

Clutton Neighbourhood Plan 2015 - 2035

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Section 1 Introduction

1.1 Why Develop a Plan?

There are a number of factors which make Clutton unique. The layout of the village means that it has a truly rural feel. We are a busy, lively community with a good range of social activities to build community cohesion such as the Horticultural Society, Women's Institute, History Group, Social Club, Clutton Football Club, Youth and Scouts Clubs and many others.

However, Clutton has its problems. It has a higher than average reliance on private cars and this leads to dangerous parking, congestion and road safety concerns. As the number of goods vehicles accessing our industrial sites grows, the problem of congestion in our narrow country lanes increases. We need to make sure that development of housing and industry takes place where good road connections make access easy and bus services are close by.

We need to protect the rural character of our village by siting new housing in such a way that the open countryside is as little damaged as possible and the separation of Clutton and Temple Cloud is maintained.

We need to encourage growth of new businesses and home working by encouraging the installation of high speed broadband and siting industry near good road access.

Clutton is a good place to live and it is our duty to ensure that as we grow, it remains true to the character which makes it unique.

1.2 Overview of the Plan Area

The Plan covers the area of the parish of Clutton. The village of Clutton has developed around two road junctions. The upper one is around the junction of the ridge road of Upper Bristol Road and Cooks Hill which descends to the lower village. Not much remains of the houses and brewery which occupied the western side of the junction until the 1960's when they were demolished to widen and straighten the A37. However this was a thriving settlement with shops, brewery, forge, monumental masons, school, post office and chapel. It was linked to the southern settlement by Cooks Hill, a deep cut lane leading down to the Railway Inn.

The southern settlement was centred on a slightly raised site between the Cam and the stream which fed the cart washing pond near the foot of Cooks Hill where lanes from Clutton Hill, Lower Bristol Road and Church Lane converge. It lies in the valley formed by the western edge of the hill carrying the Upper

Bristol Road and Clutton Hill to the east. This settlement became more important in later times and had the coal, brick making and railway industries which supported a cobbler, an international road haulage firm, the present Post Office, shops, pubs and school.

Farming is still an important industry and the area produces some arable crops, sheep and cattle.



Figure 1. Clutton Village from the Air

Section 2 Vision and Objectives

Clutton is an old established settlement with connections dating back to the Iron Age. The earliest evidence of human activity is the Iron Age track running from Stowey Hill, through the village near St. Augustines Church onwards to an Iron Age hill fort on Highbury Hill.

The remains of a Medieval dovecote to the north of Church Farm and the evidence of old field names such as 'Gastons' (field to hold guests' horses) indicate that there were people of wealth and importance living in the settlement.

Although originally a farming community, Clutton's population has been employed in exploiting the mineral resources of the land. Bell pits for coal mining were sunk from the 17th century on until deep pits were established in the nineteenth century. Around this industry, other services and businesses thrived including the railway, shops, blacksmith, brickworks, glass manufacture and road haulage businesses.

Since the decline of these industries, new ones have established bringing a need for better premises, communications and transport.

A Parish Plan (appendix 34) was drawn up in 2010 and this Neighbourhood Plan is the natural progression.

Clutton Parish Council considers that a neighbourhood plan will give the local population a greater influence in planning land use in the parish. It will generate interest in community affairs and encourage residents to become more actively involved in the development of their neighbourhood. The Plan will reflect the wishes of the residents as expressed in questionnaires, surveys and public meetings and will be a truly democratic means of delivering the type of neighbourhood that the population desires. It will also seek to facilitate the development of businesses and industries to employ the local population.

It is our vision that in 2035 the Parish will remain much as it is currently, with the tranquil and rural nature of the Parish being maintained and protected. Areas of high landscape value, the ancient woodlands and areas of nature wildlife conservation interest will continue to be protected. The Parish will continue to have a distinctive difference from Temple Cloud and High Littleton.

- The Parish will benefit from good quality improvements in community facilities to assist a thriving community to be maintained. The Plan will encourage the continuation of the Parish as a safe place in which to live.

- Employment provision in the Parish will be maintained at much the same level in 2035 as it is currently. Some provision for additional low key and low impact employment opportunities will be included.

All policies will be clearly based on evidence drawn from local and national sources.

The Plan will be in compliance with the Core Strategy adopted by Bath and North East Somerset (B&NES) Council in 2014 and national policy guidelines as expressed in the National Planning Policy Framework (NPPF). The plan will deliver the local democracy set out in the Localism Act of 2011.

Section 3 Housing Provision

3.1 Context

Clutton has developed as a village established around two junctions separated by about 500 metres. One is around the junction of Cooks Hill with the Upper Bristol Road which is a ridge line road running along the top of the hill on the west side of the valley. This was, and remains, the main route connecting Bristol to Wells, Shepton Mallet, Yeovil, Dorchester and beyond.

A second settlement developed in the area around the raised ground at the junction of Station Road, Lower Bristol Road towards Church Lane and Broomhill Lane.

The village has more than doubled in size since 1945 and now has about 630 dwellings. Current dwellings consist of historic building from pre 1914, development of mainly local authority housing from 1914 to 1960 and modern development from 1960 to the present.

3.1.1 Historic Housing from pre 1914 sets the vernacular background in terms of style and materials used in construction. This was characterised by the building of, usually single, houses over a period of time to form ranks of 2 storey, linked houses for the working population with detached dwellings for the local business, church, farming and administrative populations. Materials were typically of rubble limestone with detailing in brick, usually locally made. Maynard Terrace, a terrace of miners' houses was built entirely of red brick from the Clutton Warwick brickworks. Roofs were typically steeply pitched of red clay tiles with some slate and windows and doors were small and narrow. Only one house of this period has more than 2 storeys.

3.1.2 Local authority housing from 1914 to 1960 was typically 2 storey, of rendered finish with some brick detailing and built as mainly semidetached in a uniform style as developments of groups of 30 or so. The earlier dwellings were of rendered stone construction with small windows of typical 1920's design. Later developments into the 1950's were of facing brick and rendered concrete block. Windows gradually increased in size until 1960 when they were typically of the large 'picture-window' style. Roofs were steeply pitched of clay tiles, with concrete tiles used in later developments. The majority of the clay tiles have now been replaced by brown concrete ones.

3.1.3 Since 1960 development has been largely for the private sector. Most dwellings were 2 storey houses but some were single storey bungalows and 'chalet' style. During this period, Warwick Gardens, a group of single storey semidetached small bungalows for the elderly, was constructed by the local authority. Typical design features were large picture windows, concrete tile roofs

of a shallower pitch than previous periods, garages, which were not common before, and facing brick and render panel walls. Developments were typically of around 30 dwellings. Recently 3 houses have been built with more than 2 storeys.

3.1.4 Approval has been granted for 63 houses yet to be built. These are sited at the Wharf, Clovelly, Plot 0006 Maynard Terrace and remaining units on the Sidings which have as yet not been developed. Appendix 2.

3.1.5 The overall pattern of development still broadly reflects its origins of a higher and a lower settlement linked by Cooks Hill in a broad 'hour glass' shape. The result is that the village of Clutton has green fields at the heart of the settlement and this reinforces the essential rural nature of the settlement. No house is more than 250m from open fields. This unique feature gives Clutton its truly rural character.

3.1.6 Clutton retains its identity as a settlement with a district character and is separated from its nearest neighbouring settlement of Temple Cloud by a band of open countryside with numerous hedgerows and mature tall trees which screen the settlements from each other.

3.2 Policy Objectives

3.2.1 The separateness of the village of Clutton from the village of Temple Cloud will be protected.

3.2.2 The Housing policy will protect the distinctiveness of the built form by requiring new buildings to reflect and incorporate elements of historic design.

3.2.3 The Housing policy will protect the pattern of development of the village to maintain its connection with the open countryside which reaches into the heart of the settlement.

3.2.4 To make sustainability a high priority in future developments.

3.2.5 To ensure safer roads in future developments.

3.2.6 To ensure better disposal of sewage in future developments.

3.3 Policies

3.3.1 Settlement Separation

Policy CNP1

SETTLEMENT SEPARATION

The area between the villages of Temple Cloud and Clutton is defined on Map 2 as an Area of Separation. Development within this area will be required to comply with the HDB policy of this plan and B&NES saved policy BH16 and not lessen in any way the visual separation between the two villages.

3.3.1.1 Policy Context for Policy CNP1

Bath and North East Somerset Local Plan 2007 Saved Policies

BH16 Village Buffers

Bath and North East Somerset Green spaces Infrastructure study 2013

3.3.1.2 Rationale for Policy CNP1

The close proximity of the settlement of Temple Cloud, being less than 1 kilometre from the Clutton HDB, makes the preservation of the separate character of the settlements here crucial. This policy aims to protect this particularly sensitive area of open country and is in conformity with B&NES Local Plan 2007 Saved Policy BH16 and B&NES Green Space Infrastructure study 2013. Both of these documents place importance on maintaining the space between settlements.

3.3.2 Build Character

Policy CNP2

BUILD CHARACTER

The distinctive character of the village is created by the design features of its historic buildings as identified in the village design appraisal. (See Appendix 5). The designs of new dwellings will reference or compliment the following palettes –

The use of rubble stone for house walls with brick or cut stone detailing.

Narrow vertical windows.

Front gardens bounded by walls, fences or native species hedges (see appendix 17).

Steeply pitched roofs, depending on context of red clay tiles or slate.

Brick or stone chimneys.

Terraces of houses or houses which are of a different design to their neighbours.

Gable ends to roofs.

Houses a maximum of two storeys.

3.3.2.1 Policy Context for Policy CNP2

National Planning Policy Framework Paras 58, 61.

3.3.2.2 Rationale for Policy CNP2

According to the General Consultation Questionnaire of 11th January 2014 in Appendix 9, it is apparent that the issue of the conservation of the historic built form and its importance as a reference for the design of new buildings is a major concern to residents.

Unfortunately, post 1914 developments in Clutton have been largely of stock suburban designs which have no relevance or connection to the historic buildings which give the village its unique character. The result is an increasing feeling of urbanisation and loss of local character which is so important to creating a positive self-image and ethos in the community. This policy addresses this issue.

The local historic built forms are assessed and recorded in the B&NES Placemaking Character Assessment in Appendix 5.

3.3.3 Numbers, Siting and Types of New Dwellings

Policy CNP3

HOUSING DEVELOPMENT BOUNDARY AND TYPES OF NEW DWELLINGS

The Housing Development Boundary will be limited to within the area shown in map 3 unless the development are rural exception sites.

The development of infill sites within the HDB will be supported, subject to compliance with other policies in this Plan.

Should a review of B&NES's 2014 Adopted Core Strategy, or its successor, establish a need for further housing, then development would be supported on the western side of the A37 in order to promote the use of public transport and more sustainable methods of transport. This is subject to the removal of the protected by-pass route after review from the start of the Plan.

Affordable housing for proven local need will be considered on sites in the Green Belt.

At least 35% of these dwellings must be designed for the elderly and those of impaired mobility or single bedroom dwellings in order to meet the need identified in the 2013 Clutton Housing Needs Survey or a more recent independently conducted Housing Needs Survey.

3.3.3.1 Policy Context for Policy CNP3

National Planning Policy Framework Paras 7, 37, 49, 50 and 58

Bath and North East Somerset Core Strategy adopted July 2014 policies

RA1 Development in the Villages meeting the listed criteria

CP10 Housing Mix

RA4 Rural Exception Sites

CP9 Affordable Housing

3.3.3.2 Rationale for Policy CNP3

Historically, the village of Clutton spread west beyond the A37, there being dwellings and a brewery around the west of the junction of the A37 and Cooks Hill. This was swept away only recently by the road improvements of the 1960's and this is an opportunity to restore this area to the settlement. There is precedent for housing and industry on the western side of the A37.



Figure 2. Clutton Brewery

The major transport route serving Clutton is the A37 with bus services to Bristol, Wells, Midsomer Norton, Radstock and Bath. From a sustainability viewpoint it would be best to site new houses as close to this route as possible. The further away a site is from this transport route, the less likelihood there is that public transport could be used and there more the likelihood that there will be the reliance on cars. To date recent development has tended to be distant from this transport route and the use of private cars in Clutton is very high compared to the average for B&NES and England as a whole (2011 Census - see appendix 7).

When looking at the working population aged 16 – 74, the use of the private motor car in the Parish of Clutton is exceptionally high compared to B&NES and England as a whole (source 2011 Census).

A large proportion of those residents in employment travel less than 14 miles to work (46.5% HNS) made up of 10.8% travelling 1-4 miles 17.4% 5-9 miles and 18.3% 10-14 miles (HNS).

Short journeys of this nature might be made by public transport if it were accessible.

Access to local facilities by bus is as follows:

Temple Cloud:

- Doctors' Surgery
- Petrol Station and convenience shop
- Motor repair service

Pensford:

- Barber and ladies hairdresser
- Post Office and convenience shop
- 3 Pubs

In addition there are regular bus services providing access to arrive and depart at suitable times for employment and retail services in Bristol, Wells, Midsomer Norton and Radstock.

This is particularly important when considering the siting of dwellings for the elderly or those with limited mobility.

There is evidence of Clutton having a high percentage of retired and ageing residents who may need special housing in the future.

Retired people made up 26.4% of respondents (HNS).

The age of the population of Clutton is high (35.3% aged 60 and over HNS), when compared to B&NES and England as a whole, the trend towards an ageing population is clearly greater in Clutton (Census). As this Plan will cover the next 20 years. We have used the figures for those who are retired or likely to come to retirement age during that period.

	Clutton Parish	B&NES	England
Aged 45 and over	49%	43%	42%

It is common practice for people to 'downsize' as they grow older and no longer need the extra rooms for children or dependents. Current plans for approved sites, as yet unbuilt, envisage the building of 61 dwellings of 2 bedrooms and over. There are only 2 single bedroom dwellings proposed and there are none for the elderly or those with restricted mobility.

Although HNS respondents listed their order of priority for new housing types as, firstly 2 bedrooms followed by 3 bedrooms, there was a significant stated requirement for 1 bedroom dwellings. This is further evidenced by the fact that 20.5% (HNS) were single occupancy and 44.3% (HNS) were occupied by 2 people.

The 63 dwellings granted permission but not yet built, detailed in Appendix 2, will be sufficient to meet the requirement for 50 dwellings, assuming Clutton is designated RA1 in the Core Strategy.

These current sites will supply more than enough dwellings to meet the requirements of the 16 households who returned Part 2 of the Housing Needs Survey for those needing to move to a new dwelling in Clutton over the next 5 years.

However, it would be prudent to identify policies for housing development which may be required later in the plan period as a result of a revision of the Core Strategy or through a new Clutton Housing Needs Survey carried out after a period of 5 years from the start of this policy.

In addition, the need for 1 bedroom dwellings and dwellings for the elderly or with limited mobility was clearly stated in responses to the Clutton Housing Needs Survey 2013 (HNS) and borne out by the population age figures Census of 2011 (Cen). See Appendices 6, 7 and 8. This need is not being met by the houses given permission and waiting construction.

This policy enables the identification of broad areas for the delivery of extra dwellings.

The lack of 1 bedroom dwellings and dwellings suitable for the elderly or those with impaired mobility will be rectified.

In order to benefit from sustainable transport links, new dwellings (if that need is identified through any of the mechanisms in Policy 3) should be sited close to the A37. Because of the restrictions to development presented by the presence of the Green Belt to the North and East, the remoteness of the eastern HDB from sustainable transport links and the need to preserve the separation of settlements enshrined in HB16 of the Local Plan 2007 Saved Policies which precludes development to the South, the area to the west of the A37 is the only direction in which the settlement can develop.

3.3.4 Sustainability by Design

Policy CNP4

FUTURE INFRASTRUCTURE PROVISION

All new dwellings and commercial premises will be required to provide connection to any existing Fibre Optic service on the perimeter of the site or ducting for the installation of the connection at a future time when the service becomes available.

3.3.4.1 Policy Context for Policy CNP4

National Planning Policy Framework Paras 42

Bath and North East Somerset Core Strategy adopted July 2014 policies

CP13 Infrastructure Provision

3.3.4.2 Rationale for Policy CNP4

The provision of high speed fibre optic broadband is essential to the growth and development of business and employment, both for those working from home but also employers. This is one of the major influences on the siting of businesses reliant on good IT communications and will become a significant aid to employment in the parish.

Working from home also has the benefit of reduced travelling and adds to the local economy. The Plan seeks to foster this activity by the provision of high speed fibre optic broadband.

According to the HNS, 13.1% of households stated that someone within them worked from home. This is quite a high proportion; almost three times the proportion who worked from home in England as a whole. This is in line with the higher proportion of 'managers, directors and senior officials' and 'professional occupations' included in the survey sample.

In the General Consultation Questionnaire of 11th January 2014, residents were asked to rate the relative importance of issues to be addressed by the Neighbourhood Plan.

Against the issue "Opportunities for home working (improved IT provision)", 82% rated the importance as being high, and scored it in the top 3 of the range of six. The most selected rating was 5 "essential".

Poor broadband communication results in an inability to attract the new type of high profile computer based companies that are successfully establishing themselves in other areas of the country. The provision of high speed fibre optic broadband is essential to the growth and development of business, both for

those working from home but also employers. This is one of the major influences on the siting of businesses reliant on good IT communications and will become a significant aid to employment in the parish.

Working from home has the benefit of reduced travelling and adds to the local economy.

The Plan seeks to foster this activity by the provision of high speed fibre optic broadband.

The consultation stage of developing the Neighbourhood Plan has identified a local need for improved broadband connection and the opportunity for home working, retail facilities/office space. Extract of comments received during the village survey in January 2014 are in Appendix 9.

3.3.5 Sustainability by Design

Policy CNP5

SUSTAINABILITY BY DESIGN

All new dwellings and commercial developments shall be laid out to maximise solar energy gain.

3.3.5.1 Policy Context for Policy CNP5

National Planning Policy Framework Paras 96

Bath and North East Somerset Core Strategy adopted July 2014 policies

SD1 Presumption in favour of Sustainable Development

CP3 Renewable Energy

B&NES Streetscape Manual SPD (2005)

B&NES Sustainable Construction SPD 2013

3.3.5.2 Rationale for Policy CNP5

The stated aim of government in the UK and abroad is to reduce the effect of Carbon Emissions on the atmosphere so slowing Global Warming. This can be accomplished in various ways including capturing solar energy and reducing the use of private cars and public transport by working from home (see policy 105).

This policy will ensure that all new buildings will be able to benefit from retro fitting of solar energy devices (roof mount or ground mounted solar panels), if they are not fitted in construction.

3.3.6 Safe Roads

**Policy CNP6
SAFE ROADS**

“Manual for Streets 2 (2005)” shall be used as the design guide for new development in Clutton, particularly in respect of traffic calming measures and the reduction of vehicle speeds at junctions.

3.3.6.1 Policy Context for Policy CNP6

National Planning Policy Framework Para 35

Bath and North East Somerset Local Plan 2007 Saved Policies

T14 Introduction of traffic management schemes in residential areas

T15 Introduction of traffic management schemes in Rural Areas Introduction of

T24 General development control and access policy

3.3.6.2 Rationale for Policy CNP6

During consultation, many residents complained about the speed of road traffic in the village see Appendix 9.

Speeds could be reduced by the adoption of tight radius turning splays at road junctions which would reduce the effective width of the road where pedestrians cross as well as requiring traffic to slow down. This is detailed in the Manual for Streets 2 (2005).

Additional evidence can be found in the “Clutton School Travel Plan” and in the drawings and maps more recently done by all children in the school during a Neighbourhood Plan lesson. These can be found at Appendix 11.

3.3.7 Sewage Disposal

**Policy CNP7
SEWAGE DISPOSAL**

All new dwellings shall be connected to a mains sewer except where the cost of connection to a mains sewer would render the development unviable.

3.3.7.1 Policy Context for Policy CNP7

National Planning Policy Framework Paras 58

Bath and North East Somerset Local Plan 2007 Saved Policies

ES5 Foul and surface water drainage

ES9 Pollution and nuisance

3.3.7.2 Rationale for Policy CNP7

There have been numerous complaints to the Parish Council, B&NES and the Department of the Environment regarding the discharge of sewage effluent from a private sewage treatment facility in the village, which runs off into a tributary of the Cam. This has proved to be an intractable problem which has remained unresolved for more than 3 years because of lack of clarity regarding the ownership and responsibility for the plant. By requiring developers to connect to mains sewers even if the cost is higher than private sewage treatment solutions, the occurrence of public health dangers will be eliminated.

Section 4 Business and Employment

4.1 Context

Over the years Clutton has seen the rise and subsequent decline of many local industries. The geology of the area has given Clutton the benefit of coal seams which run under the village and outcrop in the Maynard Terrace area and elsewhere. For over 400 years, pits have been sunk to mine these deposits ranging from the early bell pits to the south of Maynard Terrace to the large Victorian pits such as Greyfield, Burchell's, Fry's Bottom, Rudge's and Moorsland. With this industry came others which it fed - brick making and railways to take the coal to market.

The growth in population during the late 19th century saw a whole range of small businesses spring up to serve the working population who were still largely dependent on local services and supplies. As a result Clutton had its own bakers, brewery, post office, pubs, blacksmith, railway station, butchers and hardware store with many small traders in either shops or selling from their houses.

With the decline of the mining industry through the 20th century and the eventual closure of the railway line, Clutton's businesses began to contract until now we have just a small butcher, hairdresser, pubs, post office with stationery sales and two main industrial sites outside the village. These industrial sites have developed on sites of redundant farm buildings and a large glassware manufacturer which closed in the 1970s. Many of the current business premises are of pre 1948 construction or converted farm buildings. There have been few purpose built business premises in Clutton for over 40 years.

A new feature since the advent of better telecommunications is the ability of residents to run their businesses from home.

Underlying all this is the farming industry which continues to add to the local economy although modern methods require less labour.

Within the parish of Clutton there are 55 places of employment including 28 factory and industrial units, 14 farms, 2 shops, a salon, 3 public houses, 1 social club, 1 school, plus other assorted small businesses. These provide employment to approximately 425 people, of which a small proportion is resident within Clutton.

4.1.1 Cluttons Industrial Estates

4.1.1.1 Marsh Lane

This was built as a direct result of the bombing, in February 1941, of Parnall's aircraft factory in Yate, to manufacture parts for Spitfires fighters and Lancaster bombers. At the time its remoteness was an asset.

After the war the building became a glass factory. When the glass factory was closed the building was subdivided into smaller units. A second warehouse was built by Gillards immediately to the south of the existing factory in 2009. There were proposals for a bypass to the east of Clutton along the old railway line, and for an access road from the A39 to the industrial site along the railway spur line. These proposals have now been discarded and the access road is now shown on the B&NES 2013 SHLAA as site HALL2. Large vehicles can only access the industrial site via Temple Inn Lane and Marsh Lane because of sharp bends and low bridges on the other routes.

4.1.1.2 Clutton Hill Farm Industrial Estate

Developed since the 1970s on the site of redundant farm buildings, this site is only accessible to large vehicles by one narrow lane, Flatts Lane, due to sharp bends and old bridges that cannot carry the weight of large vehicles.

4.2 Policy Objectives

4.2.1 The Business and Employment policies will encourage and protect the development of existing businesses whilst providing the framework to encourage new ones to start up. This will be achieved by considering the following topics

- Siting of businesses
- Change of use - agricultural buildings

4.2.2 The objective of the policy topic "Siting of business" is to promote the best sites for business in the parish in respect of road services, sustainable transport for employees and the impact on the surroundings.

Most business sites are on legacy sites from previous use. As a result these premises are largely difficult to access with large vehicles and are remote from public transport links. This policy will address these issues.

4.2.3 The objective of these policies is to ensure that non-residential development within the HDB does not have a detrimental effect on neighbouring properties

4.2.4 The objective of “Change of use of agricultural buildings” is to ensure that when such buildings are converted for industrial use, the road and telecommunications infrastructure are there to support it.

4.2.5 The final policy in this section is to protect high grade productive agricultural land from non-agricultural use.

4.3 Policies

4.3.1 Siting of businesses

Policy CNP8

FUTURE SITING OF BUSINESSES

Proposals to develop industrial and retail sites close to the A37 will be supported provided they comply with the requirements of other policies in this plan.

4.3.1.1 Policy Context for Policy CNP8

National Planning Policy Framework Para 34

B&NES (2008) Retail Strategy

B&NES Economic Strategy 2010-2026

B&NES Business Growth and Employment Land Study (2009)

B&NES Summary of 2010-2030 Jobs and Floorspace Change

B&NES Annual Monitoring Report

4.3.1.2 Rationale for Policy CNP8

Land abutting the west of the A37 is already being used for some commercial and industrial purposes. There is a van sales and service centre, a coach depot, Highways depot and a pub with hotel rooms.

The pub/hotel benefits from passing trade and this is an important factor when considering the viability of retail premises. Recently a landowner applied to construct a farm shop to serve the village and cited passing trade as a major reason to establish the premises on the west side of the A37.

The A37 is a busy road with good bus services to Wells, Radstock, Midsomer Norton and Bristol whilst a less frequent service links to Bath. To encourage the use of buses, by employees commuting or by potential customers, employers should site their businesses as close as possible to the A37.

4.3.2 Non-Residential Development

Policy CNP9

NON-RESIDENTIAL DEVELOPMENT WITHIN THE HDB

Proposals for non-residential development on sites within the Housing Development Boundary will be supported providing the proposals would not have a detrimental impact on the residential amenity of neighbours and traffic environment. Amenity includes issues of noise, traffic congestion, smells and vibration.

4.3.2.1 Policy Context for Policy CNP9

National Planning Policy Framework Para 30

Bath and North East Somerset Local Plan 2007 Saved Policies

ES 10 Air quality

ES 12 Noise and vibration

4.3.2.2 Rationale for Policy CNP9

The growth in traffic serving the industrial sites at Marsh Lane and Clutton has led to a number of road accidents and there have been complaints to Temple Cloud parish council about the speed, noise and vibration caused by heavy vehicles using Temple Inn Lane to access the Marsh Lane site. When the site was built, it was for the manufacture of glassware and there were far fewer deliveries to and fro. With the conversion of the site to house multiple different businesses the increase in road traffic has been enormous. Every business has a different range of suppliers who frequently use large multi drop vehicles. The narrow lanes are not wide enough to permit them to pass except in a few places and there have been confrontations and accidents with other road users.

The responses General Consultation Questionnaire of 11th January 2014 to the question of how important was it for the Plan to address the issue of commercial vehicles in the village indicated that this was a major issue for residents. See Appendix 9.

4.3.3 Traffic Impacts

Policy CNP10

TRAFFIC IMPACTS OF NON-RESIDENTIAL DEVELOPMENT

Any new non-residential development proposal with measurable traffic impact will require a traffic study as part of the planning application. Any works recommended by that study as necessary to bring the road network and traffic impact to an acceptable level will be funded by the proposed development. The traffic impact study is to include impact on pedestrians and cyclists in order to promote sustainable travel.

4.3.3.1 Policy Context for Policy CNP10

National Planning Policy Framework Para 30, 32

Bath and North East Somerset Core Strategy adopted July 2014

CP13 Infrastructure Provision

Bath and North East Somerset Local Plan 2007 Saved Policies

ES12 Noise and vibration

T24 General development control and access policy

4.3.3.2 Rationale for Policy CNP10

Every additional business added to an industrial estate must create more road traffic. Some, like storage and distribution businesses can exist only if the road network can support the extra traffic. It therefore makes sense to evaluate the extra traffic such new businesses would generate and be certain that, allowing for growth, there is enough capacity for that traffic.

4.3.4 Change of Use - Agricultural and Rural Buildings in Commercial Use

Policy CNP11

RE-USE OF FARM AND RURAL BUILDINGS

The re-use of farm and rural buildings outside the Housing Development Boundary for commercial use will be supported subject to the following criteria:

- a) The proposed reuse would not have harmful and/or negative impacts on the surrounding rural landscape and must comply with other policies in this plan.**
- b) The proposed reuse would not cause harmful and/or negative impact with agriculture or other land based activities.**
- c) The proposals would not harm the residential amenity of neighbours or adversely affect other users.**
- d) The buildings concerned would not require substantial rebuilding or extension.**

4.3.4.1 Policy Context for Policy CNP11

National Planning Policy Framework Paras 28, 55 and 111

Bath and North East Somerset Local Plan 2007 Saved Policies

POLICY ET.6 Agricultural development

POLICY ET.8 Farm diversification

POLICY ET.9 Re-use of rural buildings

4.3.4.2 Rationale for Policy CNP11

The reuse of farm and rural buildings, and development of land already in commercial use, can strengthen the local economy, as it is better to make provision in the parish rather than further away, or not at all.

In particular, such sites can offer opportunities for commercial uses which may be more difficult to accommodate within the settlement due to the lack of suitable premises or sites, and potential impacts on neighbouring residents and other uses.

The reuse of rural buildings or development of land in commercial use in the open countryside needs to be sensitive to its rural location. It should not have significant harmful impacts on the surrounding rural landscape.

This may mean that isolated or prominent buildings will not be suitable for conversion. Proposals should not cause traffic problems on rural roads, or conflict with agriculture and other land based activities.

To be suitable for reuse, rural buildings should not require substantial rebuilding or extension in order to accommodate the proposed new use. In addition the proposed reuse should not have a harmful impact on the historic and architectural importance of traditional buildings.

4.3.5 Loss of Agricultural Land

Policy CNP12

LOSS OF AGRICULTURAL LAND

Development will not normally be supported if it results in the loss of the versatile and productive agricultural land, defined for the purposes of this policy as grade 3a or above.

4.3.5.1 Policy Context for Policy CNP12

National Planning Policy Framework Para 17, 112

Bath and North East Somerset Local Plan 2007 Saved Policies

POLICY ET.7 Use of agricultural land

4.3.5.1 Rationale for Policy CNP12

There is growing concern that this country will become increasingly reliant on imports of basic food stuffs over the coming years. Set against the background of increasing threats to world food production caused by war and civil unrest, it cannot be assumed that food stuffs will remain plentiful or affordable.

This is in addition to the increased demand for from developing economies such as China and India for high quality foods, combined with the effects of global warming and the resultant disruption to weather patterns causing loss of production.

A typical example of the effects of recent abnormal local weather patterns was the extremely high rainfall of winter 2013-2014 which saw much of the lowland pastures of Somerset flooded for several months.

Section 5 Open Green Spaces and Leisure

5.1 Context

5.1.1 Our Open Green Spaces

Clutton is a rural community set down a valley side within that valley and surrounded by green fields and woodland. Residents and visitors alike value our green spaces which afford panoramic views of the village and surrounding countryside. Many of these views have remained largely unspoiled for generations.

The “greenness” in Clutton is emphasised by the adjacent Green Belt which is tight against the northern Housing Development Boundary.

Clutton also has a long history of coal mining which has shaped its character and physical development over the years. The village is home to several listed buildings including an 800-year old parish church which dominates the landscape from many vantage points.

The natural environment that surrounds us, and our historic heritage, are among our greatest assets as a village. They are what make living in Clutton special. The aim of the Open Spaces Policy is to ensure that they continue to be protected and enhanced for future generations to enjoy.

Clutton’s open and green spaces are treasured not only by the local community and by others such as horse riders and walkers, many of whom live locally, but others who come on the neighbourhood every week to enjoy our beautiful countryside.

5.1.2 Leisure Resources

The areas that have been identified as Open Spaces of importance as leisure and recreation areas are:

- The playing field and playground at the rear of Clutton Village Hall
- The playground in Burchill Close
- The allotments at the rear of Station Road
- Clutton Football Club, on the A37, behind the Warwick Arms.
- The Leisure area, Station Approach, off Station Road.

The playing field and fenced playground at the rear of Clutton Village Hall is used on a daily basis by children and parents. It is also used for Clutton School Sports Day and village fun days such as the Jubilee celebrations. The maintenance and grass cutting is paid for by the Parish Council.

The playground at Burchill Close was built by the developers of Burchill Close. It is well used by village children, not only those living in Burchill Close. There is a cut-through from this playground to the leisure area. It would improve this area if the cut-through was levelled and adopted as a formal footpath.

The playing field and playgrounds within Clutton will be protected and equipment kept up to a good standard. If the land should be needed for other purposes then they will be replaced by a site of equal size and position or better.

The allotments at the rear of Station Road are all rented by residents of Clutton at present, although, if allotments became vacant and were not taken up by residents of Clutton they would be offered to a wider market. The Parish Council manage the allotments.

To the west of the A37 Clutton Football Club have a ground and club premises.

Each of these areas is important to, and valued by, the village and are well used.

5.2 Policy Objectives

5.2.1 The Open Spaces Policy will protect and enhance Clutton's existing open and green spaces, and preserve our historic heritage and the landscape that surrounds it. Whilst recognising that some limited development and growth is required to sustain the life of the village, this should be located appropriately in order to preserve those things which help to make the village unique. The objective of these Leisure Policies is to safeguard these facilities for the village. It recognises that growth in the village may make it necessary to change the location of the facilities but ensures that the facilities themselves are retained in the village and improved.

5.2.2 A policy is proposed to protect the important local green spaces, which cannot "relocated" or replaced within the Neighbourhood Plan area.

5.2.3 Trees and hedges are an important part of the landscape of Clutton. A wide variety of species encourages wildlife by providing diverse sources of food and habitat. Imported and non-native species can be very invasive and out-compete native species without providing the food and habitats that native wildlife need.

5.2.4 This Plan seeks to outline a number of policies intended to protect and preserve those elements of the natural and man-made landscape which help to make Clutton unique.

5.2.5 The objective of the Treasured Landmarks policy is to preserve the landmarks themselves, wherever possible and the amenity value of their views in the landscape.

5.2.6 There is also a policy to protect venues in the neighbourhood that have been recognized and registered as Assets of Community Value.

5.3 Policies

5.3.1 Open Space

Policy CNP13 OPEN SPACE

The areas designated as open space are listed below as well shown on Map 4 and listed in appendix 15

The allotments

The Village Green

The playing field and playground behind the Village Hall

The playground at Burchill Close

The Leisure area

The football ground

New development will not normally be supported if it results in the loss of open space, and development on areas of open space will only be supported if that development protects and enhances the use and community value of that open space.

A development proposal which would result in the loss of open space may be acceptable if it includes the provision of an alternative open space facility of similar size, accessibility and quality to that which has been lost.

5.3.1.1 Policy Context for Policy CNP13

National Planning Policy Framework Paras 70, 73, 74, 123 and 171

Bath and North East Somerset Local Plan 2007 Saved Policies

GB2 Visual Amenities of the Green Belt

NE1 Landscape Character

NE4 Trees and woodland conservation

NE12 Natural features: retention, new provision and management

BH2 Listed buildings and their settings

BH15 Visually important open spaces

CF1 Protection of land and buildings used for community purposes

CF2 New / replacement community facilities

CF3 Contributions from new development to community facilities

CF8, Allotments

SR1A Protection of playing fields and recreational open space

SR4 New sports and recreational facilities within or adjoining settlements

5.3.1.2 Rationale for Policy CNP13

The facilities/amenities listed at appendix 15 all contribute to a more healthy and sustainable lifestyle, which is something that the community aspires to, but they do occupy space close to, or even inside, the Housing Development Boundary, and with the perpetual demand for land to be released for housing it is important that these facilities, if not the actual space currently used, is protected. In the past, in other parts of the country these sorts of facilities have been lost to the community forever when the land has been developed. The evidence in Appendix 15 shows that all of these facilities are highly used.

5.3.2 Local Green Space

Policy CNP14

LOCAL GREEN SPACE

The following areas, as shown on Map 7, are designated as Local Green Space:

Long Lands

The Avenue

Gastons

Development on these designated areas will not be permitted unless it preserves and enhances the existing use and community values

5.3.2.1 Policy Context for Policy CNP14

National Planning Policy Framework Para 77, 109

Bath and North East Somerset Local Plan 2007 Saved Policies

GB2 Visual Amenities of the Green Belt

BH2 Listed buildings and their settings

BH15 Visually important open spaces

5.3.2.2 Rationale for Policy CNP14

In the village survey and in feedback received during consultation events, many comments were received like the below here:

"[I] Would not like any change to the fields and avenue of trees that goes to the Church." and

"I think the avenue of trees and fields, church, village green, playing field and leisure area need to be protected as iconic places of Clutton".

During the Iron Age a hill fort was established on Highbury Hill. The site would have been chosen for the long and open views around it. From the fort The Limestone Link (Public footpath CL6/5) runs through these spaces. This footpath has been in use since the Iron Age, demonstrating its continuous and ongoing importance to this neighbourhood. Between the church and the A37 the footpath is known as "The Avenue", due to the avenue of trees planted over a hundred years ago. The field it runs through is called "Gastons". This name derives from the Norman word for strangers or guest, and would have been the area set aside for strangers or guests to the area to graze their horses.

5.3.3 Landscape and Ecology

Policy CNP15

LANDSCAPE AND ECOLOGY

Development proposals should not result in the loss of, or serious deterioration in, amenity views that are important to the character and quality of the local environment or to Clutton's historic heritage. Important views have been defined in the Clutton Design statement.

Any new development must have regard to protecting and enhancing local wildlife and biodiversity.

Planting of hedges on new developments should be of native British species of trees and shrubs (see appendix 17) as set out in the Clutton Design Statement (Appendix 5)

5.3.3.1 Policy Context for Policy CNP15

National Planning Policy Framework 109

Bath and North East Somerset Local Plan 2007 Saved Policies

GB2 Visual Amenities of the Green Belt

NE1 Landscape Character

NE4 Trees and woodland conservation

NE12 Trees and woodland conservation

BH2 Listed buildings and their settings

BH15 Visually important open spaces

5.3.3.2 Rationale for Policy CNP15

Because the Green Belt boundary is tight to the northern edge of the HDB, which is itself the higher part of the Neighbourhood Plan area and overlooks the village, most of the areas and building that are listed in appendix 15 and 18 are either in the Green Belt or visible from the Green Belt.

Chew Valley Lake is not in the plan area, but it is within 4.5 km of the centre of the plan area. Chew valley Lake is designated as a Site of Special Scientific Interest (SSSI) and a Special Protection Area (SPA). It is the third most important site in Britain for over wintering wildfowl, and over 270 species have been recorded there, with internationally important numbers of shovelers and gadwalls. 4.5 km further west is Blagdon Lake which is also home to large numbers of wildfowl. These two large expanses of water also provide good insect breeding ground and many species of bats are present in the area.

The character of Clutton is determined not just by the people who live there, but also by its history, along with its topographical and geographical location.

Until 1920 almost all the land, and its businesses, was owned by the estate of the Earl of Warwick. Many people were employed by the estate, either in the coal mines, on the railway which served the mines, on the farms, or on the brick works, which supplied the bricks to build the houses for the workers. These structures are important to Clutton's history, as is evidenced by the thriving Clutton History Club.

Topographically most of the settlement of Clutton is on a steep slope which runs from the A37 down to a tributary of the Cam. Because of this slope many features of the landscape are very visible from around the neighbourhood. If building was allowed unchecked this would destroy these views.

5.3.5 Landmark Structures

Policy CNP16

LANDMARK STRUCTURES

Clutton's landmark structures and their settings must be protected from inappropriate development. These are listed below:

The stone wall on the south side of Cooks Hill

St Augustines Church

The Railway Inn

The Old Brickworks Chimney

New development which threatens the distinctive character of Clutton as set out in the village design appraisal will not be supported. Any development must conserve and enhance Clutton's historic heritage.

5.3.5.1 Policy Context for Policy CNP16

National Planning Policy Framework Para 126

5.3.5.2 Rationale for Policy CNP16

These are iconic features which resonate with the history of Clutton and are held dear in the community memory. Additionally because the Green Belt boundary is tight to the northern edge of the HDB, which is itself the higher part of the village, most of the areas and building that are listed in appendix 15 and 18 are either in the Green Belt or visible from the Green Belt.

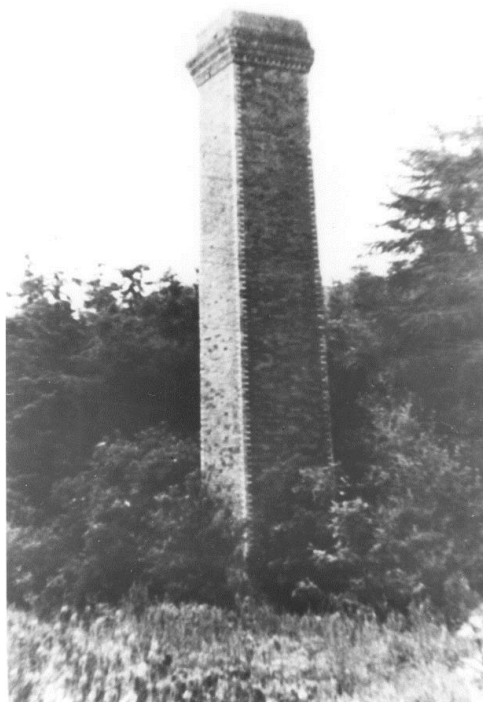


Figure 3. Clutton Station Wood Chimney

5.3.6 Assets of Community Value

At a meeting on 20th October 2014 Clutton Parish Council agreed to register the following as Assets of Community Value as defined by the Localism Act 2011:

- Clutton Village Hall,
- The Railway Pub,
- Clutton Village Post Office,
- Station Road,
- The Leisure Area,
- Clutton Allotments,
- The Village car park,
- The Recreation Ground Venus Lane,
- The Village Green,
- Clutton Social Club.

Policy CNP17

PROTECTION OF ASSETS OF COMMUNITY VALUE

Development proposals that will enhance the viability and community value of registered Assets of Community Value will be supported. Development proposals that would result in either the loss of the asset or in significant harm to the community value and use of an asset will not be permitted unless it can be clearly demonstrated that the operation of the asset, or the ongoing delivery of the community value of the asset, is no longer economically viable typically because the site has been marketed at a reasonable price for at least a year for that and any other suitable employment or service trade uses and no interest in acquisition has been expressed.

5.3.6.1 Policy Context for Policy CNP17

Localism Act 2011

National Planning Policy Framework Paras 70

Bath and North East Somerset Core Strategy adopted July 2014 policies

RA1 Development in Villages meeting the listed criteria

RA3 Community Facilities and shops

5.3.6.2 Rationale for Policy CNP17

In the past Clutton had many amenities such as shops, pubs, etc. During the last 50 years, as Clutton has grown by over 260 houses to its current 600 plus houses it has lost almost all of these places where people meet. Life in a rural community can be socially encompassing, but there can also be great feelings of isolation amongst some portions of the population if, due to age or lack of transport, they are unable to meet other people regularly. Should Clutton lose these important spaces where people meet, it and its residents would be much poorer. Appendices 22 shows the lost amenities, the demographics of the neighbourhood and the transport facilities available.

5.4 Ongoing Work and Aspirations

The Football Club is keen to encourage the wider use of its facilities by the village community.

It is an aspiration that these facilities will remain under their current management – the football ground owned and managed by Clutton Football Club, the Allotments and the playing field owned and managed by Clutton Parish Council, Burchill's Playground owned and managed by B&NES and the Leisure Area owned by B&NES but managed under a lease by Clutton Parish Council.

The Cabin is a timber framed building which was erected in 1978 when it was obtained second hand. It is in need of constant maintenance and refurbishment. It is difficult to maintain the temperature needed for pre-school children and heating is a major expense.

There are various projects that have been put forward that would make the leisure area more widely usable over the next fifteen years:

- The Scouts (this term includes Beavers, Cubs and Explorer Scouts) would like to relocate their premises to the left hand side of the railway line. As the current building is in bad condition it would probably need to be replaced with a new building which would be no bigger than the present building. This building work would be self-funded by Scouts.
- The track should be re-surfaced and a line of tarmac laid to allow for ease of access for push chairs, wheel chairs etc. This would also allow small children to ride their bikes along the track.
- The Youth Club would like to increase their opening hours and cater for older age groups.

- The Youth Club would like to build an all-weather pitch for football and tennis. This work would be self-funded by Youth Club, with grants from the Lottery UK.
- The Playgroup would like to have a separate building for their sole use and locate it in the area on the right of the leisure area, before the fenced area of Youth Club. This area is currently leased to others by B&NES. This building would be self-funded by the Playgroup.
- A fire shelter could be built on the grassed area on the other side of the Cabin which could be used by the Scouts and others who use the Leisure area.
- A boules court to be built.
- A skate board area to be constructed.

However, although there is support for all the projects listed above, all the people who responded to our questionnaire said they wanted the quiet rural countryside to be left un-landscaped and natural.

In order to maximise the use of the land available and the scope and sustainability of the development the user groups will seek advice from planning specialists and put forward a plan to the Parish Council.

Section 6 Footpaths and Street Lighting

6.1 Context

The main roads through Clutton (Cooks Hill, Station Road, Lower Bristol Road, Church Lane and Clutton Hill) were in existence by 1838 (as shown on a map on display in the village hall). This was prior to motor vehicles or indeed any form of town or highway planning, and as a result developed as narrow roads, mostly with no footways, and dwellings fronting directly onto the road. Roads and houses developed in the 20th century do have provision for pedestrians. However developments prior to 1960s have little provision for car parking and more recent developments although they do have provision for parking it is mostly inadequate for the level of car ownership in a rural community like Clutton. Footways can be seen on Map 6, Appendix 24.

6.2 Footpaths and Street Lighting Policy Objectives

The purpose of the policies proposed in this plan is to encourage cycling and walking within the plan area by:

6.2.1 Recognising that because of the way that Clutton has grown in the past there are some routes where it will never be possible to provide raised footways (Cooks Hill, Station Road, and Church Lane). Therefore a policy is proposed to ensure that the footpath network and any future links between parts of the village are not fractured/blocked by new development, so that it is possible to walk from one end of the village to the other without having to walk on the carriage way.

6.2.2 Ensuring that any further development in Clutton provide pavements that are wide enough for someone pushing a baby buggy, a wheelchair or using a mobility aid (scooter/walking frame, etc.) to pass another person without anyone having to step into the carriage way.

6.2.3 To ensure that all footpaths/pavements, existing as well as future, are not obstructed by pavement parking

6.2.4 To reduce light pollution and to protect bats and other nocturnal species from any additional light pollution caused by new development.



Figure 4. Cook's Hill

6.3 Policies

6.3.1 Pedestrian Links

Policy CNP18

PEDESTRIAN LINKS

All future developments shall provide sufficient pedestrian links to neighbouring streets and pedestrian routes outside the development for easy access to other parts of the settlement and beyond.

Footpaths should form part of a coherent network, linking to other parts of the village (as a pedestrian alternative to using through roads). These footpaths within the village, should be a minimum of 2 metres wide, must be designed for use in all weathers and in darkness.

6.3.1.1 Policy Context for Policy CNP18

National Planning Policy Framework Paras 35, 69, 75

Bath and North East Somerset Local Plan 2007 Saved Policies

SR9 Protection of recreational routes

T5 Cycling Strategy: improved facilities

T14 Introduction of traffic management schemes in residential areas

T15 Introduction of traffic management schemes in Rural Areas

6.3.1.2 Rationale for Policy CNP18

Numerous comments were in the village survey responses, during open day consultations and from children at the school planning session about the lack of footpaths and footways in the village and the desire for more. This policy will ensure that the safety of pedestrians is an important factor in all future planning decisions.

6.3.2 Traffic Impact

Policy CNP19

TRAFFIC IMPACTS OF RESIDENTIAL DEVELOPMENTS

Development proposals with measureable traffic impact shall as part of that development contribute to traffic calming measures along Cooks Hill and Station Road.

It is a design aspiration that New Developments shall have pavements of sufficient width to allow a pushchair, a wheelchair or other mobility aid to pass without pedestrians having to step into the road.

6.3.2.1 Policy Context for Policy CNP19

National Planning Policy Framework Para 35, 69

Bath and North East Somerset Local Plan 2007 Saved Policies

SR9 Protection of recreational routes

T5 Cycling Strategy: improved facilities

T14 Introduction of traffic management schemes in residential areas

T15 Introduction of traffic management schemes in Rural Areas

6.3.2.2 Rationale for Policy CNP19

Consultations have shown a high level of concern about the lack of footways along the main through road of the village. Provision of raised footways is not possible, but traffic calming measure would reduce the dangers of this road. No matter where it is in the neighbourhood any development will impact this route, so developers contributions should not be restricted to the immediate locality of the development but should include this road.

6.3.3 Parking Provision

Policy CNP20 CAR PARKING PROVISION

All proposals for new developments will be expected to provide off street parking provision commensurate with local car ownership rates in order to avoid an increase in on-street parking in the vicinity of the site which would detract from highway safety and residential amenity. Garages should be extra to this provision.

6.3.3.1 Policy Context for Policy CNP20

National Planning Policy Framework Para 10, 39

Bath and North East Somerset Local Plan 2007 Saved Policies

T26 On-site parking and servicing provision

NPPF para 39 states that "If setting local parking standards for residential and non-residential developments, local authorities should take accounts of;

- *The accessibility of the development*
- *The type, mix and use of the development*
- **The availability of and opportunities for public transport**
- **Local car ownership levels; and**
- *An overall need to reduce the use of high-emission vehicles.*

The emboldened type is ours.

6.3.3.2 Rationale for Policy CNP20

B&NES Local Plan 2007 Saved Policy T26 has a maximum parking standard for new developments, but this number can include garages. There is evidence (appendices 25 and 26) shows that many new dwellings are so compact that there is not sufficient space for all the labour saving devices that modern households want/need, and together with the fact that many garages in new builds are also compact, making it impossible to park a car and open the car door to get out of the vehicle, means that the majority of garages are not used

for cars but as additional household storage areas. While the maximum standard for parking provision may be adequate for a city, the rural nature of Clutton and the poor transport links mean that car ownership is very high. The 2011 census shows percentage of houses in Clutton with 2 or more cars/vans is 59.9%, compared to an overall figure for B&NES of 35.8% and 32.2% nationally. This is also supported by the number of multiple car ownership reported in the Clutton School Travel Plan survey (Appendix 11). In the 2011 census there were 1298 people above the age of 16 years old who between them had 1124 cars and vans. Although it's not possible to discount the 16 year olds, who are not old enough to have a driving license, this suggests individual levels of car/van ownership of over 87% among adults.

6.3.4 Street Lighting

Policy CNP21

STREET LIGHTING

Proposals for new development will be required to install LED street and footpath lights to reduce light pollution and minimise energy use.

6.3.4.1 Policy Context for Policy CNP21

National Planning Policy Framework Para 125

6.3.4.1 Rationale for Policy CNP21

To reduce light pollution and protect and encourage bats and other nocturnal wildlife.

As existing street lights come to the end of their useful life and need replacing, measure such as the installation of LED units to minimize light pollution and energy use, should be taken.

Ongoing work and aspirations

There are three sites within the village where possible future footpath links have been identified. These are:

- A site between Broomhill Lane and Maypole Close that has been safeguarded for a new school.
- Between Burchill Close and the Leisure Area, where there is an informal footpath.
- Between the Leisure Area and the site known as "The Wharf" or Bromilows.

If these sites are developed it is an aspiration that footpaths could be provided which would then make it possible to go from the A37 to the eastern end of the village without having to walk or cycle on roads without proper raised footpaths. This is regarded as particularly important as the two largest numbers of primary school age children, and hence those who would benefit the most, come from these two areas of the village.

As existing street lights comes to the end of their useful life and need replacing, measures such the installation of LED units to minimise light pollution and energy use, should be taken.

6.4 Design Aspirations

Footpaths should form part of a coherent network, linking to other parts of the village (as a pedestrian alternative to using through roads). These footpaths within the village, whilst being a minimum of 2 metres wide, must be designed for use in all weathers and in darkness. "Manual for Streets" should be used as the design guide for new development in Clutton

Design of road junctions within the village should keep pedestrian desired crossing lines as straight as possible and encourage a reduction of traffic turning speeds. (MfS 6.3.12, figs 6.3). This also minimises the dangers to cyclists.

When upgrading/repairing/resurfacing takes place on roads where there is no raised footway careful consideration should be given to traffic calming measures such as build-outs and creating different surfaces to reduce speed and provide pedestrian refuges.

Section 7 Plan Life and Reviews

The life of this plan shall be 20 years from 2015. During the life of this plan it shall be regularly reviewed to ensure it is in compliance with Bath and North East Somerset plans and with the National Planning Policy Framework. The core strategy for Bath and North East Somerset, adopted in July 2014, is programmed to be reviewed about every 5 years to enable flexibility in response to changing circumstances, and the reviews of this Neighbourhood Plan should follow the reviews of the overarching Core Strategy.

Glossary and Abbreviations

Affordable Housing (AH)

Housing that meets the needs of households whose income does not allow them to rent or buy at prevailing local market prices. It can include social rented housing i.e. rented housing owned and managed by local authorities or Registered Social landlords for which guideline target rents are determined through the national rent regime or intermediate housing where housing prices and rents are above social rent but below market prices or rents.

Green Belt

Areas of land where development is particularly tightly controlled. The purposes of Green Belt are to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Infilling

The filling of small gaps within existing development e.g. the building of one or two houses on a small vacant plot in an otherwise extensively built up frontage. The plot will generally be surrounded on at least three sides by developed sites or roads.

Housing Development Boundary (HDB)

- A line controlling and identifying the limits to developments for an individual village. The line is tightly defined around the housing of the village; it will include existing commitments to build development, and land within residential curtilages except large gardens or other open areas which are visually detached from the settlement. It excludes: Playing fields or open space at the edge of settlements (existing or proposed)
- Isolated developments which are physically or visually detached from the village (including farm buildings or agricultural buildings on the edge of the settlement which relate more to the countryside than the settlement)
- Large gardens and other open areas which are visually open and relate to the open countryside rather than the settlement
- Large gardens or other areas whose inclusion or possible development would harm the structure, form and character of the village
- Areas where development and intensification would harm the character of the village or would have an un-acceptable impact on the highway or on the character and landscape
- Significant employment sites that are important in providing sources of local employment

HDBs do not need to be continuous. It may be appropriate given the nature and form of village to define two or more separate elements.

HNS

Independently conducted survey to find out number and type of housing need at the present and in the immediate future for a settlement.

Intermediate Housing	Intermediate housing is submarket housing which is above target rents but below open market levels. This includes various forms of shared ownership housing, key worker housing and submarket rent provision.
National Planning Policy Framework (NPPF)	Document which set out the government’s planning policies for England and how they are expected to be applied.
Rural Exception Site (RES)	Sites solely for the development of affordable housing on land within or adjoining existing small rural communities, which would not otherwise be released for general market housing.
Strategic Housing Land Availability Assessment (SHLAA)	A study intended to assess overall potential for housing development in an area, including the identification of specific housing sites with development potential over a 15 year time span.
Sustainable Construction	Sustainable construction is the name given to building in an energy efficient way. The incorporation of many new technologies and energy saving techniques into a building can dramatically reduce the CO2 emissions and carbon foot print of a building. Initiatives include grey water recycling systems, solar panels, home recycling, wind turbines and ground water heating systems.
Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA)	A systematic and iterative appraisal process, incorporating the requirements of the Strategic Environmental Assessment Directive. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a local development document from the outset of the preparation process. This will ensure that decisions are made that accord with sustainable development.