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Appendix 1:

LAND TO THE NORTH OF ARNOLDS WAY,  
YATTON

On Behalf Of Bloor Homes (Swindon) Ltd

November 2011

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(November 2011)**

**On Behalf Of Bloor Homes (Swindon) Ltd**

Barton Willmore LLP  
Greyfriars House  
Greyfriars Road  
Cardiff  
CF10 3AL

Tel: 02920 660910  
Fax: 02920 660911  
Email: Zoe.abberley@bartonwillmore.co.uk

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## **1.0 INTRODUCTION**

1.1 This document sets out the updated information in respect of Bloor Home's land holdings located at land to the North of Arnolds Way, Yatton and should be read in conjunction with the following Position Statements:

Issue 1 – District Housing Land Requirement

Issue 2 – Employment Land Requirement and Employment-led Approach

Issue 3 – Spatial Strategy

Issue 4 – Delivery, Provision of Infrastructure and Other Considerations

1.2 It is considered through undertaking a market-led approach to the development of the site it will help to deliver jobs in Yatton. By marketing the employment element prior to an application for the residential component, development of the employment land will be enabled. The provision of the homes could be linked to the servicing of the employment land, with for example no more than 100 homes being delivered before a phase of the employment site is serviced.

## 2.0 The Site

- 2.1 Our client's land is located on land to north of Arnolds Way, Yatton and adjoins the north western urban boundary to the town. The site is located within walking distance of the centre of Yatton and the main line railway station which links the town to Bristol, Weston-super-Mare and further afield. **(Appendix 1 – Site Plan)**
- 2.2 The site extends to approximately 16.7 ha and is comprised of a series of agricultural fields which are divided by hedgerows and some large mature trees situated in the southern area of the site. To the east of the site are existing residential properties located on North End. To the south is Arnolds Way beyond which is further areas of residential and employment areas. The site's western boundary is defined by a former railway line which gives way to open countryside extending to the M5.
- 2.3 The site is immediately accessible from Arnolds Way with North End to northeast. North End leads directly onto High Street to the south of the site via a three arm roundabout. To the north, North End provides a link towards Clevedon and to the south Congresbury via High Street. Junction 20 of the M5 is accessible via Clevedon to the north.
- 2.4 Yatton Railway Station is approximately 1.0km from the centre of the site as the crow flies and two bus stops are located along North End. There are also a number of cycle and pedestrian routes within close proximity to the site and a public right of way along the western boundary of the site.
- 2.5 The site is level land and does not contain any significant man made or natural features. A Phase 1 Habitat Assessment has been completed which confirms that there are no ecological constraints which cannot be appropriately mitigated. The site is subject to no nature conservation designations and consists predominately of grassland with 27 flower and grass species being identified. No uncommon or rare plants were found.
- 2.6 Five hedgerows are located on the edge or within the site. The ecological value of the hedgerows is limited. However, it is intended that they would be incorporated into any development on the site. 6 large mature trees are located in the southern part of the site which would also be incorporated into any development.
- 2.7 The surveys have also revealed that the bird species that use the area are typically found in gardens and hedgerows. Evidence of badger activity was found across the site,

and a hole that appears to be an active outlier sett was also found. This would be relocated as part of any development proposals. No visible evidence of bats was found **(Appendix 2 – Phase 1 Habitat Assessment previously submitted with representation to Core Strategy in March 2011)**.

2.8 A landscape and visual appraisal of the site has also been undertaken. The appraisal confirms that the site is not subject to any landscape or statutory designations and forms an enclosed area of land adjoining existing urban features providing a sense of separation from the wider areas of open countryside. The appraisal concludes that the site is considered to have capacity to absorb a mixed use development without any significant adverse impact on the immediate landscape setting and the visual amenity of the wider landscape. The site is currently influenced by the adjacent housing and local farmsteads, and the site provides a soft defensible edge for the settlement boundary. Development would not encroach into the wider rural character **(Appendix 3 - Landscape and Visual Assessment)**.

2.9 Importantly the site unlike many other site's across North Somerset's low land areas is not liable to flooding and is located outside the flood risk zone as defined by the Environment Agency. The Flooding and Drainage Report demonstrates that the site passes the Sequential Test identified in PPS 25 with almost the entire area of development being within flood zone 1. Further, the large areas of open space proposed in the development can be utilised to provide SUDS as part of the development drainage strategy. **(Appendix 4 – Flooding and Drainage Report previously submitted with representation to Core Strategy in March 2011)**.

### 3.0 The Initial Proposals

- 3.1 We consider that our client's site represents an appropriate and suitable opportunity to deliver a housing-led mixed-use development including employment, potential community facilities and public open space.
- 3.2 The concept Masterplan (**contained in Appendix 6**) confirms that the site could be delivered in two stages. Stage 1 on the southern half of the site could potentially involve the development of circa 200 homes and 2.5 hectares of employment land, alongside 5 hectares of open space at the site, with Stage 2 potentially involving the development of a further 4 hectares of mixed use development.
- 3.3 The Stage 1 development potential of the site consists of the following potential broad landuses:
- Residential development including affordable housing;
  - A site for employment for B1, B2, B8 employment uses;
  - Additional land for public open space and community facilities;
  - Structural landscaping along the western and northern boundary.
- 3.4 An access strategy has also been developed for the site which is detailed on Figure 3.1 of the Transport Report contained in **Appendix 5 Transport Report previously submitted with representation to Core Strategy in March 2011**).
- 3.5 The strategy is based upon encouraging and enabling permeable movement to the site, linkages to the existing pedestrian infrastructure and existing PROW surrounding the site.
- 3.6 Figure 3.1 identifies that footway extensions are proposed to the south and east of the site. These footway extensions will link into the existing footway. A cycle / pedestrian access is proposed to link onto the three arm roundabout. This link will lead onto the crossing point at the roundabout. Additional cycle / pedestrian links can be provided to the north and to the south.
- 3.2 The main vehicular access will be provided to the east of the site to form a junction with North End and an emergency access is proposed to the south of site to form a T-junction with Arnold's Way. This emergency access will also act as a cycle / pedestrian

only link. If this location is not acceptable for other reasons (e.g. flooding) then alternative locations exists for a suitable emergency access.

- 3.3 Two access options are proposed for Stage 1, Option 1 is a simple priority junction and Option 2 involves the provision of a right turn lane. Junction surveys and capacity assessments in a Transport Assessment will confirm which option would be more suited to serve the site without capacity issues and also allow sufficient capacity for the second stage of development.

### **Compliance with requirements of Government Planning Policy**

- 3.4 We consider that our client's site provides an appropriate and sustainable opportunity to meet the housing needs of the District to 2026. PPS3 requires (at paragraph 36) that sites for housing are at suitable locations which are accessible to a range of employment opportunities, services and other facilities by modes of travel other than the private car. This is also recognised in paragraph 19 of the draft NPPF (bullet point 8).

- 3.5 The Transport Report completed in respect of the site demonstrates that our client's site complies with this requirement as it adjoins Yatton, and is within walking / cycling distance of a range of employment, local services and community facilities. Walking routes from the site towards the town centre, in the main, are provided as footways along North End that leads directly to High Street. A range of facilities are located within the Preferred Acceptable walking distance as published by the Institution of Highways and Transportation (IHT), including:

- One primary school – Church of England Infant and Primary School – 900m to south east of the site;
- One supermarket (Somerfield);
- One post office;
- One GP surgery;
- One pharmacy (Lloyds Pharmacy);
- Two bank or building societies;
- Yatton Railway Station;
- Employment areas; and
- Yatton town centre.

- 3.6 In addition to the primary school, secondary schools are located in Weston-super-Mare along with others in nearby towns (Clevedon and Nailsea) which can be reached by

public transport or dedicated school buses. The town also has a range of shops and community facilities (including Threshers, Yatton Books and Prints, a number of public houses/restaurants, a Library, Rugby Football Club and places of worship) providing for the day to day retail and leisure needs of Yatton and thereby reducing the need to travel to Weston-super-Mare or other locations.

- 3.7 With regards to cycling, Yatton town centre and the majority of the settlement is within 2km from the site making cycling to and from the development a viable option. In the vicinity of the site the existing footway provides a link towards the High Street and Railway Station and National Cycle Route (NCR) 26. NCR 26 runs to the north and connects Yeovil to Frome, to the south NCR26 is known as the Strawberry Line and is the Yatton to Cheddar route.
- 3.8 Importantly the site and Yatton is well served by public transport, and is located on a node of public transport services provided by the Mainline railway station and bus routes which pass through the town. Yatton Railway Station is located to the south of the site via North End and Station Road. The nearest bus stops to the site are located along North Road, east of the site boundary, with additional service being available south of the three arm roundabout. This situation not only provides the site with access to employment and local services within Yatton, but also convenient and sustainable access to Bristol and Weston-super-Mare which offer major additional employment, services and other facilities.
- 3.9 Accordingly, and as shown in respect to our representations, Yatton is located at a node in public transport which is suitable for housing and other development in accordance with PPG13, and the requirements of paragraphs 27-28 and 32 of PPS1.
- 3.10 Additionally the key test for assessing whether to identify a site for housing within the Local Development Framework is set out at paragraph 54 of PPS3 and paragraph 109 of the draft NPPF. The draft NPPF requires that:

**“Local Planning Authorities should identify sufficient specific deliverable sites to deliver housing in the first five years plus 20%.**

**To be considered deliverable, sites should at the point of adoption of the Local Plan be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years**

**To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.”**

3.11 Within this context we consider the site with reference to these key tests.

**Available for Development Now**

3.12 The site is within the control of Bloor Homes who wish to see the site developed for housing, employment, community facilities, public open space and structural landscaping. The Phase 1 Habitat Assessment, Landscape and Visual Impact Assessment and Transport Report demonstrate that with appropriate mitigation measures the site can be brought forward for development. Furthermore, the Flood and Drainage Report confirms that the site is not affected directly by flooding.

3.13 The site adjoins the existing urban area of Yatton, a sustainable settlement with a range of local services, employment opportunities and good accessibility by public transport and access to major employment areas within Bristol, Weston-super-Mare and further afield. As such the site's development for these purposes would form a logical, sustainable and integrated development as required by PPS1 paragraph 27-29 and 32 PPS3 paragraphs 10, 36 and 38 and paragraphs 19 and 107 of the draft NPPF.

3.14 It is also important to note that the site is available for development now with no impediment to delivering housing on the site within the next 5 years.

3.15 It is therefore clear that the site could make an important contribution to delivering sufficient housing, employment and new community and recreational facilities to assist in meeting the housing needs of North Somerset and in particular Yatton.

**Suitable and Sustainable Location to Create Mixed Communities**

3.16 The location and sustainability of sites proposed for housing is a key issue as identified by PPS3 at paragraph 36 and 54 and paragraphs 19, 88 and 107 of the draft NPPF.

3.17 As stated above, the site is sustainably located and within close proximity to a wide range of community, leisure, employment and essential facilities which can be reached by modes of travel other than the private car. Furthermore, the site is within walking distance of Yatton Railway Station.

- 3.18 The proposals will also provide the opportunity to deliver additional employment to Yatton which will further diversify and extend the range of employment opportunities within Yatton and the wider surrounding rural area. This would also build on the existing employment area which is located in close proximity to the site off Arnolds Way. Through this approach the development provides the opportunity to enhance the economy of the rest of the District in accordance with the requirements of PPS4 (paragraph 10) and paragraph 10 of the draft NPPF which seeks to improve the economic performance to all areas.
- 3.19 The site therefore meets the requirements of PPS3 and the draft NPPF in terms of being a suitable site for housing as it is located at a sustainable location.

### **Mixed Communities and Uses**

- 3.20 The site provides a suitable opportunity to incorporate the required housing with the town in order to create an integrated, mixed and sustainable development. The site's development for housing purposes would also allow the provision of a range of house types alongside the existing urban area of Yatton thereby contributing to the vitality and viability of the services and retail facilities within the town.
- 3.21 The proposed employment uses would also add to the local community and economy through the potential to deliver additional employment opportunities for the existing and new population which would further contribute to creating a mixed, integrated and sustainable community.
- 3.22 It is therefore clear that the site, due to its location adjoining the existing urban area of Yatton, provides a significant and unique opportunity to deliver a cohesive, integrated and mixed residential and employment development in accordance with the requirements of PPS1, PPS3, PPS4 and the draft NPPF.

### **Deliverable**

- 3.23 The site is under the control of Bloor Homes. It adjoins the existing urban area of Yatton and is not subject to risk of flooding or other constraints which would prevent its delivery for housing.
- 3.24 Therefore our client's site can be delivered immediately and could contribute to the delivery of housing within the next 5 years.

### **Summary**

- 3.25 Our client's site therefore complies with the requirements of PPS3 and the draft NPPF in terms of being a sustainable, suitable, available and deliverable site for housing.

### **Delivering Employment Land**

- 3.26 The existing employment allocations identified in the Replacement Local Plan at Yatton have not been delivered to date. This confirms deliverability issues with the sites, especially considering they were not developed during the height of the economic boom.
- 3.27 In this context, the allocation of a mixed-use development at our client's site is considered to present the opportunity to bring forward employment and housing development at Yatton in accordance with PPS1, PPS3, PPS4 and the draft NPPF.
- 3.28 It is considered through undertaking a market-led approach to the development of the site it will help to deliver jobs in Yatton. By marketing the employment element prior to an application for the residential component, development of the employment land will be enabled. The provision of the homes can be linked to the servicing of the employment land, with for example no more than 100 homes being delivered before a phase of the employment site is serviced.

## **4.0 Conclusion**

- 4.1 The site provides an ideal opportunity for delivering a sustainable residential and employment development at Yatton in two stages which is required to meet the housing and employment needs of the district to 2026. The site is available, suitable and deliverable and is one of the few sites within the District outside of Weston-super-Mare and the surrounding area which is not at risk of flooding. The site offers the opportunity to deliver new homes and jobs in Yatton helping to increase the sustainability of the settlement.
- 4.2 The site is sustainably located with access to a range of services, facilities and employment opportunities within Yatton. Additionally greater employment, leisure and recreation facilities within Bristol, Weston-super-Mare and other towns which can be reached by the high quality railway services available from Yatton railway station. The proposals also provide the opportunity to deliver new community and recreational facilities to Yatton which otherwise could not be delivered.

- 4.3 The site should therefore be considered favourably for development in order to meet the housing and employment requirements of the authority.