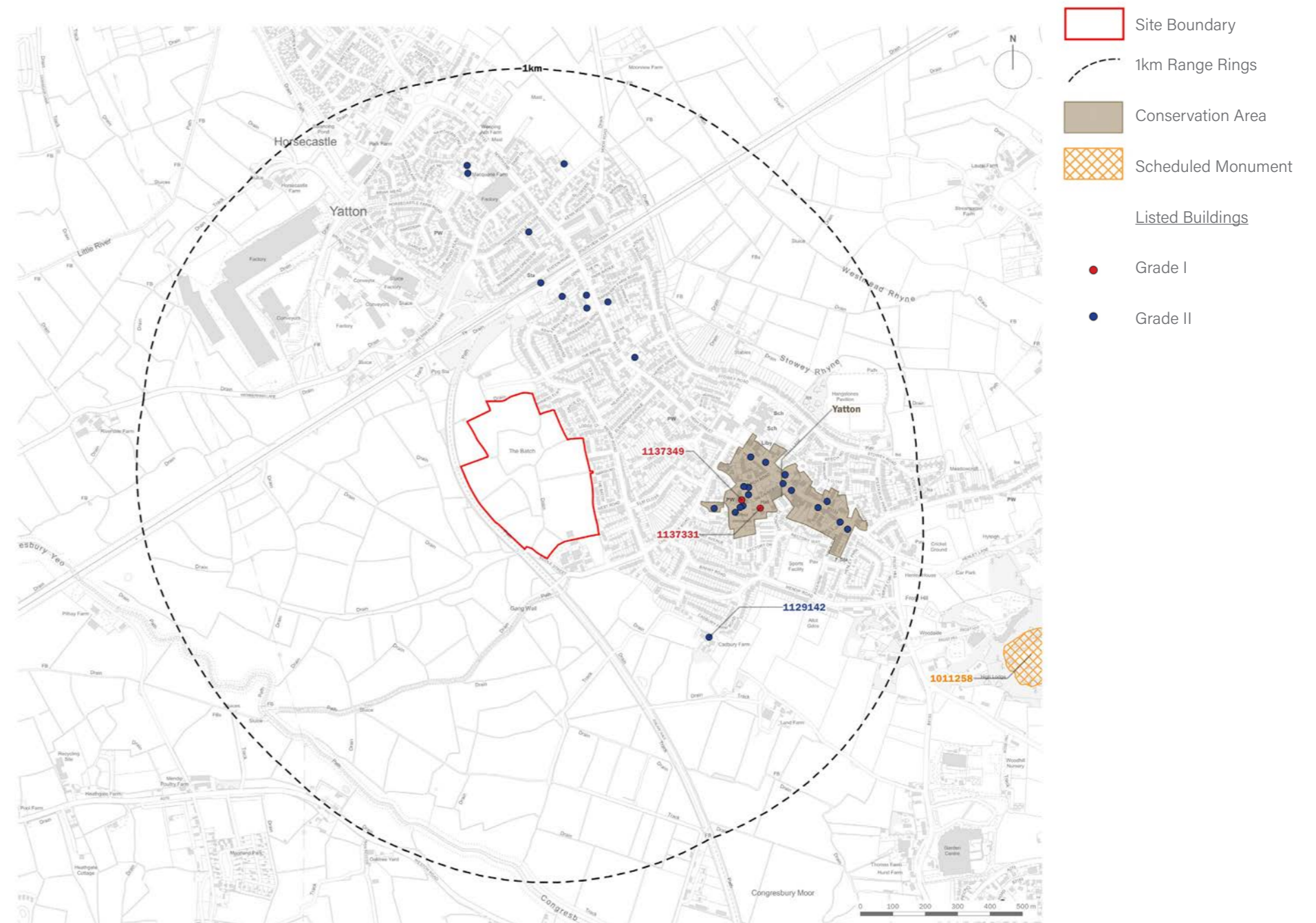


Figure 17: Designated Heritage Assets

## 2.24 LANDSCAPE

The Landscape and Visual Appraisal (LVA) defines the existing landscape and visual baseline environments; assesses their sensitivity to change; describes the key landscape and visual related aspects of the proposed development; describes the nature of the anticipated change upon both the landscape and visual environments; and assesses the magnitude of the changes. The assessment follows the latest UK guidance on landscape and visual appraisal (Guidelines for Landscape and Visual Impact Assessment (3rd Edition, 2013, also known as GLVIA3, produced by the Landscape Institute and Institute of Environmental Management and Assessment) and also Landscape Institute Technical Guidance Note 02/21 'Assessing Landscape Value Outside National Designations') and was carried out by experienced landscape architects. The assessment is based upon a desktop assessment and a site visit in clear weather conditions. The key findings of the assessment are summarised below.

The site is not within any national designations for valued landscapes, such as AONBs or National Parks. However, the Strawberry Line/NCR 26 extends along the western boundary of the site.

The assessment of potential effects on the character of the landscape identified a major/ moderate and negative level of effect on the small to medium-scale, irregular, predominantly flat, pastoral fields. The level of landscape effect on all other elements and features of the landscape would be Moderate or below. The potential effects on landscape character would be localised with minor effects on the overall character of the area (Landscape Character Area A1 Kingston Seymour and Puxton Moors as defined in the North Somerset Landscape Character Assessment (2018)).

The proposed development would result in a moderate/major and negative visual effect for pedestrians, cyclists and residents at Shiners Elms. Importantly the layout of the site has been carefully designed to align proposed new homes closely with the existing settlement edge and the proposed woodland belt (which provides good habitat for bat foraging) would progressively screen the majority of potential views from the west. Visual effects would be localised and the level of visual effect would reduce over time as proposed planting becomes established.



Figure 18: Landscape Constraints and Opportunities



View from the Strawberry Line towards Cadbury Hill (south-east)



## 2.25 OPPORTUNITIES AND CONSTRAINTS

The following points summarise the evaluation of the design influences at, and surrounding, the site. Key elements of this analysis are illustrated graphically on the plan opposite and described as a series of opportunities and constraints below:

### Socio-economic

- Opportunity to provide homes in a sustainable location close to public transportation, facilities and services and allow residents to meet their daily needs within a 20-minute walk;
- Create an opportunity to offer a wide range of housing types, tenures and sizes to help meet local needs;
- Opportunity to provide affordable homes for North Somerset residents where there is a significant need; and
- Provide community allotments, orchards and open space to connect residents with nature and improve health and well being.

### Access and Connectivity

- Access for all modes of transport to be via new street access at Shiners Elms, linking through to the residential development to the south;
- Create new pedestrian and cycle connections to link with the existing residential settlement and to provide access through the development to the High Street and the rail station;
- Provide pedestrian and cycle connections that link through the development and community park, particularly from east to west, providing convenient access to the Strawberry Line, PRow network and Local Nature Reserve; and

- Create pedestrian/cycle links and recreational/exercise opportunities through the open space and Green Infrastructure (GI) corridors.

### Landscape and Visual Context

- Retain/enhance network of rhynes through the site to add character to the development and provide habitat;
- Retain/enhance existing hedgerows and trees in order to soften views of the development from adjacent locations and provide habitat;
- Provide woodland buffers adjacent to the Strawberry Line to soften impact of the development and to increase biodiversity;
- Respect the privacy and amenity of existing development on the eastern edges of the site and take opportunity to improve the visual urban edge of the western settlement boundary;
- Focus views through and across the site toward Cadbury Hill and the Church of St Mary tower by limiting the amount of built form and maximising landscape elements to frame views where possible; and
- Utilise the best characteristics of the areas landscape to create an exciting and attractive development of local character that integrates with its context.

### Ecology

- Establish multi-functional GI corridors through the site and along the rhyne network to create a connected natural open space network for wildlife habitat and movement;
- Retain and enhance existing hedgerows as ecology corridors and to support bat commuting and foraging; and
- Strengthen ecological connections to the west by incorporating varied habitats and landscaping throughout the GI corridors and community park.


























### Drainage

- Use appropriate surface water attenuation measures and Sustainable Drainage Systems (SuDS) to create a naturalistic environment; and
- Locate swales to convey water to ponds and provide habitat for wildlife.

### Utilities

- Minimise impact of overhead power lines crossing the site by undergrounding where possible.



-  Site Boundary
-  Potential Pedestrian Access
-  Vehicular Site Access
-  Potential Attenuation/SuDS Location
-  Existing Rhyme and Maintenance Buffer
-  Existing Vegetation
-  Listed Building
-  Conservation Area
-  Doctor's Surgery/Pharmacy
-  Yatton High Street Shops/Services
-  Strawberry Line (Foot/Cycle Route)
-  Overhead Electricity Cables
-  Existing Sewer
-  Poor/Unresolved Urban Edge
-  Public Right of Way (PRoW)
-  Cycle Route
-  Site of Special Scientific Interest (SSSI)
-  Local Nature Reserve
-  Flood Zone 3
-  Flood Zone 2
-  Yatton Rail Station
-  Key View
-  Category A Tree
-  Category B Tree
-  Category C Tree

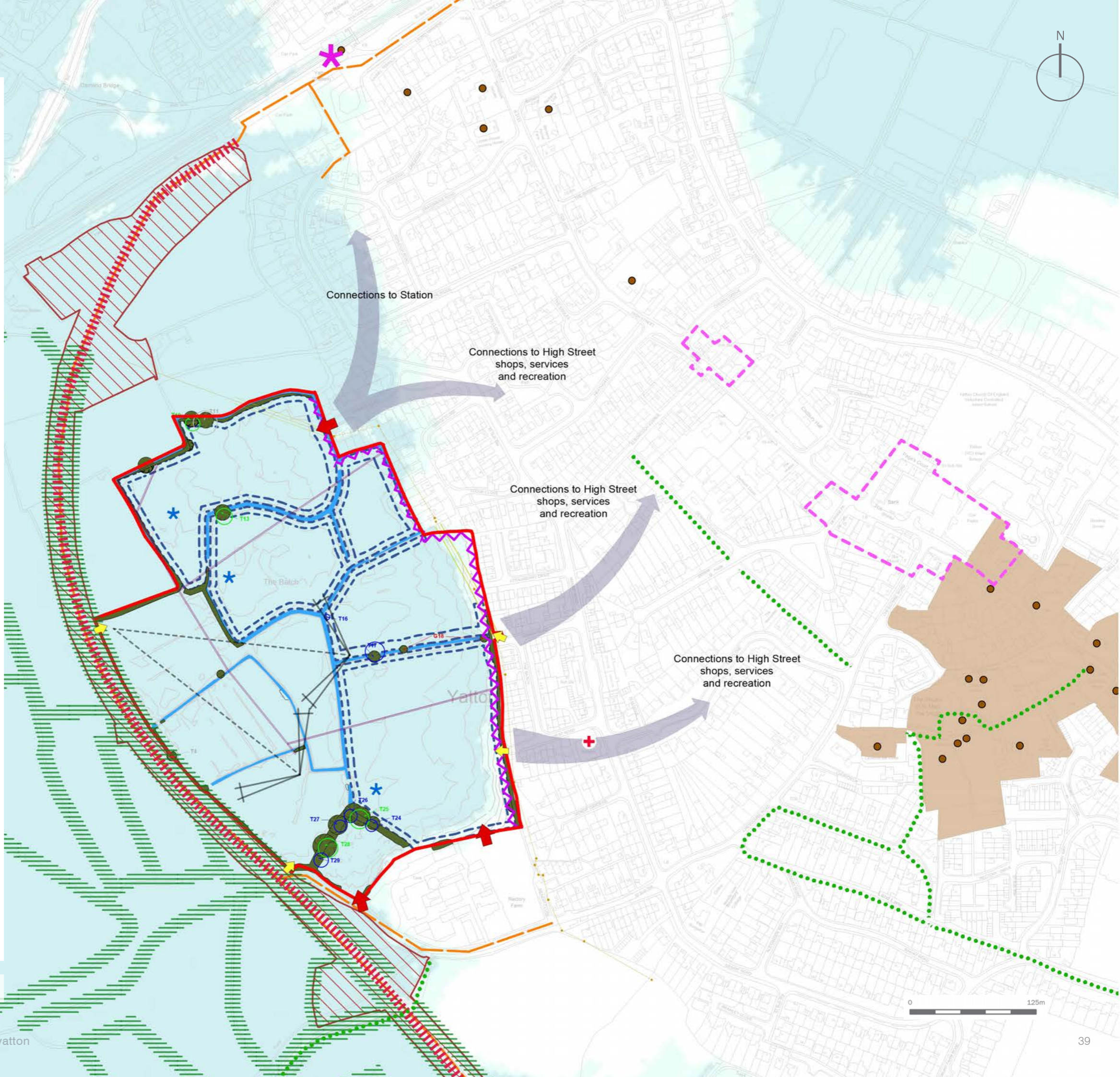


Figure 19: Opportunities and Constraints



# CHAPTER 3: DESIGN DEVELOPMENT

## 3.01 KEY DESIGN INFLUENCES

This section sets out the key design influences for the development and explains how these have informed the proposals and responds and reflects the NDG's characteristics for a well-designed place. The development will be influenced by a number of factors at a number of different scales. Key factors are as follows:

### Settlement Pattern

The new development should, where appropriate, respond to and reflect characteristic elements within the local settlement patterns. Replicating existing settlement patterns is not always appropriate in isolation, but there are elements of the existing settlement pattern that can help establish principles that will inform the character of the new development. Whilst responding to the key characteristics identified in the context evaluation in the previous chapter this development can form a new character area in its own right to enhance and integrate with Yatton complementing the built up area.

### Connections

The network of routes and spaces have influenced the development of a 'landscape led' masterplan focussed on creating a strong network of green routes and spaces using the established rhynes as a model for the structure of the new development. A legible and sustainable environment will benefit new and existing members of Yatton's community by integrating and connecting the site with the surrounding landscape particularly to the Strawberry Line, PRoW and habitats to the west, and facilitating car-free access to the High Street and rail station.

### Incorporation of Site Features

The structure of the development will be influenced by existing features on the site. These include the existing hedgerows and key trees, but the most significantly the network of rhynes that define the existing field pattern. There are also areas of existing vegetation and ecology that are important to retain and enhance within the GI. These will contribute to the character and quality of the development.

## 3.02 ENVIRONMENTAL PRINCIPLES

The masterplanning process has been led by a detailed understanding of the existing physical, ecological, landscape and heritage context of the site, as illustrated in the preceding opportunities and constraints plan. The environmental issues on the site is at the forefront of the design process with the aim of being able to yield an increase in the biodiversity value of the site, and so supporting habitat and wildlife corridors.

The key environmental objectives which have guided the scheme are:

- Retain and sensitively enhance existing site features, such as the rhynes, hedgerows, and trees and integrate the new homes with this environment;
- Create a series of 'green fingers' or GI corridors throughout the development;
- Knit the scheme into the wider GI network to preserve habitats and to connect areas of existing ecological value;
- Design SuDS features and a drainage strategy to provide recreational, visual and ecological benefit; and
- Achieve an overall net gain in biodiversity.

## 3.03 BUILT FORM PRINCIPLES

The guiding principles of the built form have evolved from an understanding of Yatton including the characteristics and building forms which contribute to the local vernacular as described in the previous chapter.

The masterplan must contribute and make a positive contribution to the urban and rural context at the western edge of Yatton.

These guiding principles may be described as:

- The layout structure should take reference from local routes and spaces, prioritise the pedestrian/cyclist and offer a range of street characters and styles suitable to the location and function of the street;
- Development will overlook green spaces such as the GI corridors running across the site, as well all soft green edges around the periphery, to provide an attractive outlook for new residential development;
- Planned new green spaces either around existing landscape features such as the rhynes or existing hedgerows and trees or entirely new spaces can be framed by built form to create distinctive spaces; and
- Drawing from the key characteristics of Yatton and applying them in this location, establishing its own character but acknowledging relevant typologies from around the village.

### Design Characteristics - Creating a Well-designed Place

The site-wide design principles that are to be fixed as part of the outline planning permission seek to deliver the vision and objectives for the site and include a number of specific references to key design influences.

The Vision Concept in **Figure 20** and the following chapters explains how the Government's NDG for characteristics of well-designed places have been woven and fully integrated into the proposals to demonstrate that this will be a successful place to live that benefits both new residents and the wider community of Yatton.



- Site Boundary
- Residential Development
- Potential Community Use
- Community Allotments
- Allotment Parking
- Community Orchards
- Rhynes
- SuDS Attenuation

Figure 20: Vision Concept

### 3.04 CONSULTATION

The initial views of the public and stakeholders were sought so that the views and comments of the public can be heard and considered as part of the design process and that these opinions could then inform the Outline Planning Application.

The approach adopted comprised the following:

#### Public Consultation

Public Consultation ran from 1 November 2022 to 21 November 2022. Three means of public consultation were adopted by the applicant:

(i) A leaflet was produced [see **Figure 21**], which outlined the proposals and directed readers to the public consultation website, and provided details of the online public consultation event. The leaflet also encouraged recipients to provide their commentary either online or via post. The leaflet was emailed to the Parish Council Clerk and Ward Councillors on 31 October 2022 and a total of 3,539 leaflets were distributed to residents of Yatton on 1 November 2022;

(ii) bespoke consultation website included a welcome page, site context, details of the proposals, information on the consultation event

along with contact details and a page to provide comments [see **Figure 21**]. The page went 'live' on 31 October 2022; and

(iii) an online consultation event was held on 10 November 2022 at 7pm via Zoom. The event presented the team to attendees and included a slide presentation explaining the background to the site, an explanation of the design considerations, and a commentary of technical matters associated with the site and was followed by a question and answer session with the residents who attended.

A Statement of Community Involvement (SCI) has been prepared to accompany this Outline Planning Application, which includes a list of the questions received during this public consultation and the responses to each. Comments included questions concerning flooding, traffic, infrastructure, ecology and the provision of a new doctor's surgery, details on these points and the responses can be referenced in the SCI.

#### EIA Screening and Pre-application Enquiry

Parish Council and Ward Councillors were notified of the submission of an EIA Screening Request and pre-application enquiry request by

the applicant and submitted to North Somerset District Council on 7 October 2022. This was followed up with notification on 31 October that public consultation would begin on 1 November 2022.

The applicant also formally consulted with North Somerset District Council at an early stage, through the submission of a pre-application advice request on the 30 October and an EIA Screening Opinion Request on 5 October 2022.

#### Summary

Positive engagement with the community occurred over a three week period through the distribution of 3,539 leaflets, hosting of a bespoke consultation website and an online consultation event. At the end of the consultation period, a total of 50 comments were received which have helped inform the ongoing and new technical work associated with the site and its development. The scheme has been revised to respond to the feedback received, with changes made to the layout, further investigations associated with the site drainage and a reduction in the number of homes proposed.

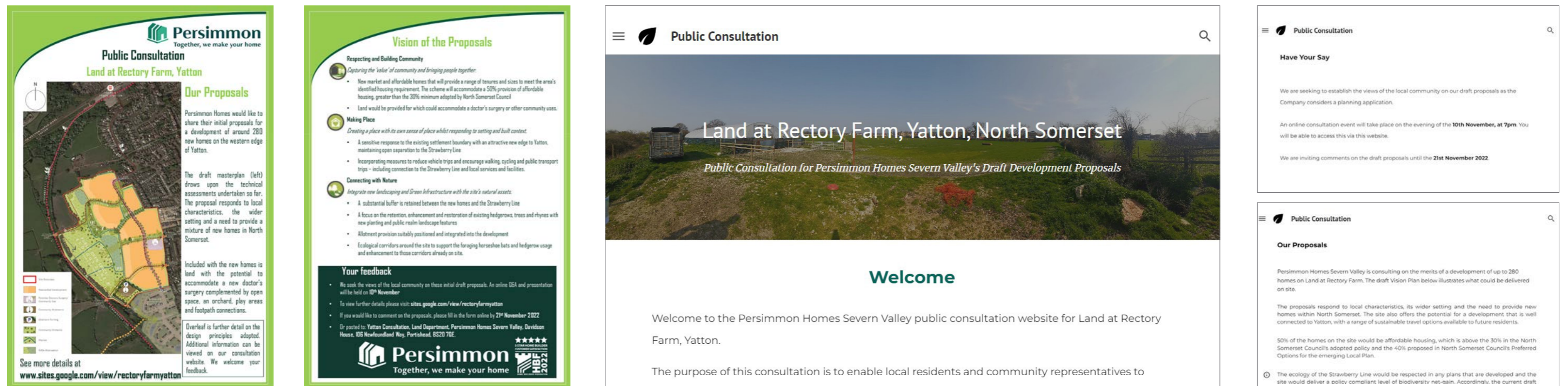


Figure 21: Public Consultation Leaflet and Website

### 3.05 DESIGN EVOLUTION

Throughout the process to date the design has responded to different opportunities and constraints provided at the site, and as alternative arrangements have been tested. Further refinements and adjustments have been made in response to comments and suggestions received through the public consultation process, and at each step the design has evolved and been improved to take the site's context into account and to create an appropriate design response to the setting. This section of the DAS summarises some of the main design changes so far through three early versions of the scheme.



- Up to 280 Homes;
- Doctor's surgery/community space included near West Road;
- New allotments, open space and play provided to the west of the site; and
- Attenuation and SuDS provided at western edge.



- Number of homes reduced to up to 235 homes;
- Doctor's surgery/community space moved to north-eastern part of the site; and
- Attenuation/SuDS consolidated to edge of development to provide ecology habitat and open space to the west.



- Road alignment modified to improve efficiency of development; and
- Community space reconfigured to align with new road.