Local Plan 2036 Issues and Options Consultation

Nailsea Urban Extension Workshop – 20 November 2018

Tithe barn, Nailsea

Feedback from discussion sessions

The Joint Spatial Plan (JSP) 2018, now submitted for examination, contains proposals for four new communities at Banwell, Churchill, Nailsea and Backwell (known as strategic development locations - SDLs).

Last year North Somerset carried out some early consultation aimed at ‘generating ideas’ for these new villages and communities. Work has now commenced on the new Local Plan which will provide more detailed policies.

The Local Plan Issues and Options consultation runs from 3 September - 10 December 2018. As part of this consultation process workshops are being held with representatives from the local communities where the strategic development locations are proposed. The workshops are focusing on the key principles and place-making elements for these areas which can then be further considered and refined through the Local Plan.

This report sets out the feedback from the discussion at the Nailsea workshop.

Session 1: Hopes and Fears

Hopes:

- That a good network of green infrastructure is incorporated into the new development and wildlife and ecology are a main consideration, not an afterthought.
- A green belt review is undertaken to distribute the growth more sustainably.
- That it doesn’t result in a “them” and “us” situation with the new community.
- There’s a better transport network, particularly access to the railway station.
- Tram to Bristol
- The new housing will revitalise the town with more young people.
- That development can go to the north of Nailsea instead as this is considered a more sustainable location.
- Transport focus should be toward the north, not towards the A370.
• That there will be a genuine mix of housing types and tenures including more affordable homes for young people and young families.
• New community is integrated into Nailsea to support existing services, the town centre, the school etc. Town Council “wrap-around” option would achieve this.
• That the infrastructure is in place before the housing.

Fears:

• Getting the design and transport infrastructure wrong
• That the new road infrastructure will just move the problem elsewhere – need to address the “pinch points”
• Concern over increased traffic through Tickenham
• Increased pressure on the existing road network which is already struggling.
• The disruption during the construction of the development, particularly as lorries and other construction traffic will have to use the narrow country lanes
• It will just be housing, but not a community
• Concern over the impact on the existing community.
• If development goes to the north of Nailsea this will have a detrimental impact on ecology, wildlife and archaeology, with the loss of contributing Green Belt and is severely constrained by the flood zones and surface water.
• Won’t get funding for the necessary infrastructure
• Concern that the Junction 20 link is no longer considered a necessary mitigation measure.
• The new road ‘W4’ must not separate church from Tickenham.
• It will increase commuting to Bristol.
• There will not be capacity on the rail network.
• There is not enough capacity at the railway station car park.
• No mention of preserving existing communities at West End and Tickenham
• Planning for the growth will cause divisions within the existing community with residents fighting to keep the development away from where they live.

Session 2: Discussion of concept diagram and alternative scenarios

General points:

• The proposed site at Ashton Vale should be considered as it’s more sustainable.
• The proposed strategy is ill-conceived.

Scenarios:

• Alternative option to wrap development to the north of Nailsea discussed.
• Wrap around option would involve removing land from the greenbelt – would this trigger a wider green belt review?
• Existing employment at Coats and Blackfriars should be revitalised and road access improved.
• Concern that long term strategic link may not come soon enough, if at all.
• Need to look at longer term housing need to allow for strategic infrastructure.
• Children from the new community will apply to Backwell School putting more pressure on Backwell.
• Concern how existing road through Tickenham will cope.
• Concern about road building on the marsh.
• HGV sizes are increasing.
• The proposed link road to Clevedon is the best transport option – concern that this will never happen.
• Concern that if Clevedon link road does happen it will attract more traffic.
• Proposals need to create places where people want to live, otherwise they will work elsewhere including abroad.
• Will people actually use the Metrobus? People would rather sit in traffic in their own cars than use the bus.
• Will journey times for the Metrobus be significantly different from current excel services for routes south of the Bristol city boundary?
• The new community will need focal points for exercise e.g. a swimming pool.
• Facilities needed for old and young
• The railway station is in the wrong place and needs longer platforms – extend further south.
• The future of transport is going to change.
• Free electric bus service would get people using public transport
• Working patterns are changing – more working from home. This needs to be considered.
• Nailsea School cannot be expanded.
• Concern that NSC is not part of WECA
• Existing employment base in Nailsea could be consolidated and the new development presents opportunities to re-provide the employment for the town, such as small work units for starter businesses which provides work and office space available to let in a variety of sizes (similar to that in Filwood Green, Hengrove) rather than large factory or warehouse units.
• There is capacity at Nailsea School (only 2/3 full) so new development should make sure there are excellent pedestrian links to the school for new pupils to access it easily.
• There aren’t enough starters homes/housing for young families at the moment. Need to be more in the new development.
• There are empty offices in Nailsea which aren’t being filled – is there the demand for new office/employment??
• High speed quality internet needed.
• Provision of smaller homes to allow downsizing is needed – this will free up existing family housing.
• A mix of types of employment are needed and should be spread around the new development.

Session 3: Discussion of key development priorities and principles.

• More cultural facilities should be encouraged in the existing town – theatre/mixed use development/ more nightlife e.g. restaurants/bars.
• There is nothing for young adults (people in their 20’s) to do – need more leisure facilities e.g. cinema/bowling
• Swimming pool for Nailsea? although Backwell pool is under used.
• More leisure facilities would encourage more young people to live in Nailsea and redress the demographic imbalance which currently has more older people than young people.
• Need for sports pitches (especially football) and all weather pitches.
• Concern that new services and facilities in the new development will compete with the existing town centre.
• Should strive for carbon neutral/negative.
• Opportunities for local employment in the construction industry.
• Design – no specific historical character at Nailsea so design could be innovative including self-build plots.
• Existing houses have been extended which has contributed to increasing house prices.
• Need a local centre/central community meeting space in the new development as a focal point. This should be built at the beginning.
• Car parking - need to provide enough car parking for families, particularly as families often have young adults who also have cars – 3 cars per household.
• Will car sharing/Uber reduce need for parking?
• North Street in Nailsea given as an example of good design with a mix of flats and housing – varied and interesting.
• The Elms has a mix of housing styles, has social housing and play areas – good example of mix of housing types and tenures.
• Need to have different developers so there is a diversity of design.
• It is important to have green space around the town which is easy to access. A main attraction of Nailsea is the ease of access to beautiful countryside. Fear that the new development would create ‘urban sprawl’ which would make access to the countryside more difficult.
• Nailsea is a very safe place to live – that is a reason people choose to live there.
• Wraxall and Failand are separated by a through road – this should be avoided.
• Young people need rental properties as they can’t afford mortgages.
• Sense of community is created by people growing up together - house prices prevent these people from remaining in Nailsea as they can’t afford to buy houses here.
• Homes need to go where employment and transport infrastructure exist otherwise housing is just for commuters adding to traffic congestion on rural road networks.
• Each property should have an electric vehicle charging point as standard.
• Correlation between more traffic and school provision. Pupils don’t go to school in their catchment so more children are being driven to school. This impacts on the road network.
• Working from home needs good business hubs and superfast broadband
• There should be allotments
• A mixture of housing types and density is needed – not everyone wants to live in the same types of house.
• There should be houses with gardens – it’s good to look out of the window and see space.
• High density = congestion
• High density = affordability?
• Make use of existing sites to create more affordable homes.
• Have primary schools near to the family housing.
• Need social housing integrated with market housing.
• New development should be well integrated so you don’t end up the a “them and us” situation with two separate settlements.