



# West of England Joint Spatial Plan

Justification of the requirements for the  
12 Strategic Development Locations  
7.7 Nailsea



NOVEMBER 2018

## Joint Spatial Plan Examination

### WED 004G: Justification of the requirements for the 12 Strategic Development Locations in Policy 7.1 - 7.12 (Nov 2018)

#### SDL Policy 7.7 Nailsea

##### Introduction

1. Nailsea is a town with a good range of services and facilities located on the outer edge of the Green Belt but where an additional supply of a range of different house types, additional job opportunities and transport improvements would enhance its overall sustainability. The proposed new development to the south west of the existing settlement and the proposed Backwell SDL will require significant transport improvements to improve accessibility to the station and introduce MetroBus connections within the town and to Bristol and deliver a new highway network connecting the A370 with Clevedon. The proposal will need to respect the separate identity of Nailsea and Backwell and address environmental and ecological issues.
2. Technical work published through the Locational Dashboards (SD11C), and SDL Templates (SD11A) identified potential for strategic growth at this location. This was informed by call for sites (SD11F) information indicating land availability. The strategic principles and infrastructure requirements are also supported by the Transport Topic Paper (SD16A) and Joint Transport Study (SD16B).

	JSP Criteria	Reasoned Justification	Proposed Amendments
1	<i>Delivery of an extension to the south west of Nailsea with its own character and sense of identity for around 2575 dwellings including affordable housing. An additional 725 dwellings are estimated beyond 2036.</i>	<p>Submission Document <b>SD11C</b> indicates potential for additional strategic growth at Nailsea. Document <b>SD11F</b> provides the call for site submission indicating land availability. Further progress on land assembly has been made and additional land has been submitted to NSC for the development proposal.</p> <p>A standard methodology for calculating housing capacity has been used and this is explained in document <b>SD11B</b>. Affordable housing is expected to form part of the mix of dwellings in order to provide for mixed and balanced communities.</p> <p>An initial dwelling trajectory is published in <b>SD11A</b> – Strategic Development Location Templates, for each SDL. This includes an initial assumption around development lead-in times and annual build rates. The scale of development estimated beyond 2036 is a result of these trajectory assumptions that will be reviewed through the Local Plan process as a more detailed understanding of the SDL and its delivery will be gained.</p>	
2	<i>Creation of a new local centre to form the heart of the new community with a range of retail, employment, services and facilities, but of a scale and type which is complementary to Nailsea town centre which will remain the main centre.</i>	<p>It is anticipated that a development of this scale will require a range of supporting facilities in order to create sustainable communities and high-quality places, however this must be complimentary to the services and facilities found at the main Nailsea town centre to the east.</p> <p>The specific mix, and scale will be set out in the Local Plan supported by further evidence and masterplanning.</p>	
3	<i>Higher densities at the local centre and at accessible locations, particularly along the proposed MetroBus route and lower densities towards the western edge of the development.</i>	<p>This approach to density is considered good practice to support the functioning and viability of the proposed local centre; to achieve an efficient use of land; and to encourage of good mix of living accommodation.</p> <p><b>SD11A</b> p33 identifies a need for lower density on the western edge of this development in order to address ecological and environmental features nearby. This may also have benefits to drainage and in place making terms in creating a soft transition into open countryside.</p>	
4	<i>Creation of new footpath and cycleways linking the new local centre with residential areas, locations within Nailsea and the rail station and public transport services.</i>	<p>Document <b>SD16A</b> outlines in paragraph 2.4 the key principle of “a requirement to maximise the effectiveness of sustainable travel choices and encourage greater use of rail, MetroBus, Park &amp; Ride, bus, cycling and walking. This aims to minimise car-based travel to/from the development areas.”</p>	

		<p>There is an opportunity to maximise access to Nailsea and Backwell station. Access to local facilities and services using safe, and attractive routes is considered a key requirement for this development site in order to support the use of sustainable travel modes and is consistent with national advice which encourages opportunities to promote walking, cycling and public transport use.</p> <p>Delivery of these is anticipated to include both direct delivery as part of phases of development in addition to wider improvements potentially utilising S106/ CIL and other means.</p>	
5	<p><i>Development to be mitigated with the delivery of:</i></p> <p><i>i new multi-modal link from A370 Long Ashton Bypass to station interchange (including rail crossing), new development area and Nailsea town centre, with connection to A370 west of Backwell (including rail crossing) and a new or improved connection to the M5;</i></p> <p><i>ii new MetroBus route linking Bristol to Nailsea from Long Ashton Bypass to the station interchange (including rail crossing), new development area and Nailsea town centre, and onward link to Clevedon via M5 J20 link; and</i></p> <p><i>iii opportunities to phase delivery of the highway improvements in step with parts of the development may be explored.</i></p>	<p>The Transport Technical Studies have identified a revised package of mitigation to facilitate this and the Backwell development. The proposed change reflects this position.</p>	<p>Development to be mitigated with the delivery of:</p> <p>i new multi-modal link from A370 Long Ashton Bypass to station interchange (including rail crossing), <b>Nailsea SDL</b> new development area and Nailsea town centre, with connection to A370 <del>west at</del> <b>of</b> Backwell (including rail crossing) and a new or improved connections to the M5;</p> <p>ii new MetroBus route linking Bristol to Nailsea from Long Ashton Bypass to the station interchange (including rail crossing), new development area and Nailsea town centre, and onward link to Clevedon <del>via M5 J20 link</del>;</p> <p>iii opportunities to phase delivery of the highway improvements in step with parts of the development may be explored.</p>

6	<i>Local junction improvements including Station Road, and A370 Backwell signalised junction.</i>	<p>Figure 3-1 <i>Traffic Congestion in the West of England</i> within document <b>SD16A</b> identifies Backwell signalised junction as a ‘congestion hotspot’ and it is recognised that this is a constraint upon development in Backwell without mitigation. Station Road is also recognised as a route that is subject to significant peak demand where improvements will be required.</p> <p>The detailed requirements will be determined through the Local Plan and further transport studies.</p>	
7	<i>Provision of a secondary school of 8 ha and four primary schools of at least 2.4ha each, located to maximise safe access by walking and cycling.</i>	<p>NSC utilises a pupil projection model to estimate the requirement for new schools based on the estimated population increase and the nature of the housing proposed. The size requirements are the NSC standards for a 420 place primary school and a secondary school.</p>	
8	<i>Strategic approach to the assessment, safeguarding and enhancement of greater and lesser horseshoe bat habitat, and Tickenham; Nailsea and Kenn Moor SSSI interests. This includes investigating the potential for a dark corridor through the new development linking habitats at Backwell through to open countryside to the north and at Batch Farm Meadow wildlife site.</i>	<p>HRA is ongoing in respect of this important issue. Bats are a key species in North Somerset and development in this location may have an impact upon the bat SAC.</p> <p>NSC has had ongoing dialogue with Natural England on the approach to assessing and mitigating any impacts arising and it is agreed that a strategic approach is required that takes into account all development proposed, rather than a piecemeal approach. Therefore, an approach that takes into account the wider landscape and network of habitats is proposed rather than a more fragmented approach on a site by site basis.</p> <p>NSC has adopted the <i>North Somerset and Mendip Bats SAC Guidance on development: SPD (2018) WED201</i>. This identifies Juvenile Sustenance Zones as key foraging areas surrounding maternity roosts and consultation bands that indicate density of bat prevalence within. Particular care needs to be given to the sensitive areas, and in this case, the area identified in the criterion. This will be a key consideration in bringing forward land allocation for the SDL and detailed proposals.</p> <p>Further work is in progress to understand the requirements upon the SDLs and this will inform more detailed policy formulation and masterplanning through the Local Plan process.</p> <p>Page 33 of <b>SD11A</b> states:</p>	

		“One opportunity may be to provide a green corridor that links from the west of Backwell (and important bat habitat there), to the south of the Nailsea SDL, through the development on lower ground by Nursebatch and Batch Farm connecting Batch Farm Meadow Wildlife Site, and then through to open countryside to the north.”	
9	<i>Protection of heritage assets and their settings particularly listed farm buildings in the area whose settings should be addressed through a sensitive green infrastructure strategy.</i>	This requirement is supported by national policy. The protection of historic assets will contribute to the sense of place and ensure any impacts on those features are minimised.	
10	<i>Long-term water storage and other measures are likely to be required as part of a sustainable drainage strategy, as well as reduced run-off rates to surrounding area. Measures to ensure water quality and levels are not adversely impacted on the nearby Tickenham Moors SSSI must be in place.</i>	<p>The area of search for the development is outside of the identified flood zone. The approach to managing surface water will be integral to the overall environmental/ecological strategy for the development. The dynamics of the drainage system in the vicinity of the site are fairly complex including a system of rhynes and man-made drainage ditches that are sensitive in terms of water quality and levels. Much of this network is designated SSSI. Onsite storage and source control is key to minimising adverse impacts. It is considered that GI onsite and water features will be central in holding water and releasing slowly to the surrounding environment. This can have benefits to wildlife, recreation and placemaking, and sense of place created.</p> <p>Solutions will be required to ensure satisfactory water quality is achieved including through the application of suitable treatment train techniques that improve the quality of run-off prior to it entering the receiving watercourse.</p> <p>The off-site requirement indicates a need to potentially provide water storage or wetlands and this will be investigated as work progresses. Delivery mechanisms for this if required will be identified through the Local Plan.</p>	
11	<i>The separate identity and character of Nailsea and Backwell will be retained through the provision of an appropriate Strategic Gap.</i>	<p>An existing Strategic Gap is safeguarding in the current development plan between Nailsea and Backwell. This has a key role in safeguarding the separate identity of the two settlements.</p> <p>The criterion acknowledges the importance of this whilst allowing any revision to be investigated through the Local Plan/masterplanning process.</p>	
12	<i>Improvements to the rail station to create a multimodal interchange</i>	Access to Nailsea and Backwell Station offers the opportunity support sustainable access to Bristol and other locations by means other than the private car.	

	<p><i>including enhanced parking, facilitating increased frequency and capacity, accessibility and accommodating a MetroBus interchange.</i></p>	<p>Development can support this objective for example by improving access and contributing to improvements. The detailed requirements will be determined through the Local Plan and further transport studies and will include investigation of either decked or additional expansion of parking facilities, lifts to platforms and other accessibility improvements.</p> <p>Document <b>SD16A</b> outlines in paragraph 2.4 the key principle of “a requirement to maximise the effectiveness of sustainable travel choices and encourage greater use of rail, MetroBus, Park &amp; Ride, bus, cycling and walking. This aims to minimise car-based travel to/from the development areas.”</p> <p>National policy encourages opportunities to promote walking, cycling and public transport use are. Paragraph 3.3 of <b>SD16E</b> recognises that “failure to provide adequate travel choices in new developments means that residents become reliant on cars, and it then becomes very difficult to encourage them to consider more sustainable travel choices.”</p>	
<p><b>13</b></p>	<p><i>Consideration of relocation/undergrounding of existing pylons.</i></p>	<p>There are existing overhead electricity distribution powerlines crossing the site to the west of Nailsea. Where these are likely to cross the general location of the SDL, approximately half of their length is due to be undergrounded as part of National Grid Hinckley C Connection Project. These powerlines cross areas that are likely to be included in the development area and potential opportunities for re-routing or undergrounding will be considered through the masterplanning process.</p>	<p>Consideration of relocation/undergrounding of <del>existing</del> <b>overhead powerlines pylons.</b></p>
<p><b>14</b></p>	<p><i>Identification of around 10.5 ha of employment land well-connected to the railway station, local centre and Metrobus route. Investigate the potential for a new office park close to the railway with optimum travel links.</i></p>	<p><b>SD11B</b> explains the approach to considering employment potential at the SDLs:</p> <p>“for some SDLs [including Nailsea] where appropriate a standard approach was used for consistency to generate employment hectarages and floor space assumptions. These assumptions will be further tested through the local planning process including through Employment Land Reviews to support local plans.”</p> <p><b>SD11A</b> p35 states:</p> <p>“Potential for new B1 office park well connected to enhanced Nailsea/ Backwell station with MetroBus connectivity. Along with the Backwell SDL, initial scenarios to test are</p>	

	<p>for around 10.5ha of B Class land, comprising 6.3ha B1a, 4.2ha B1b and B1c, that could translate to around 55125sqm and 22,050sqm respectively.”</p> <p>At an early stage the potential for business development in the B1 uses, particularly office uses was identified. With upgrades to strategic transport infrastructure along this corridor as proposed and given the potential proximity to Nailsea and Backwell rail station, the location is likely to be attractive to such businesses.</p>	
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