



Nailsea Town Council

Past, Present & Future

A meeting of the Planning Committee will be held on **Wednesday 26th August 2026 at 7:30pm** in Nailsea Tithe Barn, Church Lane, Nailsea.

Dear Councillor, you are invited to a meeting of the Planning Committee. The agenda is set out below. Please turn off mobile phones before the meeting.

Agenda

1. Apologies

2. Declaration of Interests

3. Public Participation

- a) A period of 15 minutes in total has been allowed for the public to speak, with a limit of 3 minutes per speaker.

4. Minutes

- a) Meeting of the Planning Committee held on 15th July 2026 – **enclosed (page 5)**
- b) Meeting of the Planning committee held on 5th August 2026 – **enclosed (page 23)**

(Note: Minutes of meetings are not a verbatim record but are there to record the resolutions made at the meeting. They are draft until approved at this meeting.)

5. Planning

- a) Consideration of plans received from North Somerset Council (see over)
- b) Decisions made by Planning Officers – **enclosed (page 33)**
- c) Licensing Applications – None.
- d) Local Plan update if any

6. Financial Matters

- a) Statement of Income and Expenditure to 18th August 2026 – **enclosed (page 41)**
- b) Report on Specified Reserves to 18th August 2026 – **enclosed (page 42)**
- c) Payments Schedule from 28th July to 17th August 2026 – **enclosed (page 44)**

7. Highways and Footpaths

- a) Report on residents' request for double yellow lines at the junction of Station Road/Nailsea Park towards Laurel Drive – **enclosed (page 47)**
- b) Report on residents' request for a "No Entry, Access Only for Residents" sign on Pound Lane – **enclosed (page 50)**
- c) Consultation on off street parking permits in Station Road car park – **enclosed (page 52)**

8. Sub-Committees and Working Parties

- a) Town Centre Working Party Meeting held on 5th August 2026 – **enclosed (page 59)**

9. Trees and Tree Preservation Orders, see Clerk's Report

10. Clerk's Report – enclosed (page 63)

11. Opportunities for communications and press releases

12. Matters for information



d) Jo Duffy – Clerk and Chief Executive Officers
Tithe Barn, Church Lane, Nailsea BS484NG

19th August 2026

Plans received from North Somerset Council – this is not in an accessible format. If you require an accessible version, please contact the Town Council.

NTC REF	APPLICATION	LOCATION ROAD	LOCATION	PROPOSAL
6578	26/P/1530/FUH	High Street	45	<u>Mr N Hume</u> Proposed external alterations to the existing buildings to include:- replacement and reconfiguration of ground-floor frontage glazing and entrance doors and proposed metal-framed glazing in a stone colour finish; raised cills and darker render beneath. Revised external treatment to the retained commercial frontage and widening of the existing ramped access. Provision of timber bin stores and provision of cycle parking and rear opening/window and door alterations together with external ventilation grilles and a garden gate.
6579	26/P/1554/FUH	Fowey Close	8	<u>Marcus Ridge</u> Demolition of the existing conservatory and proposed erection of a single storey rear extension.
6580	26/P/1360/FUH	Blakeney Grove	33	<u>Mr Daniel Miles</u>

				Proposed erection of a single storey attached garage to the West Elevation.
6581	26/P/1607/FUH	Station Road	16	<u>Mr Dan Walter</u> Proposed demolition of existing conservatory and erection of a single-storey rear extension with new external stairs.
6583 & 6584	26/P/1642/FUH 26/P/1643/LBC	Lodge Lane	Heathfield	<u>Mrs T Koller-Kovaks</u> Proposed conversion of the Blake House attached garage to form living accommodation.

For the following applications, Nailsea Town Council is not considered to be a statutory consultee and North Somerset Council therefore does not require a response.

NTC REF	APPLICATION	LOCATION ROAD	LOCATION	PROPOSAL
6582	26/P/1632/AOC	Station Road	93	<u>Mr Brian Marshall</u> Request to discharge condition 8 (spiral staircase) from application 24/P/2187/LBC.



**Minutes of a Meeting of the Planning Committee
held at 6.36pm on Wednesday 15th July 2026
in the Tithe Barn, Church Lane, Nailsea**

These minutes are in DRAFT FORM and remain subject to approval

Present:

Cllrs J Barber, M Bird, M Blatchford, T Mazur, G Parsons (*ex officio, as Chair of the Council*) S Rogers (*Vice-Chair of the Committee*), J Tonkin and J Turner.

Observers:

Cllr O Ellis

Also present:

The Town Clerk / CEO and the Assistant Clerk and Services Manager. No members of the public were present.

PO75/26

APOLOGIES:

Received from Cllrs A Hobbs, R Lees (Chair), I Presland

The Vice-Chair of the Committee, Cllr S Rogers, took the Chair because Cllr R Lees had sent apologies for his absence.

PO76/26

DECLARATION OF INTEREST

None.

PO77/26

PUBLIC PARTICIPATION

None.

PO78/26

MINUTES of the previous meeting

Following a proposal by Cllr J Tonkin, seconded by Cllr J Barber, the Committee

RESOLVED that the Minutes of the meeting of the Planning Committee held on 3rd June 2026 be approved as a correct record.

Record of Voting: For – 7; Against – 0; Abstentions – 1; Absent/Apologies – 3

PO79/26

PLANNING

a) **Consideration of plans received from North Somerset Council**

[26/P/0997/FUL](#) - Land at Youngwood Farm, Youngwood Lane - Erection of 82no. dwellings with associated open space, infrastructure and access

Objection, on the grounds laid out in the report circulated by the Town Clerk / CEO, including the ecology comments received from Cllr S Rogers and the transport comments received from Cllr T Mazur.

Note: The full text of the Council's objection is provided at Appendix A to these Minutes.

[26/P/1147/FUH](#) – 32 Causeway View - Erection of a single storey front extension

Objection, because the proposed new extension would be in advance of the building line and would thereby (a) disrupt the uniformity, rhythm, and character of the street scene, making the extension appear overly prominent or intrusive, and also (b) fail the 45 degree design code for daylight and overshadowing of the neighbouring property.

[26/P/1203/FUH](#) – 4 The Dell - Proposed demolition of existing attached garage and conservatory. Erection of a wraparound rear/side extension, new front garage and front porch.

No objection.

[26/P/1241/FUH](#) – 1 Cleeve Place - Proposed erection of a two-storey rear extension with pitched roofing

No objection.

[26/P/1223/FUH](#) – 37 Silver Street - Proposed erection of a single storey front extension

No objection.

[26/P/1266/FUH](#) – 3 Sunningdale Close - Proposed demolition of existing rear conservatory and erection of a single storey rear extension.

No objection.

[26/P/0895/FUL](#) - 85 High Street - Proposed conversion of first floor to form 1no. 1-bed flat including the erection of a rear extension

No objection, subject to confirmation that the room currently labelled as 'Office' in the first floor layout plan should in fact be a Living Room or Lounge, as might be expected in a conversion to a residential flat.

[26/P/1318/FUH](#) – 46 Whitesfield Road - Erection of single storey front and single storey rear extensions

No objection.

[26/P/1159/LBC](#) – The Tithe Barn, Church Lane (Nailsea Town Council Offices) - Listed Building Consent for the installation of an air conditioning unit

The Committee made no comment, as this was an application from within the Town Council

b) Decisions made by Planning Officers

The Committee noted that there had been no conflicts between its recommendations on recent decisions and North Somerset Council's final decisions.

c) Public Consultations

None.

d) Licensing Applications

None.

e) Local Plan Update

The Committee had received copies of North Somerset Council's PowerPoint presentation to the Town and Parish Councils Workshop on the process for the North Somerset Local Plan. The Town Clerk / CEO talked through the presentation, amplified aspects thereof and answered questions from members.

Speaking in his capacity as a member of North Somerset Council, Cllr M Bird advised of a recent Government policy which would reduce Ward Members' ability to 'call in' planning applications. *(Note: this refers to the National Scheme of Delegation, due to come into effect on 31st October 2026. Following its implementation, North Somerset Council's Ward Members will have less opportunity to request that an application be determined by that Council's Planning and Regulatory Committee, rather than by the Planning Officer).*

Cllr S Rogers advised that the section on Biodiversity Net Gain contained an error. The correct threshold figure for developments in England exempt from mandatory 10% Biodiversity Net Gain in England, was for sites of 0.2 hectares (2,000 m²) or less, as long as no irreplaceable habitats were destroyed. The circulated presentation incorrectly gave the figure as 2 hectares. This had been related to North Somerset Council.

PO80/26 FINANCIAL MATTERS

a) Statement of Income and Expenditure to 7th July 2026

Noted.

b) Report on Specified Reserves to 7th July 2026

Noted.

c) North Somerset Council's S.106 Outstanding Contributions spreadsheet June 2026

Noted.

PO81/26 HIGHWAYS AND FOOTPATHS

a) Residents' Request for Double Yellow Lines in Southfield Road

The Committee had been asked to consider endorsing a request from two residents of Southfield Road, for double yellow lines outside numbers 66 and 66a.

The Committee was generally supportive, but felt the problems extended further than the area requested by the two residents. Following a proposal by Cllr S Rogers, seconded by Cllr G Parsons, the Committee unanimously

RESOLVED that North Somerset Council's Highway Department be advised that Nailsea Town Council supports in principle the request for double yellow lines outside numbers 66 and 66a Southfield Road, but also believes the problems with parking and traffic in Southfield Road are more widespread and require a more comprehensive investigation into a suitable solution.

b) Consultation on Golden Valley Bridleway

The Committee received a report from North Somerset Council, containing the results of its public consultation on the widening and resurfacing of the Golden Valley Bridleway / Festival Way. The report explained that "A total of 325 people provided a response. Of these, three-quarters of respondents had either outright support (189 count) or

conditionally supported some but not all proposals (60 count) with 27 people having outright disagreement with the proposals. This feedback shows strong support for the proposals.”

As the report recommended work to land owned by the Council (the Golden Valley section of Festival Way), the Committee was requested to consider whether it would accept North Somerset Council’s recommendations, which required no financial contribution from Nailsea Town Council. Following a proposal by Cllr J Tonkin, seconded by Cllr G Parsons, the Committee

RESOLVED that North Somerset Council’s recommendations be accepted.

Record of Voting: For – 7; Against – 0; Abstentions – 1; Absent/Apologies - 3

The Committee felt that North Somerset Council should be advised of concern that cyclists using Festival Way were not slowing down or stopping at the junction with Trendlewood Way; thereby coming into conflict with motor vehicles using the road.

PO82/26 SUB-COMMITTEES AND WORKING PARTIES

There had been no recent meetings.

PO83/26 TREES AND TREE PRESERVATION ORDERS

None.

PO84/26 CLERK’S REPORT

Noted.

PO85/26 OPPORTUNITIES FOR COMMUNICATIONS AND PRESS RELEASES

The Committee agreed that the Council should issue a Press Release summarising its objections to the planning application for 82 houses at Youngwood Farm, Youngwood Lane.

PO86/26 MATTERS FOR INFORMATION

None.

The meeting closed at 7.38pm

Chair’s signature:

Date:

Appendix A

Nailsea Town Council **OBJECTS** to planning application 26/P/0997/FUL which seeks permission for:

‘Erection of 82no. dwellings with associated open space, infrastructure and access’ (hereafter referred to as ‘the Proposed Development’).

The Proposed Development is located on Land At Youngwood Farm Youngwood Lane Nailsea BS48 4NR

Refusal of the development

This Report is prepared in relation to various reasons for refusal:

‘The proposed development, on account of its location, the number of additional trips generated and the capacity of local highways would result in traffic congestion, compromise highway safety and not be a sufficiently sustainable location for development, contrary to Policies CS10 (Transportation and movement) and CS31 (Clevedon, Nailsea and Portishead) of the North Somerset Core Strategy and Policies DM24 (Safety, traffic and provision of infrastructure, etc. associated with development) as well as DM25 (Public rights of way, pedestrian and cycle access) of the North Somerset Sites and Policies Plan (Part 1).’

It is also the case of NTC that the Proposed Development is contrary to policies 110, 115, 116 and 117 of the

National Planning Policy Framework (NPPF).

RELEVANT TRANSPORT POLICY

National Planning Policy

The Government’s planning policies for England are set out in the National Planning Policy Framework (“theNPPF”), published in December 2024 and updated with minor technical corrections in February 2025. The NPPF highlights the need for close coordination between land-use planning and transport planning to support sustainable development.

Paragraph 110 of the Framework states the following:

‘The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’

It is noted that paragraph 110 does not require that every location considered for development must have access to every sustainable mode of travel. It does, however, require that the choice of transport modes should be 'genuine'.

The NPPF provides no definition of the term 'genuine' with reference to choice of transport modes. The inclusion of the term 'genuine' must logically signal the government's intention that the mere presence of transport modes does not meet the policy requirements. Instead, the choice of transport modes should be sufficiently attractive that people could reasonably be expected to use them. In the alternative, the government could have omitted the word 'genuine' and simply required 'a choice of transport modes'.

Paragraph 115 of the Framework states the following:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

Turning to the National Design Guide, this identifies walkable distances as being:

'Walkable: Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).¹

This theme of 800m walkable neighbourhoods is reiterated in mode specific design guidance including 'Planning for Walking' published by the Chartered Institution of Highways and Transportation ("CIHT Walking Guidance"), April 2015.

Subject to demonstrating that a site is sustainable, Paragraph 116 provides guidance regarding the transport related circumstances in which planning permission can be withheld or refused stating:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

Within the context of paragraph 116, paragraph 117 provides advice on the design of sustainable development stating:

‘Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations’

Department for Transport Connectivity Tool

There is a range of observed data and guidance that can be applied to assess how well a location is connected to everyday destinations by walking, cycling and public transport. The Department for Transport (DfT) has pulled all this data together into a single Connectivity Tool.

The Connectivity Tool provides a publicly accessible, scores-based outcome to indicate how well locations are connected to everyday destinations by walking, cycling and public transport, allowing an assessment of sustainable transport accessibility.

The DfT model identifies a range of destinations that people may reasonably need to access in their daily lives. These destinations fall within the following broad categories:

- a) education;
- b) leisure and community facilities;
- c) employment;
- d) healthcare;
- e) shopping; and
- f) social visits.

It should be noted that the Connectivity Tool does not assess the quality of routes used to access destinations. For example, there is currently insufficient nationwide data regarding factors such as pavement quality, lighting, perceived safety, or the suitability of cycling infrastructure. In the case of cycling, the tool assesses distance only, rather than the safety or attractiveness of the route. In practice, these qualitative factors can significantly influence whether people choose to travel by active modes.

The Connectivity Tool therefore provides a measure of potential connectivity by each mode following specific routes in order to identify locations that are, or could be made sustainable, in accordance with NPPF paragraph 110. It remains the responsibility of the transport professional to undertake a detailed assessment of route quality and identify any infrastructure improvements necessary to make walking and cycling routes safe and attractive and thereby deliver the full potential transport sustainability of a site.

The use of the Connectivity Tool is referred to in the consultation version of the NPPF. However, in advance of the consultation NPPF coming into force, the importance of using the Connectivity Tool in determining the connectivity of location has already been set out in a ministerial statement on 11th December 2025 with the Secretary of State for Transport stating:

‘This landmark platform will serve as the new national metric of connectivity, transforming how we plan for new development and the transport infrastructure needed to support it, ensuring new homes and services can be easily accessed by sustainable modes of transport...’

Given the ministerial statement, significant weight should be placed on the metrics of the Connectivity Tool by policy-makers and decision-takers.

Connectivity scores are expressed as a percentage relative to the most connected locations in England and Wales. For example, a score of 50% indicates that a location has half the level of connectivity of the most connected areas. Importantly, this does not represent “average connectivity”. The Department for Transport clarifies that average connectivity corresponds to a higher score.

Further clarification is provided by DfT below:

	Overall
10th percentile	38.9
20th percentile	52.1
30th percentile	58.6
40th percentile	63.1
Median	66.8
60th percentile	70.2
70th percentile	73.7
80th percentile	77.8
90th percentile	83.2

Based on the DfT guidance, average connectivity is typically represented by an overall score of approximately 65%. Locations with scores in the 30–39% range fall within the lowest 10% of connectivity across England and Wales, indicating relatively poor access to destinations by sustainable transport modes.

CONNECTIVITY

Figure .1 illustrates the sustainable transport connectivity score for the Site, considering all sustainable modes except driving. The Connectivity Tool displays results using a colour scale ranging from red (most connected) to violet (least connected).

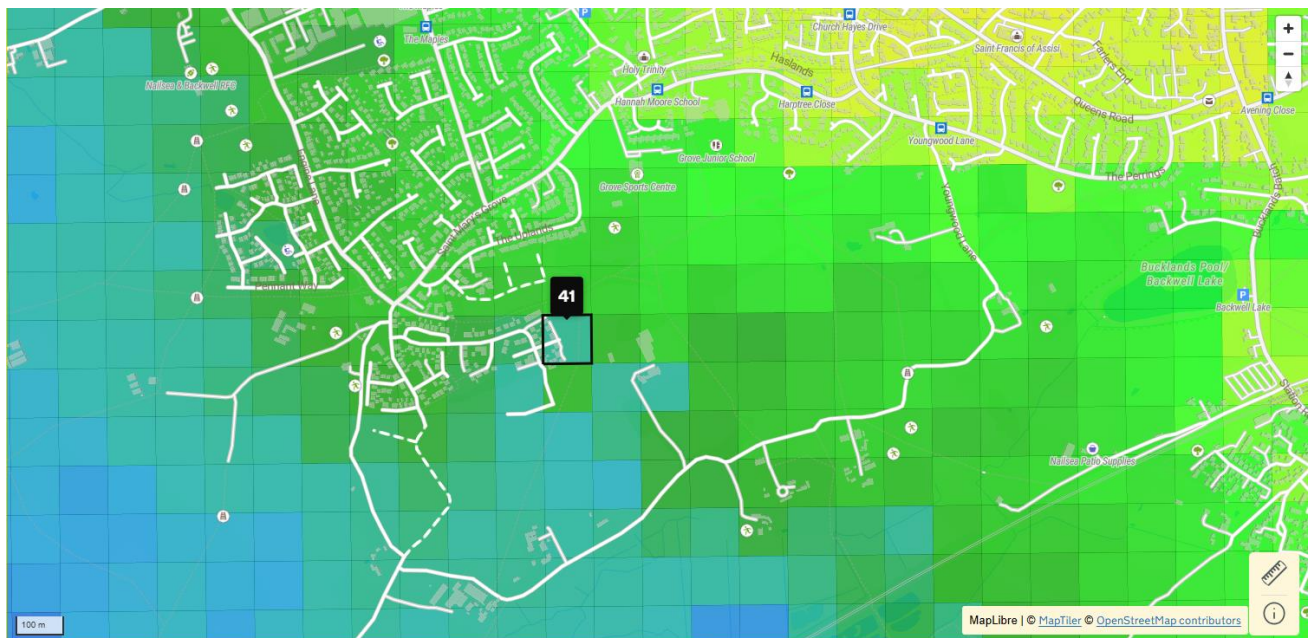


Figure .1: DfT Connectivity Tool – All Sustainable Transport Modes’ Connectivity for the Site

The figure indicates that the Site has a connectivity score of 41, placing it at the lower end of the lowest 20th percentile of the sustainable transport connectivity scale.

The figure indicates that, for walking alone, the Site scores 37, which is lower than the overall sustainable transport connectivity score and places it firmly within the lowest 10th percentile of the sustainable transport connectivity scale with regards walking. This reflects the remoteness of the Site to Nailsea Town centre which is towards the northeast of the Town

The figure indicates that, for cycling alone, the Site scores 54, which is higher than the overall sustainable transport connectivity score, and is approaching the median level of connectivity for cycling. This suggests that the overall sustainable transport score is dependent on a comparatively stronger cycling connectivity.

The figure indicates that, for public transport alone, the Site scores 42, which is similar to the overall sustainable transport connectivity score placing it within the lowest 20th percentile of the sustainable transport connectivity scale with regards public transport.

In contrast to the sustainable transport modes, The Site demonstrates relatively strong connectivity for car drivers, with a score of 74, which is above average for England and Wales.

As a consequence, it is reasonable to expect that in the absence of providing a genuine choice of sustainable travel modes, the private car will remain the dominant mode of transport for most journey purposes, given that:

- a) Current levels of connectivity by sustainable transport modes is relatively low; and
- b) Current levels of connectivity for car drivers is comparatively high.

In summary, the Site demonstrates generally poor connectivity by sustainable transport modes, with particularly low scores for walking and only modest provision for public transport. While cycling connectivity is relatively stronger, it is not sufficient to offset the overall low accessibility. In contrast, connectivity by car is notably high, indicating that the site is far more accessible for private vehicle use. As a result, without significant improvements to sustainable transport infrastructure and services, it is likely that the private car will remain the dominant mode of travel, and providing a genuine choice of alternatives will be challenging.

SUSTAINABLE TRAVEL IMPACTS

Active Travel Connectivity

Journeys by Foot

The Department for Transport's Connectivity Tool identifies that the Site has poor walking accessibility to everyday destinations. This directly contradicts the applicant's assumption within the Transport Statement that residents will routinely walk up to 25 minutes (approximately 2km) for a

range of journey purposes and that this is a realistic choice for most people. There is limited empirical evidence to support such an assumption in this context, and the low walking connectivity score demonstrates that the local environment is not conducive to regular pedestrian trips.

Even when applying the Applicants optimistic assumptions, the assessment concludes that very few key services and facilities fall within a reasonable walking distance of the site. This reflects the site's peripheral location beyond the south-western edge of Nailsea, while the majority of services, including the town centre, are located to the north-east, which is a walk of over ½ hour.

Consequently, it is unrealistic to expect that many journeys to everyday destinations will be undertaken on foot. The spatial separation between the Site and key facilities will act as a strong deterrent to walking as a primary mode of travel.

Journeys by Cycle

The Connectivity Tool suggests that cycling has the greatest potential to provide a realistic alternative to private car use, with journey distances between the Site and key destinations within Nailsea broadly suitable for cycling.

However, this theoretical potential is not reflected in observed travel behaviour. Census data indicates that only 2.6% of Nailsea residents cycled to work in 2021, with a similarly low figure of 2.9% recorded in 2011. While the 2021 data was influenced by pandemic-related travel patterns, the consistency across both datasets indicates that cycling levels remain persistently low.

The Applicants places reliance on Local Transport Note 1/20 (LTN 1/20), particularly in relation to typical cycling distances of up to 30 minutes, to suggest that a wide range of destinations are accessible by bike.

However, this argument overlooks a critical point: Nailsea is already of a scale where cycling should be viable for many trips, yet very few residents choose to cycle. This strongly suggests that the existing environment is not perceived as safe or suitable for most people.

No detailed assessment has been undertaken of the routes that future residents would need to use to access key destinations, nor has any robust data been provided on traffic flows or speeds. Without this, it is not possible to determine whether existing infrastructure meets required standards or to identify the interventions necessary to make cycling a safe and attractive option. The applicant states that the local Highway network is considered to be relatively flat and suitable for confident cyclists.

The Applicant has not provided technical evidence to demonstrate compliance with LTN 1/20 or to support claims that local roads are suitable for cycling by the majority of users.

Whilst cycling within the first two phases of the site is safe, connectivity beyond the site is poor and a reliance on the Gleeson site for connectivity to the south is being relied upon and there is no clear evidence that this is ever likely to be delivered. Also, no reference has been made to the Avon Cycleway which is extremely close to the application site to the west.

In summary, while cycling is critical to the sustainability of the site due to its poor walking and public transport accessibility, the necessary infrastructure to support it has not been properly assessed or secured. Without substantial intervention, cycling is unlikely to become a genuine travel choice for most residents, and modal share is likely to remain at or below existing levels of 2.9%.

Public Transport

Public transport accessibility is also poor, as confirmed by the Connectivity Tool. The nearest bus stops are located well beyond a convenient walking distance (exceeding 400 metres) at 950m or a 12 minute walk, and existing service frequencies are limited. Census data indicates that only around 3% of Nailsea residents travel by bus. This includes the locations best served by bus in Nailsea.

A financial contribution towards public transport improvements was made provision for with previous phases the adjoining site still lacks any bus service. In this context, financial contributions alone are unlikely to deliver meaningful improvements without a clear, committed scheme for service provision.

To achieve even parity with other parts of Nailsea, a bus route would need to be extended to serve the site directly, with a minimum hourly frequency.

Crucially, public transport must be delivered early in the development lifecycle. Without guaranteed provision from the initial phases—ideally no later than occupation of the first 20 dwellings—residents will become reliant on private cars from the outset. This risks embedding unsustainable travel patterns and increasing the potential for social isolation among non-car users.

Sustainable Travel Conclusion

The applicant has not used any data compiled from phase 1 and 2 of the main site to back-up their Travel Plan Targets. The Town Council would like to see supporting evidence collected by their Travel Plan Co-ordinator showing that they are meeting the original targets or not.

Overall, the Site performs poorly across all active and sustainable travel modes. Walking accessibility is limited by distance; cycling, while theoretically viable, is unsupported by safe and suitable infrastructure off site; and public transport provision is currently inadequate and uncertain in delivery.

In combination, these factors indicate that the site does not offer a genuine or realistic choice of sustainable transport modes. Without substantial, coordinated, and early interventions, the development would be inherently car-dependent, contrary to the objectives of sustainable transport policy.

HIGHWAY IMPACTS

Local Highway Operation

A principal concern of NTC is the impact of the Proposed Development on the local highway network, which is already constrained and operating under pressure. Nailsea is rather unique in the fact that there are no 'A' roads to the town, only constrained 'B' roads and rural lanes.

The site is served by two access routes one on to St. Mary's Grove and the other on to Netherton Wood Lane. This arrangement would concentrate additional traffic onto St. Mary's Grove with its pinch points and lack of continuous pavement or funnel vehicle movements onto the narrow rural lanes of Nailsea West End and Chelvey. Notably, sections of these routes reduce to single carriageway width a short distance from the Site, significantly limiting their ability to safely accommodate increased traffic flows.

The cumulative impact of traffic from the various development, already built out or in the process of being built out raises serious concerns regarding capacity, safety, and network resilience. In this context, paragraph 116 of the National Planning Policy Framework (NPPF) is particularly relevant, which states that development should be refused where the residual cumulative impacts on the road network would be "severe." Given the constrained nature of the surrounding highway infrastructure and the scale of development proposed both within and beyond allocated sites, the Town Council considers that this threshold is likely to be met.

Importantly, the applicant has failed to update their transport strategy and have relied upon data that is out of date or non-existent. This undermines confidence that the site is deliverable without unacceptable impacts on the Highways network, including the constrained Backwell Crossroads. The wider area is already expected to accommodate significant housing growth, with over 3,500 dwellings predicted in the Backwell & Nailsea Strategic Growth Area, and it is unreasonable to expect existing infrastructure to absorb additional planned and unplanned development without comprehensive mitigation.

There are also longstanding, unresolved significant road safety concerns at points across the local network which are not adequately addressed by the proposal. These include:

Wraxall Hill at its junction with the B3128

The junction of Portbury Lane with Clevedon Road

The constrained section of Bristol Road through Wraxall Village
Clevedon Road between Nailsea and Tickenham Hill (Stone-edge-Batch)
The Causeway between Hanham Way and Washing Pound Lane

These locations already experience restricted visibility, and limited passing opportunities, which combined with existing congestion and any increase in traffic is likely to exacerbate existing safety and capacity issues.

Impact on Rural Lanes

The surrounding rural lanes are highly sensitive to increases in traffic and are already subject to notable pressures. These routes are frequently used as informal alternatives to strategic roads, particularly during periods of congestion on the M5 motorway. Their physical characteristics—such as dry-stone walls, rhynes, and the absence of footways—severely constrain their capacity and limit opportunities for safe passing, particularly where different users share the same space. The application even fails to mention Netherton Wood Lane (Western perimeter) within their application. It also states that St. Mary's Grove has two meter wide footways on both sides of the carriage way, this might be the case for the new section, however the original section of St. Mary's Grove this is not the case.

These lanes are characteristic of the rural landscape in which they sit, with many elevated above adjacent low-lying land that is prone to flooding, hence road names such as "The Causeway." They are typically narrow (with sections that are unable to accommodate two-way car movements), lack pedestrian provision, lack any protection for cyclists and include constrained junction layouts, sharp bends, and restricted forward visibility. Many sections fall well below modern highway design standards and are inherently unsuitable for accommodating high traffic volumes or any significant increase in vehicle movements without giving rise to material safety concerns.

In addition to vehicular use, these lanes are regularly used by pedestrians, cyclists, and horse riders. This results in a shared-space environment where conflicts between motor vehicles and more vulnerable users are commonplace and already a source of concern for local residents.

Notwithstanding these existing issues, the emerging North Somerset Local Plan places emphasis on the designation of such routes as "Quiet Lanes," intended to prioritise active travel and enhance the rural character of the area. However, this objective is fundamentally at odds with increasing levels of motor traffic on these routes.

The Proposed Development — both in isolation and cumulatively with other committed development — would materially increase traffic flows on these lanes. This would intensify existing conflicts between users, elevate the risk of collisions, and erode the environmental quality and tranquillity

that Quiet Lanes are intended to protect. As such, the proposal would directly undermine the strategic objectives of the emerging policy.

There does not appear to be any mitigation proposed to deliver meaningful improvements to the existing network, either by impacting on driver behaviour or traffic volumes.

These impacts are further exacerbated by the Site's poor accessibility by sustainable modes. In the absence of realistic alternatives to the private car, a high level of car dependency can be expected, resulting in additional pressure on these already constrained routes. While there is extensive national guidance on traffic calming and the design of Quiet Lanes, the Applicant has failed to identify or commit to any substantive measures that would actively discourage through-traffic or prioritise non-motorised users. This represents a significant omission and further undermines the credibility of the proposed mitigation strategy.

Personal Injury Accident Data, is out of date and only reflects data from 2022 -24. The Town Council has been passed evidence of a number of accidents within the rural lanes around Nailsea, in recent months. Also, during this time period specified, the build out and occupation of the various adjacent sites at Netherton Grange, Engine Lane and The Uplands had not taken place. We would like to see up-to-date accident data and vehicle counts.

Highway Impact Conclusion

Overall, the proposed development raises significant concerns in relation to highway capacity, safety, and sustainability. The combination of constrained infrastructure, poor public transport provision, and increased pressure on rural lanes suggests that the cumulative impact on the highway network is likely to be severe. In the absence of robust, deliverable, and timely mitigation measures, the proposal conflicts with national and local policy and should be resisted on transport grounds.

Ecology Comments

The report and assessment provided by the applicant are extremely poor and the Town Council hope the NSC ecologist will raise this with the applicant. Our assumption is that the applicant has failed to look properly at the SAC as parts of it are poor. We hope Natural England will challenge their assessment.

The applicant has failed to stick to the NSC & Mendip Bat SAC survey guidance. Their surveys are full of holes and limitations, and should not be relied upon. Furthermore, they have put down that they have recorded grey long eared bats during the transect - currently none of this species has been recorded in North Somerset. This would suggest they haven't checked their data properly and just used the auto ID functions on the bat detectors. The applicant has failed to set out their methods for the data analysis.

We would expect the applicant to continue collecting survey data to submit a proper Ecological Impact Assessment...

Further examples of why we deem the assessment to be sub-par:

- no such thing as a 'moderate' potential tree for roosting bats. As a full application, they need to undertake further bat surveys to establish if it's a roost. For an outline application it would be acceptable not to.
- Dormouse data search record, doesn't say when or where. If its within 3km in the last five years, you have to assume they are on site.
- Great crested newts - they should do further eDNA surveys on the ponds on and adjacent to the site (you need to do this for any application) and they haven't.
- Badger - they haven't set out their results of the trail cameras.
- Breeding birds - we assume these are underway as per their statement in the report
- BNG- they are claiming they are compensating the loss of a priority habitat (lowland meadow) but they have not presented where this will be, just said it's 'off-site'. This area is part of a very important habitat and requires bespoke mitigation.

SUMMARY AND CONCLUSION

This response has been prepared on behalf of Nailsea Town Council in respect of planning application 26/P/0997/FUL Erection of 82no. dwellings with associated open space, infrastructure and access, Land off of Youngwood Lane

The Statement has considered the proposal against relevant national and local planning policy, including the National Planning Policy Framework (NPPF), North Somerset Core Strategy policies, and the emerging transport evidence base for Nailsea and Backwell. It has also assessed the findings of the Department for Transport Connectivity Tool and relevant technical guidance, including Local Transport Note 1/20.

In summary, the evidence demonstrates that the site is poorly located in terms of sustainable transport accessibility. Walking connectivity is very limited, public transport provision is weak and distant, and while cycling has theoretical potential, there is no demonstrated safe or coherent network to support it in practice. As a result, the site does not provide a realistic or genuine choice of sustainable transport modes, and future occupiers would be heavily reliant on the private car.

This inherent car dependency is reinforced by the Connectivity Tool results, which show low accessibility scores for sustainable modes alongside relatively strong car connectivity. Without

substantial, early, and enforceable intervention, there is no credible basis on which a significant modal shift away from the private car could be achieved.

The highway impacts of the development are also of serious concern. The site would introduce additional traffic onto an already constrained local network, including sensitive rural lanes and junctions that are not designed to accommodate further growth. Cumulative impacts with other committed development, including Grove Farm, Poplar Farm, Causeway View, would further exacerbate congestion, safety risks, and network stress.

In addition, the surrounding rural lanes are highly vulnerable to traffic reassignment. These routes are narrow, environmentally sensitive, and already used by vulnerable road users including pedestrians, cyclists, and horse riders. Increased traffic would significantly worsen safety conditions and undermine the emerging policy objective of designating these routes as Quiet Lanes.

Having regard to Paragraph 116 of the NPPF, the evidence indicates that the Proposed Development would give rise to unacceptable road safety impacts, even with mitigation, are likely to be severe particularly if permission is granted for the unplanned development at Land of Netherton Wood Lane (St. Modwen Homes and Land south of Nailsea (Gleeson Homes)). In addition, the proposal fails to accord with Paragraphs 110, 115 and 117, in that it does not provide a genuine choice of sustainable transport modes, does not prioritise active travel in a meaningful way, and does not demonstrate safe and suitable access for all users.

Overall, the Proposed Development is not supported by a robust or deliverable transport strategy and would result in a pattern of growth that is fundamentally car-dependent, with associated adverse impacts on highway safety, network performance, and the rural environment. Also, that the Impact Ecology Assessments for the site is flawed and cannot be relied upon to safeguard protected bat species and other aspects of wildlife. Nor have they correctly identified Biodiversity Net Gain for the site as laid out in in the NPPF.

For these reasons, it is concluded that the Proposed Development is contrary to national and local planning policy and should be refused.

Without prejudice to our comments above, and should planning permission be granted contrary to our objection, we recommend that the following conditions are applied.

A financial contribution towards sports improvements at the neighbouring Grove Sports Centre.

A financial contribution is provided to improve safety at :

Wraxall Hill at its junction with the B3128

The junction of Portbury Lane with Clevedon Road

The constrained section of Bristol Road through Wraxall Village

Clevedon Road between Nailsea and Tickenham Hill (Stone-edge-Batch)

The Causeway between Hanham Way and Washing Pound Lane, including the consideration of making The Causeway one-way

To date the S.106 figure of £781,039.14 for an extension to existing bus service to serve the Netherton Grange site towards Nailsea Town Centre and Nailsea & Backwell Railway Station under planning permission 16/P/1677/OT2 has failed to materialise along with the proposed connection from the site via a pedestrian and cycle route to the Railway Station. Nailsea Town Council is extremely concerned that planning conditions and S.106 are not being adhered to by the applicant.



Minutes of a Meeting of the Planning Committee held at 7.30pm on Wednesday 5th

August 2026 in the Tithe Barn, Church Lane, Nailsea.

These minutes are in DRAFT FORM and remain subject to approval

PRESENT COUNCILLORS:

Cllrs J Barber, M Bird, M Blatchford, A Hobbs, S Louden-Cooke (ex-officio as Vice-Chair of the Town Council), T Mazur, G Parsons (ex-officio as Chair of the Town Council), I Presland, S Rogers, J Tonkin and J Turner.

Observers:

Cllr J Blatchford and B Kushner

Also present:

The Town Clerk / CEO, the Senior Administrator and 6 members of the public.

P075/26 APOLOGIES:

Received from Cllr R Lees.

P076/26 DECLARATION OF INTEREST

None.

P077/26 PUBLIC PARTICIPATION

None.

P078/26 LICENCING APPLICATIONS

None.

P079/26 PLANNING APPLICATIONS

26/P/1324/OU2 – Land North of Farleigh Road [Backwell] - Outline planning application with Environmental Statement for the development comprising of up to 500 dwellings; up to 2 hectares of mixed-use development (Use Class E, F1, F2, C2 and C3); first phase of proposed relief road; signal controlled junction with the A370; mobility hub; cycle, pedestrian and emergency access from Chapel Hill; public open space; landscaping; surface water attenuation and associated infrastructure. Access off Farleigh Road for approval with appearance, landscaping, scale and layout reserved for subsequent approval. The development forms part of the local plan (HE203035 – categorised as most suitable). It was identified as a new site on the second iteration of sites.

The Committee reviewed the application and discussed the following points:

- The application was fundamentally premature as the emerging local plan was yet to be examined.
- Rural lanes: Concerns were raised regarding the impact of increased traffic on the local rural lane network being used by drivers as 'rat runs' to the M5. An example route being via the Causeway and Washing Pound Lane.
- The Link Road: The dates referred to in the proposal implied that the Link Road may not be delivered until 2041, on the basis of funding being secured across numerous development sites as this development would only make provisions for a portion of the proposed road.
- Road Safety: Concerns were raised regarding the conflicts between proposed Festival Way users and Backwell Bow, with the potential to increase the risk of accidents. The assessment did not appear to fully reflect the number of accidents and fatalities on Station Road, with the data only extending to 2024. It was agreed that further commitments were required for improving the safety of Wraxall Hill, Portbury Road, Stone-edge Batch and the Causeway.
- Outdated data – Employment and Commuting Patterns: The assessment relied on figures from the 2011 census, which were approximately 15 years out of date and did not adequately account for growth.
- Traffic lights on the A370: The introduction of additional traffic lights on the A370 was questioned, particularly whether they could increase journey times.
- Hydrology and flood risk: Concerns were raised that the hydrology work undertaken by the developer is flawed and may not adequately assess the potential impact on the River Kenn and properties downstream. It was also noted that there appears to be insufficient mitigation proposed for flood risk.
- There were concerns regarding the loss or impact on Grade 1 agricultural land that could be used for food production and the impact it would have on the ecology – particularly bats.

RESOLVED: that Nailsea Town Council objects on numerous grounds outlined in Appendix A and that without prejudice to the comments above, the Committee recommend that the following conditions are applied:

A financial contribution is provided to improve safety at:

- **Wraxall Hill at its junction with the B3128**
- **The junction of Portbury Lane with Clevedon Road**
- **The constrained section of Bristol Road through Wraxall Village**
- **Clevedon Road between Nailsea and Tickenham Hill (Stone-edge-Batch)**
- **The Causeway between Hanham Way and Washing Pound Lane, including the consideration of making the Causeway one-way.**

26/P/1390/TBCN – Land at Nailsea Wall Farm, Nailsea Wall Lane - Prior Notification for a proposed temporary use as a recreational campsite for up to 34 camper van pitches

No objection. However, the Committee asked that officers are minded to take into consideration the access routes to the site via the rural lanes - particularly the width of West End Lane and Nailsea Wall Lane.

26/P/1229/FUH – 6 The Birches - Proposed creation of a 1.8m fence to the West of the front driveway.

No objection

For the following applications, Nailsea Town Council is not considered to be a statutory consultee and North Somerset Council therefore does not require a response.

26/P/1367/LDP – 24-25 Somerset Square - Certification of Lawful Development for the use of the ground floor and part first floor of the premises as a 24 Hour Commercial Gym.

Noted.

P080/26 MATTERS FOR INFORMATION

The Town Clerk advised that a business parking permit scheme for Station Road Car Park would be discussed at the forthcoming Planning Committee meetings.

Members were advised that two sites off of Trendlewood Way, which had previously been refused permission for development, were subject to appeals. The Committee were informed that they had the opportunity to submit comments on one of these applications, relating to Bibury Close. The consultation for Tetbury Gardens could not be commented on. The Town Clerk and CEO confirmed that, on behalf of the Town Council, she would reiterate the original objections raised by the Planning Committee towards the Bibury Close application.

Members were also advised that a reserved matters application has been submitted in relation to the development at Grove Farm, Backwell and would be discussed in an upcoming meeting of the Planning Committee.

The meeting closed at 7.57pm

Chair's signature:

Date: ____ / ____ / 2026

Appendix A

Nailsea Town Council OBJECTS to planning application 26/P/1324/OU2 which seeks permission for:

Outline planning application with Environmental Statement for the development comprising of up to 500 dwellings; up to 2 hectares of mixed-use development (Use Class E, F1, F2, C2 and C3); first phase of proposed relief road; signal-controlled junction with the A370; mobility hub; cycle, pedestrian and emergency access from Chapel Hill; public open space; landscaping; surface water attenuation and associated infrastructure. Access off Farleigh Road for approval with appearance, landscaping, scale and layout reserved for subsequent approval.

The Proposed Development is located on Land North of Farleigh Road, Backwell.

Refusal of the development

This report has been prepared to highlight various reasons for refusal:

This application is fundamentally premature. The emerging North Somerset Local Plan has neither been subjected to an independent examination nor has it been formally adopted. Nailsea Town Council (NTC) stands with Backwell Parish Council in the view that granting permission for this development prior to examination would undermine the statutory plan-making process, predetermine the spatial allocation strategy, and bypass democratic public examination.

The proposed development, on account of its location, will lead to an increase in traffic and the capacity of local highways would result in traffic congestion, the compromise of highway safety and not be a sufficiently sustainable location for development, contrary to Policies CS10 (Transportation and movement) and CS31 (Clevedon, Nailsea and Portishead) of the North Somerset Core Strategy and Policies DM24 (Safety, traffic and provision of infrastructure, etc. associated with development) as well as DM25 (Public rights of way, pedestrian and cycle access) of the North Somerset Sites and Policies Plan (Part 1).

Relevant Transport Policy

National Planning Policy

The Government's planning policies for England in the National Planning Policy Framework ("the NPPF"), was updated with minor technical corrections in February 2025. The NPPF now highlights the need for close coordination between land-use planning and transport planning to support sustainable development.

Paragraph 115 of the Framework states the following:

‘In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.’

Without the proposed Link Road crossing the railway line; costed, funded and built-out, the proposed development will have a significant impact on the already constrained Backwell Crossroads and the pinch points within Nailsea. The application clearly states that “the relief road will be delivered by others”. The impact of the proposed new junction on the A370 is not clear from the data. There needs to be clarity and understanding of the level of queuing on the approaches to the new junction and how this could affect the free flow of traffic at the Backwell Crossroads.

Subject to demonstrating that a site is sustainable, Paragraph 116 of the NPPF provides guidance regarding the transport related circumstances in which planning permission can be withheld or refused stating:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.’

The reliance on data which is 15 years old (2011 census) to calculate commuting patterns is flawed and should be revisited.

Highway Impacts

Local Highway Operation

A principal concern of NTC is the impact of the proposed development on the local highway network, which is already constrained and operating under pressure.

The cumulative impact of traffic from the various developments, that have already been built or are in the process of being built raises serious concerns regarding the highway’s capacity, safety, and network resilience. In this context, paragraph 116 of the National Planning Policy Framework (NPPF) is particularly relevant, which states that development should be refused where the residual cumulative impacts on the road network would be “severe.” Given the constrained nature of the surrounding highway infrastructure and the scale of development proposed both within and beyond the allocated sites, the NTC considers that this threshold is likely to be met.

There are also longstanding, unresolved and significant road safety concerns at points across the local network in the Nailsea area which are not adequately addressed by the proposal, which will be impacted by the Farleigh Road development. These include:

Wraxall Hill at its junction with the B3128

The junction of Portbury Lane with Clevedon Road

The constrained section of Bristol Road through Wraxall Village

Clevedon Road between Nailsea and Tickenham Hill (Stone-edge-Batch)

The Causeway between Hanham Way and Washing Pound Lane

At these locations drivers already experience restricted visibility and limited passing opportunities, and when combined with existing congestion and traffic increases it is likely to exacerbate existing safety and capacity issues.

Impact on Rural Lanes

The surrounding rural lanes are highly sensitive to increases in traffic and are already subject to notable pressures. These routes are frequently used as informal alternatives to strategic roads, particularly during periods of congestion on the A370, A38 and M5 motorway. Their physical characteristics such as dry-stone walls, rhynes, and the absence of footways severely constrain their capacity and limit opportunities for safe passing particularly where different users share the same space.

These lanes are characteristic of the rural landscape in which they sit, with many elevated above adjacent low-lying land that is prone to flooding, for example Backwell Bow. They are typically narrow (with sections that are unable to accommodate two-way car movements), lack pedestrian provision, lack any protection for cyclists and include constrained junction layouts, sharp bends, and restricted forward visibility. Many sections fall well below modern highway design standards and are inherently unsuitable for accommodating high traffic volumes or any significant increase in vehicle movements without giving rise to material safety concerns.

In addition to vehicular use, these lanes are regularly used by pedestrians, cyclists, and horse riders. This results in a shared-space environment where conflicts between motor vehicles and more vulnerable users are commonplace and is already a source of concern for local residents. This issue is very noticeable where the Festival Way route passes over Backwell Bow. The application has not considered the impact on Chapel Hill/Backwell Bow.

Notwithstanding these existing issues, the emerging North Somerset Local Plan places emphasis on the designation of such routes as “Quiet Lanes,” intended to prioritise active travel

and enhance the rural character of the area. However, this objective is fundamentally at odds with increasing levels of motor traffic on these routes.

The Proposed Development both in isolation and cumulatively with other committed development would, materially increase traffic on these lanes. This would intensify existing conflicts between users, elevate the risk of collisions, and erode the environmental quality and tranquillity that Quiet Lanes are intended to protect. As such, the proposal would directly undermine the strategic objectives of the emerging policy.

These impacts are further exacerbated by the Site's poor accessibility by sustainable modes. In the absence of realistic alternatives to the private car, a high level of car dependency can be expected, resulting in additional pressure on these already constrained routes. While there is extensive national guidance on traffic calming and the design of Quiet Lanes, the Applicant has failed to identify or commit to any substantive measures that would actively discourage through-traffic or prioritise non-motorised users. This represents a significant omission and further undermines the credibility of the proposed mitigation strategy.

Personal Injury Accident Data, is out of date as it only utilises data from 2020-24. The Town Council has been given evidence of a number of accidents within the rural lanes around Nailsea, in recent months. Sadly, there has also been a pedestrian fatality on Station Road, which must be acknowledged within any report.

Highway Impact Conclusion

Overall, the proposed development raises significant concerns in relation to highway capacity, safety, and sustainability. The combination of constrained infrastructure, and increased pressure on rural lanes suggests that the cumulative impact on the highway network is likely to be severe, particularly with the Link road not anticipated to be operational until 2041. In the absence of robust, deliverable, and timely mitigation measures, the proposal conflicts with national and local policy and should be refused on transport grounds.

NATURAL AND LOCAL ENVIRONMENT

Provisional Agricultural Land Classification (ALC) (England)

This site is classified as Grade 1 land within the Green Belt and must be protected from development to ensure that future generations can live sustainably off of the land. North Somerset has very limited Grade 1 land.

Natural England state: Grade 1 land is described as; land with no or very minor limitations. A very wide range of agricultural and horticultural crops can be grown and commonly includes:

- top fruit, for example tree fruit such as apples and pears

- soft fruit, such as raspberries and blackberries
- salad crops
- winter harvested vegetables

Yields are high and less variable than on land of lower quality.

The NPPF policy 187. references the need to contribute and enhance the natural and local environment.

Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Ecology Comments

The loss of agricultural land will impact the bats which feed off of the invertebrates in the locality. This issue has been recorded at the Netherton Grange site in Nailsea, which has seen a sharp decline in bats numbers, including protected species. The concern is that the same impact will be seen at this site.

Surface Water and Ground Water Modelling

It is unclear from the applicant's data whether they have understood the complex hydrology in the Backwell area and the possible flood risk that the site could create post-development, particularly on existing properties at a lower level or down-stream of the site.

SUMMARY AND CONCLUSION

This response has been prepared on behalf of Nailsea Town Council in respect of planning application 26/P/1324/OU2 which seeks permission for:

Outline planning application with Environmental Statement for the development comprising of up to 500 dwellings; up to 2 hectares of mixed-use development (Use Class E, F1, F2, C2 and C3); first phase of proposed relief road; signal-controlled junction with the A370; mobility hub; cycle, pedestrian and emergency access from Chapel Hill; public open space; landscaping; surface water attenuation and associated infrastructure. Access off Farleigh Road for approval with appearance, landscaping, scale and layout reserved for subsequent approval.

The Proposed Development is located on Land North of Farleigh Road, Backwell.

The Statement has considered the proposal against relevant national and local planning policy, including the National Planning Policy Framework (NPPF), North Somerset Core Strategy policies, and the emerging transport evidence base for Nailsea and Backwell.

The impact of the development on local highways are of serious concern. The site would introduce additional traffic onto an already constrained local network, including sensitive rural lanes and junctions that are not designed to accommodate further growth. Cumulative impacts with other committed development, including Grove Farm, Poplar Farm, Causeway View, would further exacerbate congestion, safety risks, and network stress.

In addition, the surrounding rural lanes are highly vulnerable to traffic reassignment. These routes are narrow, environmentally sensitive, and already used by vulnerable road users including pedestrians, cyclists, and horse riders. Increased traffic would significantly worsen safety conditions and undermine the emerging policy objective of designating these routes as Quiet Lanes. Chapel Hill and Backwell Bow are likely to see an increase in vehicles avoiding Backwell crossroads to access the M5 via Portbury and Clevedon. (Festival Way, flooding under the bridge, restricted height)

Having regard to Paragraph 116 of the NPPF, the evidence indicates that the proposed development would give rise to unacceptable road safety impacts even with mitigation and is are likely to be severe particularly if permission is granted for the unplanned development at Land of Netherton Wood Lane (St. Modwen Homes and Land south of Nailsea (Gleeson Homes).

Overall, the proposed development is not supported by a robust or deliverable transport strategy and would result in a pattern of growth that is fundamentally car-dependent, with associated adverse impacts on highway safety, network performance, and the rural environment.

For these reasons, it is concluded that the proposed development is contrary to national and local planning policy and should be refused.

Without prejudice to our comments above, and should planning permission be granted contrary to our objection, we recommend that the following conditions are applied.

A financial contribution is provided to improve safety at :

Wraxall Hill at its junction with the B3128

The junction of Portbury Lane with Clevedon Road

The constrained section of Bristol Road through Wraxall Village

Clevedon Road between Nailsea and Tickenham Hill (Stone-edge-Batch)

The Causeway between Hanham Way and Washing Pound Lane, including the consideration of making The Causeway one-way

NTC REF #	APPLICATION #	CAT	LOCATION ROAD	LOCATION	PROPOSAL	NTC COMMENTS	NSC DECISION	COMMENTS
6307	24/P/0695	AOC	Land North of Land East of	Youngwood Lane Netherton Wood Lane	Request to discharge condition number 5 (Details of external Surface Materials), 6 (Surface Water Drainage), 7 (Sustainable Drainage Scheme), 12 (External Lighting), 18 (Wintertree Software Inc.) and 19 (Provision of access, Roads and Footpaths) on application 16/P/1677/OT2	Noted.	Approve (discharge condition) (RDC)	N/A
6449	25/P/2067	FUH	Heathfield Way	8	Proposed removal of front boundary wall and existing accessibility ramps to facilitate creation of landscaped replacement ramps. Erection of a single storey rear extension alongside front and rear canopies. Fenestration alterations to the side and rear elevations.	No Objection	Approved	N/A
6556	1004	FUH	Whitesfield Road	45	Demolition of existing conservatory and proposed erection of a single storey side extension and loft conversion to include 2no. dormers to the front (South) elevation and 1no. dormer to the rear (North) elevation and installation of rooflights.	Objection on the grounds that the proposed loft conversion and associated front and rear dormers would result in an increase in the height and bulk of	Approve	A site visit was undertaken by the officer in order to understand any potential impacts of the proposed increase in roof height. The property is situated on a hill which allows for various building and plot heights within the immediate

						the dwelling, creating a development that would be out of scale with surrounding properties and detrimental to the character and appearance of the area.		surroundings. The neighbours to the north sit on slightly higher ground in comparison to the application site. It was also observed that there are buildings which appear much taller than others within a slightly wider viewpoint of the proposed development, meaning that with just the increase in roof height, the impact on character of the area would not cause an unacceptable level harm. The original design which included the rear dormer was considered unacceptable in terms of height and bulk, as suggested in the Nailsea Town Council comments, however, the alterations to remove the rear dormer element have overall made the proposals acceptable. The design is in keeping with the existing dwelling and compliments the current design features well, using materials which match those within the existing dwelling.
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6557	1020	LDP	Old Chapel Lane	Chapel Cottage	Certificate of lawful development for the proposed erection of a new single storey oak framed and masonry extension to the South West elevation, removal and replacement of existing porch canopy to the North West elevation and replace with a new oak framed canopy.	N/A	Refused	N/A
6559	1072	ADV	Church Lane	Holy Trinity Church	Advertisement Consent for the replacement of 2no. existing signage boards with new Post and Panel signage boards.	Recommendation : The Town Council asks that the Listed Building Officer is requested to review this application with regard to the Core Strategy CS5 Landscape and the Historic Environment policy in that material consideration must be given to conserve the historic environment of listed buildings and whether the replacement	Approved	N/A

						signage is suitable in this case. Also, under the Emerging Local Plan 2041 – Policy DP40: Built Heritage this policy would apply to this application. The Town Council notes that Listed Building consent was required at the adjacent Tithe Barn (Grade II*) for their noticeboard in 2021.		
6561	1134	FUH	Scotch Horn Way	31	Demolition of existing garage and proposed erection of a side and rear extension and minor alterations to window fenestration.	No objection	Approved	N/A
6562	1147	FUH	Causeway View	32	Erection of a single storey front extension	Objection on the grounds that the proposed new extension would be in advance of the building line and would thereby (a) disrupt the uniformity,	Approved	It is noted that the parish council has concerns vis a vis daylight and overshadowing, however, when taking into account the entire length of the neighbour's front window, the proposal passes the 45 degree test. Additionally, the orientation of the properties mean that

						rhythm, and character of the street scene, making the extension appear overly prominent or intrusive, and also (b) fail the 45 degree design code for daylight and overshadowing of the neighbouring property.	no direct sunlight will be impeded by the extension to the neighbour's window. The proposed development complies with the relevant tests contained within the Residential Design Guide (Section 1: Protecting living conditions of neighbours) and would not result in a significant adverse impact upon the living conditions of neighbouring residents. In this respect, the proposal complies with policies DM32 and DM38 of the Sites and Policies Plan (Part 1). It is also noted that the council objects based on the building line. Whilst the residential design guides cautions against front extensions, there are multiple examples of similar extensions in the local area, there are also mixed housing styles and the building line is not particularly strong or uniform in the direct area. It is therefore considered that the extension would not be considered to have a negative impact on the character and appearance of
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								the area or the street scene as a whole.
6564	1203	FUH	4	The Dell	Proposed demolition of existing attached garage and conservatory. Erection of a wraparound rear/side extension, new front garage and front porch.	No objection	Approved	N/A
6565	1241	FUH	Cleeve Place	1	Proposed erection of a two-storey rear extension with pitched roofing.	No objection	Approved	N/A
6566	1223	FUH	Silver Street	37	Proposed erection of a single storey front extension.	No objection	Approved	N/A
6567	1231	LDP	Moorfields Road	18	Certificate of lawful development for a proposed rear dormer loft conversion.	N/A	Approve (Lawful)	N/A
6568	1266	FUH	Sunningdale Close	3	Proposed demolition of existing rear conservatory and erection of a single storey rear extension.	No objection	Approved	N/A
6569	1279	LDP	Brockway	Scotch Horn Leisure Centre	Certification of Lawful Development for the Installation of roof-mounted micro generation solar PV equipment.	N/A	Approve (Lawful)	N/A
6573	1362	AOC	Land North Of Youngwood Lane And East Of Netherton Wood Lane	Youngwood Lane	Request to discharge condition 2 (Planning Obligation) on application 24/P/1047/MMA.	Noted.	Approve (discharge condition) (RDC)	N/A

6575	1390	TBC N	Nailsea Wall Lane	Land at Nailsea Wall Farm	Prior Notification for a proposed temporary use as a recreational campsite for up to 34 camper van pitches	No Objection. However, the Committee asked that officers are minded to take into consideration access routes to the site via the rural lanes - particularly the width of West End Lane and Nailsea Wall Lane.	Prior approval not required	N/A
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Detailed Income & Expenditure by Budget Heading 18/08/2026

Month No: 5

Committee Report

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
PLANNING							
600 <u>BUS SHELTERS</u>							
5000 REPAIRS	0	400	400		400	0.0%	
5180 CLEANING	440	2,310	1,870		1,870	19.0%	
BUS SHELTERS :- Indirect Expenditure	440	2,710	2,270	0	2,270	16.2%	0
Net Expenditure	(440)	(2,710)	(2,270)				
640 <u>STREET LIGHTING</u>							
4210 ELECTRICITY	0	3,500	3,500		3,500	0.0%	
4220 MAINTENANCE	0	250	250		250	0.0%	
STREET LIGHTING :- Indirect Expenditure	0	3,750	3,750	0	3,750	0.0%	0
Net Expenditure	0	(3,750)	(3,750)				
650 <u>TOWN CENTRE IMPROVEMENTS</u>							
4220 MAINTENANCE	0	500	500		500	0.0%	
5280 TOWN CLOCK ELEC & MAINTENANCE	0	4,086	4,086		4,086	0.0%	
5285 SIGNAGE	0	500	500		500	0.0%	
TOWN CENTRE IMPROVEMENTS :- Indirect Expenditure	0	5,086	5,086	0	5,086	0.0%	0
Net Expenditure	(0)	(5,086)	(5,086)				
PLANNING :- Income	0	0	0			0.0%	
Expenditure	440	11,546	11,106	0	11,106	3.8%	
Movement to/(from) Gen Reserve	(440)	(11,546)	(11,106)				
Grand Totals:- Income	0	0	0			0.0%	
Expenditure	440	11,546	11,106	0	11,106	3.8%	
Net Income over Expenditure	(440)	(11,546)	(11,106)				
Movement to/(from) Gen Reserve	(440)	(11,546)	(11,106)				

NAILSEA TOWN COUNCIL SPECIFIED AND RESTRICTED RESERVES

Agenda Item 6 (b)

OVERVIEW OF RESERVES as at 11 August 2026

Reserve Type	Type	Description of Reserve Type
Specified Reserves	SPECIFIED	Funds set aside for specific planned projects and which can also help cover unexpected expenses or emergencies that arise during the financial year.
Restricted Funds	RESTRICTED	These are earmarked reserves and are funds set aside for a specific purposes and can only be used for that purpose.
Capital Receipts	CAPITAL	Capital funds can only be spent on other fixed assets/capital projects and can't be used to cover any day to day business activities and expenses.
CIL Income	CIL	Community Infrastructure Levy (CIL) is a levy that local authorities charge on new developments. Funds are used to support infrastructure in the local community and can be used to maintain equipment e.g. play equipment.

TYPE	NAME	Committee	Description of Reserve	B/F 1 April 26	Reset	Expenditure	Balance	Notes
SPECIFIED	Climate Change Projects	E&L	To fund climate change projects	4,146			4,146	
SPECIFIED	Community Fund	CE	Fund for community projects / events	25,921			25,921	
SPECIFIED	Wellbeing Projects	CE	Fund for wellbeing projects	17,310			17,310	
SPECIFIED	Millennium Park	E&L	To cover any maintenance/capital projects	10,000			10,000	
SPECIFIED	Ash Die Back Treatment	E&L	To fund tree work associated with ash die back.	29,075			29,075	
SPECIFIED	Election Expenses	CE	For election expenses	15,000			15,000	
SPECIFIED	Consultancy and Legal Contingency	TCouncil	To cover any profession fees	96,227		9,747	86,480	
SPECIFIED	No 65 Contingency Fund	CE	To cover maintenance and projects at No 65	25,000		4,988	20,012	
SPECIFIED	Sinking Fund (CCTV, Play Equip)	TCouncil	To cover replacement equipment and projects	40,000			40,000	
SPECIFIED	Contingency re Stakeholders	TCouncil	Funds re partners and stakeholders	50,000			50,000	
SPECIFIED	River Kenn Survey	E&L	Survey of River Kenn	11,300		11,300	0	
SPECIFIED	Neighbourhood Plan	TCouncil	Preliminary work re Neighbourhood Plan	20,000		8,796	11,204	
SPECIFIED	Devolverment Contingency	TCouncil	Devolverment	68,400		4,125	64,275	
Total Specified Reserves				412,379	0	38,957	373,422	
RESTRICTED	Tithe Barn Capital Fund	TCouncil	Projects/maintenance costs at the Tithe Barn	65,245	10,000	8,503	66,742	
RESTRICTED	Backwell Lake - Path	E&L	Path maintenance	1,842			1,842	
RESTRICTED	Friends of Trendlewood Park	E&L	Funding for projects at Trendlewood Park	322			322	
RESTRICTED	Youth House (No 65)	CE	To fund service/equipment for the Youth Club	2,012		1,870	142	
RESTRICTED	Young Persons Grant	CE	NSC grant to fund youth service/equip	8,355			8,355	
RESTRICTED	Living Room Project	CE	NSC grant to cover costs of the Living Room	536			536	Sundries for living room project
Total Restricted Reserves				78,312	10,000	10,373	77,939	
CAPITAL	Engine Lane Receipts	TCouncil	For capital projects	2,947,970			2,947,970	
CAPITAL	Capital Projects	TCouncil	To fund smaller capital projects e.g. cycle racks	27,254			27,254	
Total Capital Receipts				2,975,224	0	0	2,975,224	

NAILSEA TOWN COUNCIL SPECIFIED AND RESTRICTED RESERVES

CIL Income

TYPE	NAME	Committee	Description of Reserve	B/F 1 April 25	Receipts	Expenditure	Balance	Notes
CIL	CIL Income 2021/22	TCouncil	Use: £38k by 24 Oct 26, £159k by 30 March 27	74,720	1,188	75,908	0	NIB Planned expenditure includes Hannah More play equipment £70k / NSC playgrounds upgrade (costs pending). Replacement litter bins and signage. Town clock meter.
CIL	CIL Income 2022/23	TCouncil	Use: £19k by 24 Oct 27, £106 by 24 Apr 28	19,476		19,476	0	
CIL	CIL Income 2023/24	TCouncil	Use: £66k by 30 Oct 28	66,464		27,132	39,332	
CIL	CIL Income 2024/25	TCouncil	Use: £56k by 23 Apr 29, £306k by 28 Oct 29	363,260			363,260	
Total CIL Income				523,920	1,188	122,516	402,592	
TOTAL RESERVES				3,911,523	1,188	161,473	3,829,177	

Supplementary to Specified & Restricted Reserves

Proposed CIL expenditure

CIL Projects	Proposed expenditure as at 1 April 2026	Committee	Agreed changes to reserve	Expenditure*	Current Balance	Comments
Allotment Works	24,020	E&L			24,020	TBC toilet at Engine Lane allotment site
Playground Upgrade following devolution	100,000	E&L			100,000	
Play Equipment, HMP	3,146	E&L		-3146	0	Final Instalment for HM Playpark Equipment
Pump Track	200,000	E&L			200,000	
The Sheddars	18,000	CE		-12000	6,000	
Land Purchase	16,255	E&L		-15879	376	
Extreme Air	60,000	E&L		-30000	30,000	For Scotch Horn
Solar Panels, TB & No 65	0	F&P			0	To be discussed
Hearing Loop, No 65	3,837	CE		-3,837	0	
Emergency Access at Grove	7,000	E&L			7,000	
Garden of Rest	0	E&L		-7653	-7,653	Budget to be agreed
Trendlewood Park Footpath	58,500	E&L		-50000	8,500	
Middle Engine Pit	20,000	E&L			20,000	
Community Park	5,000	E&L			5,000	
Safety Signs	5,700	Planning			5,700	Road safety signs for West End
TOTAL FROM CIL INCOME	521,458		0	-122,516	398,943	

* Please note any expenditure outlined above has already been deduced from the CIL balance on page 1 and is here for information only.

as at 11 August 2026	
Total CIL Income Remaining	402,592
Earmarked expenditure	398,943
Total remaining CIL Income	<u>3,649</u>

Nailsea Town Council

UNITY CURRENT ACCOUNT

List of Payments made between 28/7/2026 and 17/8/2026

Date Paid	Payee Name	REF	Payment Detail	Amount Paid
31/07/2026	UNITY TRUST BANK	XCHARGES	XCharges, June 2026	£21.55
03/08/2026	NORTH SOMERSET COUNCIL	DD	Refuse, August 26	£137.02
03/08/2026	NORTH SOMERSET COUNCIL	DD	Refuse, August 2026	£166.92
04/08/2026	BRITISH GAS	DD	Elec, July 26	£370.34
04/08/2026	BRITISH GAS	DD	Elec, July 26	£142.34
05/08/2026	BANES	B223	Pensions, July 2026	£5,215.84
05/08/2026	HMRC	B224	PAYE/NI, July 2026	£7,717.91
07/08/2026	TRUESPEED COMMUNICATIONS	DD	Broadband, Aug 26	£62.40
07/08/2026	TRUESPEED COMMUNICATIONS	DD	Broadband, August 26	£57.60
07/08/2026	P J HOME SERVICES	B225	Ceiling Repairs/Paint No 65	£75.00
07/08/2026	AMBIENCE LANDSCAPES LTD	B226	Bins, Skate Park	£129.20
07/08/2026	Phillips Planning and Development	B227	Deposit, Air Con Consultancy	£500.00
07/08/2026	KN OFFICE SUPPLIES	B228	Stationery, Cleaning	£140.78
07/08/2026	KN OFFICE SUPPLIES	XB228	XStationery and Cleaning	-£140.78
07/08/2026	KN OFFICE SUPPLIES	XB228	Cleaning and Stationery	£140.78
07/08/2026	HAYLEY ORCHARD	B229	Parking, HO	£43.20
07/08/2026	ASTRON FIRE AND SECURITY	B240	Door Repairs	£258.79
07/08/2026	AMBIENCE LANDSCAPES LTD	B231	Dog Bins, July 2026	£1,112.57
07/08/2026	Handyman Home Ltd	B232	Kitchen Repairs, Office TB	£50.00
07/08/2026	FOREAL YOUTH WORK PROVIDER	B233	Youth Work, Aug 26	£2,325.04
07/08/2026	ANTIQUE BRONZE	B234	Glassblower Statute Maintenance	£692.40
07/08/2026	CHRIS THYNNE CLEANING	B235	Shelter Cleaning, July 2026	£440.00
07/08/2026	AMAZON.CO.UK	B236	Kettle, TB	£28.98
07/08/2026	AMAZON.CO.UK	B237	Ant Powder	£4.99
07/08/2026	AMAZON.CO.UK	B238	Ant Bait	£19.71
07/08/2026	CLEARVIEW CLEANER	B239	Windows, July 2026	£10.00
07/08/2026	AVON LOCAL COUNCILS' ASSN	B240A	Course, KR	£45.00
07/08/2026	AMBIENCE LANDSCAPES LTD	B241	Bins, The Grove, July 26	£248.04
07/08/2026	PLACE STUDIO LTD	B242	NP Consultancy, July 26	£1,493.94
07/08/2026	AMAZON.CO.UK	B243	Cable ties and temperate gauge	£23.95
10/08/2026	THREE CHERRIES	DD	Call Charges, June 2026	£153.04
10/08/2026	FOREST OF AVON TRUST	SO	Monthly Membership	£10.00
10/08/2026	AIRSPACE SOLUTIONS.COM LTD	B244	50% Deposit Air-X	£36,000.00
10/08/2026	FOREST OF AVON TRUST	SO	Refund Monthly Membership	-£10.00
10/08/2026	EE.CO.UK	DD	Mobiles, July 26	£101.28
11/08/2026	BRISTOL CITY COUNCIL	B245	NIB Plants	£5,419.02
11/08/2026	GLENDALE COUNTRYSIDE	B246	Operative, July 2026	£2,505.60

Date Paid	Payee Name	REF	Payment Detail	Amount Paid
11/08/2026	PACE ELECTRICAL	B247	Portable Appliance Testing	£576.00
11/08/2026	GLENDALE COUNTRYSIDE	B248	Maintenance Contract, July 26	£2,123.81
11/08/2026	PACE ELECTRICAL	B249	Portable Appliance Testing	£1,152.00
14/08/2026	GB SPORT & LEISURE UK LTD	B259	Inspection x 2	£108.00
14/08/2026	AVON ARMOUR	B251	Automatic Door Annual Service	£197.10
14/08/2026	AMBIENCE LANDSCAPES LTD	B252	Extra Bin Emptying, Over Summer	£144.00
14/08/2026	CHRIS THYNNE CLEANING	XB235	XShelter Cleaning, Refund	-£440.00
14/08/2026	JAMES TONKIN	B253	TB Path Maintenance	£4.01
17/08/2026	LLOYDS BANK MULTIPAY CARD	TRANSFER	PAY CC-JULY 26	£805.12
			Total Payments	£70,382.49

Chair of Meeting: _____

Date: _____

Above is a schedule of payments requiring authorising forming part of the agenda of this meeting. This meeting shall review the schedule for compliance and, having satisfied itself, shall authorise payment by resolution.

Nailsea Town Council

Report to the meeting of the Planning Committee to be held on 26th August 2026

RESIDENTS' REQUEST FOR DOUBLE YELLOW LINES EXTENSION

ON STATION ROAD

1. Purpose of Report

To consider a request from residents of Scotch Horn Way, for the extension of double yellow lines at the junction of Station Road/Nailsea Park and Laurel Drive, further along Station Road.

2. Recommendation

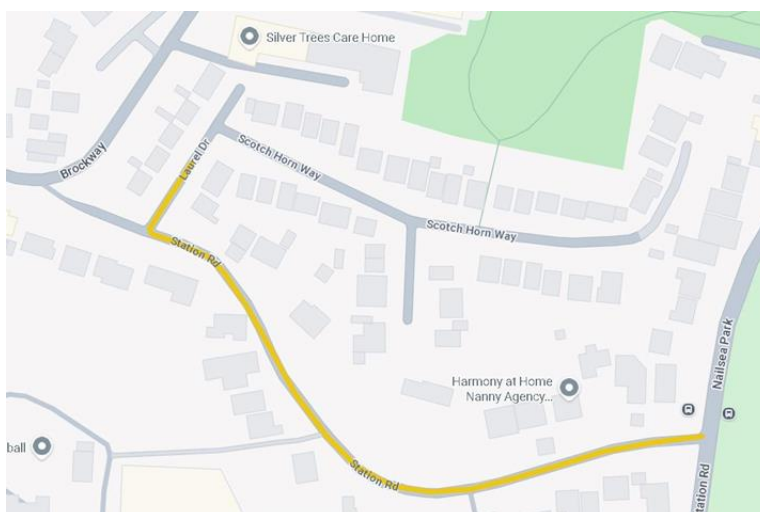
That the Council supports the request, in order to maintain traffic flow at the junction of Station Road/Nailsea Park and Laurel Drive further along Station Road, to prevent access issues for Emergency Services and refuse collections, and to improve road safety.

3. Background

- 3.1 A resident Scotch Horn Way has written to the Town Council to say that North Somerset Council has repeatedly failed to gain access to collect refuse bins due to parked cars. Avon and Somerset Fire Rescue Services have put cards on parked vehicles blocking access, but this has failed to completely resolve the issue.

"...The double yellow lines at the junction of Station Rd/Nailsea Park towards Laurel Drive need in my view to be extended all along Station Rd and 10 m into Laurel Drive on both sides of the road. Otherwise, the drivers will simply park on the other side of the road, making no difference to refuse/large vehicles."

3.2 Map of the site



3.3 Photos of the parking issues.



3.4 Although parking restrictions are a matter for North Somerset Council, the procedure is to refer any requests for highway work to the Parish or Town Council concerned, in order to gauge whether residents' proposals are supported.

3.5 Officers therefore support the request for double yellow lines because they will clearly and permanently indicate the prohibition, maintain traffic flow on Station Road and Laurel Drive, preventing obstructions, and improving road safety.

4. **Financial Considerations**

4.1 No cost should fall to Nailsea Town Council, as the painting of highway is for North Somerset Council as the Highway Authority

5. **Other Considerations**

5.1 **Strategic Plan** – Delivers on the Objectives to “Enrich quality of life and community wellbeing” and to “Improve travel and transportation access within Nailsea.”

5.2 **Crime and Disorder** – No issues identified

5.3 **Environmental** – No issues identified

5.4 **Equality, Inclusivity and Diversity** – No issues identified

5.5 **Health and Safety** – To prohibit parking in this location should maintain traffic flow on Station Road and Laurel Drive, prevent obstructions, and improve road safety.

5.6 **Legal (including Data Protection issues)** – No issues identified

5.7 **Other Risk** – No issues identified

Jo Duffy

Clerk & CEO

19th August 2026

Nailsea Town Council

Report to the meeting of the Planning Committee to be held on 26th August 2026

RESIDENTS' REQUEST FOR UPDATED ROAD SIGNS

1 Purpose of Report

To consider a request from a Nailsea resident who state that the traffic warning signs on Pound Lane requires replacement.

Recommendation

That the Council supports the request to find suitable signage for this section of Pound Lane in an attempt to inform drivers that their route is restricted by bollards blocking their way.

2. Background

- 2.1 A The resident states that the sign in the neighbourhood of Pound Lane requires replacement, as it is inappropriate. "...The details are that, on Pound Lane in Nailsea, where the road diminishes in size to be an alleyway (at approximate what3words location ///dull.navy.perky), there is a road sign denoting No Motor Vehicles Allowed - photo from both ends of the alleyway also attached for reference.
- 2.2 The alleyway is blocked at the Kingshill end by bollards - this is entirely appropriate given the size of the alleyway, as it's not suitable to be a thoroughfare. However, I believe that the signage should be No Entry with a caveat statement of Access Only for residents. This is due to the fact that we are repeatedly getting ambulances using their emergency beacons - i.e. clearly on an emergency call - attempting to drive up the alleyway, and then being forced to reverse back and reroute to the proper accessway. This obviously means they are delaying their critical care, and it seems unreasonable that this be the case for want of a road sign change!"
- 2.3 Photos of the issue.



- 2.4 Road signs are a matter for North Somerset Council, the procedure is to refer any requests for highway work to the Parish or Town Council concerned, in order to gauge whether residents' proposals are supported.

- 2.5 Officers are not suitably qualified to confirm whether a “No Entry, with Access only for Residents” sign is the correct signage in this case. A vehicle passing a no entry sign is liable to a penalty fine and 3 points on the driver’s license, this also includes vehicles passing the current signs! However, residents are accessing their properties with vehicles
- 2.6 A “No Through Road” sign might be more suitable at this location.

3. Financial Considerations

- 3.1 No cost should fall to Nailsea Town Council, as road signs are the responsibility of the Highway Authority.

4. Other Considerations

- 4.1 **Strategic Plan** – Delivers on the Objectives to “Enrich quality of life and community wellbeing” and to “Improve travel and transportation access within Nailsea.”
- 4.2 **Crime and Disorder** – No issues identified
- 4.3 **Environmental** – No issues identified
- 4.4 **Equality, Inclusivity and Diversity** – No issues identified
- 4.5 **Health and Safety** – Revised signs may improve the safety of pedestrians and cyclists using the route.
- 4.6 **Legal (including Data Protection issues)** – No issues identified
- 4.7 **Other Risk** – No issues identified

Jo Duffy

Clerk & CEO

19th August 2026

NOTICE OF INTENT

Road Traffic Regulation Act 1984

**North Somerset Council Portishead and Nailsea Off-Street Parking Places
(Variation 1) Order 2026**

Ref: OSPP/DB/2628

Notice is hereby given that North Somerset Council propose to make an order in exercise of its powers under the Road Traffic Regulation Act 1984 as amended. The general effect of which will be to offer additional parking permits for purchase to the Roath Road Car Park in Portishead and the Station Road Car Park in Nailsea. The details of the charges along with times of operation and other details are described in the Schedules to this notice.

Full details of the proposals are contained in the draft Order which, together with the plans referred to in Schedule 1 and a Statement of the Council's reason for proposing to make the Order, may be inspected at the following locations:-

- Online using the QR code below or at the following website address: <https://n-somerset.gov.uk/my-services/parking-travel-roads/roads-streets/comment-traffic-regulation-orders-tros>
- Portishead Library, Horatio House, 24 Harbour Road, Portishead, BS20 7AL
- Nailsea Library, Crown Glass Shopping Centre, 6-8 Colliers Walk Nailsea, BS48 1RH

Should you wish to make any observations on this proposal (whether you support or object to the proposal) you should make them in writing to the postal address or the email address below quoting reference **OSPP/DB/2628** by **5pm on the 28th August 2026**

Any objections must specify the grounds on which they are made. Please note that all representations received may be considered in public by the Council and that the substance of any representation together with the name and address of the person making it could become available for public inspection.

David Bailey, Lead Engineer

North Somerset Council, Town Hall, Weston-super-Mare BS23 1UJ

email: traffic.orders@n-somerset.gov.uk

01934 888 888

Dated: 4/8/2026



SCHEDULE 1

Plan 1 Roath Road

(1)	(2)	(3)
Name of Parking Place	Class of Vehicle	Charges
Roath Road Car Park, Portishead	Motor Cars	Portishead Area P02 resident permit 12 months - £120.00 Portishead Area P03 Business permit 12 Months - £250.00

SCHEDULE 2

Plan 2 Station Road

(1)	(2)	(3)
Name of Parking Place	Class of Vehicle	Charges
Station Road Car Park, Nailsea	Motor Cars	Nailsea Area N01 Business permit 12 months - £250.00

STATEMENT OF REASONS

NORTH SOMERSET COUNCIL

PORTISHEAD AND NAILSEA OFF STREET PARKING PLACES (VARIATION 1) **ORDER 2026**

North Somerset Council proposes to introduce additional parking charges to Roath Road car park, Portishead & Station Road car park, Nailsea. The proposals aim to provide well managed and well maintained parking facilities that support local economies, responds to climate challenges and uphold healthy communities. The introduction of additional parking charges to these sites will allow the council to continue providing parking facilities and help to mitigate cuts to essential statutory duty services.

The proposed parking charges recognise the nature of local areas and the people that use the parking facilities currently. They are designed to minimise impact on local businesses and economy whilst ensuring that residents can access services and facilities at minimal cost. The proposals are designed to ensure adequate turnover in parking spaces to support local businesses as housing growth expands our communities and increases the pressure on spaces available.


Neighbourhood Traffic and Road Safety
North Somerset Council
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Date: 4 August 2026

NORTH SOMERSET COUNCIL**PORTISHEAD AND NAILSEA OFF-STREET PARKING PLACES (VARIATION 1) ORDER
2026**

North Somerset Council in exercise of its powers under Sections 32, 33, 34, 35, 35C and 122 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and under the Traffic Management Act 2004 and of all other enabling powers makes the following Order :-

1. This Order shall come into operation on the XXth XXXX 2026 and may be cited as the "North Somerset Council Portishead and Nailsea Off-Street Parking Places (Variation 1) Order 2026.
2. The North Somerset Council Portishead (Off-Street Parking Places) Consolidation Order 2025 (the Portishead 2025 Order) is hereby varied as follows:
 - a) Schedule 3 of the Portishead 2025 Order shall be amended to include additional permits as shown in Schedule 1 of this Order.
1. The North Somerset Council Nailsea (Off-Street Parking Places) Consolidation order 2025 (the Nailsea 2025 Order) is hereby varied as follows:
 - a) An additional schedule shall be added to allow for business permits to be issued and known as Schedule 3 of the Nailsea 2025 Order, the details of this additional schedule are shown in Schedule 2 of this order.

Given under the Common Seal of North Somerset Council on the XXst day of XXXXX 2026

The COMMON SEAL of
NORTH SOMERSET
COUNCIL
was hereunto affixed in
the presence of:-

Assistant Director Governance & Monitoring Officer

Dated:

SCHEDULE 1

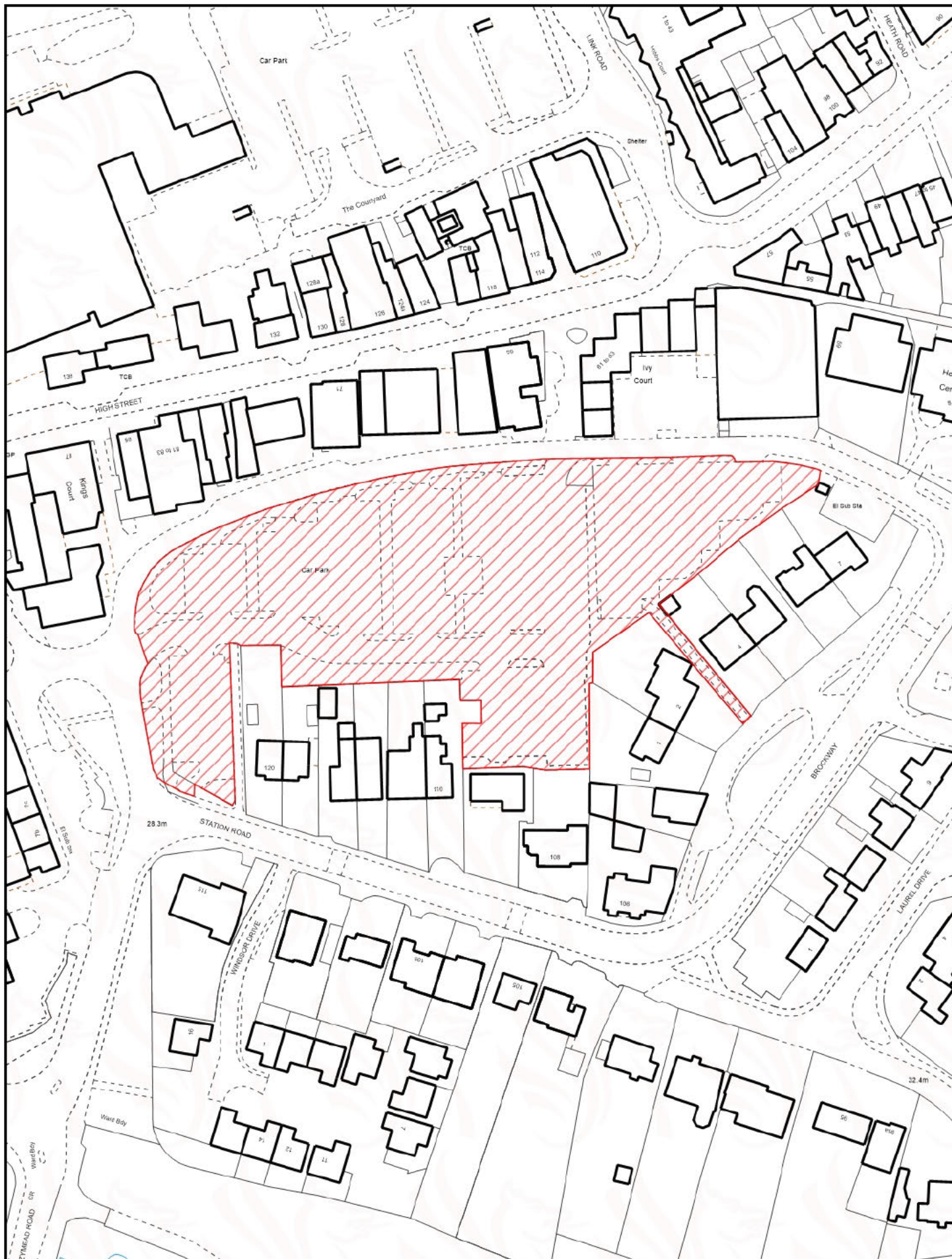
Plan 1 Roath Road

(1)	(2)	(3)
Name of Parking Place	Class of Vehicle	Charges
Roath Road Car Park, Portishead	Motor Cars	Portishead Area P02 resident permit 12 months - £120.00 Portishead Area P03 Business permit 12 Months - £250.00

SCHEDULE 2

Plan 2 Station Road

(1)	(2)	(3)
Name of Parking Place	Class of Vehicle	Charges
Station Road Car Park, Nailsea	Motor Cars	Nailsea Area N01 Business permit 12 months - £250.00



**North
Somerset
Council**

Station Road Car Park, Roath Road, Nailsea Plan 2

Scale: 1:1250
Date: 29 July 2026



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Minutes of a Meeting of the Town Centre Working Party held at 11am on Wednesday 5th August at 65 High Street, Nailsea.

These minutes are in DRAFT FORM and remain subject to approval.

Present:

Cllrs J Barber, T Mazur and G Parsons.

Also present:

Liz Frappell, Alison Morgan, Kerry Simpkins (Praxis) and Trudy Hollow, 65 High Street Manager.

1. ELECTION OF A CHAIR OF THE EVENTS WORKING PARTY

Cllr Barber proposed Liz Frappell as Chair of the Town Centre Working Party, seconded by Alison Morgan which was unanimously agreed.

2. APOLOGIES

Received from Cllr M Bird.

3. DECLARATIONS OF INTEREST

Liz Frappell declared an interest as she owns a property in the High Street.

4. MINUTES OF THE MEETING HELD ON 11th FEBRUARY 2026

The minutes of the meeting were agreed as an accurate record.

5. NAILSEA FARMERS, CRAFT AND COMMUNITY MARKET

No update had been received from the Farmers' Market Manager despite several requests for a written report. Members expressed concern regarding the continued lack of communication from the Market Manager, the absence of live music at the last two markets and the increasing lack of variety among stalls. Parking difficulties were also identified as a factor affecting visitor numbers. This is the second consecutive Town Centre Working Party meeting at which no report or acknowledgement had been received from the Market Manager, despite the Council providing grant funding. It was agreed that officers should investigate whether a Service Level Agreement exists as part of the grant arrangements and whether reporting requirements could be strengthened in future.

It was suggested that the success of the Sunday markets in Clevedon should be examined to identify ideas that could help reinvigorate Nailsea's market. It was also suggested that alternative market operators could be explored, potentially offering an additional market at a different time of the month. It was noted that Clevedon's status as a market town makes it easier and less expensive to organise markets there due to available subsidies.

As part of the emerging Neighbourhood Plan, a suggestion from residents to pedestrianise the High Street was discussed. Although full pedestrianisation had been considered previously and had not been supported by businesses, an alternative proposal was discussed whereby the High Street would remain open to traffic during weekdays but be pedestrianised at weekends only. It was felt that weekend pedestrianisation could allow businesses to extend activity into the street, remove the need for repeated road closure applications for events and encourage greater footfall within the town centre.

It was acknowledged that implementing such a scheme would require significant investigation and involve considerable regulatory processes. It was noted that, despite the High Street already operating as a shared space, pedestrians can still feel vulnerable due to vehicle speeds and cyclists travelling against the one-

way system. There was support for exploring the concept further, potentially through a temporary pilot scheme before considering any permanent changes.

RECOMMENDED

for the Planning Committee to explore alternative market providers with the possibility of an additional Sunday market.

6. PRAXIS UPDATE

a) Lettings

An update was provided on current lettings. Unit 10A, next to Coffee Corner, is now occupied by Reset Pilates, which is open and trading. The former vacant unit is now occupied by Great Western Air Ambulance, with the fit-out nearing completion and the organisation expected to open shortly. A recent session was also held at 65 High Street to recruit volunteers.

At Clevedon Walk, Wessex Water is purchasing the unit that it is currently using as temporary office accommodation. Unit 7B continues to attract significant interest, with one prospective letting now progressing through solicitors.

Three units in Collier's Walk are subject to white-box works to bring them up to an appropriate standard for future letting. Asbestos has been identified beneath the carpet tiles in the card shop. As the asbestos is located upstairs, it cannot simply be covered and will therefore require appropriate remedial works. Units 3 and 4 will also be refurbished and returned to the lettings market.

Unit 20 is now occupied by a nail bar. The fit-out was noted to be of a high standard, and since opening on Sunday the business has seen a steady stream of customers.

An update was also provided regarding Poundland and the gym. Poundland is experiencing significant financial difficulties, creating uncertainty around its continued occupation. A new tenant is therefore being progressed for the unit. It was noted that there would be a preference to retain Poundland; however, the current position is considered too volatile.

Feedback had been received expressing disappointment that there had been no children's entertainment in the shopping centre during the summer. It was explained that higher-level budget issues had prevented approval of some expenditure, including the planned entertainment programme. This does not mean that the funding has been lost, and there remains an intention to arrange entertainment at a later date once the necessary expenditure has been approved.

The new play area was praised as being exceptionally well used and considered very good value.

7. WESTON COLLEGE AND LIBRARY

Children and young people have returned to the derelict Weston College site causing issues. A police workshop was held with staff to provide advice on appropriate responses and relevant legislation, including matters concerning bikes and e-scooters. Several access points around the site have been identified, including areas behind The Lounge and underneath and over the old railings. The issue of unauthorised access remains a concern.

An update had been requested from Paul O'Brien, but no substantive progress was reported. Concern was expressed that the asking price may be significantly inflated and could be preventing progress. The possibility of compulsory purchase was discussed because of the site's condition, including concerns about it being an eyesore, potentially dangerous and attracting vermin. It was noted that compulsory purchase is likely to be a lengthy and complicated process. It was also questioned whether compulsory purchase would be appropriate where there is no clear plan regarding the subsequent use and management of the site.

The library item was removed from the agenda as it is no longer relevant.

8. ANTI-SOCIAL BEHAVIOUR

The Council recently met with Praxis, Avon and Somerset Police and North Somerset Council's Community Safety Team. The meeting was reported to have been productive. Kerry confirmed that partnership working between all organisations has improved significantly over the past year. Although levels of anti-social behaviour remain the highest experienced to date, the collaborative approach between the Police, Praxis and North Somerset Council is proving effective.

A question was raised regarding the abandoned vehicle near the Royal Mail Delivery Office. It was confirmed that the statutory process is underway, with notices having already been served. It was noted that obtaining information from the DVLA can take up to 12 weeks, making the overall process lengthy.

The possibility of the Council contributing towards an enforcement officer was discussed. Weston currently has two enforcement officers, with indicative salaries discussed as approximately £38,000–£46,000 per annum, depending on responsibilities and powers. It was suggested that an officer could potentially be shared between several parishes, reducing the cost to each parish. The possibility of additional income being generated through enforcement was also mentioned.

Members discussed whether residents might support an increase in the precept to fund additional enforcement officers. Concerns were raised about the financial impact on residents, particularly alongside potential devolution-related costs. It was agreed that discussions should continue regarding the feasibility, cost and potential shared provision of an enforcement officer.

9. CAR PARKS

- a) Station Road**
- b) Clevedon Road**
- c) Town Centre**

Discussion took place regarding the current charging arrangements and the impact on disabled users. It was noted that disabled users continue to receive an additional free hour under the relevant arrangements. Praxis has confirmed that it is not changing its car parking pricing structure, partly because of the cost of rebranding and replacing signage and updating payment terminals.

The availability of receipts from the Praxis car park remain an issue, particularly for people claiming parking costs back. Some residents are reluctant to use app-based payment systems and prefer to pay using a physical bank card. Members noted that fear of scams and lack of confidence with smartphone-based payments may be discouraging some people from using the car park.

Concerns were also raised about QR-code scams. Stickers had reportedly been placed over genuine QR codes at Station Road Car Park.

10. HIGH STREET

- a) 65 High Street**

Works at the High Street site are progressing. The painting works have been funded from the youth grants. A new door access system and CCTV have been installed for the entry and exit points. New portable hearing-loop equipment has also been delivered and requires testing.

- b) Eat Festival**

The Christmas Eat Festival will take place on 5 December. Proposed dates for the following year are 9th May and 4th December.

The Christmas tree switch-on will take place on 4th December. Christmas Dubs will undertake their usual route and the Barn Owls Choir will also be invited to participate. If the covered area outside Waitrose cannot be used because of adverse weather, gazebos may be erected for the choir.

c) Town Clock

Funding has been agreed for the Town Clock to be painted.

d) 20mph Speed Limit and Weight Limit

Members discussed continued concerns about large vehicles entering the High Street despite the weight restriction. A recent incident was described in which a large vehicle became stuck and had to reverse, partly because of vehicles parked on the High Street.

The current restriction was noted as allowing vehicles up to approximately 7.5 tonnes, which was considered sufficient for deliveries. Members expressed concern that larger commercial vehicles continue to enter the High Street and suggested that additional physical measures may be required to prevent them progressing too far.

A planter had previously been used but had been knocked over twice. A more substantial, attractive and robust physical obstruction was suggested. It was agreed that options for a suitable physical measure should be investigated.

Cllr Mazur left the meeting at 12.03pm.

11. MATTERS FOR INFORMATION

Trees in Collier's Walk have been trimmed. Trees around Crown Glass Place and Somerset Square are subject to Tree Preservation Orders and the relevant planning permission has been submitted and the works are expected to take place within the next few months. It was noted that the resulting appearance of the trees may be unattractive initially, but the work is required.

Concerns were raised regarding the condition of two pathways, the pathway between Coffee One and the Village Green, and the paved courtyard area in front of the bollards near Waitrose. The latter area contains cracked paving slabs which were considered potentially dangerous. North Somerset's area officer reportedly confirmed that North Somerset is responsible for the pavement but not the courtyard area. It was suggested that the courtyard area may be the responsibility of Waitrose because the paving appears consistent with the paving used around the Waitrose frontage. The ownership and responsibility for the other pathway remains unclear.

It was agreed that ownership and responsibility for both areas should be confirmed and that the appropriate parties should be identified for any necessary repairs. A response is awaited from North Somerset Council.

Members wished to formally record their appreciation for the work undertaken by Nailsea in Bloom. The group was praised for the significant contribution it makes to the appearance of the town and for its initiatives and displays. It was noted that the group's contribution is frequently praised informally but may not be sufficiently recognised in the formal minutes. Members agreed that the appreciation Nailsea in Bloom should be formally recorded and communicated to the group.

12. FUTURE MEETING DATES

- Wednesday 4 November 2026
- Wednesday 3 February 2027
- Wednesday 5 May 2027

The meeting closed at 12.13pm.



NAILSEA TOWN COUNCIL PLANNING COMMITTEE DATE 2026

CLERK'S REPORT

5b. Planning Decisions

26/P/1004/FUH – 45 Whitesfield Road - Demolition of existing conservatory and proposed erection of a single storey side extension and loft conversion to include 2no. dormers to the front (South) elevation and 1no. dormer to the rear (North) elevation and installation of rooflights.

Nailsea Town Council objected grounds that the proposed loft conversion and associated front and rear dormers would result in an increase in the height and bulk of the dwelling, creating a development that would be out of scale with surrounding properties and detrimental to the character and appearance of the area.

North Somerset Council stated that “A site visit was undertaken by the officer in order to understand any potential impacts of the proposed increase in roof height. The property is situated on a hill which allows for various building and plot heights within the immediate surroundings. The neighbours to the north sit on slightly higher ground in comparison to the application site. It was also observed that there are buildings which appear much taller than others within a slightly wider viewpoint of the proposed development, meaning that with just the increase in roof height, the impact on character of the area would not cause an unacceptable level harm.

The original design which included the rear dormer was considered unacceptable in terms of height and bulk, as suggested in the Nailsea Town Council comments, however, the alterations to remove the rear dormer element have overall made the proposals acceptable. The design is in keeping with the existing dwelling and compliments the current design features well, using materials which match those within the existing dwelling.”

26/P/1147/FUH – 32 Causeway View - Erection of a single storey front extension.

Nailsea Town Council objected on the grounds that the proposed new extension would be in advance of the building line and would thereby (a) disrupt the uniformity, rhythm, and character of the street scene, making the extension appear overly prominent or intrusive, and also (b) fail the 45 degree design code for daylight and overshadowing of the neighbouring property.

North Somerset Council stated “It is noted that the parish council has concerns vis a vis daylight and overshadowing, however, when taking into account the entire length of the neighbour’s front window, the proposal passes the 45 degree test. Additionally, the orientation of the properties mean that no direct sunlight will be impeded by the extension to the neighbour’s window. The proposed development complies with the relevant tests contained within the Residential Design Guide (Section 1: Protecting living conditions of neighbours) and would not result in a significant adverse impact upon the living conditions of neighbouring residents. In this respect, the proposal complies with policies DM32 and DM38 of the Sites and Policies Plan (Part 1).

It is also noted that the council objects based on the building line. Whilst the residential design guides cautions against front extensions, there are multiple examples of similar extensions in the local area, there are also mixed housing styles and the building line is not particularly strong or uniform in the direct area. It is therefore considered that the extension would not be considered to have a negative impact on the character and appearance of the area or the street scene as a whole.”

Agenda item 9- Trees and Tree Orders

Application for tree works

26/P/1374/TPO – 1 to 2 Crown Glass Place - London Planes (G1) Pollard back to previous pruning points.

26/P/1424/TPO – Wareham Court Whitesfield Road - T1 oak - cut back lateral branches to create a 2-3 metre clearance from house and remove or cut back branches over drive, pavement and road to achieve a clearance of 5 metres. All for clearance

26/P/1438/TPO – 46 Station Road - Cedar (T1) Reduce x1lower lateral limb over drive way by up to 3mtrs/ back to a suitable grow point.

26/P/1461/TPO – 2 St Mary's Grove - European Ash: a) remove dead branches. b) reduce southwest scaffold by 4 - 5 metres length. c) reduce overall height & spread by 2 metres. d) stem & soil drench potassium phosphite & carbohydrate solution.

26/P/1609/TPO – 9 Shaftesbury Close - Ash X4 (G1) Crown reduction back to old points (8mtrs).

Approval for tree works

26/P/0884/TPO - Beech (T1) - Balanced crown reduction by approx 2-2.5m to approx previous reduction points.

26/P/0998/TPO - Oak (T1) Crown reduce by approx 1.5m / back to old reduction points.

26/P/1005/TPO - Common Oak (T1) Crown reduction back to old pruning points (2.5mtrs)

Reason: These works were last carried out in 2019. The tree has recovered and is in good physiological health and form part of necessary management due to the trees location. Recommended to carry works winter 2026/27.

26/P/1333/TRCA - Ash - Crown lift to 2.5m and crown thin by 20%.

Refusal for Tree Works

26/P/0885/TPO – Summerlands/60 Silver Street - Horse Chestnut (T2) - crown reduce by approx 2.5 - 3.0m

Jo Duffy – Town Clerk

August 2026