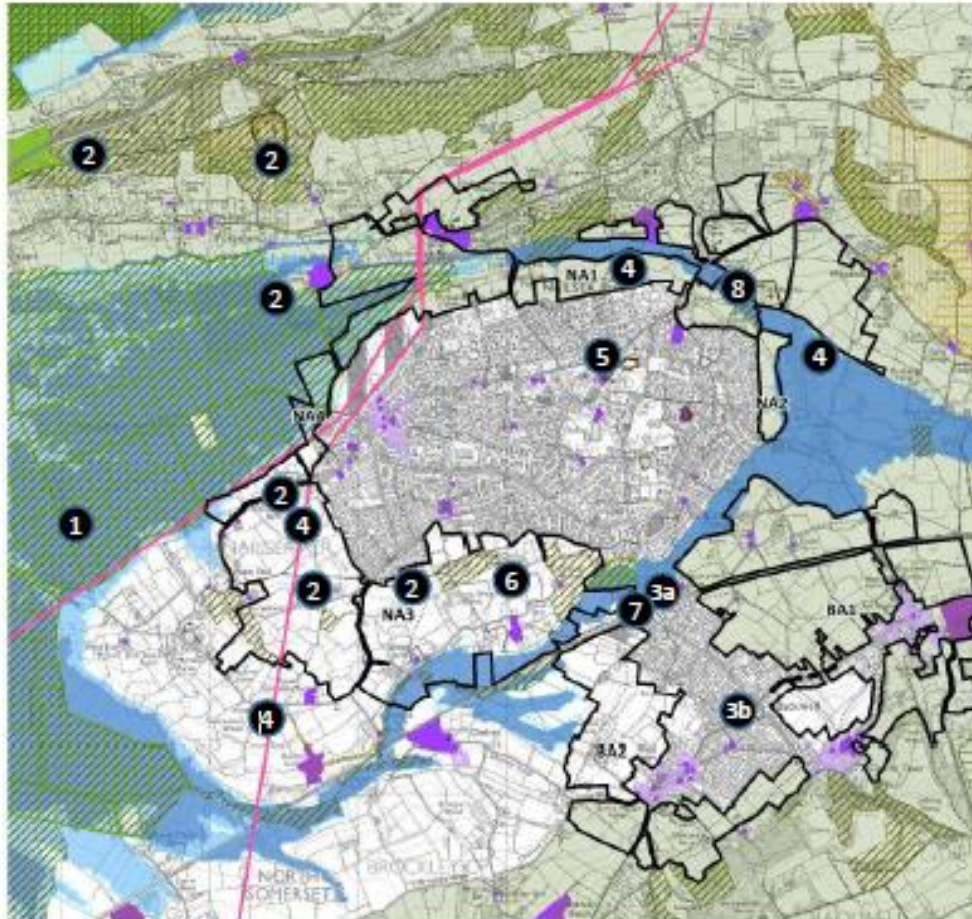


# JSP – Dashboard for Town Expansion of Nailsea

## Key constraints



- 1 Extensive network of channels are designated SSSI
- 2 Horseshoe bats key foraging corridor
- 3 Key junctions - Station Rd (3a), Backwell signals(3b)
- 4 Utilities pipelines (general vicinity shown)
- 5 Nailsea Town Centre
- 6 Strategic Gap (general location)
- 7 Train station
- 8 Land Yeo

## Potential Development Areas

- Constraints mapping suggests that there is potential for additional strategic growth within the general area to the south west of the town outside the Green Belt and flood zone, with potential capacity up to approx. 2,800 dwellings and supporting facilities.
- Significant investment in new transport infrastructure would be required including a new link from M5, J20 to the A370. This is likely to be complex infrastructure to plan and deliver including requirements to address impacts on flood plain and SSSI. Improvements to the railway station could also provide wider travel choices.

## Further details:

[https://www.jointplanningwofe.org.uk/gf2.ti/-/756738/23264517.1/PDF/-/Towards the Emerging Spatial Strategy Assessment of Strategic Development Locations Beyond Settlement Boundaries Location Dashboards.pdf](https://www.jointplanningwofe.org.uk/gf2.ti/-/756738/23264517.1/PDF/-/Towards%20the%20Emerging%20Spatial%20Strategy%20Assessment%20of%20Strategic%20Development%20Locations%20Beyond%20Settlement%20Boundaries%20Location%20Dashboards.pdf)

# JSP – Dashboard for

## Town Expansion of Nailsea (1)

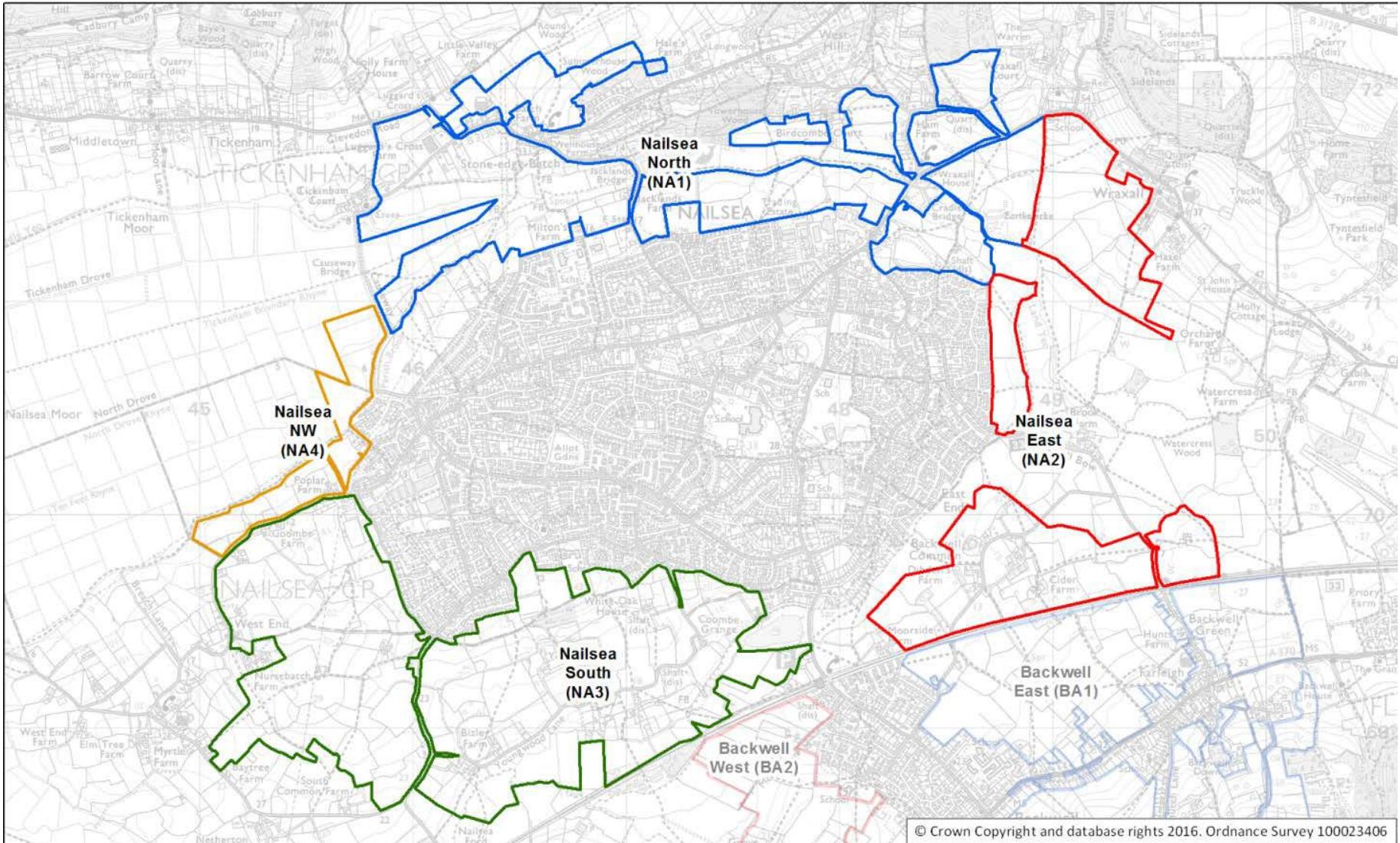
- **Landscape:** Sensitive landscape, particularly to north and east of the town and should be avoided. A steep valley runs parallel to the towns edge to the north limiting the extent of potential development northwards.
- **Flood risk:** Flood risk affects various parts of the surrounding land. Consideration will need to be given to flows into the adjoining SSSI watercourse that has the potential to affect quality and functioning. This may for example require a robust Sustainable urban Drainage systems (SuDs) strategy to regulate surface water from new development. Modelling will be required to determine extent of watercourse network floodplain. A band of flood plain sweeps around the town and adjacent to the railway corridor draining into the Kenn catchment and the Land Yeo. This is channelled by lower lying ground and should be avoided.
- **Transport:** Local network impacts including Backwell signals junction are a constraint upon strategic growth. Nailsea has a constrained network of surrounding roads (including Station Rd link to Backwell), and modelling has shown impacts on Tickenham Road, and Junction 20 as access to North Fringe and WSM. Probable requirement for a new M5, J20 link to the A370 near Nailsea/Backwell that would likely have to cross the railway. The alignment of this route will to some extent influence the form of development. Strategic development in this location is also reliant on a new MetroBus link from Bristol, the alignment of which to the western side of the town may be challenging. The requirement for this infrastructure adds an element of risk to the delivery of development in this location and the phasing of development, if progressed, would have to be linked to the delivery of the infrastructure. Other opportunities to try and maximise sustainable transport modes include the potential for increasing rail capacity and frequency.

# JSP – Dashboard for

## Town Expansion of Nailsea (2)

- **Ecology:** Ecologically sensitive location for bat foraging and commuting. Area indicated to be highly significant for Greater Horseshoe Bats, the rarer species of horseshoe bat. Strategic flyways have been identified wrapping around the south-western edge of the town linking beyond to Backwell and northwards to north Clevedon along woodland habitats. Replacement habitat likely to be required. Significant ecological constraint to northwest corner of the town including SSSI constraining growth in that direction beyond current commitments. Semi-natural grassland to the north and south important ecological function.
- **Heritage/archaeology:** Potential for coal mining heritage to remain anywhere in area. Archaeological sensitivity to the north(and north-west) of the town around Stone-edge Batch, and immediately adjoining the towns edge up to and around the Land Yeo. Including high potential for Roman and medieval archaeology. West End, Nailsea area of moderate archaeological potential.
- **Other constraints:** Work associated with re-routing of pylon corridors may impact upon development potential in the area particularly at NA3 (Nailsea South). A pylon corridor lies to the west of the town coupled with other utilities including a high pressure gas pipeline. An oil pipeline travels around the north east of the towns edge. Potential for ground contamination from former mining activity in the area.
- **Green Belt:** Green Belt areas assist in safeguarding the countryside from encroachment and preventing merger of settlements in the Nailsea-Backwell-Long Ashton-Bristol corridor

# Sustainability Appraisal of the Emerging Spatial Strategy Town Expansion for Nailsea



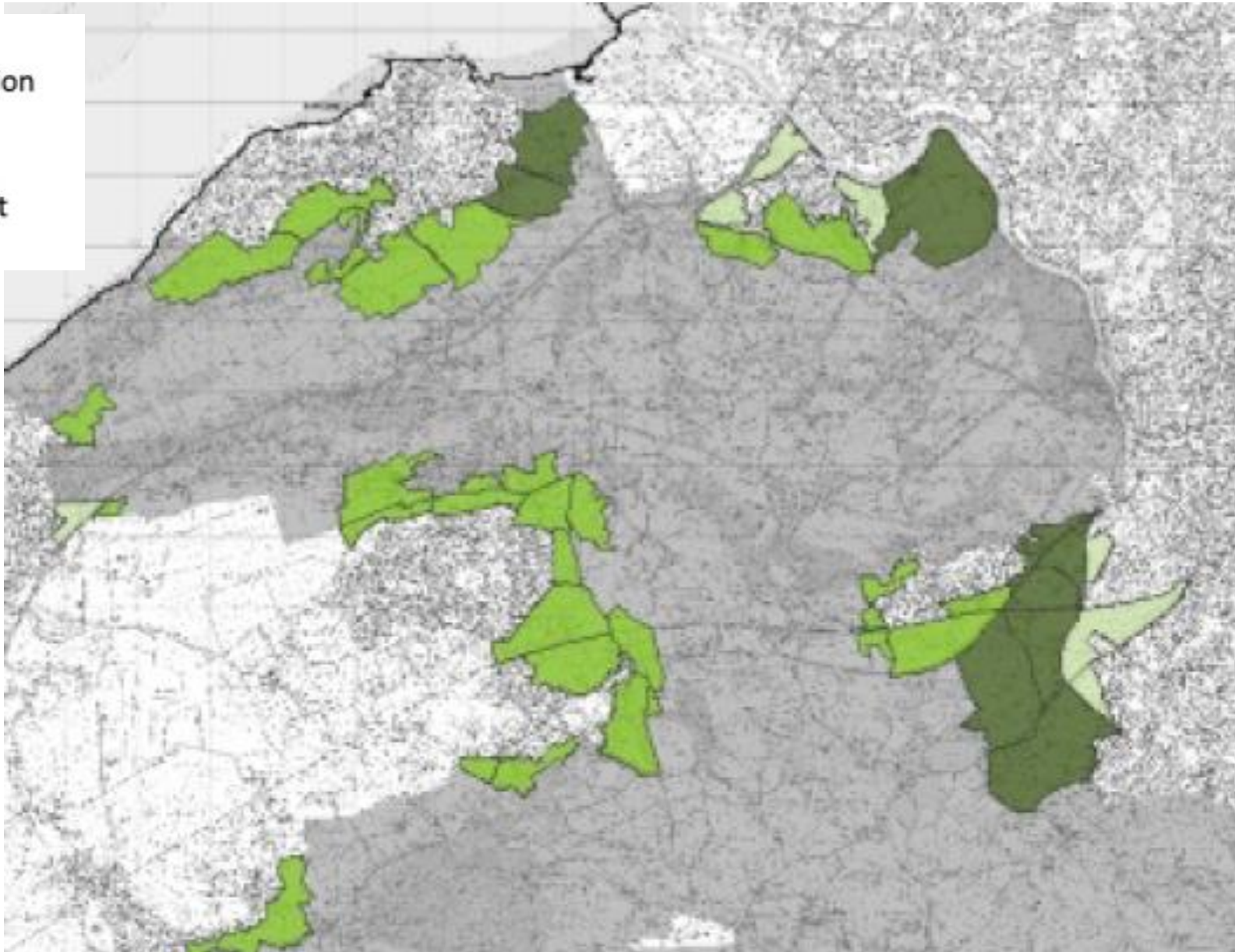
# Sustainability Appraisal of the Emerging Spatial Strategy Town Expansion for Nailsea

## Highlights:

- Lack of capacity on A370 corridor – Backwell crossroads a particular constraint.
- Existing station and opportunity to improve links to Bristol with metro bus.
- Landscape sensitivity, requiring high quality mitigation.
- Surrounded by lower-lying land in Flood Zone 3 – climate change will lead to encroachment.
- Ecological issues related to bat flight corridors and foraging habitat.

**Further information:** [https://www.jointplanningwofe.org.uk/gf2.ti/-/756738/23264229.1/PDF/-/Towards the Emerging Spatial Strategy Sustainability Appraisal of the Emerging Spatial Strategy Locational Assessments.pdf](https://www.jointplanningwofe.org.uk/gf2.ti/-/756738/23264229.1/PDF/-/Towards%20the%20Emerging%20Spatial%20Strategy%20Sustainability%20Appraisal%20of%20the%20Emerging%20Spatial%20Strategy%20Locational%20Assessments.pdf)

# JSP - Green Belt Assessment Stage 2



# JSP - Green Belt Assessment Stage 2

## *Nailsea and Backwell*

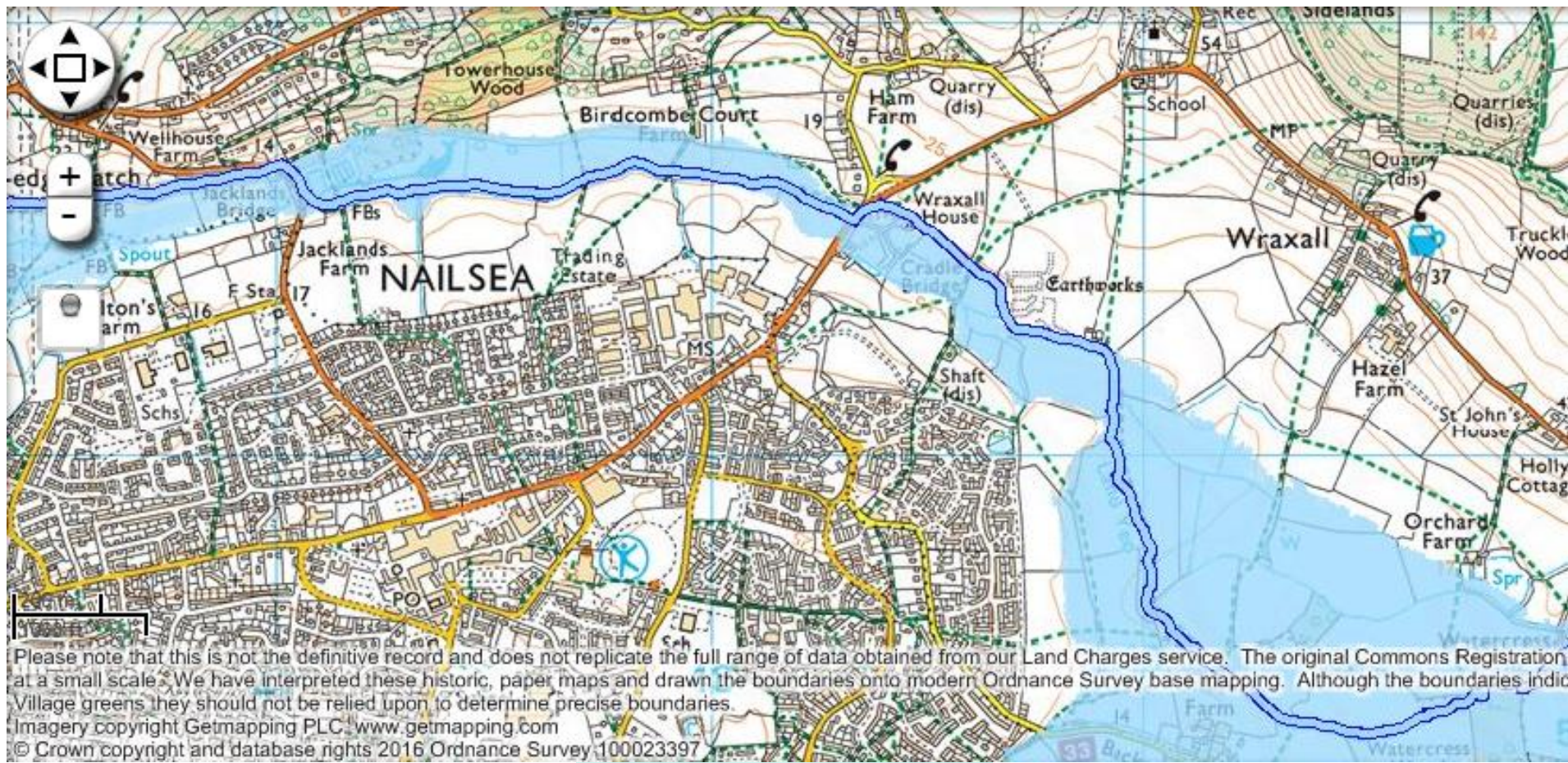
Cell	Overall contribution	Cell	Overall contribution	Cell	Overall contribution	Cell	Overall contribution
60a	Contribution	63a	Contribution	63b	Contribution	63c	Contribution
64a	Contribution	64b	Contribution	65a	Contribution	65b	Contribution
65c	Contribution	65d	Contribution	66b	Contribution	66c	Contribution
72b	Contribution	72c	Contribution				

3.26 Nailsea and Backwell are located just beyond the outer boundary of the Green Belt. The cells adjacent to these settlements all make a contribution to Green Belt purposes. Cells 64b, 64a and 66c contribute to preventing merger of settlements in the Nailsea/Backwell-Long Ashton-Bristol corridor. All cells assist in safeguarding the countryside from encroachment in areas of the Green Belt close to the settlements.

### **For further details:**

[https://www.jointplanningwofe.org.uk/gf2.ti/-/756738/23257829.1/PDF/-/Towards the Emerging Spatial Strategy Green Belt Assessment Stage 2.pdf](https://www.jointplanningwofe.org.uk/gf2.ti/-/756738/23257829.1/PDF/-/Towards%20the%20Emerging%20Spatial%20Strategy%20Green%20Belt%20Assessment%20Stage%202.pdf)

# Strategic Flood Risk Assessment



- Flood zones (zoom out to view)
- SFRA main river
- SFRA tidal flood zone 3A
- SFRA tidal flood zone 3B
- SFRA fluvial flood zone 3A
- SFRA fluvial flood zone 3B
- SFRA tidal and fluvial flood zone 2