

North Somerset Local Plan 2038: Choices for the Future Questionnaire.

1. Development in our Towns

Feedback from the Challenges consultation in the summer suggests support for using brownfield land and for more housing within our towns. Using brownfield land first has been a priority for the government and in North Somerset's planning policies for many years. Whilst many large brownfield sites have been redeveloped there are still some opportunities within our towns. Making the best use of these sites not only reuses land but can help with regeneration. It helps to ensure development takes place close to existing facilities and services and is often well connected and accessible. However, brownfield sites do tend to be more expensive to develop and they can take longer.

Question 1

We could prioritise the use of previously developed land (brownfield sites) in the towns. We estimate this will only contribute about 1000-2000 houses over the plan period and it is likely to mean denser development within our towns with more, taller, buildings. Do you support an approach which maximises the use of brownfield land in the towns?

You must provide an answer to this question.

- Strongly support
- Support
- Neither support nor object/Don't know
- Object
- Strongly object

Question 1a

If you have said you support or strongly support using as much brownfield land as possible which of the following statements best describes the reasons for your view?

Select up to 3 options.

- We should plan positively for higher density developments and taller buildings.
- Sites will be closer to public transport and probably within walking and cycling distance of facilities and jobs, so there will be less need to use the car.

- New planning rules allow extra storeys to be built which could provide new homes.
- Concentrating development in towns will help to protect the rural areas and Green Belt.
- Good to encourage more life into our town centres.
- Higher density developments make new services and facilities more viable because there will be more people to support them.

Please provide any other comment you wish to make in the box below

Question 1b

If you have said you object or strongly object to using as much brownfield land as possible which of the following statements best describes the reasons for your view?

Select up to 3 options.

- Will cause car parking problems and congestion in the towns.
- Not all brownfield sites are close to facilities and jobs.
- Concentrating development in the towns will reduce the amount of green/open spaces in towns.
- Increasing densities and more apartments will completely change the character of our towns.
- People generally do not want to live in apartments.
- It is more difficult to create communities.

Please provide any other comment you wish to make in the box below

Question 1c

If you have answered that you neither support nor object, or don't know, how you feel about developing on brownfield land would you like to add any further comments?

The local plan should make full use of brownfield and urban sites to provide homes in locations that are close to amenities and public transport

2. Approach to Flood Zones

Flooding is a major concern in North Somerset with about one third of the district currently regarded as being at risk. This is likely to increase further with climate change. Following

feedback from the Challenges consultation, and in light of the climate emergency facing the district, our suggested approach is to develop a spatial strategy that avoids allocating land for new development in flood zones 3 (the areas at highest risk of flooding). We would like to find out more about what you think about that approach and why.

Question 2

We suggest that new housing development should avoid locations which are at risk from flooding (flood zone 3) even where it could be demonstrated that measures can be put in place to address any harm. Do you support this approach?

You must provide an answer to this question.

- Strongly support
- Support
- Neither support nor object/Don't know
- Object
- Strongly object

Question 2a

If you have said you support or strongly support avoiding flood zone 3a which of the following options best describes how you feel about avoiding flood zones?

Select up to 3 options.

- The climate change emergency means that we should be avoiding flood risk areas in principle.
- The risk of flooding will increase over time because of climate change.
- Protecting new development areas from flooding is expensive and reduces the amount we can spend on other facilities.
- Flood risk areas are often important habitats to retain for biodiversity.
- Flood risk areas often form part of the valued landscape setting around settlements.
- We should not be risking lives or future damage to property.

Please provide any other comments you wish to make in the box below

Question 2b

If you have said you object or strongly object to avoiding flood zone 3 which of the following options best describes your reason for this?

Select up to 3 options.

- There are plenty of good examples of new developments being built in flood risk areas.
- The government allows residential development in flood risk areas subject to certain safeguards.
- Flood risk areas in sustainable locations such as close to towns should not be discounted.
- Innovative building designs can provide a solution – it happens in other countries.
- We should consider using flood risk areas before Green Belt.
- The flood risk might be outweighed by other considerations such as supporting regeneration.

Please provide any other comments you wish to make in the box below

Question 2c

If you have answered that you neither support nor object, or don't know, about the approach to flood zones would you like to add any further comments?

As long as appropriate prevention and mitigation measures are in place there should be no reason to exclude flood risk areas for consideration as locations for homes. Developments in WsM have already occurred in conjunction with a sustainable flood management system. Countries such as the Netherlands provide good examples of how to manage flood risk well. Other factors including environmental impacts, proximity to amenities, transport infrastructure are of more importance in choosing housing development locations.

The Alternative Approaches

Before we can suggest particular sites for development we first need to agree what our overall approach to where new homes, jobs and facilities should go. That means looking at all of the restrictions (constraints) we have across North Somerset and examining whether or not there are ways we could provide the numbers of homes and jobs we need in the most sustainable way within these constraints.

This consultation looks at what this overall approach might be. The next stage will be to look more closely at the particular sites which could be used. We are suggesting four different approaches:

- Retain the Green Belt
- Urban Focus
- Transport focussed
- Greater dispersal

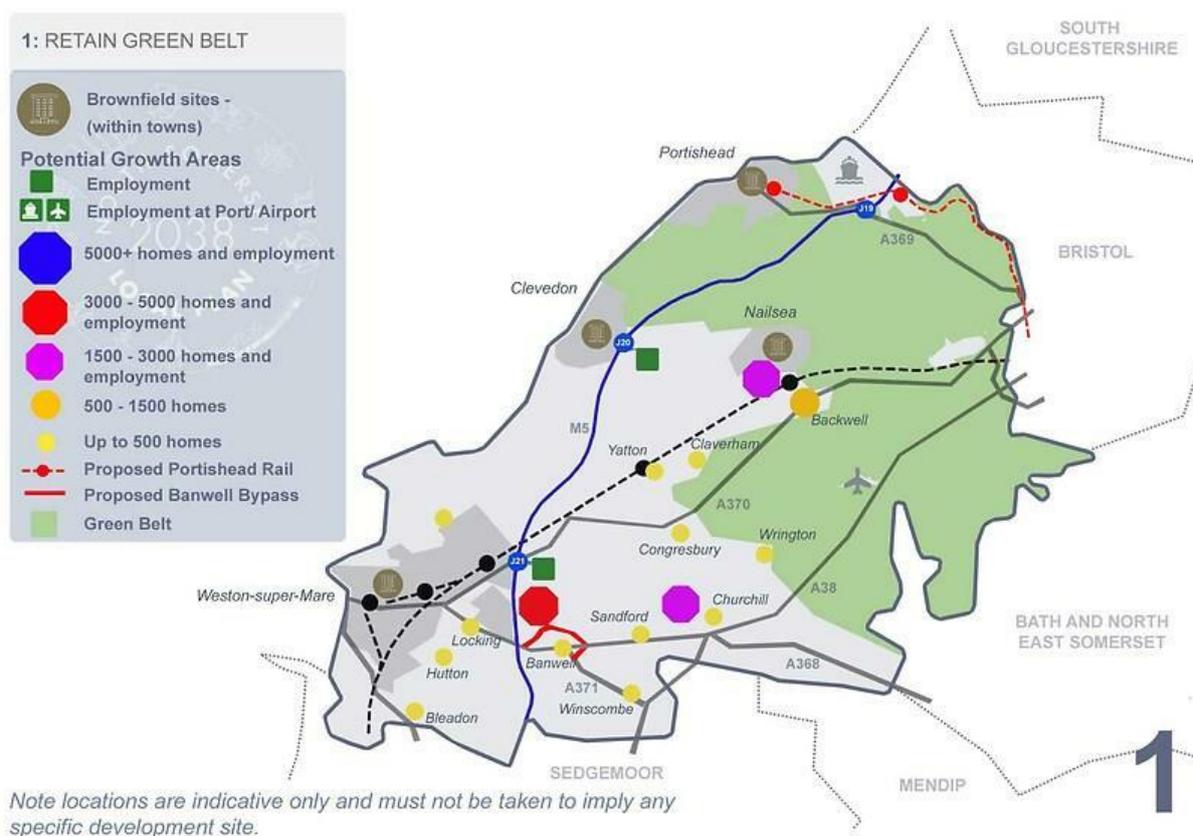
As well as the approach of retaining the Green Belt as it is, we've also suggested three other approaches which involve development in the Green Belt to see if they better meet our objectives of providing sustainable development and addressing climate emergency. However, there may well be other approaches which you can tell us about, or it may be that combining some elements from one or more approach would be better.

Before you look at the four approaches we'd ask you to bear in mind that they:

- are only an indication of the possible location and scale of development which might be required as shown by the different symbols.
- don't show particular sites just general locations
- all are broadly capable of providing the numbers of homes required (an extra 15,500 on top of sites which already have planning permission)
- show the range of numbers of homes possible at a location, but in reality there may be less and spread around a number of locations
- The maps reflect existing constraints and also the development opportunities which are known to us.

Also **all** of the approaches maximise brownfield land opportunities for both homes and employment in the towns

3. Retain Green Belt - About this approach



The Green Belt is a designation which surround all of Bristol and Bath protecting land from most types of new development. In North Somerset it extends from the edge of Bristol and the River Avon as far south as Clevedon, Nailsea, Wroughton and almost to Blagdon. It's definitely not the same as "green field" which just means any area of open fields anywhere in North Somerset.

Government rules are that you can't build in the Green Belt unless all other reasonable alternatives have been explored first. This includes sustainable sites outside the Green Belt, using as much brownfield land as possible, increasing densities and even seeing if neighbourhood local authorities such as Sedgemoor could provide extra land. So, we must test this approach first.

The map shows one approach to doing this.

- Urban extension to the south/south west of Nailsea (1500-3,000 homes with jobs)
- New settlement north of Churchill (1500-3000 homes and jobs)
- A new settlement of 5000+ homes and employment east of the M5 at Weston-super-Mare
- Development west of Backwell of around 500 -1500 homes
- Smaller amounts of homes, up to 500, at a large number of villages in the south and central parts of North Somerset.
- Common to all approaches are new employment opportunities at Clevedon and Weston-super-Mare

By avoiding Green Belt this approach supports the Green Belt purposes of checking the sprawl of Bristol, preventing the merger of villages and towns and preventing encroachment into the countryside. However, in doing so it concentrates new development into the central and southern parts of the district with a mix of urban extensions, new settlements, and more dispersed growth.

You can read the [Choices for the Future](#) consultation document which has all the details on this approach.

Question 3: Retain Green Belt

Which of the following options best describes how you feel about the "Retain Green Belt" approach?

You must provide an answer to this question.

- Strongly support
- Support
- Neither support nor object/Don't know
- Object
- Strongly object

Question 3a

If you have said you support or strongly support the Retain Green Belt approach which of the following statements best describes the reasons for your view?

Select up to 3 options.

- Green Belt stops the sprawl of Bristol, protects the countryside in the north of the district and prevents villages here expanding and merging.
- Green Belt provides opportunities for recreation and access to the countryside for communities in the north of the district and Bristol.
- There are sufficient development opportunities to be found in areas not affected by the Green Belt.
- Green Belt provides long-term protection for communities from planning appeal pressures.
- The Green Belt encourages developers to prioritise brownfield sites.
- Protection of the Green Belt is important to the character of North Somerset.

Please provide any other comments/reasons you wish to make in the box below:

Question 3b

If you have said you object or strongly object to the Retain Green Belt approach which of the following statements best describes the reasons for your view?

Select up to 3 options.

- Green Belt is outdated and needs to be rethought
- Green Belt restrictions push too much development to the central and southern parts of the district which will risk changing and spoiling its character.
- There should be an opportunity to build in the Green Belt if new Green Belt can be added elsewhere.
- Green Belt policy results in more car use, particularly longer commuting times to jobs in Bristol.
- Villages and towns in or surrounded by Green Belt do not have the opportunity for growth which might be needed to support services or provide local housing.
- There is an opportunity to provide new communities with easy access to Bristol's facilities and jobs.

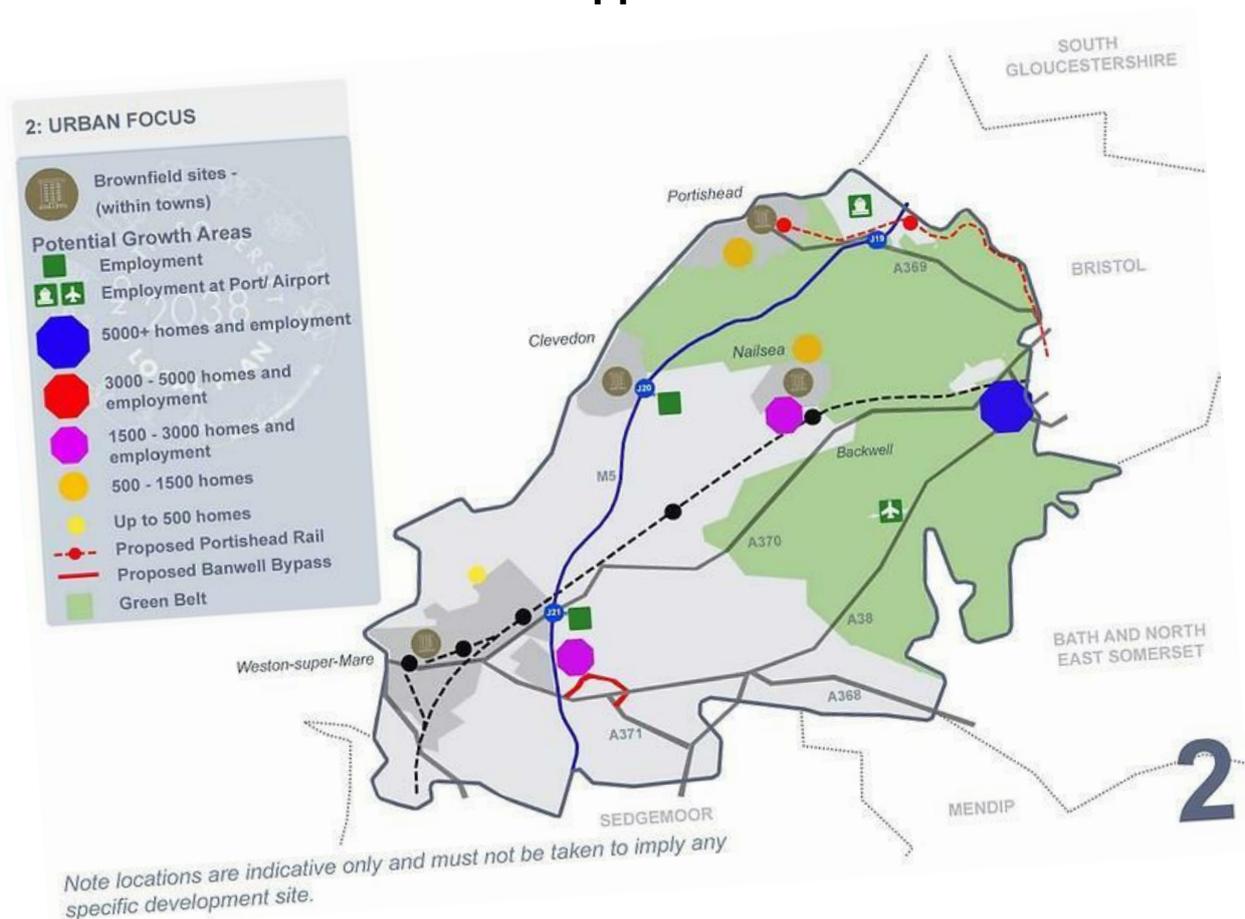
Please provide any other comments/reasons you wish to make in the box below

Question 3c

If you have said you neither support nor object, or don't know, how you feel about this approach would like to add any further comments?

**The Local Plan should be seeking to maximise opportunities in brownfield and urban sites as a priority in order to protect the Green Belt and to severely restrict housing development in small towns and villages with poor amenities and transport options/infrastructure.
Additional homes in Nailsea and Backwell will exacerbate current traffic volume issues in Tickenham and surrounding villages therefore transport infrastructure will need to be put in place to properly connect Nailsea to Bristol and the M5.**

4. Urban Focus - About this approach



This approach seeks to maximise as much growth as possible close to the largest urban centres of Weston-super-Mare, Clevedon, Nailsea, Portishead and Bristol where there are already services and facilities.

- The largest opportunity is generally to the south west of Bristol in the Green Belt which is shown as 5000+ homes and jobs
- The main opportunity for homes and jobs at Weston is on land east of the M5, plus smaller opportunities just for homes.
- There is potential for significant growth at Nailsea for homes and jobs.
- Smaller scale opportunities exist at Portishead and Clevedon
- Common to all approaches are new employment opportunities at Clevedon and Weston-super-Mare, and this approach also includes potential employment at Bristol Airport and Royal Portbury Dock

You can read the [Choices for the Future](#) consultation document which has all the details on this approach.

Question 4: Urban Focus

Which of the following options best describes how you feel about the “Urban Focus” approach?

You must provide an answer to this question.

- Strongly support
- Support
- Neither support nor object/Don't know
- Object
- Strongly object

Question 4a

If you have said that you support or strongly support this approach which of the following statements best describes the reasons for your view?

Select up to 3 options.

- It could support better public transport.
- Concentrating development in a limited number of larger areas makes it easier to deliver essential infrastructure such as renewable energy and schools.
- May need less land overall because development at the towns is likely to be at a higher density.
- Houses would be closer to a range and choice of existing services, facilities and jobs.
- It protects the countryside and villages from development.
- It supports the regeneration of the towns.

Please provide any other comments/reasons you wish to make in the box below

Question 4b

If you have said that you object or strongly object to this approach which of the following statements best describes the reasons for your view?

Select up to 3 options.

- Not everyone wants to live in a town.
- Some areas of the edge of towns are still distant from services, facilities and jobs.
- Will lead to suburban sprawl.
- Doesn't provide a range of different types and sizes of locations for homes.
- Less opportunity for varied design as land may be controlled by a small number of large housebuilders.
- Delivery of large strategic sites is complex and takes time to deliver.

Please provide any other comments/reasons you wish to make in the box below

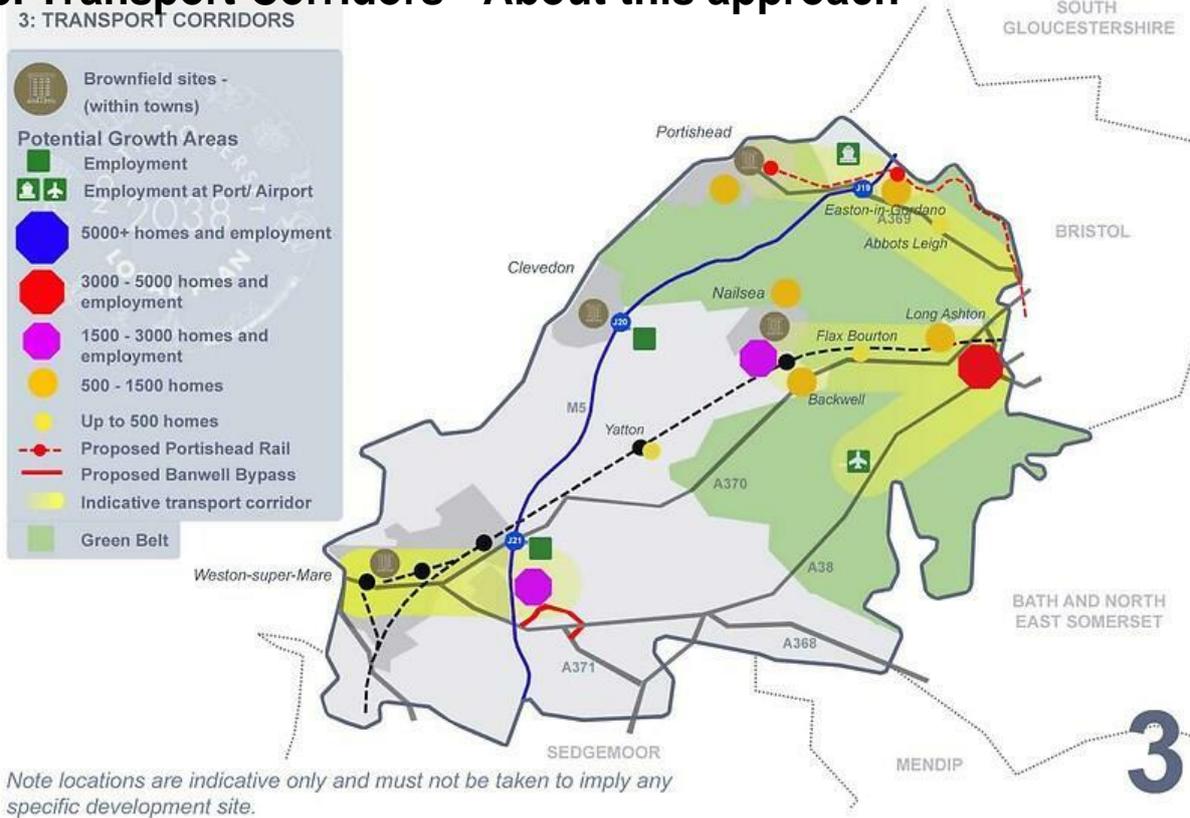
Question 4c

If you have said you neither support nor object, or don't know, how you feel about this approach would you like to add any further comments?

The priority for the Local Plan should be to maximise brownfield and urban sites that are close to amenities and well served with transport infrastructure for future housing development. If there is to be any use of Green Belt land for housing then this must be a last resort and carefully allocated to ensure that any 'sprawl' is strictly confined.

Additional homes in Nailsea and Backwell will exacerbate current traffic volume issues in Tickenham and surrounding villages therefore transport infrastructure will need to be put in place to properly connect Nailsea to Bristol and the M5.

5. Transport Corridors - About this approach



This approach focusses on existing or enhanced public transport corridors where growth locations (for both housing and employment) could be directly linked to transport investment and so maximise opportunities for walking, cycling or public transport.

There is potential for new growth to be linked to the main urban centres of Weston-super-Mare and Bristol through significant transport investment on:-

- The A370/rail corridor connecting housing and employment at South West Bristol and other locations towards Nailsea, and by rail connecting Yatton.
- The A369/rail corridor connecting Bristol, Portishead and Easton

- The A38 corridor to the airport, as part of a Bristol wide study into the potential of Mass Transit in the longer term.
- Improvements to transport corridors at Weston, particularly linking potential development east of M5 (housing and employment) to the town and the rail network.
- Common to all approaches are new employment opportunities at Clevedon and Weston-super-Mare, and this approach also includes potential employment at Bristol Airport and Royal Portbury Dock

You can read the [Choices for the Future](#) consultation document which has all the details on this approach.

Question 5: Transport Corridors

Which of the following options best describes how you feel about the “Transport Corridors” approach?

You must provide an answer to this question.

- Strongly support
- Support
- Neither support nor object/Don't know
- Object
- Strongly object

Question 5a

If you have said that you support or strongly support the Transport Corridors approach which of the following statements best describes the reasons for your view?

Select up to 3 options.

- Will support new public transport, rail and road infrastructure to and from Bristol.
- Will reduce the need to use the car.
- New homes will be closer to Bristol and journey times to a wide range of services, facilities and jobs could be less.
- Will provide a better transport network for existing communities.
- Could link new development east of the M5 at Weston back into the town.
- Could provide a mix of locations for employment and homes on the transport corridors.

Please provide any other comments/reasons you wish to make in the box below

Question 5b

If you have said that you object or strongly object to the Transport Corridors approach which of the following statements best describes the reasons for your view?

Select up to 3 options.

- Could cause ribbon development along the road corridors resulting in sprawl and merger of settlements.
- Could fundamentally change and reduce the Green Belt with multiple releases of Green Belt land at various locations.
- Danger that housing could be built before the supporting transport infrastructure is delivered.
- Better to plan for electric vehicles than public transport.
- Not clear what the new transport infrastructure is and when or if it will be delivered.
- Post-Covid, there will be less use of public transport.

Please provide any other comments/reasons you wish to make in the box below

Question 5c

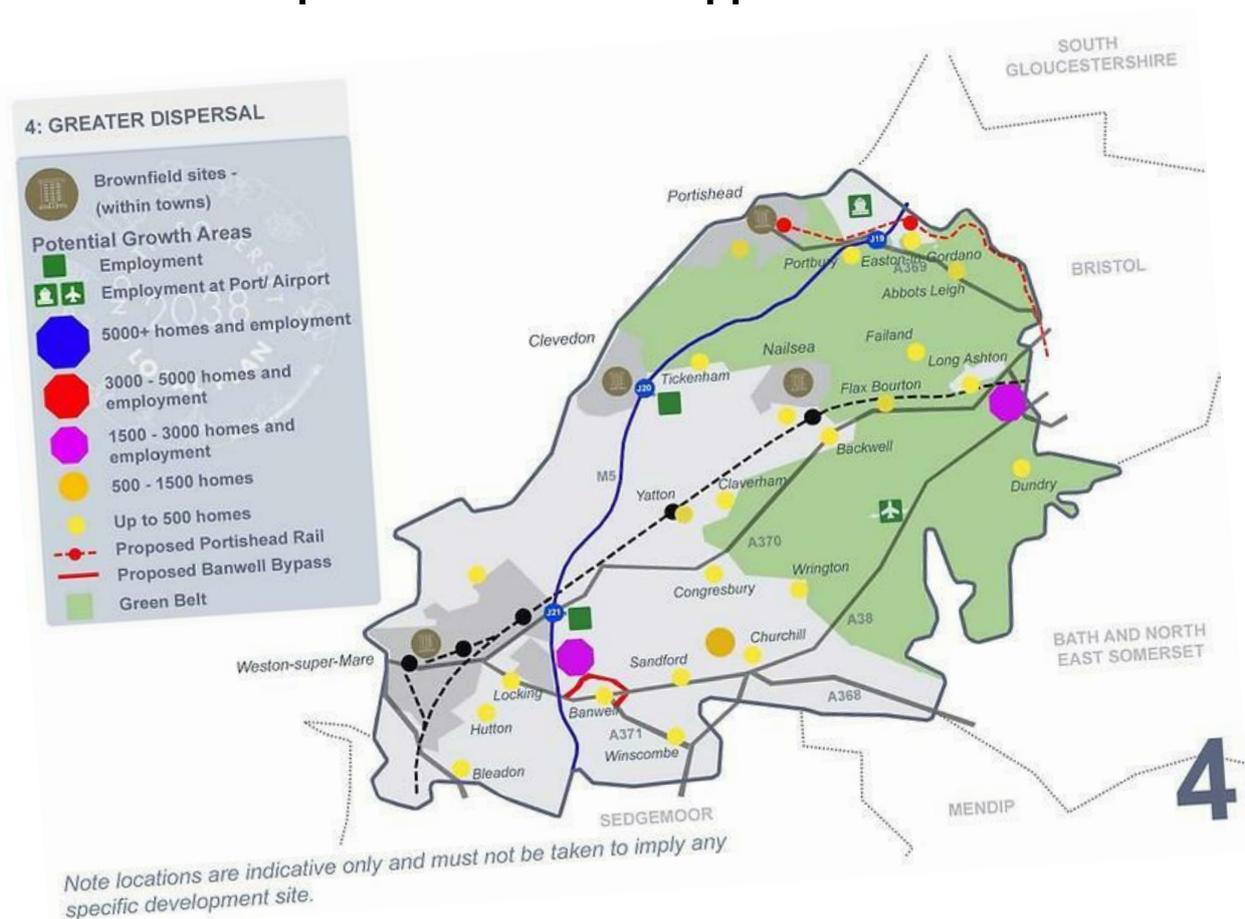
If you have said that you neither support nor object, or don't know, how you feel about this approach would you like to add any further comments?

The priority for the Local Plan should be to maximise brownfield and urban sites that are close to amenities and well served with transport infrastructure for future housing development. If there is to be any use of Green Belt land for housing then this must be a last resort and carefully allocated to ensure that any 'sprawl' is strictly confined.

Locating new housing along transport corridors will only work if the appropriate transport infrastructure is put in place. This includes new fit for purpose link roads to connect Nailsea and Backwell to Bristol and the M5.

Additional homes in Nailsea and Backwell will exacerbate current traffic volume issues in Tickenham and surrounding villages therefore transport infrastructure will need to be put in place to properly connect Nailsea to Bristol and the M5.

6. Greater Dispersal - About this approach



This approach assumes a broad spread of development across North Somerset, maximising growth where there are opportunities to do so. It assumes a much more even spread of the growth across all communities and avoids focussing growth at fewer large strategic sites.

This approach means that many more communities would see new homes built in their areas.

The symbol of the map showing 'up to 500' must not be taken to imply that this would be 500 houses; it could be a smaller number and could be delivered at a range of locations.

Common to all approaches are new employment opportunities at Clevedon and Weston-super-Mare, and this approach also includes potential employment at Bristol Airport and Royal Portbury Dock

You can read the [Choices for the Future](#) consultation document which has all the details on this approach.

Question 6: Greater Dispersal

Which of the following options best describes how you feel about the "Greater Dispersal" approach?

You must provide an answer to this question.

- Strongly support
- Support
- Neither support nor object/Don't know
- Object
- Strongly object

Question 6a

If you have said that you support or strongly support the Greater Dispersal approach which of the following statements best describes the reasons for your view?

Select up to 3 options.

- Housing is spread more fairly around the district.
- Potential to support smaller developers as there will be a greater variety and more small sites.
- Will encourage a variety of design solutions.
- Will provide housing for local people in rural areas.
- Could support struggling rural services such as shops and schools.
- Easier to deliver the homes needed with a large number of different sites and locations.

Please provide any other comments/reasons you wish to make in the box below

Question 6b

If you have said that you object or strongly object to the Greater Dispersal approach which of the following statements best describes the reasons for your view?

Select up to 3 options.

- Will lead to more cars, commuting and congestion.
- Increased population may mean existing local services are stretched.
- Could result in harm to the appearance of the rural areas and countryside.
- Less easy to deliver new infrastructure such as health facilities and new secondary schools as there might not be enough development to support it.
- Further to travel to services, facilities and jobs so walking and cycling would be less attractive.
- Difficult to deliver improvements to public transport when new development is much more spread out.

Please provide any other comments/reasons you wish to make in the box below

Question 6c

If you have said that you neither support nor object, or don't know, how you feel about this approach would you like to add any further comments?

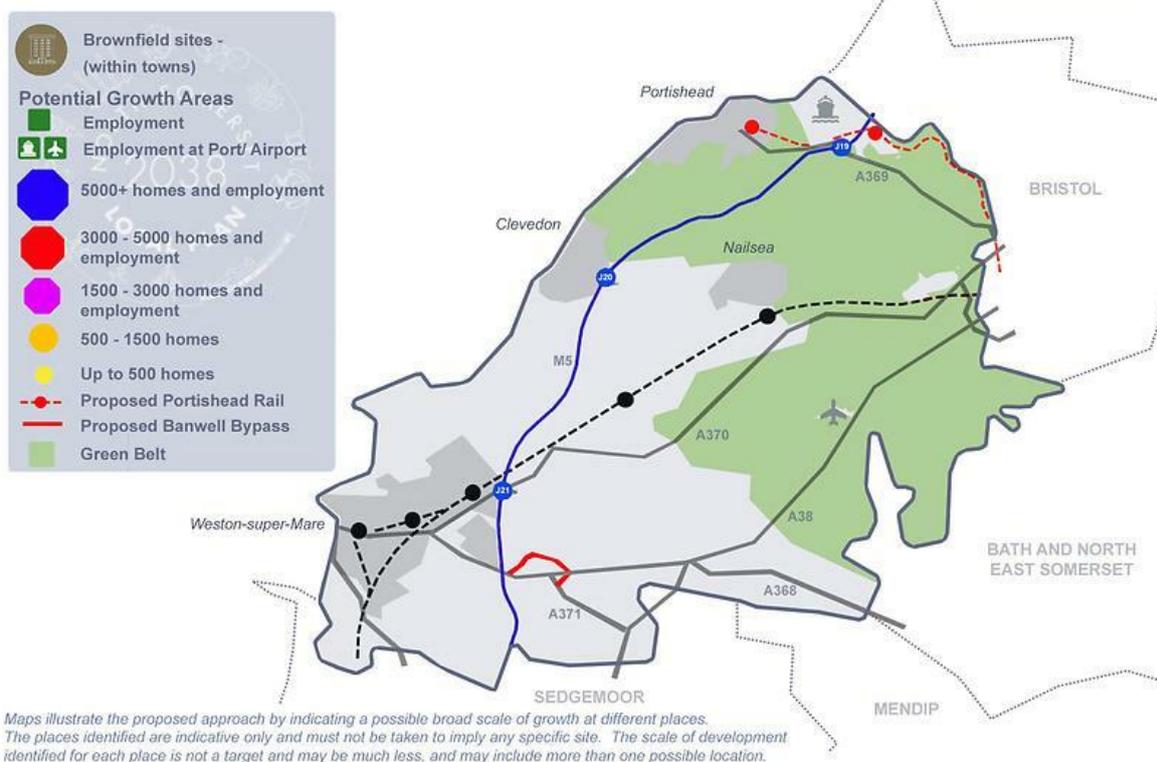
Additional homes spread across the towns and villages without significant transport infrastructure to support across these multiple locations will exacerbate current traffic volume issues in Tickenham and surrounding villages. There is less opportunity for access to shared transport links and amenities across many distinct locations.

As a case in point, Tickenham has no employment, limited public transport, no town/village services and is served by an inadequate road for safe multi-modal use.

The impacts to the Green Belt are numerous and will lead to a general erosion of the Green Belt.

Question 7: Do you have any other suggestions for alternative approaches?

5: OTHER WAYS OF DELIVERING THE GROWTH



We have identified what we believe are the four principal approaches for addressing future growth, but we appreciate that there will be several variations or possibly alternative scenarios.

If you have any thoughts on possible alternatives, we would like to hear from you. Please remember at this stage we are considering the overarching strategy and general locations for where development might take place, not specific sites which should or shouldn't be included.

Don't forget that the mix of locations on the plan needs to broadly add up to 15,500 houses.

You can [download the base map](#) (shown) to draw on and upload below or you can make additional comments in the comments box below. You can upload up to 2 files.

Question 7a

If you would like to describe your suggestion to an alternative approach rather than upload a map please do so in the comments box below as succinctly as possible:

City centres and major towns that are served through public transport, support employment and provide a range of amenities should be the target of future housing growth. Existing brownfield and re-use of commercial sites should be considered for development of appropriate housing that would include higher density and affordable options.

Rural communities and green spaces need to be protected from the sprawl of housing wherever possible._____

8. Further information and site submissions.

If you have any further information you feel is relevant to this consultation you can put it in the comments box below.

This consultation focusses on the strategy, not on individual sites. Anyone wishing to promote a particular site has had the opportunity to let us know about it through the recent Call for Sites process. If there is a new site you would like to tell us about, this can be added and will be considered as plan-making progresses. Please do not resubmit sites or supporting information that you have already sent us.

You can upload up to 2 files.

8a: Further comments

Please add any further comments you may have on the Challenges for the Future consultation in the box below:

And lastly.....

...a few questions about you.

We collect this data to see how survey results differ among different parts of the community (e.g. among younger vs. older people). You are free not to provide responses to these (or any) survey questions. In answering questions in this section you are giving consent to the use of information purely for the purposes of the statistical analysis outlined above, backed by our guarantee to store and process it strictly in line with the General Data Protection Regulation (GDPR).

9a Have you participated in a consultation on the Local Plan before?

- Yes
- No
- Don't know

9b How did you hear about this consultation?

- North Somerset Life
- Facebook
- Twitter
- Instagram
- Word of mouth
- Via town or parish council
- My local councillor
- North Somerset Digital Digest
- North Somerset Stakeholder Update
- Local paper

Other

9c Are you taking part in this consultation as a North Somerset resident or as an organisation?

- North Somerset Resident
- Organisation

9d If you are a North Somerset resident please provide your postcode so we can see if we have had a good spread of responses from across the district.

Answer

9e Which age range do you fall into?

- Under 18
- 18-24
- 25-29

- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80-84
- 85 plus

9f Please tell us which gender you identify with (just write this in):

Answer

9g Do you consider yourself to be disabled?

- Yes
- No

9h Which of these ethnic groups do you consider you belong to?

- White Welsh/English/Scottish/Northern Irish/British
- White Irish
- White Gypsy or Irish Traveller
- Mixed or multiple ethnic groups White and Black Caribbean
- Mixed or multiple ethnic groups White and Black African
- Mixed or multiple ethnic groups White and Asian
- Asian or Asian British Indian
- Asian or Asian British Pakistani
- Asian or Asian British Bangladeshi
- Asian or Asian British Chinese
- Black / African / Caribbean / Black British - African
- Black / African / Caribbean / Black British - Caribbean
- Arab
- Other
- Would prefer not to answer

Please specify other ethnic group: