

NORTH SOMERSET COUNCIL

CORE STRATEGY EXAMINATION

CPRE NORTH SOMERSET POSITION STATEMENT

13th December 2011 Hearing Day 3

WE WOULD LIKE TO DRAW ATTENTION TO THE REPORT - 'BUILDING IN A SMALL ISLAND? WHY WE STILL NEED THE BROWNFIELD FIRST APPROACH' PUBLISHED NOVEMBER 2011 AND SUBMITTED WITH THIS STATEMENT

Issue 4a-g - Delivery, Provision of Infrastructure

Delivery

a. Housing Trajectory and whether rates of build are realistic

Predictions in population growth are at the core of much of the proposed changes and CPRE believe that it is essential that these proposals are evidence based. Adopting a plan, monitor and manage approach is the most sustainable and achievable way forward for development.

b. Land Availability within settlements with reference to the revised SHLAA and whether sites listed are achievable.

CPRE supports allocations using previously developed land. There should be an urban focus that maximises use of urban brown-field land, with a sequential, phased approach.

Development should be at maximum density according to the location and enhanced by good design and green infrastructure. High housing densities can be achieved in urban areas with good public transport provision, and higher density, compact development can also be achieved in more suburban areas through good design.

Neighbourhood Plans that utilise and expand on the work done on previous parish appraisals, village design statements and parish-level housing needs surveys should be capable of influencing development in rural areas.

Infrastructure

b. Projects required to support development

Development should require that there is sufficient public transport provision and that an integrated approach is taken for housing and other built development. Walking and cycling should be encouraged and planned to enable this to be the first choice and most appropriate option for individuals when

travelling to work or school and using services. To enable this to be achieved requires planning an orderly progression to development.

Making these healthier forms of travel easier and more readily available give encouragement to communities and could provide a positive impact on the health of both adults and children which will increase well-being and reduce reliance on health and social care services.

c. Timing and funding of projects

Phasing is essential to ensure a sustainable and orderly progression to development with a job led approach.

We strongly support phasing covering the whole range of infrastructure - including social and community aspects (e.g. issues ranging from water supply and treatment, transport to health centres, dental services, childcare facilities and community halls).

Other Considerations

h. Any further soundness points, including with respect to:

i. tourism provisions

Inward tourism is important for our local businesses particularly in Weston-super-Mare and increasingly in other parts of North Somerset but it should be recognised that the needs in Weston-super-Mare are very different from the rest of North Somerset. Visitors are attracted to places for different reasons and will therefore have different requirements. The rural areas attract visitors because of the undeveloped countryside and to allow freedom to develop 'new, improved and replacement visitor and tourist facilities' unhindered in these areas may well destroy the reason for their visit. Tourism provisions need to be sensitive to the environment by way of impact, design and the effect on local communities.

ii. retail provisions

Retail provisions should be centred on main urban areas that already have good public transport and infrastructure.

Rural areas need vigilance to maintain key shops and service provision necessary for communities. Many of these villages are without good public transport and too many changes from business designations to residential may leave communities with no choice but make more car journeys to access services. This also puts pressure on individuals already suffering rural deprivation to deal with the additional cost of travel.