

# Tickenham Parish Council response to North Somerset Local Plan 2038 Preferred Options

North Somerset Local Plan Preferred Options: Consultation Draft March 2022

Tickenham Parish Council require considerable modification to the draft Local Plan to take into account the anomalies encountered in the document in the locations listed below:

1. Under the heading: 2. Vision, Strategic Priorities and Sustainability Objectives, one of the "The Local Plan strategic priorities are:

- To provide essential infrastructure in step with development, both transport infrastructure and community infrastructure such as schools, healthcare facilities and community centres.

Tickenham Parish Council cannot support a Local Plan whose strategic priorities are ignored as transport infrastructure in terms of providing an improved road network to cater for the additional traffic generated by new development has not occurred and there are no plans for improving local infrastructure in the current Plan with reference to additional development traffic traveling through Tickenham.

2. 3. Strategic Policies (page 8) states: Local plans must contain strategic policies which set out the overall strategy for the pattern, scale and design quality of places and make sufficient provision for the growth and supporting infrastructure required whilst conserving and enhancing the natural, built and historic environment and addressing climate change.

Tickenham Parish Council cannot support a Local Plan whose strategic policies are ignored as supporting infrastructure in terms of providing an improved road network to cater for the additional traffic generated by new development has not occurred and there are no plans for improving local infrastructure in the current Plan with reference to additional development traffic traveling through Tickenham. The tenth bullet point on page 8 of this section requires new development to demonstrate how it will:

- Deliver essential infrastructure in step with development

3. SP5: Towns (page 11) Proposals for new development within the settlement boundaries of Weston-super-Mare, Clevedon, Nailsea and Portishead as defined on the Policies Map will be supported provided that they:

- Can be successfully served by infrastructure such as transport, education and health facilities

Tickenham Parish Council cannot support a Local Plan whose strategic policies are ignored. There are no plans for supporting infrastructure in terms of providing an improved route for increased traffic between development in Nailsea and the M5.

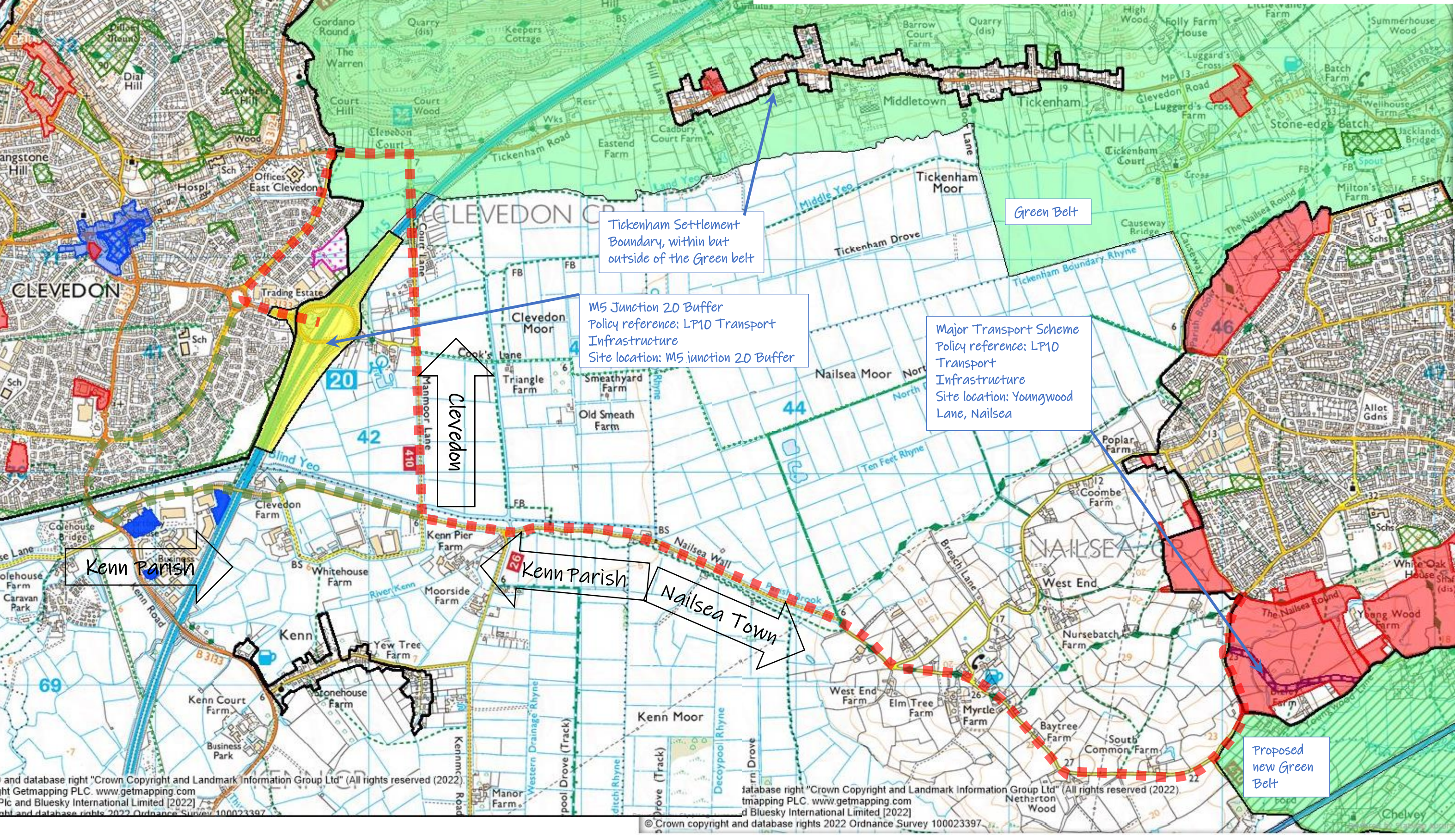
4. SP10: Transport (page 17) states: New development must be located and designed to minimise the carbon impact of transport through limiting the need to travel and prioritising walking and cycling (active travel) and the use of public transport opportunities. This section also states: New transport infrastructure will be considered where it also supports active travel and public transport, benefits community connectivity, public realm or provides safety improvements or is required to support economic development. This contravenes strategic priority SP1 (tenth bullet point) which states that essential infrastructure must be provided in step with development. SP10 continues: ... However, there will still be a need for highway improvements to address local issues and to make provision for electric vehicles. Tickenham Parish Council can see no evidence in the draft Local Plan that there is any provision for highway improvements to ease the current and worsening traffic misery through Tickenham.

5. Location Policy LB (Extent of Green Belt) [page 28] states that Tickenham will be inset from the Green Belt. This statement is untrue. In reality, part of the village of Tickenham within the North Somerset proposed settlement boundary will be inset from the Green Belt and over a hundred houses including the 32 houses in the Ryves Vale development (currently being built) will be outside of the proposed settlement boundary and inside the Green Belt (as at present). Tickenham Parish Council spent considerable effort looking at a settlement boundary which encompassed most of the dwellings in Tickenham. Without any further consultation, the boundary proposed by Tickenham Parish Council has been rejected. Further consultation with Tickenham is required.

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6. Policy LP10: Transport infrastructure allocations and safeguarding [page 30] states that: Land is allocated or safeguarded and defined on the Policies Map for the delivery of the following transport schemes, the improvement of existing services or the creation of sustainable transport links and facilities: M5 Junction 20, 21 and 22. What are the proposed scheme(s) for Junction 20 of the M5 Motorway as there is no description in the Local Plan of works to this junction?
  7. Durnford Quarry, one of three working quarries referred to in the draft Local Plan, run by Tarmac, is likely to cease minerals extraction at the start of the plan period, as the extant planning permission (ref 12/P/2223/F) requires extraction of limestone to cease by the end of 2022. [page 38] Tickenham Parish Council supports the ceasing of extraction of limestone from this quarry, unless, both laden and unladen HGVs to and from this quarry, are prevented from using the B3130 and B3128 when there are sensible alternative routes using roads that were designed to take these quarry juggernauts.
  8. Policy DP7: Large-scale renewable energy generation: Shows proposals for wind turbines and solar photovoltaic arrays will be supported in principle within the Search Areas shown on the Policies Map, subject to the other requirements of the Plan and it being demonstrated that there are no adverse impacts on living conditions including those from vibration, noise, shadow flicker, glint, glare and air quality. Tickenham Parish Council supports this policy.
  9. Transport Policy DP13: Highway safety, traffic and provision of infrastructure associated with development [page 55] Development likely to have a severe residual cumulative impact on traffic congestion or on the character and function of the surrounding area, will only be permitted where acceptable mitigation measures are delivered. All mitigating infrastructure will need to be delivered within an agreed specific timeframe and prior to the aforementioned impact becoming severe. In some circumstances planning permission may be granted subject to the applicant entering into an appropriate legal agreement to deliver or fund the improvements required.  
Tickenham Parish Council can find no evidence in the draft Local Plan that the above transport policy is being adhered to. Development has continued unabated in Nailsea (and the draft Local Plan shows considerably more development in Nailsea) without a scintilla of mitigation measures to cater for the additional traffic generated onto local roads, specifically, the B3130 and B3128.  
Tickenham Parish Council ask that consideration be given to a route between the western side of Nailsea and Clevedon using Nailsea Wall (see plan that follows) which will take pressure off The Causeway (which Tickenham Parish Council would like to see closed to all but pedestrians and cyclists).
  10. Policy DP64: [page 111] Infrastructure delivery and development contributions  
Infrastructure will be provided in step with new development and co-ordinated through the Infrastructure Delivery Plan. This will include the mechanisms for funding and delivery of physical, social, community, environmental and any other infrastructure required to support development and regeneration. Development proposals will be expected to provide a contribution towards the cost of infrastructure. Subject to statutory processes and regulations, contributions may be collected .....
- A read of the draft Infrastructure Delivery Plan shows that the most common phrase within the document is TBC (To Be Confirmed). The draft Infrastructure Delivery Plan provides little useful information and demonstrates that development in Nailsea is proposed to proceed without consideration being given to the improvement of local infrastructure, particularly, the alleviation of traffic misery through Tickenham which will be worsened by any development proposal in Nailsea. It appears that houses are proposed to be built in Nailsea because there is perceived to be the room to build them. No consideration has been given to whether the increased traffic generated by these developments can be catered for on roads already oversubscribed with traffic.



Tickenham Settlement Boundary, within but outside of the Green belt

Green Belt

M5 Junction 20 Buffer  
Policy reference: LP10 Transport Infrastructure  
Site location: M5 junction 20 Buffer

Major Transport Scheme  
Policy reference: LP10 Transport Infrastructure  
Site location: Youngwood Lane, Nailsea

Kenn Parish

Clevedon

Kenn Parish

Nailsea Town

Proposed new Green Belt