

PLANNING STATEMENT

Incorporating

Energy Statement

&

Accessible Housing Statement

PROPOSED DEVELOPMENT AT LYDCOTT, LODGE LANE, WRAXALL, NAILSEA, BS48 1BH

Demolition of existing bungalow and redevelopment of site to provide 9 No.
dwellings.

Applicant: Mr A Gould

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Introduction

This report has been commissioned by our client, Mr A Gould (herein the 'applicant') for demolition of the existing bungalow and erection of 9No. dwellings at Lydcott, Lodge Lane.

The development seeks to make the best use of the site by providing nine dwellings in place of the existing bungalow. The host curtilage is substantial in size and warrants a development of this scale given the local architectural vernacular and the location of the site within a residential area at the edge of Nailsea – one of the four main towns of North Somerset and a location where development should be directed.

The application is submitted in Outline, and a mix of dwellings is proposed covering different sections of the market to appeal to a broad demographic.

This Planning Statement will describe the site and its surroundings, provide a brief history of the site, describe the development proposals, describe the relevant local and national planning policy, analyse the development against the relevant planning policies, provide an Energy Statement, provide an Accessible Housing Statement, and draw some conclusions.

Location and Surrounding Area

Lydcott (herein the application site) comprises a larger than average 6 bedroom bungalow set within a substantial, disproportionately large plot. The house has a brick and render finish with tiled roof and was most likely constructed in the 1950s. The property occupies a corner position to the north of the junction between Blackthorn Way and Lodge Lane.

Access to the property is currently made via a driveway off Lodge Lane. Lydcott is in a suburban setting with predominantly residential uses in the vicinity.

The host dwelling is a bungalow, so all accommodation is provided over a single level, and it has front, side and rear gardens. In the rear (north) corner of the site is a detached garage, and also a small shed.

The site is generally level. The driveway rises with a shallow gradient from the road through the site east - west. The site is roughly triangular in shape, with a long curved boundary facing the highway, with the site coming to a blunt, triangular point to the north.

An Image of the existing bungalow appears at **Figure 1**. An OS plan extract of the application site appears at **Figure 2**. An aerial view of the site can be seen at **Figure 3**.



Figure 1: The host property at Lydcott.



Figure 2 – OS plan of the application site



Figure 3 – Aerial view of the site [Source: Google Maps]

The site is in close, walking distance (circa 1km) to the defined town centre of Nailsea. Nailsea Town Centre offers a full range of facilities and services, including shops, supermarkets, pubs, restaurants, hairdressers, banks, doctor's surgery and more.

The site is approximately 9 miles from Bristol and 15 miles drive from Weston-super-Mare Town Centre, and there are regular bus services to Bristol from bus stops a short walk from the site. Nailsea and Backwell Railway Station is 1.5 miles walking distance from the site and offers mainline rail services between Taunton and London Paddington, with destinations in between including Bristol Temple meads and Bath Spa.

The site has the following planning considerations:

- Settlement Boundary.
- Within EA Flood Zone 1.
- North Somerset and Mendip Bats SAC Consultation Bat Zone C
- High Risk Coal Mining Area.

- Nailsea Town Council Area.
- Not affected by designated or undesignated heritage assets, and it is not on Article 2(3) land.

Planning History

A search of the application site's recent planning history reveals that there is no recent planning history recorded through the Council's online records.

The Level 1 Pre-application Enquiry was submitted to North Somerset Council in March 2023 to facilitate an informal discussion about the proposals. This has proven to be a useful pre-cursor to the outline planning application submitted herewith.

The Proposals

The proposals concern demolition of the existing bungalow to be replaced by 9 dwellings.

This application is submitted in Outline with all matters reserved except 'access'. As such, the layout and appearance of the proposed development submitted herewith will not be fixed by the outline decision, and these are included for indicative purposes to assist in assessing the principle of development. The description of the development is as follows:

Demolition of existing bungalow and proposed redevelopment of upto 9 residential dwellings, with all matters reserved except access.

The proposed dwellings would be 2 storeys in scale. The accompanying indicative floorplan layouts shows seven of the units as 3-bedroom and two of the units as 5-bedroom. The 5-bedroom dwellings are detached. Three of the 3-bedroom properties are proposed in a terrace. The remaining four 3-bedroom dwellings are arranged as a pair of semis.

Each dwelling can provide onsite parking to the minimum standards, along with adequate bin and bike storage.

The proposed elevations are shown below at **Figure 4** and the proposed site plan at **Figure 5**.



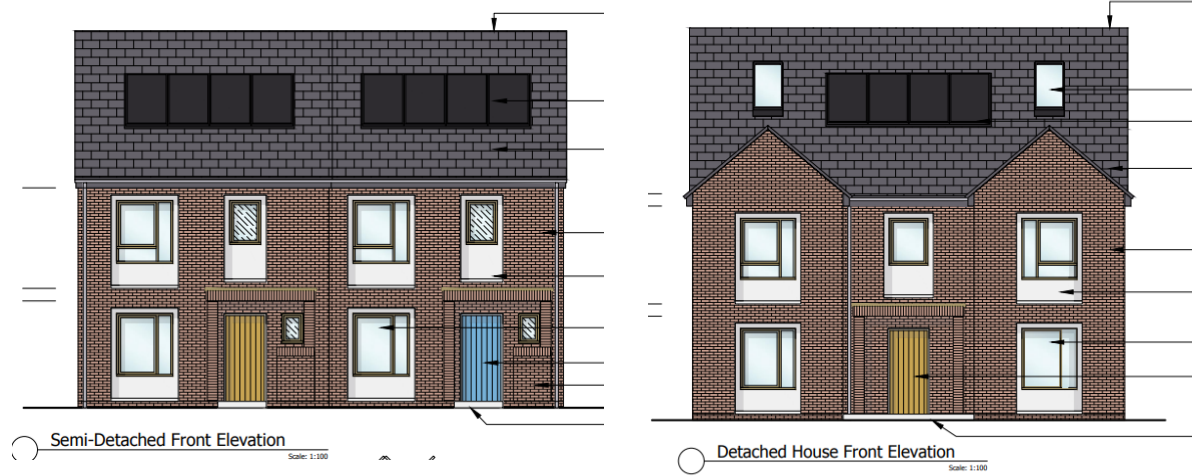


Figure 4 – Proposed indicative elevations (not to scale)



Figure 5 - Proposed Site Plan (not to scale)

Planning Policy

This planning policy review sets out local and national policy and legislation relevant to the proposals.

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and Section 70 (2) of the Town and Country Planning Act 1990 requires that applications must be in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in the preparation of Local Plans and is a material consideration in planning decisions.

The North Somerset Development Plan comprises:

- Core Strategy (adopted January 2017);
- Site and Policies Plan Part 1: Development Management Policies July 2016
- Site and Policies Plan Part 2: Site Allocations Plan (April 2018).
- Neighbourhood Plans (where relevant)

Supplementary Planning Documents/Guidance (SPD/G) are also relevant considerations to a development proposal but do not form part of the statutory Development Plan.

NATIONAL PLANNING POLICY GUIDANCE

Sustainable Development

The National Planning Policy Framework (NPPF) is underpinned by a presumption in favour of a sustainable development, which is '*at the heart of the Framework*' (paragraph 10).

The NPPF states at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development with the three dimensions of sustainable development being economic, social, and environmental. Paragraph 8 states that: "Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 11 states *“Plans and decisions should apply a presumption in favour of sustainable development.”*

For decision – taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

Paragraph 12 states *“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”*

Decision Making

Paragraph 47 states *“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.*

Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.”

Paragraph 55 states *“Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.*

Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.”

Supply of Homes

Paragraph 60 states “To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

Paragraph 62 states “Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless: a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and b) the agreed approach contributes to the objective of creating mixed and balanced communities.”

Paragraph 65 states “Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:

- a) provides solely for Build to Rent homes;*
- b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);*
- c) is proposed to be developed by people who wish to build or commission their own homes; or*
- d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.”*

Paragraph 69 states “Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;*
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;*
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and*

d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.”

Paragraph 73 states *“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:*

a) consider the opportunities presented by existing or planned investment in infrastructure, the area’s economic potential and the scope for net environmental gains;

b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

c) set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided;

d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and

e) consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.”

Maintaining the Supply of Homes

Paragraph 75 states *“A five year supply of deliverable housing sites, with the appropriate buffer, can be demonstrated where it has been established in a recently adopted plan, or in a subsequent annual position statement which:*

a) has been produced through engagement with developers and others who have an impact on delivery, and been considered by the Secretary of State; and

b) incorporates the recommendation of the Secretary of State, where the position on specific sites could not be agreed during the engagement process.”

Promoting Sustainable Transport

Paragraph 104 states *“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

Paragraph 105 states *“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.*

Paragraph 111 states *“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 would be severe.”*

Making Effective Use of Land

Paragraph 119 states *“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.”*

Achieving Well-Designed Places

Paragraph 126 states *“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development*

acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”

Paragraph 130 states *“Planning policies and decisions should ensure that developments:*

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

LOCAL POLICY

North Somerset Core Strategy (January 2017)

Vision 4 Nailsea Vision

By 2026, Nailsea will be a thriving, prosperous settlement and local service centre which provides for both its population and that of the rural hinterland. The quality of life, feeling of safety and community spirit of those who live and work in the town will be highly valued.

Assets such as the built heritage and open spaces will be respected. Community services (such as schools, libraries and health centres) will be retained to meet everyday needs and service provision will grow at a commensurate scale to the needs of the population.

New development will be focused on addressing local housing need to encourage a more balanced age structure and support economic growth. There will be an emphasis on encouraging further job opportunities through new businesses or supporting our companies to grow and making provision for

space to relocate. Accessibility to Bristol and Weston-super-Mare will be improved through a better choice of transport modes.

Opportunities for redevelopment of the town centre will be harnessed where this will improve the leisure and retail offer, ensuring it becomes a focal point for activity within the town. The design of all new places and spaces will be of exceptional quality and evoke pride within the community, together with challenging perceptions of the town.

Policy CS1 - Addressing climate change and carbon reduction

North Somerset Council is committed to reducing carbon emissions and tackling climate change, mitigating further impacts and supporting adaptation to its effects, and to support this, the following principles will guide development:

1) development should demonstrate a commitment to reducing carbon emissions, including reducing energy demand through good design, and utilising renewable energy where feasible and viable in line with standards set out in Policy CS2; and by focusing development in accordance with the settlement strategy set out in the Area Policies;

2) developers are encouraged to incorporate site-wide renewable energy solutions to be delivered in a phased and co-ordinated way with the proposed development;

3) maximise the opportunities for all new homes to contribute to tackling climate

change through adherence to emerging national standards such as the Code for

Sustainable Homes to ensure they perform well against evolving energy standards, and have a reduced carbon footprint;

4) developments of 10 or more dwellings should demonstrate a commitment to

maximising the use of sustainable transport solutions, particularly at Weston-super-Mare.

Opportunities for walking, cycling and use of public transport should be maximised through new development and in existing areas emphasising the aim to provide opportunities that encourage and facilitate modal shift towards more sustainable transport modes;

5) a network of multifunctional green infrastructure will be planned for and delivered through new development. They should be located throughout and in adjacent developments and demonstrate a functional relationship to the proposed development and existing area including the potential to relate to the Area of Outstanding Natural Beauty. This would include not only green spaces but also the creation and enhancement of woodland areas;

6) protecting and enhancing biodiversity across North Somerset including species

and habitats that are characteristic of the area, in order to support adaptation to

climate change. This should be achieved through on and off-site measures

to conserve and enhance species and habitats as well as the reduction or preferably elimination of any adverse impacts through sensitive design and layout and construction of developments;

7) the reduction, re-use and recycling of waste with particular emphasis on waste

minimisation on development sites and the creation of waste to energy facilities in the Weston villages;

8) the re-use of previously developed land and existing buildings in preference to the loss of green field sites;

9) opportunities for local food production and farming will be encouraged to reduce the district's contribution to food miles,

10) areas will be enhanced to be resilient to the impacts of climate change including flood defence and public realm enhancements including the integration of effective shading through, for example, tree planting; and,

11) developments should demonstrate water efficiency measures to reduce demand on water resources, including through the use of efficient appliances and exploration of the potential for rainwater recycling.

Policy CS2 - Delivering sustainable design and construction

New development both residential (including conversions) and non-residential should demonstrate a commitment to sustainable design and construction, increasing energy efficiency through design, and prioritising the use of sustainable low or zero carbon forms of renewable energy generation in order to increase the sustainability of the building stock across North Somerset.

The greatest potential for energy saving opportunities is likely to be at larger scale developments particularly at the Weston Villages and Weston town centre. In addition these areas are expected to demonstrate exemplar environmental standards contributing to the objectives of Policy CS1, and adding value to the local economy.

When considering proposals for development the council will:

1) require designs that are energy efficient and designed to reduce their energy demands;

2) require the use of on-site renewable energy sources or by linking with/contributing to available local off-site renewable energy sources to meet a minimum of 10% of predicted energy use for

residential development proposals involving one to nine dwellings, and 15% for 10 or more dwellings; and 10% for non-residential developments over 500m² and 15% for 1000m² and above;

3) require as a minimum Code for Sustainable Homes Level 3 for all new dwellings from October 2010, Level 4 from 2013, rising to Level 6 by 2016. Higher standards will be encouraged ahead of this trajectory where scheme viability specifically supports this. BREEAM 'Very Good' will be required on all nonresidential developments over 500m² and 'Excellent' over 1000m²;

4) require all developments of 10 or more new homes to incorporate 50% constructed to the Lifetime Homes standard up to 2013 and 100% from 2013 onwards.

5) require the application of best practice in Sustainable Drainage Systems to reduce the impact of additional surface water run-off from new development. Such environmental infrastructure should be integrated into the design of the scheme and into landscaping features, and be easily maintained.

In moving towards zero carbon development, applicants will ensure that sustainable principles are established in the new proposals from the outset.

CS4 – Nature Conservation

North Somerset contains outstanding wildlife habitats and species. These include limestone grasslands, traditional orchards, wetlands, rhynes, commons, hedgerows, ancient woodlands and the Severn Estuary. Key species include rare horseshoe bats, otters, wildfowl and wading birds, slow-worms and water voles. The biodiversity of North Somerset will be maintained and enhanced by:

1) seeking to meet local and national Biodiversity Action Plan targets taking account of climate change and the need for habitats and species to adapt to it;

2) seeking to ensure that new development is designed to maximise benefits to biodiversity, incorporating, safeguarding and enhancing natural habitats and features and adding to them where possible, particularly networks of habitats. A net loss of biodiversity interest should be avoided, and a net gain achieved where possible;

3) seeking to protect, connect and enhance important habitats, particularly designated sites, ancient woodlands and veteran trees;

4) promoting the enhancement of existing and provision of new green infrastructure of value to wildlife;

5) promoting native tree planting and well targeted woodland creation, and encouraging retention of trees, with a view to enhancing biodiversity.

Policy CS10 – Transportation and movement

Travel management policies and development proposals that encourage an improved and integrated transport network and allow for a wide choice of modes of transport as a means of access to jobs, homes, services and facilities will be encouraged and supported.

Policy CS11 – Parking

Adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces. Overall parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.

New developments must seek to maximise off street provision, assess where on-street provision may be appropriate, demonstrate that buses, service and emergency vehicles are not restricted, and ensure that the road network is safe for all users.

Detailed parking policy guidance for all forms of development will be provided as part of the Sites and Policies Development Plan Document.

Policy CS12 – Achieving high quality design and place-making

Well-designed buildings and places

North Somerset Council is committed to achieving high quality buildings and places across all of North Somerset, in particular to support comprehensive regeneration at Weston-super-Mare. High quality architecture and urban design will be sought from development demonstrating a robust design process to generate solutions that have clearly considered the existing context, and contribute to social, economic and environmental sustainability. As part of a comprehensive place-making strategy new development should function well, supporting sustainable land uses and seek to improve the image of the area. Poor design standards in individual buildings and larger schemes are not acceptable.

Proposals of all scales will be required to demonstrate sensitivity to the existing local character already established in an area and should take the opportunity to enhance the sense of place and local identity through a well thought out design. Where the existing design characteristics are not considered of a high quality, new development should actively aim to enhance the area through good design. Schemes must be based on a thorough site appraisal.

In particular the following aspects of North Somerset's character should be maintained and enhanced in addition to the heritage aspects identified through Policy CS5.

- *The historic built environment, for example the Victorian residential areas located throughout the district but focussed in the main towns;*

- Coastal areas including key buildings and public spaces that contribute to the character and experience of the place;
- The historic rural settlements, particularly those in the Green Belt.

Design priorities include supporting town centre regeneration at Weston-super-Mare and the approaches into the town, delivering high quality new communities that exhibit best practice in place-making, and consolidating the individual character of settlements across the district informed by site/settlement character appraisals.

Development proposals should demonstrate a commitment to designing out crime through the creation of safe environments (both private and public) that benefit from natural surveillance, visible streets and open spaces, lighting and other security measures. Achieving Secured by Design certification will help to demonstrate how designing out crime has been taken into account.

Further detail will be set out in other Development Plan Documents alongside this strategic policy direction to guide development proposals and decision making. Developments should benefit from a rigorous design process in discussion with the local community and the council where appropriate making use of masterplanning, design frameworks and other delivery mechanisms to guide development.

Policy CS14 – Distribution of new Housing

Area	Net additional dwellings 2006–2026
<i>Weston urban area (excluding Weston Villages)</i>	<i>6,300</i>
<i>Weston Villages</i>	<i>6,500</i>
<i>Clevedon, Nailsea and Portishead</i>	<i>5,100</i>
<i>Service villages</i>	<i>2,100</i>
<i>Other settlements and countryside</i>	<i>985</i>
Total	20,985

Policy CS31 – Clevedon, Nailsea and Portishead

Clevedon, Nailsea and Portishead will maintain and enhance their roles in providing facilities, employment opportunities and services for their populations and local catchments. At these towns, new housing development within and adjoining settlement boundaries which is of an appropriate scale and of a high quality design that respects each town's distinctive character and local environment, delivers necessary infrastructure improvements and enhances overall sustainability will be supported. Residential proposals must have regard to local housing needs.

Proposals must be capable of being integrated into the existing fabric of the settlement and not create significant adverse impacts in relation to services, facilities and infrastructure including any

cumulatively significant adverse impacts. New development must have safe and convenient walking routes to schools and other services and facilities within the town within a reasonable walking distance. At Nailsea proposals should provide a broad range of housing types to cater for all housing requirements.

Within the three towns a minimum number of dwellings will be delivered as follows. Houses (2006–2026)

Clevedon 700

Nailsea 1,100 [author emphasis]

Portishead 3,300

In all three towns employment proposals will be supported that ensure the regeneration of previously developed land, or conversion and/or refurbishment of existing premises.

North Somerset Sites and Policies Plan Part 1 (July 2016)

Policy DM2 – Renewable and Low Carbon Energy

Proposals for renewable and low carbon energy installations, excluding wind turbines, will be supported in principle subject to:

- *adequate measures being taken to mitigate adverse impacts; and*
- *where the environmental, social and economic benefits outweigh any negative impacts. The following criteria will be key considerations:*
 - *living conditions, including noise and visual impacts including the cumulative impact on the landscape;*
 - *the local natural environment, its resources and characteristics, wildlife and habitats;*
 - *local infrastructure resulting from installation and operation of large-scale sites;*
 - *any designated or undesignated heritage asset;*
 - *the openness of the Green Belt;*
 - *the quality and setting of the Mendip Hills Area of Outstanding Natural Beauty (AONB) including both views to and from it; and*
 - *the safeguarding parameters associated with any identified aerodromes including Bristol Airport.*

In addition to any adverse impacts, the positive implications of the proposal should be factored in including the creation of local employment, support for the local economy, the contribution to the reduction in greenhouse gas emissions locally and community ownership benefits.

Policy DM8 – Nature Conservation

Development proposals must take account of their impact on local biodiversity and identify appropriate mitigation measures to safeguard or enhance attributes of ecological importance.

Where appropriate, proposals should seek to conserve the local natural environment by retaining, protecting, enhancing and linking existing wildlife habitats; by incorporating retained habitats sensitively into the development through appropriate design; and by ensuring that such retained and enhanced habitats are managed appropriately. Where necessary, longer term management will be achieved through suitable planning conditions.

Sites of International and National Importance

Development which would have an adverse impact on identified sites of international importance (which include Special Areas of Conservation (SACs), Special Protection Areas (SPA) and Ramsar sites) will not be permitted.

The North Somerset and Mendip Bats SAC consultation area is defined on the Policies Map. The consultation will identify the potential impact of the proposed development in respect of, for example, bat navigation and foraging habitats and identify appropriate mitigation measures through site design and lighting strategies.

The Severn Estuary SAC, SPA and Ramsar site is defined on the Policies Map. Any proposals that could affect the sensitive bird species and other habitats and species of the Estuary will need to carry out adequate surveys and assessments of the cumulative, in-combination and offsite impacts (drainage, disturbance, runoff, impacts on managed realignment etc.) of the scheme.

Development within or in proximity to a Site of Special Scientific Interest (SSSI) or National Nature Reserve that is likely to have a direct or indirect adverse affect on its biodiversity or geological interest would not normally be permitted.

Local Nature Reserves and Local Sites

Planning permission will not normally be granted for development that would result in loss in extent or otherwise have a significant adverse effect on Local Nature Reserves or Local Sites (locally designated Wildlife Sites and Geological Sites), unless the harm can be mitigated by appropriate measures.

Legally Protected Species and Habitats and Species of Principal Importance in England – Priority Habitats and Species

Development which could harm, directly or indirectly, species, which are legally protected, or species and habitats that have been identified as Species or Habitats of Principal Importance in England (also known as Section 41 or 'Priority' species and habitats) will not be permitted unless the harm can be avoided or mitigated by appropriate measures.

Development proposals should ensure that, where appropriate, provision is made for:

- *any lighting scheme to avoid adverse impacts on light averse wildlife;*
- *retention of native woodland, native trees (to include veteran trees), native hedgerows, watercourses, ponds, rhynes, other wetland habitats such as reedbeds, botanically diverse grasslands, traditional orchards, geological features, and other major natural features, habitats or wildlife corridors, and their protection during construction work;*
- *protection of ecosystem resources, to include water quality;*
- *compensatory provision, within the site itself, or immediate vicinity if practicable, of at least equivalent biodiversity value, where the loss of habitats or features of importance to wild flora and fauna is unavoidable;*
- *incorporation of habitat features of value to wildlife within the development (to include within building design) and including those which meet the needs of local species (e.g. provision of nesting features for swifts, swallows, house sparrows, bats);*
- *appropriate long term management of retained and newly created features of importance to wildlife;* • *provision of monitoring of key species to evaluate impact of site management;*
- *planting of locally appropriate native species of local origin wherever possible; and*
- *measures to link habitats within the development and also that link into adjoining wildlife corridor networks.*

Ecological mitigation measures provided within the development

Where development proposals may impact legally protected and notable species and habitats, they will need to be accompanied by an up to date ecological survey assessment as part of the submitted application. This will include:

- *site context information provided by a local records data search of designated sites, legally protected and notable species in proximity;*

- *a description of the biodiversity interest of the site, to include current land use; and including, where applicable, regard for any Strategic Nature Areas;*
- *the nature and extent of the impact on legally protected species and habitats, Section 41 species and habitats/or other notable species of the proposed development or change of use of land; and the measures that may be needed to avoid, mitigate or compensate the identified impacts;*
- *the steps to be taken to retain, protect, enhance, link and, where appropriate, create and manage the biodiversity interest over the longer term; which may include monitoring;*
- *where necessary effective lighting design to avoid artificial light spill to wildlife habitats/corridors to avoid impacts on light averse wildlife.*

Policy DM24 – Safety, traffic and provision of infrastructure etc associated with development.

Development will be permitted provided it would not prejudice highway safety or inhibit necessary access for emergency, public transport, service or waste collection vehicles. Development giving rise to a significant number of travel movements will only be refused on transport grounds if it:

- *is likely to have a severe residual cumulative impact on traffic congestion or on the character and function of the surrounding area; or*
- *is not accessible by non-car modes or cannot readily be integrated with public transport, cycleway and footpath links, and bridleways where appropriate.*

Development which gives rise to a significant detrimental impact on travel patterns, or exacerbates existing transport problems, will only be permitted where acceptable counter measures or mitigation is possible. Where a proposal would be acceptable apart from deficiencies in highways and transport infrastructure and services, which may be off-site, planning permission may, in accordance with Core Strategy Policy CS34, be granted subject to the applicant entering into an appropriate legal agreement to fund the improvements sought.

Policy DM28 – Parking Standards

Development proposals should meet the council's standards for the parking of motor vehicles and bicycles. For any use not covered by these standards, provision will be assessed according to individual circumstances, having regard to the transport objectives of the council. Regard will be given to the provisions of any submitted Travel Plan.

Development will not be permitted if the car parking arrangements would unacceptably harm the character of the area or the safe and effective operation of the local transport network. Planning applications must demonstrate to the satisfaction of the council that the functional parking needs of the development can be accommodated on or close to the site without prejudicing highway safety or resulting in an unacceptable impact on on-street parking in the surrounding area.

In addition, adequate area must be provided for the parking of vehicles waiting to load or unload. The parking of these vehicles on the highway will not be acceptable where it leads to highway safety issues or unacceptable delay.

Policy DM32 – High quality design and place-making

The design of new development should contribute to the creation of high quality, distinctive, functional and sustainable places where opportunities for physical activity and recreation are maximised.

The design and planning of development proposals should demonstrate sensitivity to the local character, and the setting, and enhance the area taking into consideration the existing context. Design solutions should seek to enhance local distinctiveness and contribute to the creation of a sense of place and identity.

Proposals that reflect community aspirations and values will be encouraged. Proposals which cause unacceptable harm to the character or appearance of the area will not be permitted.

In determining whether the design is acceptable account will be taken of whether:

- the siting, soft and hard landscaping, levels, density, form, scale, height, massing, detailing, colour and materials are appropriate and respect the characteristics of the site and surroundings and are appropriate to its use and position within the landscape and/or townscape; and*
- the site integrates with the surrounding environment including streets, paths and cycle ways, continuing successful local development patterns and creating an interconnected public realm; and*
- the design and layout should not prejudice the living conditions for the occupiers of the proposal or that of adjoining occupiers through loss of privacy, overlooking, overshadowing or overbearing impact; and*
- the design helps to reduce water and energy consumption; and*
- the design reflects the need to deter crime and enhance security; and*
- where relevant, recommendations of a Design Review Panel have been taken into consideration.*

The following will also apply as appropriate:

- where part of a wider proposed development, the design should take into account the future development potential of adjoining sites that are identified for development and not prejudice the comprehensive and coordinated development of a larger site of which it forms part;*
- on developments of 100+ dwellings, the layout should use landmarks, focal points, views, clear routes, lighting, public art and signage in order to assist people to navigate throughout the proposed*

development. This will be supported by the production of masterplans and associated design principles. The use of design coding or other similar process should be considered if appropriate to the delivery of the development;

- the proposal should not prejudice the retention of private amenity space and should include private amenity space for any new separately occupied dwelling. Private amenity space should be appropriate for the type of development and the character of the area;*
- private areas should create defensible spaces, allowing exclusive access providing areas for personal use and storage;*
- account is taken of potential adverse weather conditions particularly in relation to the likely impacts of future climate change;*
- provision is made for the storage of waste and recycling materials in locations that would not harm local amenity and that enable collection from the public highway;*
- management plans should be submitted for the long-term maintenance of all shared public and private spaces and facilities;*
- proposals for lighting schemes should not be obtrusive. They should not have a demonstrably harmful impact on the living conditions of neighbours, significantly increase sky glow, cause glare or light trespass or impact on biodiversity.*

Where relevant development proposals should have regard to the design and other related features set out in Supplementary Planning Documents and other guidance.

Policy DM34 – Housing Type and Mix

The housing mix and type proposed should be justified in the planning application through the Design and Access Statement or similar documents and should demonstrate how it meets local needs with reference to the latest SHMA or local needs surveys. The proposed development should help redress any identified imbalance in the existing local housing stock, meet the needs of local residents and contribute positively to the promotion of sustainable and inclusive communities and, in Weston-super-Mare employment-led regeneration.

The council will require proposals on strategic housing sites (100+ houses) to, where practical and viable, include a range of building types and tenures. Where there is evidence of demand proposals should also facilitate opportunities supporting those proposals which include small-scale local builders, individually designed homes and self-build and custom build schemes.

The emphasis at Weston Villages should be on family housing, although a range of accommodation is required to meet all ages, household sizes, choices and tenures.

Aspirational housing will be supported throughout Weston-super-Mare and as part of regeneration schemes. Ideally this should be in locations which help create an attractive image and establish a high quality status for the town.

Proposals for live/work units are supported throughout the district but particularly as part of any proposals in the service and infill villages in order to help limit the amount of out-commuting and support local employment opportunities.

Retirement accommodation and supported independent housing aimed at older people will be required to comply with Policy DM40: Retirement accommodation and supported independent living for older and vulnerable people.

Gated developments are not normally supported in the interest of establishing well integrated communities.

Within some of the more deprived areas, initiatives to increase the range and the quality of housing will be prioritised.

Policy DM35 – Nailsea Housing Type and Mix

The council will require new housing developments of 5 or more dwellings within the administrative boundary of Nailsea town council to provide a mix of housing types to meet the needs of current and future populations, create a balanced age structure which will support the sustainability of the town and enable existing residents and future generations to stay within the local area. Proposals for new residential development within Nailsea and on allocated sites will be permitted provided they contain a range of housing types which meet the needs of the local population.

In particular new housing developments should, where practical and viable, contain some or all of the following categories:

- *One bedroom properties*
- *2-3 bedroom properties aimed at young families*
- *A range of 2-3 bedroom properties, including houses, apartments and bungalows, aimed at people downsizing from larger properties.*
- *Age-restricted retirement properties*

The larger the site the greater the range of housing types expected. Developers should set out in a statement clear Justification for the mix proposed and how this meets the local needs.

- *On housing developments of 10+ dwellings (or on sites of 0.3 hectares or above) no more than 20% of new dwellings will be 4 bedrooms or more (after taking account of the allocation of affordable housing).*
- *Housing developments comprising 5-9 dwellings no more than 2 dwellings will be 4 bedrooms or more (after taking account of the allocation of affordable housing).*

Policy DM36 – Residential Densities

Residential development should optimise the potential of the site to accommodate development whilst protecting or enhancing the distinctiveness and character of the area.

In determining the appropriate density for a particular site, particular attention will be given to:

- *the physical characteristics of the site;*
- *the character of the locality and neighbouring buildings;*
- *the proximity to public transport opportunities, transport corridors, cycle routes and pedestrian linkages;*
- *the mix of dwellings and the development's contribution to forming balanced communities;*
- *the proximity to community facilities and employment opportunities; and*
- *parking should meet the councils parking standards.*

The housing mix and type proposed should be justified in the planning application through the Design and Access Statement or similar documents and should demonstrate how it meets local needs with reference to the latest SHMA or local needs surveys.

Policy DM42 - Accessible and adaptable housing and housing space standards

In instances where the Council can demonstrate evidence of need, proposals for residential development should incorporate an appropriate proportion of those dwellings constructed to the optional Category 2 standard as set out in the Building Regulations Approved Document M.

The appropriate proportion will be based on the evidence of need and will be subject to feasibility and viability.

Where practical and viable, the Council expects all new build market and affordable housing (across all tenures) to comply with the DCLG's 'Technical housing standards – nationally described space standard'.

In relation to accessible and adaptable housing the policy will be reviewed within two years of adoption to establish specific targets in line with paragraph 009 of the planning practice guidance.

Policy DM71 – Development contributions, Community Infrastructure Levy and viability

Community Infrastructure Levy (CIL)

A CIL Charging Schedule will be prepared separately, and this will detail the breakdown of charges applied across North Somerset. These charges will be separate to Section 106 Agreements and will be pursued in relation to the relevant regulations.

Supplementary Planning Documents and other publications

Supplementary Planning Documents (SPDs) add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

The following SPDs are relevant to the development proposals:

- North Somerset Parking Standards SPD (adopted December 2021)
- Accessible Housing Needs Assessment SPD (adopted April 2018)

West of England Local Housing Needs Assessment - Sept 2021

76. Figure 24 shows the components of housing need presented as percentages of the 20,475 overall dwelling need calculated with the standard method in Figure 10.

Figure 24: From Figure 116 - Overall need for Market and Affordable Dwellings for North Somerset as percentages of the LHN (including affordable home ownership products) by property size (Source: ORS Housing Model. Note: Figures may not sum due to rounding)

N SOMERSET 2023-38		Affordable Housing Need			Total Affordable Housing	Total Market Housing	Total Housing
		Unable to Afford Market Rent		Affordable Home Ownership			
		Social rent	Affordable Rent				
Flat	1 bedroom	1.9%	0.4%	2.2%	4.5%	3.0%	7.5%
	2+ bedrooms	2.3%	0.9%	1.1%	4.3%	7.2%	11.5%
House	1-2 bedrooms	2.6%	1.0%	1.7%	5.3%	8.0%	13.3%
	3 bedrooms	3.8%	1.7%	2.1%	7.6%	35.4%	43.0%
	4 bedrooms	1.0%	0.5%	0.4%	1.9%	15.6%	17.5%
	5+ bedrooms	0.3%	0.1%	0.1%	0.5%	3.0%	3.5%
TOTAL HOUSING NEED		11.9%	4.5%	7.6%	24.0%	72.2%	96.2%
Dwellings for Institutional Pop		-	-	-	-	3.8%	3.8%
LHN		11.9%	4.5%	7.6%	24.0%	76.0%	100.0%
%age of total affordable		49.7%	18.8%	31.5%	100%	-	-

Planning Analysis

Is the proposal acceptable in principle with an appropriate housing mix?

The proposed development is made on land within the settlement boundary of one of the four main towns of the district, as defined by Policy CS31.

Policy CS31 supports the provision of new development in principle in the four main towns provided they are of an appropriate scale and propose a high-quality design that integrates well with the fabric of the existing settlement and does not create significant adverse impacts on local services, facilities or infrastructure. Development proposals are subject to a number of policy tests to ensure the scale, design, and housing types are appropriate, and that the local character is protected, plus that it is safe and attractive to pedestrians.

The proposals concern the demolition of the large existing bungalow to facilitate redevelopment to provide nine dwellinghouses. The proposed dwellings have been designed and laid out (albeit indicatively to suit the Outline application) to complement the character of the area by adopting a high-quality design approach that will fit with the architectural vernacular of the surrounding properties, which are a genuine mix of styles and sizes, with examples of semi-detached, detached, and terraced properties all found within the locale.

The proposed dwellings have been designed to maximise the efficient use of the site now it has become available for redevelopment, while still being able to directly address the highway frontage at Blackthorn Way / Lodge Lane. The indicative dwelling styles presented would sport a traditional construction with a dual pitch, tiled roof. The combination of the proposed design and materials (again, presented indicatively) will ensure that the properties have a high-quality design and one that will also be reflective of the style of the dwellings in the vicinity. The ridge heights of the proposed dwellings have been carefully judged to ensure they meet with the prevailing height of the surrounding properties. For these reasons, the proposed dwellings would protect and enhance local distinctiveness.

The proposed dwellings will take advantage of the wide frontage afforded to the application site. The redevelopment proposals will take the opportunity to present an active frontage along the site's boundary with Lodge Lane/ Blackthorn Way where there currently is none, thus enhancing the site's interaction with the public realm. The layout of the surrounding properties means there is no obvious build line along Blackthorn Way, and the substantial size of the application site, allied with its corner location, means that the proposed arrangement will blend with the somewhat irregular built form of the surroundings; similar to the development of nine dwellings constructed opposite the application site at Lodge Lane.

The development offers seven 3-bedroom dwellings and two 5-bedroom dwellings. This aligns well with the surrounding area, which comprises predominantly family sized dwellings providing a mix of 3, 4, & 5-bedroom accommodation. It also means that the scheme complies with the Nailsea specific policy (Policy DM35) that restricts development schemes of 5-9 houses to no more than two dwellings above 4-bedrooms in size. The development also proposes 3 bedroom terrace housing and three bedroom semi-detached housing that would be suitable for young families and people downsizing from larger properties, in accordance with Policy DM35.

There has been a recent influx of apartments and retirement complex accommodation in Nailsea, so the proposed dwellings add positively to the housing mix in the area in line with Policy CS31 and the current evidence base (*West of England Local Housing Needs Assessment - Sept 2021*) that shows the highest demand for 3-bedroom houses (at 34.4% of the overall provision), with demand too for 5-bedroom dwellings (3%). The development therefore meets with the Policy CS31 objective that Nailsea should provide a broad range of housing types to cater for all housing requirements, with the majority of units proposed adhering to those most in demand. The scheme will have an appropriate mix of housing and thus comply with Policies DM34 and DM35.

The development can meet with the LPA's minimum car and cycle parking standards and would provide a safe access from Lodge Lane (see highway section below for more details), as well as safe pedestrian routes from the site to nearby facilities.

The application site has access to the National Cycle Network (Route 33) a short distance away off Trendlewood Way. Route 33 offers largely traffic free cycling routes to Bristol along with routes to Backwell and the surrounding villages. The site is also walking distance from a bus service providing journeys to Bristol, Portishead, and Clevedon.

Each of the proposed indicative dwellings would benefit from a large private amenity space and the design and layout is such that surrounding private amenity space will be protected (in accordance with the guidance contained in the Residential Design Guide SPD).

The proposal represents the provision of a new infill development on previously developed land that will assist North Somerset Council in meeting their five-year housing land supply figures, in line with NPPF para 75, in a sustainable location.

For these reasons, and the reasons stated above, the proposed development meets the tests of Policy CS32, DM34, DM35, and the NPPF regarding the appropriateness of the site in principle.

Will the proposal adversely impact the site's ecology?

Policies CS4 and DM8 govern protection of the natural environment and principally seek to ensure that development does not adversely affect European protected species.

The application site is washed over by the Mendip Bat SAC (Cat C) and as such a Preliminary Ecology Assessment (PEA) has been undertaken on site. Accompanying the planning application is an Ecological Appraisal (Issue 2) prepared by Crossman Associates that concludes that the host dwelling provides moderate Roosting Suitability for bats and the potential habitat for common reptiles following the scoping survey during the PEA.

Following the PEA, Crossman Associates conducted two bat surveys and a reptile survey on site. The outcome of the surveys is included in the accompanying Ecological Appraisal (Issue 2).

With regards to bats, the two emergence surveys were carried out on 1st & 15th June 2023, the full details of which are included in the accompanying report. To summarise, no bats were seen emerging from the building and a total of 3 bats flew through the garden across both surveys, hence confirming that the host dwelling does not provide a roost.

The reptile survey confirmed that reptiles are absent from the site.

The Ecological Appraisal goes on to make recommendations for biodiversity enhancement measures for incorporation with the proposed development that include minimal and controlled external lighting, provision of bird and bat boxes, and wildlife planting within the soft landscaping areas.

Additionally, an area of the south-west corner of the site will be set aside as an area of green open space / a wildlife area in its position adjacent to the pavement along Blackthorn Way (see Proposed Site Plan).

As such, the proposed works can comply with Policies CS4 and DM8 and the submitted ecology report includes details of proposed biodiversity enhancements.

Will the development provide enough car parking, and will it adversely affect the local highway network?

This application is submitted with a supporting Transport Statement (TS) prepared by Callidus. The TS justifies the highway safety of the development and should be read in conjunction with this section.

A new version of the North Somerset Parking Standards SPD was adopted in December 2021. This sets minimum parking standards as per the previous SPD, but now includes a mechanism to discount the provision in areas that are less reliant on private vehicles because they have access to sustainable transport. The minimum requirement for the development is set out below:

Parking Type	Requirement	Proposed Provision
3 bedroom	2 car spaces per dwelling	15

5 bedroom	3 car spaces per dwelling	6
Visitor	none	n/a

The proposed scheme can adhere to the minimum level of car parking required for the development and a total of 21 off-street parking spaces are proposed. Consequently, there is no need with the indicative layout proposed to apply the Parking Needs Assessment discount in the SPD.

All proposed parking spaces will have access to *passive* EV charging in accordance with the Parking Needs Assessment SPD.

In line with the Parking Needs Assessment SPD requirements, secure cycle storage will be provided at the required rate of one per bedroom for each proposed dwelling.

Lodge Lane serves a residential area and provides a route for traffic from Wraxall to Nailsea. The accompanying TS provides traffic count data that concludes that the northbound traffic has a mean speed of 24mph, the southbound traffic 22-23mph.

The existing dwelling has an access onto Lodge Lane. This access will be retained albeit improved and then re-used as part of a proposed one-way traffic system through the site. A new access, onto Blackthorn Way, will provide the exit. Both in entrance and exit will be at least 3.75m in width to enable larger vehicles to enter the site, and swept path analysis included in the TS show that the site is accessible to a fire engine and refuse truck. Overall, TRICS data calculates the net trips for the proposed development will be 45 trips per day; and thus, concluded by the TS to represent an almost imperceptible increase in traffic (no more than 1.6% increase in overall traffic in any hourly period).

Visibility splays have been included in the TS taken from the proposed exit and all three are to the standards set by Manual for Streets for a 30mph road.

The site is in walking distance of a main bus route to Bristol, as well as the villages on route. Nailsea town centre is walking distance from the site, via several routes, including one through Millenium Park. Nailsea town centre provides a full range of shops and facilities, along with employment opportunities.

The site has access to sustainable modes of transport and as such the development aligns with the pertinent NPPF and Development Plan Policies in this regard, and the Parking Standards SPD.

Is the design of the proposal acceptable?

The style and layout of the proposed dwellings have been designed to be in keeping with the architectural aesthetic of the surrounding dwellings, the majority of which were constructed in the last 40 years.

The proposals would fit on site (in the indicative configuration presented by the Outline application) without appearing at odds with the surrounding built form and would fit with the irregular grain of development in the surrounds.

The development is not considered to create an overbearing impact on surrounding amenity, and no overlooking or overshadowing effects would be generated with the indicative configuration shown.

The indicative elevations show a high-quality finish that would ensure the proposed dwellings contribute positive to the visual amenity of the area. Moreover, the development would enhance the street-scene, with 6 of the proposed dwellings addressing the highway with pedestrian gates allow for direct access onto the principal facades. In this configuration, the development will contribute positively to the character of the street, by not turning its back on the public realm.

As such, the scheme's design and materials are appropriate for the site and accord with development plan policies CS12 & DM32 and the pertinent policies within the NPPF.

Will the development have an acceptable impact on any trees affecting the site?

The existing trees on the application site are shown on accompanying site plans.

The indicative layout is such that Root Protection Areas (RPAs) of the trees onsite or adjacent have been considered to ensure the proposed development adequately protects their health.

Tree planting is proposed under this development throughout the site. Tree planning is also proposed on the peninsula of land off the site's south-west corner and adjacent to Blackthorn Way that will be set aside as green open space / a wildlife area.

As such, the development ensures that trees affected by the site are protected and therefore it accords with policies CS4 and DM8.

As such, the development can meet with Policy DM2 and Policy CS2 of the Local Plan once the full details and calculations are provided at the Reserved Matters stage.

Would the development be affected by the Coal Authority Development High Risk Area?

The application site is within an area designated as a Coal Authority Development High Risk Area.

A Coal Mining Risk Assessment (CMRA) accompanies this application shows a previous proposed scheme, but the principle and amount of development proposed remains the same. The CMRA

demonstrates that residential redevelopment of the site can be delivered without being adversely affected by the historic coal mining activities, subject to conditioning further site investigation.

As such, the scheme complies with Policy CS3.

Energy Statement

The application is submitted in Outline so only the principles of energy usage can be considered at this stage because all designs are indicative.

Full energy calculations will be provided at the reserved matters stage when the proposed dwelling designs are finalised.

The dwellings will be constructed to maximise energy efficiency and minimise energy usage, in line with Part L of Building Regulations.

The proposed *indicative* house types and their onsite layout provide scope to make provision for a 10% reduction in CO₂ emissions through use of renewable energy equipment compared to the baseline usage.

As such, this commitment at this outline stage means the development will be designed to comply with Policies CS1 and CS2 once the final scheme is assessed under a future reserved matters application.

Accessible Housing Statement

Policy DM42 and the Accessible Housing Needs Assessment SPD require 17% of new housing (for schemes of 6 dwellings and over) to be constructed to Category 2 Standards under Part M of Building Regulations.

The final dwelling designs are not yet presented because the designs shown under this application are only indicative and subject to change under a future reserved matters application.

This outline application therefore makes the commitment to provide a minimum of 17% of the proposed dwellings to the required Category 2 Standards to ensure they are adaptable for lifetime use. 9 dwellings are proposed. 17% of these is 1.53 dwellings, therefore once rounded up, 2 dwellings of the 9 dwellings proposed will be designed to Category 2 Standards.

As such, this commitment means the development complies with DM42 and the Accessible Housing Needs Assessment SPD.

Conclusion

The development proposes the erection of nine dwellinghouses in place of the existing bungalow at Lydcott, Lodge Lane.

The proposed development of previously developed land is supported in principle in this sustainable location: Nailsea is one of the four main towns in North Somerset where the Local Plan confirms residential development should be focussed. It is submitted that the design, finish, and layout of the dwellings, albeit indicative at this Outline application stage, would blend seamlessly with the surrounding properties without overdeveloping the host site or creating an overbearing impact on neighbouring amenity.

The site does not support the habitats of any protected species, and the impact of the development on trees (on site or nearby).

The existing site access would be re-used, and a new access created onto Blackthorn Way to create a one-way traffic system through the site. Vehicles will enter from Lodge Lane and exit onto Blackthorn Way. The visibility splays have been analysed as safe and to standard from the proposed Blackthorn Way exit.

The development would provide adequately for bicycle and off-street car parking. It is accessible to sustainable modes of transport and a full range of amenities and facilities in walking distance of the site, reducing the need for future occupants to travel further afield making use of a private car: making the location of this site genuinely self-contained.

The proposed dwellings would utilise renewable energy to show a reduction in carbon dioxide below baseline levels (details to be provided at the Reserved Matters stage).

The accompanying Coal Mining Risk Assessment demonstrates that the site will not be adversely affected by the Coal Authority Development High Risk Area.

The development should therefore be approved, and no material considerations suggest otherwise.