

Planning application North Somerset 16/P/0888/F

I have lived as a resident of Yatton for nearly 30 years and when I first moved into my house in Horsecastle Ward I looked out on open farmland, observed a variety of birdlife, watched the bats flying around the in the evenings and with my children, enjoyed the abundant wildlife in our garden and surrounding hedgerows. Despite the reassurance of developers and planning officers, over the years I have lost that landscape and a significant amount of the wildlife and now I look at housing estates.

Apart from the environmental and visual impact of developments in North End, over the years there has also been a significant detrimental impact on our ability to walk and cycle safely through the village. Personally, I rarely cycle now and would not encourage my children or grandchildren to when they visit me. The volume of traffic, the number and size of HGV's and the poor footpath infrastructure creates an extremely hostile and unsafe environment for both pedestrians and cyclists.

Over these 30 years of growth I haven't observed the building blocks needed to strengthen other aspects of the village infrastructure being put in place. No expansion of the primary school, health provision, youth services, leisure and recreational facilities across the ages.

Yatton residents recognise that individuals and families need a variety of homes to live in and society has a responsibility to provide them. We also have the responsibility of ensuring good planning decisions based on the building blocks being in place that create a sustainable infrastructure for these growing communities. These building blocks should restrict over-development, protect the quality of our lives, the existing wildlife, the environment and the visual character of the village that are so loved and valued by the residents.

The Persimmon development is particularly destructive in terms of the environment, wildlife, destruction of the gateway and the history and character of the village. Other well informed groups and individuals have submitted comments on these aspects and as Chair of Partners and Communities Together (PACT) and Coordinator of the local Speedwatch, I would like to comment specifically on the highways and safety issues.

When developers submit traffic assessments, they use the data from the latest Census with local and national statistics to determine how much impact each **individual** development will have in terms of increased journeys and volume of traffic. They also use the National Traffic Model (NTM) to predict future traffic flows and levels of congestion. However, what these Models do not do is reflect the contrasting highways infrastructures e.g. urban highways and rural highways. To add 83 (cumulatively nearly 700) houses in a rural village with a poor highways infrastructure is a very different scenario to an urban context with good highways and pedestrian infrastructures.

To mitigate against increased congestion, assessment has to consider the context in which congestion occurs. In our narrow village High Street, the severe congestion has far greater impact on pedestrians, cyclists and other car users

than it would in an urban context. So, using this model is flawed, as it doesn't differentiate between the rural and urban contexts.



Yatton High Street at peak times and when the M5 motorway is closed. This is a common experience that creates anxieties for pedestrians and cyclists.

This is without any planned housing developments.

In terms of the movements of pedestrians and cyclists, again developers use national data and models to assess impact. In the Persimmon Traffic Assessment, **Table 5.1** shows the Proportion of Total Trips by Mode and Distance for preferred travel modes under 1.6 km . These were national statistics from **2011**, which I suggest are now out of date. The assessment states that for journeys under 1.6 kms walking is the preferred method at 76.6 %.

Yatton Speedwatch has undertaken travel surveys every week since February 2015 in various locations across the village and at different times of the day. The examples of numbers of pedestrians over a period of an hour on the table below do not support the national data and the number of cyclists is also very low reflecting concerns and risks to cyclists expressed by many residents.

For Persimmon to use this dated kind of information is misleading and should not be accepted within the planning application. .

Location	Time	Cars (1 way)	Pedestrians	Bus	Cyclists	HGV's
Frost Hill	10 -11 am	415	2	2	8	19
Dairy Close	8-9 am	383	10	1	2	27
Frost Hill	2-3 pm	395	4	0	8	20
Henley Lane	11-12 noon	451	5	0	10	16
Claverham Road	5-6 pm	402	4	0	2	0

More importantly, the Developers and National Models of assessment do not reflect the cumulative impact of several developments on the highways infrastructure as they assess each planning application individually, as is the case in Yatton parish. Neither do they take into account the experiences of residents of all ages on a day to day basis. There is much evidence to suggest that the highways and footpaths in our parish, including North End are unsafe and generate considerable anxiety for pedestrians and cyclists.

Since 2002 Yatton Parish Council and partnership groups have undertaken several consultations relating to the management of transport through the village and the impact on the quality of life for residents.

In 2002 the Village Character Statement identified *'the volume and speed of traffic, the number of heavy lorries and poor facilities for pedestrians and cyclists as major issues.'* Locations of concerns were the *'High Street and North End Road up to North End roundabout. The railway bridge, as there is poor visibility for accessing the main road from the station inclines both for vehicles and pedestrians'*.

North Somerset Local Plan also supported the evidence and concerns expressed within the Character Statement *'There is an urgent need for traffic calming in Yatton High Street where the pavements and road are narrow in places and the increasing heavy traffic endangers pedestrians' Cycling to school is discouraged because the roads are seen as hostile to cyclists and too dangerous i.e. the B3133 running from Congresbury to Clevedon and linking to the M5 motorway'*

Similar views were expressed in: 2014 following a Partners and Communities Together (PACT) Road Safety Review; 2015 Yatton Federation of Schools Parents Consultation; 2015 the precinct 100 residents survey; and in 2016 the Yatton Neighbourhood Plan Consultation. Following a traffic survey commissioned in 2014 by the Parish Council and PACT, the data showed that over the last 10 years there had been a 28% increase in the volume of traffic through the village and the cumulative effect of housing development in North End would result in that figure being almost 50%. There have been no highways infrastructure improvements made since 2002 and as one North Somerset Council transport officer stated "Congestion is the major problem for Yatton"

In February 2015, North Somerset Council published the Sites and Policies Plan Part 1- Development Management Policies. In the Transport Section, Policy DM24: Safety, traffic and provision of infrastructure etc. associated with development, the aim states: *To ensure that new development will not prejudice highway safety or the operation of the highway network and that the impacts of new developments are adequately mitigated.* TC 10 also states: *Development will only be permitted if it is not likely to lead to an unacceptable degree of traffic congestion or to generate traffic that cannot be accommodated without seriously affecting the character of the surrounding area and can be readily integrated with public transport, cycleway and footpath links and bridleways where appropriate.*

Persimmon homes are proposing that 83 dwellings be added to Yatton village at North End on land at Moor Lane. A Travel Plan has been produced that relates to the footpaths and roads within the development but has very little bearing on the transport, cycle and pedestrian infrastructures outside the development.

The access to the site itself is on Moor Road which is a very narrow lane with no footpaths, cycleway or street lighting. It is also a cul-de- sac where residents of the terraced houses on the High Street who have no parking facilities, leave vehicles parked on this narrow highway.

For these reasons we would consider that Moor Lane has little capacity and is inappropriate as a vehicular access for 83 properties.



The Moor Road junction with Kenn Moor Road to the north has no footpaths or defined cycleway. It is a narrow road and observing the traffic movement over a period of one hour, drivers travelling both north and south positioned their vehicles in the centre of the road. Approaching the village, there is a bend on the road which restricts visibility of vehicles exiting from Moor Lane.

The speed limit on Kenn Moor Road is 60 mph and the 30 mph limit is almost at the junction of Moor Lane with Kenn Moor Lane. It has been observed by Yatton Speedwatch that vehicles travelling into a 30 mph speed zone do not reduce their speed until they are well into the zone. This would mean that vehicles travelling at 60 mph into the village along Kenn Moor Road would be travelling at significantly more than 30 mph at the junction with Moor Lane.

For reasons of pedestrian, cyclist and driver safety along this stretch of road we do not support this planning application.



To the south of the junction of Moor Lane and Kenn Moor Road, the highway is congested due to the parked cars left by commuters who do not wish to pay the parking fee at the railway station.

A combination of parked vehicles, vehicles approaching the junction at speed with potentially an increase in the volume of traffic, including cyclists makes this planning application unacceptable.

I would also like to comment on public transport especially the bus services. We have examples of bus services that have been introduced for a period of time and then removed without notice. Persimmon cannot guarantee sustainable bus services and neither can the local Planning Authority. To suggest developing community transport schemes needs a long term financial commitment and there is no evidence of this in this planning application.

For this reason also I would reject this planning application

Parking at North End and cyclist avoiding traffic



North End congestion due to commercial vehicles and HGV's . The anxiety of parents walking to school with their children at peak times.



Submitted by Rhiannon Prys-Owen

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