Yatton Neighbourhood Development Plan
Public Consultation: Issues and Action Points

This document lists and discusses the main issues that emerged from the Yatton Neighbourhood Development Plan questionnaire. A summary of the results from the questionnaire can be found at: http://bit.ly/YattonQuestion. They correspond to the following North Somerset Planning Policy categories: traffic and highways; local services; business; housing; environment. These can be found at: http://bit.ly/NSDevelopmentManagement. Each is accompanied by a proposed course of action for the Parish Council.

1. SUMMARY OF PROPOSALS TO YATTON PARISH COUNCIL

Traffic and Highways

HGVs
- Identify, or apply for, funding for a Traffic Regulation Order Consultation by North Somerset Highways.

Traffic Congestion
- Apply to the Department of Local Government for funding for a Traffic Assessment.

Inconsiderate Parking
- Task the Neighbourhood Plan Working Group with drafting a local Vehicle Parking Policy.

Safe Routes
- Identify detailed mitigation through Section 106 and/or Community Infrastructure Levy (CIL) funds arising from any permitted development, in order to achieve the following:
  - Improve Strawberry Line access at the station car park and Chescombe Road/Biddle Street.
  - Develop a safe dedicated cycle and pedestrian route using, for the most part, the line of the old railway between the station and Jones Bridge to connect with the proposed extension at the Bloor Homes Phase 1 development.
  - Develop a Yatton-to-Clevedon multi-user path based on the route above.
  - Develop a "quiet lane" along Kenn Moor Road, by use of traffic calming, for the benefit of all users.
  - Provide support to local community organisations for a station heritage project including restoration of the footbridge.
  - Develop a public footpath network including access to Cadbury Hill and along Little River west of North End.
  - Develop a “quiet lane” along Ham Lane for benefit of all users.
Local Services
NHS Services
- Open discussions on a broader public consultation with the newly formed Mendip Vale Medical Centre and with North Somerset Councillor Jill Iles.

Business
Village Precinct
- Open discussions with the precinct owners and with North Somerset Council. This would include seeking clarification on North Somerset Council’s policy regarding support to local parishes for the regeneration of local businesses and creating opportunities for new business development.

Housing
Scale of New Developments
- Identify brownfield sites that would be suitable for housing.
- Adopt an integrated approach to planning that includes housing, industrial and recreational developments.
- In the case of brownfield sites, consider the acceptability of the loss of car parking, the impact of resulting on-street car parking, loss of employment, increased risk of flooding, and the need to provide buffer zones to rural amenities (such as the Strawberry Line).
- Reassess, redefine and map the local flood risk areas, particularly in terms of the cumulative impact of new developments on the flood risk to existing properties in the village, especially in the North End and Horsecastle wards.

Visual Character
- Sponsor a prize Photo Competition for residents.
- Support a small public consultation to agree a “vision statement” for the village.

Environment
- Adopt a number of policies with the effect of only allowing development in locations where:
  o There will be no adverse impact on the rural character of the village.
  o There will be no harm to the distinctive landscape or the gateway views to the village.
  o Buffer zones to Sites of Special Scientific Importance, local nature reserves and local wildlife sites (especially the Strawberry Line) will be maintained.
  o There will be no harm to wildlife and habitats, including bat flyways and riparian and hedgerow corridors on the northern settlement boundaries adjacent to the Claverham Neighbourhood Plan area.
  o There is no increased flood risk to existing properties.
2. TRAFFIC AND HIGHWAYS

Heavy Goods Vehicles (Policy Reference DM24)
“Lorries driving through the village” was the biggest concern for Yatton residents, with 81% citing it as having a negative impact on their quality of life.
Yatton Partners and Communities Together (PACT) will propose to Yatton Parish Council that a Traffic Regulation Order is put in place.

- The proposal would be to move the vehicle weight restriction limits to new positions south of Arnolds Way and north of Frost Hill.
  - The effect of this will be to prevent businesses based outside the weight restriction zone from generating heavy goods vehicle (HGV) movements through the centre of Yatton.
  - The businesses most significantly affected would be Stowell’s Concrete and Smart Systems.

ACTION: Yatton PACT will suggest to Yatton Parish Council that they identify, or apply for, funding for a Traffic Regulation Order Consultation by North Somerset Highways.

Traffic Congestion (Policy Reference DM20, DM24)
77% of Yatton residents said that traffic congestion has a negative impact on their quality of life.
When considering whether or not a new developments should be allowed to proceed in Yatton, 70% of residents said that it would only be acceptable if accompanied by construction of a bypass.
Yatton PACT will propose to Yatton Parish Council that a Traffic Management Survey is carried out, including:

- Consideration of a new bypass from North End to the A370 on the western edge of Congresbury.
- 20mph speed limits on all roads in all new developments.
- Provision of safe pedestrian and cycle routes to the main village facilities.

ACTION: Yatton PACT will suggest to Yatton Parish Council that they apply to the Department of Local Government for funding for a Traffic Assessment.

Inconsiderate Parking (Policy Reference DM 28 and also Parking Standards Supplementary Planning Advice)
After HGVs and traffic congestion, the third most important negative influence on the quality of life in Yatton is inconsiderate parking, selected by 47% of residents. The main problem is obstruction of pavements with parked vehicles.
Yatton PACT is covering this issue for existing streets in Yatton.

ACTION: The Neighbourhood Plan Working Group should propose to Yatton Parish Council a Vehicle Parking policy, to which new development plans would have to adhere.

ACTION: Neighbourhood Plan Working Group to draft a local Vehicle Parking Policy.
Safe Routes (Policy Reference DM25 (including Schedule), DM71)

Amongst residents, the third most highly ranked reason for accepting new development was if this was accompanied by safe pedestrian and cycle routes to Clevedon.

**ACTION:** Neighbourhood Plan Working Group to propose to Yatton Parish Council that they should identify detailed mitigation through Section 106 and/or Community Infrastructure Levy (CIL) funds arising from any permitted development, in order to achieve the following:

- Improve Strawberry Line access at the station car park and Chescombe Road/Biddle Street.
- Develop a safe dedicated cycle and pedestrian route using, for the most part, the line of the old railway between the station and Jones Bridge to connect with the proposed extension at the Bloor Homes Phase 1 development.
- Develop a Yatton-to-Clevedon multi-user path based on the route above.
- Develop a "quiet lane" along Kenn Moor Road, by use of traffic calming, for the benefit of all users.
- Provide support to local community organisations for a station heritage project including restoration of the footbridge.
- Develop a public footpath network including access to Cadbury Hill and along Little River west of North End.
- Develop a “quiet lane” along Ham Lane for benefit of all users.
3. LOCAL SERVICES

NHS Services (Policy Reference DM69)

30% of residents say they are inconvenienced by the lack of an NHS dentist in Yatton.

Clevedon does have an NHS dentist but public transport links between Yatton and Clevedon are poor.

The Neighbourhood Plan is a good opportunity for an in-depth public consultation on the delivery of all NHS services provided by the newly formed Mendip Vale Practice. The practice is considering the relocation of the Yatton surgery from Mendip Road and transport has already been raised as an area of concern.

The Neighbourhood Plan Working Group should propose that Yatton Parish Council:

- Holds talks with Mendip Vale Medical Centre about the possibility of including a range of NHS services, including a dentistry practice, in the mooted new Health Centre.
- Holds talks with North Somerset Councillor Jill Iles about possible solutions.
- Emphasises to both these parties the importance of a well-served bus stop near to the new Health Centre.

ACTION: Neighbourhood Plan Working Group to propose to Yatton Parish Council that they open discussions on a broader public consultation with Mendip Vale Medical Centre and with North Somerset Councillor Jill Iles.
4. BUSINESS

Village Precinct (Policy Reference DM62)

35% of residents are concerned about the shabby and unwelcoming appearance of the precinct.

The Neighbourhood Plan Working Group should propose that Yatton Parish Council:

- Opens a dialogue with the owner of the precinct with a view to creating a partnership.
  - This could include seed funding from the Parish Council to kick-start projects such as small craft businesses in unused units.
- Seeks advice and guidance from North Somerset Council on how to regenerate town and village centres.

**ACTION:** Neighbourhood Plan Working Group to propose to Yatton Parish Council that they open discussions with the precinct owners and with North Somerset Council. This would include seeking clarification on North Somerset Council’s policy regarding support to local parishes for the regeneration of local businesses and creating opportunities for new business development.
5. HOUSING

Scale of New Developments
There is a shortfall of 176 houses against the target of 696 identified in the North Somerset Sites and Allocations Survey.

From the results of the Neighbourhood Development Plan Questionnaire:

- 91% of residents consider it acceptable to build houses on brownfield sites.
- 88% of residents consider it unacceptable to build houses on greenfield sites.
- 59% of residents suggest that the best use of brownfield sites is housing.
- 12% of residents suggest that the best use of greenfield sites is housing.
- 39% of residents say that greenfield sites should not be used for any development.
- 22% of residents say that development totalling more than 250 new homes would be unacceptable.
- 95% of residents consider it unacceptable to build houses on land requiring additional flood protection.

ACTION: Neighbourhood Plan Working Group to propose to Yatton Parish Council:

- They should identify brownfield sites that would be suitable for housing.
- They should adopt an integrated approach to planning that includes housing, industrial and recreational developments.

In the case of brownfield sites, the acceptability of the loss of car parking, the impact of resulting on-street car parking, loss of employment, increased risk of flooding, and the need to provide buffer zones to rural amenities (such as the Strawberry Line) will all have to be considered.

- They should reassess, redefine and map the flood risk areas, particularly in terms of the cumulative impact of new developments on the flood risk to existing properties in the village, especially in the North End and Horsecastle wards.

Visual Character (Policy Reference DM32)
The term “visual character” is easy to understand but hard to define.

The Neighbourhood Plan Working Group should propose that Yatton Parish Council identifies key landmarks and the special and unique character of the village that we wish to preserve, and also try to capture the essence of residents’ aspirations for the village through a “vision statement” to be included in the Neighbourhood Plan.

The Neighbourhood Plan Working Group should therefore propose that Yatton Parish Council holds a residents’ photographic competition.

- Entrants would submit two images: one of what they consider the best of Yatton’s built environment, one of what they consider the worst, and one that they feel encapsulates the unique character of Yatton.
- The competition winner should receive a prize.
- The competition entries will provide a portfolio of building styles that residents like and dislike, which can be used to inform future planning decisions, as well as providing
evidence for the most cherished aspects of Yatton that ought to be preserved and protected through the planning process.

The Neighbourhood Plan Working Group should also propose that Yatton Parish Council undertakes a small public consultation to agree a “vision statement” for the village.

**ACTION:** Neighbourhood Plan Working Group to propose to Yatton Parish Council that

- They sponsor a prize Photo Competition for residents.
- They support a small public consultation to agree a “vision statement” for the village.
Yatton PACT
Partners and Communities Together
Neighbourhood Watch

Yatton Neighbourhood Plan - Safer Streets and Highways.
The aim of this briefing paper is to agree the creation of a local travel hierarchy prioritising walking followed by cycling, bus, train, taxi/car share community transport and finally the private car.

Report and recommendations submitted by Yatton Partners and Communities Together (PACT) to Yatton Parish Council 14th March 2016

1. Yatton Parish Council is in the process of preparing a Yatton Neighbourhood Plan which is being managed by a working group composed of Parish Councillors and residents who report to the Parish Council. Before final approval, the Yatton Neighbourhood Plan will be put to a local referendum to establish a vision for Yatton up to 2026.

2. Throughout this process residents and local organisations will be consulted to determine and prioritise the key issues that matter to them. In July 2015 an initial survey of 100 residents was undertaken followed by a wider consultation in November and December to begin the process of identifying the key issues.

3. The issues causing most concern are the number of HGVs travelling through the village, traffic management, and poor infrastructure for the pedestrians. These are identified in both previous consultations and the PACT consultation in November 2014. The Village Character Statement published in 2001 identifies a conflict between different types of road users, particularly at certain times of the day. Cycling and walking are discouraged because the roads are seen as too dangerous with many children brought to school by car. 
   North Somerset Local Plan 2001 says: Yatton High Street- “There is an urgent need for traffic calming in Yatton High Street where the pavements and roads are narrow in places and the increasing heavy traffic endangers pedestrians”

4. The most recent traffic survey undertaken in July 2015 by North Somerset Council shows a 30% increase in the volume of traffic over the last 10 years which is causing significant congestion at specific times of the day. The number of HGVs recorded has also increased with one study recording 44 in one hour.

5. The High Street is the central spine running through the village. However there are two other parallel roads, Mendip Road and Stowey Road, that need consideration when determining safe routes throughout the village.

6. The Precinct has also been identified as an area that needs to be regenerated and this links closely with the possible increase in pedestrian areas and cycle ways at the heart of the
village.

7. The Parish Council can no longer ignore the long-standing concerns raised by residents around the number and size of HGVs travelling through the High Street and transport management throughout the village.

8. Vehicles are dominating and impacting on the quality of life in our community. If the current planning applications are approved this will only exacerbate the problem and doing nothing is not an option.

9. Consideration also needs to be given to the relevant regional and local transport infrastructure development and the potential impact on our neighbouring villages and their Neighbourhood Plans.

10. The Yatton Partners and Communities Together (PACT) and the Yatton Neighbourhood Plan Strategy Group recommend that Yatton Parish Council seeks and agrees funding to commission an independent Transport Management Assessment that addresses the issues raised by the residents in the recent consultations undertaken by the two groups and the 2002 Village Character Statement.

11. The scope of the Transport Management Assessment would include:
   a) An assessment of the impact of the use of village roads by HGVs and identification of more appropriate route; possible time restrictions to severely limit the flow of HGVs through the village or a total restriction of HGVs.
   b) A review of all the “pinch- points” identified in the consultations and Village Character Statement. Identify how the flow of traffic can be managed more effectively and safely.
   c) A Parking Needs assessment with the intention of reducing parking on the main routes and reviewing parking provision. The long-term strategy is to remove parking along the main roads to reduce interference with through and general traffic and improve safety for pedestrian and cyclists.
   d) A review of current bus stops, parking bays and locations for public and school transport to improve safety for passengers and pedestrians.
   e) A strategy for reducing traffic speed through 20 mph zones and traffic calming measures resulting in self-enforcing of the speed limit.
   f) An assessment of the existing footpaths and how to bring them up to an acceptable standard to reduce the danger, fear and anger experienced by pedestrians. This will support a safer routes strategy and encourage more people to walk rather than use their cars.
   g) Assessments of existing cycle routes and development of a comprehensive cycle plan that will provide a safe, continuous route through the village rather than the current situation where certain road conditions are hostile for cyclists and the routes end abruptly.
h) Assessment of the impact of vehicles on the pedestrians using the precinct and how creative rather than cosmetic designs can regenerate and create a more vibrant commercial area that is safe and more pedestrian-focussed.

i) An investigation into the possible construction of a by-pass connecting Arnolds Way to the A370 at Huish. What would be the implications and costings of this major infrastructure development?

j) An investigation into the support needs and requirements of neighbouring parishes and establish compatibility or otherwise with their respective NPs.

12. The benefits of the assessment would be:

a) the Parish Council would have a blueprint for highways and transport infrastructure development until 2026
b) There would be a more strategic view of projects submitted for S106 and CIL funding rather than a piecemeal approach.


c) The traffic consultants would be completely independent of the Parish and North Somerset Councils.

d) The traffic consultants would provide the expertise and legitimacy needed to influence future planning decisions.

e) Ultimately if the recommendations of the assessment are implemented we would be improving the safety and quality of life for the residents of the Parish

f) The greatest emphasis will be on the provision of safe, accessible pedestrian and cycle routes for all children and adults on their journeys to school, employment, leisure and recreation.

Yatton PACT
6. ENVIRONMENT

Environment (Policy Reference Core Strategy CS3 (Flooding), DM7, DM8, DM10)
The results of the Neighbourhood Development Plan Questionnaire show that residents value environmental benefits very highly.

68% of residents included an environmental benefit amongst their list of “the six best things about Yatton.”

ACTION: Neighbourhood Plan Working Group to propose to Yatton Parish Council that they adopt a number of policies with the effect of only allowing development in locations where:
- There will be no adverse impact on the rural character of the village.
- There will be no harm to the distinctive landscape or the gateway views to the village.
- Buffer zones to Sites of Special Scientific Importance, local nature reserves and local wildlife sites (especially the Strawberry Line) will be maintained.
- There will be no harm to wildlife and habitats, including bat flyways and riparian and hedgerow corridors on the northern settlement boundaries adjacent to the Claverham Neighbourhood Plan area.
- There is no increased flood risk to existing properties.
- It would be useful to identify sites using the above criteria that should be excluded from any future Sites Allocation exercise by North Somerset Council.