



North Somerset Local Plan 2040

**Regulation 19 Additional
Sites Consultation**

Consultation Statement

May 2025



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Executive Summary

In December 2024 the government released the new National Planning Policy Framework which confirmed a significantly higher mandatory housing requirement for North Somerset. The housing requirement is 23,475¹ over the 15 year plan period. This is an additional 8,200 dwellings above the proposed housing supply target in our Regulation 19 plan of 15,275 dwellings.

As a result North Somerset Council undertook a consultation to seek feedback on potential additional sites to include in the emerging Regulation 19 local plan (July 2024) to address the shortfall as a result of the government's increase in the housing target. The consultation identified all of the sites which have been submitted by developers and landowners over the preparation of the plan set out in the in the Strategic Housing Land Availability Assessment and categorised them in terms of suitability in accordance with the emerging local plan's spatial strategy.

The consultation ran for 6 weeks from 7 February to 21 March 2025. There were 1,519 respondents to the consultation with a total of 3,784 comments on individual sites and 551 people completing the questionnaire. Of the 1,519 respondents approximately 330 submitted their representation by e-mail, approximately 4 by post and the remaining respondents used the online consultation system. All the comments are available to view on our [online consultation system](#).

Key themes:

Key themes which emerged through the consultation included:

Infrastructure Needs:

The most frequently raised theme throughout the consultation was infrastructure – either the ability for existing infrastructure to cope with an increased population that new development would bring, or the delivery of new infrastructure in terms of how it would be funded and when it would be delivered. Many respondents felt that new infrastructure should be delivered before or in tandem with new housing. Respondents highlighted the need for substantial improvements to infrastructure to support new developments. They raised concerns about the capacity of existing roads, public transport services, schools, and healthcare facilities to accommodate more growth. The impact of further development on the existing highway network, particularly with narrow rural lanes around many of the towns and villages was highlighted as a significant concern.

¹ Figures updated to reflect latest government standard method formula.



Support for Towns:

The majority of respondents agreed that towns are the most suitable locations for new development due to their existing infrastructure and connectivity. Respondents highlighted that towns have better access to public transport, employment opportunities, and essential services such as schools and healthcare facilities.

Concerns about Villages:

Many respondents expressed concerns about the capacity of larger villages to accommodate further housing development. They highlighted that these villages often lack the necessary infrastructure, including transport links, schools, and healthcare facilities, or the existing infrastructure is at capacity and could not accommodate an increase in population. Some respondents suggested that development in villages could lead to a loss of rural character and identity and suggested that the size and scale of any new development should be proportionate with the size of the village. There was concern that some of the sites identified were disproportionate in scale, either on their own, or cumulatively, to the size of the village.

Emphasis on Brownfield Sites:

A significant number of respondents advocated for prioritising brownfield sites and urban regeneration over new development in rural, greenfield and Green Belt locations. They argued that this approach would be more sustainable and would minimise the impact on the environment.

Green Belt Protection:

There were strong objections to the development of Green Belt land. Respondents emphasised the importance of preserving these areas for their environmental, ecological, and recreational value and felt that other options should be explored first before identifying sites in the Green Belt. However, other respondents felt that locations in the Green Belt were far more sustainable as they were close to Bristol or other towns such as Portishead, and some respondents acknowledged that due to the increased housing requirement it would be necessary to consider sites in the Green Belt.

Sustainability Debate:

Some respondents argued that villages could still be considered for development if specific factors were addressed, such as improvements to infrastructure. They suggested that a more nuanced approach to sustainability was needed, taking into account the specific circumstances of each location and whether some village could be made more sustainable by allowing housing development which may deliver some infrastructure.



Locations and Sites – Key Themes:

Key themes that emerged through the consultation regarding locations and specific sites:

Strategic Growth Locations:

There was strong objection to Nailsea and Backwell being identified as a strategic growth location. Respondents felt that Backwell, as a village, shouldn't be grouped with Nailsea and felt that the train station and bus route on the A370 didn't necessarily make Backwell sustainable. Nailsea residents had concerns about some of the identified sites, particularly the sites to the north of the town due to their ecological and landscape value. A significant concern in this location was the impact of potential development on the road network, in particular Backwell Crossroads and the ability to fund and deliver any necessary transport mitigation in the form of a bypass.

At south west Bristol there was a relatively even split among those that favoured this location and those who were opposed. It was felt to be a highly sustainable location due to its proximity to Bristol and would provide economies of scale in terms of new infrastructure provision. However, there was concern over development in the Green Belt and impact on nearby villages and well as the impact of a new strategic development on the existing road network. Concern was also raised over loss of countryside, wildlife, open space for leisure and recreation. In terms of the form of the proposed development there were two schools of thought with some respondents feeling it would be better to create a new village style development separate from Bristol with others suggesting a high density urban development close to Bristol to minimise the amount of Green Belt that needs to be used.

There was general support for Weston-super-Mare as a growth location. However, concerns were raised regarding the sites identified on Lyefield Road/Lower Norton Lane with regard the ability of the road network to accommodate more vehicles and landscape impact. There was some concern regarding the two sites on the south of Weston on Bleadon Hill as the roads are narrow, lack footpaths and the sites are near to the Mendip Hills National Landscape. There was some support for extending site at Elm Grove, Locking although some respondents raised concerns over flooding on nearby road and loss of the Strategic Gap. Concerns were also raised over the site at Elborough as it was felt that development could increase surface water runoff, plus concerns regarding loss of wildlife, inadequate road network and the steep topography of the site.

Towns:

In terms of the towns there was a significant level of response to the sites identified at Portishead with 689 comments received overall for all five sites. There were considerable concerns about the impact of development on Weston Big Wood which is an SSSI, ancient woodland, ecologically sensitive and a valued local space for residents. It was felt that a substantial buffer around the wood should be required were any sites allocated. There was also concern regarding the landscape impact of the identified sites on the Gordano Valley. However, there was also support for Portishead as a location for additional development as



it was felt to be highly sustainable being one of the main towns in Portishead, and with good infrastructure with access to the M5 and the proposed new Portishead railway line.

Only two sites were identified at Clevedon. There was some support for the site north of Norton Wood Lane although respondents felt that the site shouldn't be accessed off Norton Wood Lane as it was unsuitable. Concerns were raised regarding the land at Castle Road with specific reference to adverse impact on the historic setting of Walton Castle, loss of part of the golf course, loss of open and recreational space, and the fact the site is wooded and steeply sloping.

Villages:

Of the 10 villages identified as potential locations for additional development the most comments received were for Long Ashton, Pill and Easton-in-Gordano and Wrington.

There was a significant level of response for Long Ashton with 591 comments received overall for the ten sites identified. There was a considerable level of objection to the site north of Short Lane with site specific concerns regarding access to the site, topography of the site, risk of surface water run-off being increased and the fact that the site contains mature woodland. There were general concerns about the quantum of development and the impact on the village in terms on impact on its character, whether existing services have capacity to accommodate that level of growth, concerns that the road network is not suitable (Yanley Lane) and concerns over Long Ashton merging with Bristol and loss of Green Belt. There was some support for a number of the sites in terms of it being a sustainable location close to Bristol and it was felt that some of the smaller sites on the western edge of the village (Weston Road) could be suitable if proportionate in scale to the village.

For Pill and Easton-in-Gordano there was a fairly even split of support and objection to the sites identified in this location. Pill and Easton-in-Gordano was felt to be a sustainable location in terms of proximity to Bristol, access to the motorway, connections to Bristol along the A369 and the new railway line. Concern was raised about the quantum of development identified with a feeling that it was disproportionate to the size of the village. There was also concern that existing services and facilities wouldn't cope with the amount of development identified, that there would be a of loss of open space and wildlife habitat, motorway noise could be an issue for the sites identified on the west of the village, there may be a negative impact on air quality with increased traffic, and some respondents felt that development of the sites identified could result in sprawl along the A369.

In terms of Wrington there was a significant level of objection to all of the sites identified individually and cumulative. There was limited support for any of the sites. The main concerns raised were that the road network into and out of the village is unsuitable for more housing development due to the narrow rural lanes; existing infrastructure is not sufficient to support more housing development as the school is at capacity and there is no doctor surgery; public transport links are inadequate making it an unsustainable location; flooding issues were raised; concerns over impact on the historic environment; and the loss of Green Belt on the eastern side of the village was highlighted as a concern.



Responses and comments regarding the remaining villages can be viewed in the relevant section below but generally mirror the key themes outlined above. Table 1 below shows the level of response for each location:

Table 1:

Location	Number of responses:
Weston-super-Mare	277 (16 sites consulted on)
South West Bristol	129 (3 sites consulted on)
Nailsea and Backwell	1,049 (26 sites consulted on)
Clevedon	57 (2 sites consulted on)
Portishead	689 (5 sites consulted on)
Banwell	55 (5 sites consulted on)
Bleadon	48 (3 sites consulted on)
Churchill/Langford	56 (8 sites consulted on)
Congresbury	52 (12 sites consulted on)
Long Ashton	591 (10 sites consulted on)
Pill and Easton-in-Gordano	125 (5 sites consulted on)
Sandford	39 (7 sites consulted on)
Winscombe	9 (2 sites consulted on)
Wrington	484 (5 sites consulted on)
Yatton	59 (3 sites consulted on)
Elsewhere/Hard Constraints	60



1. Introduction

- 1.1 This document explains how North Somerset Council undertook consultation on the North Somerset Local Plan 2040 Regulation 19: Additional Sites Consultation. It sets out how the Council engaged with communities and stakeholders across North Somerset. It covers:
 - Which bodies and persons were invited to make comments.
 - How those bodies and persons were invited to make comment.
 - The material that was subject to consultation.
 - A summary of the issues raised.
 - How the comments received will shape the next version of the plan.
- 1.2 This consultation statement complies with the [North Somerset's Statement of Community Involvement \(SCI\) 2019](#). The SCI outlines that the Council is committed to effective community engagement and seeks to use a wide range of methods for involving the community in the plan making process.
- 1.3 It sets out how the Council will involve the community and stakeholders in the preparation, alteration and review of local planning policy and the consideration of planning applications. The SCI proposed that the consultation methods and those engaged would vary according to the purpose of the consultation and the bodies or persons who the Council were keen to involve.

Background

- 1.4 The new Local Plan for North Somerset was launched in March 2020 with the publication of the [Pre-commencement Document](#) which outlined the proposed scope of the plan. This marked the formal start of the process. Consultation on the Pre-commencement document ran from **10 March until 22 April 2020**.
- 1.5 Following the launch of the new Local Plan two consultations were undertaken focusing on the challenges the Local Plan would have to address and the various choices on how spatially the plan could address these challenges. The two consultations were called Challenges for the Future and Choices for the Future.
- 1.6 The [Challenges for the Future](#) consultation focused on the key high level issues facing North Somerset over the plan period such as the climate emergency, provision of housing, supporting the economy, creating sustainable development, the future role of the Green Belt and protecting the natural environment. The document also included a proposed vision and strategic priorities. This consultation took place from **22 July to 2 September 2020**. It sought the views of local communities, businesses, and the development industry on issues the Local Plan would need to address, and the responses received helped to inform the second stage of consultation which focused on the choices around the strategic approach to new development.



- 1.7 The [Choices for the Future](#) document set out four broad spatial development alternatives for discussion. This consultation took place from **2 November – 14 December 2020**. The four spatial options that were consulted on were Retain the Green Belt, Urban Focus, Transport Corridors and Greater Dispersal.
- 1.8 The response to the Challenges and Choices consultations and an assessment of emerging evidence enabled the formulation of a 'spatial strategy' which would provide the framework for the next stage of plan preparation. The spatial strategy was agreed by Executive Committee on 28 April 2021 for further testing and assessment and to act as the framework for the preparation of the Preferred Options document.
- 1.9 The Local Plan [Preferred Options consultation document](#), along with many supporting documents, which provided the evidence and justification for the policies and allocations within the emerging plan, was the first full draft of a new Local Plan. Public consultation took place from **14 March until 29 April 2022**.
- 1.10 The purpose of the Preferred Options consultation was to gather feedback on the first full draft of the new Local Plan and the proposed spatial strategy including the proposed allocations and the new and reviewed policies from a wide range of stakeholders (such as residents, businesses, community groups, town and parish councils, and house builders) and identify issues and potential amendments. The responses received are set out in the Consultation Statement (August 2022).
- 1.11 On 7 September 2022, following consideration of the responses to the Preferred Options consultation, the Council's Executive Committee requested that the revised local plan should be developed recognising the constrained nature of North Somerset, offering greater protection to Green Belt and other sensitive sites.
- 1.12 Later that year, in December 2022, consultation on the national planning reforms took place. This included anticipated changes to the National Planning Policy Framework (NPPF) in relation to two topics of particular significance to North Somerset; the derivation of the housing requirement and the approach to using Green Belt and other significant constraints.
- 1.13 The above factors set the context for the preparation of the [Pre-submission \(Reg 19\) version](#) of the plan which was consulted on between **27 November 2023 and 22 January 2024**. This represented the culmination of the plan-making process in that it was the plan which the Council intended to submit for examination. A local plan is required to cover 15 years from adoption and as such the plan period for the pre-submission plan was adjusted to 2024-2039.
- 1.14 The Regulation 19 version had been prepared in anticipation of government changes to national planning guidance which were eventually confirmed with the publication of a new National Planning Policy Framework in December 2023, issued during the consultation period. This revised NPPF supported the emerging local plan approach that was being proposed for North Somerset. In particular it provided some additional flexibility for local planning authorities to depart from the government's standard method for determining the housing target and emphasised that local councils would not be compelled to use Green Belt to meet housing needs.



- 1.15 However, while the new NPPF was generally supportive of the local plan approach, it contained transitional arrangements which stated that plans which had reached Regulation 19 stage before 19 March 2024 would be assessed against the previous version of the NPPF. Given the Council's publication of a Reg 19 version of the local plan in November 2023, this might potentially mean the proposals having to be tested against the previous version of the NPPF, despite having been prepared with the new NPPF in mind.
- 1.16 Having considered the feedback from the public consultation and reflected on the NPPF transitional arrangements, the decision was taken not to submit the November 2023 Regulation 19 version for examination in Spring 2024 as originally intended. Instead, a replacement Regulation 19 version was prepared which provided an opportunity to respond to the issues raised through the consultation and it also meant that a new Regulation 19 version would be approved after the 19 March date identified in the NPPF so the plan could be examined against the appropriate NPPF.
- 1.17 The revised regulation 19 plan was prepared with a new plan period of 2025-2040 and was approved by the council's [Executive Committee](#) on 17 July 2024.
- 1.18 However, on 30 July 2024 the government announced a consultation on changes to the National Planning Policy Framework. This had significant implications for the North Somerset Local Plan in that it proposed a new mandatory standard method housing requirement, and a more relaxed approach to Green Belt protection. The decision was taken to pause progress on the Regulation 19 version pending assessment of potential additional housing and other allocations and confirmation of the housing requirement through the final NPPF.
- 1.19 In December 2024 the government released the new National Planning Policy Framework which confirmed a significantly higher mandatory housing requirement for North Somerset. The housing requirement is 23,895 over the 15 year plan period. This is an additional 8,620 dwellings above the proposed housing supply target in our Regulation 19 plan of 15,275 dwellings.
- 1.20 The purpose of the Additional Sites consultation is to seek feedback on potential additional sites to add to the emerging Regulation 19 local plan (July 2024) to address the shortfall as a result of the government's increase in the housing target.



2. The Consultation Process

What were we consulting on?

- 2.1 The focus of the Additional Sites consultation is on which of the sites which have been submitted by developers and landowners over the preparation of the plan and collated in the Strategic Housing Land Availability Assessment are most appropriate for consideration in terms of meeting the government's increased housing target for North Somerset.
- 2.2 While the consultation does not propose specific sites for allocation, it provides a framework for assessment in terms of the relative sustainability of sites. Three strategic growth locations where the majority of the new growth is anticipated to take place are identified as Weston, SW Bristol and Nailsea and Backwell. At these locations some sites are identified as 'most suitable'. At the other towns and most sustainable villages sites are identified as 'other potential'.
- 2.3 Other sites at the smaller, less sustainable villages and rural areas are categorised as 'less sustainable'. Sites adversely affected by nationally important 'hard constraints' are discounted. The responses to the consultation will help inform the revised Regulation 19 plan which will also need to take account of delivery and infrastructure issues, such as strategic transport improvements and the provision of other infrastructure.

Who was consulted?

- 2.4 When consulting on a local plan it is important to have a robust consultation process that allows for contributions from all ages and interests across the district and is open and transparent.
- 2.5 With that in mind the aim was to hear from as wide a range of people as possible including young people, businesses, community groups, interest groups, town and parish councils, adjoining authorities, landowners, housebuilders, transport providers, statutory consultees
- 2.6 Consulting with these groups was undertaken through a variety of means including emailing 6,681 people who were on the planning policy database on 7 February,, press releases, posts on social media and a series of face-to-face consultation events.



How we consulted

2.7 The consultation on the additional sites for the Regulation 19 plan commenced **on 7 February 2025 and ran for 6 weeks until 21 March 2025**. During this period a range of consultation methods were used to inform the public of the consultation and maintain interest and momentum in the process. The following methods were used to consult:

Press/publications/information

- Press release issued on 7 February: [Tell us your views on how to address the government housing targets | North Somerset Council](#)
- Article in [North Somerset Life](#) published online on 14 February 2025. This had an overall open rate of 49.7% from 105,688 successful deliveries. The Local Plan consultation article got 941 total click-throughs.
- Article in Stakeholder Update on 28 February 2025 which goes to 195 recipients.
- Articles in The Knowledge (internal newsletter for North Somerset Council) on 12 February 2025
- Included in the staff webinar on 23 February 2025.
- Media releases throughout the consultation period.

Social Media

Six posts across five platforms (Facebook x2, Instagram, LinkedIn, Nextdoor and Bluesky)

- Facebook on Friday 7 February 2025.
- Nextdoor on Friday 7 February 2025
- LinkedIn on Thursday 13 February 2025
- Instagram on Thursday 13 February 2025
- Facebook on Monday 17 March 2025
- Bluesky on Monday 17 March 2025

In total these posts reached 22,680 users and resulted in 818 clicks on the link to further information on the webpage.

Public exhibitions and events

A series of public exhibitions and question and answer sessions were held across the district through the consultation period. These were publicised on the Council's website and social media channels and well as by parish councils through their social media. The events provided an opportunity for people to come along and speak to planning and transport officers or their local councillor about the proposals in the plan. The following events were held:

- Wednesday 26th February - Jubilee Pavillion, Keedwell Hill, Long Ashton, Bristol, BS41 9DP: 3 – 6pm



- Wednesday 5th March - Weston-super-Mare Library, Town Hall, Walliscote Grove Road, W-s-M, BS23 1UJ: 3 – 6pm
- Friday 7th March – Nailsea United Reform Church Hall, Stockway North Nailsea, BS48 1AQ: 3 – 6pm
- Monday 10 March – Backwell WI Hall, Station Road, Backwell, BS48 3QW: 3 – 6pm

Website and online consultation

The Council's [Local Plan webpage](#) contained all the details relevant to the consultation including a link to the online consultation system where people could comment on the sites set out in the document online.

This information, with a link to the website and to the online consultation system, was sent out to 6,681 stakeholders who were registered on the Planning Policy database on 7 February 2025. The database includes parish councils, adjacent authorities and parishes, planning agents, statutory consultees, local pressure groups and organisations as well as residents and individuals.



3. The level of response

Level of response

- 3.1 There were 1,518 respondents to the consultation with a total of 3,779 comments on individual sites and 551 people completing the questionnaire. Of the 1,518 respondents approximately 330 submitted their representation by e-mail, approximately 4 by post and the remaining respondents used the online consultation system. All the comments are available to view on our online consultation system.

Town and Parish Councils

- 3.2 25 town and parish councils responded to the consultation (out of 39) with many of their comments mirroring the responses of the wider community within each area. Those that responded were:

- Abbots Leigh Parish Council
- Backwell Parish Council
- Banwell Parish Council
- Barrow Gurney Parish Council
- Bleadon Parish Council
- Brockley Parish Council
- Butcombe Parish Council
- Churchill Parish Council
- Cleeve Parish Council
- Clevedon Town Council
- Easton-in-Gordano Parish Council
- Flax Bourton Parish Council
- Hutton Parish Council
- Kewstoke Parish Council
- Long Ashton Parish Council
- Nailsea Town Council
- Pill and Easton-in-Gordano Parish Council
- Portbury Parish Council
- Portishead Town Council
- Tickenham Parish Council
- Weston-in-Gordano Parish Council
- Winscombe and Sandford Parish
- Wraxall and Failand Parish Council
- Wrington Parish Council
- Yatton Parish Council



Omission sites

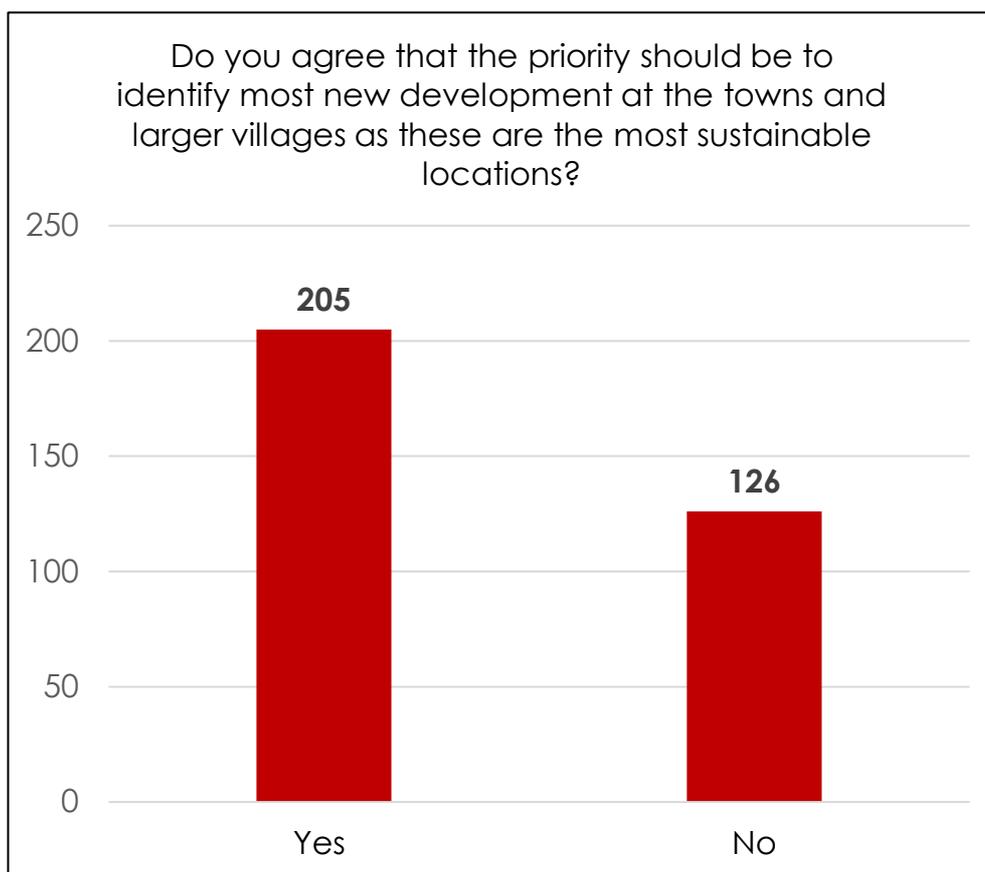
- 3.3 There were 39 sites submitted to the consultation which were either new sites not already assessed through the Strategic Housing Land Availability Assessment (SHLAA), amendments to existing site boundaries or requests to remove sites from the SHLAA as they were no longer being promoted for development.



4. Summary of responses

Questionnaire Responses

Question 1. Do you agree that the priority should be to identify most new development at the towns and larger villages as these are the most sustainable locations?



Comments:

246 specific comments were received in response to this question. A summary of the key themes raised is set out below:

Support for Towns:

- Majority of respondents agreed that towns are the most suitable locations for new development due to their existing infrastructure and connectivity.
- Respondents highlighted that towns have better access to public transport, employment opportunities, and essential services such as schools and healthcare facilities.

Concerns about Villages:



- Many respondents expressed concerns about the capacity of larger villages to accommodate further housing development.
- They pointed out that these villages often lack the necessary infrastructure, including transport links, schools, and healthcare facilities.
- Some respondents suggested that development in villages could lead to a loss of rural character and identity.

Emphasis on Brownfield Sites:

- A significant number of respondents advocated for prioritising brownfield sites and urban regeneration over new development in rural or greenfield locations.
- They argued that this approach would be more sustainable and would minimise the impact on the environment.

Green Belt Protection:

- There were strong objections to the development of Green Belt land.
- Respondents emphasised the importance of preserving these areas for their environmental, ecological, and recreational value.

Infrastructure Needs:

- Many respondents highlighted the need for substantial improvements to infrastructure to support new developments.
- They raised concerns about the capacity of existing roads, public transport services, schools, and healthcare facilities.

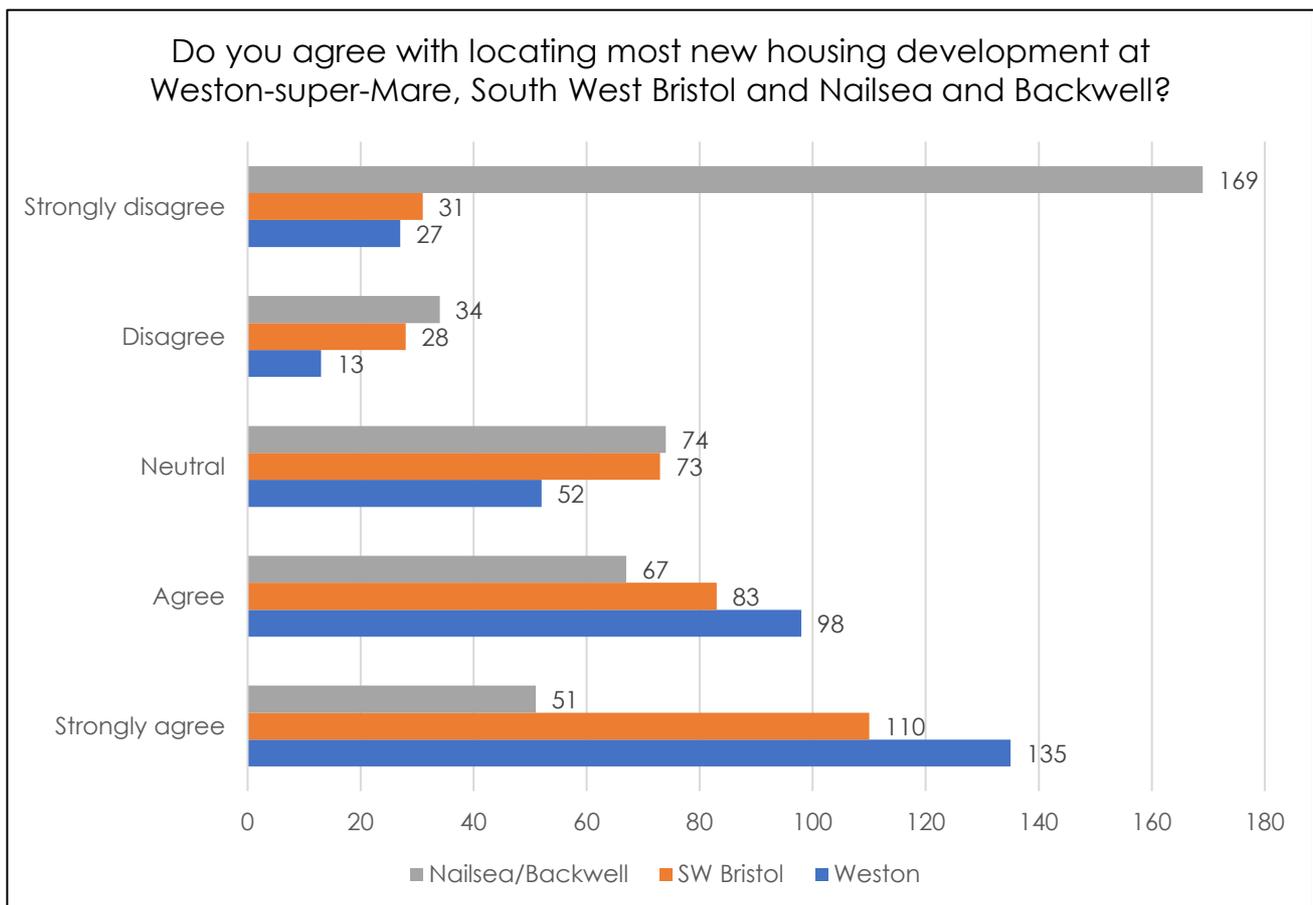
Sustainability Debate:

- Some respondents argued that villages could still be considered for development if specific factors were addressed, such as improvements to infrastructure.
- They suggested that a more nuanced approach to sustainability was needed, taking into account the specific circumstances of each location.

Overall, while there is a general agreement on prioritising towns for new development, there are significant concerns about the capacity of larger villages and the need to protect Green Belt land. The importance of improving infrastructure and considering the specific circumstances of each location in terms of sustainability was also highlighted.



Question 2. This consultation anticipates that most new development will take place at the three strategic growth locations of Weston-super-Mare, SW Bristol and Nailsea and Backwell. Do you agree with this approach and the proposed strategic growth areas? Do you have any views on what infrastructure may be needed to support growth at these locations?



Comments:

320 specific comments were received in response to this question. A summary of the comments is set out below:

Support for Strategic Growth Locations: Some respondents agreed with the proposed growth locations, citing existing services, transport links, and employment opportunities as reasons for their support. This was particularly noted for Weston-super-Mare and SW Bristol. However, there was less support for Nailsea and Backwell and a strategic growth location, in particular Backwell which respondents felt shouldn't be grouped with Nailsea.

Infrastructure Concerns: Many respondents expressed concerns about the existing infrastructure's ability to support the proposed growth. These concerns primarily focused on transport (road congestion, inadequate public transport), services (overcrowded schools, lack of healthcare facilities), and utilities (water, waste management).



Environmental Impact: A significant number of respondents highlighted concerns about the environmental impact of the proposed developments. These concerns included the loss of green belt land, increased flood risks, and the destruction of wildlife habitats.

Community Impact: Respondents were worried about the impact of large-scale development on the character of their communities. They felt that the proposed growth could lead to urban sprawl and overdevelopment, particularly in smaller villages.

Need for Improved Infrastructure: Many respondents suggested that significant infrastructure improvements would be needed to support the proposed growth. Suggestions included building new roads, expanding public transport networks, and developing additional facilities like schools and medical centres.

Sustainability: Some respondents suggested that the proposed developments should be more sustainable. They proposed the inclusion of green spaces, energy-efficient buildings, and flood mitigation measures.

Concerns about the Scale of Development: Many respondents expressed concerns about the scale of the proposed developments, particularly in Backwell. They felt that the proposed number of new homes was excessive and would fundamentally alter the character of the village.

Need for More Affordable Housing: Some respondents highlighted the need for more affordable housing in the proposed developments. They felt that the current proposals focused too much on high-end homes that were out of reach for many local residents.

Location-Specific Feedback:

Weston-super-Mare:

- General support due to existing services, transport links, and employment opportunities.
- Concerns about road congestion and the need for improved public transport.

SW Bristol:

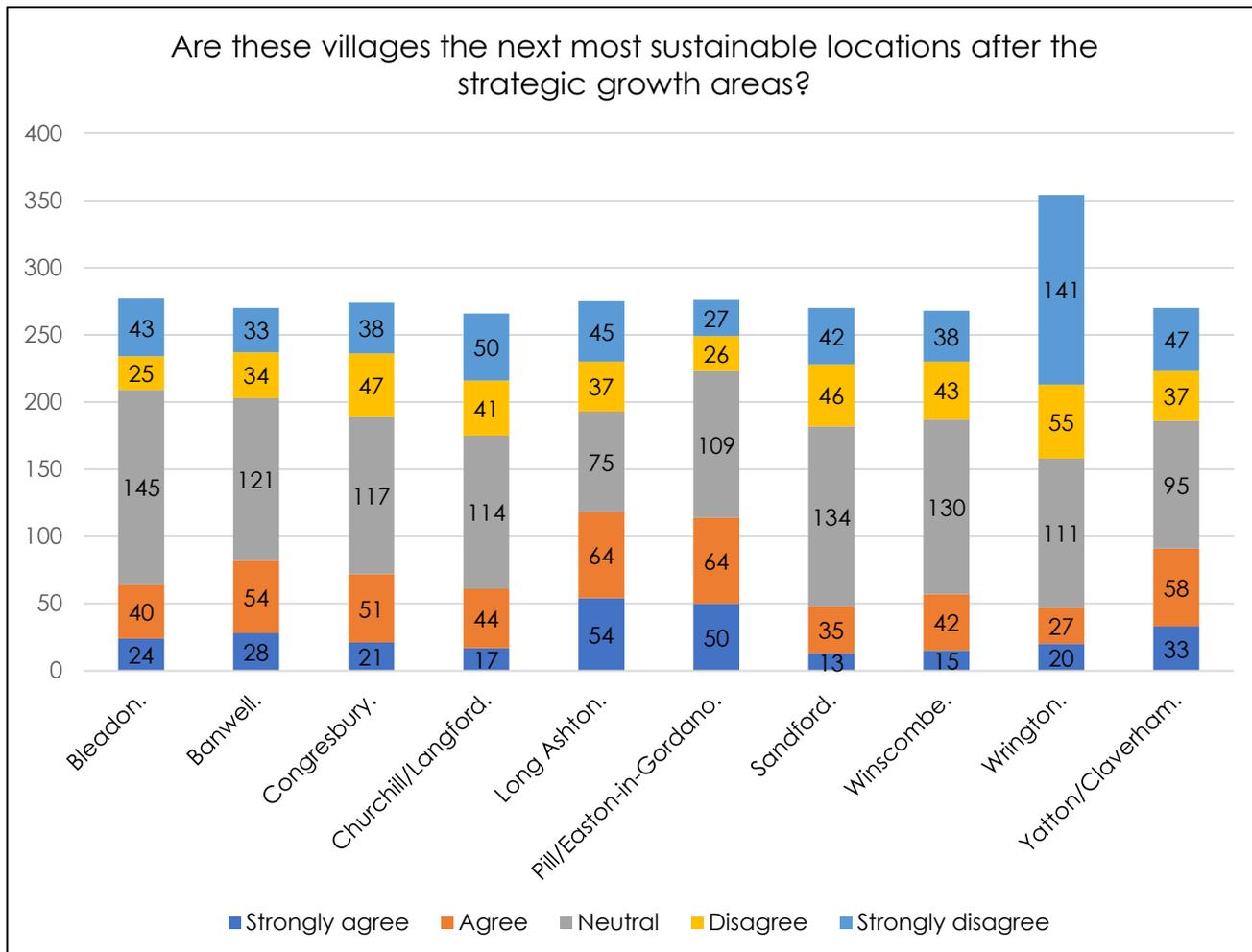
- Mixed views with some support due to proximity to Bristol and existing transport infrastructure.
- Concerns about potential environmental impact, particularly loss of Green Belt land.

Nailsea/Backwell:

- Significant concerns about infrastructure, particularly transport and services.
- Worries about the potential environmental impact and the effect on community character.
- Some support for development in Nailsea due to existing services, but strong opposition to large-scale development in Backwell.



Question 3. Do you agree that, outside of the strategic growth areas and other towns, the villages identified in the consultation are sequentially the next most sustainable locations which could accommodate some additional growth if required?



Comments:

286 specific comments were received in response to this question. A summary of the key themes raised is set out below:

Infrastructure and Services:

- A significant number of respondents, particularly from Wrington, Bleadon, and Churchill/Langford, expressed concerns about the lack of infrastructure and services to support additional growth in the villages.
- These concerns included inadequate public transport, overburdened schools and healthcare services, and insufficient road capacity leading to increased traffic congestion.

Traffic and Road Safety:



- Respondents raised concerns about increased traffic congestion and road safety issues due to additional housing.
- Narrow roads, particularly in Wrington, Backwell and Long Ashton, were seen as ill-equipped to handle increased traffic.

Environmental Impact:

- There were significant concerns about the environmental impact of further development, particularly on green belt areas and agricultural land.
- Respondents highlighted the importance of preserving these areas for biodiversity and the character of the villages.
- In Wrington, respondents express concerns about the impact of development on local springs and the resulting flooding.

Community Character:

- Many respondents felt that further development would alter the character of the villages, turning them into towns or leading to urban sprawl. This was a particular concern for Wrington, Long Ashton, and other villages.

Housing Need and Type:

- Some respondents questioned the need for additional housing, particularly larger homes, suggesting that focus should be on affordable housing and brownfield sites.
- They also question the council's commitment to low energy carbon efficient housing.

Proximity to Employment and Transport Links:

- Respondents highlighted the importance of proximity to employment opportunities and transport links. Villages such as Yatton and Pill/Easton-in-Gordano, with their railway stations, were seen as more suitable for development.

Specific comments for villages:

Wrington, Bleadon, and Churchill/Langford: Strong opposition due to concerns about infrastructure, traffic congestion, environmental impact, and village character. The potential impact on green belt areas and agricultural land was also a concern.

Long Ashton: Mixed views. Some respondents saw potential due to proximity to Bristol, but others raised concerns about traffic congestion, impact on green belt areas, and loss of village character. Long Ashton Parish Council opposes any further development at the village, citing the impact on village character and existing infrastructure.

Pill/Easton-in-Gordano: Generally seen as suitable for development due to the planned reopening of the Portishead rail line and proximity to the M5. However, Pill and Easton-in-Gordano parish council, along with many respondents, feel that all the identified sites would equate to a disproportionate amount of development for the village.



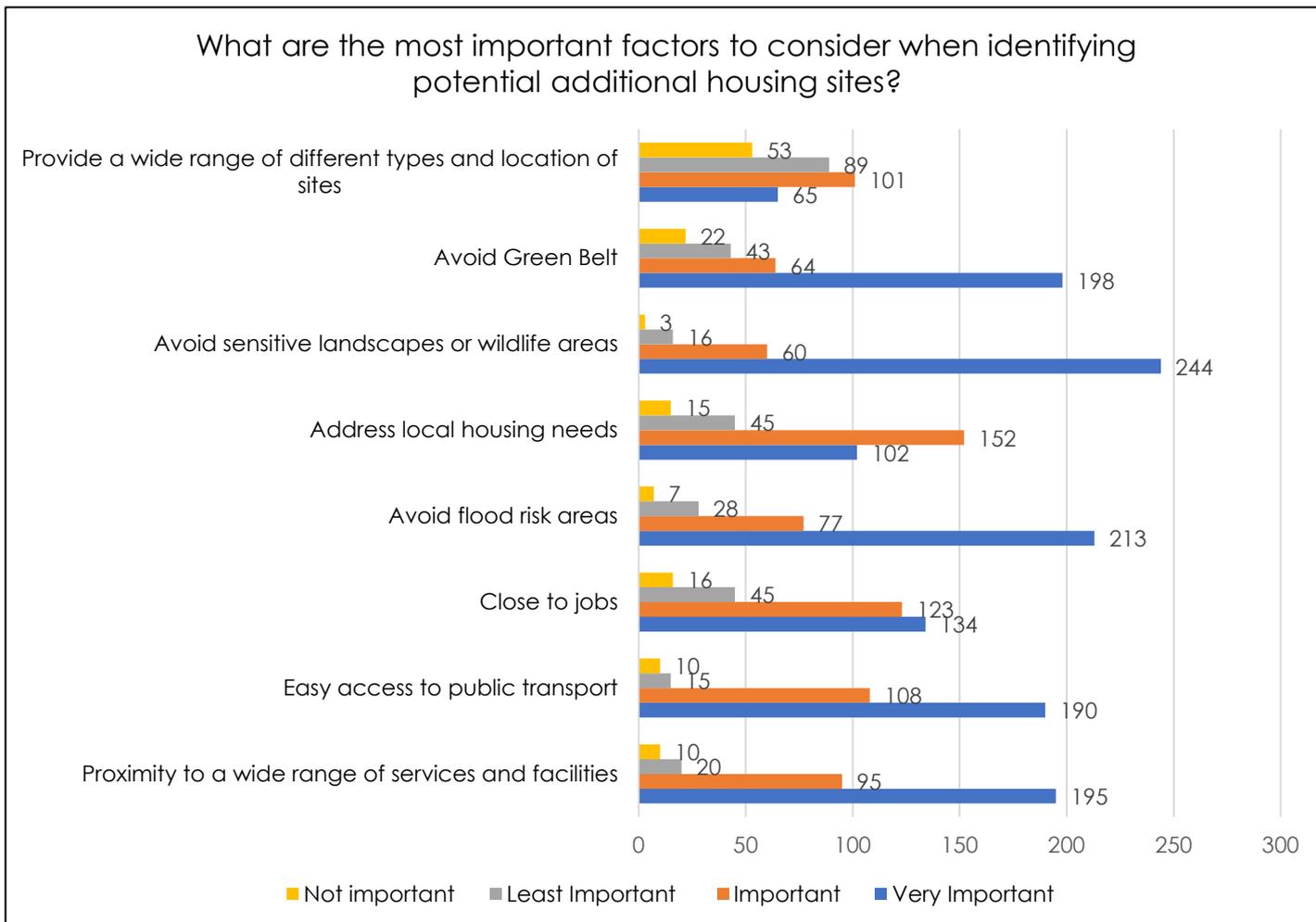
Yatton/Claverham: Mixed views. Some respondents saw potential due to the presence of a railway station in Yatton, but others raised concerns about traffic congestion and the impact on village character.

Conclusion:

Overall, there is significant concern about the impact of further development on the character of the villages, the environment, and existing infrastructure and services. While some villages, such as Yatton and Pill/Easton-in-Gordano, are seen as potentially more suitable due to existing transport links, there is a clear call for careful consideration of the sustainability of further development in these areas. Respondents suggest that development should be focused on new strategic sites with sufficient infrastructure and less environmental impact.



Question 4. What are the most important factors to consider when identifying potential additional housing sites?



Comments:

184 specific comments were received in response to this question. A summary of the key themes raised is set out below:

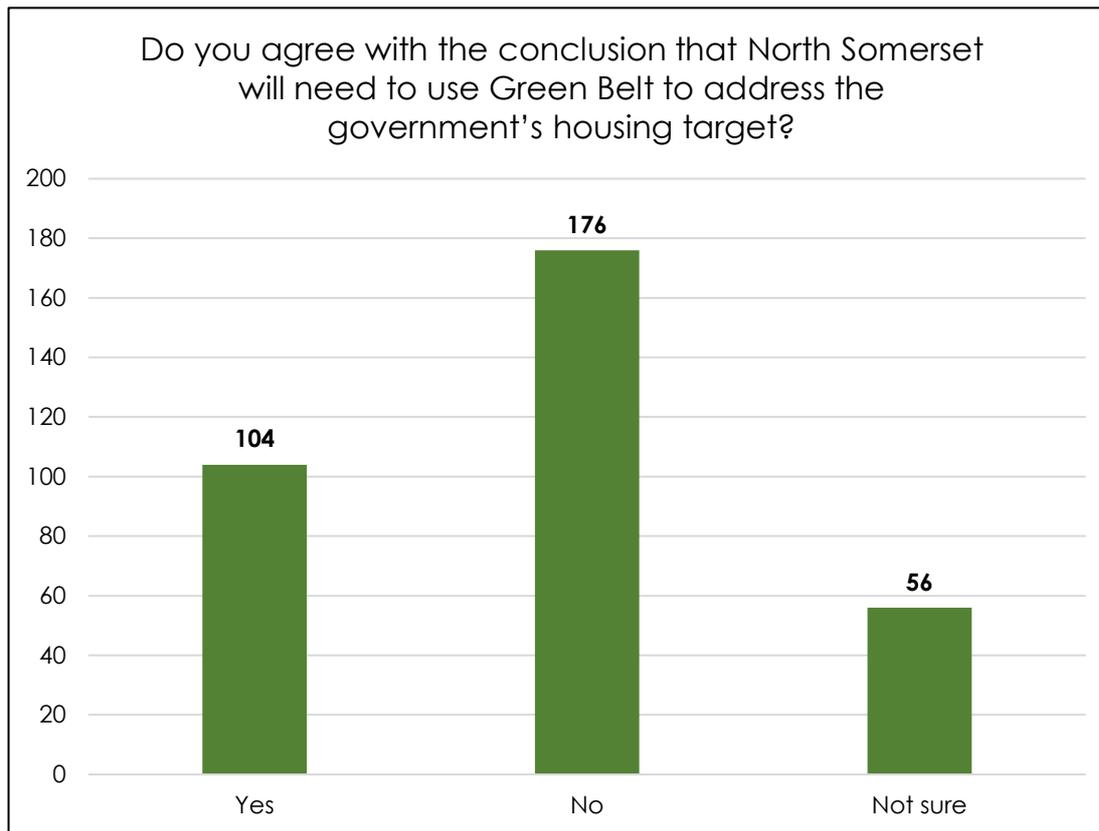
- One theme that kept reoccurring as an important consideration was to build on brownfield land before greenfield or Green Belt.
- Good existing and improved public transport links were considered an important factor.
- Strong support for avoiding development in the Green Belt. Respondents felt that there were other alternative sites/options that could be explored.
- Some respondents felt that locating new housing near existing services and facilities was futile as they were already operating over capacity etc schools, doctors etc.



- A key consideration should be whether new housing can make a settlement more sustainable by providing additional services and facilities. The example of Failand was given.
- There was recognition that locating housing near services and facilities was more sustainable although the point was made that as North Somerset is a semi-rural district people inevitably use their cars.
- Overall through respondents felt that locating housing near service and facilities was very important.
- Strong support for avoiding sites that are sensitive landscape or wildlife areas. It was felt that protecting ecological assets was very important particularly habitats for certain species i.e. horseshoe bats.
- A number of respondents felt that addressing housing needs was a key consideration as housing was unaffordable to many younger people, as well as families and there is a homelessness crisis. Also homes for older people should be considered.
- In terms of housing mix some people felt that smaller and therefore more affordable homes were needed in the villages. There has been a trend for larger executive style homes in the villages which are not affordable to local people.
- The majority of respondents felt that avoiding areas at risk of flooding was important although other felt that these areas should not be discounted if mitigation could be put in place to stop the flooding and they might be preferable to other more environmentally sensitive sites in the district.
- Locating new homes in areas which will reduce car use was considered important so being close to public transport infrastructure was a key consideration. .
- Protecting the character of the settlement was felt to be a important consideration and should have been on the list of choices, as well as whether the development was of a proportionate scale to the settlement.
- Locating new housing close to jobs was seen as very important so as to reduce commuting by car and hence reduce carbon emissions, although it was noted that the increase in home working has meant they may not be so many people commuting in private cars.
- There was a mixed response to whether a range of sites of different sizes and locations was an important consideration. Some felt it was important to aid delivery of housing and other felt it meant more places were impacted by growth and it would be better to concentrate the new housing in one large strategic site/new town at south west Bristol.
- Protection of the historic environment is an important consideration.
- Densities should be a key consideration.
- Impact on the local road network should be a primary consideration.



Question 5. Do you agree with the conclusion that North Somerset will need to use Green Belt to address the government's housing target?



Comments:

218 specific comments were received in response to this question. A summary of the comments is set out below:

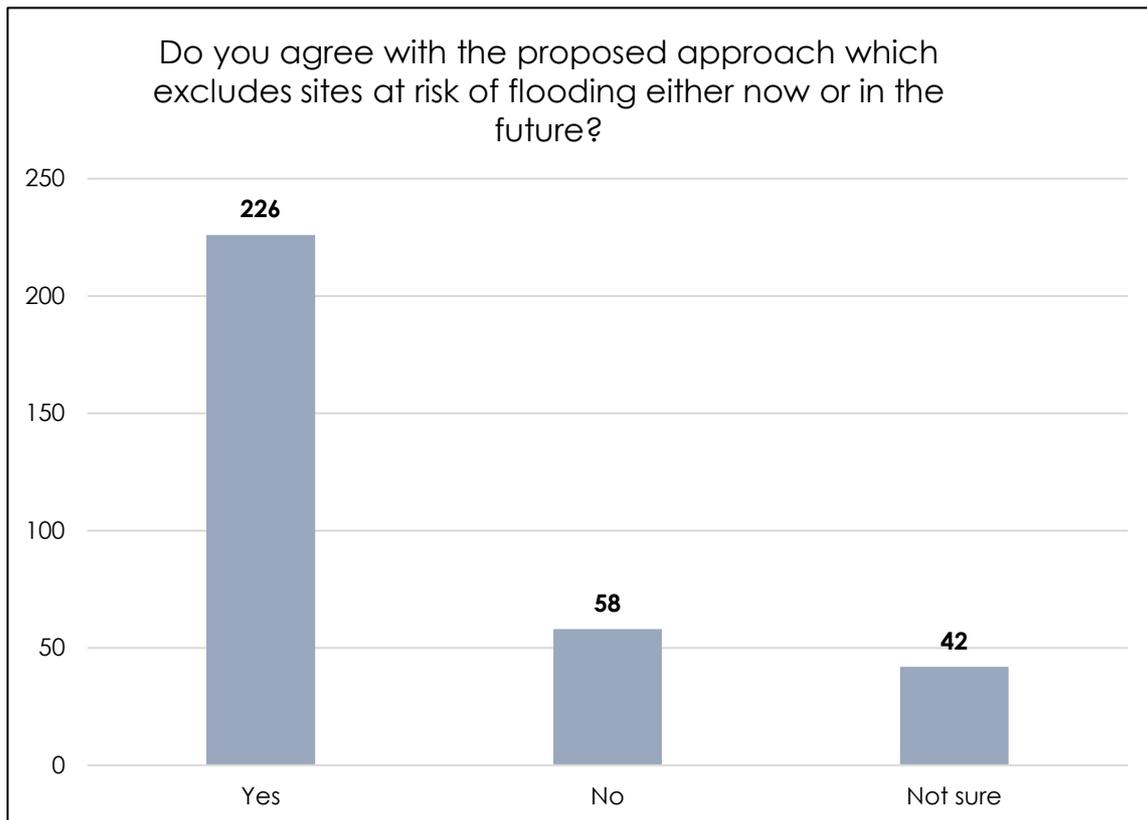
- Many respondents felt that other locations should be explored before looking at sites in the Green Belt, particularly previously developed land.
- Objection to some sites identified in the Green Belt.
- Many respondents felt that the Green Belt on the edge of Bristol should be considered in the first instance due to its sustainable location and proximity to jobs and services in Bristol, rather than Green Belt on the edge of villages elsewhere in North Somerset.
- Conversely a number of respondents felt that housing should be distributed around the towns and villages in North Somerset so every place took 'their share'.
- Some respondents felt that Green Belt was an outdated concept that stifles sustainable development.
- Some acceptance the Green Belt sites will be needed in light of the new housing requirement.



- Some respondents felt the government targets should be challenged so Green Belt could be protected.
- Concerns raised around Long Ashton being merged with Bristol.
- A number of comments stating that a Green Belt Review is needed to accompany the Local Plan and any release of Green Belt and to identify Grey Belt.
- Some confusion regarding the difference between Green Belt and greenfield sites.
- A number of respondents felt all other opportunities should be explored first and Green Belt should be a last resort.
- Concern that development in the Green Belt will adversely affect the setting and landscape of villages in those areas.
- Concern over the loss of countryside, wildlife and ecological impact of developing in the Green Belt.
- Some respondents felt that developing in areas at risk of flooding, if there was appropriate mitigation, would be preferable to locating in the Green Belt.
- Some respondents felt that if there were to be development in the Green Belt then grey belt land should be used first as per national guidance.
- Some respondents highlighted the importance of Green Belt in preventing urban sprawl into the countryside.
- Respondents felt that Green Belt release should have the required 50% affordable housing.
- Concern over loss of land for food production was raised as an issue.
- Concern about coalescence of villages and towns if Green Belt is developed e.g. Nailsea and Tickenham.
- Some comments regarding Bristol Airport not expanding onto Green Belt for additional car parking.
- Some comments regarding the quality of the landscape in the Green Belt being less attractive than that elsewhere in the district.
- Some respondents didn't feel there was the evidence to show that all other options had been exhausted first before considering Green Belt sites.
- Comment that sites with existing planning consents should be built out before Green Belt sites are allocated.
- Comment that higher density development would mean less Green Belt land would be needed.
- Green Belt sites should be in sustainable locations close to public transport so they can be designed as low-car developments.
- Any development in the Green Belt should incorporate high quality public open space as well as areas for biodiversity and wildlife.
- The council must demonstrate exceptional circumstances for allocating sites in the Green Belt and demonstrate that all other options for meeting the housing need have been fully examined, as per national guidance.



Question 6. Do you agree with the proposed approach which excludes sites at risk of flooding either now or in the future?



Comments:

149 specific comments were received in response to this question. A summary of the comments is set out below:

- The majority of respondents agreed with the approach of avoiding sites at risk of flooding outside the towns.
- Some respondents made the point that some sites may include areas at risk of flooding on parts of a site but this should not exclude the site from consideration as these areas could be used for open space, green infrastructure or biodiversity.
- Some respondents felt that the significant housing target meant that sites at risk of flooding should also be considered as flood risk can be mitigated on most sites.
- There was concern that loss of natural surface drainage and coverage of land with development can result in drainage problems and floodwaters being increased in areas not currently considered at risk.
- Concern that even if sites aren't at risk of flooding the local road networks to many villages do flood, for example at Wrington.

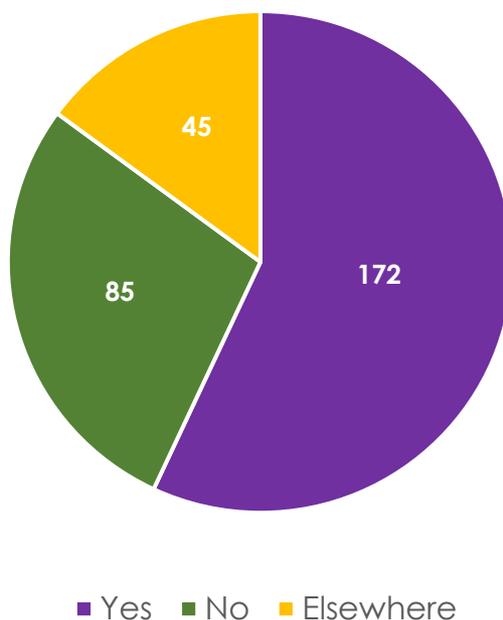


- Query as to why this approach is being taken now when building is continuing on Hayward Village which is in flood zone 3.
- Suggestions that development could be designed to cope with flooding like in other countries e.g. the Netherlands.
- Some confusion as what constitutes land at risk of flooding. Many respondents provided local anecdotes of sites that were being suggested as 'most suitable' or 'other potential' as having flooded.
- Some respondents felt that an assessment setting out the pros and cons of locating new development in high flood risk areas versus the proposed strategic locations should be carried out.
- Query as to whether the council will be investing in flood defenses and if not what this means for existing residents.
- Some respondents wanted more clarity on what is mean by 'at risk of flooding' – does it apply to future flood risk, if so what time frame, does it apply to surface water flooding or pluvial flooding? Needs more explanation.
- Concern that some of the sites identified as 'most suitable' or 'other potential' are very close to flood zones.
- Some respondents felt that because so much of North Somerset is affected by flood zone then the government should revise our housing requirement accordingly.
- Strategic policies should be informed by a strategic flood risk assessment and all plans should apply a sequential, risk-based approach to the location of development, the aim of which is to steer new development to areas with the lowest risk now or in the future from flooding as per national guidance. However, there should not be a blanket approach and detailed consideration should be given to each site as to whether any development could be accommodated.
- Some respondents agreed with the approach and cited the high costs of flood mitigation and ongoing maintenance, as well and distress caused to residents of homes that flood, as reasons not to allocate sites in flood zones.
- Some respondents felt that the potential for nature based solutions and creative design should be explored to enable consideration of some sites at risk of flooding.
- Some respondents referenced a recent appeal decision at Rectory Farm in Yatton where the Inspector granted permission for 190 homes on land at risk of flooding as a reason for not continuing with the proposed approach.
- Some respondents noted the tension between the spatial strategy focusing growth at the most sustainable locations i.e. towns and avoiding areas at risk of flooding, as many of these areas are around the towns.
- The issue of insurance was raised and whether houses built on flood zones will be able to get insurance, and if not people won't want to live in them.



Question 7. If additional land for employment or other uses is required, should priority be to given to provision at the strategic growth locations of Weston-super-Mare, Nailsea and Backwell and SW Bristol?

If additional land for employment or other uses is required, should priority be to given to provision at the strategic growth locations of Weston-super-Mare, Nailsea and Backwell and SW Bristol?



Comments:

169 specific comments were received in response to this question. A summary of the comments is set out below:

- Employment should be in the towns where people can access it without having to commute.
- It is not clear why Nailsea and Backwell is a strategic location apart from the train station.
- General agreement that there should be more employment at Weston-super-Mare and SW Bristol but not at Nailsea/Backwell.
- The fact that many more people work from home should be a consideration in terms of location of employment.
- View that employment should be more spread out and not concentrated to avoid unnecessary travel and congestion hotspots.
- Concern about loss of employment in Portishead at Wyndham Way
- View that anywhere that has housing growth should also have employment allocated.



- Employment should be distributed at all the towns as well as the proposed strategic locations.
- Clevedon needs more commercial space.
- Land for employment could be based at Bristol Airport as it already has a large commercial site, next to the A38.
- The rule of only building at Weston west of the motorway has seen big regional warehouses go to Bridgwater instead of the land by Puxton Park.
- Thought needs to be given to access for required HGV transport. Concern that there will be increased use by HGV's from Jct20 M5 through Tickenham Village, to reach the proposed development at Nailsea/Backwell and the road infrastructure is not able to accommodate this level and type of traffic.
- There are lots of empty offices in Bristol which could be used rather than building further offices on countryside.
- Clevedon should be considered as a location as it is a large town next to a motorway junction.
- The rapid growth of Nailsea has not resulted in many more jobs in the town, it's a dormitory town and the larger it's got the fewer the range of employers. There's a desperate need to bring back independent shops. Local markets demonstrate how local produce is valued.
- Transport routes must be a key consideration for the location of employment.
- Concerns over proposed 4,000 homes at SW Bristol on J19 of the M5 – A369 upgrade would be required.
- In the currently adopted Local Plan, the number of jobs was calculated as 1.5 jobs per new home and this calculation should be carried forward in the calculation of jobs for the emerging plan.
- Nailsea and Backwell need more job but not more housing. It should not be designated as a strategic housing location.
- Tickenham Parish Council would only support employment at these locations if additional transport infrastructure in the form of a bypass between Nailsea and the M5 is provided as part of the proposals.
- Query as to whether there is a need for further employment allocations.
- Depends on the size, scale and type of employment.
- M5 corridor should be considered for industrial/logistic uses.
- SW Bristol is so well connected to the city that people who live in SW Bristol generally work in the city. The office development on the west of Long Ashton have recently been granted change of use approvals to residential which demonstrates that offices are not in demand in this location.
- Other areas like Yatton and Congresbury have good public transport links (rail/bus) and should be considered.
- Agreement that housing and jobs should be located close to each other to minimize commuting.
- Jobs should be created in areas where there isn't any employment rather than areas where there is already access to jobs.



- Concern that the road network around Nailsea is not suitable for more housing or employment growth.
- Should build the houses where there is existing employment and job opportunities.
- People do not necessarily work at their nearest employment location. If there is suitable land at any of the strategic growth locations it should be used but this should not preclude provision elsewhere.
- There are other significant areas of employment, outside of the strategic growth locations, such as at Avonmouth, that should be considered.
- If additional employment land is required, North Somerset should also carefully consider its approach to existing employment land where loss of such land, in the context of employment need, would seem to be counterintuitive.
- There is no demand for employment space in Nailsea and a number of employment uses are being converted to residential.
- Most development should be mixed-use in order to encourage vibrant and interesting communities.
- Hallam submit a strong objection to the intended approach of the Council to use this consultation and then build upon the Regulation 19 plan (July 2025) that was approved by Executive Committee. That approach would not include Land east of Clevedon as an employment allocation.
- Concern that employment at SW Bristol would join merge Long Ashton with the proposed housing site.
- More jobs should be created at Weston to tackle deprivation and bring prosperity to the area.



8. If you have any further comments regarding this consultation or would like to suggest a site that you feel we should consider as part of this process, please add to the comments box below.

General themes that emerged from this question included:

Green Belt Concerns:

- Strong opposition to developing Green Belt land, particularly in areas such as around Long Ashton, South West Bristol, Nailsea, Backwell and land around Portishead near Weston Big Wood.
- Reasons for opposition include loss of open spaces, wildlife habitats, and scenic views, merger of settlements and loss of character of villages.

Traffic and Infrastructure Concerns:

- Increased traffic resulting from new developments is a major concern, particularly on narrow or congested roads such as The Causeway, Hanham Way and lanes around villages.
- Calls for infrastructure improvements alongside housing development, including new roads and public transport.

Environmental Concerns:

- Concerns about protected areas such as Weston Big Wood SSSI, Purn Hill SSSI, and Gordano Valley.
- Specific concerns about wildlife corridors, biodiversity, and disruptions caused by proposed developments.

Affordable Housing and Local Infrastructure:

- Calls to prioritise affordable housing, especially in areas with existing infrastructure.
- Concerns about impact on local services and calls for housing to be suitable for local people e.g. smaller properties for people to get on the housing ladder – not expensive executive homes.

Consultation Process Concerns:

- Criticisms regarding the transparency, adequacy, or level of detail of the consultation process.
- Calls for a more inclusive and comprehensive process.
- Criticism of the usability of the online consultation system
- Some positive feedback on the engagement through face to face exhibitions.

In conclusion, the responses indicate a strong opposition to developing Green Belt land and a concern for traffic and infrastructure issues. There is a call for prioritising affordable housing and improving local infrastructure. Specific sites have been suggested and objected to, and there were some criticisms about the consultation process.



Responses to sites

Weston-super-Mare

Sites identified as most suitable

HE20354: South of Manor Farm, North of Lyefield Road

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 34

45 comments received summarised below:

- Concerns raised over the impact on a popular cycle route, flooding risks in lower-lying areas, and adding to already congested commuter traffic toward the M5.
- Concerns raised about narrow local roads, insufficient amenities (e.g., schools, healthcare), flood hazards, and a preference for brownfield redevelopment before using greenfield land.
- Concerns raised regarding severe road congestion at peak times, inadequate infrastructure (roads, schools, healthcare), and suggestions that housing near dual carriageways or new schools would be more appropriate.
- Support for development without further detail specified.
- Concerns raised over repeated local objections being overridden, loss of remaining countryside, road safety issues (including heavy goods vehicle traffic), and environmental damage.
- Concerns raised about protected wildlife habitats, the importance of open green space for physical and mental well-being, and increased strain on local roads and public services; also noting existing unsold properties in nearby developments.
- Concerns raised over already overstretched public transport, healthcare, education, and emergency services, with fears that more housing would endanger road users on the recently opened “pier to pier” cycle route.
- Support for new housing only if it includes larger-than-average gardens and adequate spacing, aligning with the area’s character.
- Concerns raised about cumulative effects of multiple local developments, risk of flooding, heavy reliance on car travel (given scarce public transport), and a lack of clear community benefits for a predominantly commuter-focused area.

HE2027: Greenways Farm, Lyefield Road

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 39

47 comments received summarised below:

- Concerns raised over the capacity of local roads (particularly Lyefield Road, Collum Lane, and Lower Norton Lane), which are described as narrow or single-track with no footpaths,



already overloaded by traffic and unsuitable for heavy construction vehicles or increased car use.

- Concerns raised about worsening congestion on major routes (Queensway, M5 Junction 21), citing frequent bottlenecks, diversions forcing traffic through country lanes, and inadequate public transport that pushes residents into further reliance on cars.
- Concerns raised regarding insufficient infrastructure and amenities (GP surgeries, dental care, schools, and a hospital lacking 24-hour A&E), with existing services said to be at or beyond capacity.
- Concerns raised that greenfield development would harm local wildlife (including protected species such as bats, great crested newts, and hedgehogs), destroy valuable habitat and hedgerows, and undermine the area's biodiversity and carbon storage.
- Concerns raised about existing flood risks and poor drainage, with fields commonly waterlogged. Many respondents argue additional hard surfaces could exacerbate flooding, and the Environment Agency notes parts of the site lie in Flood Zones 2 and 3, necessitating a sequential test approach.
- Concerns raised that Lyefield Road is now part of the popular "Pier to Pier" cycle route (NCN33). Respondents fear construction, extra traffic, and lack of pavements would endanger cyclists, walkers, dog walkers, horse riders, and other recreational users who rely on the lane for safe, quiet exercise.
- Concerns raised about negative impacts on mental and physical well-being if local green space is lost, given how important the area has become for informal recreation, especially highlighted during lockdown.
- Concerns raised over potential disruption to the crematorium, both in terms of construction noise near bereaved families and the possible need for future grounds expansion, which would be blocked if new housing occupies adjacent land.
- Concerns raised regarding vacant or underutilised developments elsewhere in Weston (e.g., Locking Parklands, Hayward Village) and derelict/brownfield sites near the dual carriageway and town centre. Many respondents feel these locations should be built out first to protect countryside on the edge of North Worle.
- Support for development (by a small minority) only if new homes feature larger-than-average gardens and adequate spacing to reflect the area's character.
- Suggestion that any allocation here must address the narrow-road issue comprehensively rather than allow piecemeal field-by-field planning applications.
- No concerns from the drainage board, provided developers supply adequate surface water attenuation and confirm the site's outflow will not overload the IDB system at Kewstoke.
- Environment Agency note: Part of the site intersects Flood Zones 2 and 3, so any proposal must follow a sequential test to avoid putting residential development in higher-risk flood areas.

HE20471: Rose Tree Farm, North of Lower Norton Lane/Lyefield Road

Qu. Do you think this site would be suitable for housing development?

Yes = 2



No = 21

30 comments received summarised below:

- Concerns raised about already overburdened roads (particularly the Queensway, Lyefield Road, Collum Lane, and Lower Norton Lane) which are narrow, lack footpaths, and cannot safely accommodate further traffic or large construction vehicles.
- Concerns raised over a lack of amenities (doctors, dentists, schools, and 24-hour hospital services), with some pointing to brownfield sites such as former industrial areas or derelict properties as a higher priority for development.
- Concerns raised that placing seventy-five or more new homes here would intensify traffic congestion on the motorway network (particularly M5 Junction 21) and local commuter routes, while providing no improvement in local employment opportunities or public transport.
- Concerns raised that the site's proximity to the crematorium is inappropriate; new builds could hamper its ability to expand, disturb the peaceful setting for bereaved visitors, and undermine the long-term need for additional burial grounds.
- Concerns raised about negative environmental impacts, loss of countryside, harm to protected species (bats, newts, hedgehogs), destruction of carbon-sequestering hedgerows, and degradation of a local recreational corridor (the "Pier to Pier" cycle route).
- Concerns raised over inadequate drainage and frequent flooding; the Environment Agency advises that parts of the site lie in Flood Zones 2 and 3, necessitating a proper sequential test for development suitability.
- Concerns raised that Weston already has many unoccupied or unsold houses in recently built developments (Locking Parklands, Hayward Village, etc.), and that prioritising greenfield expansion contravenes brownfield-first preferences, especially given North Somerset's declared Climate Emergency.
- Concerns raised about exacerbating local infrastructure challenges, including oversubscribed schools, limited GP/dental capacity, and overstretched public services; some respondents also highlight a recent council tax increase as evidence of the council's tight budget.
- Concerns raised over mental and physical wellbeing, with residents emphasising Lyefield Road's importance for leisurely walks, cycling, fresh air, scenic views, and wildlife encounters now integrated into the popular NCN33 "Pier to Pier" route.
- Support for the proposal was minimal. One respondent suggests well-designed housing, sympathetic layouts, and an upgrade in quality could be appealing, but only if developers address infrastructure gaps and protect the area's character.
- No concerns from the drainage board (IDB) if developers provide sufficient surface water attenuation, ensuring site outflow will not overload the Kewstoke drainage system.
- Environment Agency note: This 75-home proposal lies partly in Flood Zones 2 and 3, so a sequential approach is required to ensure new dwellings do not occupy high-risk flood areas.

HE201030: Leighton Crescent

Qu. Do you think this site would be suitable for housing development?

Yes = 0



No = 37

40 comments received summarised below:

- Concerns raised over any additional development on Bleadon Hill, emphasising that roads (especially near Hillcote, Leighton Crescent, and Celtic Way) are narrow, lack footpaths, and cannot accommodate more traffic or construction vehicles.
- Concerns raised about repeated refusals of similar planning applications in the same location, with some respondents pointing to past inspectorate decisions declaring this site “unsuitable,” noting that nothing has changed to justify new approvals.
- Concerns raised about merging Bleadon Village into Weston-Super-Mare, eroding the rural boundary that has historically been preserved. Many fears continuous sprawl and the loss of distinct village character.
- Concerns raised over insufficient infrastructure: no reliable public transport, no local schools or shops within walking distance, oversubscribed doctors/dentists, and steep terrain that makes cycling or walking unrealistic. Respondents highlight that new residents would be car-dependent, exacerbating road congestion.
- Concerns raised about the site’s proximity to an Area of Outstanding Natural Beauty (AONB), a Site of Special Scientific Interest (SSSI), and adjacent woodland or nature reserves (e.g., Purn Hill); many note protected species such as bats and newts, plus regular sightings of deer, badgers, foxes, and diverse birdlife.
- Concerns raised regarding unsafe walking conditions, with some residents stating they have nearly been struck by cars due to blind bends and no pavements. The risk increases if more houses bring additional vehicle trips.
- Concerns raised over the area’s limited capacity for new services; respondents claim local roads often serve as an unplanned diversion route when the A370 or M5 faces closures or congestion, making it already prone to standstills.
- Concerns raised about damaging rural views, with multiple commenters purchasing homes specifically for the scenic outlook and quiet environment; they fear property devaluation and major changes to the area’s character.
- Concerns raised that continued building in this location contradicts the council’s stated aim of prioritising brownfield sites, especially since there are unoccupied homes in Weston’s newer developments.
- Concerns raised about geotechnical challenges: the bedrock is shallow, and any large-scale build would require extensive rock-breaking and deep foundations, resulting in disruptive noise, construction traffic, and potentially higher house prices.
- Concerns raised over ongoing local developments (e.g., Devil’s Bridge, Wentwood Drive) that have allegedly already caused traffic woes, construction mess, noise, and landscape damage. Residents argue that the new proposals would add to these problems.
- Concerns raised by the parish council, reiterating that the land in question forms a strategic buffer and that once it is built on, defending against future sprawl becomes nearly impossible.
- Concerns raised over potential groundwater protection issues, as the Environment Agency indicates this site is located on a Principal Aquifer, demanding a careful approach to avoid contamination.

HE201067: North of Locking



Qu. Do you think this site would be suitable for housing development?**Yes = 0****No = 3****4 comments received summarised below:**

- Concerns raised over already struggling local facilities and public services in Locking and Locking Parklands, with fears that further housing will worsen the infrastructure shortfall.
- Concerns raised about the loss of mature trees and hedgerows that provide both essential wildlife habitat and a natural acoustic barrier against A371 traffic. Respondents argue that large-scale development would harm existing ecological value while failing to ensure biodiversity net gain and leaving nearby residents more exposed to traffic noise.
- No concerns from the drainage board, on the condition that adequate surface water attenuation is provided.

HE201040: Land to the west of Elborough**Qu. Do you think this site would be suitable for housing development?****Yes = 1****No = 8****11 comments received summarised below:**

- Concerns raised over frequent flooding on or near the site, with respondents citing roads and fields that regularly become waterlogged, increasing risk to homes, vehicles, and pedestrians.
- Concerns raised about destroying habitats for protected and regularly sighted species (deer, foxes, badgers, bats), further eroding the rural setting and ecological value of land adjacent to an AONB.
- Concerns raised regarding the suitability of Banwell Road and nearby routes (e.g., The Bury), described as narrow, flood-prone, and already prone to collisions; more traffic is seen as a safety hazard that would also worsen congestion.
- Concerns raised that the area lacks shops, public transport, and other facilities, ensuring new residents would rely heavily on cars and strain local services.
- Concerns raised about losing the semi-rural or village character that Elborough Village and its surroundings currently offer, potentially harming mental wellbeing and quality of life.
- Support for this proposal was minimal, with only one commenter indicating “Yes” but offering no further detail.
- No concerns from the drainage board, provided developers include adequate surface water attenuation.

HE20637: North of Banwell Road, Locking/ Elborough**Qu. Do you think this site would be suitable for housing development?****Yes = 4**

No = 10

16 comments received summarised below:

- Concerns raised that much of the land is vulnerable to flood risk, with roads (particularly Banwell Road) regularly waterlogged and properties needing flood protection. Local landowners fear further development could worsen surface runoff and strain existing rhynes.
- Concerns raised over impact on wildlife habitats, especially for deer, badgers, bats, hedgehogs, and other protected species. Respondents report regularly seeing these animals in the fields and worry that further construction, especially after recent large-scale developments will push remaining wildlife out.
- Concerns raised about inadequate roads and infrastructure, noting that Old Banwell Road, The Bury, and Banwell Road are narrow, lack pavements, and cannot cope with the increased traffic of an additional 315 homes. Opponents cite issues like poor line-of-sight, speeding “rat runs,” limited or no footpaths, and frequent collisions.
- Concerns raised regarding the strain on local services (schools, GP surgeries, shops), which many feel are already overwhelmed by Locking Parklands and other developments such as Haywood Village. Respondents warn that merging Elborough and Locking would diminish each village’s character.
- Concerns raised about topography, overlooking issues, and the risk of overshadowing existing properties on Old Banwell Road. The hilly nature of the site raises construction challenges and is seen as an illogical choice when flatter brownfield sites remain available in Weston.
- Concerns raised by the drainage board about limited capacity in the Hutton and Locking Rhyne and no allocated volume in Locking’s “super pond” for extra runoff. They emphasise that any new development must manage attenuation on-site so as not to exacerbate known flood issues.
- Concerns raised by the Environment Agency that the site falls within a catchment area with only ‘Moderate Ecological Status’ and already poor levels of dissolved oxygen and high phosphates. They caution that further development could worsen local water quality unless properly mitigated.
- Support for development (by a few respondents, including a land promotion company), arguing the site could be feasible.

Other potential locations

[HE208026: Land north of Kewstoke Road, Norton](#)

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 12

18 comments received summarised below:

- Concerns raised that narrow, flood-prone lanes cannot safely handle additional vehicles, endangering walkers, cyclists, and horse riders.
- Concerns raised over already overstretched GP services, dental practices, schools, and shops, with calls to prioritise fixing local shortfalls before building new homes.



- Concerns raised about critical wildlife habitats for deer, badgers, bats, hedgehogs, and other species that would be lost to further construction.
- Concerns raised that more hardstanding would intensify runoff and worsen flooding, especially given the site's Principal Aquifer status.
- Concerns raised about blending rural communities into Weston, eroding village identity, property rights, and funeral expansion needs at the crematorium.
- Concerns raised that farmland, and open countryside should be preserved, advocating brownfield alternatives to meet climate commitments.
- Support for accommodating extra housing near Weston from a small minority, though no practical infrastructure solutions were proposed.
- No objections from the drainage board, provided robust surface water attenuation is in place.

HE208046: Worlebury Hill Road

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 1

3 comments received summarised below:

- Concerns raised that Worlebury Hill Road is effectively a single-track cul-de-sac already busy with dog walkers, golf course vehicles, and local families, leaving no capacity for additional traffic.
- No concerns from the drainage board, subject to providing suitable surface water attenuation.
- Concerns raised by the Environment Agency over protecting a Principal Aquifer, emphasising the need for careful groundwater safeguards.

HE20715: Midhaven Rise

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 6

9 comments received summarised below:

- Concerns raised that the site is already a valuable community sports field, helping foster youth fitness and well-being.
- Concerns raised about losing an important local amenity, particularly as new housing would remove a space routinely used for football.
- Support for additional homes from a single respondent who feels the larger settlement can accommodate further growth.
- Concerns raised by others over traffic pressures, environmental impact, and flooding, reiterating previous themes about overloaded roads and the need to protect greenfield land.



- No concerns from the drainage board provided sufficient surface water attenuation is included.
- Concerns raised by the Environment Agency over safeguarding the Principal Aquifer, calling for careful groundwater protection measures.

HE2010109: Sunnyside Road North

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 2

4 comments received summarised below:

- Concerns raised about overburdening an already busy area, resulting in added traffic congestion.
- Concerns raised over flood risk, urging avoidance of sites vulnerable to rising water levels.
- Support for development from one respondent who believes a large settlement can absorb more housing needs.
- No concerns from the drainage board, provided effective surface water attenuation is in place.

HE201058: Hutton Moor Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 0

6 comments received summarised below:

- Support for additional housing from multiple respondents who cite good transport links, potential for managed flood risk, and ample infrastructure capacity.
- Concerns raised by the Environment Agency about potentially contaminated land and an existing Waste Management Licence, requiring thorough investigation and remediation.
- Drainage board emphasises a six-meter easement around the watercourse and adherence to established drainage requirements for the nearby airfield.

HE20437: Westlands distribution park

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 0

6 comments received summarised below:

- Support for housing development from several respondents who consider flood risks manageable through appropriate assessments, design constraints, and developer-funded mitigation.



- Concerns raised by the drainage board about existing surface water flooding and the need for thorough cross-rhyne access and modelling; there is a risk of exacerbating flooding in downstream areas.
- Support for a major residential redevelopment (~400 homes) from a landowner who stresses its strategic advantages but acknowledges requirements for flood risk management and the loss of employment land.
- Concerns raised by the Environment Agency over poor water quality and limited rhyne capacity, recommending updated flood modelling that accounts for tidal, fluvial, and surface water interactions; future development may need to contribute to broader flood-management solutions.

HE2035: Land south of Bleadon Hill

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 22

24 comments received summarised below:

- Concerns raised that multiple previous planning applications have been refused on the same land with no changes in circumstances to justify a different outcome.
- Concerns raised over narrow, steep roads lacking footpaths or bus services, forcing residents into cars on already congested or unsafe routes.
- Concerns raised that approving housing here would breach a long-established “buffer zone” between Weston and Bleadon, threatening the village’s distinct identity.
- Concerns raised about environmentally sensitive surroundings near an AONB, with frequent sightings of protected species (bats, deer, badgers), plus potentially shallow, rocky ground requiring disruptive rock breaking.
- Concerns raised over inadequate local infrastructure (schools, GPs, shops, and public transport) and an overburdened road network often serving as a diversion route when the A370 or M5 is closed.
- No objections from the drainage board, provided adequate surface water attenuation is planned.
- Concerns raised by the Environment Agency about safeguarding the underlying principal Aquifer, urging stringent groundwater protection measures.

HE207: Elm Grove Nurseries, Locking

Qu. Do you think this site would be suitable for housing development?

Yes = 5

No = 2

9 comments received summarised below:

- Concerns raised over flood-prone roads and land, with critics highlighting previous planning refusals linked to drainage constraints, and the need to update modelling to account for new development in Weston.



- Concerns raised that merging Locking with Weston jeopardises the village's identity, reducing the strategic gap and risking an urban sprawl stretching into existing rural areas.
- Concerns raised around demolishing bungalows for access, higher traffic on narrow residential streets, and negative impacts on elderly residents and wildlife habitats.
- Support for allocating the entire site from multiple respondents who believe Locking can manage growth if flood risk is properly mitigated and infrastructure improved.
- Concerns raised by the drainage board, cautioning that broader development may violate earlier flood-related restrictions in Locking.
- Support for larger-scale housing by a land promoter, arguing the site is both suitable and deliverable, if necessary, flood-management contributions are made.
- Concerns raised by the Environment Agency, calling for updated modelling to address tidal, fluvial, and surface water risks, and suggesting developers may need to fund flood-risk improvements.

HE20237: Devils Elbow Farm

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 3

5 comments received summarised below:

- Concerns raised that current water runoff estimates are inadequate, potentially leading to mismanagement of flood risk.
- Concerns raised about habitat destruction and harm to local deer, birdlife, and other wildlife, citing ongoing ecological strain from recent or proposed developments nearby.
- Concerns raised over unsuitable road infrastructure and traffic hazards, including a precarious junction with Banwell Road and additional dangers for pedestrians, particularly schoolchildren.
- Support for the proposal from one respondent, though no further justification was given.
- Concerns raised by the drainage board that Hutton and Locking Rhyne has limited capacity, requiring any development to incorporate ample onsite attenuation to avoid worsening known flooding issues.



South West Bristol

Sites identified as most suitable

HE20110: The Vale (Woodspring Golf Course and land to south east of A38)

Qu. Do you think this site would be suitable for housing development?

Yes = 32

No = 42

93 comments received summarised below:

- A recognition that this site is sustainable and provides economies of scale in terms of delivering infrastructure.
- Acknowledgement of the housing requirement and that this is a sustainable location to accommodate a large proportion of the additional requirement and is the 'least worst' site if this level of housing is required.
- Concern over the location of the site and its size on the impact of Long Ashton in terms of its character, loss of Long Ashtons village identity and the impact on its services in terms of more people using them.
- Brownfield sites in Bristol and towns on North Somerset should be prioritised over this site. It is short-sighted developing this site when there are other alternatives.
- Concern about loosing high value Green Belt which maintains the separation of Long Ashton from Bristol.
- Support for the site as it is close to Bristol so people can cycle and use public transport.
- This site is more sustainable than locating housing in rural villages in the south of the district where people have to drive to get to work in Bristol.
- Any new development here should ensure all new houses have much higher energy efficiency standards and ideally local heat networks and/or heat pumps.
- Concern over urban sprawl which results in loss of open space and countryside which is a valued asset and used by local communities and residents of Bristol.
- Concern about loss of wildlife and biodiversity.
- Concern over loss of farmland and impact on food production.
- Concern raised on the impact on the local road network, particularly with the approval of EPIC and the consented expansion of Bristol Airport.
- South and Southwest Bristol have high unemployment rates, and simply building more housing does not address this issue without the creation of adequate job opportunities. The so-called 'opportunities' presented by permitting the EPIC campus are highly niche jobs suited for high-skilled workers—positions that will most likely be filled by professionals from outside Bristol or even from abroad.
- North Somerset Council should push back on the governments imposed housing target.
- Development of this site would detrimentally impact on the lives of existing residents.
- If this site is developed it should include good services and facilities, affordable housing and excellent public transport links into Bristol.
- Suggested alternatives of a smaller scale of development which maintains some of the greenbelt or higher density housing which allows more homes but without using as much of the Green Belt.
- If this site is developed it should be as a separate village and not an extension to Bristol and it must include wildlife corridors and green spaces that encourage wildlife.



- It is important that a full Green Belt assessment is undertaken before this site is considered.
- The housing should be dispersed across North Somerset rather than all built on the edge of Bristol near Long Ashton.
- Concern about the air quality and pollution levels with increased number of homes.
- Due to its proximity to Bristol this site should have higher densities to reflect the urban location and contain the development nearer to Bristol and to the west of Yanley Lane.
- The A38 needs major improvement before it can cope with additional traffic as it is already congested. The A370 also suffers from congestion. Congestion on the A38 and A370 will get worse with the expansion of Bristol Airport.
- Any development should be low density and outstanding design.
- This land is well related to Bristol and is therefore sustainable, but it is located in a highly sensitive GB location and will meet the housing needs of Bristol rather than NSC. Selection of the most suitable land to meet NS need.
- Development should be avoided on the hill and ridge tops to retain views of open hills. Development should be limited to the lower valley areas.
- Any new development should be exemplary and lead the way in design and the green agenda.
- This site should not have more than 2000 dwellings as the road infrastructure would not support more than that, particularly as the rural lanes are used as rat runs and the A38 is massively congested.
- A new development should be standalone with clear green space between the new development and Dundry, Barrow Gurney, Long Ashton, South Bristol as well as having its own amenities / services i.e. doctors, schools, shops etc.
- This is highly sensitive Green Belt and other non-Green Belt sites should be used before considering this site.
- Any woodland should be preserved and further tree planting should be required as part of any scheme.
- Concern over the scale of the development. Some respondents considered 4000 dwellings to be too many and other thought all the development should be kept to the northern side of A38.
- Concern about visual impact from Long Ashton.
- Suggestion to expand the site further including fields next to Ashton Brook and the park and ride and including land further south towards Dundry, as well as including the site south of Long Ashton.
- Concerns that the site is prone to flooding.
- Suggestions about how the traffic could be managed including preventing Yanley Lane being a through route from the A38 to Long Ashton.
- Concerns over the increase of traffic on Yanley Lane particularly in relation to pedestrian safety.
- Concern over the transport network into and out of Bristol becoming too congested.
- Comments of support from landowners/developers.
- Suggestion that the option of re-opening a railway at Long Ashton should be explored if this site were to go ahead.
- Any new development must have a proper mix of houses including affordable housing, housing for first time buyers, housing for older people.



- Suggestion the development should straddle the A38 so as to be close to the main transport route into Bristol.
- Query as to whether 4000 homes can be delivered during the plan period.
- This site is Green Belt and should not be prioritised over Grey Belt.
- Bristol Airport seek confirmation that their consented expansion to 12mppa has been taken into account with the transport modelling for this area.
- Concern over the impact on the Monarchs Way.
- This strategic sites is preferred to the smaller sites around the village of Long Ashton.
- Concern over other infrastructure such as crematoriums/cemeteries and the capacity of the water supply and sewage treatment.
- The rural view to and from the suspension bridge and Ashton Court will be lost.
- Many people work in north Bristol so still need to drive to work.
- Development needs to help tackle deprivation in south Bristol.
- Presents an opportunity to create imaginative architecture which mirrors the character of some of the nearby areas e.g. terraces in Clifton, or designed to reflect the existing village settlements in North somerset e.g. Long Ashton, Barrow Hospital or Dundry creating somewhere with a more rural feel.
- Transport infrastructure needs to be considered, planned and at least partially constructed in advance of development if the proposed scale of development is of the magnitude currently being considered. It is not sufficient merely to say that new transport infrastructure will be developer-led and reliant on S106 funding.
- Development should be contained to the far side of the Yanley ridge and below this ridgeline. It is equally important to preserve a strategic buffer between the development and Bristol as well as Barrow Woods. This approach would help ensure the Green Belt continues to serve its core purposes.

Other potential locations

[HE203009: Land at Barrow Wood A](#)

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 11

19 comments received summarised below:

- The site is a green belt area, providing the natural habitat for deer, badgers, bats (including protected bad species) Further developments would destroy the area for wildlife. This area needs to be protected.
- If site HE20110 (The Vale) is to be used for a new community then this site should not be built on so that Long Ashton, Barrow Gurney and The Vale don't just sprawl together. If HE203009 and HE20310 are not built on then it will be a vital buffer zone to keep the communities separate.
- The blue clay in the area means the ground is often water logged. Tree planting may help.
- The A38 needs major improvement before it can cope with additional traffic, which currently frequently queues from Barrow Tanks to the airport.



- The existing road network to Barrow Hospital (Hospital Road and Wild Country Lane) cannot support additional demand which development at this site would bring even if roads were built within HE20110, as this would be the easiest way into Long Ashton, Barrow Gurney and beyond into the west.
- To meet housing requirements we must build in the most sustainable locations, and the position of this site and its excellent transport connections (should HE20110 be brought forwards) and proximity to Bristol mean it is suitable for removal from the greenbelt and for allocation for housing
- In conjunction with HE20110 this represents massive and unrecoverable green belt destruction which is not in keeping with planning policy. In addition this area is frequently flooded and would rely solely on services from a massive HE20110 development.
- Development of this site would impinge on the woodland enclosure around the recent development of Barrow Hospital. Once again the residents at Barrow Hospital are particularly strongly opposed to the development of these sites.
- There should be no more development permitted within the hospital site, which has already seen significant areas of ancient woodland cleared, to the detriment of the landscape and ecology of the area.
- The plan should focus on the large strategic sites which can be planned properly with all the necessary services and facilities rather than smaller sites like these.
- Yanley Lane needs to be split in two to prevent through traffic A38 to Long Ashton.
- This site is within the green belt and if the larger HE20110 development goes ahead retaining green space is really important. Also the infrastructure (wild country lane and main road in Long Ashton) are not sufficient. They are too far from bus routes.

HE203010: Land at Barrow Wood B

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 6

17 comments received summarised below:

- Barrow Gurney is a category D development and is not sustainable for supporting new development. The existing road network to LP2040 (Hospital Road and Wild Country Lane) cannot support additional demand which development at this site would bring even if roads were built within HE20110, as this would be the easiest way into Long Ashton, Barrow Gurney and beyond into the west.
- If site HE20110 (The Vale) is to be used for a new community then this site should not be built on so that Long Ashton, Barrow Gurney and The Vale don't just sprawl together. If HE203009 and HE20310 are not built on then it will be a vital buffer zone to keep the communities separate.
- The site is in the Green Belt and provides the natural habitat for deer, badgers, bats (including protected bad species) Further developments would destroy the area for wild life. This area needs to be protected.
- Concern that development here would join a village to the wider Bristol area and the infrastructure is not there to support more growth. The road systems cannot take the



existing traffic, let alone the numbers required to get people to workplaces (which would need to be in the city centre as there's not any/many in the immediate area). There's not enough already in the way of doctors and dentists places

- Some support for the site based on the fact it is near Bristol so is sustainable, has good transport connections and is a good location given the level of housing that is required.
- Concern about urban sprawl and Long Ashton losing its village identity.
- Concern regarding loss of Green Belt and if the larger HE20110 development goes ahead retaining green space is really important.
- Infrastructure (wild country lane and main road in Long Ashton) is not sufficient and the site is too far from bus routes.
- Development of the site would impinge on the woodland enclosure around the recent development of Barrow Hospital. As such the residents at Barrow Hospital are particularly strongly opposed to the development of these sites. There should be no more development permitted within the hospital site, which has already seen significant areas of ancient woodland cleared, to the detriment of the landscape and ecology of the area.



Nailsea and Backwell

Sites identified as most suitable

HE20136: Land north of Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 77

84 comments received summarised below:

- Infrastructure delivery was seen as a prerequisite before development can proceed.
- Impact on landscape character was raised.
- Surface water flooding was a prominent issue.
- The Green Belt designation was thought to have been insufficiently considered.
- Roads including the Causeway, B3130 and B3128 were considered too narrow to accommodate additional traffic.
- Lack of connection with rail infrastructure was highlighted.
- Adverse effects on local businesses was identified.
- Existing services such as schools and healthcare were seen as overstretched.
- Potential harm to the Yeo Valley and habitats of protected species was raised.
- Heritage assets and archaeological features were considered to have been overlooked.
- Impacts on green and blue infrastructure, especially the woodlands of Tower House Woods and the SSSI at Tickenham Moor, were identified.
- Loss of trees were raised as an issue.
- Shortage of affordable housing was raised as an issue.
- The capacity of the existing sewer pipeline was questioned.
- Loss of productive agricultural land was highlighted as an issue.
- The site's location within a Coal Authority high risk area was mentioned as an issue.
- There were fears that the development could contribute to coalescence with Tickenham and Wraxall.
- Reduction in accessible green open space was raised as an issue.
- Objections were raised about the site being located in Wraxall, not Nailsea.
- Limited employment opportunities was cited.
- The Wraxall Neighbourhood Plan was said to have been insufficiently considered.
- Impacts on heritage assets including Birdcombe Court and Birdcombe Court Farmhouse (both listed) were identified.

HE20225: Land off Pound Lane, Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 31

38 comments received summarised below:

- The proximity to the Moorend Spout Nature Reserve was raised as an issue.
- Suggestion that stronger provision of sustainable and active travel options are needed.



- Surface water drainage was identified as a risk.
- Road capacity on Stone Batch, B3130 and B3128 was considered inadequate for further traffic.
- Infrastructure requirements were stated to be needed as a precondition for development.
- The Green Belt designation was thought to have been insufficiently considered.
- The potential loss of archaeological features was raised.
- The National Trust advises that any impact on the Scheduled Monument at Cadbury Camp should be mitigated.
- Local services including education and health were perceived to lack capacity.
- Loss of open space was mentioned as an issue.
- A small number of comments supported the site due to its sustainability and absence of major constraints.
- Concerns were also expressed about the possible threat of Nailsea merging with Tickenham.

HE203006: Poplar Farm, Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 32

40 comments received summarised below:

- A small number of responses express support for development.
- Surface water flood risk was seen as a key issue.
- Church Lane and the Causeway are already considered congested, and development would intensify this.
- Pressure on local health and education services was raised.
- Potential loss of agricultural land was identified as an issue.
- Respondents suggested greater need for provision of walking, cycling and sustainable travel infrastructure.
- Inadequate consideration of Green Belt status was highlighted.
- Likely ecological harm to Tickenham Moor SSSI and species such as bats was raised.
- Need to protect and retain existing public rights of way was mentioned.
- Possibility of a strategic sewer within the site was raised.
- Shortage of affordable housing was raised.
- Lack of connection to rail infrastructure was mentioned.

HE20591: Youngwood Farm, Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 7

No = 24

33 comments received summarised below:

- Flood risk from surface water was frequently cited.
- The Green Belt designation was perceived to have been inadequately considered.
- Development was viewed as having the potential to have negative impacts on wildlife.



- Respondents stated that development would likely cause additional traffic on the Causeway and Church Lane
- Local infrastructure, including schools and healthcare, was considered insufficient to meet increased demand.
- Loss of green open space was highlighted as an issue.
- Potentially negative impacts on the nearby SSSI were identified.

HE20612: North and south of Youngwood Lane, Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 7

No = 28

40 comments received summarised below:

- Potential disruption to the public right of way at Grant Mills Level was raised.
- Local health and education services are perceived as being already under pressure.
- Existing traffic issues on Church Lane and the Causeway are expected to worsen.
- Loss of valued green space was highlighted.
- Respondents stressed that infrastructure should be delivered in advance of development.
- Possible harm to habitats of protected species was raised.
- Development in the strategic gap between Nailsea and Backwell was strongly opposed.
- Risk of flooding from surface water was raised.
- The loss of agricultural land was identified as an issue.
- Limited access to employment opportunities was raised.
- Some comments expressed support for the proposal.
- Lack of rail connectivity was flagged.
- The Environment Agency raised concerns about potential impacts on Kenn Moor SSSI.

HE202016: Land at Youngwood Lane, Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 3

No = 30

35 comments received summarised below:

- Flooding from surface water was raised as a significant risk.
- Suggestions that additional development was expected to worsen traffic on Church Lane and the Causeway.
- Loss of agricultural land was identified as a key issue.
- Reduction in accessible green open space was raised.
- Health and education services were said to be too overstretched to cope with further development.
- Local wildlife and biodiversity could be adversely affected.
- Development in the strategic gap between Nailsea and Backwell was strongly opposed.



HE203020: Land near the Perrings, Nailsea**Qu. Do you think this site would be suitable for housing development?****Yes = 2****No = 20****25 comments received summarised below:**

- Suggestion that additional development was expected to worsen traffic on Church Lane and the Causeway.
- Surface water flood risk was identified as a constraint.
- Local public services, particularly schools and health facilities, were perceived as not having the necessary capacity to cope with additional development.
- Development in the strategic gap between Nailsea and Backwell was strongly opposed.

HE203001: Land near Wooleys Farm, Backwell**Qu. Do you think this site would be suitable for housing development?****Yes = 2****No = 14****19 comments received summarised below:**

- Surface water flooding was raised as a major issue.
- The site's Green Belt designation was seen as a hard constraint.
- Site access was considered to be poor.
- Potential impact on Woolleys Farm, a Grade II Listed Building, was identified.
- Respondents stressed that infrastructure should be provided in advance of development.
- The Environment Agency indicated that the site may be contaminated, requiring further investigation.

HE202012: Land east of Backwell A**Qu. Do you think this site would be suitable for housing development?****Yes = 8****No = 49****65 comments received summarised below:**

- Network Rail indicated that development should contribute to station improvements.
- Some support was expressed for the site.
- Impacts on local character and village identity was highlighted.
- Traffic on Station Road was raised as an issue.
- The Green Belt designation was perceived as having been inadequately considered.
- Respondents objected to the loss of green space.
- Development was perceived to have the potential to harm local biodiversity.
- Respondents objected to the loss of agricultural land.
- Surface water flooding was mentioned as a concern.
- Some positive comments supported the development of the site.



- The potentially negative effect on the existing cycle routes was raised.
- The Environment Agency mentioned possible land contamination that would require assessment.

HE203035: Land at east of Backwell B

Qu. Do you think this site would be suitable for housing development?

Yes = 5

No = 49

61 comments received summarised below:

- A few comments were in favour of the site's development.
- Loss of separation between Backwell and Farleigh was cited as an issue.
- Reduction in green open space was raised.
- Green Belt policy was believed to have been insufficiently addressed.
- Increased traffic, particularly on the Causeway and Chapel Hill, was expected.
- Negative effects on local wildlife were identified.
- Surface water flood risk was flagged as an issue.
- Infrastructure delivery was stated as needed ahead of development.
- Respondents questioned the approach taken in the Spatial Strategy for Backwell.
- Respondents objected to the loss of agricultural land.

HE208001: Land off Farleigh Road, Backwell

Qu. Do you think this site would be suitable for housing development?

Yes = 8

No = 18

31 comments received summarised below:

- Some comments supported the site's development.
- Surface water drainage issues were raised.
- Respondents objected to the loss of agricultural land.
- Spatial Strategy assessments relating to Backwell was challenged.
- The Green Belt status of the land was considered to have been overlooked.
- Effects on local character and landscape were raised.
- Calls for infrastructure to precede development were made.

HE203013: Western part of Farleigh Fields, Backwell

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 39

45 comments received summarised below:

- Dark Lane was considered unsuitable for providing site access.
- Respondents said development would likely worsen traffic conditions on the A370.



- Limited employment opportunities in the area were identified.
- Impact on the character of the surrounding area was raised.
- Safety concerns were raised regarding children's routes to school.
- Surface water flood risk was flagged as an issue.
- Respondents said development would likely negatively impact protected species.

Other potential locations

HE20504: Land at West End, Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 3

No = 54

59 comments received summarised below:

- Many express concern that development would increase traffic congestion with unsuitable single track roads surrounding the site.
- Many express concern the site is too remote from the town centre, leading to existing roads becoming gridlocked with highway safety impacts.
- A few comment that this would be a sensible option for large scale development.
- Concern expressed that development would add more traffic to Hanham Way and The Causeway.
- Comment that if development goes ahead a direct link to Junction 20 M5 is required.
- A lot of comments expressed concern about the loss of productive agricultural land, which forms part of rural culture and heritage of the town.
- Some objections that the proposed development would have adverse effects on existing residents.
- Some concern expressed that the development would not deliver genuine affordable housing.
- Many object as the development would place unsustainable pressure on schools, healthcare and other existing services.
- Some object as there are not enough local jobs or services, which will lead to car dependency and air pollution.
- Objection as West End is on the national cycle way.
- Concern that development would exacerbate flood risk and drainage issues.
- Somerset Drainage Boards Consortium comment that surface water run-off will likely drain into West End rhyne and the Parish Brook which have high flood risk.
- Some comment that Netherton Wood Lane, Four Gables and Netherton Grange regularly flood.
- The Environment Agency comment that the proposal is within the Kenn Moor SSSI, which is moderate ecological status but poor for biological quality elements.
- National Trust comment that the site is likely to be visible from Cadbury Camp, which is a Scheduled Monument.
- One comment says the site is part of the West End historic settlement, and as such a strategic gap should protect its historic and landscape value.



- The contribution the site makes to the NS Nature Recovery Network should be acknowledged.
- Concern about the embodied carbon cost of the development.

HE201080: Land north of Youngwood Lane, Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 14

18 comments received summarised below:

- Many object as the site is greenbelt and the permanent loss of agricultural land.
- Objections around level of development proposed - infrastructure will not cope. New transport infrastructure would be required ahead of development.
- Many concerns around additional congestion on an already busy Church Road, B3130, B3128 and the Causeway.
- Many express concern that flooding issues will worsen with additional development.
- The Environment Agency comment that the flood zone extent has reduced in extent south of Youngwood Lane.
- Many comment that this site can't be considered to be a sustainable location with facilities beyond walking distances.
- Some question whether housing is needed in Nailsea/ Backwell. Development at the Vale would be more suitable.
- Backwell Parish Council comment that this sit would be conspicuous within the landscape and poorly served by existing infrastructure.
- Somerset Drainage Boards consortium is concerned about capacity of the nearby rhyne.
- One comment advised that space would be required between buildings on Bizley Farm.
- Suggestion that should make better use of the buildings in Nailsea town centre.

HE20226: Southfield Estate Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 5

No = 8

15 comments received summarised below:

- Comments inform that the site should be called Coates Estate, not Southfield Road.
- Some support for prioritising developing this brownfield site, especially for affordable housing.
- One person suggests the site is an important employment site with strong demand for this type of space. Some object as there are not enough facilities in the town to support additional development.
- Some concerns around access around Nailsea and development should not be considered until improvements are made.
- One person suggests the full impact of construction on climate change should take place.



- Somerset Drainage Board's consortium comment that surface water runoff will need to be restricted to existing levels or better.
- One objection that development may have adverse effects on local wildlife and habitats.
- Some concern that the height and proximity of new buildings could lead to overshadowing, noise and disturbance for existing residents.

HE20233: Northeast of Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 31

34 comments received summarised below:

- Commenters note that this site is in Wraxall not Nailsea.
- Many object as the site is greenbelt and will lead to permanent loss of agricultural land.
- Objections as the site is of landscape value, overlooking the valley with views towards historic Wraxall church.
- Concern as the site is prone to flooding and is crossed by a strategic sewer.
- Somerset Drainage Boards Consortium object as the site is at subject to surface and river water flood risk.
- The Environment Agency comment that the Land Yeo main river lies on the northern boundary so a buffer strip will need needed. Sequential test will need to be applied.
- Concern from the National Trust that the site contains a Scheduled Monument and as such would not be suitable for development.
- Concern expressed that there is a lack of suitable/ safe road infrastructure around the site.
- Some object to further development in and around Nailsea, as local facilities and services are already overstretched.
- Some comment that further development should not be considered ahead of essential infrastructure improvements.
- Some object due to the likely adverse environmental impact with loss of mature hedgerows, trees and wildlife habitats.
- Comment that the site is an important open wildlife corridor which connects the area with the Somerset levels and Moors.
- Views expressed that development here would harm the Belmont Estate Rewilding Project which aims to restore biodiversity and natural habitats.
- Concern raised that due consideration has not been given to past coal mining activities.

HE20611: West of Netherton Wood Lane, Nailsea

Qu. Do you think this site would be suitable for housing development?

Yes =2

No = 52

57 comments received summarised below:



- Many express concerns about road safety, with further development making local roads more dangerous, new transport infrastructure will be required prior to new development.
- Comments that site development would add traffic to Hanham Way, Church Lane and The Causeway as a shortcut/rat-run to Tickenham, Clevedon, M5, Portishead.
- Many object due to loss of greenbelt and the destruction of habitats, wildlife and biodiversity, with the woodlands surrounding the site home to bats and owls.
- Many comment that this site can't be considered to be a sustainable location with facilities beyond walking distances.
- Some object as there are not enough facilities in the town to support additional development.
- Many objections due to the permanent loss of agricultural land.
- Many objections due to risk of flooding with the site known to have a network of local springs and underground aquifers and water courses.
- Some comment that Netherpton Wood Lane, Four Gables and Netherpton Grange regularly flood.
- National Trust comment that the site is likely to be visible from Cadbury Camp which is a Scheduled Monument.
- One comment says the site is part of the West End historic settlement, and as such a strategic gap should protect its historic and landscape value.
- Somerset Drainage Boards Consortium comment that runoff from the site has the potential to put pressure on the rhyne network.
- Concern that as Netherpton Wood Lane is a designated Avon Cycle Route.

HE20501: Land off Moor Lane, Backwell

Qu. Do you think this site would be suitable for housing development?

Yes =5

No = 25

33 comments received summarised below:

- Many express concern about loss of green belt, valuable agricultural land and well used green space.
- Concerns around increased traffic and road safety issues, new transport infrastructure will be required prior to new development.
- Objections due to flood risk concerns with the site often waterlogged.
- A comment that a small development on the Even Keel site could possibly be accommodated without too much impact on Moor Lane.
- Backwell Parish Council comments that any development here would require significant infrastructure improvements.
- Rubix Strategic state that the site is sustainable as within close proximity to the rail station and walkable to other key facilities.
- Objections raised as the scale of development is disproportionate to the size of the village and would adversely affect the character of the village.
- Concern that as there aren't enough jobs so residents will need to commute, which will add to existing congestion issues.
- Somerset Drainage Boards Consortium comment that the site is subject to surface water flooding and should not be permitted.



- Concern around loss of grazing land for Brockley's SSI maternity roost for Greater and Lesser Horseshoe bats.
- Concern that development here will significantly impact wildlife and biodiversity.
- Comment that Nailsea and Backwell are separated by the railway, which creates a traffic bottleneck, so a traffic solution will be required.
- A few comment that site development would be acceptable due to planning permission granted to the Grove Farm development.
- Network Rail object due to safety risk at the level crossing. Developer contributions will be required for Miniature Stop Lights.

HE209: Land south of Backwell Hill Road

Qu. Do you think this site would be suitable for housing development?

Yes = 3

No = 23

30 comments received summarised below:

- Many comment that existing infrastructure would be completely overwhelmed, with single track Church Lane and the A370 already heavily congested.
- Concern about road safety, further development will make roads more dangerous.
- New road infrastructure, a link road between Nailsea and the A370 is required ahead of housing.
- Concerns raised that development here would not be sustainable, with residents needing to rely on private car use.
- Some question whether housing is needed in Nailsea/ Backwell, as development at the Vale would be more suitable.
- Some object due to landscape sensitivity of the site with visual harm to Backwell Hill.
- Many object due to loss of greenbelt, productive (Grade 1) agricultural land and destruction of habitats with a range of wildlife and connectivity provided by adjacent woodland..
- A few comment that this development would be more acceptable than other sites, given its small scale.
- Many express concern that development will add to flooding problems.
- Somerset Drainage Boards consortium comment that the site is likely to drain north towards the village, already suffering from surface water flooding. Chapel Hill, Backwell Common and the valley flood and cannot be mitigated through SuDS.
- The Environment Agency comment that the site is located on a principle aquifer which is strategically important to water supply.

HE2011: Land south of Uncombe Close

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 32

36 comments received summarised below:



- Backwell is a village, not a town, and should not be grouped with Nailsea; it lacks the infrastructure and services to support large-scale development
- Over 800 houses already approved (e.g. Grove Farm, FFW) – further development would more than double current housing numbers (~2,000 homes), which is disproportionate and unsustainable
- All proposed sites are within Green Belt – including Grade 1 agricultural land vital for food security; Green Belt should only be used as a last resort
- Severe highway and access concerns – Church Lane and Dark Lane are narrow, unsafe, lack footpaths, and cannot accommodate increased traffic
- A370 and Backwell Crossroads are already at capacity, causing congestion, poor air quality, and risk to emergency response times
- Access roads to several sites are unadopted, unsafe, or unsuitable for construction and service vehicles
- Public transport links (especially rail) are inadequate – Backwell station has accessibility issues and frequent cancellations
- Lack of planned or funded infrastructure (schools, doctors, transport) – housing should not proceed before infrastructure is delivered
- Severe flood risk – existing surface water issues at Farleigh Fields, and developments would exacerbate flooding on A370 and surrounding low-lying areas
- Negative impact on landscape character – sites are visually prominent (e.g. Backwell Hill), adjacent to conservation areas, and highly sensitive
- Significant biodiversity impacts – habitats for protected species including horseshoe bats, tawny owls, deer, badgers, frogs, and birds of prey
- Concern over piecemeal site assessments – cumulative impact of all proposed sites should be considered holistically
- Preference for brownfield redevelopment and higher-density urban solutions (e.g. Nailsea High Street, Portishead, Long Ashton) instead of Green Belt loss
- Concerns over the fairness and accessibility of the consultation process – many feel local voices are being ignored.

HE208010: Land adjacent Church Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 43

46 comments received summarised below:

- Site is within the Green Belt – significant concern over loss of productive agricultural land, biodiversity, and green space; contrary to national policy and unsound as per NPPF guidance
- Church Lane is narrow, single-track in places, lacks pavements, and is already overused – not suitable for construction traffic or access to 100+ homes
- Unsafe pedestrian access – route heavily used by schoolchildren and walkers with no safe infrastructure in place



- Visual and landscape sensitivity – elevated site on Backwell Hill with high visibility; development would erode village character and harm views from the conservation area and nearby heritage assets (e.g. St Andrew’s Church)
- Access and road safety concerns – site traffic would worsen congestion at peak times, especially around schools and the A370; rat-running to the airport is already common
- Drainage and flooding – steep slopes increase surface runoff; development would exacerbate flood risk in low-lying areas like Farleigh Fields and the A370
- Ecological impact – site borders woodland and is part of the North Somerset and Mendip Bats SAC; supports deer, bats, foxes, hedgehogs, birds, amphibians, and protected species
- Infrastructure not planned or funded – no confirmed upgrades to transport, healthcare, schools, or flood mitigation
- Lack of sustainable transport – train station has accessibility and capacity issues; bus services unreliable and infrequent
- No justification provided for Green Belt release – more appropriate brownfield or better-connected locations (e.g. Long Ashton, Portishead, Nailsea centre) should be prioritised
- Contrary to Backwell’s Neighbourhood Plan – overdevelopment of a village with already-approved schemes (e.g. Grove Farm, Farleigh Fields) undermines local decision-making
- Pressure on local services – GPs, schools, and dentists already over capacity; no clear funding for expansion
- Air quality and emissions – increased traffic and loss of green space would reduce air quality and worsen climate impact
- Historical and archaeological significance – area has Neolithic and Roman heritage and forms part of historic village fabric
- Overdevelopment concern – 100 dwellings on 3.78 ha considered excessive given land constraints and impact
- Potential impact on strategic infrastructure – nearby Bristol Water pipelines and unresolved issues at Station Road/rail crossing could further limit viability
- Residents feel the consultation process was flawed and unresponsive to local voices

[HE20213: Land off Church Lane](#)

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 38

43 comments received summarised below:

- **Green Belt concerns:** Strong opposition due to the site’s location within the Green Belt and its role as productive agricultural and grazing land. Multiple objections emphasise that Green Belt should only be developed as a last resort and that this land contributes to local food security and biodiversity.
- **Landscape and heritage impact:** Site lies on a sloping, elevated position on the Backwell Hill setting, adjacent to the Backwell Church Town Conservation Area and listed buildings such as St Andrew’s Church. Development would be highly visible,



visually intrusive, and would significantly harm the rural character and setting of heritage assets.

- **Highway access and road safety:** Church Lane is described as a narrow, often single-track road with no pavements, already congested and used as a rat-run. Many concerns raised about its inability to accommodate construction traffic and additional residential traffic. Impacts to pedestrian safety, particularly for school children walking to the nearby junior school, were heavily cited.
- **Flood risk and surface water runoff:** The sloped nature of the site and its role in absorbing rainfall from the hillside was mentioned repeatedly. Development is likely to exacerbate flooding issues already present on the A370 and lower-lying areas like Farleigh Fields.
- **Ecology and biodiversity:** The site's proximity to woodland and designation as a Band B North Somerset and Mendip Bats SAC raises concerns about impacts on bat foraging and migratory routes. Reports of local wildlife (e.g. deer, foxes, badgers, birds of prey) reinforce ecological value. Loss of habitat and increased light pollution were noted as significant risks.
- **Inadequate infrastructure:** Concerns that Backwell lacks the necessary infrastructure (roads, schools, GP services, rail, public transport) to support the scale of development proposed. Calls for infrastructure improvements to be in place before further development proceeds.
- **Cumulative development pressure:** Comments highlight that Backwell already has consent for significant development (e.g. Grove Farm), and further growth would result in the village effectively doubling in size, undermining its character and overwhelming its facilities. Some suggested that development would be more suitable near Bristol or in existing urban centres with better transport links.
- **Archaeological and historical value:** Several objections mention the presence of Neolithic and Roman remains in the area and the site's historical significance as part of the old road to Bristol. Development could threaten unrecorded archaeological assets.
- **Public opinion and consultation concerns:** Several objectors expressed distrust in the consultation process, noting lack of clarity and accessibility, and frustration that local views are not being adequately considered.
- **Minor support:** One respondent expressed qualified support for small-scale development if done sympathetically and another noted mitigation of landscape impacts with soft landscaping, though these were minority views.

HE20214: Land south of Church Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 41

45 comments received summarised below:

- The development site is located on narrow roads, including Church Lane, which is congested due to existing developments. The area lacks footpaths, making it unsafe,



especially for schoolchildren. The site is also adjacent to the conservation area and has a negative impact on its character.

- The site has poor access and a steep gradient, which makes it unsuitable for development. The proximity to the conservation area and St. Andrew's church raises concerns regarding the impact on landscape and heritage.
- Strong objections to developing this green belt land due to its visual harm, impact on the setting of St. Andrew's church, and its status as productive grazing land.
- The site is greenbelt land, vital for local wildlife, and provides significant amenity value. The steep site and traffic congestion make development unfeasible, and it may also exacerbate flooding issues.
- Development of greenbelt land is not justified. The area has limited access and borders valuable woodland. The development would increase traffic congestion and disrupt local wildlife.
- This site is near listed buildings and a conservation area, making it unsuitable for development due to the potential harm to the heritage value and the need to preserve these areas.
- The proposed development would increase traffic on already overloaded roads, including the A370 and nearby lanes. The lack of sufficient footpaths and road capacity makes the site unsuitable for development.
- The development would drastically change the character of the village, overwhelming existing infrastructure, including schools and health services. The roads are already at capacity, and the scale of development is disproportionate for the village.
- The site, located within the greenbelt, would destroy wildlife habitats and increase pressure on local services, making it unsuitable for development in its current form.
- The narrow Church Lane cannot accommodate the additional traffic from this development, making it unsafe for pedestrians, particularly children walking to school.
- The site is located in greenbelt, and any development would significantly alter the rural character of Backwell, undermining its village identity.
- The access to the site is unsuitable, and the existing traffic congestion on Church Lane, particularly during school drop-offs, would only worsen with more housing.
- The site is situated on steep land, which is difficult to develop, and its location near the conservation area makes it unsuitable for housing.
- The narrow, single-lane access to the site and its proximity to important heritage buildings make this site unsuitable for large-scale housing development.
- The loss of greenbelt land and its use as a recreational space for the community would be a significant blow to the village, which is already facing issues with traffic congestion.
- Church Lane, being single-track, is unable to support additional traffic. There is also no room to improve the road width, making this development unsafe and unsuitable.
- The roads around the proposed site are unsuitable for additional traffic, particularly when considering the safety of schoolchildren walking along them.
- The greenbelt status of the land and its proximity to the conservation area make it unsuitable for development, and the traffic and safety concerns are significant.
- The destruction of the greenbelt and loss of wildlife habitats would drastically change Backwell's rural character, and the roads are not suitable for the increased traffic.



- The site has limited access, and Church Lane is already congested. The site is important for its connection to the wider countryside and should remain undeveloped.
- More suitable sites for development exist closer to Bristol, which have better transport links and infrastructure.
- The development would be visually intrusive and affect the landscape. The steep terrain and poor access make this site unsuitable.
- Church Lane cannot handle more traffic, and the increased population would put significant strain on local infrastructure, especially the roads and schools.
- The narrow, single-lane Church Lane cannot support additional traffic, and the lack of pavements makes this site unsafe for development.
- Strong objections to developing the greenbelt site due to its impact on traffic, local wildlife, food security, and flood risk.
- The site is located in an area already suffering from flooding. The development would exacerbate surface water runoff, and current infrastructure cannot support additional housing.
- A small-scale development could be considered, but the current proposal is too large for the site and would overwhelm the village's infrastructure.
- The development requires adequate infrastructure, such as roads and schools, before housing is built. The lack of a fully integrated plan makes this development unworkable.

HE20486: North of Church Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 30

33 comments received summarised below:

- **Traffic and Access:** A key concern in almost every comment is the inadequate infrastructure, particularly roads like Church Lane and Dark Lane, which are narrow, often single track, and already congested. The increase in traffic from the proposed developments would create safety hazards, particularly for schoolchildren. There are worries about the narrow roads being unable to handle the increased volume, especially during school hours, and concerns over the lack of pedestrian infrastructure (such as footpaths). Several commenters mentioned that Church Lane, in particular, cannot cope with the traffic from additional homes and could pose a significant safety issue for both pedestrians and vehicles.
- **Flooding Concerns:** Many comments raised concerns about surface water runoff exacerbating flooding in the area. The land's slope, its proximity to the A370 crossroads, and other existing developments (such as Farleigh Fields) could worsen flooding and runoff issues. It's emphasized that there hasn't been adequate flood risk modelling for the cumulative effect of multiple developments in the area.
- **Infrastructure and Services:** Multiple comments highlighted the lack of infrastructure in the village to support more housing, including schools, doctors, and transport. Backwell's infrastructure, such as the A370, is already at capacity. Comments emphasized that



infrastructure should be in place before the construction of additional houses. There's also a need for better public transport links (such as improved access to rail stations or bus services) and concerns over the already overloaded school and medical services in the area.

- **Greenbelt and Ecology:** Several commenters emphasized that the site is Green Belt land, and there was strong opposition to building on it. The land is described as high-quality agricultural land and a valuable ecological space for local wildlife, including bats, badgers, foxes, and deer. Concerns were raised about the loss of important green spaces that provide recreational benefits to the community, especially as many use these areas for walking and enjoying nature. There were worries that development would disrupt wildlife habitats, particularly in the Mendip Bat Special Area of Conservation.
- **Visual and Environmental Impact:** There was also concern over the visual impact of development, particularly on the conservation area and the historic setting of St Andrews Church and Backwell Church Town. Many felt that development would erode the rural character of the village and create a sense of urban sprawl, similar to other areas that have already been overdeveloped. The loss of green spaces and land sterilization were also cited as major concerns.
- **Economic and Social Impact:** Some commenters argued that the proposed developments would disproportionately impact the village by increasing housing numbers without adequate social amenities. There was a strong belief that the proposed houses would not be affordable for local residents, with average house prices already being high. Several comments suggested that the area should focus on smaller, affordable housing rather than large, high-cost homes.
- **Development Strategy:** Comments also criticized the lack of a comprehensive planning strategy, highlighting that new housing should not be built without a well-thought-out plan that includes infrastructure improvements and addresses local concerns. Suggestions were made for development to be concentrated in more suitable locations closer to Bristol or at areas with existing infrastructure and transport links, like Long Ashton.
- **Overall Concerns:** Many commenters felt that the village would be overdeveloped if all proposed plans were approved. There was a strong sentiment that Backwell is a small village and that the scale of the proposed developments is disproportionate to its size. Several commenters also expressed frustration with the consultation process, believing it lacked transparency and was skewed in favour of development.

HE201068: Land south of Dark Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 3

No = 49

56 comments received summarised below:

- **Unsuitable Site for Development:** Site considered unsuitable for housing development due to poor access (narrow roads, already congested), potential flood risks, and the land's green belt status. Development would further strain the local infrastructure (roads,



schools, health services) and impact the environment, particularly by disturbing protected wildlife such as bats and deer.

- **Loss of Green Belt Land:** Many comments emphasize that the proposed development sites are in Green Belt areas, which should only be developed as a last resort. This land is agricultural and wildlife-rich, providing essential space for the community to walk, enjoy nature, and access the countryside. Its loss would affect the local ecosystem and contribute to biodiversity loss.
- **Traffic and Safety Concerns:** Dark Lane, Church Lane, and Station Road are narrow and already congested, particularly during school runs. Adding more traffic from 170+ houses will exacerbate traffic safety issues, especially for children walking to school. Comments highlight that access to the site is inadequate and that local roads cannot accommodate more vehicles.
- **Infrastructure Strain:** The village infrastructure (including schools, doctors' surgeries, and public transport) is already under strain. The proposed housing development would overburden existing services. Many suggest that adequate infrastructure must be in place before any housing development is considered.
- **Flooding Issues:** Development of this site would increase flooding risk, particularly because the land slopes towards areas already prone to flooding (e.g., Oakleigh Close and Hilldale Road). Surface water runoff is a significant concern, as existing flooding problems would be worsened by construction.
- **Wildlife and Ecological Impact:** The land is adjacent to woodland and part of the Mendip Bat SAC. Many comments express concerns about the impact on bats, owl species, and other protected species. Development would disrupt foraging corridors and wildlife habitats. Biodiversity loss is seen as one of the most significant consequences of the development.
- **Character of the Village:** Many residents believe that the proposed developments would destroy the rural character of Backwell, turning it from a village into a town. The scale of the housing proposals would significantly alter the community and landscape, with an increased sense of urban sprawl. Several residents are concerned that Backwell is already being subjected to massive growth (including Grove Farm development) without proper consideration for its village identity.
- **Environmental and Climate Change Concerns:** Development would contribute to carbon emissions and urban heat. The site, as green space, helps mitigate environmental impacts, such as climate change and air pollution. Developing this land would increase the village's carbon footprint, making it less sustainable.
- **Affordable Housing and Affordability Issues:** Many residents argue that the proposed 4-bedroom houses are not affordable for local families. The development would likely target the high-end housing market, further excluding locals from being able to live in Backwell. Some residents believe there is a need for smaller, affordable housing units rather than large homes for wealthy buyers.
- **Access to Services and Amenities:** Several comments suggest that new retail spaces, community amenities, and public transport improvements should be prioritized to support new housing. Without such infrastructure, the community would face increased pressure on existing facilities, including schools and medical services.



- **Impact on Heritage and Conservation Areas:** The development would negatively affect the historic village setting, including *Grade II listed buildings** like Soers Court and the Backwell Church Town conservation area. Development in this area is seen as damaging to the visual and cultural significance of the village.
- **Alternative Sites and Viability:** Many residents suggest considering alternative sites closer to Bristol, where there are better transport links, infrastructure, and capacity to accommodate growth. Some believe that development should focus on brownfield sites and underutilized areas rather than green spaces.
- **Green Space and Community Wellbeing:** Comments highlight the importance of green space for community wellbeing, including mental health benefits from access to nature and recreational areas. The loss of this space would diminish the quality of life for residents who currently enjoy it for walking, dog walking, and outdoor activities.
- **Flooding Management and Environmental Hazards:** Several comments stress that the development would worsen drainage problems, with stormwater runoff and flooding risks becoming more severe, particularly along Dark Lane and Church Lane. The current drainage infrastructure is inadequate, and increased urban development would make these issues worse.
- **Loss of Agricultural Land:** Many comments emphasize that the land is high-quality agricultural land used for food production. Losing this land for housing would further contribute to food insecurity in the UK, which already imports a significant portion of its food.

HE2058: West Town Backwell

Qu. Do you think this site would be suitable for housing development?

Yes =6

No = 20

28 comments received summarised below:

- **Impact on Green Belt and Agricultural Land:** The site is Green Belt land and valuable agricultural land used for growing food. Development here would result in the loss of productive farmland and impact biodiversity and local wildlife habitats.
- **Infrastructure Concerns:** The infrastructure, including roads, schools, and medical services, is not adequate to support the scale of development. Backwell's roads, especially narrow lanes like Church Lane, are already congested and unsafe, especially during school drop-offs.
- There is a lack of meaningful infrastructure improvements, with concerns about the capacity of roads, particularly the B3130, and the need for better transport links to mitigate increased traffic.
- **Flood Risk:** Backwell is already prone to flooding, and adding more development would exacerbate these issues. The valley and surrounding areas are susceptible to water runoff, and existing drainage solutions are already at full capacity.
- **Village Character and Community Impact:** The development is seen as damaging to the village's character. Backwell is a village, not a town, and there are concerns that



large-scale development would disrupt the community's identity, turning it into an urban sprawl.

- Residents emphasize that Backwell should remain a village with a strong community focus, rather than increasing housing disproportionately.
- **Traffic and Road Safety:** Increased traffic from new developments would place further strain on already congested roads, increasing risks for pedestrians, especially school children.
- Traffic from developments such as the ones at Grove Farm and other proposed sites will cause gridlock, affecting local safety and quality of life.
- **Environmental Concerns:** The loss of Green Belt and important green spaces would harm local wildlife, including bat habitats, and the natural landscape, contributing to the destruction of Backwell's rural charm.
- **Alternatives and Location:** Some respondents suggest alternative sites for development, such as areas closer to Bristol with better transport links and existing infrastructure. Others call for the use of brownfield sites rather than Green Belt land for new housing.
- **Affordability and Housing Need:** There are concerns that the new houses will not be affordable for local residents, and the current level of housing development is seen as excessive given the village's size.



Clevedon

Other potential locations

HE202004: Land off Castle Road

Qu. Do you think this site would be suitable for housing development?

Yes = 5

No = 30

39 comments received summarised below:

- Significant concern raised over the impact of development on the setting of Walton Castle which is a Grade II listed building.
- Clevedon Golf Club is also a listed building so development in this area would have an impact on the setting of a number of listed buildings and an area of historical value and importance.
- Walton Castle is a popular wedding venue and new housing development may adversely affect their business.
- Significant concern over loss of part of the golf course which has been in operation since 1891 and is an important community facility. The site includes 3 holes of the existing golf course. The Castle hole (8th) is a very popular hole with golfers due to its unique position up at the Castle and level of difficulty to play to the green below. Losing 3 holes would make it a 15 hole golf club which is unviable as a business.
- Concerns over loss of employment at the golf club if it can longer operate.
- The site is a long way from facilities in Clevedon and up a steep hill which would make walking to services and facilities unappealing. There is no convenient bus service.
- Concern about construction traffic on the narrow road and construction disturbance if the site were to be developed.
- There are no services or facilities within easy walking distance.
- Concern over loss of wildlife and biodiversity. The woodland on the site has many birds such as owls, woodpeckers and birds of prey.
- Concern regarding impact on the road network. Holly Lane and Castle Road are already very busy. Holly Lane is a rural road and does not have pavements.
- Clevedon Town Council do not object to the north west section of the site being developed for housing but to object to the south east section being developed as it would destroy the scenic setting of the historic Walton Castle and would involve the removal of a large area of woodland.
- Concern over developing in the Green Belt. This would be contrary to policy and constitute inappropriate development in the Green Belt.
- Land adjacent to the site is a Site of Special Scientific Interest.
- Development of the site would result in the loss of open space which residents currently use and enjoy.
- Brownfield sites within the town should be utilised instead. Suggestions include: the old Sawmills on Teignmouth Rd, the Fire Station, old job centre, land behind the old Willcocks Garage and Hangman's Hill Quarry (currently an eyesore) could all be turned over to housing with new light industrial units provided somewhere near the M4 where noise and pollution aren't so critical. Salthouse Car Park could be redeveloped with



ground level parking but with maisonettes and flats over with a central roof garden. Something similar might be possible for the Queens Square car park. Frontage development of visually lacking urban spaces along roads such as Strode Rd (subject to contamination issues), Salthouse Fields (retaining a prominent entrance to Fields themselves), Southern Way (adjacent the Sports Centre), Highdale Rd could all contribute to the required quota to some extent. All Saints School could be amalgamated with the new school proposed at Swiss Valley freeing up housing land in All Saints Lane and the current sports field adjacent the Church.

- The development would permanently alter the landscape in the area and result in the loss of a valued landscape.
- The road at the junction with Walton road often gets congested and runs through the school playing fields which would cause a potential safety issue to children. Widening this road would not only be very expensive but also has the potential to allow vehicles to travel at greater speeds in a school area.
- The sloping terrain and the site and the extensive tree cover would make it difficult to develop.
- Concern that due to the steep and sloping nature of the site there would be a lot of rainwater run off causing flooding further down the hill.
- Would be preferable to build around Junction 20 of the motorway where the infrastructure is already in place.
- There is no mobile phone signal and high levels of radon in the area.
- Support from the landowners as the site is in a sustainable location being on the edge of one of the main towns in North Somerset.

HE20328: North of Nortons Wood Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 9

No = 6

18 comments received summarised below:

- Some support for this site but concern over access of Norton Wood Lane - suggestion that access comes off the B3124.
- There is no bus service to access facilities in Clevedon and there are no services and facilities in easy walking distance.
- Developing Castlewood should be a priority over this site.
- The access road to this area is not suitable for any volume of traffic - the junction with the main Portishead road is already hard to use and Norton Woods Lane is already hazardous with existing traffic levels.
- Any development should promote active travel and limit the use of the private car.
- Confusion as to why a climbing centre at the quarry but this site is being identified for potential housing which will generate far more traffic.
- Support from owner of site but does only wants to include around 3.5 acres for housing development and the rest to remain for wildlife and grazing for the stables.
- Concern over loss of wildlife including green woodpeckers, greater spotted woodpeckers, owls, foxes, badgers, sparrow hawks and buzzards.
- Concern about building in the Green Belt



- Concern over loss of woodland.
- Support for having more housing at Clevedon as it's a main town.
- New site proposed 'South of the B3124' which if allocated could provide access to this site.



Portishead

Other potential locations

HE20U06: Downside

Qu. Do you think this site would be suitable for housing development?

Yes = 8

No = 71

84 comments received summarised below:

- Support for the site as it's an ideal location given the new Bristol to Portishead railway which aims to facilitate the creation for new homes for local people which is consistent with NSC SP4
- Support and suggest that two new strategic growth areas, Portishead and Pill, need to be added to the current three strategic growth locations and sites should be considered as "most suitable"
- Support as this site has good connectivity for transport active travel and services. This is within the settlement boundary and useful infill. It is good to see NSC proposing to build on some of their suitable land.
- The proposed 24 home residential development site is located on a Principle Aquifer. The Environment Agency's approach to groundwater protection position statements set out our general approach to protecting groundwater, especially on Principal Aquifers which are strategically important to water supply
- All the land around Weston Big Wood is high environmental value Green Belt and should be protected as per Central Government planning policies
- Weston Big Wood is an ancient woodland dating back to the ice age, a SSSI (Site of Special scientific interest) and contains rare flora and fauna. The site is part of the wildlife corridor of the Gordano Valley, and is very close to this ancient wood, which is an SSSI
- Developing the site would be against the aspirations of the NSC Green Infrastructure Strategy and the NSC Health and Wellbeing Strategy
- Flooding is already a severe problem on the south side of Weston Big Wood along Clevedon Road and Bristol Road. The south side is adjacent to the flood plain and any development around Weston Big Wood will only exacerbate the flooding problem
- This is also an essential environmental site being part of 'North Somerset Council Strategic Green Corridor' and plays an important role in the wider valley and indeed links us to the Mendips
- The B3124 is already an extremely busy road, and further development would be potentially dangerous. Concern regarding J19. School traffic is already an issue.
- Ecology over the last 40 years studies and the work of Avon Wildlife Trust prove that the biodiversity in the woodland and surrounding area has been significantly reduced, and that the woodland continues to be degraded.
- The site is not equipped with sufficient infrastructure and services to cope with additional housing
- Flooding is already a problem in the area along Clevedon Road and Bristol Road, any development would exacerbate the flooding problem



- Develop brownfield sites instead
- What do you plan to do with the aviation fuel pipeline that runs across these fields?

HE20124: Black Rock, North of Clevedon Road

Qu. Do you think this site would be suitable for housing development?

Yes = 14

No = 120

136 comments received summarised below:

- The proposed 24 home residential development site is located on a Principle Aquifer and is in close proximity to SPZ1. The Environment Agency's approach to groundwater protection position statements set out our general approach to protecting groundwater, especially on Principal Aquifers which are strategically important to water supply
- All the land around Weston Big Wood is high environmental value Green Belt and should be protected as per Central Government planning policies
- Weston Big Wood is an ancient woodland dating back to the ice age, a SSSI (Site of Special scientific interest) and contains rare flora and fauna. The site is part of the wildlife corridor of the Gordano Valley, and is very close to this ancient wood, which is an SSSI
- Developing the site would be against the aspirations of the NSC Green Infrastructure Strategy and the NSC Health and Wellbeing Strategy
- Flooding is already a severe problem on the south side of Weston Big Wood along Clevedon Road and Bristol Road. The south side is adjacent to the flood plain and any development around Weston Big Wood will only exacerbate the flooding problem
- This is also an essential environmental site being part of 'North Somerset Council Strategic Green Corridor' and plays an important role in the wider valley and indeed links us to the Mendips
- The B3124 is already an extremely busy road, and further development would be potentially dangerous. Concern regarding J19.
- Ecology over the last 40 years studies and the work of Avon Wildlife Trust prove that the biodiversity in the woodland and surrounding area has been significantly reduced, and that the woodland continues to be degraded.
- There needs to be additional space protected around the wood as a buffer zone so that the wood can survive and regenerate. This zone should be a minimum of 150 metres to be effective
- The site is not equipped with sufficient infrastructure and services to cope with additional housing
- The National Planning Policy Framework (NPPF) mandates that developments must "minimise impacts and provide net gains for biodiversity."
- Concern regarding noise and light pollution
- It is used extensively as a green space allowing people to get out into nature which is recognised as a major contributor to our mental and physical health
- The new dwellings need to be NetZero
- Support as Portishead has excellent road network with M5 access and a fully funded new railways scheme



- Support and suggest that two new strategic growth areas, Portishead and Pill, need to be added to the current three strategic growth locations and sites should be considered as “most suitable”
- It is an available, suitable and deliverable site, being promoted by Bloor Homes, a housebuilder with an enviable reputation and record for quality and delivery.
- It can provide homes (including affordable homes) in a highly sustainable location, with access to a large range of services and facilities and the future Portishead to Bristol rail line.
- It is a grey belt site and so should be prioritised for development ahead of other Green Belt sites in the district.
- It is outside of any flood risk area, a key strategic priority of the Council.
- It can protect and enhance Weston Bigwood SSSI, its ancient woodland and the Somerset and Mendip Bat SAC. It can deliver biodiversity net gain.
- It can deliver part of the safeguarded Gordano Greenway cycle link between Clevedon and Portishead.
- It can deliver further improvements to nearby bus stops, and improve links to the Gordano Round PROW
- It can deliver an attractive new gateway into Portishead.
- It can deliver substantial areas of green infrastructure, and attractive and accessible public open space.
- It can provide a sense of identity and via visitor information boards connect the significant physical features

HE2067: West of Weston Wood Road

Qu. Do you think this site would be suitable for housing development?

Yes = 5

No = 142

150 comments received summarised below:

- Weston Big Wood should be protected by at least a 300m protection zone from any development to protect its SSSI status.
- The proposed 27 home residential development site is located on a Principle Aquifer and is in close proximity to SPZ2. The Environment Agency’s approach to groundwater protection position statements set out our general approach to protecting groundwater, especially on Principal Aquifers which are strategically important to water supply
- Concern regarding noise and light pollution
- Support as Portishead has excellent road network with M5 access and a fully funded new railways scheme
- All the land around Weston Big Wood is high environmental value Green Belt and should be protected as per Central Government planning policies.
- Weston Big Wood is an ancient woodland dating back to the ice age, a SSSI (Site of Special scientific interest) and contains rare flora and fauna. Being a SSSI affords it protection from development as part of National Planning Policy.
- These protections need to be extended beyond the wood itself as it needs a substantial buffer to survive and regenerate. Wildlife needs a buffer and a wildlife corridor in and out of the wood to survive



- Ecology studies over the last 40 years prove that the biodiversity in the woodland and surrounding area has been significantly reduced, and that the woodland continues to be degraded.
- Weston Big Wood is an integral part of the Gordano Valley nature reserve stretching from the Severn estuary, through Portbury Wharf nature reserve, along the Gordano Valley to the Somerset levels and Mendips, which is of national strategic environmental importance. Degrading it further and eventually destroying it with more development will remove a key part of the Gordano Valley environment and impact negatively on the wildlife, flora and ecology of the whole Gordano Valley.
- The Government's National Planning Policy Framework (NPPF) states that development must “minimise impacts and provide net gains for biodiversity”. The area around Weston Big Wood is an area where bio-diversity net gains could be invested in to reverse the environmental degradation of the last 40 years. This would mean developers of sites elsewhere who are unable to achieve their 10% biodiversity net gain obligation offsetting this by paying to improve the environment around Weston Big Wood.
- The North Somerset Council Green Infrastructure strategy aims to connect woodland fragments of which there are many along the Gordano valley, not further degrade and destroy them.
- Flooding is already a severe problem on the south side of Weston Big Wood along Clevedon Road and Bristol Road. The south side is adjacent to the flood plain and any development around Weston Big Wood will only exacerbate the flooding problem.
- This designated Green Belt land has previously been refused planning consent by the Secretary of State in the late 1980s. Development here will result in irreplaceable wildlife loss / loss of biodiversity (including bat colonies and other rare flora and fauna).
- Access: Access to Portishead from junction 19, M5 is a single lane road in and out and hasn't changed since the 1970s when it was built. A train service, while welcome for those living down near the town centre, is unlikely to be a solution for those living in this location where there are no pavements.
- The site is not equipped with sufficient infrastructure and services to cope with additional housing
- Wildlife: Deer, sparrow hawks, kestrels are seen in the fields. We get badgers and foxes in our garden along with pheasants and all manner of birds. Even hedgehogs visit occasionally. The fields are important wildlife corridor around Weston Big Wood and across the Gordano valley.
- Value of Green Space to residents: Many residents use the fields for exercise and recreation, every day. This has enormous benefits to physical and mental health and overall wellbeing.
- The new dwellings need to be NetZero

HE20133: South of Cedar Way

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 103

111 comments received summarised below:



- Most comments and objections from local residents are regarding the environmental and ecological value of Weston Big Wood SSSI and ancient woodland. Objections also received from Avon Wildlife Trust and Portbury Parish Council on these grounds.
- Multiple suggestions that not only the woodland itself should be protected, but that a substantial buffer zone is needed to protect it (with reference to publications from the Woodland Trust).
- Development in this location would endanger the viability of the SSSI by causing damage to trees, increasing footfall and introducing further noise and light pollution.
- Concern from most respondents that this is a high value Green Belt site.
- References to this being a beautiful site, an asset to the community and of value to local people for recreation and development here would have a detrimental impact on mental health and wellbeing.
- This site is a key part of the wider Gordano Valley nature reserve and development would be contrary to the aims of the North Somerset Green Infrastructure Strategy that seeks to connect woodland fragments, and in conflict with climate emergency pledges.
- Lots of comments that development would have a detrimental impact on biodiversity within the ancient woodlands, affecting many animals. References made to deer, sparrow hawks, kestrels, badgers, foxes and hedgehogs.
- Suggestions that this site would be a good location for developers to buy biodiversity net gain credits, rather than building houses. Concern that any proposals here would be contrary to NPPF advice to 'minimise impacts and provide net gains for biodiversity'.
- Significant concerns regarding flood risk around Weston Big Wood, Clevedon Road and Bristol Road, Lipgate Place and more generally across the Gordano Valley, which would be exacerbated by any development on this site.
- Comment from the Environment Agency that this site is located on a Principle Aquifer that is strategically important to water supply. Reference to groundwater protection position statements that set out their general approach.
- References to surface water and drainage systems that cannot cope with further development.
- Observation that there is aviation fuel line across this land that would need to be re-routed.
- Many observations that regarding a lack of infrastructure in this area. References to the highway network (including the M5, A369 and local roads), doctors surgeries, dentists, secondary and primary school places and public transport. Comments regarding the cumulative impact all of the sites around Portishead would have.
- Comments that traffic issues exist around Highdown School and The Downs at school time each day.
- Query over where the access to this site would be as Weston Wood Road cannot accommodate more vehicular traffic.
- Many references to a dismissed appeal in the 1980s, citing impact on nature as the key issue.
- Concerns that development here would impact upon property prices and have a detrimental impact on views of the valley.
- Request that if development were to go ahead that there should be no permitted development rights and windows should be at a significant distance from existing properties in the area. Further observation that any properties should be net zero, and that public footpaths would need to be retained.



- A few comments of support, and particular comments supporting this site as favourable to Backwell, as Portishead has an excellent road network with access to the M5 and a railway scheme that is fully funded.
- Suggestions that development within or around Portishead should be closer to the train station at either Old Mill Land or between the Portbury Hundred and the M5 as this would have less impact on the highway network in the centre of the town.

HE2068: Land at Tower Farm

Qu. Do you think this site would be suitable for housing development?

Yes = 11

No = 199

212 comments received summarised below:

- Most comments relay concerns regarding impact on Weston Big Wood SSSI, which should have a buffer zone to preserve it. Many objectors refer to the adjoining woodland being of ecological importance and high environmental value. Portishead Town Council, Avon Wildlife Trust and Portbury Parish Council also object on this basis.
- Many respondents feel that development would result in the loss of a popular nature resource that is well used for recreation and good for residents health and well-being.
- Lots of comments point out that allocation of this site would impact on flora and fauna and affect wildlife including bats, badgers, bees, butterflies, deer, ravens, woodpeckers, owls and other bird species.
- Multiple references to this site being a key part of the wider Gordano Valley nature reserve and also close to the Severn Estuary RAMSAR site. Observations that development here would be contrary to the aims of the North Somerset Green Infrastructure Strategy that seeks to connect woodland fragments.
- Further comments that development of this site would be contrary to the NPPF which seeks to 'minimise impacts and provide net gains for biodiversity'. Suggestions that this site should be used for Biodiversity Net Gain rather than residential development.
- Strong objections from Portishead Town Council.
- Lots of concerns regarding access to the site, particularly at school times, as the roads surrounding these fields are narrow and congested.
- Concern that Portishead has no more highway capacity, with references to local roads such as West Hill, Down Road, Avon Way, Valley Road and also comments that M5 Junction 19 operates over capacity already.
- Many feel that this site is not suitable for development due to its Green Belt status.
- Comments that housing development in Portishead in recent years has not brought additional infrastructure and amenities and this problem would be exacerbated by any further growth. References to health centres, dentists, pharmacies, schools, youth provision, employment, retailing and public transport.
- Observation that the site's topography is elevated and prominent, which means that development would present significant harm to the landscape. Other comments also refer to landscape impact.
- Many concerns regarding flooding on Clevedon Road, Bristol Road, Cedar Way and St Mary's Park Road and more generally in the Gordano Valley.



- Observations that the drainage system could not cope with further development and that there have been surface water issues in the past.
- Comment from the Environment Agency that the site is located on a Principle Aquifer which is strategically important to water supply.
- Comments that development of this site would be contrary to climate emergency principles.
- References to agricultural land quality and suggestion that this land should be used to produce food.
- Local residents are concerned about the impacts development would have upon them, such as noise and light pollution, loss of views and the effect on property prices.
- References to previous Secretary of State refusal in the 1980's.
- Some comments of support. These refer to a local need for housing and point out that the site is well related to the existing settlement.
- General support for building in Portishead given new railway provision and existing transport links. Acknowledgment that whilst this site is Green Belt exceptional circumstances could be demonstrated for its release. Some respondents suggest development in Portishead would be more appropriate than other locations such as Backwell. Backwell Parish Council also make representations that sites around higher order settlements such as Portishead should be considered before Green Belt land around Backwell.
- Comments that other locations in Portishead would be better for development, particularly sites that are closer to the main roads, Sheepway, the Portbury Hundred, M5, strategic road network and planned train station. Gordano Civic Society also make this suggestion.
- Request that if development were to go ahead on this site that there should be no permitted development rights and windows should be at a significant distance from existing properties in the area. New dwellings, if permitted, should also meet net zero standards.



Banwell

Other potential locations

HE20195: East of Riverside

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 6

12 comments received summarised below:

- One respondent felt the site would be suitable for housing.
- Concern over surface water flood risk to site and tidal flood risk to northern part of site, development of which would be contrary to NPPF. Also high water table in this area.
- Heritage and Impact: The site is near several listed buildings and would adversely affect their setting, particularly the historic view from Banwell and the Grade I-listed St Andrew's Church towards the Castle. Furthermore, the site is believed to contain several archaeologically significant areas, including the Abbey's medieval fishponds. A 2012 Border Archaeology dig uncovered a well preserved footprint, possibly of a Roman soldier, and wooden posts thought to be part of a trackway leading to the marshland.
- The local road network would face significant challenges in accommodating additional development, as access would be limited to Riverside and Church Street. This would increase traffic within the bypass and into Banwell's conservation area, counteracting the bypass's intended purpose of reducing congestion.
- Concern on scale of development around Banwell and impact on infrastructure.
- Impact on wildlife raised as a concern.
- Lack of public transport means congestion will get worse.
- Impact on village character raised as a concern.
- This development would only increase commuter traffic either entering Banwell in a narrow non bypass road or sending it up West Rolstone Road which has suffered continuous damage, accidents and destruction to the environment, rhynes and road. The infrastructure of Riverside, Church Street and West Rolstone cannot sustain any increase in housing. The aim of the bypass is to take the pressure of traffic out of Banwell and help it flow via the bypass. Far better to look for sites around the bypass with easy access onto to it to encourage commuters to use this new route and not continue to choke up the village.
- More building inside bypass boundary not acceptable.

HE208050: Elmcroft Farm

Qu. Do you think this site would be suitable for housing development?

Yes = 3

No = 11

15 comments received summarised below:



- Comment supporting development of site. Potential to accommodate up to 100 new homes.
- More building inside bypass boundary not acceptable.
- Surface water flood risk affecting site. Flood risk generally.
- Loss of wildlife habitat raised as a concern.
- Drastically alter village boundary and identity
- Lack of local road capacity.
- Impact on village and rural character.
- Need to protect farmland
- Overdevelopment around Banwell and impact on infrastructure raised as a concern.
- Risk of joining Banwell to Wolverhill

HE203014: Land north of Banwell

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 8

9 comments received summarised below:

- Site subject to surface water flooding. Flood risk generally.
- Impact on wildlife
- Lack of local road capacity
- Impact on village identify
- Should prioritise urban infilling before countryside.
- Extent of development surrounding the village unacceptable.
- Need to maintain the proposed strategic gap.

HE2098: South of Knightcott Road

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 6

10 comments received summarised below:

- This site warrants further consideration – moderate quality at best.
- Support for allocation
- Surface water runoff currently drains north towards the Wallymead rhyne which is put under a lot of pressure from the development north of knightcott road.
- Drainage strategy for the site will need careful consideration and might require improvement to existing rhyne network
- This site already has a proposal in planning awaiting a final decision by North Somerset for 27 houses. The Parish Council, have strongly objected to the site's suitability for housing, as it would be contrary to the existing Local Plan, would contrary to decisions made by a Planning Inspector in 2016 and would harm the rural landscape character of the area, compromising Knightcott's identity as a distinct hamlet and adversely harming the setting of the Mendips National Landscape.



- Wildlife impact raised as a concern, with particular reference to bats.
- Lack of road capacity
- Identity of village impacted
- Area of natural outstanding beauty and should not be built on.
- The proposed Strategic Gap between the village and the bypass should be protected.
- Houses are not needed on this site due to thousands being built opposite.
- Poor drainage.
- Village services such as doctors and school already struggling.
- Loss of high grade farmland.

HE201050: Western trade Centre

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 6

9 comments received summarised below:

- Support from developer who states that the site is previously developed land, has immediate deliverability, is well connected, sustainable, and not in the flood zone.
- Surface water runoff currently drains north towards the Wallymead rhyne which is put under a lot of pressure from the development north of Knightcott Road and the exceedance flows from the Banwell Bypass.
- This site has been twice refused for development by North Somerset (2018 and 2021), the latter application being also dismissed at appeal by the Planning Inspectorate in 2022, with the inspector stating the development on the site for only 20 houses “would have a significant harmful impact on the character and appearance of the area” and “would result in a new urban built form of development which would project out into the fields which surround the site, completely at odds with the linear form of the existing hamlet (Knightcott).”
- Strategic Gap Conflict: The site reduces the gap between Banwell village, the Banwell Bypass, and the Wolverhill strategic growth area. This contradicts the Local Plan’s goal of preserving village identity through the designation of a Strategic Gap.
- The proposal for 58 houses in land only 1.6ha in size would see double the density of the adjacent Jubilee Gardens (3.2ha in size and 54 dwellings). This would result in a cramped development which would appear discordant with the existing pattern of development in Banwell, failing to respect the existing character and appearance of the area.
- Impact on wildlife, road capacity, and village identity
- Site should remain a commercial site.



Bleadon

Other potential locations

HE2083: Purn House Farm Industrial Estate

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 14

17 comments received summarised below:

- Concern at imposition of more long term building and numerous road/infrastructure works, including construction disruption, on residents.
- It was felt that increased traffic would significantly impact the small village's ability to function, adding to existing problems and congestion such as on Bleadon Hill
- The two entry/exit roads to the main road into and out of the village and the access road to the site are inadequate for the proposed number of properties and construction lorries. It is a narrow road down to the A370 junction with significant accidents and fatalities.
- Village roads are too narrow, unlit and in many areas without pavements making it hazardous to walk, particularly for children
- Bleadon should not be designated as a large village. It has no schools, just a small farm shop, raising car dependence for accessing health facilities and shops. Schools in area are already overcrowded. The village has insufficient facilities to support a significantly increased population.
- Adding potential developments to the Bleadon/Bleadon Hill side would further burden infrastructure on Winderstoke Road which is already congested
- Land opposite and at Bleadon Road recently had planning permission denied due to infrastructure / environmental concerns.
- Development of this site would be out of keeping with the character of the area.
- Concern regarding impact on valued tranquillity, peaceful and quiet village and open space.
- Site is near the West Mendip Way long distance path and footpaths to Purn Hill. Would detract from the safety and enjoyment of this rural path, much used daily by walkers, rambblers.
- Area is a wildlife haven for many species, including bats, amphibians, etc., shown by the Natural England's data sets. Wildlife would suffer during construction and daily disturbance from people, vehicles, noise, air pollution and trampling.
- Avon Wildlife Trust objects to any proposals for developments at, or near, Purn Hill SSSI.
- Loss of fields and countryside would affect beautiful rural landscape. Some suggested sites are on high ground. Concern regarding impact on AONB, skyline and hilltop views.
- Concern for potential to merge Bleadon village into Weston-super-Mare,
- Area has agricultural value.
- Site is outside current village boundaries.
- Somerset Drainage Board Consortium state that the site is outside the IDB area but will need to provide surface water attenuation.
- Fields are known to flood at the bottom of the site.



- Better to use flat ground for housing than an isolated valley.
- WsM and surrounding area has one of the worst IT signal areas in UK for its size.
- New building would lower house values due to negative impact on infrastructure.
- Site is supported by the landowner as suitable and available for housing development to help meet housing needs.

HE2051: North of Amesbury Drive

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 13

17 comments received summarised below:

- Designation as 'other potential' inconsistent with Spatial Strategy; there are more suitable sites in nearby urban areas.
- Site is not appropriate scale for village and concern was raised that the village would become over developed.
- Landscape impact was raised as a concern and proximity of this site to protected national landscapes.
- Concern over impact on traditional grazing land in corridor between Levels and the Mendip Hills.
- Development of the site would reduced greenfield land in the village, altering its rural character.
- The proposals continue to merge Bleadon village into Weston-super-Mare
- Concern over impact on skyline, hilltop views, and landscape views from public footpaths and highways.
- Development would effectively join up existing buildings affecting character; Site links open designated land north to south and east to west.
- The site is visible from Hellenge Hill looking coastward or from Purn Hill looking towards Crook Peak. Site frames green space surrounding heritage buildings and the nearby church tower.
- Development of the site would impact on walkers, ramblers and hikers using Purn Lane and footpaths to Purn Hill Nature Reserve. Also Celtic Way also used by cyclists
- The land has been traditionally used for hay crop and traditional grazing of cattle and sheep; part of important setting and character at the centre of the village.
- Ecological concerns - impact on wildlife habitat and bio-diversity, including bats' feeding and flight to roost. Site includes undisturbed wildlife thicket to the south-east corner used by foxes and badgers. See Natural England's data sets on their website.
- Avon Wildlife Trust objects to any proposals for developments at, or near, Purn Hill SSSI, a Nature Reserve.
- Location is close to Hellenge Hill nature reserve and SNCI
- Traffic impact: There is no longer any village bus service. Already local traffic queuing / over-crowded road network. Proposal affects safety for walkers and cyclists by increased traffic on the local narrow roads.
- The roads cannot cope; it could take up to 30 minutes to get in or out towards Weston. Trying to get on the M5 at Edithmead is equally impossible.



- The two entry/exit roads from the A38 into and out of the village and the site's access road are inadequate for the proposed number of properties, or heavy lorries.
- Developments will exacerbate worsening traffic problems to Bleadon Hill.
- Categorisation of Bleadon as large village is incorrect - there is no play group or schools locally and the village has a large retired population. This would make site suitable for a retirement village of bungalows.
- Development within Bleadon is contrary to the spatial strategy: no services or jobs locally, no active travel options.
- Lack of facilities necessitates car trips making Bleadon unsustainable.
- Building proposals nearby have all failed in the last 10 years; reasons include wildlife, access, drainage, visual impact and AONB. Why consider more?
- Keep this land rural.
- Fields at bottom of site are known to flood. Increased risk to existing dwellings through significant loss of self-draining land.
- Somerset Drainage Consortium state site is outside of IDB area. No issue with the IDB. Site will need to provide surface water attenuation.
- Support from the promoter: need for smaller, non-Green Belt sites to complement strategic allocations. Site is ideal to help meet homes shortfall, sustainable location, well-related to village, and readily deliverable early in plan period.

HE20357: West of Willow Drive

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 12

14 comments received summarised below:

- Site is not sequentially appropriate – ‘other potential’ is not consistent with Spatial Strategy. More suitable sites exist in nearby urban areas.
- Development would be visually intrusive affecting sense of a rural village, AONB and views from it. It is also near the route of the West Mendip Way.
- Walkers, ramblers and hikers all use Purn Lane and the footpaths to Purn Hill Nature Reserve. A Public Right of Way runs from Coronation Road, across the site to Purn Hill Nature Reserve.
- Interruption of landscape views from public footpaths and highways. Site forms characteristic border to neighbouring South Hill, notably from Hellenge Hill National Landscape.
- Keep the land rural. Development of this site would impact on the view and affect house values.
- Traffic impact. Proposal will pincrease traffic movement on Celtic Way, to avoid congestion on the A road. Celtic Way is steep, winding, narrow, no footpath, and used by pedestrians to connect footpaths including West Mendip Way.
- Access would be difficult resulting in cars exiting to a very narrow busy road without pavements which is poorly lit.
- The two entry/exit roads from the A38 into and out of the village and the site access road are inadequate for the proposed number of properties or construction lorries – the



village is a 7.5 tonne weight limit, so potentially damage to roads from construction traffic.

- Long term traffic would increase and cause further congestion and safety problems on narrow unsuitable roads, already used by farm vehicles. Would affect the AONB and village, and cause pollution too.
- Additional traffic problems to Bleadon Hill, No pavements in areas.
- Roads cannot cope – it could take up to 30 minutes to get in or out to Weston. Trying to get on the M5 at Edithmead is difficult.
- The village is not suitable for more development. There is no continuous footway/pavement to the centre of the village/community facilities or school bus stop. It would be dangerous to pedestrians as road is too narrow to put in a footway.
- Plan is wholly unsustainable. There is very little infrastructure in village; no schools, GP's or large shops and no buses. Children bussed to school. Residents need to drive to services.
- Development within Bleadon is contrary to the spatial strategy: no active travel options and limited facilities e.g. one shop/cafe and a couple of pubs. It is not a sustainable location.
- The school and health facilities in Weston will not support further widespread housing.
- Fields known to flood at the bottom of the site.
- Loss of light to properties, already limited by hill to rear.
- Overlooking/privacy issues raised.
- Potential impact to adjacent mineral rights.
- Site is currently a wildlife site (SNCI) at South Hill, or backs on to a wildlife area, priority habitat, with horseshoe bats etc. See Natural England's data sets on web. Boundary hedges are at least 40 years. Wildlife has been reason for refusal of planning permission previously.
- Close to Hellenge Hill nature reserve.



Churchill/Langford

Other potential locations

HE201093: Off Churchill Green:

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 17

19 comments received summarised below:

- Concern that development would pose significant threat to established character, architectural, character and functionality of the village.
- Concern that existing facilities are already overburdened (GP, schools), no longer have a sports centre or shop, post office/box.
- Development would be incompatible with the recently granted conservation status.
- Large part of site is within a conservation area, with potential for views/ setting of heritage assets to be adversely affected –St Johns Church (Grade 1 listed), Churchill Court (Grade II listed, unregistered historic park and garden).
- Concern that Mendip National Landscape could be adversely impacted and the site is identified as of high landscape sensitivity.
- Natural England say that there is potential to adversely impact Dolebury Warren (a SSSI, NNR, scheduled monument).
- Concern that development could detrimentally impact on dark skies.
- Concern expressed about flood risk with the site prone to flooding and standing water, and further development will increase run off
- Stated that there are poor transport links in the village and more development would lead to increased congestion /pollution.
- Worsening effect on the rural lanes which are already overused.
- Support for site development from CL planning Ltd who state that the site is within walking distance of local facilities and services with established field boundaries and hedges. Development would represent a modest extension of the village. There are no legal covenants, environmental or technical constraints on the site.

HE204000: Land west of Ladymead lane:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 9

9 comments received summarised below:

- Concern that Ladymead lane is already overburdened and cannot take additional traffic, safety concerns for school children.
- Concern that development would pose significant threat to established character, architectural, character and functionality of the village.



- Concern that existing facilities are already overburdened (GP, schools), no longer have a sports centre or shop, post office/box.
- Stated that there are poor transport links in the village and more development would lead to increased congestion /pollution.
- Fundamentally incompatible with the recently granted conservation status.
- Natural England say that there is potential to adversely impact Dolebury Warren (SSSI, NNR, scheduled monument).
- Site development has the potential to detrimentally impact dark skies.

HE20608: West of Ladymead Lane:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 3

3 comments received summarised below:

- Ladymead lane already overburdened and cannot take additional traffic, safety concerns for school children
- Natural England say that there is potential to adversely impact Dolebury Warren (SSSI, NNR, scheduled monument).
- Site development has the potential to detrimentally impact dark skies.

HE20629: Bath Road:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 3

3 comments received summarised below:

- Poses significant threat to established character, architectural, character and functionality of the village
- Worsening effect on the rural lanes which are already overused.
- Concern that existing facilities are already overburdened (GP, schools), no longer have a sports centre or shop, post office/box.
- Stated that there are poor transport links in the village and more development would lead to increased congestion /pollution.
- Fundamentally incompatible with the recently granted conservation status
- Natural England say that there is potential to adversely impact Dolebury Warren (SSSI, NNR, scheduled monument).
- Site development has the potential to detrimentally impact dark skies.

HE20122: Land south of A38:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 3

3 comments received summarised below:



- No local jobs or transport links.
- Concern that Mendip National Landscape could be adversely impacted and the site is identified as of high landscape sensitivity.
- Worsening effect on the rural lanes which are already overused.
- No local amenities. Not enough infrastructure.
- Natural England say that there is potential to adversely impact Dolebury Warren (SSSI, NNR, scheduled monument).
- Site development has the potential to detrimentally impact dark skies.

HE20196: Land to southeast of Langford:

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 1

2 comments received summarised below:

- The site is in keeping with recent developments.
- Natural England say that there is potential to adversely impact Dolebury Warren (SSSI, NNR, scheduled monument).
- Site development has the potential to detrimentally impact dark skies.

HE20590: Land to west of Wyndhurst:

Qu. Do you think this site would be suitable for housing development?

Yes =2

No = 5

7 comments received summarised below:

- Site reference is misleading – it's on Langford Road.
- Geographically ideal location. Relatively little impact on landscape.
- Worsening effect on the rural lanes which are already overused.
- Concern expressed about flood risk with the site prone to flooding and standing water, and further development will increase run off.
- Unclear where exit/entry would be and entry onto A38 is unsuitable.
- Observed that an abundance of wildlife are present on the site.
- Concern that existing facilities are already overburdened (GP, schools), no longer have a sports centre or shop, post office/box.
- Concern expressed about flood risk with the site prone to flooding and standing water, and further development will increase run off.
- Concern that lack of local jobs mean new inhabitants will invariably need to commute to find employment and without the appropriate public transport infrastructure the location is at odds with the climate emergency.
- The University of Bristol state that the site can make a significant contribution to housing numbers in a meaningful way in a sustainable location. The site is suitable, available



and deliverable, representing a clear opportunity for growth. Churchill rightly identified as most sustainable location after strategic locations. The site wholly abuts the new settlement boundary. Flood Zone 1, there are no landscape or visual impact preventing allocation. The majority of site of limited ecological value, nearest designation is Dolebury Warren. Agricultural Land classification Grade 2.

- Lower Langford is a small, protected conservation village.

HE201035: Hilliers Lane:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 10

10 comments received summarised below:

- Concern that development would pose a significant threat to established character, architectural, character and functionality of the village.
- Concern expressed about flood risk with the site prone to flooding and standing water, and further development will increase run off
- Concern that existing facilities are already overburdened (GP, schools), no longer have a sports centre or shop, post office/box.
- Stated that there are poor transport links in the village and more development would lead to increased congestion /pollution.
- Site at the foot of Windmill Hill which is a key landscape feature.
- Worsening effect on the rural lanes which are already overused.
- Site development is fundamentally incompatible with the recently granted conservation status.
- Large part of site is within a conservation area, with potential for views/ setting of heritage assets to be adversely affected –St Johns Church (Grade 1 listed), Churchill Court (Grade II listed, unregistered historic park and garden).
- Concern that Mendip National Landscape could be adversely impacted and the site is identified as of high landscape sensitivity.
- Natural England say that there is potential to adversely impact Dolebury Warren (SSSI, NNR, scheduled monument).
- Site development has the potential to detrimentally impact dark skies.



Congresbury

Other potential locations

HE20502: Land adjacent to B3133:

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 11

13 comments received summarised below:

- Concerns about localized flood risk and need for better drainage.
- Concern over traffic impact, access issues and road safety. – including concerns on A370, B3133, a370, b3133, smallway.
- Worries about the lack of infrastructure in Congresbury.
- Concerns about impact on local wildlife and biodiversity.
- Schools and GP services perceived to be overstretched.
- Some positive views for limited development.
- Concern about the impact on the view of the Mendip National Hills Area of Outstanding Natural Beauty.
- Concern over loss of farmland.
- Concern about countryside impact, specifically around: between Yatton and Congresbury.

HE20177: North of Greenholm Nurseries:

Qu. Do you think this site would be suitable for housing development?

Yes =0

No = 0

2 comments received summarised below:

- Flood risk cited; surface water measures advised.
- Concern about countryside impact, specifically around: between Yatton and Congresbury.

HE20490: Land at Woodhill:

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 1

3 comments received summarised below:

- Concern about flood risk and need for surface water drainage/attenuation.
- Access via A370 and Wood Hill a safety concern.
- Some support for allocation or development of part of the site.
- Concern about countryside impact, specifically around Cadbury hill.

HE2061: Allotments near Woodhill Nurseries:



Qu. Do you think this site would be suitable for housing development?**Yes = 0****No = 2****3 comments received summarised below:**

- Flood risk raised with emphasis on surface water management.
- Traffic access issues across A370, Wood Hill, and Wrington Road.
- Concern around the loss of agricultural land.
- Biodiversity and habitat loss concerns.
- Concern about impact on SSSI in King's/Urchin Wood.

HE201077: Land north of Congresbury:**Qu. Do you think this site would be suitable for housing development?****Yes = 0****No = 5****6 comments received summarised below:**

- Concern about flood risk and need for surface water drainage/attenuation.
- Concern over traffic impact, access issues and road safety. – including concerns on A370, Wrington Road.
- Concern about development on Green Belt or countryside land.
- Concern about countryside impact, specifically around: green belt, open countryside, woodland slopes.
- Concern about the site being in Zone A of the Bat Consultation Zone.

HE202010: Land at Cobthorn Farm:**Qu. Do you think this site would be suitable for housing development?****Yes = 0****No = 3****4 comments received summarised below:**

- Flooding and water runoff from increased tarmac a key issue.
- Concern around loss of agricultural land.
- Concern about loss of wildlife.
- Traffic impacts noted, especially on Wrington Road.

HE20307: Park Farm:**Qu. Do you think this site would be suitable for housing development?****Yes = 2****No = 1****6 comments received summarised below:**

- Flooding concerns tied to surface water management.
- Local road network capacity and access flagged as an issue.
- Concern over pressure on local infrastructure including schools and health services.



- Concern about the impact on the rural setting.
- Some support for the development.

HE203015: Land southeast of Congresbury:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 2

3 comments received summarised below:

- Surface water and flood risks mentioned.
- Road safety on Brinsea Road a key issue.
- Concern over pressure on local infrastructure including schools and health services.

HE20303: East of Brinsea Road – A:

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 2

4 comments received summarised below:

- Flood risk noted, with emphasis on need for surface water solutions.
- Major access concerns along A370, B3133, and Brinsea Road.
- Loss of wildlife habitats raised as an issue.
- Some support for the development of the site.

HE20304: East of Brinsea Road – B:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 2

3 comments received summarised below:

- Flood risk highlighted, with a need for surface water drainage and attenuation.
- Issues raised around harm to local wildlife.
- Some support expressed for partial development of the site.
- Concern about the loss of farmland.

HE20305: East of Brinsea Road – C:

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 1

3 comments received summarised below:

- Drainage and surface water issues identified as flood risks.
- Threats to local wildlife raised.
- Some support for allocation or development of part of the site.



HE202011: Land east of Brinsea Road:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 0

2 comments received summarised below:

- Concern about flood risk and need for surface water drainage/attenuation.
- Some support for the development of the site.



Long Ashton

Other potential locations

HE2043: Weston Road

Qu. Do you think this site would be suitable for housing development?

Yes = 14

No = 24

41 comments received summarised below:

- Support for reusing previously developed or grey belt land, particularly parts with allowed appeals or past rail works.
- Support for small-scale, low-impact housing that blends into the village and uses existing infrastructure efficiently.
- Preference for this site over others due to better road connections and proximity to Bristol's amenities.
- Support linked to the possibility of a new railway station to ease traffic and improve connectivity.
- Belief that the site could offer minimal ecological harm and it fits Long Ashton's linear development pattern.
- Strong concern that development would extend the village too far, erode its rural character, and lead to coalescence with Bristol.
- Fears of urban sprawl, loss of green space, and the village merging with Bristol.
- Repeated concerns over increased traffic, congestion, and insufficient road, school, and GP capacity.
- Calls to protect the Green Belt, with worries about infrastructure strain and overdevelopment.
- Concerns that further housing would double the population without added services or community infrastructure.
- Requests for any development to include a robust green boundary.
- Specific warnings about flood risk on farmland and its role in local flood mitigation.
- Objections to development citing the site's complexity and criticism of the broader consultation process.
- Fear that this and "other potential" sites will transform Long Ashton into a major expansion zone.
- Emphasis on preserving the village's distinct identity, rural setting, and separation from Bristol.

HE2018: Land south of Parsonage Road

Qu. Do you think this site would be suitable for housing development?

Yes =5

No = 48

58 comments received summarised below:



- Some respondents expressed uncertainty about whether the village can handle the scale of growth proposed.
- Some support for housing was offered without further detail.
- A few respondents outlined potential economic, community, and environmental benefits of building near Bristol, citing proximity and sustainability advantages.
- Strong concern that development would erase Long Ashton's rural identity and historic boundaries.
- Repeated objection to merging the village with Bristol through urban sprawl.
- Farmland is viewed as a crucial green corridor and buffer between the village and the city.
- Calls to preserve the scenic and historic landscape near the church and farm.
- Many emphasised the site's role as critical Green Belt, vital for conservation and recreation.
- Fears that building here would obliterate village character and integrate it into the urban fringe.
- Widespread concerns about overloaded roads, limited bus service, school capacity, and stretched healthcare services.
- Calls for major upgrades to infrastructure if development proceeds.
- Specific concern about the site's size and potential to generate gridlock.
- Repeated concerns about flood risk, especially near school routes and footpaths.
- Worries about impacts on local ecosystems, biodiversity, and wildlife habitats (including endangered species).
- The Environment Agency noted potential contamination on-site and called for a sequential approach and investigation before development.
- Objections based on conflicts with the neighbourhood plan and lack of policy alignment.
- Concern that the scheme ignores the area's historic separation from the city and undermines strategic planning intentions.

HE20288: Land south of Parsonage Road

Qu. Do you think this site would be suitable for housing development?

Yes = 6

No = 36

46 comments received summarised below:

- Concerns raised about strong likely local opposition and planning complications.
- Concerns that existing roads, schools, and healthcare are already at capacity and cannot support more development.
- Concerns that housing here would merge Long Ashton with Bristol, erasing its rural character and green buffer.
- Farmland and Green Belt land act as essential barriers against urban sprawl and play a vital role in separating Long Ashton from Bristol and should be protected, not built on.
- Development would harm historic views, remove footpaths, and transform the village into a suburb.
- The site conflicts with the Neighbourhood Plan and risks biodiversity, farmland value, and traffic overload.
- Concerns about flood risks, especially near Ashton Brook and school routes.



- Concerns that traffic would increase significantly, making already congested roads worse and undermining pedestrian safety.
- Further development would strain local identity, infrastructure, and essential services like GPs and schools.
- Continued sprawl would permanently dissolve the village's distinct existence.
- Concerns that the proposal would double the village's population and overwhelm a narrow rural setting.
- The development would force more car use, worsening gridlock and harming local character.
- Concerns about the site's poor access, limited services, and lack of infrastructure west of the railway.
- Concerns about water and sewage capacity being unknown.
- Concerns about biodiversity loss, especially near school routes and wildlife habitats.
- Environment Agency deems much of the site to be in Flood Zone 2, making it unsuitable for development without sequential siting and flood mitigation.
- Some support expressed due to the site's proximity to jobs, transport links, and the A370.
- Support given if development includes new railway connections and avoids access via narrow lanes.
- Support for small-scale development only, particularly if the site has better infrastructure than other options.
- Support provided by a developer submitting a flood risk assessment and indicative layout plan.

HE2021: Land around Yanley Lane, South Long Ashton

Qu. Do you think this site would be suitable for housing development?

Yes = 9

No = 53

65 comments received summarised below:

- Concerns that extra homes would erase the Green Belt gap and turn Long Ashton into a Bristol suburb.
- Yanley Lane already gridlocks daily and local infrastructure cannot support more residents.
- The site should include a community food-growing co-op and biodiverse meadow, contradicting climate and nature pledges.
- Concerns that dwellings would overwhelm GPs, pharmacies, schools, and increase pollution and urban-scale traffic.
- Concerns about severe A370/B3128 queues, suggesting any new traffic flow should bypass the village.
- Concerns that building next to EPIC campus would reduce recreation space.
- Support expressed for the site for housing.
- Concerns that this and other "preferred" sites would merge the village, damage landscape value, and overload services.
- Support noted due to A370 link making the site more accessible than others.
- Concerns that the site is a key wildlife corridor recently enhanced with hedgerows and footpaths.



- Concerns that cumulative schemes, including EPIC, would overwhelm Long Ashton and should be reconsidered.
- Only small-scale infill should be tolerated, not large expansion erasing the Bristol green break.
- Views of listed buildings, vital Green Belt, and facilities would be damaged, with increased road noise.
- Concerns about loss of allotments and walking space adding to existing harms.
- The essential green corridor near EPIC must remain.
- Concerns that this is the last continuous Green Belt strip and that current traffic issues make the scheme unsustainable.
- Support given based on strategic location, transport links, amenities, and economic potential.
- Comment that the scheme is “greedy” and would destroy well-used paths for families, scouts, and walkers.
- Development of the site wouldn’t be in accordance with the Neighbourhood Plan policies, increases flood risk, and exceeds infrastructure limits.
- Comment that the western parcel is vital for biodiversity and contains allotments, while the eastern part is less sensitive post-EPIC.
- Concerns over loss of fertile farmland.
- Cumulative growth would double the village size and jam roads.
- Concerns that Yanley Lane’s width and safety near school crossings with increases in traffic making it dangerous unless changed - a suggestion to close northern Yanley Lane to through traffic if homes proceed.
- Comments that services are already stretched and can’t support more commuters or residents.
- Concerns that the heritage zone, limited parking, and narrow roads cannot support more development.
- Concerns about impact on the bat populations and surface water flooding risks.
- Comment that cuts to buses and road constraints mean the transport network is already full.
- Existing congestion, especially at the Cumberland Basin, makes the scheme unviable.
- Active travel links and a potential rail station must be part of any proposal
- Development would erode rural character and overburden scarce local amenities.
- Comment that the village is not a suburb and any Green Belt loss is unacceptable.
- Support noted for the site’s job proximity, transport access, and possible rail link.
- Concerns that the site’s visibility from rail and the A370 damages landscape character.
- Concerns from a cricket club about ball-strike risks and insurance issues if housing is built too close.
- Concerns about A370 noise, air/light pollution, and poor links to shops and services.
- Concerns that the site lacks proven utility infrastructure and would be better suited to a separate new settlement.
- Environment Agency advised that flood zone expansion requires sequential development, buffers, and water quality safeguards.
- Support from rail station campaigners who argue the housing plus station approach reduces car use and supports growth.
- Support from the landowner’s consultant, who submitted evidence to justify Green Belt release.



- Support noted due to Bristol proximity and strong transport links making it a “sustainable” location.
- Concerns that the overall “other potential” package destroys village character and lacks water/sewer capacity.
- Comment that the prominent landscape, visible from train and road, should remain undeveloped.
- Concerns that light, air, and noise pollution make the site inappropriate for homes.
- Comment that if EPIC proceeds, this land should be reserved for sports or leisure green space, not housing.

HE20139: Land south of Long Ashton

Qu. Do you think this site would be suitable for housing development?

Yes = 15

No = 58

81 comments received summarised below:

- Support expressed due to proximity to Bristol, jobs, park-and-ride, and potential future rail station funding.
- Site considered sustainable by some because of good transport links, especially to the A370.
- University of Bristol (landowner) states the site is deliverable with only limited Green Belt harm.
- Concerns raised that if this site and the South West Bristol allocation are built, Long Ashton will effectively become a town, requiring major new infrastructure.
- Strong objections to the loss of core Green Belt land which maintains Long Ashton’s rural character - widespread fears that development would merge the village with Bristol and erase its identity.
- Many noted the site contains veteran trees, ancient woodland, and is a Local Wildlife Site, making it undevelopable.
- Loss of the LANCE rewilding project, meadows, and 6,150-tree hedge planted in 2023 would undermine local biodiversity efforts.
- Footpaths used by scouts, families, and dog walkers would be destroyed, reducing community wellbeing.
- The site forms a green corridor and offers views to Ashton Court, valued by residents.
- EPIC campus already breached the Green Belt; this proposal would erase the last southern green strip.
- Concerns that fertile farmland would be lost when less sensitive sites like Failand are available.
- Worries that development would overwhelm local GPs, schools, and roads that are already at capacity.
- Traffic from the site would worsen congestion at the A38, B3128, and Cumberland Basin.



- Railway bridges flood frequently and there are no realistic road links without expensive engineering.
- Residents fear a “town-scale” estate would generate urban levels of traffic and pollution.
- Doubts expressed about deliverability due to distance from buses, isolated location, and lack of utilities.
- Concerns that development of the site would contradict the Neighbourhood Plan and the councils climate pledges.
- Objections from Barrow Gurney Parish and residents at Barrow Hospital estate were noted.
- Environment Agency flagged floodplain risks and recommended sequential siting and water quality protections.
- Suggestions made to block rat-running on Yanley Lane if the scheme goes ahead.
- Some respondents would only support development if new schools, health centres, and travel links are provided first.
- Loss of semi-rural setting and scenic farmland seen as irreversible and unjustified.
- Multiple concerns raised that extra homes would overwhelm the existing community and infrastructure.

HE2047: Wildcountry Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 7

No = 32

41 comments received summarised below:

- Concerns about unrestricted sprawl of Bristol with Bradley Stoke and Longwell Green cited as bad examples.
- Will impact wildlife; less room for nature to thrive. Planning and Infrastructure bill is not the answer. Will cause biodiversity loss not net gain.
- Preserve the green space between the railway and the A370 to keep as distinct community from Bristol.
- Will not preserve woodland and meadow for nature.
- HE20110 is more appropriate, ensuring a green 'gap' between Bristol and Long Ashton
- Opposition to this site stating it is separate from the village and difficult to access.
- If allowed, any further development within B3128 and A370 would lead to coalescence of Long Ashton and Bristol.
- Impact on village character, particularly the green setting of Long Ashton.
- Impact on special landscape, beautiful open countryside.
- Protect valuable agricultural land.
- Brownfield opportunities in urban areas are underutilised.
- No evidence that water supply and sewage adequate for 'other potential' sites in Long Ashton.
- Too remote; poor connection to limited local services.
- Loss of amenity and recreation green space, affecting human health.
- Further pressure on local services



- Site has better infrastructure links to A370 than many.
- Will compound impact on Green Belt and wildlife corridor from EPIC development, particularly with HE20110.
- Comment that this is an unsustainable location.
- Previous 2040 proposals rightly excluded site.
- Lots of footpaths to walkers, community groups
- Would not be in accordance with most Neighbourhood Development Plan policies.
- Might flood fairly easily; increase in flash flooding with climate change
- Current infrastructure of village, including doctors, schools, parking for coop, community centre is at capacity – wouldn't cope with further development.
- Concerns regarding impact on the road network. Concerns included Weston Road which is already very busy, speeding and congestion issues, roads are very narrow at some points entering the village, access along Wild Country Lane is hindered by the railway bridge, congestion would lead to longer bus times to Bristol.
- With other sites would double the size of the village
- Detached from facilities and public transport in village.
- Village is part of a conservation area; needs preserving
- Pedestrian safety raised as an issue - Narrow country lanes, Yanley Lane, Wild Country Lane, and Clarken Coombe are rat-runs to avoid congestion, endangering non-car users.
- Daily peak delays accessing the A370 and A38; concerns over emergency vehicle access. Will add to Cumberland Basin congestion.
- Further development in Long Ashton untenable without comprehensive, funded plans for sustainable transport solutions
- Consider whether a new railway station there is possible, serving and funded by allocations nearby. A station car park could be a final Park and Ride destination of the M2 metrolink.
- Area has excellent transport connections, rail links, bus services, a well-structured main road bypass, efficient commuting options.
- The park and ride is sustainable, reduces traffic congestion.
- Close to Bristol with lots of amenities
- Near employment centre and good connectivity with road and funded rail scheme.
- Suitable, not impacting on village too much, not ruining green belt or forested areas.
- Closer to Bristol than Nailsea and Backwell with potentially better public transport and shorter active travel transport routes into Bristol.

HE20276: Land west of Wildcountry Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 5

No = 25

33 comments received summarised below:

- Key area of Green Belt
- Lends Long Ashton its character as a distinct village.
- Impact on woodland and hedges, wildlife habitat.



- Impact on village circular path through this area, and recreation.
- Impact on Long Ashton self-containment, identity from Bristol.
- HE20110 more appropriate, keeping green 'gap' between Bristol and Long Ashton.
- No appropriate access route.
- Exacerbates village traffic problems, pressure on roads and other amenities.
- Road infrastructure in Long Ashton fundamentally inadequate. B3128 (Clevedon Road) and Long Ashton Road (B3130) have peak congestion; bottleneck at Brunel Way.
- Will raise rat-running on rural lanes from congestion.
- Daily delays accessing A370 and A38; concerns over emergency vehicle access in peak congestion.
- Increased pressure on narrow road with parking issues.
- Better to use empty land in Failand.
- Will exacerbate EPIC's impact on wildlife corridor, and green belt, so unsustainable.
- Bristol-Long Ashton buses run slowly from peak congestion.
- Previous plan rightly excluded land south of Long Ashton.
- Lack of schools, GPs for the development
- Alternative brownfield opportunities in urban areas.
- Biodiversity loss rather than net gain.
- Isolated with poor connection to public transport and already strained local facilities.
- Too large, would double existing village
- Sprawl. Long Ashton is a very historic separate site from Bristol, part of a conservation area
- Site susceptible to fluvial flooding.
- Loss of village character.
- Impaired access to public transport may have downgraded such sites from "most suitable". Consider creating a new railway station at Long Ashton, able to fund and serve allocations? Could be final Park and Ride destination of the M2 metrolink.
- Site suitable; excellent transport connections and proximity to Bristol.
- Site has better infrastructure links to the A370 than many.

HE20277: Land south of Weston Road

Qu. Do you think this site would be suitable for housing development?

Yes =12

No = 20

33 comments received summarised below:

- With yellow sites any further development within B3128 and A370 would cause coalescence of Long Ashton and Bristol.
- Negative impact on village character, setting of Long Ashton and special landscape.
- Impact on local nature interest. Planning and Infrastructure bill not the answer
- Loss of amenity and green space for recreation.
- Further pressure on local services
- Aggravates traffic issues within Long Ashton.
- Green Belt, consider elsewhere. Encourages sprawl.



- Removes sense of separation/identity between Long Ashton and Gatcombe Farm (cluster of historic buildings) and from open countryside.
- Part of open green gap between Long Ashton and Bristol, helping address climate change.
- Eyesore to village.
- Affects footpaths used by walkers, community groups.
- Keep beautiful countryside.
- Not in accordance with the Long Ashton Neighbourhood Development Plan.
- Could flood fairly easily, increase flash flooding with climate change.
- Would affect a flooding barrier.
- Current infrastructure of village (roads, village hall, shops, parking, traffic/business, doctors surgery, schools) barely adequate. Local services being cut.
- Weston road is an already very busy, speeding and congestion issues.
- Protect land for food security.
- Close to or part of the unique Gatcombe Roman settlement; preserve the archaeology.
- Impaired access to public transport may have downgraded Long Ashton's "most suitable" sites. Consider a new railway station at Long Ashton, serving and funded by allocations. Could be final Park and Ride destination of the M2 metrolink.
- Long Ashton road infrastructure inadequate for additional housing. Unsafe and overburdened, no clear mitigation strategy. Cumulative impact of proposed housing will exacerbate this.
- Cumberland Basin congested at key times.
- Rat-running on rural lanes from congestion will rise; risk to non car users.
- Use underutilised urban brownfield opportunities.
- Impact on hedgerows, veteran trees, grasslands, habitats; their connectivity.
- More recreational pressure on nearby SSSIs (Leigh Woods and Ashton Court),
- Likely biodiversity loss, not net gain.
- Concern over the cumulative impact of EPIC and orange coloured sites.
- Better to develop HE20110 (Woodspring golf course) as distinct community with greenbelt corridor between it and Long Ashton.
- Too remote
- Could create sprawl along Weston Road
- Precedent set by rejected planning submissions.
- Area has excellent transport connections, rail links, bus services, well-structured main road bypass, efficient commuting options. Park and ride sustainable, reduces traffic congestion. Close to Bristol
- Ideal location near employment centre, good connectivity with road and funded rail scheme.
- Not many detrimental impacts to village in this location, access suitable.
- Housing here could be incorporated into Long Ashton village.
- Better transport links and infrastructure than other potential areas.
- Preferable to allow to relieve pressure on other sites.
- Already destroyed by railway cutting/pre-development work, so suitable.
- Long Ashton is better location than Backwell/Nailsea: potentially better public transport and shorter active travel routes into Bristol.
- More suitable than others in Long Ashton village, smaller scale, better infrastructure, roads, access and travel links.



HE208037: Land north of Short Lane, Long Ashton**Qu. Do you think this site would be suitable for housing development?****Yes = 6****No = 146****157 comments received summarised below:**

- The site is Greenbelt, not grey belt.
- Not feasible for required BNG - protected/irreplaceable species within the mature woodland.
- Removes wildlife corridor connecting s106 ecology strip to woodland above Short Lane and Heath Ridge.
- Wildlife site on policies map.
- Part of National Forest inventory; registered on Priority Habitat inventory.
- On Local Nature Recovery Strategy for woodland habitat.
- Only viable access is Short Lane. No capacity or width for heavy construction vehicles. There is nowhere for site compound or turning point.
- Providence Lane capacity issues, single lane with passing places. Steep for HGV access.
- Little capacity for visibility splays; safe access hard.
- Increased congestion, safety hazards.
- Any access from Broadlands puts unacceptable traffic on Ridgeway Road and Folleigh Lane.
- Highlands Road unsuitable for 97 houses, more traffic. Numerous incidents particularly in icy conditions such as skidding.
- Radius of bend at top of Highlands Road, with gradient, hinders lorries manoeuvring.
- Traffic queues on A370 at peaks.
- Road infrastructure in Long Ashton inadequate for more housing.
- Providence Lane narrow "rat run", regularly jammed; no pavements, dangerous for children, pedestrians, cyclists etc.
- Increased pollution.
- Bus service insufficient
- Complex geology, hard rock near surface, requiring excavation and regrading to develop, reducing viability.
- Risk to houses in Heath Ridge and Short Lane from vibration damage; destabilisation of ground to gardens.
- Retaining public footpath through site, and ecology, makes even 75 houses impossible, reducing scope for affordable housing.
- Protect woodland/scrub to absorb rainwater/run off in peak rainfall. Risk of flood to lower properties, especially with climate change.
- SUDS would require excavating storm/storage tanks, (lacking room for swales, balancing ponds). Time-consuming; expensive.
- Water infiltration (SUDS) likely very slow (geology). Existing surface water drains may be insufficient. A new sewer, especially under roads, disruptive.



- Exacerbates runoff from golf course down Highlands Road, flooding Ridgeway Road etc. Also run off from site through property on Heath Ridge.
- Impact on nature reserve, and recreational area for residents.
- Mature woodland requiring unachievable tree replacements, given 97 houses.
- Golf balls from course could hit back gardens.
- Costly building this high up; potentially dangerous.
- Long Ashton already over populated, insufficient amenities; traffic congestion.
- Area would need dramatic improvements in infrastructure; schools over-subscribed.
- Unsustainable location, not near essential amenities, railway stations, shops, other services. There are more suitable locations.
- Use the many brownfield sites instead
- Site prevents urban sprawl.
- Used as village green.
- Crossed by several footpaths; e.g. across Clarken Combe to Ashton Court.
- Few of these houses will be "affordable"
- Further development within the B3128 and A370 leads to coalescence of Long Ashton and Bristol.
- Consider a much larger development further out, detrimental to much less people.
- Build a development with all-new infrastructure, roads, schools, parks and shops; do not lazily fill in gaps, pressuring what is already there.
- Noise, dust, inconvenience and disruption.
- Encroaches near summit of hills; landscape impact. Wooded skyline is Long Ashton feature.
- Overlooking/amenity issues for residents to south.
- Within "Policy ENV1, Area of Separation" in Long Ashton Neighbourhood Development Plan.
- Prioritise sites around the existing developments within village, plus East and West of the village, with more potential for, and benefits of, larger developments.
- It seems impaired access to public transport may have downgraded some sites at Long Ashton from "most suitable".
- Consider creation of new railway station at HE20139, with car park as final Park and Ride for the M2 metrolink. Could serve and be funded by housing allocations.
- Better to develop HE20110 (Woodspring golf course) as distinct community, preserving greenbelt corridor between it and Long Ashton.

HE203026: Land off Clerken Coombe

Qu. Do you think this site would be suitable for housing development?

Yes =9

No = 26

36 comments received summarised below:

- Likely to lead to merging of Long Ashton with Bristol, and particularly if yellow sites go ahead.
- Aggravates traffic issues in Long Ashton.



- Clarken Coombe used as rat-run to avoid congestion. Partly single track, no footpaths; safety risks to pedestrians, especially children, cyclists, equestrians.
- Without comprehensive, funded plans for sustainable transport solutions further Long Ashton development is untenable.
- Will add dangerous junction to Clarken Combe, on hill, very busy & noisy road. Vehicles easily reach 50mph limit.
- Increased vehicular traffic, incongruous for a green belt/conservation area.
- Previous rejection of road access onto Clark Combe due to safety issues.
- Will affect speed limits resulting in traffic congestion impacting quarry's business.
- Parents dropping off school children would worsen traffic congestion.
- Long Ashton already a rat race for commuters.
- Roads cannot cope with more traffic, site at dangerous junction.
- Green Belt - prioritise other sustainable locations outside it.
- Site overlooks a number of listed buildings, at oldest part of Long Ashton village.
- Prone to flash flooding; more hard-standing would worsen.
- Impact on setting/character, rural identity, integrity, distinct historic nature of village.
- Disregard for heritage of village. Out of keeping.
- Landscape impact, and on visual amenity and rural character of countryside.
- Site is significant visual entry to village.
- Loss of amenity and green space for Bristol and Long Ashton, bad for climate change.
- An open green gap - area of separation between Long Ashton from Bristol.
- Impact on Ashton Park historic parkland and SSSI, and views from it and village of Long Ashton (a Conservation Area).
- Outside village boundary.
- Concern over light pollution.
- Contrary to NPPF, e.g. 'achieving well designed and beautiful places' and Planning Guidance re "encroachment of visually intrusive land uses".
- Previous officer objections to greenhouse by site.
- Farmland
- Input of non-ecological material to agricultural/green belt land.
- Prioritise sustainable locations outside Green Belt'.
- Results in a landlocked site.
- Village services, schools, doctors cannot cope with more pressure. Bus service cut.
- Susceptible to pluvial flooding.
- Use underutilised urban brownfield opportunities.
- Build in areas better served by infrastructure and with lower environmental sensitivity.
- Impact on local nature interest, ecology.
- Ideal location near employment centre, good connectivity with road and funded rail scheme
- Natural place to build houses, good access, flat, unlikely to connect Long Ashton to Bristol, fits with the village feel/structure.
- Has little use, free from flood risk so acceptable to build.
- It seems impaired access to public transport may have downgraded some sites at Long Ashton from "most suitable".
- Consider creation of new railway station at HE20139, with car park as final Park and Ride for the M2 metrolink. Could serve and be funded by housing allocations.



- Long Ashton closer to Bristol than Nailsea and Backwell with potentially better public transport and shorter active travel routes into Bristol.
- Limited 'infill' residential development possible on southern part of site only.
- This area could be incorporated into Long Ashton Village community.



Pill/Easton-in-Gordano

Other potential locations

HE20491 (includes HE202009): Land at Lodway Farm

Qu. Do you think this site would be suitable for housing development?

Yes = 11

No = 13

29 comments received summarised below:

- Insufficient services and infrastructure such as doctor's surgery, dentist, supermarkets, to support the additional population and there is a risk these services could be overwhelmed.
- Concerns over road access to the site and nearby applications have been refused for highways reasons.
- Concern at traffic impact on the main road and M5 junction, and onto A369 at either end.
- Use of the development as a traffic through route.
- Restricted access from congested parking options.
- Could be suitable if access issues onto A369 from St. George's Hill addressed and the 2 plus lane is removed to form a 2-lane road.
- A369 already at capacity
- No more large developments should be allowed in area until roads are redeveloped for the extra traffic and developers should contribute.
- Merit in the local smaller sites, but this one is too large
- Sensitive small scale development of the old farm buildings/footprint could work with remaining land retained as greenbelt/buffer to M5.
- Impact on ecology. Probably most important undesignated wildlife site in area, allowing wildlife migration to and from river. Site is adjacent to SSSI. Extra care needed for biodiversity net gain.
- Port's expansion with car parks squeeze wildlife habitat into smaller and smaller green space
- Would benefit being opened up/made accessible for residents with perhaps allotments and a community orchard with a small development of 20-30 affordable homes of different sizes.
- There are other more suitable sites in towns that are derelict and need regenerating.
- Areas of open space are important for peoples wellbeing.
- Proximity to M5 could have health implications from noise and air pollution.
- Conflicts with our high-sensitivity landscape protection
- Lacks evidence of meeting NSC's "grey belt" criteria
- Pill/Easton-in-Gordano is a service village of comparable status to Backwell.
- Support from landowner and developer.
- Environment Agency state that site was previously Flood Zone 1, but NaFRA2 can increase the flood zone extent along the western side. Must follow a sequential approach.



- Site has the most potential, near M5, away from A369.
- Seems awaiting development, but should only be low density housing not overburdening local roads and services, respecting wildlife.
- Two new strategic growth areas, Portishead and Pill, should be added, due to railway increasing public transport.
- Ideal location near employment centre; good connectivity with road, and funded rail scheme. Low quality land.
- Reasonable site given proximity to Bristol and M5, and transport links, and lack of housing allocations in village.

HE206: Land east of Gordano Services

Qu. Do you think this site would be suitable for housing development?

Yes = 9

No = 12

26 comments received summarised below:

- A369 already dangerously busy with articulated lorries and heavy traffic.
- Increased traffic would reduce air quality
- Issues with traffic onto the St Georges Hill and Marsh Lane, which might require re-routing off the main road to loop through part of the development.
- Increased congestion at the M5 roundabout, particularly Bristol bound.
- Adjacent to the motorway and very noisy.
- Increased traffic at already busy junction with A369.
- St Georges Hill lacks pavement on either side, already dangerous to pedestrians and cyclists.
- No safe routes for cyclists and pedestrians to Portbury along Portbury High Street.
- Will generate more school run traffic.
- Over congested; a blockage for traffic trying to enter or leave Pill/EinG in north.
- There are other sites that would be more acceptable, with easy access onto main roads; eg. land on the A369.
- Current services in the village would not cope.
- Suggested road closure in Marsh Lane would force drivers towards docks and J19 to access village.
- A369 already at capacity; no more large developments till roads are redeveloped to accommodate the extra traffic.
- Could be suitable if access onto the A369 from St. George's Hill addressed and the 2 plus lane is removed to form a 2-lane road.
- Completely unsuitable, impedence of emergency access through the villages, increased RTAs, vehicle emissions.
- Impact on health, safety, wellbeing from use of development as a traffic through route
- Traffic issues: bridge over railway line in Marsh Lane is single file only.
- Proposed entrance/exit on St Georges Hill will be a bottleneck.
- Junction 19 is already at capacity.
- Too far for many to walk to village centre; safe cycle ways would need improving .
- Pressure on parking in the centre of the village .



- Reduces natural beauty of area, and with other local sites would risk serious harm to ecology and natural environment
- Loss of agricultural land and green belt that currently increases life quality
- Decreased visual amenity and green spaces, so wellbeing.
- Potential impact on local house prices
- A good section of the land to North, by M5 should be left as wildlife corridor, with noise exclusion by M5.
- Green Belt, not 'grey belt'.
- Could support a low density development but 200 new homes would cause unacceptable traffic increase, congesting any new junction on St George's Hill.
- Better to build in places that are run down or derelict in towns with services, that can be developed for affordable flats/tower blocks.
- Very few amenities in area i.e. few shops so need car for supermarket
- Pill needs more safely accessible green spaces for nature connections, leisure and recreation, but also more affordable housing.
- Area rich in biodiversity; habitat being squeezed into smaller and smaller pockets of green space by port/carpark.
- Changed from Green to Grey belt without Parish Council agreement.
- Previous planning objections locally due to Green Belt loss, traffic overload, and infrastructure gaps.
- Risks merging with Royal Portbury Dock.
- Concerns regarding overdevelopment eroding village character.
- Would benefit being opened up to be accessible, perhaps a community forest with adventure play ground, mountain bike course and community orchard, with small pocket of 30 - 40 homes, half affordable homes, some larger family homes and smaller retirement homes.
- Concerns it would result in turning a sustainable community to commuter belt for the wealthy.
- Support from landowner as site is immediately adjacent to Service Village; no primary constraints; accessible, sustainable and grey belt. It's also close to employment. The site is available, deliverable and developable.
- Two new strategic growth areas, Portishead and Pill need to be added - "Potential" and "less sustainable" sites at Portishead and Pill would provide up to 5528 homes.
- Site appears suitable if noise and pollution kept within safe levels.
- Together with other Pill/EIG and Portishead sites it should be reclassified as "most sustainable".
 - Illogical that land at Pill/Easton-in-Gordano classed as less sustainable, when at a service village of comparable status to Backwell, to be served by rail.
 - Reasonable given transport links, proximity to Bristol and M5, and current lack of housing allocated to the area.
 - Ideal location near employment centre and good connectivity with road and funded rail scheme.
 - Low quality land.

HE2015: Pill Green

Qu. Do you think this site would be suitable for housing development?



Yes = 9

No = 18

29 comments received summarised below:

- Size of the site is disproportionate to the size of the village.
- There would need to be additional supporting infrastructure like retail, health, recreation and educational facilities.
- There is only one exit from the site onto A369 which is a dangerous road and congested in "rush hour".
- Unsuitable without major highway infrastructure works, including widening A369, alteration of M5 J9 exit for additional vehicle movements as these areas are already at capacity. Without transport mitigation the new development would gridlock A369/Pill Loop and J19, especially in rush hour to Bristol.
- Concerns regarding increased noise and pollution.
- Current drainage and electricity supplies inadequate; would require major upgrades.
- Concern over landscape impact and impact on visual amenity
- Development would encircle village.
- Loss of limited accessible green open space/ green lung which could affect wellbeing.
- Site would be better used as a country park.
- Would destroy open feel and connection with landscape on southern side, unlike development to north and west.
- Includes registered village green at Northwest portion – this should be excluded.
- Site seems disconnected from the settlement.
- Risk of future sprawl along A369 merging to Bristol.
- Loss of wildlife habitat.
- Prioritise brownfield sites/ those nearer significant infrastructure; e.g. in towns, with potential for affordable flats, less impact on climate.
- National Trust advocates ample provision of on-site green infrastructure, and support for active and sustainable travel.
- Immensely high value wide open space for walking, running, drawing, wildlife watching; (Pill Paddock.)
- Suggested re-development of the Rudgey pub as affordable housing or flats.
- 600 dwellings is 30% increase locally. Most Neighbourhood Plan respondents opposed large-scale growth.
- Prominent Green Belt site - lacks evidence of "grey belt" or exceptional justification. Should be kept for agriculture.
- Significant negative impact on Abbots Leigh parish by impact on A369 through village.
- Safeguard local amenity by leaving parts of site undeveloped.
- Support – in combination with HE201097 this site provides 700 houses with readily available road access.
- Proximity to Bristol and M5 so a reasonable site, given transport links, especially as no current allocations in village
- Good transport links (road and new railway line). Low quality land.
- Two new strategic growth areas at Portishead and Pill should be added, could provide up to 5528 homes, with access to rail transport to Bristol.
- Support: existing bus route to Bristol and Portishead, and access to the village centre.



- With funding to reopen Portishead station, land at HE2068 Tower Farm and HE20124 Black Rock at Portishead, and HE2015, HE20491 and HE206 at Pill and Easton-in-Gordano should be reclassified “most sustainable” sites. Pill/Easton-in-Gordano is a service village comparable to Backwell.
- Site is “Grey Belt,” well-connected, close to Bristol, sustainable with the Portishead rail line, deliverable, strategically located, and should be reclassified “most suitable”.

HE201097: Land at Pill Road

Qu. Do you think this site would be suitable for housing development?

Yes = 8

No = 10

24 comments received summarised below:

- There is not sufficient road access or services and facilities like doctors surgery, dentist, supermarkets, community, education and recreation services to support the extra population.
- Any development must provide more services and facilities.
- Concerns regarding existing traffic congestion – already congestion at A369/Martcombe junction and add to M5 J19’s overload. Major infrastructure works, including alteration of M5 J19 exit would be needed.
- Additional housing near schools could increase accidents.
- Concerns over reduced air quality in the area from traffic.
- Concerns regarding increased traffic congestion outside secondary school and at junction with A369.
- Impedance of emergency access through the villages highlighted as a concern.
- Current drainage and electricity supplies inadequate and would require major upgrades.
- Loss of agricultural land a concern.
- Loss of Green Belt and justification that it is “grey belt”.
- Gradual encroachment on the rural landscape
- Decrease in visual amenity and green spaces which will impact on residents wellbeing.
- Impact on wildlife, including Markham Brook corridor.
- Could be extended at north abutting land behind 64 Ham Green, overcoming restricted access there, allowing another 10 to 20 houses.
- Loss of green space a concern.
- Risk of future sprawl along the A369 merging into Bristol.
- Potential years of disruption during building.
- Impact on natural beauty of area
- Potential impact on local house prices.
- Unacceptable landscape/visual impacts.
- Encroachment due to belt of mature woodland to west.
- Build in towns, derelict places, first, with tower blocks.
- Adjacent to the Marcombe brook, ancient woodland. Site should be extended for wildlife and to provide extra trees for carbon capture /offsetting.
- A small scale development may be suitable but not as far as Markham brook wildlife corridor which is sensitive to light pollution.



- Combined with HE2015 this site provides for 700 houses with readily available road access.
- Reasonable site given transport links, proximity to Bristol and M5, given no current allocations in area
- Support from landowner as the site contributes to housing numbers in sustainable location, the site is available and viable, including affordable housing
- Best of Pill's 'most sustainable locations – other potential'
- Would need ample provision of on-site green space /infrastructure, and support for active and sustainable travel.
- Ideal location near employment centre; good connectivity with road and funded rail scheme.
- Two new strategic growth areas, Portishead and Pill, need adding. Pill has excellent active travel link with Bristol.
- Would accept a small sensitive development of 20-30 affordable homes with public access to large area of natural green space. Needs safe walking routes to primary school etc, and large play area.
- Grey belt and has good transport links.
- Would accept if only one-third to one-half was developed, and majority open for Green Belt.
- Maximise affordable housing, priority for existing local people in need.

HE201065: Land at Ham Green

Qu. Do you think this site would be suitable for housing development?

Yes = 11

No = 5

17 comments received summarised below:

- This site used to be public buildings so the site should be developed for the benefit of all.
- Will increase traffic congestion at Ham Green Cricket Ground junction.
- Impact on wildlife at Avon wildlife corridor along Hung Road raised as a concern.
- Possible encroachment on Pill Community Orchard; road and path routes.
- Impact on Pill's overloaded health, education, community and recreational services - any development must address this.
- A369 already at capacity; no more large developments in area until developers pay for improved roads to accommodate the extra traffic.
- Traffic harm raised as a concern with potential increased RTAs, emissions, impedence of emergency access through the village and access congestion.
- Site presents a health, safety and wellbeing risk to potential residents.
- Though best of a "bad bunch" locally it is still up to 40 houses, more disruption for small village roads.
- Better to have flats/ tower blocks in run down areas with infrastructure, like South Bristol. More space-efficient.
- Suggestion that there may be bats on the site and survey is needed.
- Ideal location near employment centre; good connectivity with road and funded rail scheme.



- Ideal grey belt site/low quality green belt.
- Though Green Belt, includes buildings from old hospital, some derelict for a number of years.
- Ideal infill site.
- Brown field, run down site; should be redeveloped for housing, with excellent visual and recreational amenity.
- Community should have a major say in how and who site is developed for.
- Affordable housing should take priority.
- Close to upcoming railway infrastructure.
- Two new areas, Portishead and Pill need adding to the current strategic growth locations.
- A neighbourhood plan has allocated site for housing and care home (Orchard View).
- The final undeveloped part of the former Ham Green Hospital Complex.
- Appropriate scale but green belt loss requires scrutiny.
- Develop but protect mature trees for habitat / carbon capture, landscape value.
- Reasonable site; good transport links, near Bristol and M5; no new housing currently allocated to area.
- Would like to know that current users like temporary housing company and resident/volunteer could be re-homed locally.
- Nursing home use sounds reasonable, preferably with affordable housing.
- Favour a small bakery / sandwich shop or cafe for workers at business park and residents.



Sandford

Other potential locations

HE20252: Land south of Roman Road:

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 2

5 comments received summarised below:

- Support for developing roughly 240 homes on two greenfield sites, citing alignment with local and national policy and sustainability.
- Support for orchard-based development, referencing a successful nearby example as a logical village expansion.
- No direct concerns, emphasis on adequate surface water attenuation.
- Concerns raised over orchard loss, biodiversity impacts, unadopted road access, and flood risk near a retirement village.
- Concerns raised over insufficient infrastructure, traffic congestion, strain on local infrastructure and harm to local landscapes and wildlife.

HE20253: South of Roman Road:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 3

4 comments received summarised below:

- Concerns raised over insufficient infrastructure, strain on existing services, proximity to an AONB, traffic congestion, safety, and negative environmental impacts.
- Concerns raised over adjacency to the settlement boundary, location in a horseshoe bat zone, adverse impact on biodiversity, unadopted road access, and local flood risk.
- Concerns raised over single-track lane access deemed unsuitable for additional housing.
- No concerns from a drainage standpoint, with emphasis on providing adequate surface water attenuation.

HE2034: Land at Mead Lane:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 11

13 comments received summarised below:

- Concerns raised over proximity to a horseshoe bat zone, location outside the existing settlement boundary, restricted road views, and potential drainage impacts on nearby waterways.



- Concerns raised over negating major National Grid investment (burying power lines), harming the local environment and landscape, increasing traffic and infrastructure strain, and ignoring more suitable sites elsewhere.
- Concerns raised about disregarding the rationale behind underground cabling in an AONB, overburdened community services, heavy reliance on private vehicles, and noncompliance with the local plan spatial strategy.
- Concerns raised over unsafe access onto a busy road (including speeding and poor visibility), lack of footways, and out-of-character housing in a rural setting.
- Concerns raised about longstanding settlement boundaries, dangerous road access, and challenging ground conditions (waterlogging in winter, deep cracks in summer).
- Concerns raised regarding overdevelopment, unsustainable pressure on local facilities, traffic chaos on key routes, and the irreversible loss of agricultural land.
- Concerns raised about undermining expensive pylon-removal efforts, building on greenfield land rich in wildlife, and siting homes too far from essential amenities.
- Concerns raised over the site's closeness to underground power infrastructure, limited public transport, poorly maintained footpaths, and increased car dependency.
- Concerns raised about flood risk (including areas classed as Flood Zone 3), adjacency to an AONB, harmful effects on local character and biodiversity, presence of high-voltage lines, the feasibility of brownfield alternatives, and the challenge of building bungalows that match the area's style.
- Concerns raised that further expansion undermines the village's rural character, suggesting brownfield sites in towns as a more suitable alternative for new housing.
- No direct concerns from a drainage perspective, though careful surface water management is advised due to potential flood risks and the need to improve the local rhyne network.

HE201012: Land west of Sandford:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 3

4 comments received summarised below:

- Concerns raised over insufficient and unsafe access onto a busy A368, combined with already overstretched village facilities.
- Concerns raised that further housing constitutes overdevelopment, places unsustainable pressure on existing services, and relies on finite agricultural land.
- Concerns raised about relocating a bus stop, limited footpaths requiring multiple road crossings, and the impracticality of using the Strawberry Line in winter.
- No concerns from a drainage board perspective, with emphasis on providing adequate surface water attenuation.

HE208030: Land east of Sandford:

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 3

4 comments received summarised below:



- Concerns raised over inadequate infrastructure in light of recent housing growth, proximity to an AONB, escalating traffic congestion, safety issues, and detrimental impacts on wildlife.
- Concerns raised regarding restricted access via the new Mead Lane development and the necessity of crossing a nature reserve, with additional considerations around a horseshoe bat zone and nearby pelican crossing.
- Concerns raised about locating development within a proposed strategic gap between villages, ongoing biodiversity sensitivities, and conflicting access arrangements opposite another new site.
- No concerns from a drainage board perspective, subject to provision of adequate surface water attenuation.

HE201022: Land north of Greenhill Road:

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 2

5 comments received summarised below:

- Concerns raised over the lack of supporting infrastructure, adjacency to an AONB, potential traffic congestion, and further strain on community services.
- Concerns raised about the site's location outside the settlement boundary, presence in a horseshoe bat zone, flooding issues on very wet land, and proximity to the parish boundary.
- Support for a modest, feasible development in close walking distance to schools, delivered quickly by a dedicated developer, arguing strategic gaps can be protected through good design.
- Concerns raised regarding surface water flooding risks, recommending no development within flood-prone areas and highlighting the need for a carefully considered drainage strategy.

HE20617: South of Greenhill Road:

Qu. Do you think this site would be suitable for housing development?

Yes =1

No = 2

5 comments received summarised below:

- Concerns raised over insufficient infrastructure, proximity to an AONB, traffic congestion and safety, potential harm to wildlife, and already strained community services.
- Concerns raised about a detached location outside the settlement boundary, inclusion in a proposed strategic gap, adjacency to the AONB, and horseshoe bat habitat considerations.
- No concerns from a drainage board perspective, with emphasis on the need for adequate surface water attenuation.



Winscombe

Other potential locations

HE2077: Hill Road

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 2

6 comments received summarised below:

- Outside the settlement boundaries of both Winscombe and Sandford.
- Forms a gap between Winscombe and Sandford – socially linked communities; support for safe continuous walking route connecting the villages.
- Concerns about traffic impact on Winscombe centre and poor visibility at Sandford crossroads (A368).
- Poor public transport links; limited bus services and no rail access – not suitable as a Category A settlement
- Additional housing will worsen strain on local services and infrastructure – no doctor, dentist, or local shops in Sandford
- Negative impact on natural environment, wildlife, and biodiversity; within Horseshoe Bat Zone C
- Close proximity to a brook with flooding issues
- Adjacent to 24-hour operating depot with HGV movement
- Current use as orchard – potential biodiversity loss
- Support from landowner (Thatchers Holdings Ltd) – considers site a sustainable opportunity for housing delivery in line with NPPF and Council’s long-term strategy

HE20121: Fullers Lane

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 3

3 comments received summarised below:

- Remote from the settlement boundary.
- Located within the heart of the Mendip Hills National Landscape (AONB) – visual and environmental sensitivity.
- Previously refused planning permission due to access issues onto the A38.
- Access road is an unadopted highway.
- Potential to support additional sports fields given proximity to existing sports clubs.
- Within Horseshoe Bat Zone C.
- Poor public transport links – limited bus service, no rail access, village not appropriate for Category A classification.
- Limited local employment opportunities – increased commuting required to larger towns.



Wrington

Other potential locations

HE2033: Land east of Wrington

Qu. Do you think this site would be suitable for housing development?

Yes = 3

No = 103

108 comments received summarised below:

- Many object that the site is in the Green Belt and should not be classed as grey belt.
- Concern expressed that the village does not have the necessary infrastructure to sustain a larger population.
- Many express concerns that the site is an area of wide natural wildlife interest (grass snakes, roe deer, slow worms, owls).
- Concern that site development will exacerbate existing flooding/ waterlogging issues, as it provides natural drainage for rainwater.
- Many express concern that site development would increase traffic and infrastructure overload issues with rural roads unsuitable for additional traffic and regularly flood (Nates Lane, Mill Lane, Havyatt Road and Bream Bridge).
- Concern that site development would lead to loss of valuable farmland with the northern part of the site is Grade 2 Agricultural farmland.
- Objections as there are two public rights of way cross the site with far reaching views to Grade 1 listed church.
- Many objections due to lack of facilities – the GP has closed, there are limited shops and the primary school is already oversubscribed, poor public transport provision with residents reliant on private car use (in opposition to climate emergency).
- Concern that development would ruin unique character of the village and that addressing housing crisis through rural village development is fundamentally wrong.
- Some support for a sensitively developed scheme with mitigations.
- Some concern that development would adversely impact the outstanding natural beauty and views coming into the village and would not conform with local landscape policy.
- The Environment Agency are concerned that the site is located on a principal aquifer, which are strategically important to water supply.
- Livestock comment that this site has been assessed as having no fundamental constraints, outside the conservation area with suitable access options, representing a logical extension to the village.
- Some have object because the site has previously been deemed unsuitable for development.
- Some concern that parking issues in the village will be made worse.

HE203004: Land at Cox's Green

Qu. Do you think this site would be suitable for housing development?

Yes = 2

No = 91

95 comments received summarised below:



- Numerous concerns raised regarding flood risk. Comments that the site is prone to flooding from the Congresbury Yeo, observations that there are surface water issues, and multiple references to Wrington Weir. Other comments refer to flooding causing regular issues at Mill Lane, Half Yard, Silver Street, Nates Lane and Havyatt Road.
- Observations that Wrington's drainage system struggles during heavy rainfall.
- Concerns that flooding poses safety issues, property damage, health hazards, financial costs and resources implications for service providers.
- Comment from the parish council and others regarding the recent development at the adjacent Cox's Green site and how this development had to provide attenuation ponds.
- Response from the Environment Agency that this site has an ordinary watercourse situated to the south and that this watercourse has experienced a reduction in flood zone extents.
- Development would increase light pollution which would affect various bat species
- Development here would affect wildlife such as deer, bats, owls, hares, hedgehogs, swallows, newts, frogs and butterflies and habitats such as important hedgerows.
- Loss of agricultural land
- Multiple comments refer to Increased traffic and safety concerns for pedestrians, cyclists and horseriders due to narrow roads, lack of pavements and increased congestion.
- Impact on local services – reports that Wrington C of E Primary School is oversubscribed, local GP services are under pressure, recreational spaces are not sufficient and there are a lack of shops, amongst others. Some comments suggest that Wrington should be classified lower down in the settlement hierarchy.
- Insufficient jobs and employment opportunities in Wrington
- Development in this area would lead to people being reliant on cars to travel for work and leisure, as there is a lack of public transport. Other responses suggest that given the rural nature of the roads these would not be suitable for more buses.
- Significant new development here would be detrimental to North Somerset's climate emergency declaration
- This level of development would not be in keeping with the overall rural character of the village and its landscape setting.
- Concern that the open green space would be lost, along with views of the Grade 1 Listed church
- Comments that development in Wrington is affected by noise impacts from Bristol Airport
- Many responses suggest that all growth should be directed to higher order settlements, with references to Weston-super-Mare, Portishead, Yatton, Congresbury, Nailsea, Backwell and Long Ashton
- One comment that this is low quality land and could be developed if careful flood mitigation was put in place

HE2017: Land west of Garston's Orchard

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 87

92 comments received summarised below:

- Many comments say that Wrington is not a sustainable location.



- Many objections note the lack of facilities in the village. The GP has closed, there are limited shops and the primary school is already oversubscribed, poor public transport provision with residents reliant on private car use (in opposition to climate emergency).
- Many say that further development would exacerbate flooding and waterlogging issues, including on Nates Lane, Havyatt Road, Beam Bridge, Gartrons Close and Wrington Hill. Recent development said to already increased flooding issues.
- Concerns that development would destroy the rural character of village and the site is partially in Wrington Conservation area.
- Concern expressed that site development would increase traffic and infrastructure overload and the rural roads are unsuitable for additional traffic.
- Vehicle access to the site onto Half Yard would cause more traffic using Beam Bridge (which regularly floods) and/or Station Road, which already suffers from traffic issues.
- Concern about the loss of natural habitat and local wildlife conservation, with land bordering the Congresbury Yeo used for foraging by wildlife, including by Greater Horseshoe bats, deer, hares, swallows, butterflies and owls.
- Some express that the site is the green lung for the village.
- Wrington Parish Council and others have commented that previous applications have been refused due to high flood risk, impacts on Bats SAC and detrimental heritage impact (On the Grade 1 All Saints church).
- Noted that the Wrington Brook which flows through edge of the site contains Brook Landrey, which is a UK Biodiversity Action plan species.
- Views expressed that development here would not address the housing crisis and instead higher density urban developments are needed.
- Access to roads A38/A370 is sage and needs widening to accommodate wider vehicles.
- The Environment Agency state that the flood zone extent associated with the ordinary watercourse running along the SE part of the site has increased following National Flood Risk Assessment 2.
- Some concern that development would adversely impact the outstanding natural beauty of the village, with a severe impact on heritage assets and development would not conform with local landscape policy.
- Concern expressed that roads safety for horse riders, cyclists and walkers will worsen.
- Comments say that as there are few local jobs, residents will need to travel to work leading to a detrimental environmental impact.
- Some comment that development would contribute to noise pollution, especially but not limited to the construction period.
- Livewest comment that the site is a less sustainable option than the land East of Wrington and that it is also discounted on flood risk grounds. They state that the site has no obvious means of access and would adversely affect landscape features.

HE20198: West of Butts Batch

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 92

97 comments received summarised below:



- Multiple objections on the basis that previous planning applications on this site have been refused and these decisions should be respected. Most comments focussed on heritage impacts and lack of infrastructure in Wrington.
- References to a lack of infrastructure in Wrington, with particular mentions of narrow, schools, shops, doctors, dentists, community facilities and employment.
- Significant objections on the basis of traffic and transport issues, referring to congestion, lack of pavements and highway safety concerns, particularly for pedestrians, cyclists and horseriders.
- Specific comments regarding access to the site via Westward Close being unsuitable.
- Concern regarding the potential loss of rural character and comments that the countryside should be protected. References to visual impact, particularly views of the village from the south.
- Concern that the scale of development proposed is too large for a village the size of Wrington.
- Many representations objecting as development of this site would have a serious impact on heritage assets, particularly All Saints Church, a 13th century Grade 1 Listed Building and the nearby conservation area.
- Lots of responses referring to the fact that this area supports important biodiversity and wildlife habitats which would lead to irreversible damage. References to deer, skylarks, hares, owls, hedgehogs, bats, swallows, newts, frogs, deer and butterflies and important hedgerows.
- Serious concerns over flood risk, particularly in times of heavy rainfall and surface water run-off. Further references to the Congresbury Yeo.
- Observation from the Environment Agency that the Congresbury Yeo main river is to the south of the site and and it is partly within flood zone 3, whilst the north of the site is in flood zone 1 and therefore if any development is proposed it should follow a sequential approach.
- Observation from a landowner of an alternative site in Wrington that their land is sequentially preferable to this site in flood risk terms.
- Concerns regarding the local sewage network from Wrington Parish Council and others.
- Observation from the Environment Agency that the Congresbury Yeo main river is to the south of the site and and it is partly within flood zone 3, whilst the north of the site is in flood zone 1 and therefore if any development is proposed it should follow a sequential approach.
- Development of this site would result in a loss of agricultural land, threatening food security.
- Comments that the site is unsuitable due to proximity to Bristol Airport, which causes noise and sleep disturbance issues.
- Objection on the grounds that the site lies within the Odour Consultation Zone of the Wrington Water Recycling Centre, stating that the amenity of future residents would be adversely affected by odour and flies from the WRC.
- Comment that if the site were to be allocated then a cycle route through to Congresbury should be provided



- Some references to the spatial strategy of the plan, suggesting that development should be focussed around towns not rural villages. Comments that Wrington should be reclassified as it doesn't perform as well in sustainability terms as the other Category B villages.

HE208052: The Alburys

Qu. Do you think this site would be suitable for housing development?

Yes = 4

No = 86

92 comments received summarised below:

- Many express concerns about the loss of high-quality (Grade 2) agricultural land, which goes against sustainability principles.
- Many commented that all roads leading into the village are quiet rural lanes which are unsuitable for buses or cycling and walking on safety grounds.
- There are concerns about the increased traffic in the village.
- Concern about poor site accessibility with no footpath into the village.
- Many object due to the potential adverse impact on wildlife, including breeding/feeding of Greater Horseshoe bats, with the site in Special Area of Conservation consultation zone A.
- Many express concerns about the impact on historical and cultural aspects of the village, with the only view to the Grade 1 listed church from the site on arrival into the village.
- Concern is expressed that development would ruin the rural character of the area.
- Many express concern that site development would exacerbate flooding, as development would increase surface water flows with sewerage systems already at capacity. Nates Lane, Havyatt Toad and Beam Bridge regularly impassible during heavy rain.
- There is some concern that as the site on higher ground, new houses may overlook into existing gardens.
- Some objections as the site abuts the village Conservation Area.
- The site slopes south with wide and uninterrupted views within the conservation area and heritage assets.
- Many objections to site development due to lack of existing village facilities – the GP has closed, there are limited shops, and the primary school is already oversubscribed.
- The village has poor public transport provision, with no access to rail services so residents will be reliant on private car use (in opposition to climate emergency).
- Concern that site development would lead to increased noise pollution.
- Many mention that the site is designated a medium sensitivity in landscape sensitivity assessment.
- Concern that development would irreparably damage the visual aesthetics/ unique character of the village.



- View expressed that addressing housing crisis through rural village development is fundamentally wrong.
- One comment that a limited number of houses would have minimal negative impact.
- Livest comment that the site does not have a flood risk constraint but does form part of the sensitive western entrance of the village. It forms a key part of the setting of the Grade II listed Albury's and is therefore sensitive.
- Some object to Wrington being classified as a category B village.



Yatton/Claverham

Other potential locations

HE208000: Stowey Road, Yatton.

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 15

19 comments received summarised below:

- Development here would almost join it to Stowey Road HE20179, thereby making Yatton and Claverham a single village
- Access to the site is narrow and the road already has difficulty coping with the traffic
- The site is subject to surface water flooding and no development should be allowed
- Any development layout should not cut off any existing drainage route
- A 9m easement is required from the rhyne at the northern boundary to the edge of the development and access to it maintained
- Loss of agricultural land
- Loss of biodiversity and particular concern regarding bats
- Limited local shops, services or employment resulting in the need to travel elsewhere
- Limited availability of public transport and lack of safe walking routes
- Limited availability of children's play areas
- It's not clear how these site allocations will meet local community needs
- This site is described as being at Stowey Road, Yatton but is actually off Claverham Road, Claverham
- It's not clear whether the Claverham Neighbourhood Plan has been considered
- 340 houses in a very small village cannot be seen as small-scale development
- As there was a house and outbuildings at site HE208000 (Stowey Road) originally a small development of 5 houses would be manageable
- All 3 proposed sites in Claverham are under the flight path from Bristol Airport and would be deeply impacted by the noise pollution.

HE201072: North of Brockley Way, Claverham.

Qu. Do you think this site would be suitable for housing development?

Yes = 1

No = 19

22 comments received summarised below:

- Existing traffic and pedestrian road safety issues along Brockley Way
- Adverse impact on the existing character of the area
- Adverse impact on existing biodiversity
- Support for development as Yatton/Claverham has been identified as a 'larger more sustainable' area in which development should be prioritised



- Support for the site as it does not fall within a sensitive area (Green Belt, AONB, Flood Risk)
- No issue with the IDB. Site will need to provide surface water attenuation
- Limited availability of public transport and lack of safe walking routes
- This land is not designated for housing in Claverham Neighbourhood Development Plan
- The site is outside of the settlement boundary
- Part of the site is within meters of the Grade II Listed Church of St. Barnabas, which was built in 1879, and development would affect its setting
- Limited local shops, services or employment resulting in the need to travel elsewhere affecting sustainability.
- The land is regularly saturated and often has surface water
- Unacceptable landscape and visual impact as the site is located at the top of a lane and is highly visible from the surrounding landscape including the SSSI.
- All 3 proposed sites in Claverham are under the flight path from Bristol Airport and would be deeply impacted by the noise pollution.
- Adverse impact on existing biodiversity, especially a long-established badger set

HE208035: Meeting House Lane North, Claverham/Cleeve.

Qu. Do you think this site would be suitable for housing development?

Yes = 0

No = 17

18 comments received summarised below:

- No issue with the IDB. Site will need to provide surface water attenuation
- Loss of agricultural land
- Designated as Green Belt land
- Development would encroach on the gap between Claverham and Cleeve
- Meeting House Lane is a dangerous narrow lane unsuitable for any increase in traffic as it is single width with passing places and much used by walkers, cyclists and horse riders
- This land is not designated for housing in Claverham Neighbourhood Development Plan
- Limited local shops, services or employment resulting in the need to travel elsewhere
- Limited availability of public transport and lack of safe walking routes
- The field in question has power lines running through it and several adjacent fields and would result in considerable destruction to move them
- Developing this field would block in and impact upon a protected and long-established badger sett
- This development would worsen the existing drainage issues
- Impact of construction on existing resident's quality of life
- Adverse impact on the existing character of the area
- Unacceptable heritage impact
- Starter houses are needed, preferably flats, to help young people get a foot on the property ladder



- Claverham Road and the lanes around Claverham such as Streamcross and the High Street are narrow and cannot be widened due to existing buildings
- All 3 proposed sites in Claverham are under the flight path from Bristol Airport and would be deeply impacted by the noise pollution



Elsewhere

SITES WITH HARD CONSTRAINTS IDENTIFIED

Responses on each of the following sites that they should not have been ruled out on flood risk grounds:

- HE20179 Stowey Rd Yatton
- HE20488 Land south of Clevedon Road
- HE20603 Land at the stables, north of Goding Lane, Banwell
- HE201026 Box Bush Farm, North End Road, Yatton
- HE203 Land adjacent to Yatton (Rectory Farm north)
- HE208004 Land north west of Yatton
- HE20222 Moor Farm (east of Portishead)
- HE208012 Haywood Village Weston-super-Mare
- HE201021 Land off Bridge Road
- HE2037 Land adjacent to Homefield Industrial Estate, Locking

Comments that the following sites should not have been ruled out for other reasons:

- HE205004 Land east of Celtic Way, Bleadon - Mendip Hills National Landscape
- HE20321 Warren Lane Long Ashton – scheduled monument

Comments that HE20222 Moor Farm Portishead , HE201036 South of Portishead and HE20292 South of Portis Fields should be reconsidered as they are low quality Green Belt and the new railway line will provide opportunities in the area.

Response from Yatton Parish Council regarding the following sites, supporting the conclusion that they are at risk of flooding and therefore not suitable for residential development:

- HE20509 Land between Yatton and the M5
- HE203 The Batch
- HE20531 Wemberham Lane
- HE20179 Stowey Road
- HE205005 Land north of the Bridge Inn
- HE20630 Land at Chestnut Farm
- HE201026 Box Bush Farm
- HE20231 Land south of Yatton Railway Station
- HE2057 East of Frost Hill
- HE208032 East of Smallway

Observation from Yatton Parish Council that site HE2012 Yatton Rugby Club has recently secured planning permission.

General observation that it is possible to construct safe housing in flood risk areas, acknowledging that whilst it is expensive it is possible.



Request for boundary amendments at HE208050 Land at Redhill to reflect site ownership

Comment from Cleeve Parish Council that HE208019 Land adjacent to Cleeve Court is within the buffer zone of the adjacent Goblin Combe woods SSSI.

Submission that HE20176 Land west of Smallway, Congresbury should be extended to include additional land, and that it is not at risk of flooding.

HE20125 Land east of Clevedon, promoted for employment by landowner. One comment of support for this site recorded, along with an objection in respect of flood risk and principle of development in this location.

Comments from Clevedon Town Council as follows:

- HE20208 North of Colehouse Lane – no objections to housing development on this site
- HE20125 East of Clevedon – object to any development on this site
- HE2036 Land to the west of Kenn Road – object to residential development, site should be retained for employment use.

LESS SUSTAINABLE SITES

Comment that HE208023 – Land between Backwell and Flax Bourton is a relatively sustainable location compared to other places and could be suitable for development if it included new facilities and services.

Similarly, comments that development at HE2010107 Land around Failand and HE208009 East of Failand would have the opportunity to provide facilities and benefits for existing Failand residents, making the existing village more sustainable.

Comment that HE203027 Sandy Lane Abbots Leigh could be suitable for small scale development.

Suggestion that more land should be identified around HE201007 off Abbots Leigh Road as this area is well related to good transport links and would have minimal impact on Green Belt.

Similar comments regarding HE201098 Chapel Pill, suggesting that it will be a more sustainable location once the rail service is open, and pointing out that it already benefits from good access to the A369 and M5.

Comments regarding the sites recorded as less sustainable around Tickenham, expressing a view that some could be suitable for a small amount of growth.

Promotion of HE208022 Vee Lane Felton suggesting that the site ought to be reconsidered in the context of grey belt rules.



Representation from landowner of HE203031 Stock Lane Langford asserting that the site should be reconsidered as it is a sustainable location.

Representation from landowner of HE201073 Tyntesfield Springs asserting that the site is sustainable.

HE20620 North of Rhodyate Road (rear of 3 Main Road Cleeve) – submission on behalf of the freeholder that site is sustainable.

HE201045 Land at Currells Lane, Felton – submission from landowners agent

HE201096 Land north of Jubilee Lane – submission on behalf of landowner that site should be considered as a sustainable location for residential development.

Observation from Bristol Airport that some of the sites categorised as less sustainable also fall within existing noise contours. Specifically:

- HE201018 Land between Felton Lane and Parsonage Lane
- HE208053 Barrow Lane, Winford
- HE208022 Town Lane, Winford
- HE201041 Land at Downside Road

Cleeve Parish Council agree that the following sites should continue to be ruled out as less sustainable:

- HE208034 Meeting House Lane
- HE20620 North of Rhodyate Road
- HE2010108 Land at Main Road

Abbots Leigh Parish Council support ruling out the following sites on the grounds they are unsustainable:

- HE201098 Chapel Pill
- HE203025 Land off Martcombe Road
- HE2010110 Land at Leigh Court
- HE203027 Land off Sandy Lane
- HE201007 Land off Abbots Leigh Road

Similarly, Wrington Parish Council would object to any proposed allocations at:

- HE208050 Land at Redhill, as this is not a sustainable location
- HE201081 Land north of New Road, given the lack of infrastructure and proximity to airport
- HE201082 Land east of Lye Cross Farm (and numerous sites south of the A38) as they are isolated and remote from services



One comment of support for HE201081 north of New Road as proposed road improvements in the area could make this a sustainable location.

Promotion of HE208099 – Land south of the A38 as ‘Havyatt Green’ strategic location for up to 2,500 homes and employment.

GENERAL OBSERVATIONS

A couple of suggestions that a new town should be created rather than impacting upon existing communities, particularly Nailsea and Backwell.

One comment that the Wolverhill allocation (carried forward from the last Reg 19 plan) should not spread any further towards Banwell as this would impact upon the existing settlement.

One comment that areas at risk of tidal flooding which are defended should be considered to remove pressure to develop the Green Belt.



5. Next Steps

- 5.1 Following the conclusion of the additional sites consultation and having considered the responses received a report will be presented to the Executive Committee on 18 June seeking approval of a package of additional residential allocations to be included in the Regulation 19 plan to meet the governments housing requirement.
- 5.2 The package of sites will be tested for suitability for inclusion in the plan through the evidence base including a Viability Assessment, Transport Assessment, Sustainability Assessment, Habitats Regulation Assessment, Heritage Impact Assessment, Green Belt Assessment and Infrastructure Delivery work.
- 5.3 During this time engagement will continue with the town and parish councils, local communities, statutory consultees and developers to continue to understand any further concerns of issues that may be raised.
- 5.4 A report will be presented to Executive Committee on 10 September seeking approval of a full Regulation 19 plan containing all allocations, detailed policies and infrastructure requirements for consultation and submission.
- 5.5 It is anticipated that the North Somerset Local Plan 2040 will be submitted to the Secretary of State for examination in December 2025.



Appendix 1: Feedback received at consultation events.

Long Ashton Event – 26 February 2025

Attendance – Approximately 200 people attended between 3pm and 6pm.

Comments (verbal and written):

- Preservation of the Green Belt is essential and should be the priority. It is preferable to build to much higher densities in existing towns and villages than encroach on the Green Belt.
- An acceptance that the south west Bristol site for 4000 dwellings made sense in planning terms being on the edge of Bristol and having potential for transport improvements but concerns over the size and place-making principles. People don't want a suburban sprawl from Bristol but a new community with its own identity and necessary services such as schools, shops, doctors etc.
- Concern that the road network wouldn't cope with the amount of new development.
- Generally more concern regarding sites in/around Long Ashton. These were less favoured for more specific reasons e.g. access issues, rural/separation issues, changing the character of the village.
- A lot of people were upset about the approval of the Epic scheme and there as mistrust in the council as a result of this decision.
- HE2043 is a suitable site for development.
- The consultation should have presented more detailed information for each site to allow the public to make more informed assessments.
- The scale of development proposed is abhorrent. A small village surrounded by Green Belt being increased by thousands of homes with poor road access and limited infrastructure is ridiculous. The Epic site and Woodspring Golf Course are far better sites for housing.
- Significant opposition to site HE20139: Land south of Long Ashton.
- Concern about lack of social infrastructure particularly GPs surgeries/medical centres.
- Concern about capacity on the road network particularly if Bristol Airport expands further.
- Need to focus on brownfield and grey belt before Green Belt.
- Sites HE20276, HE2047, HE20139, HE2021, HE20288 and HE2018 shown as 'other potential' should be shown as 'less sustainable' due to the value of the Green Belt.
- Why are Green belt, land at risk of flooding, lack of infrastructure and impact on the road network not being considered as reasons to not allow development?
- Concern over plans by Bristol City Council to close Merchants Road Bridge and the impact this will have on the road network.
- Concern that a lot of the land in the area is very boggy and floods.
- Concerns that Yanley Lane will not cope with all the potential additional traffic.
- Land in the Green Belt should be used efficiently so less is needed for development e.g. higher densities.
- There should be lots of councils housing/housing association housing included in any new development and this should be a priority.
- Views across to Dundry should not be obscured.



- The Woodspring Golf Course is at risk of flooding so should not be included.
- It would be better to build nearer to Portishead where the new railway line is proposed – more people in Portishead will increase the viability of the train service.
- Any new strategic development should have the appropriate infrastructure to support it.
- The consultation doesn't mention any other developments happening in the area such as Epic, Airport expansion, Longmoor village or Western harbour. The plans need to be more joined up.
- A lot of opposition to site HE208037 due to location, access, topography, loss of trees/vegetation/ecology, will cause flooding.
- The event should have started earlier so people could come whilst their children were in school.

Weston-super-Mare Event – 5 March 2025

Attendance – Approximately 50 people attended between 3pm and 6pm.

Comments (verbal – no written comments received):

- Objections to site HE20497 because of transport issues on Lower Norton Lane / Kewstoke Road, also objections because of surface water flooding.
- HE20497 was also objected to because it would detrimentally impact the 'Pier to Pier Cycleway'
- Objections to the Elborough sites because of the lack of active travel infrastructure and the current road network being unsafe.
- Concern about windfall numbers being too low, support for higher density in current town centre and in new sites.
- Support for allocations in SW Bristol and in Nailsea and Backwell instead of the north of Weston sites.
- Criticism of the council's approach to assessing impact on the Mendip Hills (too strict).
- Strong general opposition to any future housing growth.
- Concerns over flood risk.
- Concerns over loss of agricultural land.
- Concerns over whether previously development land has been fully utilised before allocating green fields.
- Specific landscape concerns about North Worle sites (Lyefield Rd etc)
- Transport concerns from Kewstoke and North Worle about traffic using Norton lane, Collum lane etc.
- Traffic congestion at peak hours around M5 J21 was a concern.
- Some land promoters/landowners attended as well as residents.
- It was felt that windfall numbers not ambitious enough.
- A feeling that Weston has had its fair share of new housing and additional growth should all go at the south west Bristol location which lots of people think that should be even bigger.

Nailsea Event – 7 March 2025

Attendance – Approximately 200 people attended between 3pm and 6pm.



Comments (verbal and written):

- It was felt that much more information and re-assurance is needed in terms of the delivery of necessary infrastructure. Roads are narrow and the volume of traffic is high particularly large trucks. Public transport is inadequate.
- Homes must be affordable to enable young people to get on the property ladder.
- Feeling that the demographic of Nailsea is an older population and its important to build new homes for young people.
- Several comments regarding Nailsea town centre and how it is tired and needs regenerating.
- Significant objection to the site north of Nailsea (HE20136) due to loss of Green Belt and open space, impact on B3130 of additional traffic and on the narrow lanes within the area – Jacklands Bridge and The Causeway are unsuitable for increased volumes of traffic. Concern that the site also floods.
- Concern that the transport assessment wasn't available to view at the event. And that there should have been more transport officers.
- Need to consider impact of new housing development on existing communities.
- Opposition to the two sites identified as 'other potential' to the south west of Nailsea (HE20504) and (HE20611). A number of respondents had videos and pictures to show officers of flooding in that area and congestion on the narrow lanes.
- Feeling that NSC should push back against the governments imposed housing target.
- Concerns about impact of more traffic travelling through Tickenham.
- Calls for a new road from Nailsea to Junction 20 of the M5 to alleviate traffic in and around Tickenham/north Nailsea area.
- Concerns regarding the volume of traffic on Hanham Way and the useability of The Causeway with increased traffic.
- Public transport need improving to reduce the number of cars on the roads.
- Current new builds are not selling – is there a demand for more housing?

Backwell Event – 10 March 2025

Attendance – Approximately 260 people attended between 3pm and 6pm.

Comments (verbal and written):

- Any development in Backwell should be required to improve the accessibility of the train station for disabled users.
- The amount of housing proposed at Backwell is disproportionate to the size of the village. It will significantly alter the character of the village.
- Significant concern about the impact on the road network of more housing development.
- Presentational issue – it is difficult to differentiate between the yellow and brown colours on the maps.
- Further detailed assessment on what infrastructure is required before the sites are decided.
- Objection to the development of the site on Dark Lane (HE203013).
- Exhibition was helpful and informative.



- Objections to the cluster of sites to the south of Backwell due to the road network being inadequate to support further traffic (it is narrow rural lanes), detrimental impact on the landscape and on Church Town Conservation Area.
- Objection to developing in the Green Belt.
- Suggestion that the sites identified around Flax Bourton maybe more suitable particularly in terms of impacts on the road network and Backwell Crossroads.
- Concern about loss of countryside for recreational purposes.
- Concern about impact on wildlife.
- A number of suggestions that a larger strategic site at south west Bristol would be better than significant growth at Backwell as it is a more sustainable location located nearer to employment and has better public transport and connections to Bristol.
- The existing infrastructure does not have the capacity to sustain anymore growth.
- Suggestion that Wraxall would be a more sustainable location than Backwell.
- Some support for the sites identified as 'most suitable'.
- It was felt that a gap should be maintained between Nailsea and Backwell to ensure the separate characters and identities of the two settlements was retained.
- Some support for the strategic transport solution (cross roads relief road) although concern as to how this would be funded.
- There needs to be genuine affordable housing and social rented housing.
- The social infrastructure needs to be provided with the housing e.g. schools, doctors surgeries as well as road before the housing.
- Feeling that just because there is a train station this does not make Backwell as sustainable location. Public transport should be improved across the district.
- Concern on the impact of Backwell Crossroads from the Grove Farm application.
- Concern over loss of grade 1 and 2 agricultural land.
- Concern that the development industry is too powerful and the council has limited ability to prevent development.
- Concern about increased traffic on Church Lane.
- Concerns over flooding – the land on many of the sites is already often saturated.
- Consulting on the sites in isolation without any of the supporting evidence on flooding, transport, infrastructure made it difficult to make informed comments.

