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Promoting Land. Unlocking Value.

SOUTH NAILSEA, NORTH SOMERSET

Design and Access Statement

March 2022

Aerial photograph of the site looking west from Station Road with Backwell Lake in the foreground

00 CONTENTS

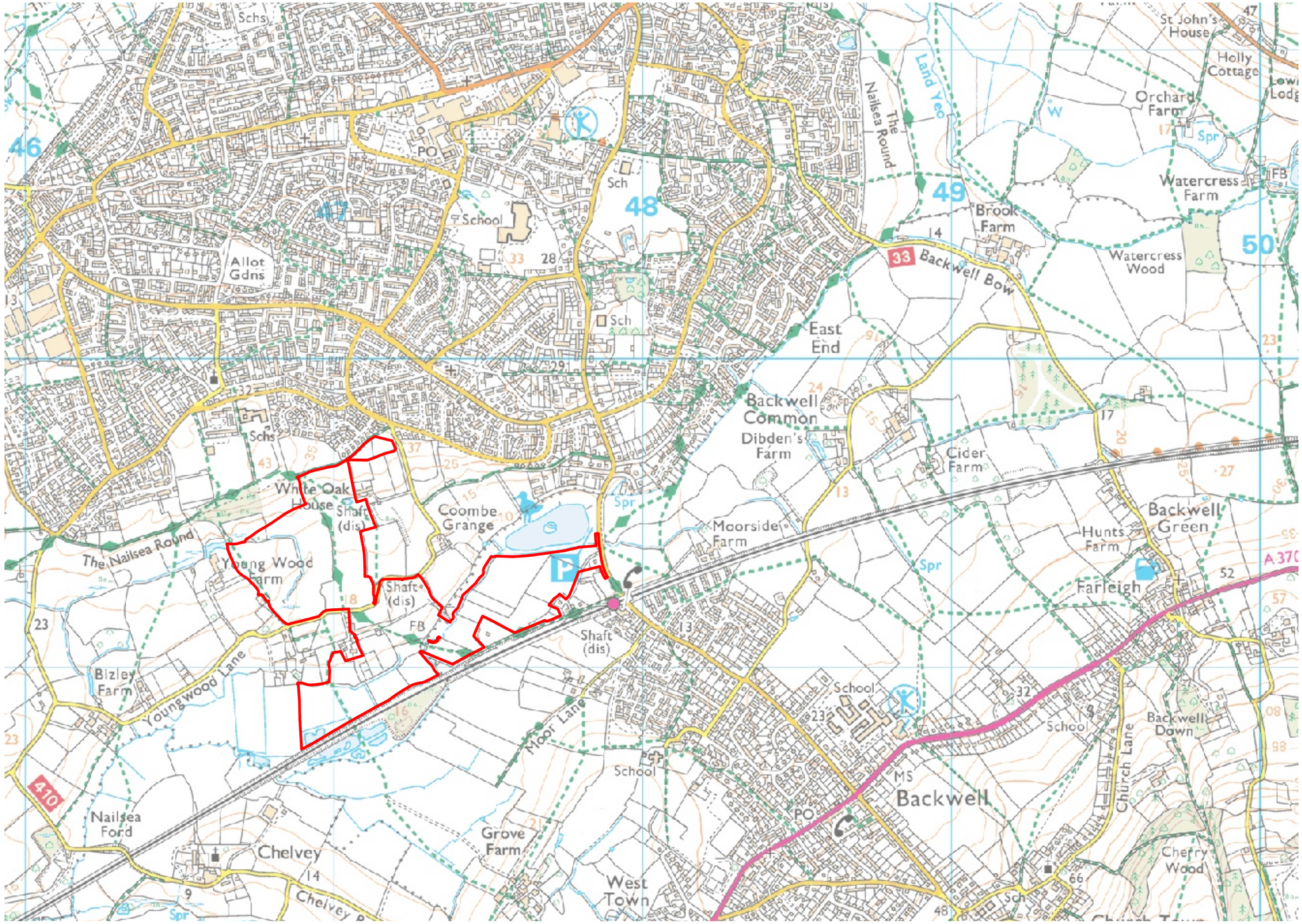


FIGURE 01. Plan showing the site in context

01 INTRODUCTION

A design and access (DAS) statement is a short report accompanying and supporting a planning application. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Planning Portal - What is a Design and Access Statement? (2019)

Summary

Gleeson Land have been promoting the site for a number of years as part of a wider growth area to the south of Nailsea. A number of consultation exercises have taken place on the new local plan including the 'Challenges' consultation in summer 2020, and the 'Choices' consultation in Autumn 2020.

A draft Preferred Options Local Plan was published in March 2022 for consultation. The document is a full draft Plan and is based on the previous response to consultation, evidence and latest government guidance, as well as the council's commitment to climate change and environmental issues. At this stage in the plan making process, the majority of the site has been identified as a broad location for further investigation, but with key design and development principles set out to guide the masterplanning process.

North Somerset council cannot currently demonstrate a five year supply of housing, therefore this outline planning application has been prepared and submitted to run alongside the local plan process. This will have two benefits to the District:

- Assist with demonstrating the deliverability of the site through the local plan process
- Enable new homes to be delivered at the earliest opportunity to address the five year housing supply deficit

The site itself is well located to the town's facilities, the Nailsea & Backwell railway station with the opportunity to provide substantial areas of public open space and community facilities.

This document is a Design and Access Statement (DAS) which describes the proposals for the site which form the outline planning application. These proposals respond to the constraints and opportunities for the site and the design response has been delivered with a strong vision which will reinforce the character of Nailsea and the wider area.

The design process has included consultation with a range of key stakeholders including the Local Planning Authority, Town Council and local community. Their ideas and feedback have helped shape the proposed scheme.

In summary, the delivery of this site for development presents the opportunity to make an efficient use of the land and support the objectives of national government, the district and local community.

Form of application

The application is submitted by Gleeson Land Ltd. It is an outline planning application with all matters reserved except access with the following description:

"Outline planning application (all matters reserved except means of access only in relation to a new point of access into the site) for residential development of up to 400 dwellings, including formation of new vehicular access on Station Road, pedestrian and cycle access links, public open space, ecological enhancements, landscape planting and associated infrastructure."

Structure of the document

This statement sets out an assessment of the site from a design, access and planning perspective. It illustrates the analysis of the site, the way the design has evolved before showing how the approach chosen for the application offers the best solution in terms of use, access and design. The document is broken into a number of sections as follows:

- Section 02 of the document provides a thorough assessment of the site and explores the context and its surroundings, including the relationship of the site to Nailsea and the wider area. This includes summaries of some of the other technical reports submitted as part of the application.
- Section 03 provides a summary of the relevant policy framework for the site. A separate supporting planning statement has been prepared and submitted as part of the planning application.
- Section 04 provides an evaluation of the site. This includes the important constraints and opportunities for the site, a vision and key objectives with a design rationale demonstrating the design approach and solutions which have been adopted.
- Section 05 explains the process of engagement which has taken place and how the feedback has been incorporated into the scheme. A separate Statement of Community Involvement has been submitted as part of the application.
- Section 06 provides details of the design and access solutions being adopted, using illustrations and plans to show how the vision and objectives will be achieved in built form and landscape.
- Section 07 is a summary of the proposals and concludes the document.

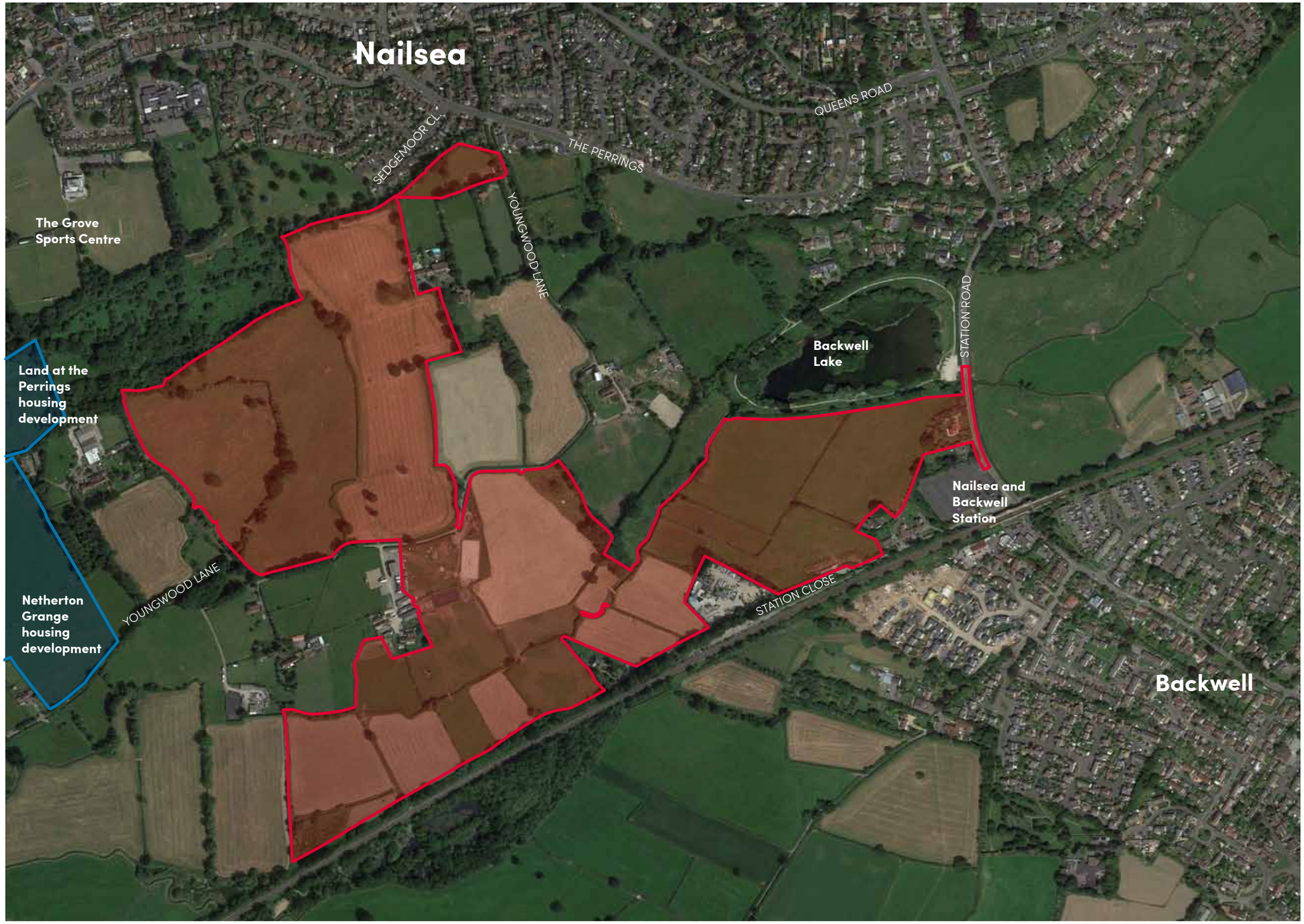


FIGURE 02. Aerial photograph of the site

02 SITE ASSESSMENT

An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.

National Design Guide (2021) Para 38

Location and context

The site measures 38.8 hectares (96 acres) and is located to the south of the town of Nailsea. Figure 01. shows the location of the site in its wider setting and Figure 02. is an aerial photograph of the existing site in context with the site edged red and shaded in red.

Station Close and the railway line form much of the southern boundary of the site, with the station of Nailsea and Backwell just to the south east.

Station Road and the adjacent Backwell Lake mark the easternmost extent of the site, with the land beyond forming part of the Nailsea green belt.

The southern urban edge of Nailsea (dwellings on The Perrings, Sedgemoor Close and Illminster Close) lie to the north. Immediately west of the application site is Youngwood Farmhouse and it's grounds, beyond which is Netherton Grange, a strategic development site that has planning consent for 450 dwellings (application reference: 16/P/1677/OT2) and reserved matters consent for phase 1 of 168 dwellings (application reference: 20/P/2347/RM). This development is now under construction and it's location is shown on Figure 02 with the land edged and shaded in blue.

Youngwood Lane, which links Netherton Wood Lane in the west to The Perrings to the north east, bisects the site in an east-west orientation.

The edge of the site is located around 1km from the Town Centre where there are a range of services and facilities with a number of linkages through the existing urban area.

Nailsea and Backwell Station to the south east of the site

Backwell Lake to the north east of the site

Aerial photograph of the site looking west with Backwell Lake on right and Backwell on left


SEDGEMORE CLOSE
THE PERRINGS
YOUNGWOOD LANE
Youngwood Farm
Coombe Grange
Backwell Lake

Photograph looking south across the central part of the site towards Youngwood Farm

Photograph looking northeast across the site from Youngwood Lane with The Perrings in the background and the town beyond

Description

Figure 03. shows the extent of the site (edged red).

The site comprises primarily a number of irregular shaped field parcels between the existing urban area of Nailsea and the mainline railway. The site also includes a residential property at 87 Station Road, which will be demolished to form the access.

The land has been used most recently for agricultural and equestrian purposes, primarily as part of the Youngwood Farm holding.

Youngwood Lane passes through the centre of the site which is a relatively narrow land serving the existing farms and residential properties in the local area. After passing through the site, Youngwood Lane heads north and links to The Perrings before connecting to Queens Road, a residential access road serving a large number of properties and secondary streets in the southern part of the town. To the west, Youngwood Lane links connects to Netherton Wood Lane which provides a link to Clevedon via Nailsea Wall Lane.

The south eastern part of the site abuts Station Close which shares access from Station Road to Nailsea and Backwell Station.

The easternmost part of the site extends to Station Road. Station Road is a primary route into the town from the A370 and Backwell.

There are a number of watercourses which cross the site including a stream which links Backwell Lake to the River Kenn

There are a small number of listed buildings close to the site including Youngwood Farmhouse and Coombe Grange.

The land generally falls from the north to the south across the site towards the railway which itself is on embankment.

There are a number of Public Rights of Way which cross the site and lie adjacent to it's boundaries. This includes part of the long distance route known as The Nailsea Round, a 9 miles route round the edge of the town.

Land ownership

The land (edged red on Figure 03.) is in the control of Gleeson Land Ltd who are the applicants for the site.

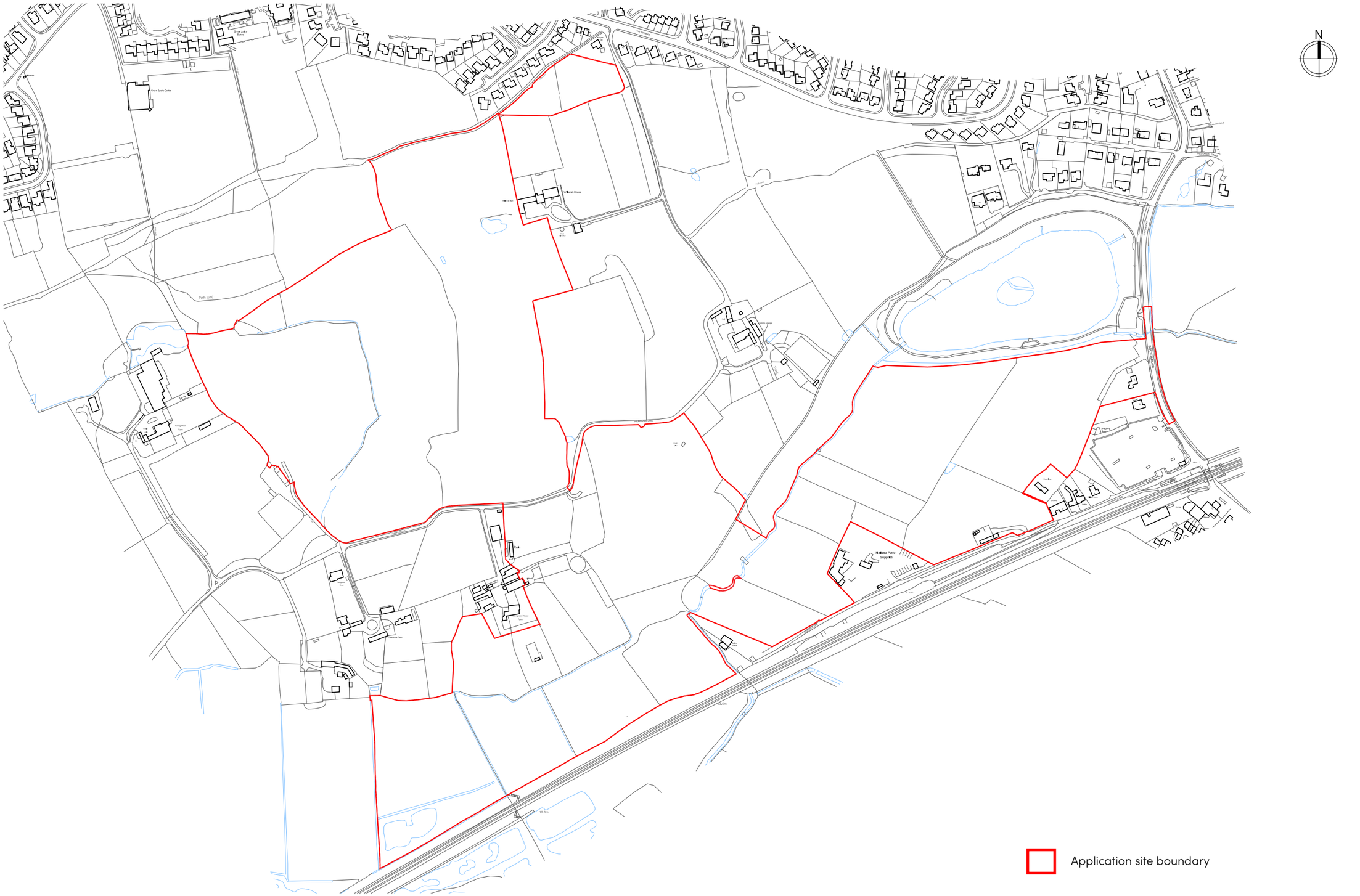


FIGURE 03. Site Location Plan (Application drawing ref 1223.01)

Landscape

A Landscape and Visual Impact Appraisal (LVIA) of the site has been undertaken by Aspect Landscape Planning to assess the likely landscape and visual effects of the proposed development at the site.

Below is a summary of the primary landscape considerations for the site and it's potential for development.

Topography

The site is representative of its valley setting and perceptibly slopes down from the small plateau of higher ground in the north and north-west to a low point to the south and south-east. In the northern extents of the site, the ground falls gently from the 35 metre AOD contour line down to approximately 18 metres AOD where the Site is bisected by Youngwood Lane. The southern extents of the site beyond this lane continues to fall away gently to below the 10 metre AOD contour line, as far as the railway embankment that defines much of the southern Site boundary.

The low points of site are naturally recorded along the River Kenn that flows from and beyond Backwell Lake to the east and connects up to the ponds and continuation of the River Kenn to the south of the railway line beyond site.

The wider landscape context comprises rolling valleys to the north-east and south-east reaching a localised high point of over 205 metres AOD at Oatfield Wood north of Bristol Airport, situated 4km to the south-east of site. In the northern extents of site and to the immediate north and west, a unique area of higher ground historically rich in coal deposit encompasses the town of Nailsea and forms a plateau around the river valley. This forms a prominent feature of the localised landscape, highlighted by the Somerset Moors to the west, which lie on broadly flat, level ground between 5-10 metres AOD.

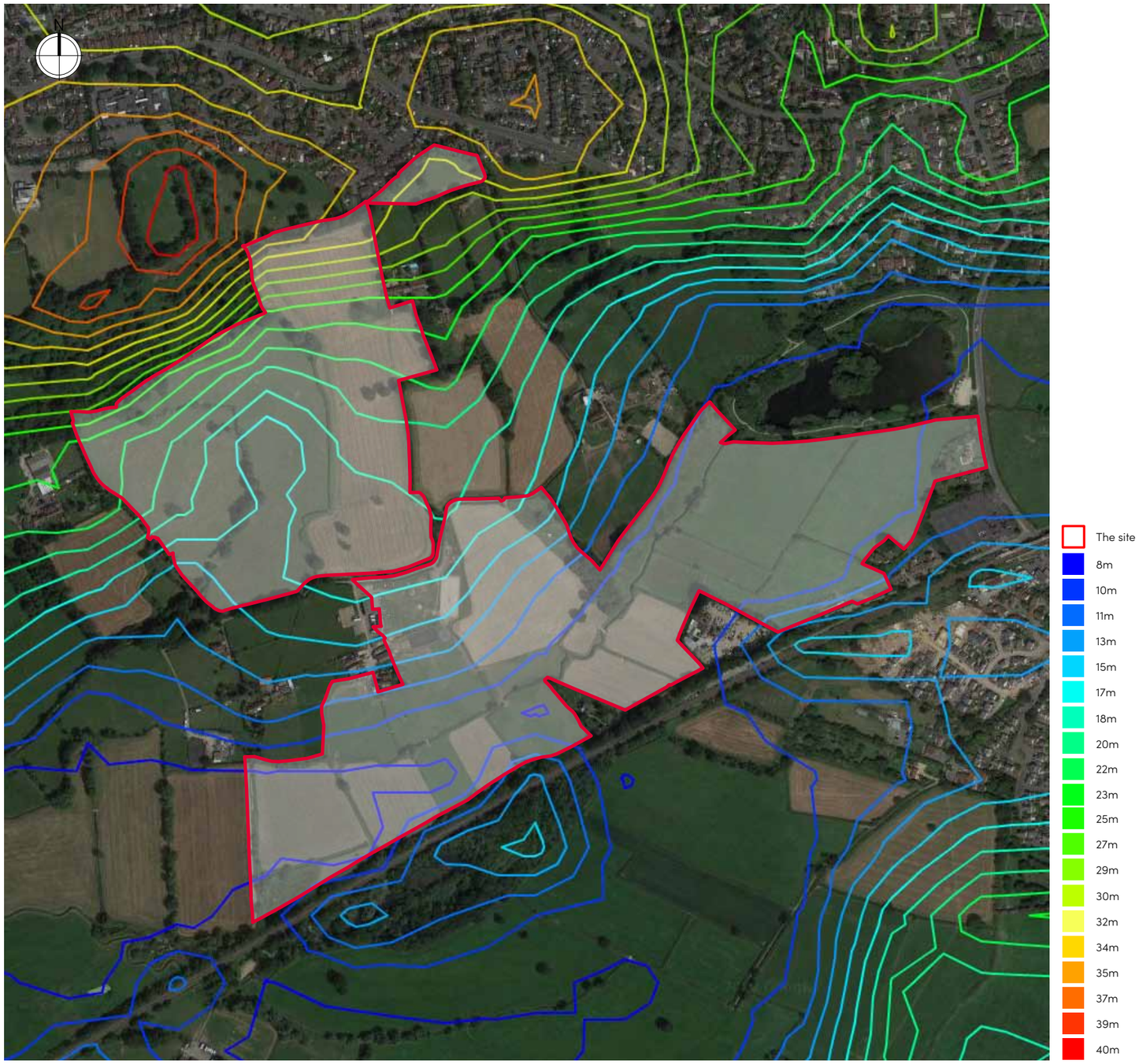


FIGURE 04. Plan showing the change in levels across the site

View looking south across the northern part of the site with Backwell visible in the background

View looking south west across the northern part of the site

View looking north east across the southern part of the site towards Youngwood Lane

Designations

Figure 05 shows the relevant landscape designations in respect of the site and the surrounding area.

The site is not currently within any qualitative landscape designations at either a national or local level that associate with landscapes of particular quality, though it is covered by Policies CS19 and SA7 – Strategic Gaps of the Core Strategy (2012) and Site Allocations Plan (2018) respectively. Emerging policies SP7 – Green Belt and LP8 – Extent of the Green Belt of the draft Local Plan 2038, propose an extension to the existing Green Belt to incorporate land, including much of the southern portion of the site, between Nailsea and Backwell.

The current extent of the Bristol and Bath Green Belt ends to the east of Station Road, located to the east of the proposed Development.

The site is situated in close proximity to several areas of designated Local Green Space as per the Site Allocations Plan (2018). These include an area west of Sedgmoor Close directly north of the northern site boundary, green space south of The Perrings and Netcott's Meadow to the north-east, south of the existing Nailsea settlement edge, and Backwell Lake, situated north of the eastern portion of site.

At its nearest point, the Tickenham, Nailsea and Kenn Moors SSSI covers a sizeable area of land to the west and south-west of Nailsea, 1.5km north-west of the westernmost Site boundary and 2.22km to the south-west.

Character and capacity

The localised and wider surrounding landscape context is broadly characterised by gently undulating farmland within the valley, comprising a geometrically irregular and largely sinuous pattern of small to medium scale field parcels. Land use primarily consists of rough pasture but pockets of arable farmland is also apparent. Rural, winding lanes are also a feature of the surrounding landscape, so too are scattered farmsteads and small settlement areas that are generally visually well-contained by surrounding vegetation. The presence of small rivers, streams and ponds as well as ditches are another feature that characterises the landscape context. The rising land visible from Site to the south, south-east and north-east consists mainly of woodland and is framed by wooded ridges although part of the settlement of Backwell to the south-east is visible on higher ground.

It is considered that the landscape context on site and within the site's setting provides a moderately tranquil and remote rural landscape setting.

To assess the landscape character of the site, a detailed desk study of the most recently published character assessments at a national and district level has been carried out, with no published information discovered at county level. This review has informed the field observations of the site to ensure a comprehensive approach to the assessment. At a district level, the North Somerset Landscape Character Assessment (2018) identifies 6 different Landscape Types (LTs) within the 3km study area, of which 3 cover the site itself. As a result of the valley landform and established mature vegetation structure surrounding site, it is concluded that the character receptors of the proposed Development would be limited to the east and west band between Nailsea and Backwell. As such, only the 3 Landscape Types and their respective Landscape Character Areas (LCAs) that envelop the site and its setting have been considered in the LVIA in detail.

Landscape and visual effects

In order to assess the visibility of the site, a comprehensive set of photographs have been taken from publicly accessible viewpoints, to illustrate the visual environment within which the site is set. Whilst the assessment is not exhaustive, it is considered that the views provide a fair representation of the site's visibility within the localised and wider visual environment. The photographic analysis is provided as part of the LVIA.

Given the scale of the site and the proposed developable area, it is considered there is a relatively high degree of intervisibility between the internal field parcels on site but that the site is generally highly contained in the localised and wider landscape, albeit with more exposed views of the northern portion of site afforded from the wider setting to the south and south-east, particularly from the wider ridgeline to the south of Backwell. The surrounding valley landform and moors landscape to the west are key defining features within the 3km study area, as well as the area of raised ground on which Nailsea lies, which forms a prominent 'island' in the local landscape.

A defensible edge to the site is established by the gently undulating topography of the area and the robust nature of the surrounding vegetation structure and mature treelines that provide a high degree of visual containment to the site, particularly in the localised setting. This is further compounded by the well-established and intact nature of the local field boundary vegetation and drystone walls that characterise the site, along with several areas of mature treebelts located within the site itself. It is therefore considered the site resides within a robust and intact landscape framework.

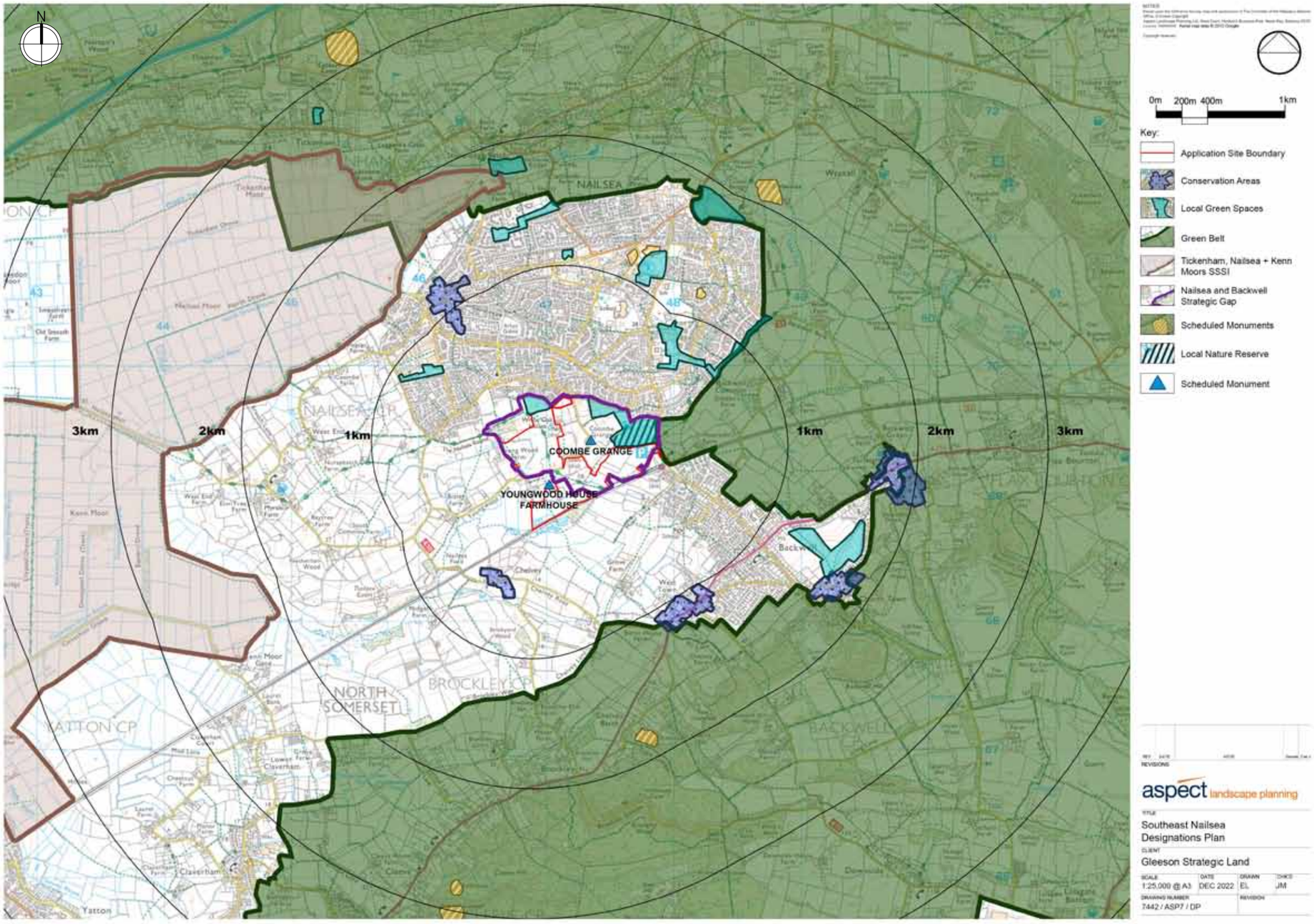


FIGURE 05. Landscape Designations in relation to the site

Ecology

Designated sites

Three designated sites occur within or adjacent to the site:

- Nailsea and Tickenham Moors Site of Importance for Nature Conservation (SINC; also known as a North Somerset Wildlife Site), which occurs in the southern part of the site.
- Fields along Youngwood Lane SINC, which adjoins the site to the north.
- Bucklands Pool/Backwell Lake Local Nature Reserve (LNR), which adjoins the site to the east.

The closest European designated site is the North Somerset and Mendip Bats Special Area of Conservation (SAC), part of which is located 1.8km to the south and is designated for its woodland, grassland and cave habitat and its populations of lesser and greater horseshoe bat. The site is partially located within 'Zone A' of the SAC Consultation Area with the remainder of the site located within 'Zone B'. The site also lies partially within a Natural England 'SSSI Impact Risk Zone' for Tickenham, Nailsea and Kenn Moors SSSI, which occurs 1.4km to the north west of the site.

Habitats and species

The site comprises predominantly of species-poor semi-improved grassland bounded by hedgerows, stone walls, fences and ditches. Areas of marshy grassland, broadleaved woodland and ponds also occur, and a stream is present in the east of the site. The areas of low-lying grassland in the south of the application site were assessed as the Priority Habitat 'Coastal and floodplain grazing marsh'. 'Lowland mixed deciduous woodland' is a Priority Habitat; 'Woodlands' is a North Somerset BAP habitat. Hedgerows are a Priority habitat, and hedgerows and hedgerow trees are a Somerset Biodiversity Action Plan (BAP) habitat; eight hedgerows onsite are also 'Important' under the Hedgerow Regulations (1997). Ponds, swamp and rivers are Priority Habitats and 'Ditches and ponds' are a Somerset BAP habitat.

FIGURE 06. Plan showing the location of SINC and LNR in relation to the site (EAD Ecology)

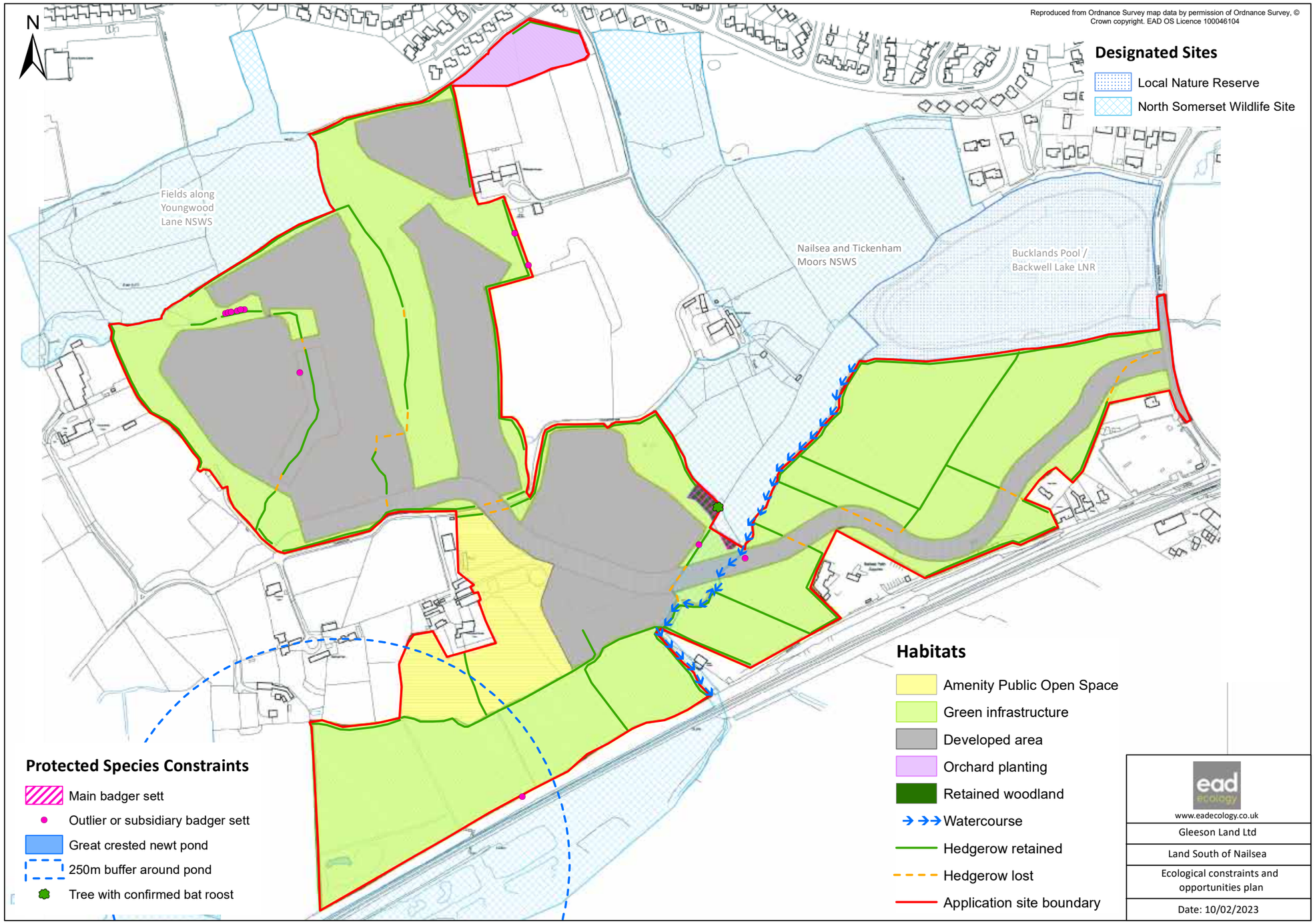


FIGURE 07. Plan showing ecological designations in relation to the site (EAD Ecology)

Arboriculture

The site was surveyed by Aspect Arboriculture in 2021 following the guidance contained within BS5837:2012. This data has also more recently been checked and validated during Summer 2022 to inform this application.

The site does not lie within a Conservation Area. There are several trees within the site which are subject of a Tree Preservation Order (TPO) as shown at Figure 08.

Figure 09 shows the arboricultural survey and tree quality assessment. This includes a number of mature category A and B trees which should be retained and protected.

Site boundary

Tree Preservation Order

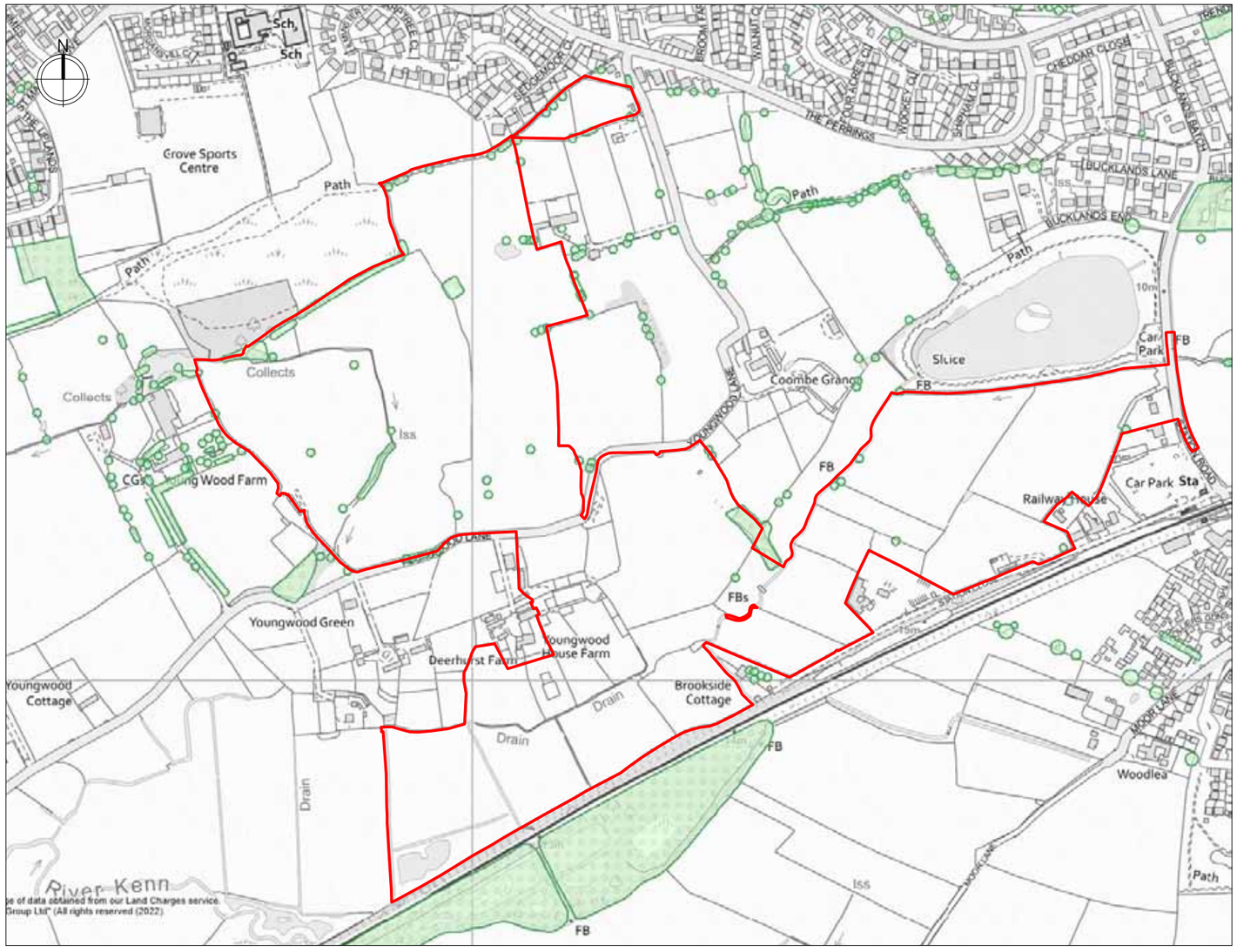


FIGURE 08. Plan showing trees protected with TPO within the site (Source: http://map.n-somerset.gov.uk)

FIGURE 09. Tree Survey Plan (Aspect Arboriculture)

Cultural heritage

Heritage (archaeological and built heritage) investigations have confirmed that there are no designated heritage assets (such as World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens) within the site. Additionally, only a single non-designated heritage asset is noted in the Site, this is the archaeological site of Youngwood Colliery and associated railway embankment. This is recorded on the HER (the LPA is currently commencing compilation of a Local List having published the selection criteria). There are, however, a number of Listed Buildings and non-designated heritage assets recorded in the wider local landscape.

Built Heritage

There are no listed buildings within the site, although there are two that are close to the site boundary.

Coombe Grange Farmhouse [NHLE: 1312518] is located upslope from the far eastern portion of the Site and is designated at Grade II. It is a farmhouse of seventeenth-century origin with later additions, including two extensions. The asset is well enclosed from the west and north-west by high boundary walls and a number of ancillary buildings, which may too have some degree of heritage value. The house's main aspect is to the south-east across the eastern portion of the Site.

This asset is unlikely to be notably affected by residential development of the site, being well-screened to the west and north-west. There will need to be consideration of effects to a small portion of its wider setting in the far eastern part of the Site. It is likely that suitable landscaping of the main access road (off Station Road to the east) will be an important consideration.

Youngwood House Farmhouse [NHLE: 1320983] is wrapped on three sides by the south-western portion of the Site. It is a seventeenth-century farmhouse with later additions and is designated at Grade II. The asset is relatively open to the southwestern portion and the central southern portion of the Site. It has a mixture of ancillary buildings to the north and north-west; a few of the latter may hold some heritage value.

Coombe Grange Farmhouse (Grade II Listed Building)

Youngwood House Farmhouse (Grade II Listed Building)

There is potential for parts of the site's development to have an effect on a significant portion of the asset's wider setting. The position of built form will need to be carefully considered in relation to this designated asset. It is unlikely that built form to the south of the Farmhouse, within its main aspect, will be acceptable. Built form to the east will need to carefully laid out with suitable, layered landscape planting to screen and soften any potential visual impacts.

Archaeology

The site of Youngwood Colliery [HER: MNS1059] is situated within the site immediately south of Youngwood Lane, against the site's eastern boundary. The HER citation notes that the heritage asset comprises a: 'raised area including spoil heap and railway embankment revetted with walling. Top of shaft surrounded by square pennant walled enclosure. Colliery shaft was sunk in 1850 to the top (White's) seam at 396 feet, the colliery was worked by Isaac White and Co. Closed on the 6.8.1867'

Historic mapping shows that the mineral line (or 'tramway') extended to the north to also serve White Oak Colliery. The line joins the main railway to the west of Nailsea and Backwell station by curving to the eastwards across an iron-frame viaduct. This structure has not survived and no footings were readily apparent in the initial site walk-over survey.

The site of White Oak Colliery [HER: MNS1058] is situated to the east of the site's northern portion. It is noted on the HER that it was not closed until 1867. It used the same mineral line that served Youngwood Colliery.

A number of ponds survive in the Site and these are shown on nineteenth-century historic mapping, which also show a network of surviving historic hedgerows.

There have been only two significant archaeological field investigations close to the site. To the west of the site an archaeological geophysical survey of over 24 ha. [HER: ENS1993] detected no archaeological features other than line of a former tramway and quarry, some former field boundaries and, to the far west, remnants of ridge and furrow field systems. The second investigation was to the south of the main-line railway at Moor Lane, Backwell [HER: ENS1137].

FIGURE 10. Plan showing Listed Buildings within the site and in the local area (Source: https://historicengland.org.uk)

Movement and access

A Transport Assessment has been carried out by i-Transport to understand the potential for providing access to the site and consider how it can connect to the existing town, station and local facilities. Figure 11 shows the existing routes and key facilities for recreation, employment, retail and education within the town.

Local Highway Network and Vehicular Access

The site benefits from frontage onto Station Road to the east which provides a north / south route between Backwell and the A370 to the south and central Nailsea to the north. Vehicular access will be taken from Station Road south of Backwell Lake Public Car Park and north of the Nailsea and Backwell Station Car Park.

The vehicular access will take the form of a priority junction, designed in line with guidance in Manual for Streets, with an access road connecting into the wider site to the west.

Pedestrian and Cycle Access

As part of the Transport Assessment, a detailed review of walking and cycling routes from the site to key local facilities and services has been undertaken.

Station Road is located to the east of the site and has 2m wide footways on both the eastern and western sides of the carriageway. There is regular street lighting along the road as well as dropped kerbs and tactile paving at crossing points. To the south of the railway line between the Harvest Energy petrol station and Backwell signalised junction, Station Road has a 20mph speed limit and the footway is provided on the eastern side of the road only as far as Waverley Road where a footway is reintroduced on both sides.

North of the site, Bucklands Batch continues from Station Road leading towards the centre of Nailsea. Footways are provided on both sides of the road, with the western side also providing a 150m length of shared use footway/cycleway before cyclists re-enter the carriageway south of Trendlewood Way. Bucklands Batch also benefits from regular street lighting and tactile paving at crossing points.

Youngwood Lane is located in the centre of the site and links to the Perrings in the north and Netherton Wood Lane to the west. Traffic flows are light, and it operates as a shared surface route. NSC has an aspiration to prioritise this route for pedestrians and cyclists put forward through the emerging Local Plan.

The Perrings links from Youngwood Lane with approximately 2m wide footways on both the north and south sides of the carriageway with regular street lighting and tactile paving at crossing points. The carriageway is approximately 7m wide with a 30mph speed limit which afford cyclists ample space for vehicles to overtake.
Where The Perrings meets Queens Road, pedestrians walking to the town centre would cross Queens Road using a dedicated pedestrian crossing point with a dropped kerb crossing with a wide central refuge island. The route to the town centre would continue northward on Mizzymead Road which has footways approximately 2m wide on both the east and west sides of the carriageway. These roads benefit from regular street lighting and dropped kerbs and tactile paving at crossing points.

The 'Festival Way' cycle route exists between Nailsea and Bristol and forms part of the National Cycle Network as Route 33. There is also a southern spur which connects directly to Station Road 650m south of the proposed site access via Backwell Common, a lightly trafficked lane connecting to Backwell Bow to the northeast (and the main Route 33).

Public Transport

The site is well located to benefit from the services operating from Nailsea and Backwell rail station located directly to the south of the site. The station provides access to mainline services between Bristol and Exeter with frequent services to Bristol, Weston-super-Mare and Taunton. The site therefore benefits from the opportunity for future residents to travel for a range of journey purposes including commuting, retail and leisure.

The closest bus stops to the site are located on The Perrings, served by the X9 service with a half hourly frequency between Bristol and Nailsea via Long Ashton and Wraxall. The X7 service also has stops on Station Road and Nailsea & Backwell Station on the same route.

Existing bus routes can provide connections to town

The site is close to Nailsea and Backwell Station

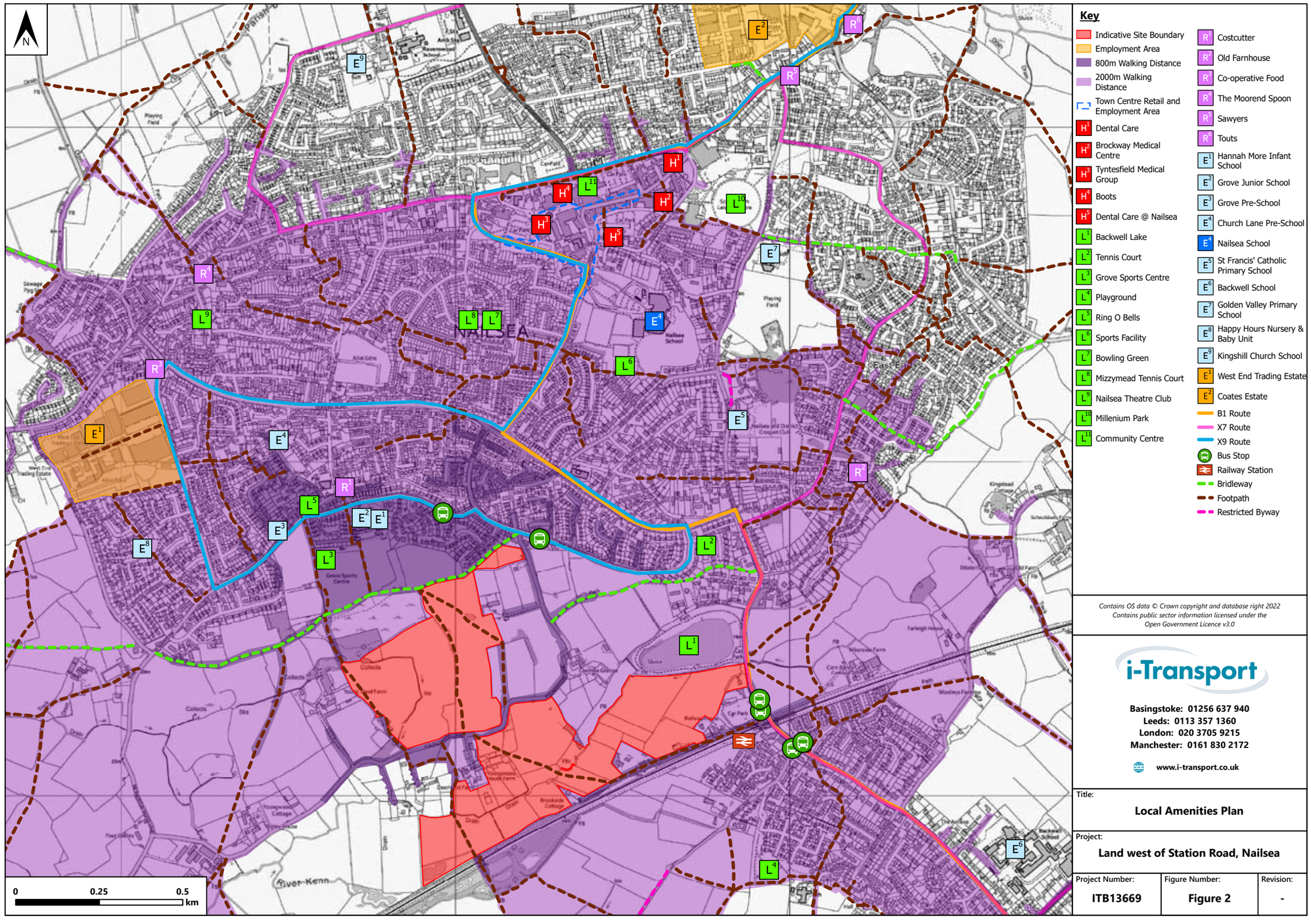


FIGURE 11. Plan showing existing facilities and the accessibility of the site

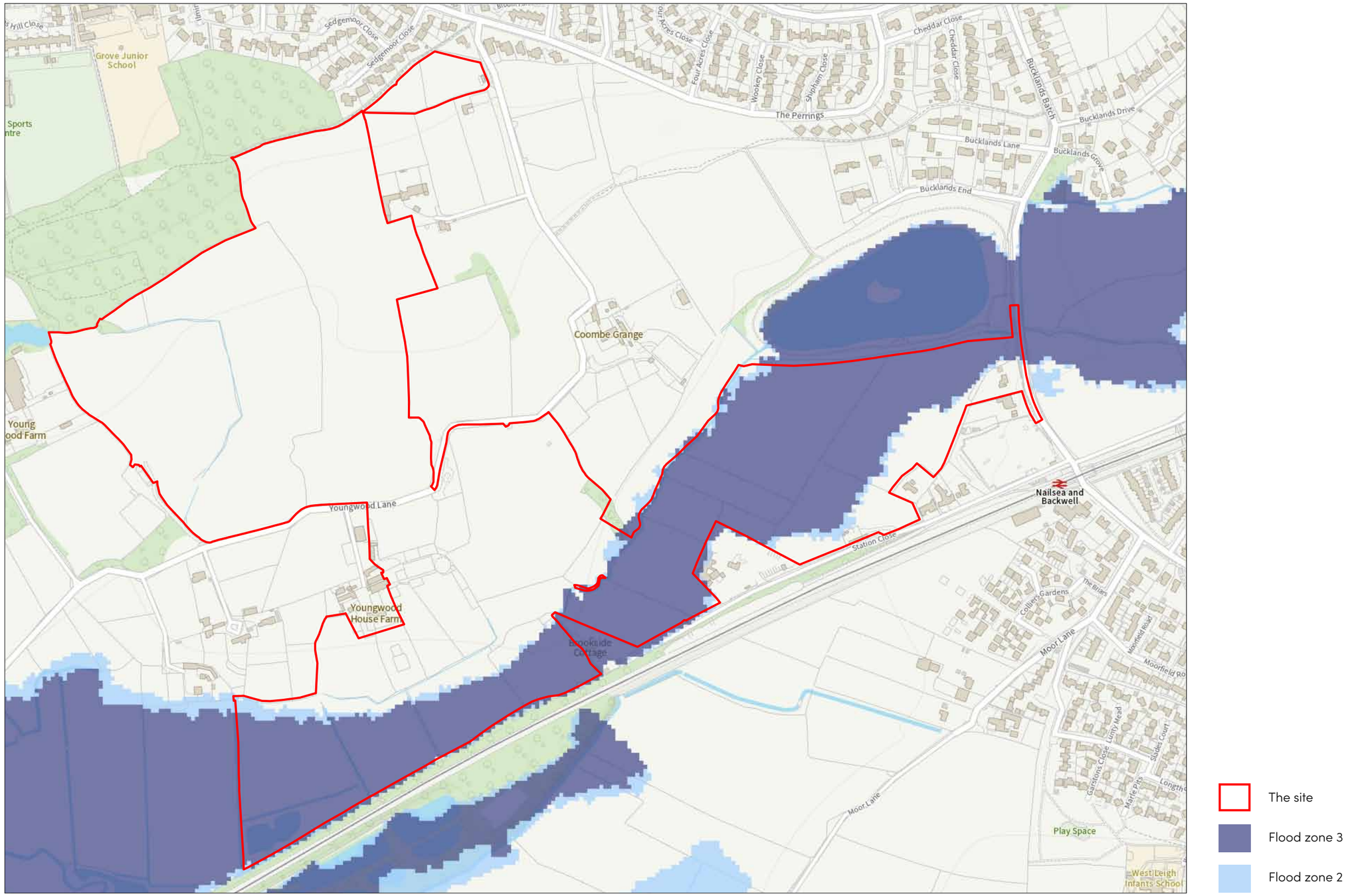


FIGURE 12. Plan showing flood risk associated with the site (Source: https://flood-map-for-planning.service.gov.uk/)

Drainage and hydrology

Areas in the southern part of the site are identified as at risk of flooding (See Figure 12). A detailed Flood Risk Assessment has been undertaken for the site and a site specific flood model has been developed for the River Kenn catchment in order to more accurately understand the likely flood flow patterns within the area of the site. The Flood Risk Assessment considers a range of flood sources that could affect the site, including; tidal, fluvial, pluvial, and groundwater sources of flooding. The Flood Risk Assessment also considers the residual risk of failure of flood defences, and these risks have been used to inform the design of the site.

The Flood Risk Assessment takes into account the updated guidance released by MCHLG, National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) Flood Risk and Coastal Change, and includes the following information:

- A clear assessment of the likelihood of potential flooding to the proposed development including potential impacts of climate change.
- A summary of any existing information/history of flooding on the site.
- Details of any existing flood alleviation measures which may act to protect the site.
- A review of safe access/egress and details of flood warning measures.
- Clear recommendations for measures which may act to reduce the risk of flooding to the site.

Existing watercourse in the southern part of the site

Density and character

The density and character of any proposed development on the site will need to be informed by several factors including:

- The relationship of the site to built up area and wider countryside
- The character of buillt form in Nailsea and Backwell inlcuding both historic and more recent developments
- The character of the approved developments to the west of the site
- The technical assessments which have been carried out to inform the proposed masterplan including landscape, heritage, flooding, access, ecology and arboriculture
- The adopted and emerging planning policy requirements

FIGURE 13. Plan showing the different character areas in proximity of the site

MOOR LANE, BACKWELL

Character

Moor Lane is a recently developed housing area in Backwell and comprises a mix of two and two and a half storey housing buildings. The layout includes a mix of detached, semi detached, terraces and apartment building. Car parking is to the site or front of properties. Front gardens and short to medium in length and defined by low fencing, walls or hedgerows. Density is generally medium.

Density: 30-35 dph

Moor Lane / The Briars

WAVERLEY ROAD, BACKWELL

Character

Housing in Waverley Road dates for the later part of the 20C and is arranged in terraces which are staggered. Buildings are predominantly 2 storeys in height and car parking is provided to the rear of properties or within the streets.

Density: 35-45 dph

Waverley Road / Combe Side

THE PERRINGS (EAST)

Character

Housing in the Perrings (East) is generally two storey medium density arranged in detached and link attached arrangements Properties are generally 2 storeys and car parking is provided on plot to the front and side of properties.

Density: 30 dph

Broom Farm Close

THE PERRINGS (WEST)

Character

Housing in the Perrings West is of a higher density generally arranged in terraces of 3 or 4 dwellings or in pairs of semi detached properties. There is a variety in the setback from the street and car parking is provided in the street or in rear parking courts.

Density: 35-45 dph

Shaftesbury Close

SEDGEMOOR CLOSE (NAILSEA)

Character

Sedgemoor Close is a mix of two and single storey dwellings which are generally detached. They generally lie at an angle to the street with car parking to the front or in garages to the side of properties.

Density: 25-30 dph

Sedgemoor Close

NETHERTON GRANGE

Character

Outline planning permission was granted for 450 dwellings on land to the west of the site north of Youngwood Lane. Phase one of this scheme Is now being developed by Taylor Wimpey and is known as Netherton Grange. The image below shows the character of the Phase 1 development. The scheme is of a medium density and provides a mix of housing types.

Density: 30-35 dph

Proposed elevations of development

Local distinctiveness

The scale and feel of Nailsea as a small town with some of the more historic buildings rooted in is coal mining past, is one of its most attractive features. The varied character of the town with historic buildings often adjacent to and juxtaposed with each other and reached via streets and narrow lanes is an integral part of the story of the progressive development and expansion of the town.

The rich layering of buildings from different periods side by side is an integral part of the special architectural and historical character of the town. Nailsea is notable for its variation of vernacular materials, reflecting the varied geology within the District.

Layout of built form

Nailsea features streets of variable widths, with irregular footways and homes aligned to the road edge creating key pinch points in the streetscape. Modern development around the edges of the town is more regular with more formal road structures, increased carriageway widths, generous front garden depth and landscaped verges.

Plot Structure

Older building forms are mainly shallow and long fronted, often in pairs or short terraced groups. Most are set to face the street, whilst some are turned at right angles with gables on the street edge. Occasional stand-alone properties sit within well defined plots. More recent housing is deeper in plan, with semi-detached arrangements becoming more prevalent.

01	02
03	04
05	06

01. Painted render with muted colours can be found throughout the town
02. Rough stone elevations with slate roofing in the town centre
03. Pairs of attractive semi detached houses in Station Road
04. Double fronted stone house with red brick detailing close to the town centre
05. Late C17 rubble stone building, known as Noah's Ark
06. More recent housing in The Perrings with mix of materials

Elevational treatments

- Red brick (predominantly Flemish Bond).
- Natural and painted render.
- Tile hanging on upper floors and in gable ends

Roofing

- Predominantly slate or clay roof tiles.
- A mix of plain and decorative facia boards.
- Gable ends with some limited hips and half hips.

Window and door detailing

- Predominantly simple lintels and sills (timber or brick).
- Some surrounds (contrasting colour brick or timber).
- Windows set back from the wall face in singles, pairs or threes.

07	08
09	10
11	12

07. Attractive double fronted house in Station Close
08. Smooth painted render with clay roof tiles close to the site
09. Pair of semi detached houses with front facing gables and bay windows in Station Close
10. Recent housing in Backwell with painted render and stone quoins and window details
11. Attractive villa with double bay windows in Bucklands Lane
12. Recent housing in Backwell with stone elevations and grey roof tiles

Doors and porches

- Simple porches either lean to, flat or with gables fronting the street
- Recessed doorways with no porch

Boundary treatments

- Private gardens to the front of properties in the area are generally defined either by low walls, hedges or timber fencing.
- Some private areas are defined by changes in surface material only

13	14
15	16
17	18

13. Buildings at Coombe Grange with dormer windows sitting in the eaves
14. The rear of Coombe Grange with white painted render
15. Decorative gable on property in Bucklands Lane
16. Stone window surround and quoins
17. Pale painted render with slate roof of the Royal Oak PH in the town centre
18. Youngwood Farmhouse with white painted render elevations and clay tile roof

Strategic context

Figure 14 shows the strategic context of the site. There are a number of key areas to consider.

Existing settlement boundaries and gaps

It is important to consider the settlement identity, character and landscape setting of both Nailsea and Backwell.

Due to the railway being raised over Station Road, there are no views from north to south / south to north around the station area. In addition the relatively flat landscape on both sides of the railway means that there is limited inter visibility between the two settlements. The north eastern area of Nailsea lies on slightly elevated ground and as such the need to preserve a gap to the east of Station Road is more important than to the west. There are also a number of field boundaries with mature trees and hedgerows, which prevent views between the areas. Backwell Lake with its mature planting assists in this regard. In addition, the presence of the floodplain secures the physical gap between the two settlements and protects it from development.

Housing allocations or sites with planning permission

There are a number of sites which have been identified for housing development on the edges of the existing urban areas of Nailsea and Backwell. In addition, planning permission has been granted for residential development for two sites as shown:

A. Land south of Uplands (54 dwellings)

B. Land north of Youngwood Lane and east of Netherton Wood Lane (450 dwellings)

Floodplain

There are significant areas of land which lie within flood zone 3 as shown on Figure 12. The areas of land at risk from tidal / fluvial flooding to the west of the site coincide with a network of man made watercourses which are required to manage surface water. Many of these areas are also designated as SSSI and are highly important ecological features.

Whilst large parts of the land to the north of the railway lie within the floodplain / flood zone 3, the land adjacent to the settlement lies within floodzone 1 and is unconstrained in flood risk terms.

Sites of Special Scientific Interest (SSSI)

Large parts of land to the north and west of Nailsea have been identified as SSSI, known as the Tickenham, Nailsea and Kenn Moors SSSI. The SSSI relate to a network of large rhynes and smaller field ditches, which support exceptionally rich plant and invertebrate fauna communities.

Green Belt

There is a Green Belt designation which wraps around the northern and eastern edge of Nailsea and Backwell. This designation extends west to Station Road outside of the site area.

Heritage Assets

There are no designated heritage assets (such as World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens) within the site or within close proximity. Additionally, only a single non-designated heritage asset is noted in the site, this is the archaeological site of Youngwood Colliery and associated railway embankment.

There are a number of Listed Buildings and Structures in the context of the site including Coombe Grange Farmhouse and Youngwood House Farmhouse.

Location of Town Centre

The land in control of Gleesons lies between 1,000m and 1,600m of the town centre and is therefore in an accessible location to existing facilities and services, which can ensure the development supports existing shops and facilities in the town, and where necessary upgrades facilities instead of duplicating them.

Location of Station

The land in control of Gleesons lies in close proximity to the station (a minimum of 100m and maximum of 1,600m / 15 minutes walk). This makes it ideal for either walking or cycling.

Existing public rights of way

There are a number of public rights of way in the local area, which form a broken series of routes and paths. The comprehensive development of the site provides the opportunity to connect these paths and provide enhance links between the urban areas, open countryside and the station.

Strategic cycle network

There are two strategic cycle routes in close proximity to the site:

- Route 410 to the west of the town, known as the Avon Way which is a large circuit round the City of Bristol, taking in several towns and villages, and conveniently linking to Route 4, the Bristol & Bath Cycle Path, Route 41, and other local routes into the city centre
- National Route 33 which lies to the east of the site. The route starts in Bristol and will cross Somerset and Devon to reach the English Channel at Seaton via Clevedon, Weston-super-Mare, Bridgwater and Chard.

Sustrans is currently developing a new section of Route 33 between Nailsea and Weston-Super-Mare. The section between Nailsea and Clevedon is in the very early stages of planning.

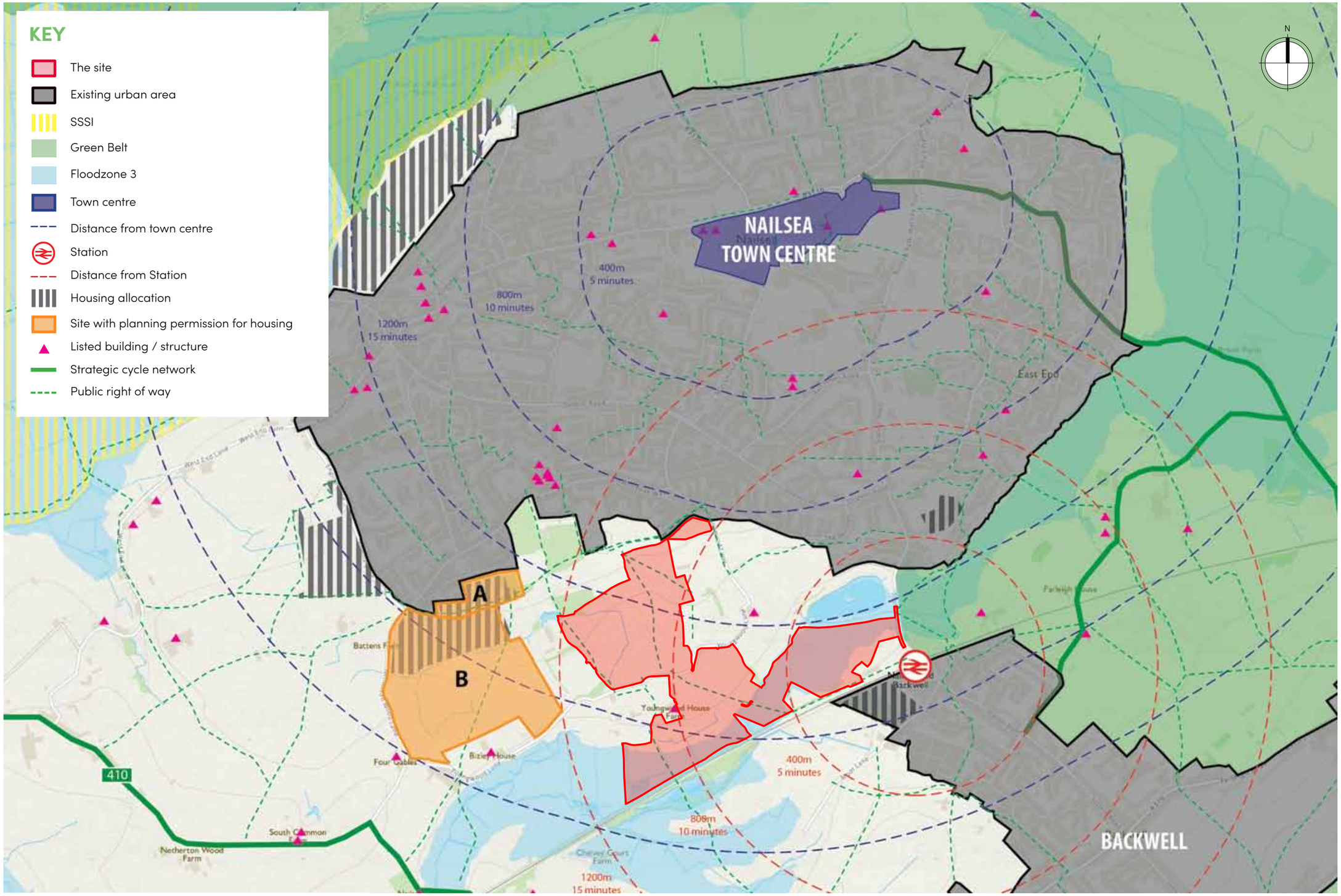


FIGURE 14. Plan showing the site in it's strategic context

Opportunities and constraints

In summary there are a number of opportunities and constraints which have been taken into account when developing a masterplan for the site as shown on Figure 15. These can be summarised as follows:

Landscape and open space

- The need to retain and protect existing landscape assets within the site and on it's boundaries including existing hedgerows and trees
- Providing additional planting in the southern parts of the site to contain the development and mitigate any potential views into the site from the south and ensure that Backwell and Nailsea stay distinct in character
- The opportunity to reinforce the character of the landscape by enhancing the existing landscape structure and providing new planting within the site
- Provide a range of public open spaces which are appropriate and combine ecological, drainage and recreation
- The need to maintain visual separation between Nailsea and Backwell to retain their integrity as individual settlements
- To protect the green belt to the east of the site

Ecology

- Retaining the ecological assets of the site and providing buffers, where appropriate
- Providing potential new areas for habitat creation as part of the landscape and drainage strategy
- Creating new ecology corridors within the site

Heritage

- Preserve the setting of the heritage assets close to the site including the listed buildings and the areas of archaeological interest
- Ensure that development is not located in areas that are affected by previous mining activities on the site for safety reasons

Access and movement

- Utilise and improve existing cycle and pedestrian connections to the town and Backwell station
- Provide a new strategic road connection from Station Road which can be extended to the west to link to other development schemes and Netherwood Lane providing a link across the southern edge of the town
- Retain and improve the existing PRoWs which run through the site and their setting
- Create a hierarchy of residential streets which help define the legibility and character of the new development and make it easy and safe to move around
- Ensure that there is sufficient car and cycle parking including visitor parking for the development

Drainage and hydrology

- Ensure that residential development is located in areas which are not affected by existing flood risk, and only those uses suitable for flood zones 2 and 3 such as essential infrastructure and open space uses are within those areas. Development must also not have a negative impact on existing watercourses
- Provide appropriate Sustainable Urban Drainage Systems with capacity for the new development
- Utilise other sustainable drainage features including rainwater harvesting, permeable surfaces and water efficient fixtures and fittings
- Ensure that the drainage, ecology and landscape strategies work together across the site

Character

- Create a development of housing and public open space which reinforces the character of Nailsea and the surrounding area, drawing from the more historic areas in addition to the immediate context of the site
- Provide a variety of housing types and tenures to meet the local housing need and provide for a balanced community

KEY

- The site
- Existing building
- Listed Building
- Floodzones 2 & 3
- Public Right of Way
- Coal Authority High Risk Development Area
- Abandoned mine shaft and 20m Zone of Influence
- Overhead cables
- Mains sewer alignment
- Green Belt
- Site of Importance for Nature Conservation
- Tree Preservation Order
- Land with planning permission for residential development
- Potential alignment of link road
- Potential connection between sites
- Areas within the site with potential for development related uses including housing, open space, roads and drainage
- Potential vehicular access to development areas

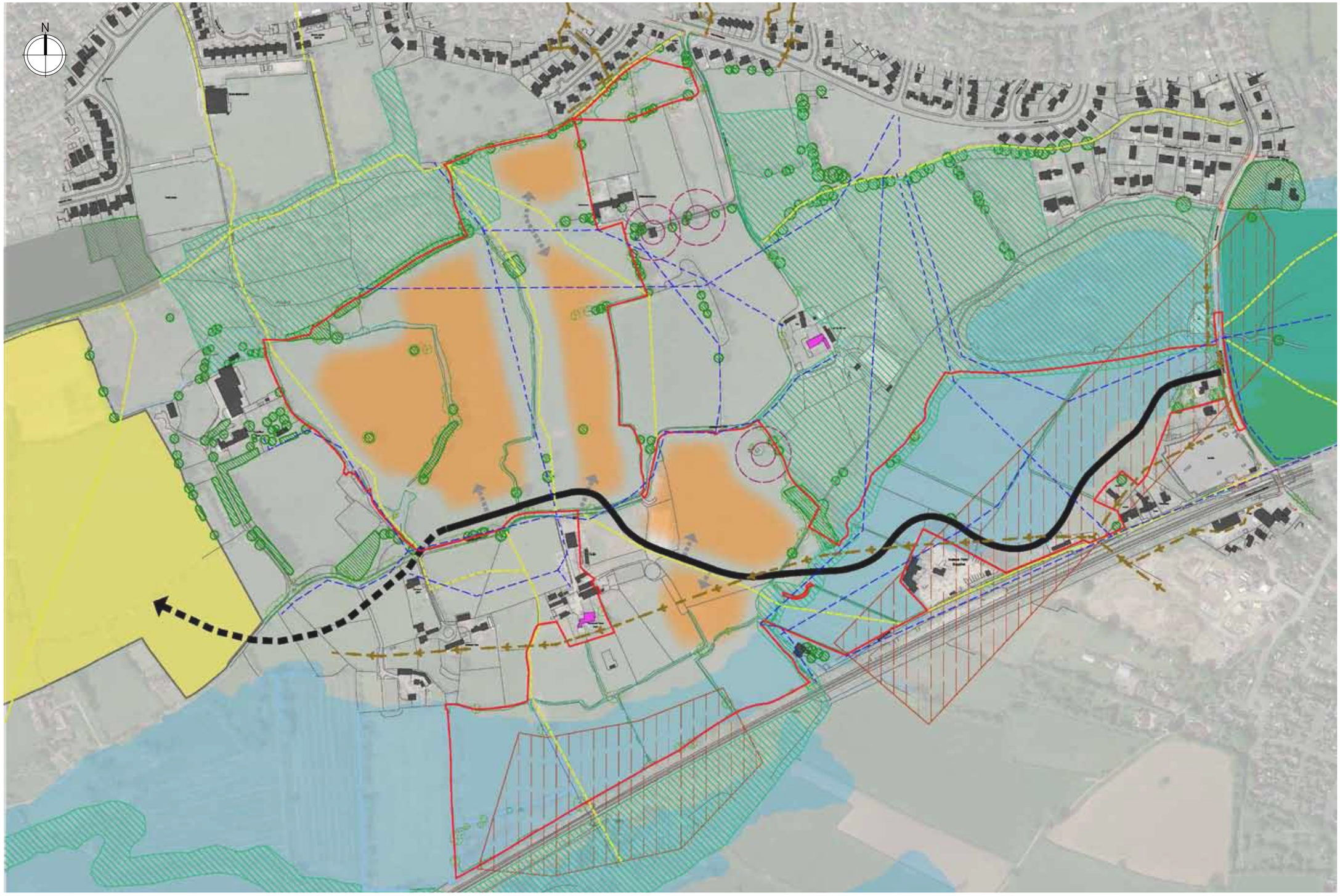


FIGURE 15. Constraints and Opportunities summary plan


Ministry of Housing,
Communities &
Local Government
National Planning Policy Framework

03 POLICY EVALUATION

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

National Planning Policy Framework (2021) Para 126

A summary evaluation of the relevant planning policy is set out in this section of the document. A separate planning statement has been submitted as part of the planning application which sets out in more detail the current planning policy framework and other material considerations which should be taken into account when considering the proposals

The relevant planning policy framework for this application includes National Guidance including the National Planning Policy Framework and the National Design Guide and the policies of the adopted Development Plan.

The site is within the administrative area of North Somerset Council (NSC) and as such, the Development Plan comprises:

- Adopted North Somerset Local Plan
- The emerging North Somerset Local Plan 2038
- Any relevant supplementary planning guidance

National Planning Policy Framework (July 2021)

The National Planning Policy Framework (NPPF) was published in July 2021. The NPPF places sustainable development at the heart of all decision taking and is a consistent message throughout the entire document be that in relation to economic and housing growth, housing development, or the environment. The NPPF sets out the Government's approach for delivering the homes, infrastructure and places that are needed whilst both protecting and enhancing the natural and historic environment.

Section 12, Paragraphs 126-136 of the NPPF sets out the Governments objective to provide "Well Designed Places". Para 134 highlights the role of local design policies and guidance on design and states;

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings."

(Paragraph 134)

National Design Guide (January 2021)

National Design Guide (January 2021)

The National Design Guide was published in 2021 and sets out the characteristics of well-designed places and demonstrates what good design means in practice.

It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

Para 3 of the guide sets out the role of the document:

"The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This design guide, the National Design Guide, illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools."

Characteristics

The design guide identifies ten characteristics which aim to help nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The ten characteristics set out are:

Context	enhances the surroundings.
Identity	attractive and distinctive.
Built form	a coherent pattern of development.
Movement	accessible and easy to move around.
Nature	enhanced and optimised.
Public spaces	safe, social and inclusive.
Uses	mixed and integrated.
Homes and buildings	functional, healthy and sustainable.
Resources	efficient and resilient.
Lifespan	made to last.

These characteristics have been embodied in the process of design for the site. Whilst the application is in outline form only the design has, where possible, provided a vision and design responses which can be carried through to assist in future design decisions.

Components for good design

The guide sets out the components for good design which include:

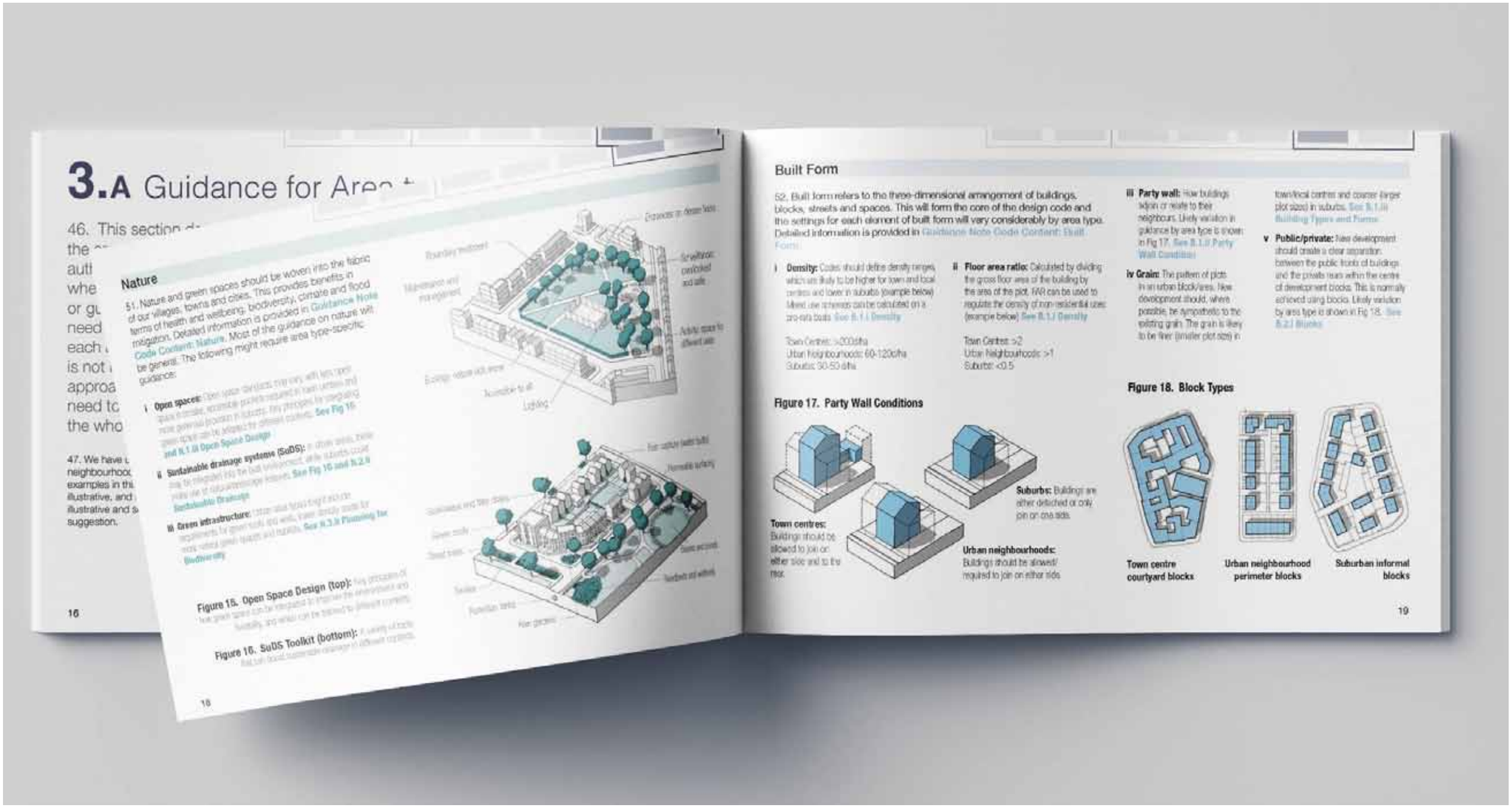
- the context for places and buildings;
- hard and soft landscape;
- technical infrastructure – transport, utilities, services such as drainage; and
- social infrastructure – social, commercial, leisure uses and activities.

Section 02 of this document provides a detailed analysis of the context for the development including the technical and social infrastructure.

The design guide also recognises that a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- the layout (or masterplan);
- the form and scale of buildings;
- their appearance;
- landscape;
- materials; and
- their detailing.

Section 06 of this document responds specifically to the above and provides details how the proposals have taken these into account in the design process.



National Model Design Code (January 2021)

National Model Design Code
(January 2021)

Para 16 of the National Model Design Code states that;

"16. In the absence of local design guidance, local planning authorities will be expected to defer to the National Design Guide, National Model Design Code and Manual for Streets which can be used as material considerations in planning decisions. This supports an aspiration to establish a default for local design principles and settings as part of forthcoming planning reforms that lead to well designed and beautiful places and buildings."

At the time of writing, North Somerset District Council do not have adopted Supplementary Planning Guidance to address matters of detailed design for new large scale housing developments. Accordingly, we have used the content of National Model Design Code to assist in the design of the outline proposals.

Figure 1 of the document identifies the process and key elements of the design coding as shown below:

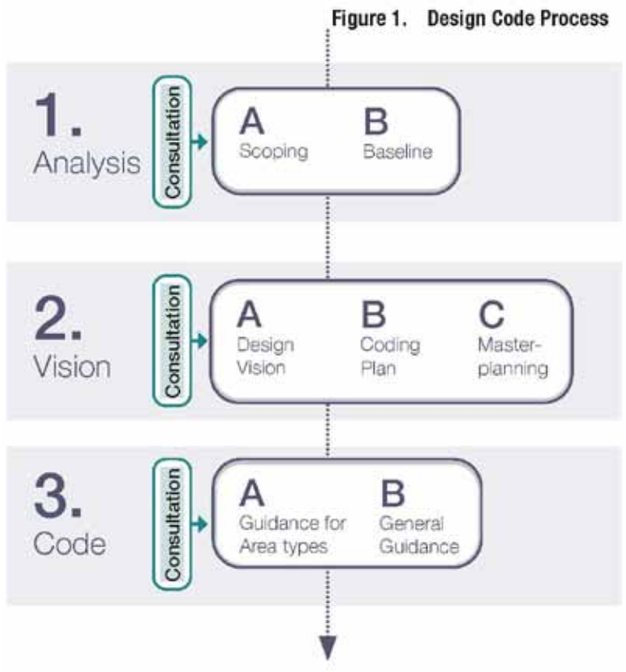


Figure 1 taken from the National Model Design Code (January 2021)

In response to the above, the planning application includes the following elements which explain the design process and detailed design solutions as follows:

- Section 02 of the DAS sets out the baseline analysis for the site and it's context including assessment of the character and density of the local area.
- Section 04 of the DAS provides details of the evaluation and rationale for the proposed scheme including text and images which explain the design vision for the site
- The illustrative masterplan provides an example of how a detailed layout could be achieved for the site addressing aspects such as land use, building layouts, amenity space, density, car parking and landscaping.
- Section 05 of the DAS breaks down and explains the various detailed design elements of the illustrative masterplan including elements such as housing mix, drainage, ecology, landscape and arboriculture.
- The parameter plan provides details of the land use and access elements of the site which the outline planning application seeks to secure and will ensure that any future detailed or reserved matters applications follow the adopted design solutions.

Furthermore the proposals adhere to the detailed guidance set out in Section 3 of the National Model Design Code, which provides general design guidance for the whole area or site.

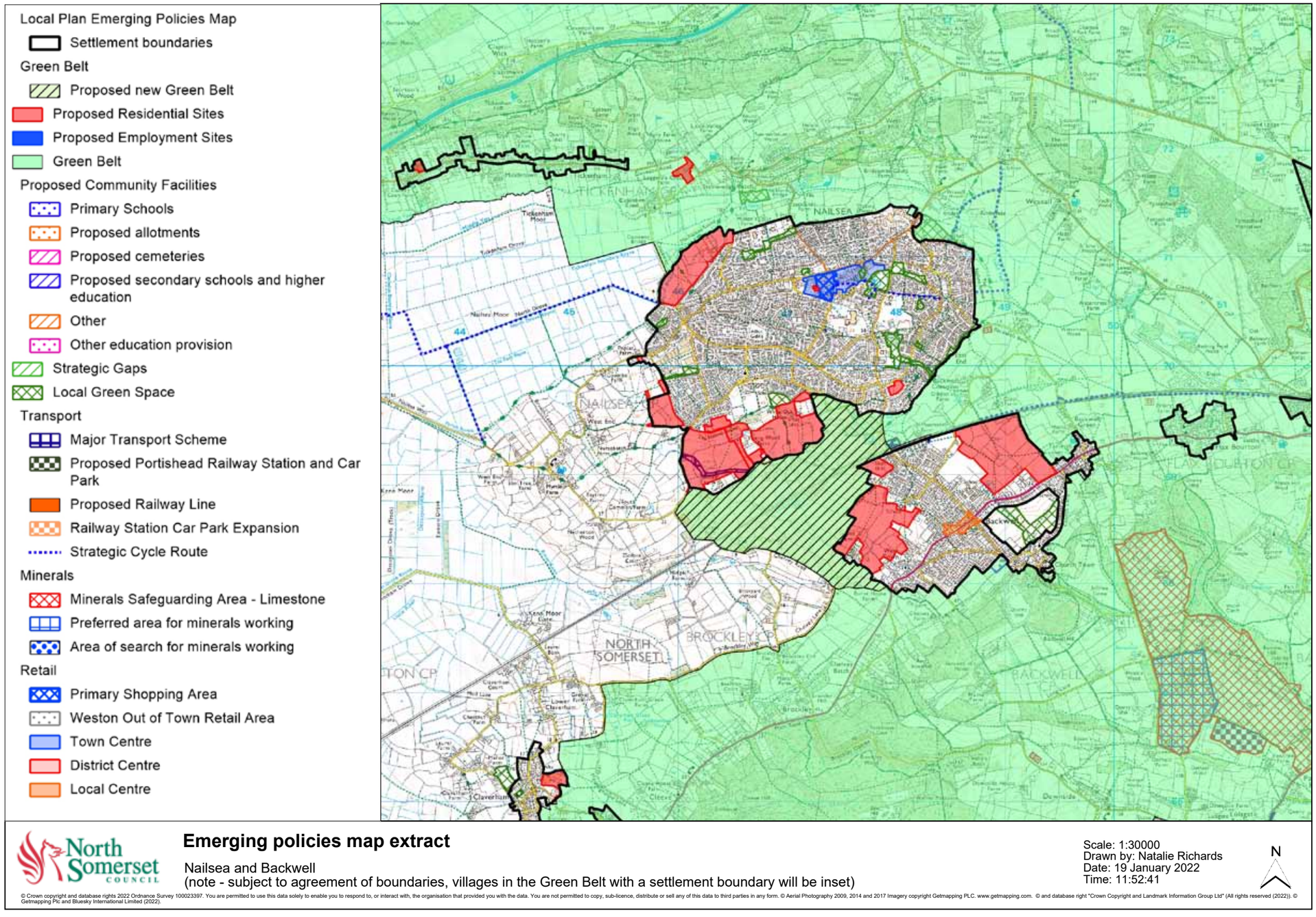


FIGURE 16. Extract from North Somerset Local Plan Emerging Policies Map for Nailsea and Backwell

Emerging local plan

The emerging North Somerset Local Plan 2038 is at an early stage, however the adopted local plan is out of date, and the presumption in favour of sustainable development is engaged due to the absence of a five year supply. The direction of travel may therefore be a material consideration.

A number of consultation exercises have taken place on the new local plan including the 'Challenges' consultation in summer 2020, and the 'Choices' consultation in Autumn 2020.

A draft Preferred Options Local Plan was published in March 2022 for consultation. The document is a full draft Plan and is based on the previous response to consultation, evidence and latest government guidance, as well as the council's commitment to climate change and environmental issues. It is our recommended way of best meeting the development needs for North Somerset up to 2038.

At this stage in the plan making process, the site is presented as a broad location for further investigation, but with key design and development principles set out to guide the masterplanning process.

This document identified the site as a proposed residential site under Policy LP3. (see Figure 16). Policy LP3 provides details of the development principles for development at Nailsea as set out below:

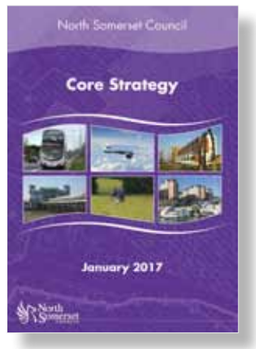
Policy LP3

Proposed development at Nailsea and Backwell will require a strategic and coordinated approach to mitigation, particularly the provision of a package of new transport infrastructure and taking account of cumulative impacts. All proposed sites will be required to positively contribute to the delivery of transport and other measures through either direct delivery and/ or S106 contributions as part of an agreed phasing strategy linking the delivery of proposed growth to infrastructure provision. Development proposals in the Nailsea and Backwell area must demonstrate how they will support the delivery of a package of measures including:

- Strategic measures designed to alleviate traffic impacts on Station Road, and traffic congestion at the Backwell crossroads. This is likely to include a strategic rail crossing providing an alternative multimodal route between Nailsea and the A370, and associated measures to discourage traffic from using Station Road, subject to further feasibility review and environmental assessment;
- Improvements to active travel routes within and between Nailsea and Backwell, including use of Youngwood Lane as a
- north-south connection, links to the town centre and Local Cycling and Walking Infrastructure Schemes;
- Improvements to bus priority, service frequency, and interchange infrastructure on the A370 High Frequency Bus Corridor;
- Improved public transport connections between Nailsea and the A370, enabling interchange;
- Access improvements for Nailsea and Backwell Station, to include increased provision for cycle parking, bus interchange, and car parking, and consideration of possible future station expansion or relocation;
- A package of measures to improve sustainable travel opportunities and reduce car dependency in the area, to alleviate congestion through mode shift;
- An cycle link on spine/distributor road
- A high quality extension of Festival Way active travel route along an east-west alignment between Chapel Hill and Chelvey Road, to serve new development in Backwell and better connect rural lanes to the west of Backwell with the off-road alignment along the railway towards Flax Bourton, without use of the A370 or significant diversion from desire lines;
- Explore the opportunity for a North Somerset Nature Park to provide bat mitigation, provision of land for biodiversity and habitat enhancement;
- The provision of around 8ha of new employment land to be identified as part of planned growth including investigating potential as part of the East of Backwell mixed use site;
- The provision of new primary, secondary and special educational needs provision delivered alongside and as part of new development proposals;
- Identification of facilities for enhanced leisure provision including built facilities and sports pitches; and
- Environmental enhancement of the setting of the two settlements particularly within the area between Nailsea and Backwell to be protected by the proposed extension of the Green Belt.

Adopted North Somerset Local Plan

The current North Somerset adopted local plan comprises of The Core Strategy (adopted 10 April 2021) and The Sites and Policies plan part 2: site allocations plan (adopted 2018). Key policies of the adopted development plan are considered as follows:



CS1 Addressing climate change and carbon reduction

This policy confirms that North Somerset Council is committed to reducing carbon emissions, tackling climate change. It's also a material consideration that the council has declared a climate emergency. The policy sets out a number of principles that will guide development:

1. Development should demonstrate a commitment to reducing carbon emissions
2. Developers are encouraged to incorporate site-wide renewable energy solutions
3. Maximise the opportunities for all new homes to contribute to tackling climate change through adherence to national standards
4. Developments of 10 or more dwellings should demonstrate a commitment to maximising the use of sustainable transport solutions
5. A network of multifunctional green infrastructure will be planned for and delivered through new development
6. Protecting and enhancing biodiversity across North Somerset
7. The reduction, re-use and recycling of waste
8. The re-use of previously developed land and existing building in preference to the loss of green field sites
9. Opportunities for local food production and farming will be encouraged to reduce food miles
10. Areas will be enhanced to be resilient to the impacts of climate change
11. Developments should demonstrate water efficiency measures to reduce demand on water resources

Whilst many of these matters are detailed design issues which would need to be addressed at Reserved Matters stage, the site will incorporate significant green infrastructure with links for walking and cycling and biodiversity net gain. The location of the site in close proximity to the railway station enables opportunities for sustainable travel. Brownfield sites in Nailsea cannot accommodate the quantum of new homes that are required.

CS4 Nature conservation

This policy sets out that the biodiversity of North Somerset will be maintained and enhanced in a number of ways.

1. seeking to meet local and national Biodiversity Action Plan targets taking account of climate change and the need for habitats and species to adapt to it;
2. seeking to ensure that new development is designed to maximise benefits to biodiversity, incorporating, safeguarding and enhancing natural habitats and
3. features and adding to them where possible, particularly networks of habitats.
4. a net loss of biodiversity interest should be avoided, and a net gain achieved where possible;
5. seeking to protect, connect and enhance important habitats, particularly designated sites, ancient woodlands and veteran trees;
6. promoting the enhancement of existing and provision of new green infrastructure of value to wildlife;
7. promoting native tree planting and well targeted woodland creation, and encouraging retention of trees, with a view to enhancing biodiversity.

It is proposed the development will provide biodiversity net gain alongside significant areas of green infrastructure which will maximise benefits to biodiversity.

CS5 Landscape and the historic environment

The policy sets out that the character, distinctiveness, diversity and quality of North Somerset's landscape and townscape will be protected and enhanced by the careful, sensitive management and design of development.

In respect of the historic environment the policy sets out that the council will conserve the historic environment of North Somerset. The proposals have carefully considered built heritage and archaeology as set out in section 02 of this document.

CS9 Green infrastructure

The policy sets out that the existing network of green infrastructure will be safeguarded, improved and enhanced by further provision, linking in to existing provision where appropriate, ensuring it is a multi-functional, accessible network which promotes healthy lifestyles, maintains and improves biodiversity and landscape character and contributes to climate change objectives.

The approach to the landscape is explained in section 04 of this document.

CS10 Transportation and movement

Policy CS10 sets out that an integrated transport network that allows for a wide choice of modes of transport as a means of access to jobs, homes, services and facilities will be encouraged and supported.

As set out above, as part of any planning application a comprehensive strategy for pedestrian and cycle access will be derived. The illustrative masterplan that has been prepared already takes account of opportunities to provide pedestrian and cycle access to the railway station, and opportunities for improved pedestrian and cycle access to the town centre will be further explored.

CS13: Scale of new housing

Policy CS13 sets out the scale of development in the district and requires a supply of deliverable and developable land to be identified to secure the delivery of a minimum of 20,985 dwellings within North Somerset 2006-2026. It also states "The appropriate level of new homes will be reviewed by 2018".

It should be noted that the housing requirement policy was previously quashed, and underwent re-examination, so was re-examined and adopted in 2015. As the policy states, it should have been reviewed by the end of 2018, but it was not. The site allocations plan was adopted in 2018 and the inspector had significant concerns about housing land supply. In the inspectors report it stated:

"It is most likely that the CS and the SAP will be largely superseded within the first two to three years after adoption of the SAP. In the circumstances where the SAP would have a very short lifespan following adoption, I take into account the potential for proposals in the SAP to be the subject of an early review. This is pertinent to the consideration of the housing land supply, to the designation of strategic gaps and local green space, and the definition of settlement boundaries

These matters should most appropriately be revisited in the context of the requirement for housing and employment land which is being established through the JSP".

This housing land supply issue has come to pass, and as of the April 2020 base date the claimed five year supply is 4.2 years. The council has published in July 2021 a housing delivery test action plan, as required by the NPPF given the housing delivery test was failed in January 2021, with only 81% of the requirement delivered. Part of the action plan is progressing with the new local plan, and early engagement on strategic sites - in particular the action plan states:

"Our recently agreed spatial strategy envisages further growth largely taking place on strategic sites. Early work on these broad locations will involved detailed discussions with the promoters"

This pre-application request forms part of these detailed discussions to enable early delivery on this potential strategic site.

CS14: Distribution of new housing

This policy confirms that whilst Weston-super-Mare will be the focus for new residential development within North Somerset, outside of Weston most additional development will take place at the three towns of Clevedon, Nailsea and Portishead, on sites within or abutting settlement boundaries, but outside of the green belt.

Therefore this proposal adjoining one of the main towns abutting the settlement boundary of Nailsea is in general accordance with the local plan's expected distribution of new homes.

CS19: Strategic gaps & Policy SA7

Policy CS19 sets out the principle of maintaining gaps between settlements, including Nailsea and Backwell. The policy states that the council will

"protect strategic gaps to help retain the separate identity, character and/or landscape setting of settlements and distinct parts of settlements".

Policy SA7 in the Site Allocations plan identifies the extent of gap and states:

"development within strategic gaps as shown on the Policies map will only be permitted where:

- *The open or undeveloped character of the gap would not be significantly adversely affected;*
- *The separate identity and character of the settlements would not be harmed; and*
- *The landscape setting of the settlement would not be harmed.*

The likely impact of the proposal in conjunction with any other developments with extant planning consent will be taken into account"

Whilst the site forms within the Local Gap as set out in section 2, in landscape terms it is considered that with a sensitive and considered design approach development will sit comfortably within its setting without detriment to the localised landscape character, visual environment or the amenity of the neighbouring properties and the wider landscape setting. Additionally with the lack of five year supply, and the presumption in favour of sustainable development, the weight that can be given to this policy is reduced in any case, and the need to accommodate further development in Nailsea in the new Local Plan, means sustainable locations for growth need to be allocated.

CS31: Clevedon, Nailsea and Portishead

Policy CS31 sets out that Nailsea will maintain and enhance its role providing facilities, employment opportunities and services for its population and local catchment. It also states that new housing development within and adjoining settlement boundaries should be of an appropriate scale and a high quality design that respects the towns distinctive character and local environment, delivers necessary infrastructure improvements and which enhances overall sustainability will be supported. It further states that "At Nailsea proposals should provide a broad range of housing types to cater for all housing requirements". The policy requires at least 1,100 homes to be delivered at Nailsea between 2006 and 2026. Sites such as NW Nailsea allocated for up to 450 dwellings is yet to deliver with just five years left of the plan period.

Backwell Neighbourhood Plan

The site extends into the Backwell Parish, which has a neighbourhood plan which was made in March 2015. However the plan contains no policies which are specifically relevant for this site. It should be noted that only the access road (and any uses adjoining the railway station e.g open space) are within the parish of Backwell.

Other relevant design related policy

There are a number of other key policy documents which have been taken into account in the preparation of the planning application as follows:

Building for a Healthy Life (2022)

An assessment of the proposals has been made against the criteria for Building for a Healthy Life and is set out at the end of Section 07 of this document.

Manual for Streets (2007) and Manual for Streets 2 (2010)

The layout of the streets and movement and access framework for the site has been designed to accord with guidance and best practice in accordance with Manual for Streets guidance. Section 07 of this document describes how this will be achieved.

Secured By Design (Updated version 2019)

The scheme has been designed to encompass all of the objectives set out in the Secured by Design in relation to the layout. How this has been achieved in section 07 of the document.

FIGURE 17. Vision for the site showing how the scheme might look

04 EVALUATION AND RATIONALE

"Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context.

National Design Guide (2021) Para 16

Design team

As a developer, Gleeson Land aspires to create attractive places that will stand the test of time. The company's objective is to create developments that make a positive contribution to the existing environment in which future occupants are able to support and integrate into the existing community.

To assist with the delivery of these aims, the following team contributed to the preparation of the proposals for this planning application:

- Planning - Terence O'Rourke
- Urban Design and Architecture - Richards Urban Design Ltd.
- Landscape - Aspect Landscape
- Transportation and Access - i-transport
- Ecology - EAD Ecology
- Drainage - Royal HaskoningDHV
- Arboriculture – Aspect Arboriculture
- Heritage - RPS
- Sustainability - Daedalus Environmental

Developing a masterplan and vision

To achieve a responsive and successful masterplan we have sought to build upon the technical advice from the consultant team, understand the site, its constraints and opportunities and to also establish a strong vision.

The masterplanning process adopted is shown in the diagram right and the vision for the development is shown at Figure 17.

Understanding the site

The site analysis undertaken of the site and the surrounding area includes both the physical and social attributes of the site including how it relates to the town and the wider countryside.

Technical studies have been undertaken to support the analysis of the site including a review of the landscape, historic character, the character of the area in built form and spaces, movement and access, ecology, hydrology and sustainability. Details of these are provided in Section 02 of this document and in separate reports submitted with the planning application.

Creating a vision and objectives

The vision and strategic objectives which we have outlined for the site have been established from a balance of analysis, engagement and innovation. The vision for the site as illustrated at Figure 17. is based on the opportunity to bring forward a high quality development which is of benefit to existing and future residents of the town. The development objectives are shown at Figure 15. and the Design Rationale is at Figures 20-25.

Engaging

The engagement took place with a number of key stakeholders including the Town Council and the local community via a leaflet drop and website to understand the needs and aspirations of the town in relation to its potential for growth and how the site could support this. Further details of this process are set out in Section 05 of this document and the Statement of Community Involvement submitted as part of the planning application.

The masterplan process adopted

FIGURE 18. Development objectives

Development objectives

Building on the vision we identified a series of opportunities or development objectives which have guided the vision and evolution of both the masterplan and will support the development of the new neighbourhood area. These are shown on the diagram at Figure 18.

Strategic development concepts

Figure 19 shows the site in the wider context of the approved and proposed residential sites identified in the emerging local plan together with the indicative alignment of potential NSDC Strategic Infrastructure (Policies DS1/DS3).

This shows that the site provides an important role in the delivery of the proposals in terms of both delivery of residential development and facilitating the strategic highway infrastructure.

Masterplan rationale

The masterplan rationale and design concepts at Figures 20-25 show how the development objectives an strategic development concepts can be translated into the masterplan for the site. The approach to the design of the scheme has been landscape led as can be seen in the development of the masterplan in response to the constraints and opportunities identified in Section 02 using the following design themes:

01 The site

02 Green Infrastructure

03 Blue Infrastructure

04 Access and Movement

05 Walking and Cycling

06 Built form

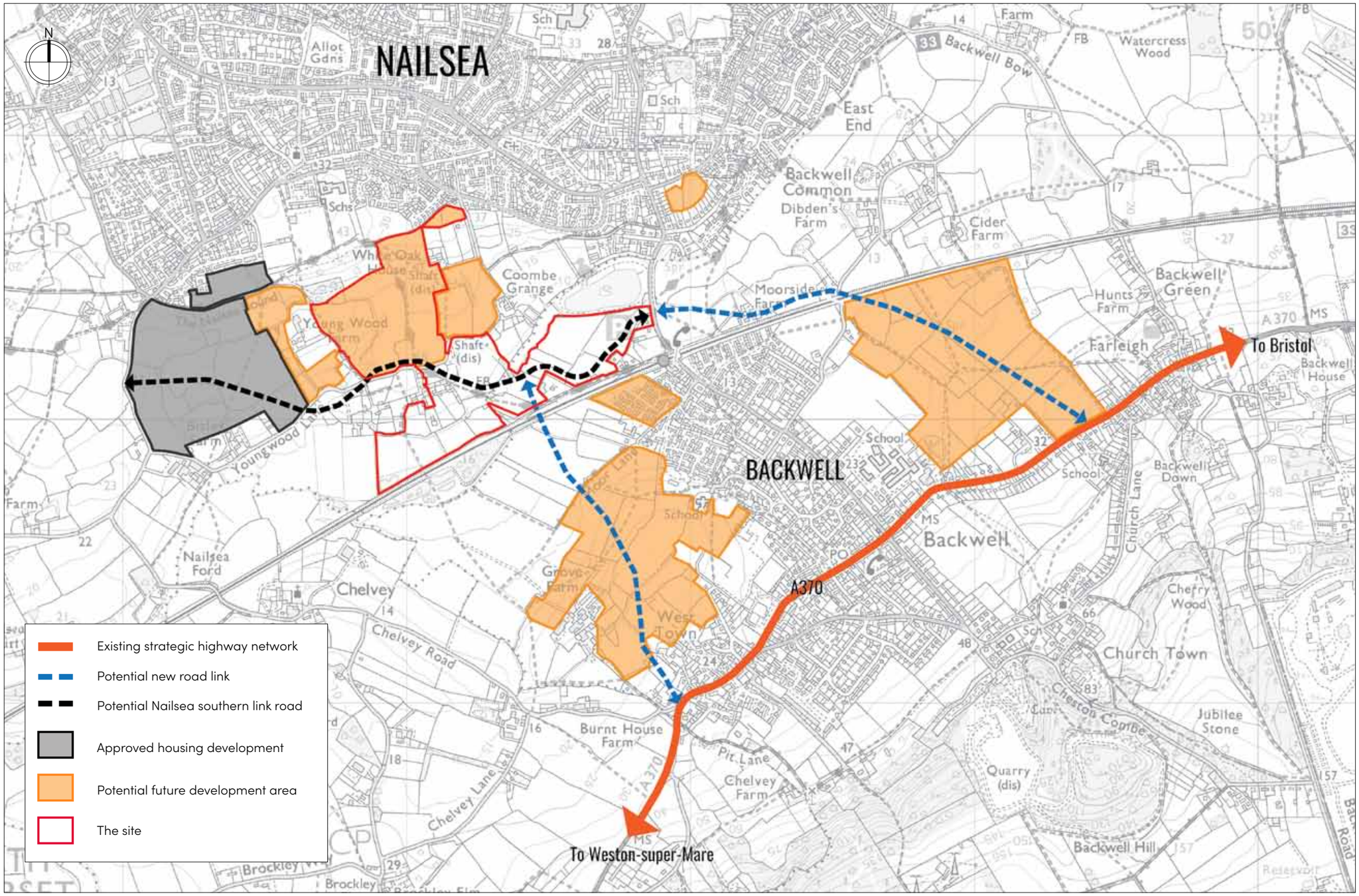


FIGURE 19. Plan showing the site in the context of emerging residential development and strategic highway infrastructure in the area

01 The site

FIGURE 20. Design Rationale - The site

Key components

- Retain existing hedgerows and trees with appropriate offsets to any new development
- Respect the setting of the heritage assets in the local area including Youngwood Farm and Coombe Grange
- Retain the existing Public Rights of Way and their setting within the site and on it's boundaries
- Consider the character of Youngwood Lane which runs through the centre of the site and integrate it into the scheme
- Ensure that the physical constraints such as the Abandoned mine shafts with offsets and Coal Authority High Risk Development Area are fully considered and no development is proposed in these areas
- Understand the existing hydrology and flooding issues in the southern parts of the site
- Recognise the topography of the site and the potential for views into the site from the wider landscape
- Take into account the ecology value of the site, areas on it's edges and wider context

The site

Existing Public Right of Way

Existing trees

Overhead electricity cables

Existing building

Listed Building

Watercourse / feature

02 Green Infrastructure

FIGURE 21. Design Rationale - Green Infrastructure

Key components

- Retain and protect the existing landscape features within the site and on it's edges
- Create a new landscape structure which helps to mitigate the visual impact of the development
- Provide new ecological connections through the site to existing areas of value such as Backwell Lake and to the northwest of the site
- Provide significant areas of land for biodiversity improvement including natural greenspace and wetlands
- Allow for the potential of a new community orchard / growing area in the northeastern part of the site which would be accessible to both the existing and future community
- Deliver a new multifunctional greenspace corridor through the centre of the site running north to south and connecting the existing area of amenity space south of Sedgemoor Close to a new amenity space / recreation ground at the southern end of the site
- Provide natural areas of play for young children within the multifunctional greenspace corridor which are over looked and accessible to the proposed housing areas

The site

Amenity public open space / sports pitches

Informal public open space / biodiversity land

Community orchard / biodiversity land

Landscape / ecology corridor

Multifunctional greenspace corridor

* Potential location for children's play area

03 Blue Infrastructure

FIGURE 22. Design Rationale - Blue Infrastructure

Sustainable Urban Drainage

- Retain and protect the existing ditches, watercourses and ponds within the site including the primary drainage routes from Backwell Lake towards the River Kenn
- Provide a Sustainable Urban Drainage strategy which utilises the contours of the site using gravity to move surface water naturally
- Incorporate the drainage features within the green infrastructure to enhance the landscape quality of the spaces
- Ensure that the discharge of any surface water from the site is managed to not exceed existing run off rates
- Explore opportunities to incorporate planting and standing water within the drainage features to enhance biodiversity
- Utilise opportunities for permeable surfaces where possible

04 Access and Movement

FIGURE 23. Design Rationale - Access and movement

Access and movement

- Provide vehicular access to the site from Station Road at the eastern edge of the site
- Make provision for a future link to the west to connect to a southern link road
- Allow for connections from the link road to serve the development areas within the site
- Provide a pattern of streets which encourages low speeds
- Provide a hierarchy of streets to improve the legibility of the place
- Allow for future vehicle connections to the areas of land west of Youngwood Lane which have also been identified for potential residential development

The site

Primary access from Station Road

Potential future link to form southern link road

Residential vehicular access to the site

Potential future vehicular links to adjoining land

05 Walking and cycling

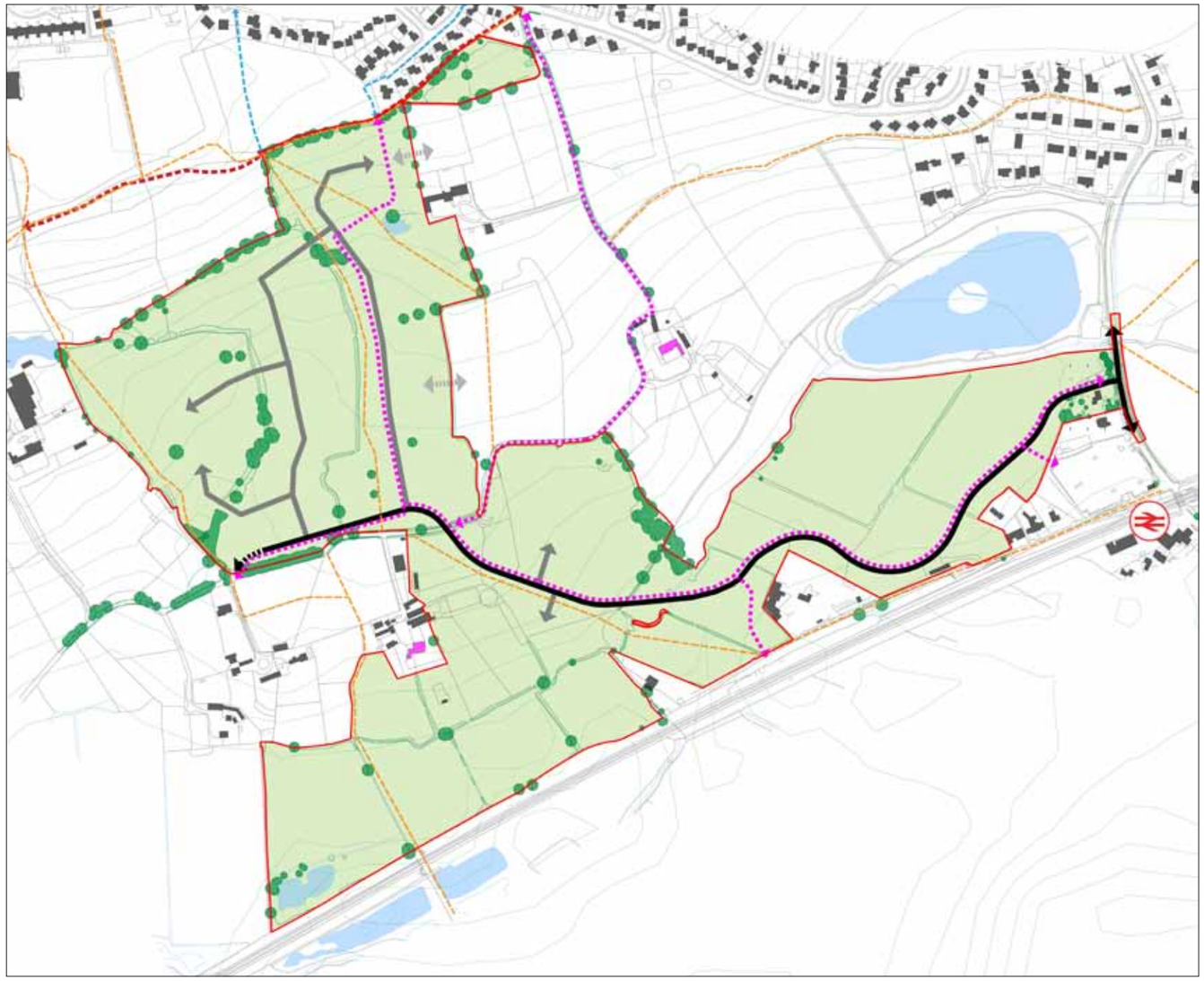


FIGURE 24. Design Rationale - Walking and cycling

Pedestrian and cycle links

- Retain and enhance the existing public rights of way within the site
- Provide pedestrian links throughout the site including links to the north to Sedgemoor Close and Ilmister Close
- Provide new strategic cycle connections to Station Road via the new link road and existing PRoW
- Utilise Youngwood Lane as a strategic cycle link toward the town centre
- Create a new strategic cycle link through the centre of the site to connect to the approved cycle route which will be provided as part of the development of the land to the west of the site (Land north of Youngwood Lane)
- Provide enhancements to the existing footways and cycleways in the area to improve highway safety
- Provide informal footpath routes which maintain desire lines for movement

The site

Existing Public Right of Way

Existing bridleway upgraded as part of approved scheme

Potential footpath links via NSDC land

Potential strategic pedestrian / cycle routes

Backwell and Nailsea Station

06 Built form

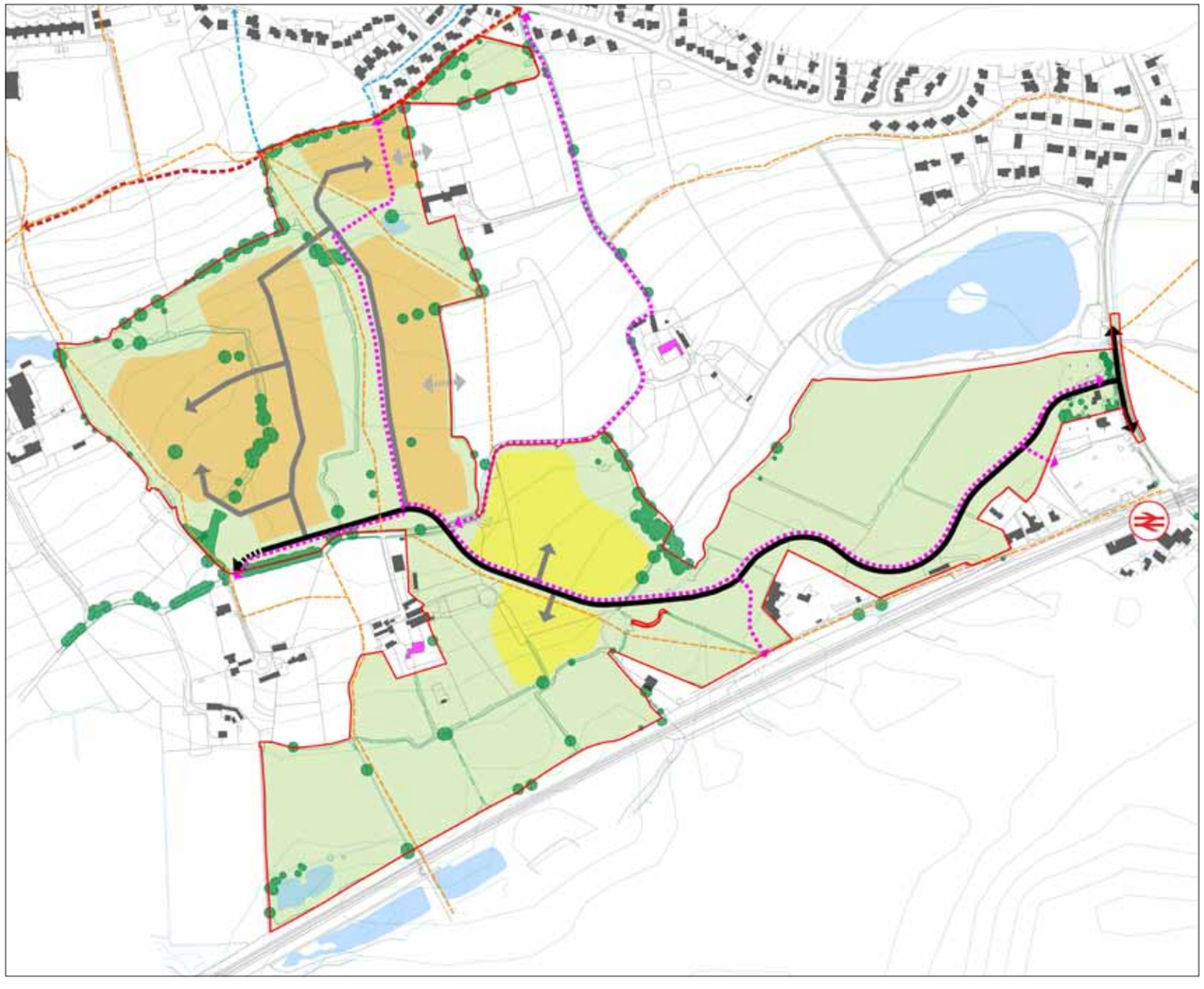


FIGURE 25. Design Rationale - Built form

Built form

- Create areas of built form which allow for the required offsets to trees, hedgerows and hydrology features to maintain the ecological and landscape value of the site
- Ensure that the proposed built form has sufficient offset to existing pylons and overhead cables within the site
- Provide buildings which are generally 2 storeys across the site with some development up to 2.5 storeys to provide variety in townscape and key buildings
- Allow for a variety of building forms and layouts to enhance the character of the site
- Provide a density and form which respects the character and context of the site

The site

Medium density residential development

Lower density residential development

FIGURE 26. Leaflet distributed to the local community as part of the engagement process

05 ENGAGEMENT

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.

National Planning Policy Framework (2021) Para 39

Process of engagement

This planning application has been prepared in the context of the following engagement processes:

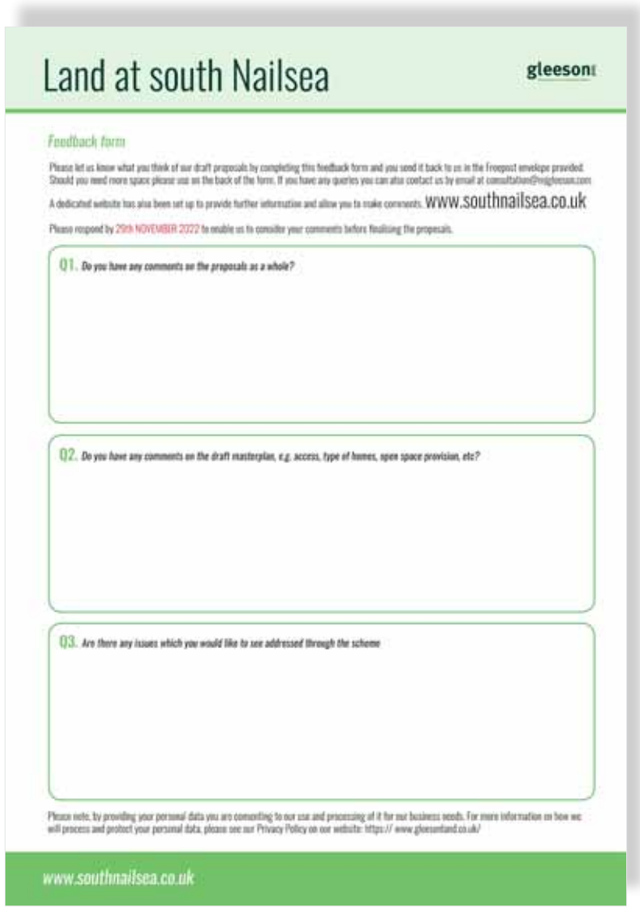
- Discussions with the Local Planning Authority and County Council
- Liaison with other government bodies including The Environment Agency and Natural England
- Engagement with Nailsea Town Council
- Community engagement via a leaflet and web site with opportunities for feedback by post and online

The details of the consultation responses are set out fully within the Planning Statement / Statement of Community Involvement.

Community engagement

A leaflet (Figure 26) was distributed to circa 1700 homes within Nailsea and Backwell including all areas adjacent to the site, setting out the details of the proposals with a prepaid Feedback From. A dedicated web site, southnailsea.co.uk was also set up to provide additional information on the proposals and allowed comments to be submitted via an online form.

Web site for information and feedback



Feedback from distributed to the local area

FIGURE 27 . Illustration showing how the scheme could look

06 DESIGN AND ACCESS

A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- ***the layout (or masterplan);***
- ***the form and scale of buildings;***
- ***their appearance;***
- ***landscape;***
- ***materials; and***
- ***their detailing.***

National Design Guide (2019) Para 21

Form of application

The application is submitted by Gleeson Land. It is an outline planning application with all matters reserved except access. The description of the application is as follows:

"Outline planning application (all matters reserved except means of access only in relation to a new point of access into the site) for residential development of up to 400 dwellings, including formation of new vehicular access on Station Road, pedestrian and cycle access links, public open space, ecological enhancements, landscape planting and associated infrastructure."

Whilst the access within the development, layout, appearance, landscaping, internal access and scale will be the subject to separate later reserved matters approval, the application is accompanied by two parameter plans (land use, and access and movement) setting out the spatial parameters and strategic framework which establish the principles of the development. An illustrative masterplan has also been prepared to indicate how the development proposed may be achieved. It is anticipated that the approximately 38.8 ha scheme will deliver up to 400 residential dwellings and could provide approximately 24.5ha of open space. Building heights will vary across the site, but will be up to 2.5 residential storeys (11.5m maximum ridge height).

The proposals are supported by the application plans (see below) and described in this section of the document. They draw together specialist advice from a number of experts to ensure the proposals are both realistic and accurate in terms of their design and access. The following plans form part of the planning application:

- **1223.01 Site location plan Part 1 of 2**
- **1223.012 Site location plan Part 2 of 2**
- **1223.02 Illustrative masterplan***
- **1223.03 Land Use Parameter plan**
- **1223.04 Access and Movement Parameter plan**
- **1223.05 Phasing plan**

*The Illustrative masterplan is shown at Figure 21. It has been prepared to satisfy the technical requirements of residential layout, access, ecology, landscape and hydrology in detail and demonstrate how the site can accommodate the various elements described by the application. The layout is for illustrative purposes only and the detailed layout will be subject to subsequent reserved matters or detailed planning applications.

Design and access

In accordance with the criteria for well designed places as set out in the National Design Guide, para 21, this section of the document breaks the proposals down to address the following areas:

- Land use and amount
- Layout and density
- Scale and massing
- Character
- Landscape
- Drainage
- Ecology
- Movement and Access

The document also demonstrates how the proposals respond to the requirements of best practice in terms of Secured By Design and Building for a Healthy Life as far as can be achieved at the outline planning application stage.

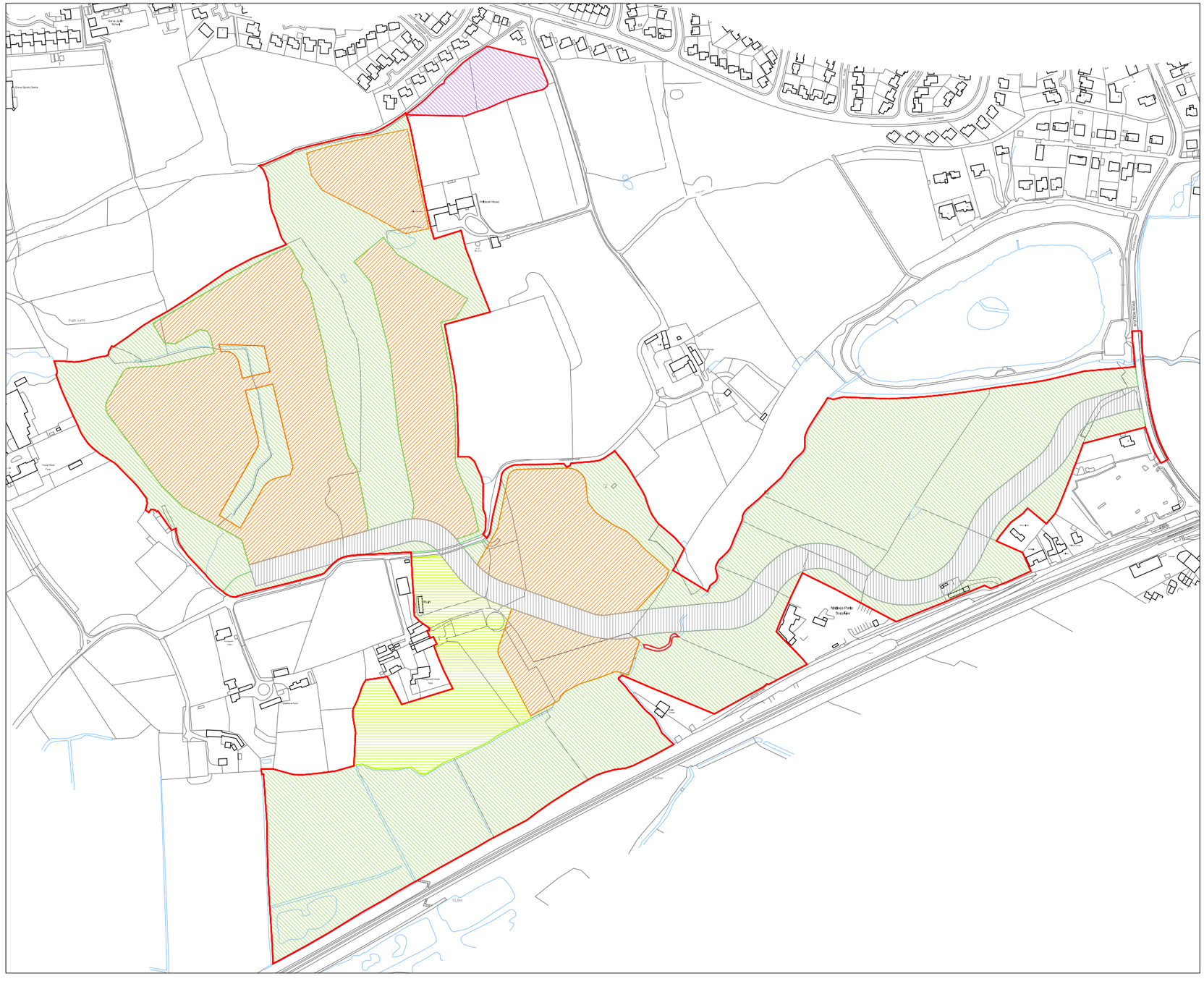


FIGURE 28. Land use Parameter Plan (Application drawing ref: 1223.03)

Land use and Amount

The Land use Parameter Plan (Figure 28) shows the proposed land uses and access for the site.

The total area of the site measures 38.8 hectares / 95.9 acres. The site layout plan shows the following elements:

- Retention of the majority of existing landscape and ecological features within the site and the provision of buffers to ensure their long term growth and prosperity
- Circa 22 ha / 54 acres of informal green infrastructure including landscape planting, areas of natural greenspace and amenity space incorporating Sustainable Urban Drainage features.
- An area for formal recreation / sport pitches which has the potential to provide a community pavilion and car parking (1.2ha / 3 acres)
- Two new natural areas of play for young children
- An area identified for food growing / community orchard (0.7ha / 1.7 acres)
- New planting within the development area and on the boundaries of the site to visually contain the development, enhance it's landscape character, improve biodiversity and safeguard the amenity of existing properties which adjoin the site
- A Sustainable Urban Drainage System which manages the surface water from within the site and ensures that there is no adverse impact on the surrounding areas in terms of flood risk.
- A new combined vehicular / pedestrian and cycle access provided via a new priority junction onto Station Road at the eastern end of the site. The parameter plan allows for a 25m corridor within which the primary access route can be delivered.
- A series of new pedestrian and cycle links to provide links to:
  - the existing public right of way along the northern boundary which can provide links to Sedgemoor Close (north), Youngwood Lane (east) and The Grove / St Marys Grove (West)
  - Station Road via the proposed new access
  - Station Close to the south of the site which links to Nailsea and Backwell Station and Station Road
- A residential development area of circa 11.8 ha / 29.2 acres. Up to 4000 new dwellings with a mix of accommodation comprising 1,2,3 and 4 bedroom properties including up to 40% affordable homes.
- Development of up to 2.5 storeys (2 storeys with accommodation in the roofspace)

Mix of dwellings

It is not proposed to fix the mix of dwellings and this will be agreed with the LPA as part of any future reserved matters or detailed planning applications on the site.

The mix shown on the illustrative layout plan based on the housing needs as set out in the West of England Local Housing Needs Assessment (September 2021). This includes a wide range of unit types and sizes including 1 and 2 bedroom apartments and 2,3 and 4 bedroom houses and is shown in the table below.

Unit type	Approx size (sqm)	No. units	%
1 bedroom flat	52	45	11
2 bedroom flat	72	54	13
2 bedroom house	71-82	80	20
3 bedroom house	84-105	147	37
4 bedroom house	107-130	74	19
		400	**100**

Housing tenure

The tenure of housing will include up to 30% affordable housing, in accordance with the emerging local plan policies, including a mix of units which responds to current housing need with a focus on smaller units.

Although indicative, the illustrative site layout plan shows how the affordable housing could be distributed within the scheme. This approach shows the affordable units integrated within the private housing, arranged to assist in their procurement and future management. The affordable units would be tenure blind i.e. no discernible difference between the private and affordable units

FIGURE 29 . Illustrative masterplan (Application drawing ref: 1223.02)

Layout and Density

The illustrative masterplan (Figure 29) has been prepared to demonstrate how the development could be laid out to respond to the opportunities of the site, taking into account the vision and the outcomes of the engagement process. The layout is not for approval as part of the outline planning application but demonstrates the sites ability to deliver a scheme as described by the application.

The Land use Parameter Plan and layout shows a net residential area of 11.8 ha / 29.2 acres with up to 400 new homes at a medium to low density (10 dph gross density / 34 dph net density)

The arrangement of buildings is based on simple perimeter blocks to ensure that open spaces and streets are overlooked. This also provides distinction between public and private realm.

The layout shows the following key elements:

- Retention of important trees and hedgerows within the site and on its boundaries with enhanced landscape planting to reinforce the landscaped edges to the site
- New soft landscape features within the development including a number of trees and hedgerows which will replicate the distinct character of the town edge
- A new Sustainable Urban Drainage System (SuDS) which manages the surface water run-off within the site
- A new combined vehicular, pedestrian and cycle access from the existing road network at the eastern end of the site
- Provision of new routes through and from the site which have potential to provide pedestrian and cycle links to the surrounding area and the existing public rights of way
- A hierarchy of streets, shared surfaces and footpaths which aim to reduce traffic speeds and encourage pedestrian / cycle priority in certain areas
- Frontages of buildings which lie parallel to the line of the street in order to reinforce the definition of the street
- The built form includes a mix of terraces, semi-detached, detached and apartment buildings. Buildings on the edges of the built areas comprise detached and semi-detached properties to allow for additional planting to soften the visual impact of these areas
- Corner buildings have been shown to maintain active frontages. Some of the apartment buildings have also been shown in "gateway" locations to assist in the legibility of the site
- The layout and arrangements of plots has sought to make efficient use of the land to achieve 400 homes.
- Although the individual units have not been specified at this stage, the layout and design of the affordable housing will be the same as the market housing providing a tenure blind approach
- Buildings which are up to two and a half storeys in height with the potential for landmark buildings at key locations within the site to assist in providing legibility. Landmarks would be provided by the arrangement of buildings and will use material and detailed design to enhance their legibility.
- The size and shape of plots varies from one plot to another. This means that detached, semi-detached and terraced housing are distributed throughout the site. Plots also vary in shape and size for each type of house.
- There is a variety of setbacks of houses from the pavement or highway between plots as one moves along a street. Where there is a varied building line a strong definition of the public an private realms will be maintained through boundary hedges and walls.

Detailed layout considerations

Whilst layout is not for consideration as part of the outline application, an illustrative layout has been prepared to show that the site has capacity to accommodate the proposed quantum of development and the associated detailed design requirements. With regards the detailed layout of the individual dwellings and open spaces, the houses are generally arranged in a conventional block structure with gardens to gardens and many of the houses have a generous set back from the roads and shared surfaces.

The layout of dwellings provides garden sizes which are generally between 10m and 15m which allow for adequate private amenity space. This reflects the character of existing development in the vicinity of the site and the need to maximise the effective use of the site for housing. The arrangement of buildings will ensure that all new dwellings will have a suitable outlook and level of natural light.

Refuse collection arrangements will be considered at reserved matters stage. A statement of intent on this issue is provided later in this document. However, in all cases properties have a separate access to their rear gardens to allow bins and cycles to be stored to the rear of properties.

Scale and massing

The scale and massing of the proposed development would be designed to respond to the site characteristics and to create a variety in the built form and townscape, typical of Nailsea.

It is envisaged that development will be a mix of 2 storey (up to 10m) and 2.5 storeys (up to 11.5m) across the site.

The massing of built form will be defined by the following elements:

- the character of the surrounding area
- the characteristics of the streets and spaces within these areas
- the design and layout of open spaces and landscaped areas
- the density of development within the surrounding area and within the allocated site
- the design of individual buildings within the site
- the use of materials for both landscape and built form

The layout will include a mix of traditional housing and apartments within the site. Housing will be a mix of detached and pairs of dwellings with small terraces of smaller houses.

Apartment buildings will be of a scale and mass comparable to the housing with small groups of apartments distributed across the housing areas.

The character of the built form will provide a simple approach to detailing and will focus on a more modern approach in both design and materials.

The landscape design will be informal to reflect the edge of settlement location and the transition between built form and the wider countryside.

Roof forms will be generally simple with use of projecting gables/ bays/extended canopies which are traditional in the Somerset vernacular should be included in terraces to provide visual interest and distinctiveness within the streetscape.

Figures 30 and 31 show how the massing would look based on the illustrative masterplan.

FIGURE 30 . Three dimensional model of the proposals created to explore the layout, scale and massing of the proposals

FIGURE 31. Three dimensional model of the proposals created to explore the layout, scale and massing of the proposals

FIGURE 32 . Illustration showing how the scheme could look

Character

The character of the development will be derived from a combination of both the design and layout of streets, spaces ad the built form in these areas.

Streets and character areas

There are three primary street typologies/ character areas within the site which provide different functions and therefore have a different hierarchy and different characteristics as follows:

Primary Street is the main access road into the site and runs through the centre of the site and provides the access from Station Road and to the residential streets

Residential Streets are tertiary roads and provide access to both housing areas and Green Drives

Green Drives are low key private drives which are on the edges of the site and interface between the housing and public open spaces

The character of each street will be defined by the following characteristics:

- Street width
- Verges
- Footways
- Front boundaries
- Scale of built form
- Enclosure buildings to the street
- Materials
- Landscape planting

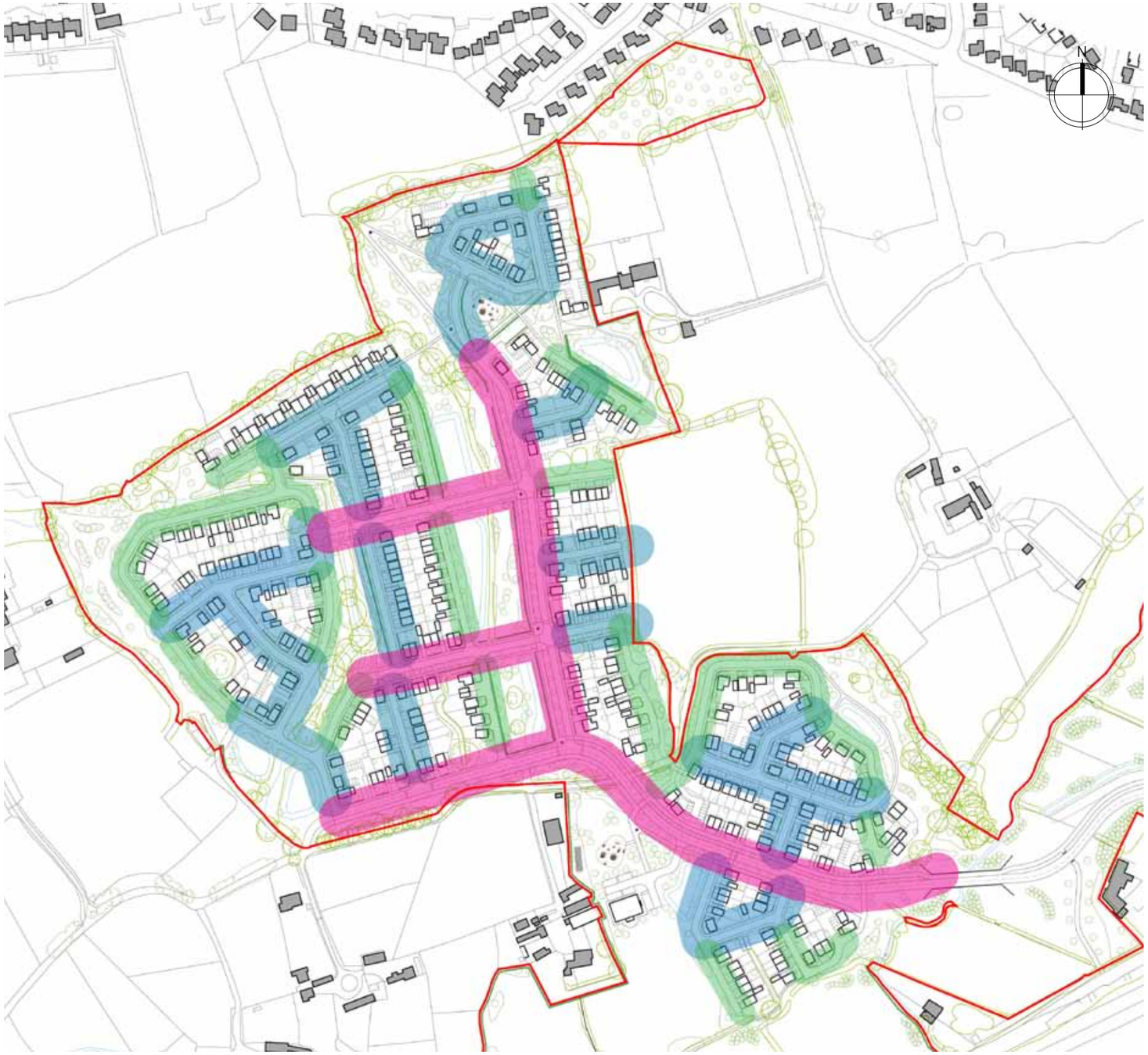


FIGURE 33. Plan showing character areas and streets

Primary Street

The illustrative site layout plan shows a Primary Street which runs through the centre of the site connecting from Station Road to the East and then running north into the heart of the development. It is an important route to serve the housing development and tertiary streets within the site as well as providing a focus for the key pedestrian and cycle links wihtin the site. It is therefore the highest in the hierarchy of streets within the site and this is reflected in its design and character.

The illustrative drawings show a typical cross section and layout. The key parameters are provided in a table and precedent images show aspects of the design which should be applied including references to the existing character of the area.

In summary, the character of the Primary Street can be defined by the following features:

- A road width of minimum 6.0m with 3.5m footway/cyclepath on one side and a 2m footway on the opposite side
- Along some parts of the route there will be a verge between the footway and the carriageway with potential for landscape planting and or SuDS
- Buildings overlooking the street set back from the street with short to medium length front gardens
- Built form in a variety of arrangements including detached and semi detached buildings.
- Front gardens defined by walls, timber fences, hedgerows
- Buildings predominantly 2-2.5 storeys in height with the potential for some buildings to incorporate accommodation in the roof. Taller buildings are generally found at gateways or key junctions within the layout
- Car parking will be provided on plot with direct access to the street.

FIGURE 34. Typical section through the Primary Street

FIGURE 35. Extract from the Illustrative site layout plan showing the Primary Street character area

Characteristic	Design details
Carriageway	5.5m- 6m
Footways	2m footways on one side and 3.5m shared cycle path / footway
Junctions	Minimum of 6m radius to allow for ease of access for refuse and service vehicles
Verges	Verges typically on one side of street with potential to incorporate landscape planting and SuDS features
Landscaping	Verges to incorporate planting including street trees and shrubs where appropriate
Street lighting	Somerset CC approved posts located to respect setting and function
Service corridors	2m wide in pavement or in verge
Residential car parking / access	Parking to be provided on plot to the side, not in front of dwellings
Visitor car parking	Provided in dedicated parking bays parallel to the street incorporated into the verges
Traffic calming	Provided by changes in surface with minimum horizontal change at key pedestrian crossing locations and junctions
Building set back	Properties set back from the footway with medium size front gardens (circa 3-5m)
Boundary treatments	Low walls, fences and hedges and in some cases definition provided only by change in surface
Materials	Tarmac footways and road surface. Block paving for traffic calming features and junctions with access roads

Precedent images

Example of footway set back behind verges with visitor parking and landscape planting

Street trees and planting within verges to separate the footway from the road

Residential Streets

The illustrative site layout plan shows residential streets which are the primary roads for access to individual properties and to the green drives.

The illustrative site layout plan shows a series of Residential Streets which connect to the Primary Street serve the housing development and Green Drives within the site.

The illustrative drawings show a typical cross section and layout. The key parameters are provided in a table and precedent images show aspects of the design which should be applied including references to the existing character of the area.

The character of the Residential Streets can be defined by the following features:

- A road width of 5.5m with 2m footways on one or both sides
- Buildings overlooking the street set back from the street with medium to short front gardens
- Built form in a variety of arrangements including detached, semi detached and small terraces or groups of buildings.
- Front gardens defined by walls, timber fences, hedgerows
- Buildings predominantly 2 storeys in height with the potential for some buildings to incorporate accommodation in the roof. Taller buildings are generally found at gateways or key junctions within the layout
- Car parking provided on plot with direct access to the street or in defined bays within the street.
- There will be limited visitor parking but where provided this will be within the street in defined bays.

FIGURE 36. Typical section through the Residential Street

FIGURE 37. Extract from the Illustrative site layout plan showing the Residential Street character area

Characteristic	Design details
Carriageway	5.5m
Footways	2m footways on one or both sides
Junctions	Minimum of 6m radius to allow for ease of access for refuse and service vehicles
Verges	Generally no verges but in limited cases Residential Streets have development only on one side
Landscaping	Landscape planting provided in boundaries to properties and on plot
Street lighting	Somerset CC approved posts located to respect setting and function
Service corridors	2m wide in pavement or in verges
Residential car parking / access	Parking to be provided on plot to the side and in front of dwellings
Visitor car parking	Provided in dedicated parking bays parallel to the street incorporated into the verges
Traffic calming	Provided by changes in surface with minimum horizontal change at key pedestrian crossing locations and junctions
Building set back	Properties set back from the footway with shorter length front gardens (circa 2-4m)
Boundary treatments	Low walls, fences and hedges
Materials	Tarmac footways and road surface Block paving for traffic calming features and junction with Tars Park

Precedent images

Typical residential street with buildings fronting the streets

Housing with low boundaries and shorter length front gardens

Green Drives

The illustrative site layout plan shows Green Drives which could define the edges of the residential development area and areas where the urban form adjoins areas of public open space.

Their character responds to relationship between the informal open space and built form and to the longer distance views into the site.

The built form and massing has been broken down into predominantly detached buildings with a few short clusters of buildings. Planting is provided between buildings and in front of the properties to provide a transition with the open space and urban edge. The buildings front onto a shared surface which provides limited access for vehicles and controls speeds through its width and alignment. Lighting will also be reduced in these parts of the site. The existing and proposed hedgerows and trees on the edges of the site will be retained and supplemented to set the development into a treed structure.

The character of the Green Drives can be defined by the following features:

- A road width which varies providing a shared surface for vehicles, cyclists and pedestrians
- Buildings overlooking the street set back from the street with short to medium length front gardens
- Built form predominantly in detached form with some clusters of houses
- Front gardens defined by low walls, timber fences or hedgerows / shrub planting
- Buildings a maximum of 2 storey in height
- Car parking will be provided on plot with direct access to the shared surface. Visitor parking will be provided in identified bays parallel to the carriageway.

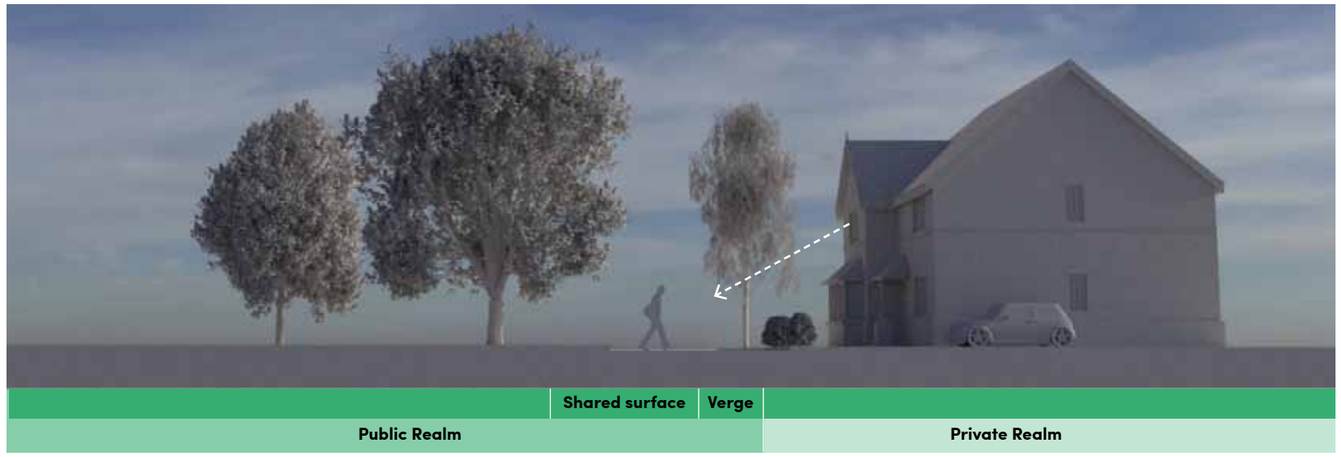


FIGURE 38. Typical section through the Green Drive

FIGURE 39. Extract from the Illustrative site layout plan showing the Green Drives character area

Characteristic	Design details
Carriageway	4.8-5.5m
Footways	Shared surface
Junctions	Minimum of 6m radius to allow for ease of access for refuse and service vehicles
Verges	No verges
Landscaping	Landscape planting provided in boundaries to properties and on plot
Street lighting	Somerset CC approved posts located to respect setting and function
Service corridors	Service corridors in verges
Residential car parking / access	Parking to be provided on plot to the side and in front of dwellings
Visitor car parking	Provided in dedicated parking bays parallel to the street incorporated into the verges or open spaces
Traffic calming	Traffic speeds managed by change in surface material and alignment / short lengths of Green Drives
Building set back	Properties set back from the footway with shorter length front gardens (circa 2-4m)
Boundary treatments	Low walls, fences and hedges
Materials	Block paving or gravel

Precedent images

Typical Green Drive with shared surface

Housing in on the edges of the site with shared surface for access to individual properties

FIGURE 40 . Illustration showing how the scheme could look

Appearance and materials

The proposed application is in outline form and appearance and materials will be subject to future reserved matters applications.

The approach to the detailed design and appearance of the buildings and spaces will need to draw upon the existing character of Nailsea and the wider Somerset and Avon area.

Whilst a traditional approach has been shown in this document there is scope for interpretation of the design features using a more contemporary approach.

It is envisaged that the development will utilise a fairly limited palette of materials relying more on architectural detailing and design to promote identity than material. This is more in keeping with the traditional approach to building utilising locally sourced materials where possible. Whilst built form within the site should have unity in materials and design principles, a standard approach to the design of dwellings should be avoided where possible.

The palette of materials should reflect the local vernacular responding positively to the character of the area. The use of material and level of detailing should reflect the character of the area and the function of the buildings.

All materials will need to be agreed with the Local Planning Authority in advance of development. Some of the key design features which could be incorporated within the development are as follows:

Elevations

Elevations will be generally flat with some projecting bays at ground floor or two storey projecting gables.

The proposed elevations include use of the following materials:

- Natural stone
- Render (natural or muted colours)
- Yellow / red brick



Roofs

Roof pitches may vary according to design and material.

Roofs and eaves within the development should:

- be clay or grey slate colour with plain tiles
- generally have simple or open eaves detailing
- soffits and facias where provided should be white or black (c)



Windows

The appearance of windows is determined by their siting, size, style and by the design of elements, for example, the sill, frame, transom, mullion, glazing bars and leaded lights. The design of each individual part can materially affect the overall proportions and appearance of the window, leading to an alteration in the appearance of the property. In proportion the windows and their design should respond to the rhythm of the elevation with either the horizontal or vertical emphasis.

Windows within the development should:

- Be recessed from the elevation of the building
- Where obscure glazed, not be on the front elevation of the building
- Predominantly white frames (not dark stained hard wood)


Doors and entrances

Doors within the development should where possible have the following characteristics:

- Where possible, front doors should be natural timber as opposed to UPVC or metal
- Where they are painted to be predominantly black or white with some other primary colours
- Have a natural or white painted frames (not dark stained hard wood)
- Be recessed from the main elevation and avoid steps up, providing level access

Porches are generally projecting features either stand alone or integrated into bays or gables.

FIGURE 41. Green Infrastructure Strategy

Green Infrastructure

Figure 41 shows the Green Infrastructure (GI) strategy which combines both the landscape, public open space and drainage strategies.

The development proposals and Landscape Strategy (Figures 42 and 43) have been informed by a landscape and visual assessment. The proposals have been developed to ensure that a carefully considered and sensitive approach is achieved. The existing hedgerows and hedgerow trees which define the edges of the site boundaries will be largely retained and protected as part of the proposals, with additional planting to enhance the existing boundaries.

The proposals have sought to enhance the site boundaries with additional tree, hedge and shrub planting in order to provide an enhanced degree of amenity to the surroundings, and to ensure that the proposals can be integrated into the setting without harm.

The proposed planting strategy will consist of native species typical of the wider character area, and provide links between the existing vegetation structure on site, within the immediate and local setting

The extensive area of POS, that includes notable areas of native tree, shrub planting and wildflower grassland effectively wraps around the development is an integral part of the proposals. This provides breathing space for proposed residents and appropriate development setback from the site boundaries, and ensures that an appropriate green buffer is retained to the former farm buildings and their setting.

The green infrastructure will not only contribute to the sustainability of the site, but also assists in creating a high quality development which sits well within its landscaped context and is conducive to happy and healthy family life. Street tree planting and incidental open space within the proposed layout will assist in breaking up and softening the perceived built environment.

The creation of new areas of informal open space also presents opportunities for the establishment of areas of native wildflower grassland, shrub, tree planting and wetland features. The landscape strategy within the open spaces seeks to draw in the surrounding countryside character into the development, further incorporating the development within its locality.

To establish a green and visually attractive scheme, native trees, hedgerows and ornamental planting would be incorporated within the streetscape and front gardens to soften the built form. These elements would shape the character and sense of place of the proposal, provide focal points and aid orientation within the proposed development. Occasional tree planting of small to medium sized species would be used throughout with some larger growing species being included where space is available.

Street tree planting (in accordance with NPPF para 131) would also help to integrate the built form into the wider landscape and would soften its appearance in views from the surrounding area by visually dispersing the roofscape with leafy canopies on sloping land. This also replicates the street character in West Bank and Nower Road.

Green Infrastructure components

The GI Strategy proposes a number of different spaces within the site which work together to provide an integrated solution for all users.

The individual character and design of each component responds to their context and the character of the site and the surrounding area and their function within the new development. The characteristics of each of these spaces is described on the following pages.

Public open space provision

The illustrative masterplan has based the provision on the Fields In Trust (FIT) Standards which are now considered the benchmark for providing the appropriate amount and type of public open space for new residential development.

The table below shows the FIT requirements in terms of amount and type of public open space together with the guidlene walking distances. The table also shows the provision of the public open space shown in the masterplan, which meets and exceeds these guidelines. In summary the open space strategy is as follows:

- Provision of significant areas of natural greenspace and amenity space with landscape planting to enhance it's character and ecological value
- Provision of 2 x LEAPs which are within 400m of all proposed residential properties
- Provision of a recreation ground which has the potential to include sports pitches, car parking, a community pavilion / changing facilties and a MUGA. The final design will be agreed with the LPA at the reserved matters stage. The recreation ground is within approximately 600m of all new properties.

Open space typology	Quantity guideline (Hectares per 1,000 population)	Walking distance guideline	Requirement for 400 dwellings based on 2.4 persons per household	Provision in masterplan (Hectares)
Playing pitches	1.2	1,200m	1.2	1.2
All outdoor sports (natural greenspace and amenity space)	1.6	1,200m	1.5	Circa 24.5 including natural greenspace, amenity open space and growing area / community orchard
Equipped / designated play areas	0.25	LAPS - 100m	0.2	2 x LEAPS
		LEAPs - 400m		
		NEAPs - 1,000m		
Other outdoor provision (MUGAs and skateparks)	0.3	700m	0.3	Potential for MUGA in recreation ground

Table showing requirements for public open space (FIT Standards) and provision in the masterplan

FIGURE 42. Landscape Strategy - north (Aspect Landscape)

FIGURE 43. Landscape Strategy - south (Aspect Landscape)

Natural greenspace and edges

Areas of natural greenspace will be provided primarily in areas on the edges of the site, along existing vegetation corriodors and in the southern part of the site. The areas will provide opportunities for enhanced native landscape planting to contain and screen the development, provide biodiversity enhancement and allow for informal recreation.

The edges will provide green corridors which are attractive, accessible, green routes for people to use and link to other recreational facilities within the site. They will also be important for wildlife, allowing connections to the wider habitat areas.

The natural greenspace will also include Sustainable drainage features which will be designed to tie into existing streams and maximise their contribution to the natural landscape.

The spaces will also provide incidental opportunities for meeting neighbours and for play.

Planting of substantial tree species in these spaces, and along streets, will provide further greening, microclimate benefits, and help to soften views towards the development from the wider setting

The Park will retain its informal, naturalistic character and include:

- Grassland enhancement to create species rich meadow;
- Woodland planting to improve accessibility in balance with biodiversity;
- Mature trees managed for longevity;
- New tree and scrub planting to contribute further to visual and wildlife diversity;
- Seating and information boards to take advantage of views and provide information to contribute to the enjoyment of the site.

The images on the next page indicate the type of characteristics of the natural greenspaces

FIGURE 44. Natural greenspace and edges

Examples of placemaking for the natural greenspaces and edges

Central Park

The Central Park to provide a multi-functional community green hub that is accessible from across the site via green routes, the main access road and proposed pedestrian / cycle links.

The location is central to the development and in character it is intended to fit seamlessly with the surrounding naturalistic greenspace and woodland park.

The space forms a central green spine which connects the existing park area south of Harptree Close, through the site to the community recreation ground and informal open space to the south.

The Central Park will include:

- Opportunities for informal recreation for all;
- Retention of the existing Public Right of Way on its current alignment;
- Provision of a new cycleway along the eastern edge of the space;
- Equipped play for all including two natural areas of play (LEAPs) and incidental "kick about" areas;
- Retention and natural buffering of the existing landscape features including hedges and trees;
- Retention, enhancement, and addition to existing planting to provide structure;
- Green drainage attenuation features designed to contribute to visual and wildlife diversity;
- Residential development on both sides to overlook the space and provide passive surveillance.

The images on the next page indicate the type of characteristics of the Central Park.

FIGURE 45. Central Park

Examples of placemaking for the Central Park

Community sports and recreation ground

The community sports and recreation ground will provide an area for fomal sports with potential to provide pitches and facilities for sport. It is located at the southern end of the central park area with the areas of natural greenspace to the south.

This could include sports such as football, cricket, hockey, tennis and bowls. The detailed design and layout of the space would be carried out in further consultation with the District and Town Council along with the community to ensure that it meets as many of the aspirations of the town. The space will also provide incidental opportunities for meeting neighbours and for play.

The edges will provide green corridors which are attractive, accessible, green routes for people to use and link to other recreational facilities within the site. They will also be important for wildlife, allowing connections to the wider habitat areas.

The illustrative masterplan shows how a future pavilion and car parking could also be provided within this space to provide changing facilities and community uses.

FIGURE 46. Community sports and recreation ground

Examples of placemaking for the Community sports and recreation ground

Growing area / Community Orchard

The Growing area / Community Orchard in the north eastern part of the site will provide an opportunity for a combines amenity open space and biodiversity improvement area. This could be used by both existing and future residents of the town and provide a place for social interaction.

The area will combine existing trees with new fruit trees and create a naturalistic orchard space.

On the fringes of the space are more open areas which could be used for picnics or informal play.

The area could also include picnic benches and areas where food can be prepared and enjoyed.

FIGURE 47. Growing Area / Community Orchard

Examples of placemaking for the growing area / community orchard

Design and layout

The following principles have been adopted in relation to the design and layout of the public open space

- The retention of existing landscape and drainage features within open spaces and ecological improvement where possible with native planting;
- The open space is to be inclusive in that it promotes a feeling of safety and security. It is to address the needs of the whole community;
- Wildflower margins and native mix buffers will create ecological edges to areas of open spaces. Habitat features such as log piles, hibernaculums, bird boxes and gaps within fencing (for hedgehogs) will be incorporated.
- The introduction of dedicated play areas (LEAPs) within the central park area, which serve the development site;
- Potential for the provision of other natural elements for play within the woodland park area;
- The inclusion of native trees and shrubs for biodiversity benefits;
- Connectivity through the application site will be increased offering safe access for pedestrians to local facilities and the wider landscape beyond.
- Providing passive surveillance to routes and open spaces with habitable rooms / active frontages providing overlooking

The detailed design and layout of the equipped play space and natural play facilities will be developed in liaison with the District and Town Councils. It is envisaged that all play features will be naturalistic in their design, to reflect the character and context of the application site. The spaces will utilise natural materials and landscape features to provide the opportunities for children to create their own play spaces and encourage social interaction with other children.

Natural play areas will comprise well chosen items of equipment, connected by mounds of grass, bridges, boulders, logs and so on. These natural areas provide less structure than a traditional playground. Therefore, when well designed, they can encourage more physical and creative challenges such as climbing, rolling, hiding and den building. They may also include elements which can provide opportunities for seating by both adults and children alike.

Areas of play within the site will incorporate natural features

Picnic benches and seating incorporated into the play areas

Housing overlooking play areas to provide passive surveillance

Potential for inclusion of ecological enhancement alongside the play

Well being

The provision of large areas of public open green space and the proposed community orchard on site for use by the local community will help to support community interaction, physical exercise and mental health well-being. These spaces will be well maintained and will also improve the existing habitats promoting biodiversity improvements. The new pedestrian routes set within an attractive landscaped public realm will provide links between the site and the surrounding area as well as nearby public transport services. This will help to connect old and vulnerable people to each other and to key facilities and services.

The proposed development would be well integrated into the wider area helping to provide benefits both for activity and access to health services and schools. The area is well served by primary health services, including NHS and private hospitals, doctor's surgeries, dental surgeries and pharmacies that would be accessible for new residents at the site. There are also a number of primary and secondary schools with capacity to accommodate the increased demand resulting from the proposed development. There is also an opportunity for the new homes that are designed at the reserved matters stage to incorporate the principles set out in the UK Green Building Council's July 2016 'Health and Wellbeing in Homes'.

The illustrative masterplan allows for a variety of community social spaces for health and wellbeing

Blue infrastructure

Working together with the Green Infrastructure Strategy a Sustainable Urban Drainage Strategy (or Blue Infrastructure) strategy has been developed. The strategy will manage surface water taking into account of water quantity (flooding), water quality (pollution) biodiversity (wildlife and plants) and amenity.

The SuDS strategy will mimic nature and managing rainfall close to where it falls. The strategy has been designed to transport (convey) surface water, slow runoff down (attenuate) before it enters watercourses, providing areas to store water in natural contours and in some parts used to allow water to soak (infiltrate) into the ground or evaporated from surface water and lost or transpired from vegetation (known as evapotranspiration).

The drainage strategy for the site has been carefully designed so that the flow of water within the Ancient Woodland ghylls are retained as per the existing situation. Surface water runoff from the proposed development would be restricted to the greenfield runoff rate, which mimics the existing runoff from the undeveloped site, so that flood risk is not increased off site. A series of detention basins would provide the required attenuation, prior to discharge into the ghylls.

A range of other Sustainable Drainage Systems (SuDS) are proposed within the site in addition to the basins, including swales, rain gardens, permeable paving, and rainwater harvesting. These would slow the flow of water, as well as providing treatment to remove potential pollutants and amenity and biodiversity benefits.

The aim of the strategy is to achieve the following:

- Manage runoff volumes and flow rates from hard surfaces, reducing the impact of urbanisation on flooding
- Provide opportunities for using runoff where it falls
- Protect or enhance water quality (reducing pollution from runoff)
- Protect natural flow regimes in watercourses
- Provide an attractive habitat for wildlife in urban watercourses
- Provide opportunities for evapotranspiration from vegetation and surface water
- Encourage natural groundwater/aquifer recharge (where appropriate)

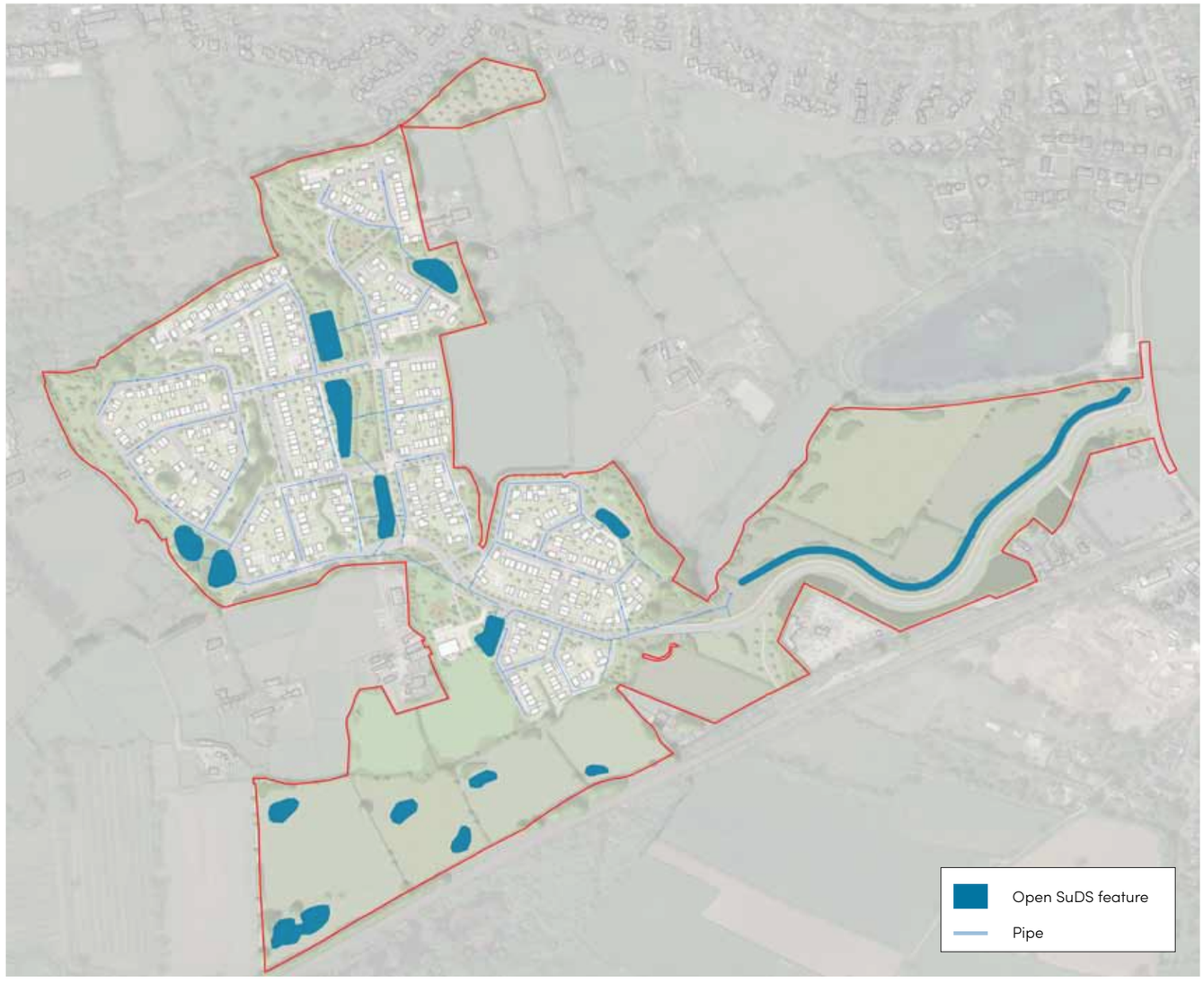


FIGURE 48. Drainage strategy

Surface Water

The proposed drainage strategy is shown at Figure 64. and includes a number of sustainable urban drainage systems including:

- Open balancing features
- Permeable surfaces with cellular attenuation
- Roadside swales
- Swales incorporated into the landscaped areas

The images (right) illustrates the type of features which are envisaged.

The surface water drainage strategy proposals are for development runoff to discharge to the watercourses within the site via a series of Sustainable Drainage Systems (SuDS) consisting of permeable paving, swales and detention basins. Discharging surface water runoff via the SuDS devices will afford some improvement in water quality whilst allowing the post development flows to be restricted to the 1 year greenfield runoff rate. All SuDS features will be designed in accordance with best practice (National Policy, EA and CIRIA guidance) and cater for the 1 in 100 year flood event plus 40% to allow for the predicted impacts of climate change over the lifetime of the development. Therefore the development will not increase flood risk to existing development off site for flood events up to an including the 1 in 100 year plus 30% climate change.

Foul Water

The foul water drainage strategy proposals are for foul water flows from the development to connect, by gravity, into the existing mains network in the adjoining pumping station area under the provisions of the Water Industry Act 1991.

Open balancing features

Permeable surfaces with cellular attenuation

Roadside swales

Swales incorporated into the landscaped areas

Ecology

In line with aspirations of the forthcoming Environment Bill, the latest Defra Metric (3.1) has been used to calculate the resultant change in 'biodiversity units' on site as a result of development. Initial findings suggest that the site is capable of delivering Biodiversity Net Gain in-line with the DEFRA metric.

As part of the development proposals for the site there are a number of ecological enhancements which will benefit the local biodiversity, thereby making a positive contribution towards the broad objectives of national conservation priorities and the local Biodiversity Action Plan (BAP). The recommendations and enhancements below are considered appropriate given the context of the site and the scale and nature of the proposals, and can be refined as detailed proposals are brought forward. Through implementation of the following ecological enhancements, the opportunity exists for the proposals to deliver a number of biodiversity benefits at the site.

Habitat Creation

It is recommended that where practicable, new planting within the site be comprised of native species of local provenance, including trees and shrubs appropriate to the local area. Suitable species for inclusion within the planting could include native trees such as Oak, Ash, Birch Betula pendula and Field Maple, whilst native shrub species of particular benefit would likely include fruit and nut bearing species which would provide additional food for wildlife, such as Blackthorn, Hawthorn, Crab Apple Malus sylvestris, Hazel Corylus avellana and Elder. Where non-native species are proposed, these should include species of value to wildlife, such as varieties listed on the RHS' 'Plants for Pollinators' database, providing a nectar source for bees and other pollinating insects.

Habitat Enhancement

Where possible, the retained areas of undeveloped land will be subject to enhancement measures, to increase their value to wildlife. The management of these habitats will help to maintain and enhance their diversity in turn increasing their value for wildlife.

Mixed native woodland

New mixed native woodland will be planted along sections of the southern application site boundary, with the existing broadleaved woodland immediately to the north of application site also extended into the application site through new planting. These areas would be directly connected with existing and proposed hedgerow and scrub areas, enhancing habitat connectivity.

Wildflower Grassland

Areas of wildflower grassland will be created within the site to be used as public open space. This will make a positive contribution towards the local BAP, which lists 'lowland meadows' as a Priority Habitat.

Wild flowers will be incorporated into the areas of public open space

Native scrub planting

Mixed native scrub including Cornus and hazel would be planted in scattered blocks along the river corridor and throughout the wildflower grassland areas, and well as in larger parcels adjacent to existing woodland and application site boundaries.

Wetland Features

Attenuation basins will be provided to as part of the Sustainable Urban Drainage System and a number of ponds and scrapes of varying depths would be created adjacent to the existing ditch network. New wetland features will be planted with native marginal species and incorporate wetland wildflower grassland to create a range of aquatic habitats. Creation of new wetland habitats will provide opportunities for a range of wildlife, especially foraging bats, while also helping to attenuate surface water run-off and subsequently provide benefits to existing watercourses.

Hedgerows and boundary features

There will be a number of new hedgerows planted within the site and on its boundary which will comprise native species, providing structural diversity and facilitating species movements around the site.

Bat Boxes

Bat boxes will be incorporated within the proposed development. The provision of bat boxes will provide new roosting opportunities for bats in the area, such as Soprano Pipistrelle, a national Priority Species. So as to maximise their potential use, the bat boxes should ideally be situated on suitable retained trees, erected as high up as possible and sited in sheltered wind-free areas that are exposed to the sun for part of the day, facing a south-east, south or south-westerly direction. In addition, where architectural design allows, a number of integrated bat boxes / roost features should be incorporated into a proportion of the new build. The precise number and locations of boxes / roost features should be determined by a competent ecologist, post-planning once the relevant final development design details have been approved.

Elements such as bat boxes could be provided

Proposals will allow for foraging routes

Hedgehog Enhancements

Hedgehog passes will be created within all new garden fences to allow hedgehogs to move around through the site. Each gap would have a minimum dimension of 13cm x 13cm and would be cut out of a gravel board on the bottom of the fence.

Bird Boxes

A number of bird nesting boxes will be incorporated within the proposed development, thereby increasing nesting opportunities for birds at the site. Ideally, the bird boxes will have greater potential for use if sited on suitable, retained trees or integral to new buildings, situated as high up as possible. The precise number and locations of boxes should be determined by a competent ecologist, post-planning once the relevant final development design details have been approved.

Habitat Piles

A proportion of any deadwood arising from vegetation clearance works should be retained within the site in a number of wood piles located within areas of new planting in order to provide potential habitat opportunities for reptiles, amphibians and invertebrate species, which in turn could provide a prey source for a range of other wildlife. In addition, the provision and management of new native landscape planting will likely provide additional opportunities for invertebrates at the site in the long term.

Biodiversity Net Gain

National policy sets out that planning should provide biodiversity net gains where possible. NPPF Paragraphs 170(d), 174(b) and 175(d) refer to this policy requirement and the Natural Environment Planning Practice Guidance (PPG) provides further explanation on how this should be done. Delivering net gain is also referred to in the National Infrastructure Commission's Design Principles, National Policy Statements and the National design guide.

The Government's 25 Year Environment Plan sets out the aspiration to mainstream biodiversity net gain in the planning system and move towards approaches that integrate natural capital benefits.
The Biodiversity Metric is designed to provide ecologists, developers, planners and other interested parties with a means of assessing changes in biodiversity value (losses or gains) brought about by development or changes in land management. The metric is a habitat based approach to determining a proxy biodiversity value.

The Government announced it would mandate net gains for biodiversity in the Environment Bill in the 2019 Spring Statement. This followed a consultation on net gain from December 2018. Defra's response to the consultation was published in July 2019. An impact assessment on biodiversity net gain and Local Nature Recovery Strategies was published in late 2019.

Mandatory biodiversity net gain as set out in the Environment Bill applies in England only by amending the Town & Country Planning Act (TCPA) and is likely to become law in 2023.

The outline proposals for the site show that they would achieve a a net gain of +0.95% in Habitat Units and +13.49% in Hedgerow Units.

Movement and access

Figure 49 shows the Access and Movement parameters for the proposed scheme. The movement and access strategy has been designed to encourage sustainable transport options and provide a permeable layout which supports ease and safety of movement for all users. The layout and design of spaces and buildings takes into account the needs for both vehicular and transport links, and inclusive access. The key components are as follows:

- Main vehicular access from Station Road, also providing for pedestrians and cyclists;
- Access road linking Station Road to the main development parcel to include a shared use footway/cycleway along its length;
- Pedestrian/cycle and emergency vehicle access from Youngwood Lane; and
- Further points of pedestrian and/or cycle access connecting southwards towards Nailsea and Backwell Station (two options, to be discussed with NSC during the application process); and
- A further point of pedestrian/cycle access northwards towards The Perrings and Sedgemoor Close. This seeks to connect to the walking and cycling route being brought forward as improvements to Bridleway LA13/4/90 by Taylor Wimpey (committed under application reference 16/P/1677).

Vehicular and transport access

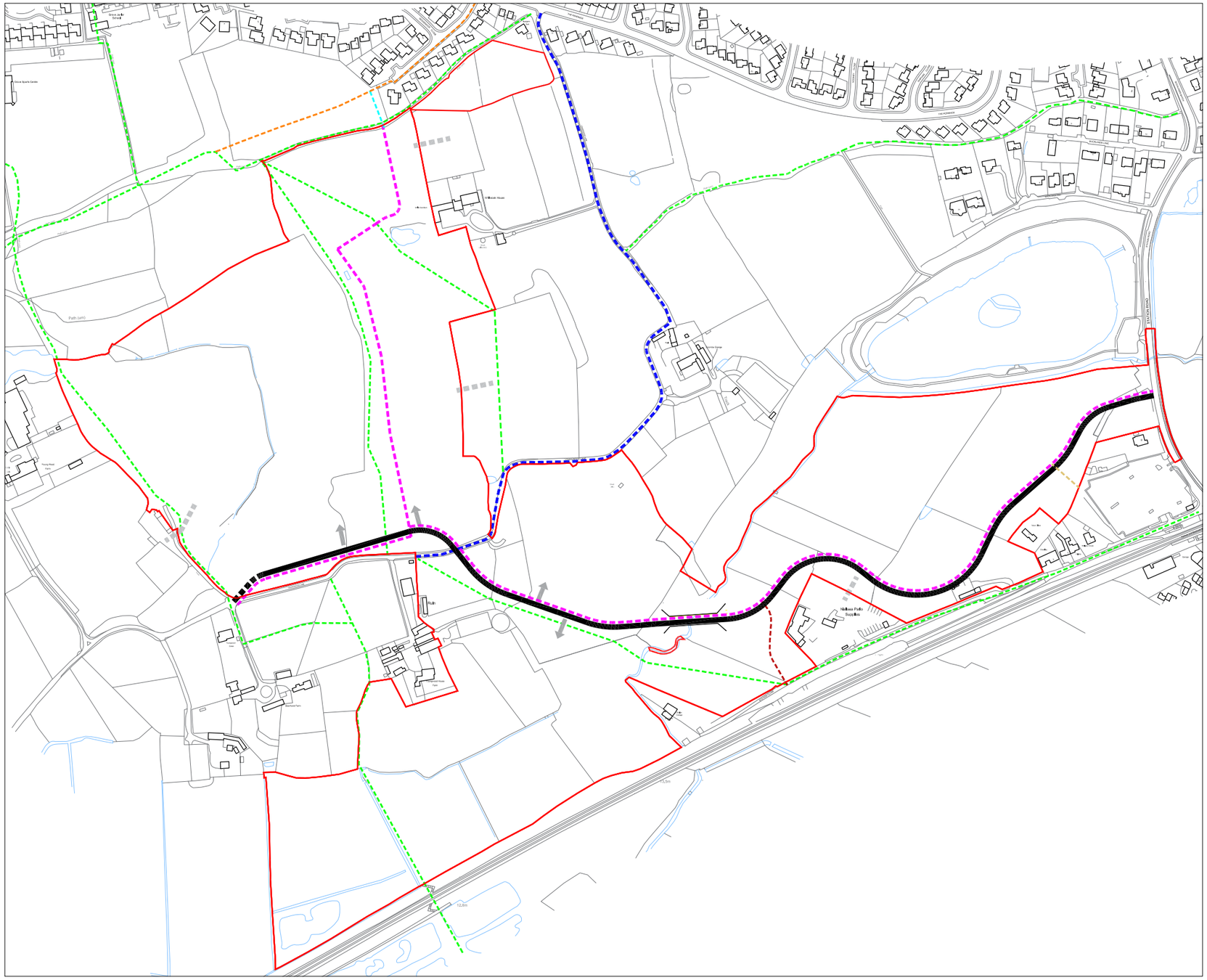
Station Road

Vehicular access will be provided by a simple priority junction onto Station Road. The proposed junction has been subject to a Stage 1 Road Safety Audit and its capacity has been tested to ensure that there is sufficient capacity in the future year once the development is fully occupied.

A 6.75m wide access road will link the junction with Station Road to the proposed residential areas. The access road will be designed to take account of a range of constraints including ecological, arboricultural and flooding and drainage. This road will be set 1.2m above flood level to comply with EA guidance. A 3.5m shared footway/cycleway will be provided on the northern side of the link. The road layout will be designed to a sufficient standard to allow two large vehicles to pass. The proposed vehicular site access to Station Road is shown at Figure 50.

Youngwood Lane

Youngwood Lane routes through the site and is crossed by the proposed site access road. This provides an opportunity to provide for pedestrian/cycle and emergency vehicle access to the site from Youngwood Lane. The proposed site access road will effectively close Youngwood Lane to through traffic movements helping to create an attractive environment for walking and cycling, while retaining access to existing properties. An additional pedestrian, cycle and emergency point of access will be provided onto Youngwood Lane from the proposed access road. This will be managed through design to ensure that vehicles from the development can only exit the site using the access road to Station Road i.e. there will be no access to Youngwood Lane for general vehicle traffic from the development. The form of the arrangement at Youngwood Lane is a reserved matter and is to be determined through further engagement with NSC to ensure that the scheme fits with NSC's aspirations to maximise the opportunity to enhance Youngwood Lane for cycle access.



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Site boundary

Existing Public Right of Way retained

Proposed vehicular access / link road

Land reserved for potential future link to neighbouring development

Potential location of access to residential development area

Potential vehicular access links to adjoining land

Pedestrian / Cycle route using Youngwood Lane

Proposed cycle / pedestrian access

Potential pedestrian connection to Station Close

Potential Cycle / Pedestrian Access to Nailsea Station Car Park

Anticipated route of Taylor Wimpey improvement scheme between The Perrings and St Mary's Grove

Potential Cycle / Pedestrian Access to be

FIGURE 49. Access and movement parameter plan (Application drawing ref: 1223.04)

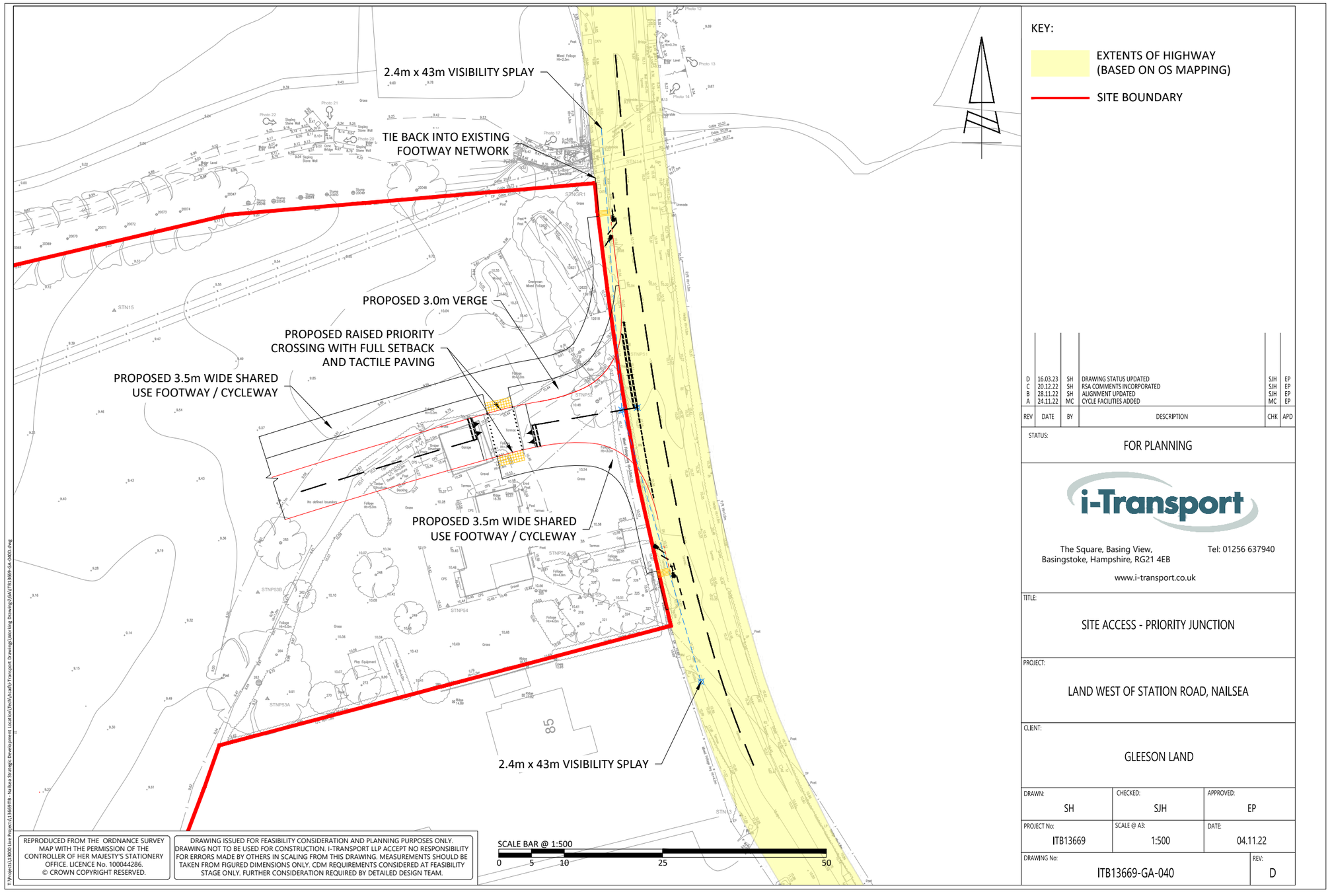


FIGURE 50. Proposed access to Station Road

Parking

Parking will be provided in accordance with North Somerset's current parking standards, or the most up to date standards at the time of any reserved matter application. A statement of intent regarding car parking is as follows:

- All homes to be provided with allocated car parking spaces (typically at least two);
- Dimensions of parking spaces and garages to be provided in accordance with guidance;
- Parking to be provided within curtilage of individual dwellings and within communal parking areas for apartments;
- Well-designed on-street visitor parking in dedicated lay-bys will be provided and dispersed throughout the site.
- Visitor car parking will be provided in dedicated bays distributed evenly around the site at a ratio of circa 1 visitor space per 5 dwellings

Cycle parking for the proposed houses will be provided in garages and in sheds in back gardens and in covered and secured communal areas for apartments.

Refuse collection

The application is in outline form, and the masterplan is illustrative. The internal layout will be finalised at reserved matters stage and will be designed to provide a permeable layout for all users. Street widths will provide for refuse collection vehicles and will be designed so that cars parked on-street can be passed by a refuse vehicle.

The layout will be designed comply with the following criteria that are set on the Manual for Streets and based on Building Regulations and British Standards:

- 30m maximum distance from each dwelling to the bin collection point;
- 15m maximum distance from the back of the refuse vehicle to the bin collection point (for two-wheel bins; 10m for four wheel bins for any apartment blocks); and
- Maximum of three steps for containers up to 250 litres (e.g. two wheel domestic bin), and none for larger containers.

Inclusive access

The layout of spaces and buildings ensures that disabled people will not be segregated and will be able to access all aspects of the place with without inconvenience or detours. The design of buildings will take this into account at either reserved matters or in future detailed applications.

Sustainability

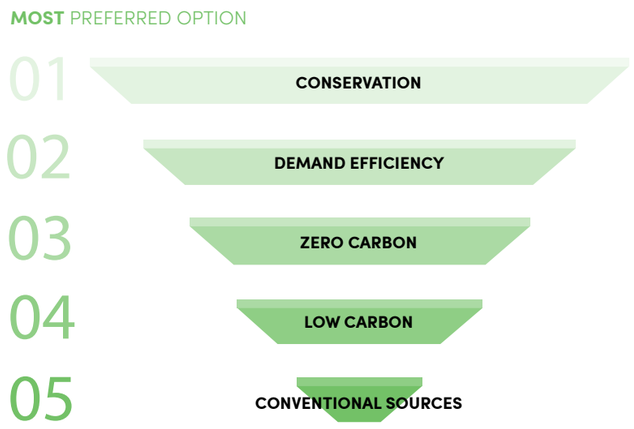
The proposed development will achieve the anticipated Future Homes Standard as the baseline standard.

The hierarchy of solutions proposed will set the new development on a pathway to zero emissions over time, aligning it to wider national and local aspirations in the battle to address climate change.

Some of the sustainable design concepts are shown at Figure 52. and the overall sustainability strategy is described in more detail below.

The Energy Hierarchy

The Energy Hierarchy underpins the entire approach to building performance, thus prioritising a reduction in the demand for energy as far as possible through thermally efficient, easily controlled, well designed and oriented buildings.



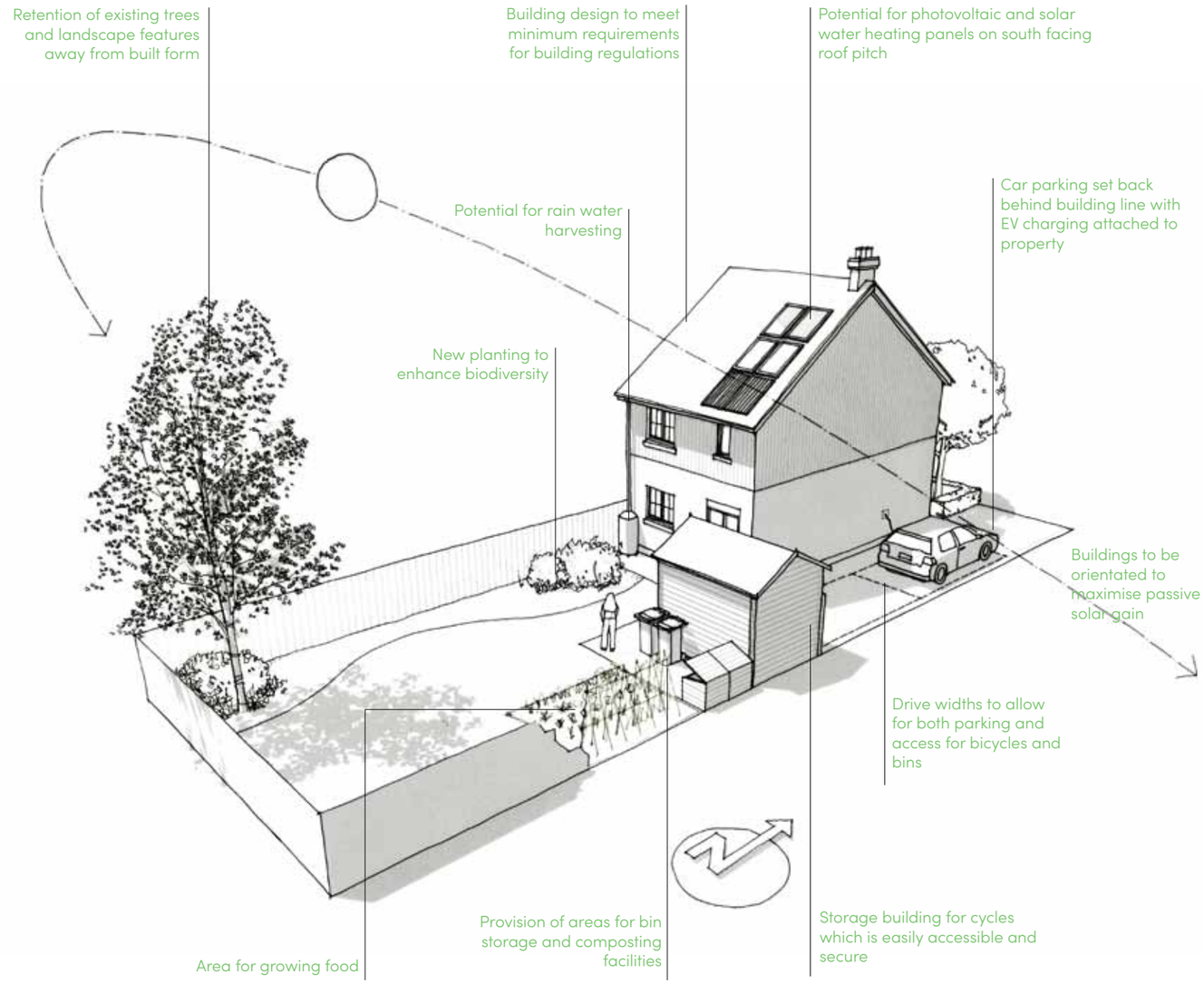


FIGURE 52. Plan showing Sustainable Design concepts

Site Orientation

The orientation of buildings, along with the size and location of the glazing and the extent of overshading, plays an important part in energy performance. Improving a building's orientation so that the main living spaces benefit from the heat and light of the Sun can reduce the requirement to use fuels to perform the same function. This reduces costs, energy use and associated carbon emissions.
The proposed illustrative layout of the site has been developed with respect to identified topological and visual constraints. Within these parameters, many of the properties will benefit from a southerly orientation, which will also enhance opportunities for the use of solar technologies.

Highly Efficient Building Envelope

The buildings will be built to high efficiency standards, minimising energy demand and increasing comfort: individual elements (wall, roof and floor) will be thermally efficient, and there will be a focus on ensuring air-tightness through high quality construction techniques, work monitoring and oversight.

The drive for air tightness will need to be matched by correctly designed and controlled ventilation which becomes increasingly important as a result - a fact reinforced by Part F of the Building Regulations.

It is the intention that the development will benefit from natural ventilation through the use of cross ventilation and openable windows. This will enable rapid purges of air and good levels of internal air quality. There may also be the need to implement a high efficiency continuous mechanical extract system to ensure that ventilation does not become an issue, with particular focus on bathrooms and kitchens.

Space and Water Heating

There will be no natural gas supplied to this development. Instead, air source heat pumps plus photovoltaic panels will be installed at each property to provide on-site electricity generation, heating and hot water.

This combined approach will set the development on a trajectory to net zero emissions over time: the rapid expansion in renewable and low carbon energy supply within the Grid in recent years means that Grid electricity is considerably cleaner per unit than natural gas, and will continue to decarbonise over time.

The addition of smart control systems will help residents minimise their energy bills and maximise the efficiency of their heating and energy generation systems. This is likely to include highly granular time and temperature zone control, weather compensation and thermostatic radiator valves (should radiators be fitted rather than underfloor heating in upstairs rooms).

Lighting, Fixtures and Fittings

Further energy savings will be made by maximising the efficiency of appliances, lighting, fixtures and fittings. All electric lighting will be energy efficient, and any spot lighting (for example within kitchens and bathrooms) will be provided using dedicated LED fittings. All appliances where installed will be high efficiency, further minimising the use of both electricity and hot water.

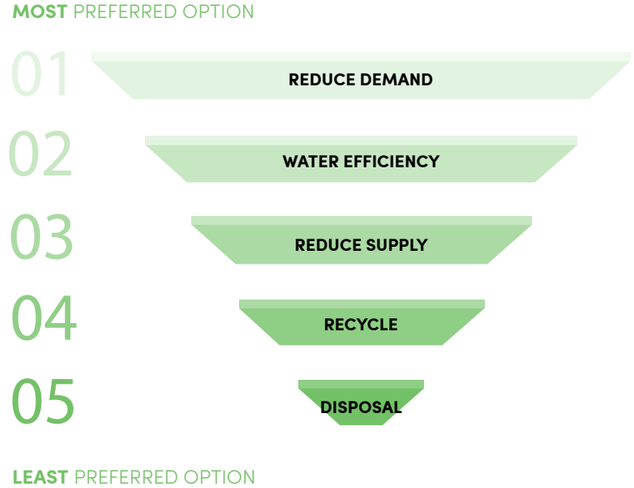
Climate adaption

The buildings at this development will be designed and specified to adapt to a changed climate, something that is an important aspect of its longevity, and ultimate habitability. The principle of adaptation applies to both the built and external environment, and indeed how they interact.

For example, overheating will be managed through good design in accordance with Building Regulations. The tree planting proposed will provide more comfortable microclimates in warmer weather, while the landscape design will provide multi-functional benefits including supporting increased biodiversity, promoting opportunities for improved health / wellbeing and enhancing the overall aesthetic. Careful consideration will also be given to design features to manage storm water flows including sustainable drainage systems.

Water Efficiency

Water efficient fixtures, fittings and appliances and rainwater recycling measures (water butts) will be specified in the dwellings so that the daily potable/wholesome water use will be calculated to not exceed 100 litres per person per day, in line with the requirements of the Local Plan Consultation Draft. The water strategy is illustrated below.



Carbon Sequestration

The widespread inclusion of biodiversity enhancements, which require the introduction of a range of new and the enhancement of existing, ecological features within the development, will have a positive impact on emissions.
The proposed landscape features will, in the main, have a greater carbon sequestration potential than the existing widespread grasslands (grazing pasture) on the site. As a result, there is more carbon sequestered post development than could be expected from retaining the baseline natural environment.

Embodied / Whole Life Carbon

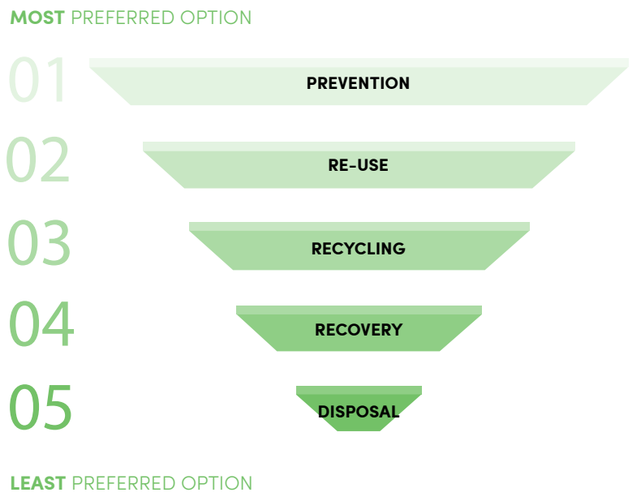
The embodied carbon of the development will be reduced by:

- Applying sustainable design principles;
- Making informed material selection choices;
- Using re-used or recycled materials during construction;
- Ensuring the buildings are designed for durability and flexibility.

The Energy, Climate Adaptation and Embodied Carbon Statement that accompanies this application further explores this issue, including discussing methodologies for assessments should one be required later in the planning process.

Sustainable Waste Management

Waste generation, storage, treatment and disposal before, during and after construction will be managed in accordance with the Waste Hierarchy and circular economy principles as shown in the diagram below.



Construction Waste

The Applicant recognises that waste needs to be sustainably managed and requires all contractors to adhere to strict management processes for waste on site. A Waste Management Plan will be developed and implemented for the development and will:

- Identify a lead person responsible for the Waste Management Plan delivery;
- Provide site induction and training to all staff;
- Identify waste streams, plan for their management and set targets for waste reduction;
- Identify suitable locations for the efficient separation and storage of waste prior to removal from site to encourage higher levels of recycling;
- Identify opportunities for the on-site reuse of materials including excavated materials;
- Re-use scaffolding, hoarding and other such materials on subsequent construction projects.
- Where waste must be removed from the site, the Applicant will only appoint licenced waste management contractors with a proven track record of delivering high levels of recycling as a matter of course.

Operational Waste

The Applicant will encourage property occupants to manage waste sustainably, and this has been considered during the design of the development.
For example, houses will have a private rear garden area with direct external access while apartments will have communal waste storage facilities. These features will provide sufficient space for bins and composting facilities, keeping waste storage away from the public domain.

The illustrative site layout has been designed to accommodate reduce vehicles, and swept path analysis has been completed to ensure that a refuse vehicle and emergency vehicles will be able to manoeuvre safely within the site.

Internally, the dwellings will be provided with integrated bins to manage different recycling streams prior to storage outside. Facilities will be easy to access and will be designed in line with the collection regime of the council.

Provision of electrical vehicle charging points

The Applicant will design and manage the power network to provide the level of EV charging infrastructure required by Approved Document S and by the North Somerset Council Parking Standards SPD, for example:

Approved Document S Requirements:

Dwellings with associated parking spaces will be required to have access to an EV charging point which will need to have a minimum nominal output of 7kW and be fitted with a universal socket;
Cable routes for EV charging points should be installed in any associated spaces which do not have an EV charging point, where there are more associated parking spaces than dwellings in a building;
However, Approved Document S specifies that where the connection cost is greater than £3600 per EV charge point connection (on a site like this where multiple new dwellings are planned, an average connection cost may be used), the maximum number of EV charge points should be installed before the extra grid connection costs exceed £3600 per EV charge point connection. The remaining spaces should have cable routes.
North Somerset Council Parking Standards SPD Requirements:
For unallocated parking, the council will expect 75% passive provision, as well as 25% active provision;
For on-street parking where there is no curtilage parking provision, the council will require 100% passive provision to ensure that costly works are not subsequently required in the public highway.

The actual charging provision to be installed on the proposed site will be investigated at Reserved Matters once the layout is fixed and prices for installation options can be fully explored, in line with Approved Document S and the council's SPD.

The development has been designed to allow for new technology such as electric vehicle charging

Flexible internal spaces and provision of high speed broadband will allow for home working

Provision of HIgh Speed Broadband and Home Working

The availability of high quality broadband infrastructure is increasingly viewed as critical to the functioning of a development and its continued attractiveness to incoming residents. Indeed, a recent update to the Building Regulations now requires the installation of a gigabit-ready telecoms infrastructure during the construction of new homes.
Fibre connections provide a far better user experience than the average connection in the UK, and enable a transition to a more sustainable future including:

- The ability to operate smart devices without a risk of insufficient bandwidth, and with zero buffering;
- Crystal clear video calling, web-conferencing and file sharing that facilitates better home working and third space working;
- High speed streaming capability on multiple devices, for different family members, simultaneously;
- Enhanced audio quality for users of VoIP and PBX, business class phone systems that use internet connection;
- The ability to operate automated services, payments and billing;
- Improved reliability and reduced susceptibility to inclement weather including storms;
- Potentially symmetrical plans – allowing identical upload and download speeds;
- Improved reliability in providing the best possible access to a business's hosted services and cloud-based applications.
- Better quality, reliable internet connections for all have wider social ramifications too – reducing the risk of exclusion, a lack of access to services (which are increasingly internet based) and enabling people to better connect with society as a whole.

Secured By Design

Secured by Design (SBD) is the official police security initiative that works to improve the security of buildings and their immediate surroundings to provide safe places to live, work, shop and visit. The proposals have been designed to be as safe and crime free as possible and in particular has had regard to the guidance as set out in the Secured By Design Homes (2019).

Principles of 'Secured by Design'.

The key principles of Secured By Design are listed below, with an explanation of how the development addresses the points:

Layout of streets and footpaths

Vehicular and pedestrian routes are designed to ensure that they are visually open, direct, well used and should not undermine the defensible space of neighbourhoods.

Where it is desirable to limit access/use to residents and their legitimate visitors, features such as rumble strips, change of road surface (by colour or texture), pillars, brick piers or narrowing of the carriageway are used. This helps to define the defensible space, psychologically giving the impression that the area beyond is private.

The layout provides a legible and permeable series of connected routes. These are overlooked and buildings are arranged to either front onto or have side aspect (with habitable rooms and windows) to these routes. Ground floor entrances are positioned for ease of access and will be clearly articulated in detail.

A perimeter block structure is proposed for the development that enables all dwellings to face out and overlook the streets and spaces. Private and public domains are well defined by boundary treatments and clear definition of spaces

Layout and orientation of dwellings

Dwellings are generally positioned within the layout facing each other to allow neighbours to easily view their surroundings and thus making the potential offender feel vulnerable to detection.

Configuration of dwellings and public realm has been designed to avoid confined and secluded spaces. Streets and spaces are open and have clear sight lines allowing easy monitoring and natural surveillance. All public open spaces are overlooked by development.

Communal areas and play space

Communal areas, such as playgrounds, toddler play areas, seating facilities have the potential to generate crime, the fear of crime and anti-social behaviour.

The areas of play have been designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go.

Boundaries between public and private space are clearly defined and open spaces must have features which prevent unauthorised vehicular access. Communal spaces as described above do not immediately abut residential buildings.

Dwelling Boundaries

It is important that the boundary between public and private areas is clearly indicated. The layout indicates dwelling frontages to be open to view, so walls, fences and hedges will need to be kept low or alternatively feature a combination of wall (maximum height 1 metre) and railings or timber picket fence if a more substantial front boundary is required.

It is envisaged that front garden planting of feature shrubs and suitable trees (e.g. open branched or light foliage or columnar fastigiate habit, etc.) will also be acceptable provided they are set back from paths and placed to avoid obstructing visibility of doors, windows and access gates to the rear of the property. Similarly, planting which allows a clear line of sight to the pavement and road is preferable.

Example of housing with windows overlooking the street and low boundary planting and appropriate street lighting

Gable end walls

It is important to avoid the creation of windowless elevations and blank walls immediately adjacent to public spaces; this type of elevation, commonly at the end of a terrace, tends to attract graffiti, inappropriate loitering and ball games.

The provision of at least one window above ground floor level, where possible, will offer additional surveillance over the public area.

The illustrative layout shows dwellings on corners of residential streets and green lanes, or with a side elevation facing open spaces, will have windows and other elevation features to ensure there are not any blank facades facing onto the public realm.

Rear access footpaths

It is preferable that footpaths are not placed to the back of properties. If they are essential to give access to the rear of properties they must be gated. The layout indicates gates placed at the entrance to the footpath, as near to the front building line as possible, so that attempts to climb them will be in full view of the street.

FIGURE 53. Plan showing how the principles of Secured by Design have been applied to the layout

At the detailed design stage it is envisaged that the street lighting scheme will be designed to ensure that the gates are well illuminated. Gates will be capable of being locked (operable by key from both sides of the gate). The gates must not be easy to climb or remove from their hinges and serve the minimum number of homes, usually four or less.

Vehicle parking

The layout shows vehicles either be parked in locked garages or on a hard standing within the dwelling boundary.

Where communal parking areas are shown, bays are sited in small groups, close and adjacent to homes, be within view of active rooms, and will be allocated to individual properties.

Planting in new developments

The planting of trees and shrubs in new developments will help create an attractive residential environments. The planting design will however need to take full account of all other opportunities for crime.

Street lighting

All street lighting for adopted highways and footpaths, private estate roads and footpaths and car parks must comply with BS 5489-1:2013. Where conflict with other statutory provisions occurs, such as developments within conservation areas, requirements should be discussed with the local authority lighting designers and highway engineers.

- Perimeter block structure
- Active frontages overlooking streets and spaces
- Key pedestrian routes overlooked where possible
- Open spaces overlooked
- Children's Play Area overlooked

Building for a Healthy Life

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12. Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.

Building for a Healthy Life's 12 considerations capture the areas of design and placemaking that need most attention but are often the most overlooked.

This section of the DAS highlights the positive design solutions which have been adopted in the scheme and how they accord with the 12 considerations of the BHL document.

Integrated Neighbourhoods

1. Natural connections

The layout has been designed to connect to the existing urban area via the new proposed vehicular access to Station Road, a key route which forms part of the strategic highway network and to the centre of Nailsea and Backwell.

The layout also includes the following elements:

- ☑ Edge to edge connectivity
- ☑ A positive response to pedestrian and cyclist desire lines
- ☑ Connected street patterns
- ☑ Continuous streets (with public access) along the edges of a development
- ☑ Connecting existing and new habitats
- ☑ Where retained, keeping hedgerows within the public realm, safeguarding their future retention and management.
- ☑ Streets and routes that can be extended in the future

2. Walking, cycling and public transport

A number of pedestrian and cycle links are proposed to the east, south and north of the site. These provide good access to the station, public transport and existing faciltiies in the local area.

The design and layout of routes within the site seeks to achieve the following:

- ☑ share street space fairly between pedestrians, cyclists and motor vehicles
- ☑ provide cycle friendly streets with pedestrian and cycle priority (and protection) with across junctions and side streets
- ☑ establish 20mph design speeds, designations and traffic calming

The site is located very close to Nailsea and Backwell Station

The site will connect to the wider ares through the existing public rights of way and a number of new pedestrian and cycle links

3. Facilities and services

The scheme is well located to existing local facilities and services in Nailsea as shown at Figure 08. It is also close to existing public transport routes which allow for access to a wide range of destinations which benefit from higher order services.

There are also a number of focal places within the site which could be used as meeting places or places for interaction including the new children's play area and amenity space.

The illustrative masterplan also seeks to achieve the following:

- ☑ Provide active frontages
- ☑ Giving places where routes meet a human scale and create public places
- ☑ Provision of benches to help those with mobility difficulties to walk more easily between places

4. Homes for everyone

The scheme includes a good mix of dwelling types and tenures including up to 40% affordable homes. The mix includes a small number of apartments, starter homes and larger family homes.

The scheme has been designed to provide a tenure blind approach so that it is not easy to differentiate between homes that are private and those that are rented or in shared ownership.

Whilst the planning application is only in outline form the illustrative masterplan seeks to achieve the following:

- ☑ Provision of homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences.
- ☑ A range of housing typologies supported by local housing needs and policies to help create a broad-based community.
- ☑ Homes with the flexibility to meet changing needs.
- ☑ Affordable homes that are distributed across a development.
- ☑ Access to some outdoor space suitable for drying clothes for apartments and maisonettes.

The masterplan seeks to retain and use existing trees and landscape features within the site as a focus

The masterplan incorporates the use of Sustainable Urban Drainage

Distinctive Places

5. Making the most of what's there

The scheme has been designed to respond to the character of the site including the following key elements:

- ☑ Using existing assets as anchor features, such as mature trees and other existing features
- ☑ Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other
- ☑ Use of sustainable drainage systems
- ☑ Protecting and enhancing existing habitats; creating new habitats
- ☑ Interlocking back gardens between existing and new development (where existing back gardens adjoin a site boundary)
- ☑ A large number of the buildings within the layout have been orientated to optimise the solar potential of the site by their orientation to south.

6. A memorable character

The scheme has been designed to reflect the character of the local and wider area. Details of the approach are set out in section 2,4 and 5 of this document.

Further reinforcement of the character can be achieved at the reserved matters stage through the design of individual buildings although it is envisaged that any future detailed scheme will include the following:

- ☑ Drawing inspiration from local architectural and/or landscape character
- ☑ Reflecting character in either a traditional or contemporary style
- ☑ Creating memorable spaces and building groupings

7. Well defined streets and spaces

The scheme has been designed to provide well defined streets and spaces using the following key elements:

- ☑ Streets with active frontages
- ☑ Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces
- ☑ Cohesive building compositions and building lines
- ☑ Front doors that face streets and public spaces
- ☑ Apartments that offer frequent front doors to the street
- ☑ Dual aspect homes on street corners with windows serving habitable rooms
- ☑ Perimeter blocks
- ☑ Well resolved internal vistas

8. Easy to find your way around

The layout has been designed to allow people to create a mental map of the place by incorporating features that people will notice and remember.

The layout uses the following key elements to create legibility within the scheme:

- ☑ A logical pattern of development using a hierarchy of streets and spaces which are permeable and allow people to find and navigate their way around easily.
- ☑ Landmark buildings and views though the site make it easy for people to see in advance where they are going.
- ☑ Framing views of features on or beyond a site
- ☑ Simple street patterns based on formal or more relaxed grid patterns

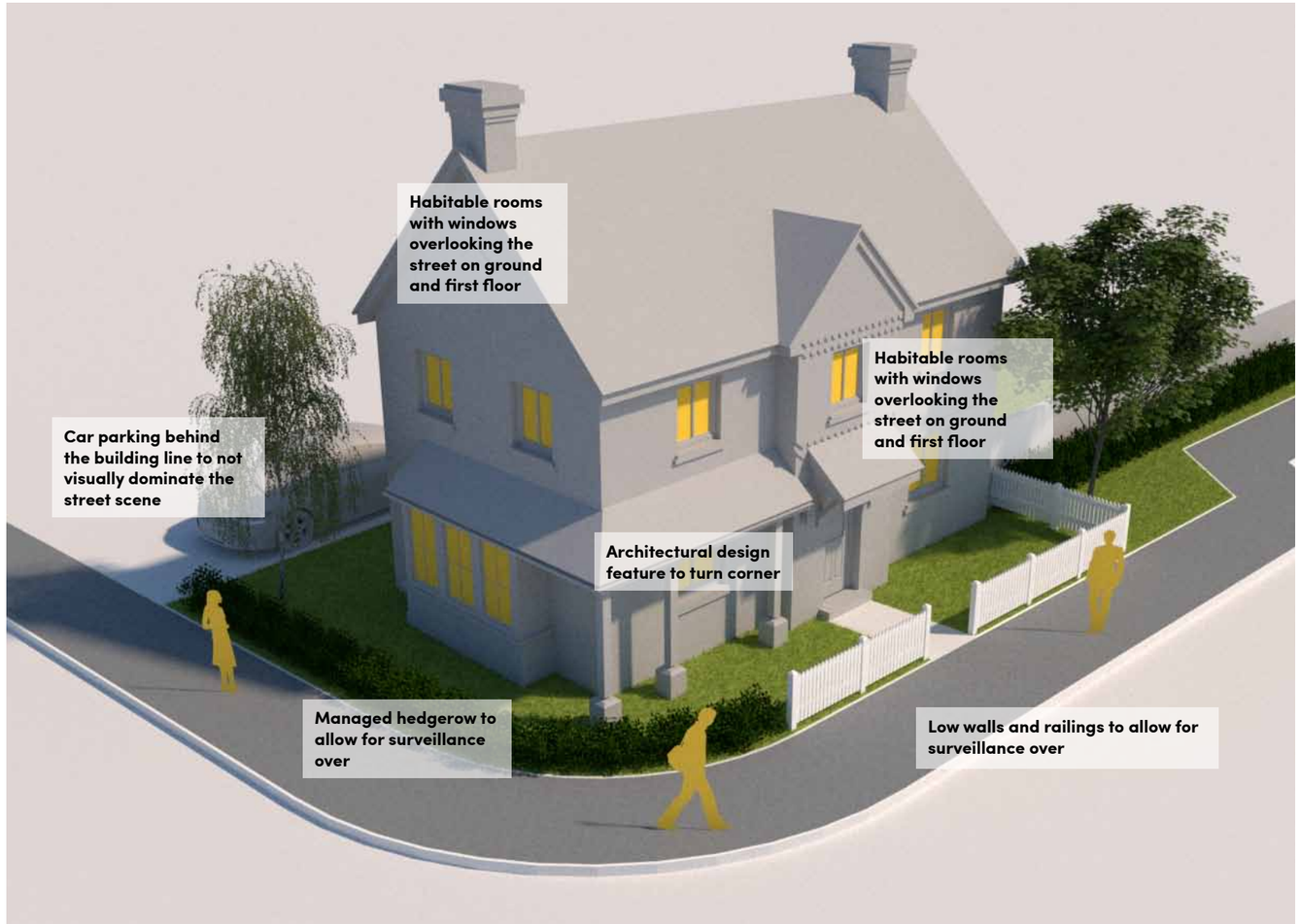


Illustration showing how buildings will turn corners

Streets for all

9. Healthy streets

The layout of streets has been designed to reduce traffic speeds. There are no long stretches of wide road and the Green Drives and courtyards will be shared surfaces. These are usually demarcated by a change of surface treatment which brings the attention of drivers to a change of environment and the need to slow down. This design approach thus gives priority to people over cars. The shared surfaces also provide social spaces and together with the informal public open spaces in this area can be used for safe children's play. Some of the key elements are as follows:

- ☑ 20mph (or lower) design speeds
- ☑ Tree lined streets
- ☑ Pavements and cycleways that continue across side streets

10. Cycle and car parking

Car parking is a reserved matter and will be provided to meet the required standards of the highway authority. The key elements of the parking strategy are as follows:

- ☑ At least storage for one cycle where it is as easy to access as the car
- ☑ Landscaping to help settle parked cars into the street
- ☑ Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so.
- ☑ A range of parking solutions.
- ☑ Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.

11. Green and blue infrastructure

The proposed development seeks to deliver an integrated approach to green and blue infrastructure with the following elements:

- ☑ Biodiversity net gain through features such as species rich grasslands
- ☑ Movement and feeding corridors for wildlife, such as hedgehog highways
- ☑ Bird boxes, swift nesting bricks and bat bricks may be appropriate
- ☑ Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'
- ☑ Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces
- ☑ Allow people to connect with water
- ☑ Create a habitat network providing residents with opportunities to interact with nature on a day to day basis
- ☑ Provide natural surveillance opportunities
- ☑ A connected and accessible network of public open spaces with paths and other routes into and through

12. Back of pavement, front of home

The illustrative masterplan shows clear definition of public and private spaces and includes the following:

- ☑ Defensible space and strong boundary treatments
- ☑ Boundary treatments that add ecological value and/or reinforce distinctive local characteristics
- ☑ If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street
- ☑ Front garden spaces that create opportunities for social interaction. Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas
- ☑ No left over spaces with no clear public or private function

Ecological features can be included within the site to enhance biodiversity

Streets will incorporate tree planting

Phasing

Figure 54 shows the Phasing paramter plan for the site which will help to ensure that the scheme is delivered comprehensively with appropriate infrastructure.

The development has been broken into 3 main phases as follows:

Phase 1

- Provision of the primary access road from Station Road
- Pedestrian / Cycle links to Station Road, Station Close and Youngwood Lane
- Circa 110 dwellings
- Provision of informal POS and ecology enhancements
- Provision of land for the recreation ground
- Provision of a LEAP

Phase 2

- Access to the northeastern part of the site from the primary access road
- Pedestrian / Cycle links to the existing bridleway on the northern boundary of the site
- Circa 120 dwellings
- Provision of informal POS and ecology enhancements
- Provision of community growing area/orchard
- Provision of a LEAP

Phase 3

- Access to the northwestern part of the site from the primary access road
- Potential for a strategic link to Youngwood Lane / west
- Circa 170 dwellings
- Provision of informal POS and ecology enhancements

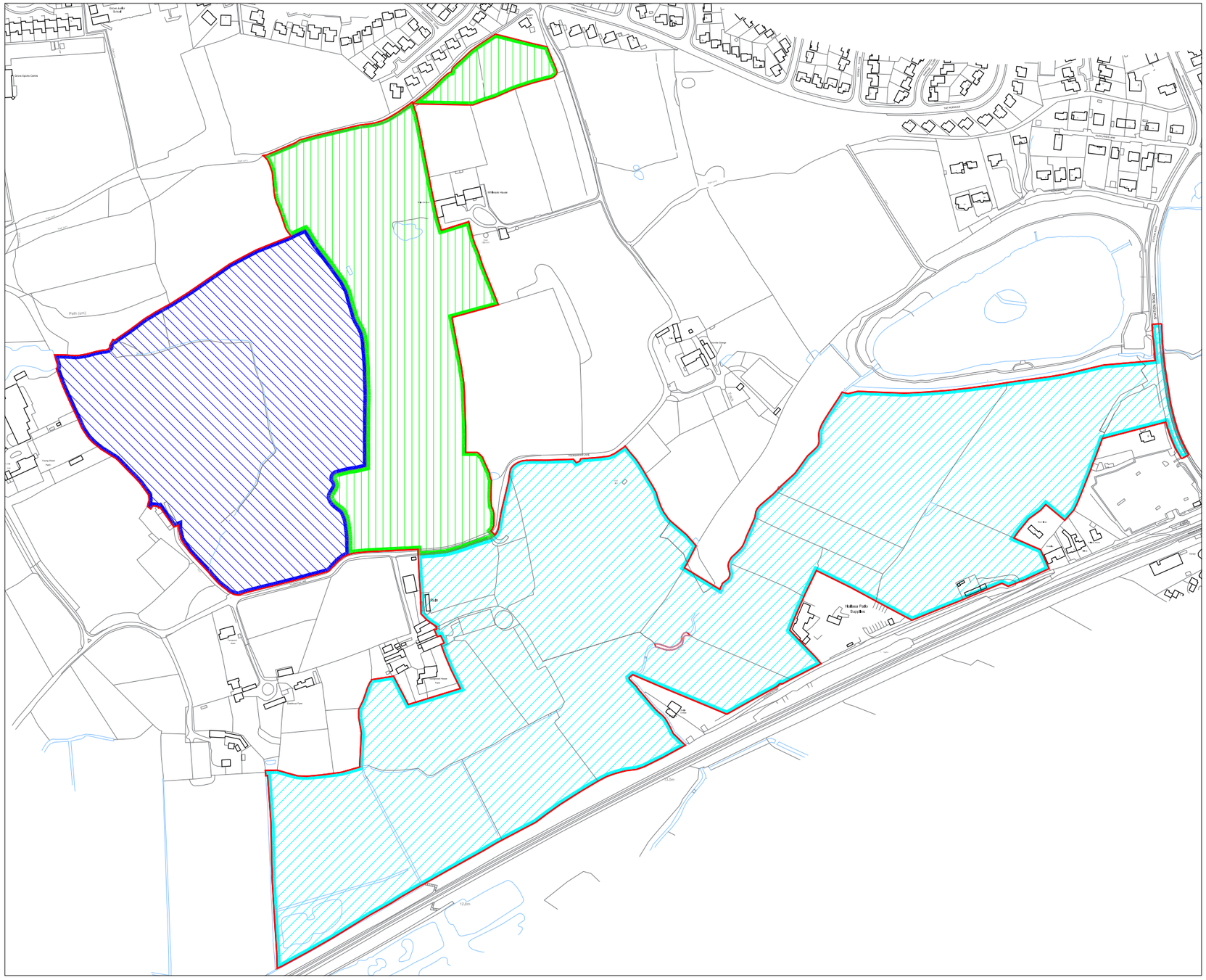


FIGURE54. Phasing parameter plan (Application drawing ref: 1223.05)

07 SUMMARY AND CONCLUSIONS

In conclusion this design and access statement describes the Outline planning application by Gleeson Land Ltd for residential development of up to 400 dwellings, including formation of new vehicular access on Station Road, pedestrian and cycle access links, public open space, ecological enhancements, landscape planting and associated infrastructure on land at South Nailsea.

Whilst the new local plan is at an early stage, the preferred options consultation identified a significant number of homes would need to be accommodated in greenfield extensions to Nailsea including the land which forms the majority of the site.

In terms of the proposed land uses, the site lies adjacent to the existing built up area of the town with existing development to the north and west. It is well located on a main route into the town centre, close to the station and existing facilities and services, and will deliver a logical and sustainable extension to the built up area.

It has been shown that the layout responds to the constraints and opportunities for the site. This response has been delivered with a strong vision and will reinforce the character of Nailsea and the wider area.

The proposed amount, layout and mix of housing will deliver both market and affordable market housing, for which there is a known demand in the village and which will make a worthwhile contribution toward the ever growing social housing requirement in the local area and the district. A mix of house types and sizes is proposed to provide for starter homes and families.

The process of evaluation as set out in Section 04 of this document, together with the illustrative masterplan, plans and drawings in Section 06, demonstrate how the layout and form of development will meet the planning and urban design aspirations of the Council with a strong vision which will maintain and continue the character of Nailsea and the wider area with limited harm on landscape and visual receptors.

The design ideas within the document show a commitment to quality design in both built form and landscape which will be followed through the planning and development process in subsequent planning and reserved matters applications.

The design process has included consultation with a range of key stakeholders including the Local Planning Authority, Town Council and local community and their ideas and feedback have helped shape the proposed development.

In conclusion, the delivery of this site for residential development presents the opportunity to make an efficient use of the land in this edge of settlement location.

The proposed residential development is supported by the objectives of national planning policy, and due weight should also be given when determining this application to the Council's deficiency in available and deliverable housing land, to which the approval of this application could assist in the prompt delivery of much needed market and affordable housing.