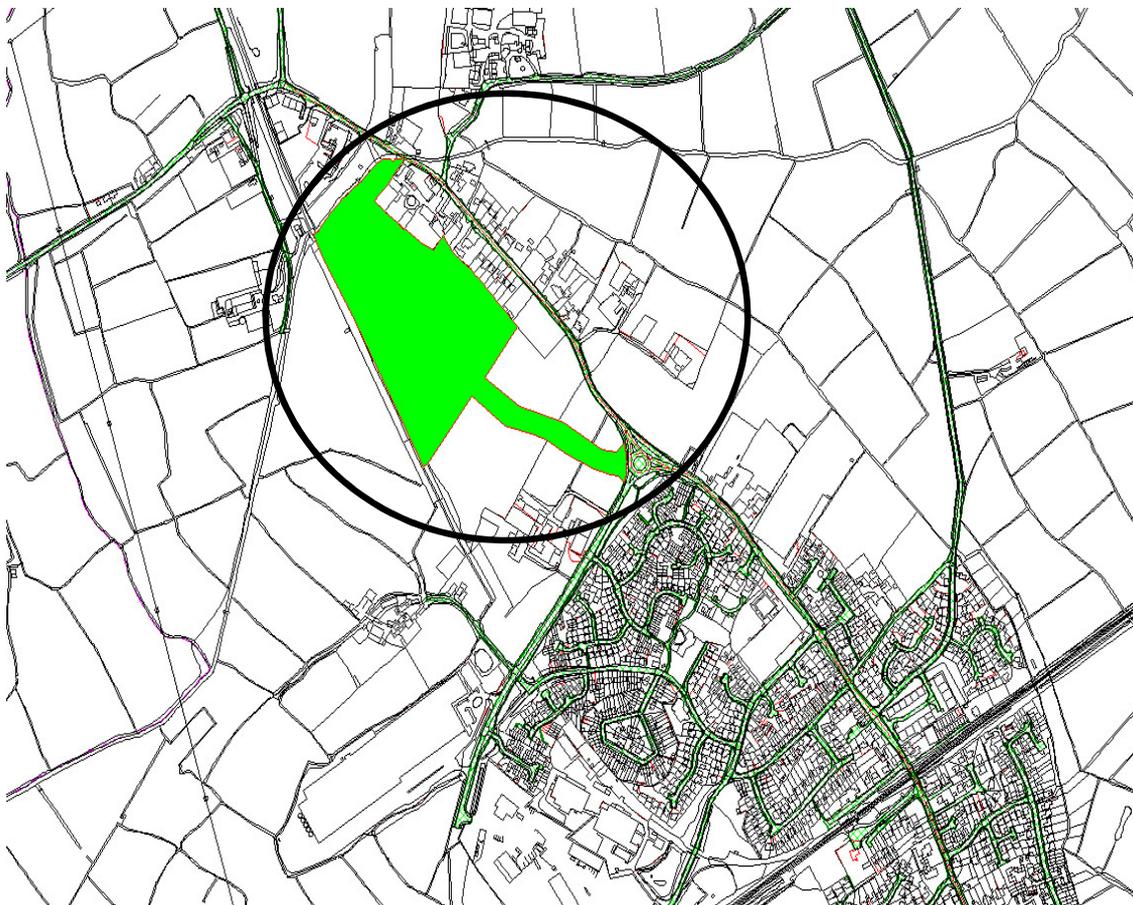


Planning and Regulatory Committee 09.03.16

SECTION 1

APPLICATION NO: 15/P/1488/O	CASE OFFICER: Lee Bowering
APPLICANT: Bloor Homes Ltd PARISH/WARD: Yatton/Yatton WARD COUNCILLOR(S): Cllr J Hadley Cllr Mrs J R J Iles	TARGET DATE: 18 September 2015
SITE ADDRESS: Land at Arnolds Way, Yatton	

LOCATION PLAN: The following plan shows the general location of the site only and is for illustrative purposes. The circle identifies the location of the site and is not a representation of the site boundaries. The site boundaries and other details submitted with the application can be viewed on the council's website at www.n-somerset.gov.uk. This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright and database rights 2015 Ordnance Survey 100023397. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form



SECTION 1

9. **Section 1 :15/P/1488/O Outline planning application for up to 200 dwellings including specialist housing units (e.g. extra care), land for a primary school, open space and all associated infrastructure; with access for approval and appearance, landscaping, layout and scale reserved for subsequent approval at Land at Arnolds Way, Yatton**

DEPARTURE FROM DEVELOPMENT PLAN POLICIES

Summary of recommendation

It is recommended that subject to the further assessment of a more co-ordinated approach to S106 provisions; further consultation concerning place shaping principles on which to base reserved matters; and the completion of a legal agreement, the application be **APPROVED** subject to conditions be agreed with the Chairman, Vice Chairman and ward members. The full recommendation is set out at the end of this report.

The Site

The site is located west of the B3133 North End Road, and to the North West of Arnolds Way and its junction with the B3133 and forms an extension to the north-west, of the phase 1 site already granted planning permission and reserved matters approval under 14/P/0191/O and 15/P/1498/RM respectively. It is partially separated from North End Road by frontage development, around which it wraps at the northern extremity. It is bounded by the former railway line to the west and to the North West by hedgerow and the Little River. It is mainly level farmland and extends to an area of approximately 8.80 hectares. The majority of the site is one field which has been used for arable purposes.

The Application

The application is submitted in outline with all matters of detail reserved for subsequent approval with the exception of means of access, which is detailed in the application submission.

The proposal comprises:

- The provision of up to 200 dwellings including specialist housing (e.g. extra care) units;
- Up to 1.84ha for a primary school (if required);
- New access for vehicles, pedestrians and cycles from the first phase of development;
- The creation of general amenity areas, landscaping and open space;

Planning and Regulatory Committee 09.03.16

SECTION 1

- The development of sustainable drainage measures, including storage ponds;
- The provision of a new cycle/footpath along part of the route of the former railway line to offer connections to Kingston Seymour and Clevedon.
- Parameter plans for Land use areas, access and movement, green infrastructure, density, scale, Principles in Design and Access Statement will be fixed by the outline application
- Illustrative masterplan and strategy drawings explain and justify parameter plans and principles and Indicative design information Illustrative layouts, landscape concepts explain how the principles will deliver a high quality place are not fixed and are for illustrative purposes

Relevant Planning History

Year	Reference	Proposal	Decision
2015	15/P/1498/RM	Reserved matters application for appearance, scale, layout and landscaping for erection of 150 dwellings, car parking, associated landscaping and open space pursuant to outline permission 14/P/0191/O	Approved
2014	14/P/0191/O	Outline application for Residential development of up to 150 dwellings, 0.46ha of employment land (use class B1), pedestrian/cycle path, new accesses, landscaping, open space and all associated infrastructure with appearance, landscaping, layout and scale	Approved with s106
2014	13/P/2209/EIA1	Screening opinion as to whether an environmental impact assessment is required prior to residential	Environmental Assessment not required

Policy Framework

The site is affected by the following constraints:

SECTION 1

- Outside the settlement boundary for Yatton,
- Within Aerodrome safeguarded zone,
- Within Bat habitats,
- Majority of site is in Flood Zone 1 including all that proposed for development.
- Grade II listed buildings Brick House Farmhouse (with separately listed garden walls), stable at Brick House Farm and Box Bush Farmhouse lie close to the northern boundary from which they are separated by modern farm buildings and gardens. Grade II listed North End Farmhouse and Oldacre are situated further north on the north side of the B3133.
- A public footpath runs along the site's north-west boundary from North End Road southwards along the Little River.
- Proposed strategic cycle and pedestrian route which formed part of the approved adjacent development (14/P/0191/O) and will provide an extension to the Strawberry Line route on western boundary of site.

The Development Plan

North Somerset Core Strategy (NSCS) (adopted April 2012)*

The following policies are particularly relevant to this proposal:

Policy Ref	Policy heading
CS1	Addressing climate change and carbon reduction
CS2	Delivering sustainable design and construction
CS3	Environmental impacts and flood risk management
CS4	Nature Conservation
CS5	Landscape and the historic environment
CS7	Planning for waste
CS9	Green infrastructure
CS10	Transport and movement
CS11	Parking
CS12	Achieving high quality design and place making
CS13	Scale of new housing
CS14	Distribution of new housing
CS15	Mixed and balanced communities
CS16	Affordable housing
CS20	Supporting a successful economy
CS25	Children, young people and higher education
CS27	Sport, recreation and community facilities
CS32	Service Villages
CS34	Infrastructure delivery and Development Contributions

SECTION 1

** Core Strategy - High Court Challenge*

Following a legal challenge to the adopted Core Strategy, Policy CS13 (housing requirement) was remitted back to the Planning Inspectorate for re-examination. In addition, Policies CS6, CS14, CS19, CS28, CS30, CS31, CS32, CS33 were also remitted on the grounds that should the housing requirement be increased, then this may have consequences for one or more of these policies. All other policies remain adopted. In March 2015 the Inspector reported on his consideration of Policy CS13 and concluded that the housing requirement should be 20,985 dwellings. However, the Secretary of State subsequently indicated that he would be formally intervening in the process to review and consider the Inspector's conclusions. On 18 September 2015 the Secretary of State confirmed that he had reviewed the Core Strategy Inspector's conclusions but was satisfied that the recommended housing requirement of 20,985 dwellings 2006-2026 was appropriate.

Policy CS13, as approved by the Secretary of State, therefore now forms part of the development plan.

The next stage of the process will be to consider any consequences for the other remitted policies.

North Somerset Replacement Local Plan (NSRLP) (saved policies) (adopted March 2007)

Three NSRLP policies were not saved in March 2010. The Core Strategy supersedes some but not all of the remainder. It does not fully supersede the policies listed below.

The following policies are particularly relevant to this proposal:

Policy Ref	Policy heading
GDP/3	Promoting good design and sustainable construction
ECH/2	Public art
ECH/6	Archaeology
ECH/11	Protected species and their habitats
H/2	Proposed sites for new residential development incorporating target for previously developed land and phasing
H/8	Residential development in the countryside
T/6	Parking standards
T/7	Protection, development and improvement of the rights of way network and other forms of public access (<i>vicinity of site</i>)
T/8	Strategic cycle routes (<i>vicinity of site</i>)

Planning and Regulatory Committee 09.03.16

SECTION 1

T/10	Highway safety, traffic and the provision of infrastructure associated with development
T/11	Travel plans
T/12	Bristol International Airport
T/13	Air safety
CF/1	Provision of cultural and community facilities (Developer Contributions)
CF/3	Cultural and community facilities in the countryside

Other material policy guidance

National Planning Policy Framework (NPPF) (March 2012)

The following is particularly relevant to this proposal:

Section No	Section heading
4	Promoting sustainable transport
6	Delivering a wide choice of high quality homes
7	Requiring good design
8	Promoting healthy communities
10	Meeting the challenge of climate change, flooding and coastal change
11	Conserving and enhancing the natural environment

Other National Policy Guidance

- National Planning Practice Guidance (March 2014)

Emerging Development Plan

The Sites and Policies Plan Development Plan Document is being prepared and will replace the North Somerset Replacement Local Plan once adopted. The Sites and Policies Plan Part 1: Development Management Policies is currently out for consultation on the proposed Main Modifications following the examination hearings in November 2015 and the Inspector's interim report which was received on 13 November 2015. The consultation on the proposed Main Modifications ends on 2 March 2016 and following this it is anticipated that we will receive the Inspector's final report in April 2016. The plan making is now in its final stages and close to adoption so policies within the plan carry significant weight in accordance with paragraph 216 of the NPPF and can be used to determine planning applications.

Part 2 of the Plan (the Site Allocations Plan) will address site allocations and is due to be published for consultation in February/March.

SECTION 1

The following policies are relevant to this proposal:

Policy	Policy heading
DM1	Flooding and drainage
DM2	Renewable and low carbon energy
DM6	Archaeology
DM8	Nature Conservation
DM9	Trees
DM10	Landscape
DM19	Green infrastructure
DM24	Safety, traffic and infrastructure
DM25	Public rights of way, pedestrian and cycle access
DM26	Travel plans
DM27	Bus accessibility criteria
DM32	High quality design and place making
DM36	Residential densities
DM70	Development infrastructure
DM71	Development contributions, Community Infrastructure Levy and viability

Neighbourhood Plans

Yatton and Claverham Parish Council is currently preparing two neighbourhood plans-one each for the two villages and on 24 April 2015 designated the two neighbourhood areas.

Supplementary Planning Documents (SPD) and Development Plan Documents (DPD)

- Residential Design Guide (RDG1) Section 1: Protecting living conditions of neighbours SPD (adopted January 2013)
- Residential Design Guide (RDG2) Section 2: Appearance and character of house extensions and alterations (adopted April 2014)
- North Somerset Parking Standards SPD (adopted November 2013)
- Affordable Housing SPD (adopted November 2013)
- Travel Plans SPD (adopted November 2010)
- North Somerset Landscape Character Assessment SPD (adopted December 2005)
- Biodiversity and Trees SPD (adopted December 2005)
- Creating Sustainable Buildings and Places SPD (adopted March 2015)
- Development Contributions SPD (adopted January 2016)

Consultations

Copies of representations received can be viewed on the council's website. This report contains summaries only.

SECTION 1

Third Parties: 97 letters of objection have been received. The principal planning points made are as follows:

- Yatton infrastructure, roads, facilities already overloaded, inadequate infrastructure to support expansion of village,
- Doctors surgery cannot cope already without further houses adding to vehicle movement and parking problems,
- Village school at capacity and would be oversubscribed,
- Stress on schools, doctors, dentists and other facilities including lack of sufficient car parking provision,
- The proposal will result in out commuting for employment opportunities with increase in traffic,
- The High Street is already very busy with traffic and quite dangerous when walking small children,
- Proposal will increase damage to roads, which are falling apart, and result in more potholes,
- Located on agricultural land outside settlement boundary and will result in loss of important gap between Yatton and the hamlet of North End,
- No information on size of houses to be built,
- Traffic survey should have been taken in summer months not in November,
- No mention of traffic congestion in Yatton when south bound lane of M5 motorway closed, particular congestion at commuter and school times,
- Existing sites already allocated for development within Yatton settlement,
- Impact of development on the ecology of the area, wildlife, bats, badgers etc.,
- By pass required for village,
- Concern over risk of flooding and impact on surrounding area, part of site prone to flooding and impact on water table,
- Footpath and cycle route connections claimed to be owned by others,
- The site is in an unsustainable location, loss of village character and too far from village amenities,
- Playing field will attract youth with the risk of anti-social behavior,
- Conflict will arise between residents of the proposed development and the large commercial vehicles which use Arnolds Way,
- Proposal detrimental to the quality of life for those living in North End,
- North Somerset has already earmarked developments elsewhere in order to meet its obligations regarding housing numbers,
- Impact on existing train services which are inadequate and already packed in the mornings,
- Impact on existing services, Broadband, water, electricity etc.,
- Noise from existing businesses and proposed wind turbines and the resulting impact on occupiers of new development,
- No amount of Section 106 money would be able to improve the impact that such a development would have on the village,

SECTION 1

- Village will become an urban sprawl,
- Yatton is still a village and is not a town and does not have the facilities or roads to support any extension of the village,
- Proposal if allowed will open the floodgates for further development along North End,
- Pedestrian safety concerns at North End due to pavement width (east side) and lack of pavement along site frontage with North End Road.

Yatton Parish Council: Objection - see **Appendix 1** at end of report for full comments

Other Comments Received:

Environment Agency

The Local Planning Authority should be consulted regarding the Sequential Test. If this can be passed, then we have the following comments.

The majority of this site lies within Flood Zone 1 (an area with a low probability of flooding), however areas in the northern part of the site adjacent to North End Road are located in Flood Zone 3, an area classified as having a high risk of tidal flooding. There is also a small part of the south of the site within Flood Zone 3.

The development proposals are classified as More Vulnerable development. The classification of development is an appropriate use within this Flood Zone according to Table 3 of the Technical Guidance to the National Planning Policy Framework subject to passing the exception test.

The Flood Risk Assessment has been reviewed and as a result of this information, the Environment Agency has no objection to this development, subject to conditions and informatives being included in any planning permission granted.

There must be no interruption to the surface water drainage system of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively and that riparian owners upstream and downstream of the site are not adversely affected.

North Somerset Levels Internal Drainage Board

In principle the Board does not object to the proposed development but however requests that conditions and informatives be included should the application be approved.

SECTION 1

A flood risk assessment and drainage strategy report (FRA) accompanies the application and covers both this and the adjacent housing site under construction. The IDB wish to highlight the following important issues:

1. The drainage path from this site passes into a particularly vulnerable area which already suffers from periodic water-logging and flooding of both highways and domestic and commercial properties. Notwithstanding any attenuation arrangements which can at best only mitigate the consequences of developing green field land, the increased volumes of run-off from the development will inevitably exacerbate the existing problems in the catchment. The Board is currently considering what strategic actions would be needed to accommodate this extra water should some or all of the several large developments in the catchment go ahead.
2. Contrary to the assertion in para 3.29 of the FRA, the ground level data now provided indicates that it is unlikely to be feasible to drain the site via an open channel along the line of the former railway. The more likely drainage path off the site will have to pass across third party land where at present the watercourse is a private ditch not currently maintained to an appropriate standard. It is paramount that this situation should be addressed prior to finalising the site layout. Whilst the Board would be prepared to advise on the design and implementation of appropriate improvements it would expect any resulting costs to be met by the applicant.
3. The Yatton Little River and associated ditch network are subject to periodic high water levels which can remain for several days. Where the ground levels to the south of the disused railway are particularly low this periodically causes overground flooding and in the case of other recent developments nearby has necessitated pumped discharge of the attenuation facilities.
4. The Board is particularly anxious to ensure that any attenuation facilities and open watercourses associated with the site will be provided with adequate access and robust financial arrangements for their future maintenance.

Natural England

The application site is within or in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats Regulations').

SECTION 1

The application site is within 4km of North Somerset and Mendip Bat Special Area of Conservation which is a European site. The site is also notified at a national level as Kings Wood and Urchin Wood Sites of Special Scientific Interest (SSSIs).

The application site is also close to the network of Rhynes and ditches comprising Tickenham, Nailsea and Kenn Moors SSSIs which border a previous application site (Land to the North of Arnolds Way and North End Road ref. 14/P/2017/O). In the surveys undertaken for that application, these Rhynes and ditches, particularly Stowey Rhyne, were found to be used by Horseshoe bats. These bats are very likely to be from the SAC mentioned above. The whole area around Yatton is considered to be important for the population of bats protected by the SAC designation. This application site has features which are likely to be used by bats and therefore, this application has the potential to adversely impact the SAC and its bat populations by contributing to the loss of foraging areas and the fragmentation of commuting networks.

Two bat activity surveys were carried out in September 2014. Where a development has the potential to adversely affect Greater Horseshoe bat foraging habitat, Natural England's strong recommendation is that bat survey scope should take account of the survey specification set out in the Bat Mitigation Guidelines. These require two surveys per month between May and September (10 surveys in all). This is because Horseshoe bat calls are difficult to detect and because the bats' requirements and habits change over the course of the survey season. While the two bat surveys undertaken detected low levels of bat activity from widespread species but not Horseshoe bats, the fact that only two surveys were done, and in the same month, means that this data cannot be relied on as evidence that features on the site are not used by Horseshoe bats.

Planning permission 14/P/2017/O for the adjoining site included conditions to ensure that the development would not have adverse impacts on the Horseshoe bats using the habitat features around the site (conditions 22, 23, 24 and 29). NE advise that these conditions are included in any planning permission granted pursuant to this current application. This will be sufficient to avoid adverse impacts on Horseshoe bats which may be using the existing habitat features.

The consultation does not include a Habitats Regulations Assessment. However, Natural England offers the following advice:

- the proposal is not necessary for the management of the European site
- the proposal is unlikely to have a significant effect on any European site, provided the conditions referred to above are included in any grant of planning permission.

SECTION 1

Wessex Water

The applicant has proposed connection to the existing 675mm public foul sewer which runs across the western boundary of the site and specifically to manholes 8501 and 7501. Connection will be subject to Section 104 and 106 agreement, and not necessarily at these points. The applicant has indicated that surface water will be attenuated on site and discharge to watercourse which will require approval of the Lead Local Flood Authority's (LLFA) and Internal Drainage Boards (IDB) as appropriate. Improvements may be required to Kingston Bridge Sewer Pumping Station depending upon growth within the catchment.

Wales & West Utilities

No objection raised but proximity of site to intermediate/high pressure gas main noted.

Highways Agency

No objections to the application.

Avon & Somerset Constabulary

No objection to the above application.

At this stage where outline and access is to be determined it is difficult to make specific comments concerning safety and security regarding the design and layout of the site. Would expect the 'site wide design principals' as described in the Design and Access Statement to be reflected in any subsequent reserved matter application.

Principal Planning Issues

The principal planning issues in this case are (1) the principle of development in this location, (2) the transport, access and parking considerations, (3) the surface water drainage and flood risk considerations, (4) the mix and type of development proposed, (5) the impact of the proposals upon the site ecology and surrounding area, (6) the boundary and landscape considerations, (7) the infrastructure requirements, (8) other matters

Issue 1: The principle of development

Housing requirement

Section 38 (6) of the Planning and Compulsory Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. This is consolidated in paragraphs 11

SECTION 1

and 196 of the NPPF. The relevant parts of the development plan for the site comprises the saved policies of the North Somerset Replacement Local Plan 2007 and the adopted policies within the Core Strategy. Following a legal challenge to the Core Strategy regarding the housing numbers, Policy CS13 (scale of new housing) was remitted back to the Planning Inspectorate for re-examination, along with 8 other related policies. On 18 September 2015 the Secretary of State confirmed that he had reviewed the Core Strategy Inspector's conclusions and was satisfied that the recommended housing requirement of 20,985 dwellings over the period 2006-2026 was appropriate. The approval of the new housing requirement means that Policy CS13 is now an adopted as part of the development plan.

5 year supply of deliverable housing sites

Paragraph 47 of the NPPF requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements plus an additional buffer of 5% moved forward from later in the plan period to ensure choice and competition in the market for land.

With the Core Strategy housing requirement now fixed at 20,985, in relation to the annual assessment at 1 April 2015 the Council did not have sufficient sites to meet the 5 year housing land supply. This was confirmed as common ground between the parties at the recent Brinsea Road, Congresbury appeal (14/P/1901/O). Under the circumstances where the Council is unable to demonstrate a five year supply of deliverable housing sites, the housing policies in the Core Strategy and Local Plan are not considered to be up to date and paragraph 14 of the NPPF is engaged. This states that where the development plan is absent, silent or relevant policies are out-of-date, the presumption is to approve sustainable development unless any adverse impacts of doing so would "significantly and demonstrably" outweigh the benefits.

If the Council cannot demonstrate a 5 year housing land supply, Core Strategy policies CS14, CS32 and CS33 and policy H/8 of the Local Plan can only be afforded limited weight in so far as they relate to the supply of housing. This means that whilst the application site is outside the previously defined limit for development and is not supported by the local community, this cannot be used to oppose the principle of development until the five year supply is restored. However, significant weight can nevertheless still be given where those policies reflect other aspects of the NPPF such as the need for any development to respect the character and appearance of the area.

It is in this context that the principle of development must be assessed.

SECTION 1

Housing Distribution Strategy

The increased housing figure in Policy CS13 will affect other 'remitted' policies. This starts with Policy CS14 (Distribution of new housing) which must be updated to identify, in broad terms, where the remaining housing balance up to 2026 will be delivered.

A report to the Council's Executive Committee in October 2015 set out that the Council must find land for an additional 1,175 dwellings for the plan period up to 2026 to meet the remaining shortfall. The report indicated that this is expected to be distributed across the main towns and Service Villages. No additional housing other than 'windfall' development is expected at 'Infill' villages on the basis that they are the least sustainable locations.

This strategy will steer the detailed housing allocations in Part 2 of the Sites and Policies Plan (the Sites Allocation Plan). The Sites Allocation Plan is however at an early stage of preparation and the consultation and examination process means that it will be at least 12 months before it can be formally adopted. In the meantime the Council must determine planning applications for housing and the urgent need to provide a deliverable supply 5-year housing land must carry substantial weight in the decision making process.

The draft Site Allocations Plan was considered at Executive Committee on 2 February 2016. This includes additional residential allocations to address the new Core Strategy housing requirement. Preparation of this document and the associated evidence base has informed the Council's position on 5 year supply. The draft considered by the Executive includes proposed new housing allocations at Weston-super-Mare, the three towns and at some key service villages, including Yatton. No allocations are proposed at infill villages on sustainability grounds.

It is recognised that given the circumstances, the Council cannot rely on the plan-making process alone to address the housing shortfall, and must also actively grant permissions in parallel with the plan making process. This is already in progress with, for example, the Committee resolving to approve a proposed development at Pudding Pie Lane, Churchill (141) at its last meeting in January. In addition, when considering a site at Venus Street, Congresbury (14) (which is subject of a non-determination appeal) at the same meeting the Committee resolved that, had it had the opportunity to consider the proposal, it would have been minded to approve it, subject to conditions and a S106 agreement. It is anticipated that by granting planning permission for other similar sites in and around the main towns and service villages in accordance with the draft Site Allocations Plan the 5 year supply will be secured.

SECTION 1

Sustainability overview

National policy supports a sustainable approach to development in the rural areas with the emphasis being on supporting services, employment and facilities in larger villages. In the planning system substantial benefit is attached to housing supply by the Government; however this does not override all other considerations. As set out in the NPPF, where the adverse impacts of a proposal “significantly and demonstrably” outweigh the benefits, then planning permission should be refused.

The Government’s view of sustainable development is set out in the NPPF. Sustainable development has many strands, but its core dimensions fall into 3 broad limbs - economic, social and environmental. This outline application therefore should be assessed against each of these dimensions.

The Core Strategy already identifies Yatton as a service village. For service villages the strategy is for them to provide a service function beyond the immediate locality and become a focal point for local housing need, services and community facilities. In terms of general principles it is noted that the intentions of Policy CS32 is for larger villages to become more self-contained in terms of supporting services, employment and facilities. To meet this aim, ‘small scale’ development is considered acceptable where supported by the community. However, in the absence of a 5 year housing land supply this part of CS32 is deemed not to be up of date and can be given little weight. The application must be assessed on its own merits against paragraph 14 of the NPPF and the objective to significantly increase housing numbers.

In assessing the relative sustainability at both settlement and site level, significant weight must therefore be given to the NPPF’s presumption in favour of sustainable development. Meeting housing demand is seen by the Government as a key economic driver and the provision of new housing, and in particular affordable housing, is in the wider public benefit. In line with national planning guidance the Council therefore must give substantial weight to the provision of additional housing in the wider ambit of sustainable development. This presumption in favour of development will only be outweighed if specific and significant harm can be identified that supersedes the wider public benefit. The question therefore, is whether the settlement of Yatton, and by extension, the application site, is a sustainable location for further development taking into account, economic, social and environmental factors. In this regard, Yatton has some sustainable advantages over other Service Villages in North Somerset being located on a main line rail link with station car parking provision and the option to access the motorway (junction 20) to the north via Clevedon and/or Junction 21 at Weston further to the south. The village is served by the W1 bus which operates on an hourly basis from Weston via, Congresbury, and then northwards through Yatton to the Arnolds Way roundabout and then returning

SECTION 1

southwards through the High Street into Claverham, and then onto Bristol via Cleeve, Backwell, Flax Bourton, Long Ashton.

Use of public transport however in itself is not a definitive measure of the relative sustainability of a site as consideration must also be given to the availability of day to day services and facilities and the manner in which these are connected to the proposed development. In this respect there are a range of services and functions within the village that are all accessible by footpath and within walking distance of the site, namely; several shops (including a supermarket), takeaway, public houses, mix of existing employment uses/opportunities, community and leisure facilities, health facilities, preschool, primary and a junior school. Taking account of these factors, it is considered that the combination of services within the settlement and the access to public transport provision in proximity of the application site means that Yatton is broadly sustainable *in transport terms* and is therefore strategically well placed to accommodate additional housing. Although the site lies outside the settlement boundary, it is nevertheless reasonably related to the village edge with potential through layout and design to integrate the site into its surroundings. It is considered therefore that whilst the development cannot be regarded as small scale, the location of the site in terms of respecting the village character is not in serious conflict with the objectives set out in Policy CS32 of the Core Strategy and Policy H/8 of the Replacement Local Plan.

From an *economic perspective*, the site is evidently available and a development of up to 200 houses will help to reduce the shortfall of a 5-year housing land supply. The inclusion of 'affordable' housing, together with construction jobs and increased spending from a rising population provide some economic and social benefits, albeit some are transient and not unique to the development. The additional population that would accrue from the proposed development would also assist the continued viability of local shops, businesses and community activities.

The development contributes to social sustainability, primarily through the contribution towards the supply of housing and the housing mix where there is need for additional housing stock. Further benefits will accrue through localised improvements to the highway network and provision of a pedestrian crossing to improve pedestrian links through this application. It is likely that future residents will progressively integrate with and add to the support for organisations that contribute to a cohesive and strong community and the application site is located where access to a reasonable, if not comprehensive, range of services is available.

In terms of the environmental elements, the impact on ecology, drainage and landscape is assessed in detail later in this report. Paragraph 112 of the NPPF

SECTION 1

states that Local Planning Authorities should take account of the economic benefits of the best and most versatile agricultural land (BMV).

It should be noted that the application is in outline only and therefore the final layout remains to be agreed at a future stage. Given the close proximity of the development sites proposed at this end of the village it is important to ensure that, if the principle of the developments are accepted, the detailed designs and layout are co-ordinated to secure the best possible development for the village. It is therefore proposed that any approval should be subject to further assessment to ensure an appropriate level of cohesiveness and sense of place.

Issue 2: The highway, access and parking considerations

The site is just north of the Bloor Phase 1 development which was the subject of, planning application 14/0191/O. B3133 North End Road is a B-class highway subject to a 40mph limit in the environs of the application site. Arnold's Way is an unclassified Class 4 highway subject to a 30mph limit. Access is shown from the estate currently under construction with three pedestrian links to the north (to North End) and two to the west.

Vehicular access is proposed to be taken through the approved Phase 1 development, which joins the highway network via an improved layout to the Arnolds Way/ North End roundabout. This is described in further detail below. The application is supported by a Transport Assessment which forecasts the number of new trips which might be generated by the proposed development. Officers are satisfied with the methodology used.

Access for Phase 1 was approved via a fourth arm on the existing Arnolds Way/North End Road roundabout. This scheme involved a larger central island, and enlarged inscribed circle diameter. The new fourth arm would be 6.0 metres in width, narrowing to 5.5 metres within the site. In addition, an emergency access is to be provided from Arnolds Way, which takes the form of a simple priority junction.

There has been a subsequent planning application (the Hallam application ref 14/P/2017/O) on land to the north east of North End Road, which requires further alterations to this roundabout to provide a fifth arm. The applicant has tested two scenarios; one which considers whether the proposed four arm scheme can accommodate the two phases of the Bloor development, and a sensitivity test which looks at the operation of both phases of Bloor and the Hallam proposal. The applicant has tested the operation of the proposed enlarged junction using the industry recognised tool for assessing the theoretical capacity of new junctions.

SECTION 1

The TA predicts that the whole quantum of the proposed development would generate additional 345 and 158 two-way vehicle movements during the morning and evening peak periods respectively. Of the 345 trips in the morning peak, 111 would be from the residential development and 234 from the proposed primary school. Of the 158 trips in the evening peak, 110 would be residential and 48 would be primary school based. The applicant has not considered the potential for internalisation or the linking of trips within the TA. It is likely that a new primary school in this location would attract a large proportion of trips from within the Phase 1 and 2 Bloor developments, as well as from housing on the Hallam site. The assessment completed by the applicant is therefore overly robust and represents very much a worst case assessment.

The applicant has used 2013 traffic count data on which to calculate the traffic distribution and forecast future traffic conditions in 2015 and 2020. In the light of recent additional information from the applicant the conclusions are regarded as sound and demonstrate no material impact.

When considering the modelling outputs, a ratio of flow to capacity (RFC) figure of 0.85 indicates that the junction is approaching its theoretical capacity. Figures over 1 indicate the junction is over capacity, and will result in excessive queuing and delay. The modelling completed by the applicant indicates that in the morning peak, the biggest impact will be North End Road East, with an RFC of 0.93 and subsequent queue of 9.7 vehicles. In the evening peak the biggest impact is predicted to be at North End West, with an RFC of 0.86 and resulting queue of 5.61 vehicles. Whilst an RFC of 0.93 is not desirable, and highways officers would prefer to see a junction maintained with RFC's lower than 0.85 it is important to consider the impact of this on the delay likely to be experienced by users on the network. The Transport Assessment (TA) predicts only slight increases of queuing and delay on the highway network, and not to an extent that would be considered 'severe' as defined by paragraph 32 of NPPF. The TA is predicting only slight increases of queuing and delay on the highway network, and not to an extent that would be considered 'severe' as defined by paragraph 32 of NPPF. Officers consider this conclusion to be sound.

Existing bus stops are located on North End Road (North End Farm), as well as stops at North End Roundabout. These are served by services W1 and 88 which are within walking distance to this development site. It is possible to travel to Weston, Clevedon, Nailsea and Bristol by public transport though in certain cases this necessitates changing service or means of travel. For Phase 1 considerable contributions were secured through S106 to deliver improvements to both the services and stops in this location. Once these improvements have been funded it is expected there will be potential for users of this site to make use of these improved services. It is not necessary therefore to seek additional contributions towards bus improvements as part of this application.

SECTION 1

For Phase 1 considerable contributions were secured through S106 to deliver improvements to both the services and stops in this location. Once these improvements have been funded it is expected there will be potential for users of this site to make use of these improved services. Additional contributions towards bus improvements are therefore not being sought as part of this application. However, there is a requirement for the applicant to provide a contribution of £120 per dwelling (£24,000 total) towards travel information packs, public transport taster tickets and cycle vouchers. These contributions are required in order to ensure the development is not reliant on single occupancy car vehicle trips.

The potential impact of both the Bloor Phase 1 and Hallam developments on the B3133 through Yatton has been considered in detail. In both cases, the developers are required to contribute towards a S106 agreement to cover the cost of design, consultation on, and implementation of, local traffic management measures to improve safety and ease traffic flow, and also to fund sustainable travel measures. Taken together it is considered that those measures would mitigate the impact of those developments.

This current application is predicted to add a maximum of 50 vehicles along Yatton High Street in the morning peak hour, which is less than one additional vehicle per minute, and well within the normal daily variation in peak hour flows on the route. Subject to the implementation of the local traffic management measures funded by the Bloor Phase 1 and Hallam developments, the additional traffic generated by this application would not give rise to a material impact in accordance with paragraph 35 of NPPF such that it would justify refusal of the application.

The Travel Plan notes that routes available to pedestrians and cyclists to access the railway station. This shows that there are two principal routes direct to the railway station from the site via either the residential streets to the south of Arnold's Way or along North End Road and High Street; with a third option using the traffic free path between Arnold's Way and Horsecastle Farm Road for part of the route. The developer has set targets for five years post 80 percent occupation (assumed to be 2021): (i) to reduce the number of residential vehicle trips by at least 10% by 2021; (ii) to increase the use of public transport by at least 5% by 2021; (iii) to increase the use of walking and cycling by at least 10% by 2021; and (iv) to achieve at least 75% awareness of the Travel Plan by 2021. Bloor Homes propose to appoint a Travel Plan Coordinator (TPC) to oversee implementation of the Travel Plan for the whole site and lead the strategy for meeting the objectives in conjunction with each land use. The coordinator will monitor the progress of the Travel Plan and report back to the Council. After the completion of the development and following occupation, it is anticipated that the TPC will hand over the roles and responsibilities to a local community group.

SECTION 1

To offset the impact of the additional vehicular traffic associated with the proposed development and achieve the targets for proportions of journeys made by sustainable means contributions are sought, to improve cycle and pedestrian linkages between the development site and the Strawberry Line and Yatton train station and connectivity between the site and Hallam's site and potentially towards the village centre to the south of the site. The particular relationship between developers and landowners here and on the Hallam site may create the opportunity to address the needs of pedestrian and cyclists. This would therefore promote non-car travel within Yatton and environs.

Following receipt of additional evidence and clarification from the applicant in respect of the assessment of trip generations and distribution, officers are content that the Transport Assessment (TA) is robust. The public transport opportunities are satisfactory and will be improved as a result of s106 contributions as will pedestrian and cycle infrastructure. Matters such as parking provision, and layout of internal roads and their relationship to place-making and future maintenance obligations can be dealt with at reserved matters stage, notwithstanding the parameters plans and will be assessed against the Highways development Design Guide and Parking Standards Supplementary Planning Document (SPD). It is therefore recommended that, having regard to the test of paragraph 32 of NPPF, there is no highways objection to the application.

Issue 3: The surface water drainage and flood risk considerations

The majority of this site lies within Flood Zone 1, however areas in the northern part of the site adjacent to North End Road are located in Flood Zone 3, an area classified as having a high risk of tidal flooding. There is also a small part of the south of the site within Flood Zone 3. For this reason it is necessary to undertake the following tests. It should be noted that the proposed development is restricted to flood zone 1 areas.

Sequential Test

The necessary Sequential and Exceptions Test has been carried out and satisfy the requirements of the National Planning Policy Framework. The Sequential Test demonstrates that no alternative sites within Yatton exist for the scale of development proposed. The site is on one of the largest remaining areas of the higher ground on which most development in the village is situated. Sequentially there is however a degree of uncertainty regarding the timescale for the development of the other allocated and windfall sites in Yatton which may or may not come forward in the foreseeable future. In assessing the sequential test the policy issues referred to at Issue 1 have been a deciding factor.

Exceptions Test

The Exception Test requires:

- a). It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA

SECTION 1

where one has been prepared. If the DPD has reached the 'submission stage', the benefits of the development should contribute to the Core Strategy's Sustainability Appraisal;

- b). the development should be on developable, previously developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously developed land;
- c). a Flood Risk Assessment (FRA) must demonstrate that the development will be safe without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

It is concluded that in considering, the Exception Test, the sustainability contributions offered by the proposal includes:

- Helping meet housing needs
- an integration with surrounding areas by providing a network of clearly defined, well-used public spaces;
- adding to the range of dwelling types and tenure;
- providing a mixed community; and
- a development with access to public transport and located in walking / cycling distance.
- an opportunity to provide a more suitable size of primary school site

It is considered that the Sequential and Exceptions Test have been satisfied. There has been some concern expressed by each of the Flood Risk and drainage bodies about the potential accumulation of development around Yatton and with existing ground conditions in certain parts of the village, where gardens remain wet for periods of the year. It is accepted by the bodies that the scale of development does not justify very extensive flood storage facilities within the Clevedon basin, and in any event these do not form part of any planned programme. However officers have sought a dialogue with both Hallam Homes and Bloor's to establish whether a coordinated approach might deliver some further benefits. It should be noted however that the applicants cannot be compelled to address existing problems under s106 agreements, although to date both have shown a willingness to explore such matters on a without prejudice basis and to explain how they have considered and addressed issues of potential cumulative effects.

Issue 4: The mix and type of development proposed

The Parameter plans for land use areas, access and movement, green infrastructure, density, scale, and the Design and Access Statement will inform the subsequent Reserved Matters application submission. The illustrative masterplan and strategy drawings explain the principles and indicative design information. Illustrative layouts, landscape concepts which explain how the principles will deliver a high quality place are not fixed and are illustrative only. Such details will be a matter for discussion at reserved matters.

SECTION 1

The applicant states that the specialist housing units will be affordable, in direct response to a need identified by the Council's Housing Enabling officers. The precise form of the specialist housing is under discussion but it is proposed that these will be extra-care units. These will comprise 30% of the new homes provided on site, which is likely to be around 50-60 units. Subject to the detail of the negotiations this is considered to be in compliance with policies requiring affordable housing provision. The Director of People and Communities is currently exploring opportunities to add value to such extra care provision through potential linkages with the proposed school, or the local community through joint provision, shared use or availability of facilities such as restaurant, health and kitchen facilities and small convenience store. This is a matter that can be resolved through the s106 agreement and an input will be sought from the local community via the Parish Council.

The density of the site has been considered by the developer and is proposed to be developed at an average density of 30-40 dwellings per hectare. The design and access statement proposes variations across the site, which will need to be reflected at reserved matters stage. It is currently proposed to locate open space adjacent to existing dwellings acting as a buffer between new and older development, to the north and also reflecting the river environment and the western boundary. This is considered to be a satisfactory approach.

Lower densities will be proposed to the fringe of the site with a higher density core, though as stated above this will need to be handled carefully at reserved matters stage. The built form of the proposed development is proposed to vary from predominantly two storeys with some two and a half storey height units and some three storey height units. The proposal to incorporate three storey units is however likely to be a sensitive issue within this rural edge of Yatton village. It is therefore considered that full three storey height of dwellings on this site should be resisted unless the developer can justify a layout and built form that sits comfortably within the locational context of the sites open characteristics. This will be addressed at the reserved matters stage. A condition, which places a restriction on the height of the proposed dwellings is therefore recommended.

The submitted design and access statement makes reference to the existing residential mix, scale and character of development which exists in Yatton and identifies a likely pallet of external materials and finishes which the proposed development would consist of, namely; brick, reconstructed stone and render. The applicant has confirmed that the materials will comply with the North Somerset Council Residential Design Guide.

Notwithstanding this recommendation and the fact that the reserved matters stage will determine most of the detail that will be crucial to achieving the sought

SECTION 1

after distinctiveness and quality, further discussion should take place to explore place-making aspects of the development in consultation with the Parish Council and local members. This is to ensure that the most appropriate design and layout can be secured that has regard to local character and distinctiveness; protects the relationship of the village to surrounding countryside; creates a sense of arrival to the village and works as a community with a focus but integrates with the rest of the village. This will need to consider aspects such as communications and linkages between the two sites and with the centre of the village. The Building for Life standard for well-designed homes and neighbourhoods will form part of any discussion. This will also encompass a dialogue between the possible affordable homes/extra care provider, developer and People and Communities officers dealing with the matter of the school place provision to explore potential for shared provision to create a community focal point. In addition, as identified in connection with the proposed five arm roundabout, discussions will also need to encompass replacement or relocation of the millennium tree and bulb planting at the entrance to the village on the current roundabout and possible public art.

Conditions have been proposed to protect and mitigate the risk to the future residents of the development from contamination, pollution, noise, flooding and lighting concerns. The submission of full details at the reserved matters stage will address further these issues. The comments which have been received from the Avon & Somerset Constabulary will inform the design detailing of the proposed housing layout. Two designated heritage assets were identified as having the potential to receive an effect on their setting from the proposed development. However, it is accepted that there will be no significant effect on their setting. Some potential for inter-visibility with the site, particularly in winter, was identified, but it is agreed that this represents less than substantial harm and will be adequately mitigated by the setting back of the development from the road, the retention of roadside fields and planting within this area and on the north eastern boundary. The NPPF (para 134) identifies that where less than substantial harm to the significance of a designated heritage asset is identified, this harm should be weighed against the public benefits of the proposal. In this case the minor effects on the settings of the heritage assets are significantly outweighed by the public benefits of the proposal, as identified elsewhere in this statement. The site is assessed to have low potential for archaeological features, though it is acknowledged that on phase 1 there has been some unexpected discoveries as development has proceeded. This mitigation will also ensure that the rural gateway to North End will be retained as required in Policy ECH/1 of the Local Plan.

Conditions are proposed, including reference to the delivery of 15% on site renewables. All other matters raised by the consultees have been taken into

SECTION 1

account, but none is of such significance so as to outweigh the considerations that led the recommendation below.

Issue 5: The impact of the proposals upon the site ecology and surrounding area

According to the Extended Phase 1 habitat survey and web-based desktop study, the site is divided up into three habitats: Arable, Hedgerow and Stream. No evidence of protected or notable species was recorded during the survey, though one mammal path was noted leading onto the site. The habitats on site comprise well-managed arable land, and boundary hedgerows. No evidence of badger activity was recorded on site, or within the wider survey area.

The site is located on the edge of urban residential housing, and well- managed grassland habitats provide limited foraging opportunities for bats including horseshoe bats. Hedgerows on site do provide some suitable opportunities for foraging and commuting horseshoe bats in combination with adjacent habitats, though that on the western boundary of the site provides limited opportunities. These conclusions seem to be reasonable.

The North Somerset and Mendip Bats SAC (2.5km south of the site), is designated for its lesser and greater horseshoe bat populations. Notwithstanding reservations concerning the number of surveys undertaken in this instance Natural England consider that there is a sound prospect of achieving satisfactory Habitats Regulations assessment as was the case on Phase 1 in that the proposal is unlikely to have a significant effect on any European site, provided the conditions referred to in their comments, (the same as those on phase 1) above are included in any grant of planning permission. A Habitats Regulations Assessment has been requested and the applicant is aware that will need to be done prior to permission being finally granted, so the recommendation reflects this need.

The Green Infrastructure plan shows a linear green buffer on the western boundary but more significantly a wider band of open space adjacent to the Little River and immediately west of existing dwellings, albeit part is occupied by the potential school site allocation. Other recommendations of the applicant's ecologist, for a nesting bird check (survey season: March to September); A Precautionary Method of Working (PMW) document during construction, Retention of boundary features, including hedgerows, to maintain and enhance (e.g. inclusion of night scented species) green corridors on site for wildlife; sensitive lighting scheme on site, to include dark corridors along retained boundaries particularly the north-western river corridor will all be reflected either in the final layouts or in conditions proposed below. Various measures will be considered at detailed stage including indirect effects arising from the hydrology associated with the proposed SuDS.

SECTION 1

It should be noted that the application is in outline and therefore the final layout remains to be agreed at a future stage. Given the importance of considering the two sites proposed at this end of the village *in combination*, and in order to secure the best possible development for the village, officers propose that approval should be subject to further discussion to explore whether an enhancement or greater ecological mitigation might be negotiated taking both sites and landholdings together. This is reflected in the recommendation, though it must be recognized that the development covered by the application by Hallam Homes already has a satisfactory Habitats Regulations Assessment.

Issue 6: The boundary and landscape considerations

The site is located to the north of the first phase of the site, approved in 2015 and is partially hidden behind existing linear frontage development at North End. The overall character of Yatton and its northern extremities at North End are one of a distinctly linear form heavily influenced by the ground levels and the fall away, either side of this onto the low lying ground of the Levels. The proposed development continues this characteristic, though it will mean that much of the higher ground in Yatton will now have been developed. In principle the development is considered to be consistent with this character, although the site is beginning to extend the village such that any further development beyond would have to be closely scrutinised for its sustainability in terms of distance from the centre of the village.

Dependant on the size of the school site to be provided, up to 1.69ha of public open space is proposed, to be provided along the sites northern and north western boundaries. The proposed development seeks to reflect the transition from Yatton village centre to the lower density housing on North End Road by providing a public open space buffer between the proposed new homes and the properties on North End Road. This would link with the public open space proposed in the approved adjacent Planning Statement Development Proposals 18753/A5/PR/NH -6- May 2015 development to create a landscaped northern edge to the development which is proposed to be of a parkland character.

The proposed housing will comprise a mix of sizes, types and tenures, with an average density of 30 to 40 dwellings per hectare. The maximum scale of development will be 12.5m, which equates to 2½ to 3 storey heights. Within this parameter, detailed proposals will include a variety of types of housing in order to provide variations in the scale of dwellings and rooflines and to promote legibility. It is nevertheless considered that a maximum of 2 to 2½ storeys is appropriate for this rural edge of settlement location and that efforts to ensure a development distinctive to Yatton should concentrate on good quality detailing of design and materials.

SECTION 1

Issue 7: The Section 106 requirements

In terms of meeting local infrastructure requirements, the NPPF (paragraphs 203-206) makes clear that planning obligations should only be sought where they:

- Are necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The detailed requirements for planning obligations are set out in Policy CF/1 of the North Somerset Replacement Local Plan, policies CS9, CS10, CS16, CS25, CS26, and CS27 of the Core Strategy and policy DM71 of the Sites and Policies Planning and Regulatory Committee 13.01.16 Section 1 23 Plan. These are further supported by the North Somerset Core Strategy Infrastructure Delivery Plan, which forms part of the evidence base for the Core Strategy. The scope of the S106 requirements is set out below.

Affordable Housing Policy CS16 of the Core Strategy follows Government Policy and sets out the Council's policy on Affordable Housing and says the trigger for on-site provision are schemes of 10 or more dwellings. There is no upper limit on affordable housing provision, but 30% of the total housing number provided as 'affordable housing' is the normal requirement. Policy CS30 of the Core Strategy reaffirms a target of 30%. In this case the Council is seeking provision of affordable extra care housing to satisfy the requirements of policy CS30. Should this not be achievable the applicant would be required to deliver 30% affordable housing provision.

Section 106 Heads of Terms

- a) The delivery, at the developer's expense, of the enhanced 5-arm roundabout at the B3133/Arnolds Way roundabout junction,
- b) Contribution towards TRO for the extension of the existing 30mph speed restriction northwards along North End Road,
- c) The delivery/construction, at the developer's expense, of pedestrian crossing to enable pedestrians to cross North End Road to enable access to school provision and the Strawberry Line traffic free path within the Bloor site, and generally to enable full integration of the two proposed housing sites
- d) Contribution to address congestion within the centre of Yatton as well as providing traffic management measures and environmental enhancements for non- motorized user access,
- e) Contribution towards enhancing the Strawberry Line and to support additional cycle/pedestrian demand,
- f) Contribution towards sustainable travel measures including bus 'taster tickets'.

SECTION 1

- g) Off site contribution towards increasing the capacity of the fitness gym at Strode Road Leisure Centre
- h) Contribution towards the provision of a community meeting space,
- i) Off site contribution to increase the capacity for pitch sports at Strode Leisure Centre,
- j) On site open space and commuted sum for maintenance;
- k) Off site contribution towards children's play area provision,
- l) The Delivery of Extra Care housing scheme or failing that, 30% on site Affordable Housing provision,
- m) Contribution towards library provision at Yatton Library by increasing the capacity and provide improved library and community space,
- n) Contribution towards early learning / pre-school provision,
- o) Contribution towards primary school provision,
- p) Contribution towards secondary school provision,
- q) Contribution towards Youth provision,
- r) Off site financial contribution for improvement to structures on the public rights of way network in the vicinity of the application site including Public footpath LA21/31,
- s) On site provision of a play area, minimum of 600m², with a minimum of six pieces of play equipment, with accompanying commuted sum to cover a 15 year period

Negotiations are progressing with the applicant and the neighbouring developer to deliver, as part of the S106 Agreement, the provision of a community facility as part of the overall North End development proposals. Item h) above refers.

All S106 contributions will be subject to detailed drafting negotiation, agreement of phased payments where appropriate, and suitable claw-back clauses if the commuted sums are not spent within a reasonable period of signing the S106.

Discussions on the agreement will also entail a discussion with the applicant Homes and People and Communities officers to consider the best location for the school site on either Phase 1 or 2 of the Bloor site and potential synergy with other public provision in the area. Should the recommendation of approval be supported it is recommended that the Committee delegates authority to the Chair of the Committee to agree in consultation with Local Members any amendments that emerge during the final negotiation and drafting process.

With regard to primary school places, it is hoped that pupils from this development and the applicant's adjoining Phase 1 development, will be able to attend a local school. During the peak period of demand it is possible that the increased number of pupils generated from these developments could have a negative impact on the ability to maintain parental choice in area. It is also possible that at the peak of demand from these developments, children from this part of Yatton and other areas within and around Yatton may need to travel to

SECTION 1

other schools with vacancies. This could be some distance from their home address.

In the event that further residential development within Yatton takes place over the next few years, in combination with this site, it is highly probable that additional school places would be needed through the provision of a new school. For this reason, the proposed Heads of Terms includes a financial contribution towards a new school on land currently secured through the Section 106 Agreement and grant of planning permission for the applicant's Phase 1 development, which is currently under construction.

Issue 8: Other Matters

Impact on Neighbours

The layout, detailing and position of the proposed development to existing dwellings located to the east of the site at North End are matters to be fully considered at the Reserved Matters stage. The provision of future school playing field provision adjacent to the existing dwellings will ensure good physical separation between the existing and proposed development and together with the submission of the appropriate landscape scheme will protect the living conditions enjoyed by both the existing and proposed residents.

Environmental Impact

The existing dwellings and their respective plot depths at North End provide a good buffer between the application site and the B3133 highway and therefore the proposed development is unlikely to be adversely affected by traffic noise from this existing highway.

The impact of the proposed development upon the existing watercourses in the vicinity of the site, including the retention of existing habitats and species requires ongoing protection and commitment to put in place pollution prevention measures. The appropriate condition requiring the submission and approval of a Construction Environmental Management Plan is recommended.

Energy

Part L of the current Building Regulations deals with the insulation requirements associated with the construction of new dwellings. Whilst the requirements of Part L deal with construction methods, the relevant Local Plan policies nevertheless require the generation of 15% of the on-going energy requirements for each unit through micro renewable or low-carbon technologies. The appropriate planning condition is recommended in this regard.

SECTION 1

Landscape

The village of Yatton, and indeed Claverham to the south east, take on a linear pattern of development within the existing landscape. The proposal further extends this established development form. The appropriate landscape conditions are recommended which will ensure that appropriate measures are put in place to maintain the character of this edge of village location.

Natural Environment and Rural Communities (NERC) Act 2006

The proposed development will not have a material detrimental impact upon biodiversity subject to the receipt of satisfactory plans under the Reserved Matters submission and to the implementation and compliance of the conditions recommended.

The Crime and Disorder Act 1998

The proposed development will not have a material detrimental impact upon crime and disorder subject to the receipt of satisfactory plans under the Reserved Matters submission and to the implementation and compliance of the conditions recommended.

Local Financial Considerations

The Localism Act 2011 amended section 70 of the Town and Country Planning Act 1990 so that local financial considerations are now a material consideration in the determination of planning applications. This development is expected to generate New Homes Bonus contributions for the authority. However, it is considered that the development plan and other material considerations, as set out elsewhere in this report, continue to be the matters that carry greatest weight in the determination of this application

Conclusion

The National Planning Policy Framework requires that applications be determined in accordance with the development plan "unless material considerations indicate otherwise". The Inspector's letter of 22nd April on the Core Strategy has clearly stated the Council's housing requirement and this proposal would make a significant contribution to that requirement. Whilst the proposed development would impact on a range of elements of social and physical infrastructure in Yatton, these can be mitigated through the comprehensive package of s106 requirements that have been negotiated in principle with the developer, following extensive and detailed dialogue with all service providers.

SECTION 1

The NPPF indicates that Local Planning Authorities should, “grant permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits...” and in this case the conclusion is that adverse impacts arising from granting permission would not significantly and demonstrably outweigh the benefits that will arise from provision of the additional housing.

The principle of development at Arnolds Way/ North End has been established with the grant of planning permission and recent commencement of development for 150 dwellings on land immediately adjoining the application site. Furthermore the release of the site for new housing will contribute towards meeting the number of dwellings which now have to be accommodated within North Somerset. Yatton is considered to be a relatively sustainable Service village capable of supporting further housing development.

The surface water drainage and flood risk considerations can also be satisfied and the impacts on ecology and landscape can be addressed through the reserved matters and appropriate conditions. Similarly, matters such as energy conservation and crime and security can be dealt with through the detailed layouts and conditions or clauses within an agreement.

Nevertheless, given the close proximity of the development sites proposed at this end of the village it is important to ensure that, if the principle of the developments are accepted, the detailed designs and layout are coordinated to secure the best possible development for the village. It is therefore proposed that any approval should be subject to further assessment to ensure cohesiveness, environmental mitigation and sense of place are considered across the combined proposed development sites at north Yatton.

RECOMMENDATION: Subject to 1) the completion of a legal agreement securing;

a) The delivery, at the developer’s expense, of the enhanced 5-arm roundabout at the B3133/Arnolds Way roundabout junction, b) Contribution towards TRO for the extension of the existing 30mph speed restriction northwards along North End Road, c) The delivery/construction, at the developer’s expense, of pedestrian crossing to enable pedestrians to cross North End Road to enable access to school provision and the Strawberry Line traffic free path within the Bloor site, and generally to enable full integration of the two proposed housing sites, d) Contribution to address congestion within the centre of Yatton as well as providing traffic management measures and environmental enhancements for non- motorized user access, e) Contribution towards enhancing the Strawberry Line and to support additional cycle/pedestrian demand, f) Contribution towards sustainable travel measures including bus ‘taster tickets’ g) Off site contribution towards increasing the capacity of the fitness gym at Strode Road Leisure

Planning and Regulatory Committee 09.03.16

SECTION 1

Centre, h) Contribution towards the provision of a community meeting space, i) Off site contribution to increase the capacity for pitch sports at Strode Leisure Centre, j) On site open space and commuted sum for maintenance, k) Off site contribution towards children's play area provision, l) The delivery of Extra Care housing scheme or failing that, 30% on site Affordable Housing provision, m) Contribution towards library provision at Yatton Library by increasing the capacity and provide improved library and community space, n) Contribution towards early learning / pre-school provision, o) Contribution towards primary school provision, p) Contribution towards secondary school provision, q) Contribution towards Youth provision, r) Off site financial contribution for improvement to structures on the public rights of way network in the vicinity of the application site, including Public Footpath LA21/31 and s) On site provision of a play area, minimum of 600m², with a minimum of 6 pieces of play equipment, with accompanying commuted sum to cover a 15 year period,

and 2) the completion of a satisfactory Habitats Regulations Assessment, and 3) the outcome of further discussions with Bloor Homes and Hallam Homes to secure a coordinated development the application be **APPROVED** (for the reasons stated in the report above) subject to conditions to be agreed by the Director of Development and Environment in consultation with the Chairman, Vice Chairman and ward members and based on the following suggested list:

1. Before any work is commenced, details of the design and external appearance of the building(s), the landscaping of the site (hereinafter called the reserved matters shall be submitted to and approved in writing by the Local Planning Authority.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 (as amended)

2. Before any work is commenced, a plan showing the proposed layout of the land (scale not less than 1:1250) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In accordance with the provisions of section 92 of the Town and Country Planning Act 1990.

3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission.

Planning and Regulatory Committee 09.03.16

SECTION 1

Reason: In accordance with the provisions of section 92 of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be begun either before the expiry of five years from the date of this permission, or before the expiry of two years from the date of approval of the last of the reserved matters to approved, whichever is the later.

Reason: In accordance with the provisions of section 92 of the Town and Country Planning Act 1990.

Approved Plans

5. The development hereby permitted shall, unless otherwise subsequently agreed by the Local Planning Authority in writing, be carried out in accordance with the following approved plans: [To be referred to in the decision letter]

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

Drainage & flood risk mitigation

6. No residential or educational development or surface water attenuation features shall be sited within Flood Zone 3.

Reason: To reduce the risk of flooding to the proposed development and future occupants and in accordance with policy CS3 of the North Somerset Core Strategy and policy DM1 of the North Somerset Sites and Policies Plan Part 1.

7. No development approved by this permission shall commence until such time as a flood warning and evacuation plan has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure safe access and egress to and from the site and in accordance with policy CS3 of the North Somerset Core Strategy and policy DM1 of the North Somerset Sites and Policies Plan Part 1.

8. No development shall commence on site until surface and foul water disposal details, including any off-site work and the use of appropriate infiltration techniques and details of any phasing, have been submitted to and approved by the Local Planning Authority. The approved details

Planning and Regulatory Committee 09.03.16

SECTION 1

shall thereafter be implemented to the satisfaction of the Local Planning Authority.

Reason: The current information available with the application is insufficient to demonstrate how the proposed work will be maintained in the future and additional surface water runoff and foul effluent generated by this development will need to be controlled in a manner that does not increase flood risk or pollution elsewhere. This is in accordance with the principles set out in Section 103 of the National Planning Policy Framework and Section 2 of the Technical Guidance to the National Planning Policy Framework and to prevent pollution of the water environment and in accordance with policy CS3 of the North Somerset Core Strategy and policy DM1 of the North Somerset Sites and Policies Plan Part 1.

9. No development approved by this permission other than as may be agreed in writing by the Local Planning Authority shall be occupied until a full operation and maintenance strategy for the Sustainable (SuDS) drainage system has been submitted to and formally approved in writing by the Local Planning Authority. This shall include an Operational and Maintenance Manual. The strategy shall identify all future land use limitations; identify the ownership, operational and maintenance arrangements for the works over the lifetime of the scheme. The approved maintenance strategy, including any such amendments as may be agreed in writing by the Local Planning Authority, shall be implemented in full at all times.

Reason: To ensure that the works provide the necessary mitigation against flooding for the lifetime of the existing and proposed development and in accordance with policy CS3 of the North Somerset Core Strategy and policy DM1 of the North Somerset Sites and Policies Plan Part

10. The foul and surface water drainage details shall be carried out in accordance with the finally approved plans, unless otherwise subsequently agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is served by a satisfactory system of foul and surface water drainage and in accordance with policy CS3 of the North Somerset Core Strategy and policy DM1 of the North Somerset Sites and Policies Plan Part 1.

Floor levels

11. The finished floor levels, shall unless otherwise agreed by the Local Planning Authority, be no lower than 300mm above existing ground

Planning and Regulatory Committee 09.03.16

SECTION 1

level, and be carried out in accordance with the detail shown on the finally agreed Reserved Matters plans.

Reason: To mitigate against the risk of flooding and in accordance with policy CS3 of the North Somerset Core Strategy and policy GDP/3 of the North Somerset Replacement Local Plan and policy DM1 of the North Somerset Sites and Policies Plan Part 1.

Ecology/Lighting

12. Prior to the commencement of development a site-wide lighting strategy incorporating a lighting contour plan in lux with details of light intensity and hours of lighting operation shall be submitted to, and approved in writing by the Local Planning Authority and shall be implemented and adhered to thereafter. This scheme shall ensure that light levels do not exceed 0.5 Lux along the boundary hedgerows and habitats to permit (continued) foraging and commuting of horseshoe bats across the landscape. The approved scheme shall not be varied without the agreement in writing of the Local Planning Authority.

Reason: To protect the bat population in accordance with policies GDP/3 and ECH/11 of the North Somerset Replacement Local Plan and policies CS3 and CS5 of the North Somerset Core Strategy and policies DM8 and DM32 of the North Somerset Sites and Policies Plan Part 1.

13. Prior to the commencement of development a detailed soft landscaping scheme shall be submitted to, and approved in writing by the Local Planning Authority and shall be implemented and adhered to thereafter. This shall include the retention of boundary habitats including hedgerows, tree lines, scrub, grassland and individual trees where possible, with buffers (minimum of 5m, ideally 10m) and open space to provide continuous green corridors. Landscaping of the site should predominantly employ native species of local provenance including berry and fruit-bearing tree, hedgerow and shrub species and nectar-rich flowering plants.

Reason: To comply with the Habitats and Species Regulations and ensure the survival of rare or protected species in accordance with Policies ECH/11 and ECH/12 of the North Somerset Replacement Local Plan and Policy CS4: Nature Conservation in the adopted North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan Part 1.

14. No development shall commence until details of a scheme designed to avoid killing or injuring reptiles has been submitted to and approved in writing by the Local Planning Authority.

Planning and Regulatory Committee 09.03.16

SECTION 1

Reason: To enable the Local Planning Authority to ensure that reptiles are safeguarded before this development takes place as reptiles are specially protected by law and in accordance with policy ECH/11 of the North Somerset Replacement Local plan and policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan Part 1.

15. No development shall commence until temporary fencing has been erected at least 1 metre away from the edge of the habitats which are to be retained.

Reason: To retain/protect the wildlife interest and wildlife corridors that exist on the site and in accordance with policy ECH/11 of the North Somerset Replacement Local Plan and policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan Part 1.

16. No development shall commence until a bird nesting and bat roosting strategy has been submitted to and agreed in writing by the Local Planning Authority. The submitted strategy shall include the specification and locations of bird nesting places and bat roosting places incorporated into the fabric of the buildings.

Reason: To enhance biodiversity on site in accordance with policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan Part 1.

17. A pre-commencement badger survey of the site and surrounding area of relevance shall be completed by a suitably qualified ecologist within six months before any works (including site clearance) commence. This shall include an assessment of the current status of badger setts identified within the site. A report detailing the findings and proposed avoidance, mitigation and compensation measures shall be provided to the Local Planning Authority. The works shall then be implemented in accordance with the agreed measures.

Reason: To comply with the Protection of Badgers Act 1992 and to prevent harm to legally protected badgers and in accordance with policy ECH/11 of the North Somerset Replacement Local plan and policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan Part 1.

18. Prior to occupation, a 15 year landscape and nature conservation management plan shall be submitted to, and agreed in writing by the Local Planning Authority. This should include consideration of features of interest, objectives, management prescriptions, a work schedule

Planning and Regulatory Committee 09.03.16

SECTION 1

including a 15 year annual work plan, resourcing and monitoring to be implemented once the site is restored.

Reason: To ensure that the sites biodiversity is maintained and where possible enhanced in accordance with policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan Part 1.

19. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority in writing. The submitted CEMP shall include best practice pollution prevention guidelines. The approved CEMP shall thereafter be implemented to the satisfaction of the Local Planning Authority.

Reason: to ensure the surrounding rhyne network (including SSSI and Local Wildlife Sites) and other retained habitats and species are not adversely impacted by the proposed works and in accordance with policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan Part 1.

20. No development shall commence until a hydrology assessment is undertaken and once prepared submitted to and approved by the Local Planning Authority in writing.

Reason: To enhance the wildlife habitat and natural environment and in accordance with policy CS4 of the North Somerset Core Strategy and policy DM8 of the North Somerset Sites and Policies Plan Part 1.

Highways

21. The proposed access into and out of the site from the proposed to be remodelled existing roundabout shall be completed to the satisfaction of the Local Planning Authority prior to the occupation of the first of the approved dwellings located within the development site hereby approved.

Reason: To ensure that a satisfactory means of vehicle access to and from the existing public highway is provided and in accordance with policy T/10 of The North Somerset Replacement Local Plan and policy DM24 of the North Somerset Sites and Policies Plan Part 1.

22. No development shall commence, unless otherwise agreed by the Local Planning Authority in writing, until a construction traffic management plan has been submitted to and approved by the Local Planning Authority in writing. The construction traffic management plan shall provide details concerning the movement of materials to and from the

SECTION 1

site during the construction period and shall include details of the route taken by vehicles serving the site and how such vehicles and their operation will be managed on arrival and on leaving the site. The construction traffic management plan shall furthermore incorporate measures to avoid vehicle movements to and from the site during peak travel times, including the start and finish hours of the school day.

Reason: To reduce the risk of disruption and inconvenience to other road users and in the interests of road safety and in accordance with policy T/10 of the North Somerset Replacement Local Plan and policy DM24 of the North Somerset Sites and Policies Plan Part 1.

23. The proposed footpath and cycle way, which will comprise the extension of the Strawberry Line that passes through the site, shall be constructed in accordance with details to be first agreed by the LPA in writing, and thereafter made available for public use on or prior to occupation of the first of the approved dwellings, unless otherwise agreed by the Local Planning Authority in writing. No work on the construction of the footpath and cycle way shall however be carried out until details comprising route plans and section drawings of the proposed construction works and context to the surrounding ground levels and land form / landscape features has been submitted to, and approved by, the Local Planning Authority in writing.

Reason: To ensure that the proposed extension of the existing Strawberry Line is constructed to an acceptable and safe standard in the interests of public safety and to ensure that the resulting Strawberry Line extension is brought into use at the earliest opportunity and in accordance with policy T/8 of the North Somerset Replacement Local Plan and policies CS9 and CS10 of the North Somerset Core Strategy and policy DM25 of the North Somerset Sites and Policies Plan Part 1.

Archaeology

24. No development shall take place within the site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. The programme of archaeological work should provide a controlled watching brief during ground works on the site, with provision for excavation of any significant deposits or features encountered, and shall be carried out by a competent person(s) and completed in accordance with the approved written scheme of investigation.

Reason: The site is within an area of significant archaeological interest and the Council will wish to examine and record items of interest discovered and in accordance with policy ECH/6 of the North Somerset

Planning and Regulatory Committee 09.03.16

SECTION 1

Replacement Local Plan and policy DM6 of the North Somerset Sites and Policies Plan Part 1.

25. The developer shall afford access at all times to any archaeologist nominated by the Local Planning Authority, and shall allow him or her to observe the excavations and record items of interest.

Reason: So that records may be made before the archaeological remains are affected by the development and in accordance with policy ECH/6 of the North Somerset Replacement Local Plan and policy DM6 of the North Somerset Sites and Policies Plan Part 1.

Energy

26. The dwellings hereby approved shall not be occupied until measures to generate 15% of the on-going energy requirements of the use (unless a different standard is agreed) through micro renewable or low-carbon technologies have been installed and are fully operational in accordance with the approved details that have been first submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved technologies shall be permanently retained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order to secure a high level of energy saving by reducing carbon emissions generated by the use of the building in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and Policies CS1 and CS2 of the North Somerset Core Strategy and policy DM6 of the North Somerset Sites and Policies Plan Part 1.

Landscape

27. The existing landscape features on the site shall be retained unless otherwise shown on the approved plans to be removed or unless otherwise subsequently agreed in writing by the Local Planning Authority as part of a submitted landscape planting scheme.

Reason: To ensure that the existing established landscape features are maintained in accordance with policy CS9 of the North Somerset Core Strategy and policy GDP/3 of the North Somerset Replacement Local Plan and policies DM10 and DM32 of the North Somerset Sites and Policies Plan Part 1.

Planning and Regulatory Committee 09.03.16

SECTION 1

28. All works comprised in the approved details of landscaping should be carried out during the months of October to March inclusive following occupation of the dwellings or completion of the development, whichever is the sooner.
- Reason: To ensure that a satisfactory landscaping scheme is implemented in accordance with policy CS9 of the North Somerset Core Strategy and policy GDP/3 of the North Somerset Replacement Local Plan and policies DM10 and DM32 of the North Somerset Sites and Policies Plan Part 1.
29. For the duration of the development works existing trees/hedgerows which are to be retained shall be protected by a suitable barrier erected and maintained at a distance from the trunk or hedge specified, in writing, by the Local Planning Authority. The Authority shall be informed at least seven days before works start on site so that barrier position can be established. Within this protected area there shall be no excavation, tipping or stacking, nor compaction of the ground by any other means.
- Reason: To ensure that no excavation, tipping, burning, storing of materials or any other activity takes place within this protective zone and in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policy CS9 of the North Somerset Core Strategy and policies DM10 and DM32 of the North Somerset Sites and Policies Plan Part 1.
30. Trees, hedges and plants in any development phase shown in the landscaping scheme to be retained or planted, which during the development works or during a period of ten years following implementation of the landscaping scheme in that development parcel, which are removed without prior written approval from the Local Planning Authority or which die, become seriously diseased or damaged, shall be replaced in the first available planting season with other such species and size as are to be agreed with the Local Planning Authority.
- Reason: To ensure as far as possible that the landscaping scheme is fully effective and in accordance with policy CS9 of the North Somerset Core Strategy and policy GDP/3 of the North Somerset Replacement Local Plan and policies DM10 and DM32 of the North Somerset Sites and Policies Plan Part 1.

Waste

Planning and Regulatory Committee 09.03.16

SECTION 1

31. The dwellings hereby approved shall not be occupied until the space and facilities provided on site for the storage and collection of waste have been constructed and implemented in accordance with the approved plans. Thereafter the approved space and facilities for the storage and collection of waste shall be permanently retained unless otherwise agreed in writing with the Local Planning Authority.

Reason: The Local Planning Authority wishes to encourage sustainable waste collection initiatives in the interests of local amenity and sustainable waste management and in accordance with policies CS1 and CS7 of the North Somerset Core Strategy and policy DM32 of the North Somerset Sites and Policies Plan Part 1.

Constraints

32. Notwithstanding the submitted parameters plan for height of development, no dwelling shall, unless otherwise agreed by the Local Planning Authority in writing, exceed a height equivalent to two and a half storeys, with any proposed second floor accommodation located predominantly within the roof space.

Reason: To maintain the character of the existing settlement where the predominant height of existing dwellings comprises two storey height and in accordance with policy GDP/3 of the North Somerset Replacement Local Plan and policy DM32 of the North Somerset Sites and Policies Plan Part 1.

33. No development shall take place on the site until a detailed site development project plan setting out key milestones in the development, including site preparation, plot commencements, installation of street lights, submission of drawings for approval in principle to structures and open spaces and play equipment, and land drainage consents, and relates them to proposed dates for adoptions of each element has been submitted to and approved by the Local Planning Authority. The development shall proceed in accordance with this timetable unless any variations have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and in accordance with policies T/10 and GDP/3 of the North Somerset Replacement Local Plan and policies DM24 and DM32 of the North Somerset Sites and Policies Plan Part 1.

SECTION 1

34. No development shall commence until a scheme for the provision of Broadband to the site has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include a programme of implementation and shall be implemented in accordance with the approved details before the development is first occupied.

Reason: To ensure the development is served by broadband cabling in accordance with policy CS34 of the North Somerset Core Strategy and policy DM48 of the North Somerset Sites and Policies Plan Part 1.

Summary of advice notes to be included on the decision notice

Advice notes are not conditions but are a means of making a statement to the applicant or drawing attention to the requirements of other legislation.

Summary of advice notes:

1. The applicant/developer advised to contact NSLIDB to discuss their Bylaw requirements in respect of satisfying the SuDS drainage condition requirements.
2. The applicant/developer is advised to discuss the 'Secured by Design New Homes 2014 Design Guide' with the Avon and Somerset Police.
3. The applicant/developer to be advised that there must not be any interruption to the surface water drainage system of the surrounding land.
4. Standard 278 advisory note.
5. Standard advisory note regarding 'Traffic Management Act 2004.'
6. Standard advisory note regarding 'Works in Highway.'
7. The drainage system must be designed so that, unless an area is designated to flood as part of the design, flooding does not occur on any part of the site for a 1 in 30 year rainfall event and that at 1 in 100 year rainfall event no flooding occurs to any part of: a building (including a basement) or in any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development. Any flows resulting from rainfall in excess of a 1 in 100 year rainfall event should be managed in conveyance routes that minimise the risks to people and property.
8. The critical duration rainfall event must be used to calculate the storage volume for a 1 in 100 year rainfall event and the peak runoff rate from the development to any surface water body must not exceed the greenfield runoff rate from the site at each event. (Although this will be subject to consultation and agreement with the IDB as they may require further reductions).
9. The drainage strategy must conform to the standards set out in paragraph 3.31 (P.16) of the Site Specific Flood Risk Assessment and Surface Water Management Plan.

SECTION 1

10. All SuDS elements will need to be constructed to the standards specified in the most up to date version of the National Standards as published by DEFRA at the time of design.
11. A flow control unit will need to be installed to limit the discharge to 'greenfield run-off' rates.
12. Survey levels of the site must be included in the designs.
13. Mitigation measures as defined by BS5228: Parts 2 and 2:2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimize noise, and disturbance from construction works.

SECTION 1



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Appendix 1



Planning Officer
North Somerset Council
P O Box 141
Somerset House
Oxford Street
Weston Super Mare
BS23 1TG

7th August 2015

Dear Sir/Madam,

Planning application was considered at a recent meeting and the Parish Council **strongly recommends not supporting** the following application.

i) **15/P/1488/O – Bloor Homes – Land at Arnolds Way, Yatton.** Outline application for up to 200 dwellings including specialist housing units (e.g. extra care), a primary school, open spaces and all associated infrastructure; with access for approval and appearance, landscaping, layout, and scale reserved for subsequent approval.

Reasons for Recommendation

The Parish Council are objecting to this proposal principally because it is another even larger scale unsustainable speculative development outside the settlement boundary on prime agricultural land and demonstrates no exceptional circumstances.

The site is on an elevated piece of land making the existing properties on the site boundary where the land is lower vulnerable to flood impact. The North Somerset Internal Drainage Board (NSIDB) have highlighted a number of conditions that would have to be met in order to mitigate this. It is of great concern that this developer has been unable to produce a satisfactory workable drainage scheme for the Reserved Matters application for the 150 dwellings as it has been objected to by the NSIDB. This gives rise to treating their drainage provision for this 200 dwelling proposal with scepticism. The Parish Council urge

SECTION 1

Appendix 1

North Somerset Council to insist on far more robust drainage provision which fully adheres to all the NSIDB recommendations.

This proposal is once again not community lead which is evident from the large number of objections on North Somerset Council website. There has not been an up to date Housing Needs Survey carried out and therefore no evidence base to support a locally identifiable need.

The Parish Council are fully aware of the current position regarding CS13, five year supply and the Secretary of State's pending decision on housing numbers but wish to stress that this further development at the end of the village which is being targeted by developers with large speculative applications urgently requires North Somerset Council to give weight to CS32 as it did with the Brinsea Road, Congresbury application. These 200 dwellings in addition to the adjacent 320 houses already approved/applied for (with others not yet submitted) is so completely contrary to Policy CS32 it must be used to prevent the creation of an isolated sprawling mass of housing with no amenities and will turn the hamlet of North End into a village double the size of Claverham.

A reminder of the guidance figures for development density in a service village serves the purpose of demonstrating how far away a planning proposal for 200 dwellings is from North Somerset Council's own policy guidance.

The Sustainability Assessment Supplementary Report for CS13 January 2014 (6.18) pg. 20 *"SHLAA figures assume some greenfield extensions to service villages and, in this context, because of the large sites coming forward and the very high dwelling figures being calculated, a nominal cut-off of 30 dwellings has been applied to each of these sites"*.

The position facing the village has changed considerably since the first application for 150 dwellings was approved last year. This was before the influx of speculative development had truly gathered momentum. The Parish Council urge North Somerset Council to consider this application in the context of the cumulative impact of all the developments that are being proposed in the Parish and to use all means possible to resist this disproportionate and substantial over development of Yatton.

The reasons why this site is unsustainable are as follows:

SECTION 1

Appendix 1

Travel and Infrastructure

- The B3133 is already suffering under high volumes of traffic with 800 vehicles recently recorded by Speedwatch between 8.00 a.m. & 9.00 a.m. and in the event of the M5 being shut the road becomes gridlocked. The increased volume of traffic another large estate would bring in addition to the existing number of vehicles using the route is unacceptable and unsustainable.
- The proposed development being sited over 1 km from village amenities will lead in reality to most residents using cars to access the facilities putting additional pressure on the road itself and exacerbating the existing parking problems around the schools, surgery and shops.
- There were concerns raised regarding road safety and the difficulties residents will have crossing both Arnolds Way and North End Road from the proposed hugely expanded site. There has been no provision for controlled crossings within the Bloor 1 application and to not provide this for a site that maybe creating footfall from 350 houses is inconceivable. The high volumes of traffic will make crossing without any controls difficult and hazardous.
- The impact of providing of additional transport to secondary schools was also a consideration.
- Concerns were raised regarding the number of traffic movements, especially in the first few years when it is unlikely that the school will be built and all traffic will be leaving the site (through the one entry point) to access services and amenities.

Local Services and Amenities

- The provision of land for a primary school has formed a part of the application and it is understood that a 210 place one form entry primary school is aspired to by North Somerset Council. Whilst the indications are that that the existing primary school projections show it may be operating with vacancies in the future, all new developments bring a high level of young families so it is imperative that this land is preserved for the provision of a school
- The doctor's surgery is currently stretched, with long appointment waiting times and no scope to extend their building within the current location. It also serves the neighbouring village of Congresbury (also a service village), should there be any additional large scale development in either one or potentially even both villages the surgery would find maintaining a satisfactory level of service for residents impossible.

SECTION 1

Appendix 1

Employment

- The vision of an employment lead development sited close to local employment was unfortunately a myth as the successful businesses in Yatton that employ a higher numbers mentioned by the developer require very highly skilled employees, Oxford Instruments, Smart Systems and their employees largely constitute the in-commuters. The other less skilled businesses do not have a high turnover of staff to an extent where prospective purchasers of property would not be making the choice to live in the proposed development based on a job within the village. The reality is that the development would lead to high levels of out-commuting; in essence the creation of a large dormitory estate and therefore contrary to Policy CS20.
- It was also noted that there was no provision for on-site employment within this application and it appears that the area designated for employment in the first application for 150 dwellings has not been mentioned in the Reserved Matters plan.

Environmental

- The monitoring of a development site in close proximity (Smart Systems) has identified a bat hot spot of over 8 species all foraging including Nathusius pipistrelle and nocturnal species.
- The actual (not predicted!) impact on surrounding housing both in terms of noise and property value of the wind turbines to be installed at Smart Systems was not yet known.
- The environmental impact of increased traffic and the pollution it brings was further cause for concern. The worryingly high Nitrogen Dioxide levels which are monitored monthly by N.S.C. in the centre of Yatton, together with reference to the latest traffic survey which was carried out by the Parish Council in May 2015, in conjunction with N.S.C. which shows an increase in excess of 25% in the volume of traffic through the village, on top of the already high level recorded by N.S.C in 2006.

The single congested High Street through the village has recorded Nitrogen Dioxide levels (Air Quality Progress Report for North Somerset Council in fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management April 2014) was 35.9 NO₂ µg/m³, the trigger point for declaring an environmental action zone is 40.0 NO₂ µg/m³. The average across sites in North Somerset is around 20.0). The prospect of additional traffic from future developments in the village and surrounding area would undoubtedly reach the trigger point

SECTION 1

Appendix 1

for an action zone but there are serious concerns about what action would be taken once should that happen.

Further considerations

- The Parish Council consider that the proposal is contrary to the principal of Policy CS19 Strategic Gaps, the overriding outline for the policy being that
“The council (NSC) will protect strategic gaps to help retain the separate identity, character and/or landscape of settlements and distinct parts of settlements”.

Whilst it is realised that a strategic gap has currently only been outlined for between Yatton and Congresbury, the Parish Council has made its' views very clear in the comments submitted both on the Core Strategy and Sites and Policies DPD consultations that it is very important that the same gap is applied to the North End of the village as well. If this further proposal was to go ahead it would add to the creation of a “linear” form of development along the B3133 with the majority of the housing in the village at one end furthest from the amenities, losing the character and identity of the village and its surrounding landscape.

The sprawling effect created would be detrimental both to Yatton, the villages of Kingston Seymour and Kenn and the hamlet of North End.

- The Parish already has 293 houses on sites that have either been approved, have had applications refused or are yet to have applications submitted as follows;
Bloor 1 site outline approved 150 homes.

Oxford Instruments – 55 at outline currently submitted (past Reserved Matters Approval for 66 (the figure above is based on the current 55 application).

Wemberham Brewery site – 18 units – refused.

Bridge Works – 10 refused.

Wemberham Lane – 24 yet to be applied for.

Jewson’s –25 currently seeking developers.

Former KPR Engineering site Claverham Road – 5 approved currently in construction.

SECTION 1

Appendix 1

Pullin's Bakery - will be vacating their current site to move to newly purchased site in the village possible site for 6 houses.

This is without considering the sites on the new SHLAA.

- The huge impact of these sites in addition to this Bloor Phase 2 (200) Hallam Land (170), the Grange site (83), Stowey Park (60), Claverham Streamcross site (70) that are currently in the planning process on the schools and doctors surgery, increased traffic due to many sites being located along way from any amenities was unacceptable, unsustainable and would provide no advantages to the community whatever the 106 agreement had to offer.