

## Minutes of the Zoom Parish Council Meeting Held on 3rd September 2020 at 7pm

*All meetings are held at 7.30pm in the Village Hall unless stated otherwise.  
Stuart Treadaway, our Ward Cllr, attends when possible.*

**Present:** Cllrs Jim Corbett (Chair), Lynda Redding, Jim Howard  
**In Attendance:** Don Hill (Clerk)  
**Public Attendance:** 0

- 060/20 APOLOGIES FOR ABSENCE:** Peter Penfold. James Glimstead. Cllr C Penfold was 'glitched' into not being able to enter.
- 061/20 DECLARATIONS OF INTEREST** - none
- 062/20 PUBLIC SESSION** - None
- 063/20 MINUTES OF LAST MEETING** - 23rd July 2020 - noted, agreed, and reserved for signing by the Chair.
- 064/20 MATTERS ARISING NOT DEALT WITH ELSEWHERE** - none
- 065/20 PLANNING** (*For full application details visit <https://planning.n-somerset.gov.uk/online-applications/>*)  
**For Ratification:** Reviewed, commented on to NSC planning ratified here: **20/P/1828/LDE** Chestnut Court Puxton Lane - Certificate of lawful development for continuous occupation in breach of condition no:6 in excess of 10 years - re Somerset Planning Consent: 88541, of 18/1/71. **20/P/1697/EA1** Park&Ride Adj Heathfield Park, Bristol Road - is an Environmental Impact Assessment required for the change of use from gypsy pony track/agricultural land to Park and Ride for Bristol Airport with 3101 spaces. **20/P/1555/FUL** Heathgate Farm barn. **20/P/1596/FUL** Penfold Plastics industrial storage building. **20/P/1684/TPO** 1 St Annes Lodge, Lime pollard.  
**Decisions Due:** **19/P/0815/FUL** Puxton Park car park. **19/P/2633/FUL** Mendip View units. **19/P/2773/FUL** Pilhay alterations. **20/P/0701/FUL** Puxton Park buildings. **20/P/1250/OUT** Static home in Maysgreen Lane. **20/P/1493/FUL** Cowslip Lane, 3 industrial units. **20/P/1624/TPO** Treetops Pollarding. **20/P/1441/R3** Oldbridge Bridge. Cllr Redding noted that some local reservations, beyond some already received, about the 'loss' of the old bridge will surely be received once the new bridge build starts. She pointed out that our ability to have a sustainable Community Information Sheet would mean we could garner first hand local reactions that we currently have to very much second guess.  
**Approved:** **20/P/1225/FUH** Watermans side and rear extensions. **20/P/1322/MMA** barn exterior brick.
- 066/20 FINANCE**  
**2020-21 Accounts:** Pre-circulated to Members, reviewed and noted.  
**Cheques: 261:** Adrian Leonard Parish Maintenance £288.00. **262** HMRC PAYE Jul/Aug/Sep £163.20
- 067/20 ITEMS MONITORED BY CLERK** (*shared with Area Officer each month*)  
**A370 Pedestrian Crossing:** Lock-down has slowed this project, but it is being progressed.  
**Puxton Lane Goose Acre Farm:** Culvert works re flooding in progress.  
**Puxton Road:** Work re flooding at Council Houses *might* be funded from this financial year's budget.

**A370 - on the bend near SJH Machinery:**

- i) **Flooding:** NSC discussions with the IDB about the water levels in the ditch are ongoing.
- ii) **Vibration damage:** NSC are repairing the highway at this point.

**A370 link between Old Post Office and Palmers Elm:** This needs widening. Area Officer hopes to be able to do this; alternatively, APS may be able to do it as part of the Parish Maintenance programme.

**Puxton Road and the Oldbridge River bridge:** overgrowth now cleared.

**Ragwort:** Out of control in places. Awaiting news from NSC on their current management policy.

**Flooding Outside Howard Cottage:** There is a blocked gully under this flood that needs jetting.

**Tubs at Old Post Office Lay-by:** one destroyed by lorry moving out to A370. Clerk to write tubs off Asset Register and report incident to NSC. Clerk to convey thanks to neighbour for caring for the tub after PCC care ceased due to lack of volunteer help.

**068/20 OTHER MATTERS**

**North Somerset Council Local Plan to 2038:** A response to the initial - Challenges - document was prepared covering the two parish councils that the Clerk is employed by. This was shared with Councillors and submitted to NSC per the attachment to these minutes.

**069/20 COUNCILLORS' REPORTS**

**Cllr Redding:** One of the old village families - the Raines - have recently put a commendable effort into work at the Holy Saviour Church graveyard, and a genuine vote of thanks is extended to them.

**Cllr Corbett:** Leaving Puxton Village, on Puxton Road, a new gateway has been made on the right hand side. Although the gate is set back from the road, the path, which has been in place for some two years, has no splay as it junctions with the highway. Given that this junction is at a blind spot onto an increasingly busy road, a splay is surely essential for the optimisation of road safety. Clerk to investigate and report to NSC enforcement as needed.

**Cllr Howard:** raised the different times between our online meetings and our Village Hall meetings. After consultation with Members, our 1st Zoom meeting was at 6pm. After consultation between the Chair and Clerk, this present meeting was at 7pm. We need a clear timing for future meetings, be they in the Hall or on Zoom. It was agreed that, given there was no travel involved in Zoom meetings, they would start at 7pm and Meetings in the Hall would, as always in the past, start at 7.30pm.

**070/20 DATE OF NEXT MEETING - October 1st 2020 via Zoom.**  
Cllr Redding will not be able to attend this meeting.

**The meeting closed at 8.05pm**

***The NSC Long Term Plan 2023 - 2038 - CHALLENGES Consultation***  
***COMBINED RESPONSES FROM PUXTON & WALTON-IN-GORDANO PARISH COUNCILS***

***Question 1: What are your hopes and fears about having new development near where you live?***

**Answer 1a: Walton-in-Gordano** has listed buildings, is in a conservation area and in the greenbelt. It does not offer new home sites, now the extant Mobile Home licences at Walton Bay have been used up.

**Answer 1b: Puxton** is in a flood zone, but with river and sea defences, has never flooded in living memory. The opportunity to build to provide jobs, to keep the younger population in the area, and to enable a more social community structure to develop is an aspiration that is strongly held, despite the historic reservations of NSC administrations. Without it, the area might well, socially, stagnate.

**Answer 1c:** For those who have always lived in North Somerset, the rural idyll of the 1950s and 60s has long been overrun by the pressures of a burgeoning population that is a sine qua non of living so close to one of the nation's major cities.

The admirable vision of North Somerset building a locally sustained housing stock, has to be balanced by the reality that people will increasingly move into the area to commute to Bristol. A consequence will be that those of a more affluent disposition will move to more rural areas of Somerset and commute in to North Somerset, which will be increasingly populated by 'city' dwellers. The views and wishes of the local populations will, ultimately, have little sway on the hard economic realities unless 'the local plan' can be genuinely local and not at the dictat of central government.

***Planning for Uncertainty***

***Question 2: What changes over the next 15 years do you think will affect how we need to plan for residents, businesses and communities?***

Issues of optimal population planning are a separate debate. We have to plan for what research suggests our population growth will be to 2038 - some 18 years away, and with the assumption that there will be no constraints on the free movement and location of people.

The population of North Somerset in 2020 is some 215,000. In 2038 that will be around 253,000 based on net annual growth of some 2100. By 2038 net growth will be 38,000.

At 470 homes per 1000, we will need 17860 new homes by 2038 for our '38,000 new' population. As of 2020, assuming the government target of 1369 new homes per year being built in North Somerset, we will have 24642 extra homes. This means there will be 6782 new homes available to improve the lot of of the existing 215,000 residents. **IS THAT ENOUGH?**

Given the indications of lock-down - people's homes tend to be too small for them to live, work and play as a happy cohesive unit. With current new homes being significantly smaller than those of the 1970s, we do not want to end 2038 with 25,000 new 'slums': **ARE THE INTERNAL SPACE NEEDS OF OUR 25,000 NEW HOMES BEING GIVEN ADEQUATE CONSIDERATION - WILL THE LAND PROVISION TO BUILD THEM BE ADEQUATE?**

***Planning for Climate Stability***

***Question 3: Are you concerned that climate change may impact you or your family, business or local community in the future? And if so in what way?***

Malthus was, of course essentially right. He just got the timing and scale wrong. Any long view of the future will probably have to strike an optimum between resources, population, need-over-greed, and a human ability to find workable world-consensus-led forms of governance. Covid-19 has demonstrated how significantly we can improve our climate when needs must. Whatever one's views on climate change, work on sustainable eco-systems and non-polluting fuel generation seem to be making our lives better. Political will, NYMBY and nuclear unease are perhaps the things that will impede the logic of speedy progress towards climate stability. Non-action on climate change may well, over time, generate a disgruntled and rebellious population, increasingly starved of the resources of survival.

## ***Economic Planning***

### ***Question 4: How should we plan for how you and your family will work in the future, or the future needs of your business?***

**Walton-in-Gordano:** A few people run trade and services businesses from their homes, but there are no significant employment centres within the Civil Parish: With its being washed by the greenbelt, with much of it being in a conservation area and containing a number of listed buildings, it is an area anticipated to require maintenance rather than development during the plan period.

Most of the Civil Parish population live at Walton Bay and Walton Down. A significant number are retired. A significant number live on park home sites overlooking the Bristol Channel and out of view of the highway running along the coast between Walton Down and Nore Road Portishead. Most of the population have cars. Walton-in-Gordano Village and Walton Down tend to look towards Clevedon for the essentials of life; Walton Bay looks to either Portishead or Clevedon. Fast broadband is expected within 2 years. Although not used heavily, the two bus routes between Portishead and Clevedon are vital to the population's sense of independence.

**Puxton:** The flood plain on which the bulk of the Civil Parish lies means that most development activity relates to the logical and needed upkeep and expansion of existing dwellings and businesses. The ability for this to be possible is crucial to the long term well-being of the community. Whilst development zones are neither expected or demanded, some strategic additions to affordable housing stock and to local businesses will be looked for to maintain the dynamic of the community and to encourage our younger population to be able to afford to stay within the parish.

## ***Planning for Homes***

### ***Question 5: What sort of types and sizes of houses do you think will be needed for your community in the future?***

**Walton-in-Gordano:** For the reasons stated in Question 4, new homes or businesses are not expected to part of the subject Long Term Plan.

**Puxton:** For the reasons stated in Question 4, the provision of affordable housing, both for locals and to provide accessibility to local employment opportunities will be critical.

## ***Infrastructure Planning***

### ***Question 6: What do you think makes a good community?***

For rural parishes, the ability of residents to be able to move freely and safely about their parish and to have access to reliable transport networks to get them to education, employment, services and shopping facilities that may not to be available within their communities.

## ***Sustainable Development***

### ***Question 7: Do you agree with these? Are there any others which are important to you?***

The Local Plan concentrates of the development of urban hubs within existing towns or large villages. Such hubs must include a proper balance of homes and of employment, education, services and shopping to ensure they develop as cohesive communities. If hubs are expected to support the needs of a commuting population, then they should be located in spaces close to the host employment area - even if that means realistic adjustments to the green belt. If the services of the new hubs are expected to attract rural patrons, then they must be complete enough to make journeying to them an alternative rather than an extra and access to them must be supported by an adequate and reliable public transport service.

## ***Protecting Green and Blue Space***

**Question 8: We have come to value our local footpaths and green spaces more since Covid-19. How can we ensure that future residents benefit from access to green spaces?**

By demanding the inclusion of such spaces in all future developments. By improving and adding, where possible, to those within existing built areas. By developing a *sustainable* policy towards the management and development of the public footpath and bridleway network. By building on the resource represented by the Coastal Path and Strawberry Line networks with which we are blessed. By seriously committing to the Quiet Lanes strategy to ensure that leisure users of such places as Inwood Lane and Youngwood Lane can occupy those spaces in an atmosphere of safe enjoyment.

**The Role of the Green Belt**

**Question 9: Should we be thinking about adjusting the Green Belt boundary if necessary?**

See the response to Question 7 above.

**QUESTION 10: The previous sections set out the six challenges that we feel the Local Plan should address (shown below). Are there any other challenges you feel we need to address through the Local Plan?**

*(Climate Emergency - The Future Role of the Green Belt - Protecting Important Green & Blue Spaces - Supporting Our Economy - Providing Homes and Creating Communities - Creating a Sustainable Future)*

The plan as indicated here will be the subject of minute development by experts. Given the detail already indicated, and experience in the development of the now defunct plan to 2036, it is perhaps easier for the average lay person to react to 'givens' rather than to pro-actively engage in blue sky thinking. This will perhaps be the case for very small parishes who may be less directly impacted by the plan than larger ones.

**A Post-Covid-19 Vision**

**Question 11: Is this vision still appropriate post Covid-19?**

See the response to Question 2 above

**Key Aims of a Long Term Plan**

**Question 12: Do these reflect your aims, those of your family, community or business?**

The plan is a necessarily urban take on an increasingly urban area. Notwithstanding the green belt, and given the sanctity of ANOBs, SSIs and the like, the smaller parishes may well, over time, become pockets of ruralism within this more urban setting. The reality of this is indicated by the history of Bristol's expansion over the past century and, indeed, the expansion within North Somerset of Weston-Super-Mare and of places that were essentially villages such as Nailsea and Portishead. There is nothing in this plan that would indicate otherwise, given that it is necessarily driven by the demands of central government rather than those of the local population. The really rural folk will have to move elsewhere in time!

**Planning Priorities**

**Question 13: Have we identified the right priorities and are there any missing, which do you think are the most important and why?**

See the response to Question 10.