



North Somerset Local Plan 2038: Issues and Option Part 1

Challenges for the Future

Consultation Statement

October 2020



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second stage of consultation which would then focus on the choices around the strategic approach to new development, anticipated for early autumn.

The Challenges consultation started on 22 July and ran until 2 September. This report sets out how the consultation was undertaken, what level of response was achieved, what the main issues raised were and how feedback from the consultation will inform the forthcoming choices document.

Purpose of the consultation

The purpose of the Challenges consultation was to gather an understanding of what issues a whole range of stakeholders (such as residents, businesses, community groups, town and parish councils, and house builders) felt were important to address through the Local Plan.

The document identified six challenges: the Climate Emergency; Supporting our Economy; Providing homes and creating communities; Creating a Sustainable Future; Protecting important green and blue spaces; and The future role of the Green Belt. It asked whether the right Challenges had been identified and also set out a proposed vision, aims and priorities for people to feedback on.

Feedback from the Challenges consultation will then help shape the priorities and options in the next stage of the consultation which focuses on the location of development.

Who was consulted?

At the Executive on 29th April 2020 the members stressed the importance of a robust consultation process that allowed for contributions from all ages and interests across the district and was open and transparent and arrived at clear objectives.

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, landowners, housebuilders, transport providers, retailers and anyone else who wanted to contribute.

Consulting with these groups was undertaken through a variety of mediums including emailing nearly 5000 people on the planning policy database, press releases, articles in the free press, Facebook videos and posts on social media. These methods are detailed below.

Unfortunately, the Covid-19 pandemic has meant we have been unable to hold face to face consultation for this first stage.

How we consulted.

The consultation on the Local Plan 2036: Challenges Document commenced on 22 July 2020 and ran for 6 weeks until 2 September 2020. During this period numerous 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:

- 5) [Access to Green and Blue Spaces](#) – posted on 19 August 2020. This video outlines the importance of protecting our parks, countryside and waterways for people to enjoy and for ecological purposes. This video got 484 views on YouTube, 6,858 views on Facebook and 983 impressions on Twitter.
- 6) [Green Belt Land](#) – posted on 26 August 2020. This video explained what the Green Belt is, how it affects where development goes, and how its role may need to be examined as part of the new Local Plan. This video reached 484 users on YouTube, 6,858 users on Facebook and had 983 impressions on Twitter.
- 7) [Video by Councillor James Tonkin](#) – posted on 17 August 2020. In this video Cllr Tonkin outlined what the Local Plan was and explained the Challenges set out in the consultation document. He urged people to spread the word about the consultation, engage and get involved. This video was viewed 10,534 times on Facebook, 72 times on YouTube and had 1,075 impressions on Twitter.
- 8) [Question and Answer video](#) – posted on 24 August 2020. This video responded to some of the key themes and questions that were coming out of the consultation. It was e-mailed to everyone on the planning policy database. It got 358 views in total from 278 individuals.
- 9) The last two videos were also [combined](#) and sent to all Town and Parish Councils and District Councillors on 21 August to remind them to respond to the consultation and to publicise the consultation amongst their communities. It has been viewed 198 times by 152 individuals. This was only available on YouTube.

Engagement with Young People

As part of the social media campaign, and to try and engage with young adults aged 30 and under, Councillor Huw James who is also one of the councils Youth Advocates, posted his own video and article on social media along with a [press release](#) asking young people to engage with the consultation. The first video explained how to respond to the consultation online. This reached 2200 people leading to 111 people clicking on the local plan website. This was most viewed by 13-17 years olds, and more by woman than men.

The second post was an article about why it was important to respond to the local plan consultation. This reached 1433 people leading to 54 people clicking on the local plan website and was most viewed by 18-34 year olds.

Level of response.

There were 917 respondents to the consultation with a total of 3464 comments. Of the 917 respondents 669 submitted their representation by e-mail, 1 by post and the remaining 247 respondents responded online.

However, 530 of those email responses were generated by an email campaign focussing on three key areas; congestion at J21 of the M5, the need to 'build up not out' at Weston-super-Mare and to stop any new development at Churchill. This campaign involved clicking on a link to send a standardised e-mail to the consultation on these issues.

2. Main issues raised.

This section summarises the main issues and themes to come out of the consultation. A more detailed summary of the responses is set out in Appendix 1.

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

There were **322** comments received on this question with common themes emerging regarding hopes and fears. The headline summary of these are set out below.

Headline Summary

Hopes: One of the key hopes that respondents had was that any new housing development within the district would be of a much better quality design compared to what has been built recently. People want to see interesting, beautiful, individual, diverse housing developments instead of the standardised housing that tends to be built by volume housebuilders. Respondents felt that using small housebuilders not volume housebuilder would help achieve this.

Another key hope that people had was the more genuinely affordable housing, both in terms of social housing, and smaller houses which will be more affordable to families/downsizers. There was a general feeling that too many 4/5 bed executive homes are being built in North Somerset.

Lots of respondents hoped that brownfield land and empty buildings are utilised before building on greenfield sites and that all homes are environmentally friendly and energy efficient and built to a high quality with good space standards.

Fears: One of the main fears expressed by respondents was that existing infrastructure is overwhelmed by new development, and new infrastructure isn't delivered in tandem with the housing (both social and transport).

Another fear which was expressed was that there would be over development of villages and housing sites would be allocated which are disproportionate to the size of the village.

Other fears were that development will increase congestion on the roads and necessary transport infrastructure won't be delivered to mitigate it, that new development will increase the risk of flooding and that there will be a loss of natural environment (green fields, trees, wildlife etc) to new housing.

How these can be addressed in the Local Plan 2038

A local housing need assessment can be undertaken by parishes who want to establish their affordable housing need, however a study is being undertaken to look at high level housing needs across the district and the rest of the West of England area. We will use this to inform the Local Plan policies and proposals in the coming months.

We will consider how to strengthen the emphasis on good quality design and how it's achieved in the new local plan through the formulation of policies, design codes and master plans. The draft government White Paper "Planning for the Future" puts good design at the forefront of planning and we will need to reflect this national objective. Standardised,

unimaginative housing that does not relate to the local context should not be acceptable in North Somerset and will not be the norm in future.

The next stage of local plan work will be looking more closely at the sustainability of individual villages and whilst adhering to our aims and priorities we will be able to examine the levels of new development which might be appropriate.

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

There were **239** comments received on this question with common themes emerging regarding hopes and fears. These are summarised below:

Headline Summary

A very large and varied range of issues were cited in response to this question - economic issues, community and climate change featured strongly.

The pandemic has resulted in more emphasis on working from home and the implications this has for transport, commuting patterns and local communities.

Many transport issues were raised either due to the need to improve infrastructure in key locations or in a push for more sustainable transport, including cycling and public transport

Technological changes such as faster broad band and electric vehicles also feature in the responses.

Other key issues include:

- energy efficiency
- better flood prevention
- improved flood management
- higher quality housing standards with access to open space
- potentially using redundant offices and town center premises for other uses
- concern about the ageing population and its implications.

How this can be addressed in the Local Plan 2038

The Council is preparing evidence regarding employment growth and needs which will take into account the impact of the pandemic. Economic issues will feature strongly in the new plan including co-locating housing and employment and the changes needed as a result of increased home working including the design of new homes.

Climate change will be recognised as one of the most important priorities in the Plan. Policies and the location of new development will reflect this.

Creating successful communities emerged as a consistent theme, master planning and ensuring funding from development goes to facilitate good community spaces and facilities will feature in emerging policies.

Many of the other issues raised will influence policy formulation and design standards.

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

There were **236** comments received on this question with common themes emerging.

Headline Summary

Although a small number were unconcerned about climate change implications on how we live, the vast majority of respondents considered it was the most important issue we face as communities and planners.

Particular concerns were around the increased impact of flooding including run-off from new developments and the need to both avoid areas of flood risk but also ensure sea defences are improved. It was felt this needed to be addressed at a community as well as district wide level.

Lots of people felt it was important to prevent loss of biodiversity through protecting green spaces, farming practices, biodiversity net gain in developments and full consideration of protected species.

Building design and adaptation was also seen as a key issue in terms of managing and mitigating against climate change in the future and well as reduced commuting and increased opportunities for active travel, although better public transport could be a key factor. Also, better use of resources at a household level as well as within development industry and building practices was considered important.

How this can be addressed in the Local Plan 2038

It has been clear from comments across the consultation that climate emergency is the most important issue facing us in North Somerset. We will make the need to address the climate emergency part of our overarching priority in developing the local plan.

A major concern for many respondents was increased flood risk due to climate change. Our proposed approach is to avoid development in areas of greatest risk (Flood Zone 2, 3a and 3b).

To tackle transport-related emissions, we will plan for development in sustainable locations, especially those close to job opportunities and encourage new infrastructure to support the low carbon economy.

Local plan policies will require an enhancement (net gain) in biodiversity and consider how to protect the Best and Most Versatile Agricultural Land for growing food.

Policies will be developed which emphasis the increasing importance of low carbon building design in all types of development.

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

There were **242** comments received on this question which are summarised below:

Headline Summary

There was consistent support for new homes to adhere to the highest level of design quality and sustainability principles.

New housing growth should be located away from key constraints areas (flood zones, Green Belt, AONB etc), minimise car dependency and provide adequate external amenity space, parking and access to open spaces.

The concern was expressed that there is an urgent need for social/affordable housing, as well as retirement housing. New communities should be well balanced with a mixture of housing types, sizes and tenures, but focus should be put on the provision of smaller sized properties to aid downsizing and encourage young people and new families to stay in the district.

Some considered that the housing requirement figure to be set needs to be based on a data driven approach and requires rethinking to ensure that past under deliveries will be overcome and future needs in housing will be met.

How this can be addressed through the Local Plan

There is a national recognition of the need to raise design standards and this will be reflected in the approach to policies in the new Local Plan. The consultation draft Local Plan which will contain a draft of these more detailed policies will be published for engagement in Autumn 2021.

A design review panel has been set up in North Somerset to assess the design of development proposals and research is underway to identify the reasons why our current strong design policies do not result in higher standards of built development.

The Local Housing Needs Assessment will provide the evidence regarding the type of housing needed across North Somerset and the local desire for smaller start up or downsizing housing is a factor we will take into account in the Local Plan, particularly if this can be evidenced at a local level.

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

There were **187** comments received on this question. There were two main components that respondents felt made a good community – facilities and people. The comments are summarised below:

Headline Summary

A good community is one with:

- A good range of facilities, open spaces which can act a focus for gatherings
- Range of house types to promote community diversity
- Good community cohesion and belonging, “knowing your neighbours” and social responsibility through joint community projects and shared activities
- Good connections within and to other places
- Size and design which promotes inclusiveness
- Secure safe environment
- Inclusive community with a range of different people.

How this can be addressed in the Local Plan 2038

Through sensitive master planning and design of new developments which focus on connections within and from new developments to integrate growth into existing villages and towns. Creating focal points and social opportunities. Investigate opportunities of a project officer to stimulate community cohesion in larger scale developments.

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

There were **207** comments received on this question. These have been grouped into common themes and are summarised below:

Headline Summary

There was strong support for the protection of existing and promotion of new open spaces, footpaths and cycle routes in general. This was particularly within and on the edge of settlements, although there was some mention of proportionality for the level of protection.

The need for better maintenance of rights of way and open spaces in general, the surfaces themselves and signage is a key issue particularly with the recent rise in use. Increased resources for this are key whether from additional developer funding or better funding of local Parish Councils. Other suggestions are for community "ownership" and maintenance of local routes/areas. Although varying views as to whether parking and toilets should be provided vs means of accessing by public transport or other means. Applies to urban paved areas too.

Many respondents felt that multifunctional green spaces and routes within new developments are essential and that any provision of new green public spaces should be easily accessible and integral to the design.

There was a varied response to whether Green Belt and strategic gaps should be retained and an acknowledgment that strict protection of green areas around settlements may lead to higher densities within settlements. Equally many respondents felt that private gardens were really important, particularly in terms of people's recent experience during 'lockdown' and that high-density development e.g. flats wouldn't allow for that.

Greater green interconnectivity between villages and towns and easy direct access to main rights of way from within settlements was felt to be important with some specific locational suggestions. Some respondents felt that areas of tranquility should also be designated and also good quality agricultural land protected.

How this will be carried forward into the Local Plan

We will ensure that green spaces and routes within new development are integral to the design and easily accessible.

The policy for strategic gaps will be revisited as part of the new local plan, including the policies effectiveness and the boundaries of individual strategic gaps.

Design policies for the new local plan will be developed which will incorporate SuDS (Sustainable Drainage Systems) and the environmental and recreational benefit derived from SuDS into new places. Similarly, for open space, green infrastructure, community growing spaces etc.

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

There were **241** comments received on this question.

Headline Summary

Whilst views on changing the Green Belt are often polarised there were significantly more responses in favour of some amendments of the Green Belt than for its retention as it is. This was often in recognition that development closer to Bristol was likely to be more sustainable but also in reaction to previous proposals to build beyond the Green Belt especially in the Churchill/Langford area.

The need for a Green Belt review as part of the new Local Plan was suggested by some. Often respondents qualified their acceptance of development in the Green Belt by suggesting it should be as a last resort or only when all other options had been considered, others suggested that any release should be accompanied by compensatory new Green Belt or environmental measures.

Several respondents advocate a net increase in Green Belt area in North Somerset. Notable examples of suggested adjustments include exclusion of land at The Vale/near Bristol, and land north of Nailsea (if accompanied by compensatory Green Belt in the south) to permit development, and inclusion of land and villages elsewhere, particularly near Churchill for example, as Green Belt.

How this will be carried forward into the Local Plan

The Choices consultation will consider different approaches to development. The National Planning Policy Framework is clear that Green Belt should only be altered in exceptional circumstances. If it is concluded that it's not possible to meet all development needs beyond Green Belt locations, then a decision will need to be made regarding whether some amount should be found in the Green Belt or whether an alternative strategy should be applied. These alternative approaches will be set out in the Choices document and assessed against the sustainability objectives and our priorities.

There was some support especially from the development industry and people living beyond the Green Belt for a Green Belt review. The Choices consultation has included approaches which include development in the Green Belt. If it is concluded that one or more of these approaches should be pursued then a detailed assessment of what land should be released from the Green Belt will take place. Where locations impact the adjoining authority this would be in conjunction with Bristol City Council.

Question 10: The previous sections set out the six challenges that we feel the Local Plan should address. Are there any other challenges you feel we need to address through the Local Plan?

There were **154** comments received on this question.

Headline Summary

There is a general feeling amongst respondents, including residents, parishes and the development industry, that the right challenges have been identified. A few members of the public felt that the challenges we have identified were admirable but could do with being sharpened up, and the main criticism from the development industry was that this section of the document could have been worded more positively by looking at the issues we have identified as opportunities, rather than challenges.

Many people felt that the Climate Emergency challenge was the most important one and links with some of the other challenges such as Creating A Sustainable Future and Protecting Green and Blue Spaces. There was some confusion over what a 'blue space' is and some respondents felt this challenge should have been about enhancing them as well as protecting them.

There were some suggested additional challenges, including transport infrastructure, Covid-19, delivery of services and infrastructure, catering for the needs of specific groups in society (older people/people with disabilities), maximizing the use of existing resources efficiently, biodiversity and the future role of town centres.

How this can be addressed in the Local Plan 2038

Our locational strategy should focus development at sustainable places and future policies should focus on addressing the climate emergency effectively. We should prioritise the use of brownfield land and maximise the use of existing resources efficiently, whilst ensuring that infrastructure requirements are planned for alongside any future housing growth. We should also support economic growth in appropriate locations, and will need to react to the current decline in retail areas by planning for regeneration of our town centres.

Question 11: In light of the world we now live in, is this vision still appropriate for the future?

There were **171** comments received on this question which are summarised below:

Headline Summary

There were many responses supporting the Vision in broad terms and considering it to still be appropriate. Some additions or suggested amendments were made. Some of these were admirable concepts such as reducing poverty, greater equality or full employment. Whilst planning can play a part these are wider societal issues beyond the immediate scope of a planning document focused on development and the environment.

Others focused on issues which they felt needed to be included or made more explicit in the Vision. These included the economy, wildlife and the natural environment, and improving/regenerating what we have. The omission of transport was cited whilst shopping and the issue of repurposing retail and office use in town centres as well as community featured in some responses.

Very few respondents were outrightly critical. Those that were commented on things such as 'it is too diffuse to be meaningful' 'not catchy' or 'should be more long-term'.

How this can be addressed in the Local Plan 2038

In light of the comments received we will make some suggested amendments to the Vision to take account of issues you've raised such as design, active travel, affordability, supporting businesses and reuse of buildings and consult on this again in Autumn 2021.

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

There were **168** comments received on this question.

Headline Summary

There was general agreement with the aims but with (differing) suggestions for prioritising them. There was also concern about how achievable these aims were with such a large housing requirement particularly in context of the climate emergency. Some respondents felt that the Local Plan should measure how effective it has been in achieving them as they are laudable aims but the planning system track record shows it has consistently failed to deliver.

Some respondents felt that the aims would be unachievable without a comprehensive Green Belt review as that is the only way to achieve sustainable development.

Others felt that the aims should include more reference to young people, and other felt they should include reference to the provision of comprehensive health and social care as this will be critical as the population grows and ages.

There was a lot of support for the aim relating to raising design quality.

How these can be addressed in the Local Plan 2038

The Authority Monitoring Report is produced each year to assess the effectiveness of our Local Plans aims, objectives and policies and look at how they are being implemented. Once the new Local Plan is adopted we will update our monitoring framework and the indicators that we use to make sure that they measure our performance against the aims and objectives.

We don't intend to prioritise the aims, but they will be carried forward into the Local Plan document. The priorities will all be implemented in a way that best achieves these aims. For example whilst delivering priority 3, a wide range of housing, we will need to do this in such a way that the aim of raising design quality and treasuring our valued assets is met.

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

There were **168** comments received on this question.

Headline Summary

Overall the responses were supportive of the priorities identified. Comments mainly referred to which priority people felt was most important and additional priorities that should be included.

Overall the priority people felt was most important was priority 2 '*To prioritise the location of new development close to places with a wide range of services, facilities and job opportunities to encourage walking and cycling, or with easy access to high-quality and effective public transport*'. Overall across all the questions there was a strong feeling that new development should be located where there are the most services and facilities and good transport links. This is a key message to take away.

People felt priority 1 was very important as well and there was a feeling that priority 2 and 6 would help deliver priority 1, and that these priorities were intertwined. This mirrors the responses to question 10 about the challenges where respondents felt that the climate change challenge, sustainable future challenge and protecting green and blue spaces challenge were all interlinked.

Many of the respondents felt that delivery of transport infrastructure should be a key priority. It was felt a comprehensive, clear transport strategy was needed and a number of schemes, proposal or issues were raised including Portishead rail, Park and Ride at Weston, Traffic on the Clevedon Road through Tickenham, better links from Bristol to the airport.

There was agreement with priority 3 but it was felt there should be more emphasis on affordable housing. Twelve respondents submitted the same letter stating that they agreed with priorities 1,2 ,3, 6 and 9 but not the others (reasoning for this is detailed in appendix 1).

Additionally, many people felt that developing on brownfield land should be a priority especially in relation to climate change and the words brownfield land should be included in priorities 8 or 9.

How these can be addressed in the Local Plan 2038

Based on feedback we have amended the priorities going forward. In our next document 'Choices for the Future' the new priorities will reflect and incorporate comments and suggestions we have received.

These include changes such as making more explicit reference to prioritising brownfield sites in priority 8, emphasising the delivery of green infrastructure in priority 6, including the need to enable more sustainable travel options in priority 4, specifically including a reference to 'genuine affordable housing' in priority 3, and including reference to all the towns as well as Weston when referring to out-commuting and employment opportunities in priority 5.

These priorities will help shape the different spatial strategy options and will ultimately form the framework for all the policies within the Local Plan.

Further Comments

As well as comment specifically responding to the 13 questions **688** general comments were also received and captured under the heading of "Further Comments". These comprise

- 56 sites which have been put forward as potential development locations;
- 530 responses from residents prompted by a local MP's involvement which are characterized by standardized wording or format;
- 102 other comments on a variety of issues

Headline Summary

Respondents expressed a lot of concern over existing traffic levels on roads around and through villages especially Tickenham with a call for a new road between Jn20 Clevedon and the airport.

Concern was split between pushing ahead with the Local Plan to set new housing targets vs slowing down the process to ensure the draft Planning White Paper outcomes can be fully incorporated. Some respondents felt that the plan period should be extended and take full account of housing need including Bristol unmet need.

Some respondents felt that growth isn't compatible with climate change objectives and full account needs to be taken of the constraints such as AONB, flooding (which may be more pervasive than predicted).

Many found the consultation portal difficult to use and there was a call for more direct engagement with stakeholders e.g. development industry and young people and other under-represented groups. Although some welcomed the straightforward language and the way the document was presented others thought it was too long and cumbersome.

How these issues can be addressed in the Local Plan 2038

Document presentation. Although it's a balancing act between ensuring people have sufficient information to comment effectively and presenting the consultation material in a digestible form, we will be conscious of layout and presentation for the next stage of consultation and try to improve this.

Consultation portal. We are in discussions with the company who operate the online consultation portal to try and make such improvements as may be possible within the parameters of the system. We will also look provide a user guide to the system so that people know what to expect if they have not used it before.

Consultation representation. The suggestion that more focused consultation should take place with stakeholders e.g. development industry, young people, business community is one which we share. The next period of engagement is well suited to this and will feature in our consultation strategy. While face to face events are still not realistic we hope to plan some online events.

Responses based on standard email text from a campaign generated by John Penrose MP. 530 e-mails were received which focused on three main issues:

or slight amendments to boundaries of existing sites. All these sites have now been mapped as part of the Strategic Housing Land Availability Assessment and will be published alongside the next stage of consultation.

No.	Site Name	Area – ha
1	Rectory Farm/land adjacent Strawberry Line, Yatton	15.24
2	Court House Farm	8.92
3	Elm Grove Nurseries, Locking	6.76
4	Yatton Rugby Ground	2.35
5	Pill Green	54
6	Land east of Ladymead Lane, Churchill	3.45
7	Locking Farm, east of Locking Head Drove	16.38
8	Land to the west of Kenn Road	9.51
9	St Mary's Grove, Nailsea	0.23
10	Tower Farm Portishead	27.97
11	The Vale	290.36
12	North of Clevedon Rd, Portishead	8.58
13	Land east of Clevedon	195.44
14	N of Greenfield Crescent, Nailsea	25.23
15	South of Long Ashton, between railway and bypass	50.27
16	Church Lane, Portbury	6.27
17	Stowey Road, Yatton	3.98
18	West of Butt's Batch, Wrington	4.36
19	West of Jasmine Lane, Claverham	6.02
20	Herluin Way (former Avoncrest site) Weston super Mare	25.59
21	Farleigh fields, Backwell	20.66
22	Moor Farm, Portishead	36.14
23	Land at north west Nailsea	18.04
24	Park Farm, Congresbury	5.69
25	West of Willow Drive, Bleadon	0.86
26	South of Knightcott Gardens, Banwell	2.82
27	Land east of Congresbury	3.31
28	Dolphin Sq, Oxford Street, Weston super Mare	0.83
29	Euro Park southern area, Winterstoke Rd, WSM	13.57
30	Rose Tree Farm, North of Lower Norton Lane/Lyefield Road, Weston super Mare	6.9
31	Station, Locking Rd car park, part of Tesco car park and Sunnyside Rd site, WSM	6.39
32	Former Sweat FA site, WSM	1.1
33	Land south of Nailsea	4.68
34	Land around Grove Farm	43.07
35	Land at Stonebridge Farm, Banwell	30.72
36	Land north of Banwell	98.75
37	Land west of A4174, Highridge, Dundry	7.05
38	South of Greenhill Rd, Sandford	1.87
39	North of Rhodyate Road, Cleeve	0.38
40	Mendip Spring General Area	133.59
41	Land at West End, Nailsea	22.69
42	Land south of Portishead	2.67
43	Land south of Brockley Way	1.44
44	Land south of Woodhill	2.33
45	Land north of The Breaches	10.31

46	Land to northeast of Backwell	36.82
47	Land north of Ebdon Road	21.99
48	Land at Bourton, WSM	68.48
49	Land at Lower Norton Lane, WSM	3.95
50	Land east of J21, WSM	154.51
51	Land north of Kewstoke Road	15.86
52	Land north of Knightcott Road	2.64
53	Land south of Ashton Road	1.61
54	Land either side of Summer Lane, Banwell	39.92
55	Land north of Moor Road	1.41
56	Land east of B3133	2.32

4. Next Steps

All of the feedback we have received during the Challenges consultation will be carefully considered as we progress to the next stages of the plan-making process with the next stage being consultation on the 'Choice for the Future' document in Autumn 2020. This document will contain alternative approaches for identifying how and where the new growth might be met. This stage of the process is about identifying the overall strategy, not the specific development sites. It is only once the preferred strategy has been agreed that consideration will be given to potential development opportunities. These will be subject to consultation at the next stage of local plan preparation.

Once a preferred spatial strategy has been agreed a more detailed Local Plan will be produced containing policies and proposed site allocations for housing, employment and community uses. It is anticipated that this will be consulted on in Autumn 2021.

The feedback from the Challenges consultation as set out in this report will continue to influence all areas of the Local Plan as it progresses – particularly in terms of the more detailed policies which will help deliver some of the hopes and expectations that have been clearly articulated through this consultation.

5. APPENDIX 1: Extended Summary

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

Hopes:

- That enough good quality affordable housing is built.
- A hope for interesting, beautiful designs that uplift the human spirit.
- The council should do what they can to provide renewable energy and good insulation in new and existing homes
- Happy for development to take place on brownfield sites and think development should mainly take place in and around towns and cities.
- Hope that the local plan that makes up the massive infrastructure deficit in Portishead, implements balanced mixed developments of sustainable and affordable housing, the creation of a mix of jobs, community infrastructure that enhances the community, not damage it, which is the legacy of recent development. Also needs to dovetail with the Portishead Neighbourhood Plan.
- More flats, less houses, and more infrastructure/job creation needs to be provided, to avoid additional 'commuter town' housing
- Hope for more renewable energy such as wind turbines and linking habitats
- More balanced development
- Much higher proportion of new homes should be built by independent builders – use passivhaus, modular techniques – be creative.
- Better quality building materials, houses with decent size, rooms, bigger gardens, roads built to a size that don't create car parks, infrastructures put in place, i.e. schools/health centres/employment/recreation/sporting facilities etc, before a single house is built.
- That there are lots of trees on new housing estates
- Hope that new homes bring diversity and interest to the villages
- Affordable houses should be built for the keyworkers who have kept this country going during COVID-19
- Small-scale development which is proportionate to the size of the village.
- To see new jobs in Weston to stop everyone commuting out.
- That brownfield land and empty buildings are used before building on greenfield land.
- Hope that homes are built that young families can afford.
- All new housing includes renewable energy generation in some form
- I hope that the housing is good quality with interesting, beautiful designs that are uplifting to look at, that facilitate multi generational living, encourage residents to work from home, that encourage quality cafes and eateries, which are linked to a much wider cycling networks, where there are green spaces for walking and children to play. Where a portion of the housing is affordable for first time buyers. That are linked employment opportunities
- New Housing should be built to higher environmental standards and the level of the environmental standard proposed in a new scheme should be weighed in the planning balance
- That the public transport is significantly improved.
- An end to developers building 4/5 bedroom houses and a start to more starter homes, more affordable council housing, more houses for older persons to downsize to after children have moved on.
- Hope for much better quality housing in Town Centres
- The new local plan will stop the constant barrage of inappropriate planning applications that have led to overbuilding in our villages.
- That the local community get a say in the design of new developments.
- Housing designs for developments approved within village and other rural locations are in keeping with existing properties and look/feel of the village.

- That villages don't remain static but embrace good quality new development for younger generations.
- Support the idea of 15-minute walking neighbourhoods. They should include Health, Retail, Office/Commercial, Schools, Community Hall, Post Office and catering outlets.

Fears:

- New housing could change the character of the village if its disproportionate to the size of the village. Should be a cap on the proportion of new housing in each village to prevent this.
- Existing services such as hospitals, doctors, dentists, schools will not be improved/increased to cope with substantial population growth.
- There will be no improvements to poor rural public transport services so there will be substantial increases in road traffic.
- Housing developments will not cater for the real demand - affordable, small size housing and flats.
- Increased pressure to remove green belt protection instead of prioritising brownfield sites.
- Development won't be in sustainable locations and will increase car use. Roads will get gridlocked.
- Don't build in flood zones; improve motorway access
- I fear acres of small box type housing that is dull and unimaginative where there are limited employment opportunities and narrow roads (marine village Portishead), which are reminiscent of the back to back terrace houses of the 1900s that were regarded as slums.
- Poor (expensive) public transport unimaginative housing design - insufficient private parking
- Overdevelopment and loss of greenbelt and green spaces
- Concerns about new building increasing the risk of flooding
- Infrastructure and housing not delivered together
- Fear that the Green Belt around Long Ashton will be built on – it's been invaluable during lockdown.
- Concern over more traffic going into Bristol polluting and clogging up roads through North Somerset villages.
- Concern that the plan only looks at growth and not preserve and protect.
- Further house building in Portishead will exacerbate existing problems from huge growth over recent years – no more large developments in Portishead.
- Fear that rich developers will win – more housing without the infrastructure.
- More people = greater demand on services e.g. NHS, schools etc.
- Squeezing too many house in a small area solely for profit
- Don't just tag new houses onto villages that are already at capacity, unless you actually want to end up with a massive urban sprawl
- Loss of open green spaces habitat – tress, rivers, fields. Noise and light pollution, congestion, traffic, wide open roads to sole less estates. STRESS
- Loss of Green Belt around Portishead
- My fear is that development will be based on the flawed JSP white land principal while what is more important is Sustainability and in particular sustainable transportation.
- The Local Plan will simply repeat the proposals of the Joint Spatial Plan (JSP) that the Inspectors found to be so seriously flawed and still include Mendip Spring Garden Village
- Piecemeal development undertaken outside of a co-ordinated structural development plan, with builders allowed to build what they want just because NSC has a target of new houses to meet.
- That the older generations resistance to new development will deprive younger generations of owning their own home.

- Fear that house building is favoured over protecting the environment.
- Clevedon Road through Tickenham had excessive traffic and dangerous speeds. Cannot take anymore traffic.

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

Economic

- Considerably more working from home. Small hubs and better broadband access required.
- Growth located close to Bristol
- Mix of industry types is desirable currently too heavily services based - sites for manufacturing are required, with good transport links for both staff and product movements.
- It is not yet clear if remote working is the 'new normal'. Focus on a digital infrastructure and efficient transport links
- Innovation and the need to link up with local universities to make our area an innovation hub (why is it all in Bristol?)
- More local food production and a swing back towards more local and sustainable food chains so smaller warehouse offerings.
- Lack of migration -impact of agriculture and hospitality
- As Bristol and other large cities are less attractive post pandemic need investment in local road and rail infrastructure required to capitalise on opportunities to provide local business centres.
- We need to redevelop our dying high street to include mixed commercial and domestic properties to help to keep the local economy afloat.
- South Bristol Link Employment Development could change Economic Outlook dramatically for North Somerset and Bristol.
- Recent pandemic has shown the importance of small local services; companies can operate away from the traditional office environment.
- Affordable housing must be large enough accommodate working from home.
- Changes to the Use Classes Order will provide greater flexibility.
- Nailsea needs adaptable business space, capable of expanding as businesses grow.

Technology

- Embrace technological advances – but not at the expense of human interaction and proper relationships.
- Green technology when creating new buildings
- Broadband improvements are essential. Need for digital access not just in homes but throughout shopping areas, community areas. Digital "lines of sight" will need to be maintained.
- Homes will need to be made from materials that do not impede signal from router to rooms.
- Having good mobile and wifi links and access is vital - probably more so than green type issues - when considering we won't have the funds to do everything.

Regeneration

- Need to make the town centres thrive
- Encourage development in town centres in redundant office and retail premises and encourage people to live there.

- Initiatives to provide central collection points might give purchasers more incentive to continue to visit the high street.
- 'Hollowing out' of Bristol's offices and retail could have implications for North Somerset.

Community

- Pandemic has highlighted the importance of having local thriving self-supporting local communities to provide supportive, caring and healthy environment for all residents to feel a sense of belonging and self-value. Communities will contain more amenities and services as people will be less used to travelling out of their community for work. Co-ordinate volunteer activity.
- Need for LA's to create & facilitate greater community cohesion
- Mental health issues as a result of working from home are already causing concern
- Schools and medical services full already or under pressure. Need access to local health care provision. The plan should look to ensure sites for potentially a new or upgraded hospital, care homes (or alternative strategies to care homes)
- We need communities where all we need for our daily lives is integrated into a small space. Where we can walk or cycle to reach our workplace, shops and school. And where our elderly relatives live close by.
- Important that Portishead and other communities are considered as self-sustaining towns and villages rather than as dormitories for Bristol and Weston-super-Mare.
- The creation of more integrated community spaces should be allowed.
- Increased need for specialist provision for children & young people with additional needs and disabilities -close to home
- Ensure the needs of the young and old are met. Lock-down has demonstrated that children need to be able to do schoolwork from home or a local hub such as a public library.
- Have community farms for food production and restaurants cooking local produce.
- Independent village shops, village halls, churches, pubs all need support to enable them to become hubs as appropriate for each community.
- Greater provision of recycling facilities near main centres of population.
- Nailsea needs new indoor and outdoor community spaces. These need to be large enough to accommodate sports and group activities.

Climate change

- Climate change and business/homeworking trends and local hubs must be taken into account.
- We must look ahead and plan for inevitable climate driven emergencies.
- All buildings need to be carbon neutral and built to higher standards.
- Impact of changing weather and building on flood plains. Any new homes constructed on flat land should have raised ground floors and drainage suitable to carry away flood water. Climate change requires no building in anything other than FZ1 and energy efficient homes, plus prioritise walking and cycling.
- Flood prevention and improved flood management to unlock land for development and to build resilience to climate change, meet water shortages.
- Reduce our carbon footprint through imaginative strategies to tackle transport issues and the over-reliance on carbon fuel for private travel and transport.
- A healthy natural environment plays a key role in both mitigation and adaptation to climate change,
- Initiatives such as electric cars & rewilding are good for virtue-signalling but realistically are just an excuse to look like we are doing something about the environment without having a meaningful, productive impact.

- Cycling is good yet not possible for everyone thus the main area of focus must be making public transport affordable.
- Street trees need to be reintroduced
- Important to planting trees and having biodiversity and protecting the natural and native wildlife. All 'new' builds should have more green space and dedicated areas to trees and wildlife. Look at better drainage for homes already at risk.
- Floods, droughts will affect farmers. Re-wilding could be an answer to improve the soil.
- Climate change may catalyse the invasion of alien species to our countryside from other climate zones.
- Brexit and Covid 19 mean we should be more self-sufficient. Land should be for crops not just houses.
- Energy instability means need to plan properly for additional energy generation in region.
- Single most significant contribution to carbon reduction would be prevent further expansion of Bristol Airport.
- Flooding outside Flood Zones 3 can result from new development, as advised by the Internal Drainage Board.
- Increase the capacity of local electricity distribution networks to reflect increased load required for electric heating, electric vehicles etc as people switch from fossil fuels.

Electric cars/Energy

- Cannot assume that all vehicles will be electric as there are substantial challenges and costs yet to be overcome. Issues of batteries and their disposal, benefits of electric cars yet to be proven. Less well-off not able to afford electric cars. Electric cars will not reduce congestion
- Electric transport development should be encouraged, and responsibly sourced energy. Schemes and subsidies to promote use of electric vehicles. Electric charge points needed.
- Could have solar power panels on south facing walls and multistorey car parks, thus facilitating free or cheap charging points
- Increased electricity generation planned at national, local and domestic level,
- Movement towards more localised energy self sufficiency
- Energy more expensive therefore need to reduce heating costs
- Provide electric buses or trams & carpools to reduce car ownership

Ageing population

- Increasing ageing population impact and need must to be taken into account
- Access for the disabled
- Need to consider ways to attract younger people back to the areas they possibly grew up locally but can no longer afford the high house prices. Sustainable housing would be essential to environmentally conscious young people.
- With an ageing population, there will be an increased need for readily accessible medical facilities
- Need genuinely affordable housing so older people can have carers nearby.

Transport

- Forecast that there will be a 26.8% increase in traffic on the motorway network in the South West to 2040. Highways England to work with the Council in order to ensure that any additional pressure resulting from the new Local Plan is minimised.
- The infrastructure has to be improved (Nailsea) Public transport and road infrastructure needs a revolution, not just change.
- Working from home as a result of COVID 19 cannot be solely relied upon to reduce commuting. Only time will see if working from home due to Covid is permanent shift

- Could see less commuting and more varied times for travel. Shift in commuting patterns as people make lives outside towns and cities
- Unnecessary travel should be discouraged, situate housing so that it reduces the need for commuting.
- With remote working there is also less of a need for added traffic infrastructure.
- A reduction in personal car ownership
- Expect to see a modal shift away from private vehicles that would be supported by town centre living, but this needs to be backed up by public transport provision.
- Need good road, bus, rail & cycle links to Bristol & Weston. Quick & efficient links to Bristol Airport - current transport links appalling.
- Park and ride between Congresbury and Backwell
- Lockdown has shown the difficulties as well as advantages of working from home and I believe there will still be a significant need for people to commute into Bristol for meetings and work that cannot be done at home.
- Public transport developed. Reconfiguration of public transport to exploit new technologies. Recession could lead to pressure on public transport to reduce service/increase costs. Proper policy to integrate and coordinate public transport systems so that they work together. Not enough public transport links between villages its all about traffic corridors. Community transport hub (Portishead)
- No expansion of the airport
- Rethink the concept of a transport hub around the railway station as currently no cars
- Rethink road networks to include cycle paths and racks, cycling will only work if segregated from traffic and pedestrians and not in winter.
- Need to provide adequate parking, plans to get people walking and on bikes just don't work when you have a weekly shop to carry and /or a family of young children.
- Need improved infrastructure as road usage increases to facilitate free movement within the district and improve access to national networks.
- Linking up areas e.g. Marina with main High Street shopping area (Portishead). Access in to and out of the Portishead Town
- Re Open Strawberry line
- Route traffic away from housing to provide cleaner air.
- Needs a genuinely sustainable transport plan reflecting North Somerset Council's declaration of a climate emergency, including increasing public transport surface access to the Airport to avoid generating illegal car parking and clogging up local roads and the A38. The airport and the transport infrastructure is already at capacity and further increase would be socially and environmentally unsustainable.
- Cycle routes need to increase, perhaps with pavements delegated for walking one side and the other a cycle route. More frequent crossing points needed. Speed limit in the town should be 20 mph.
- Park and ride needed.
- Public transport hubs linking rail and bus networks to enable real alternatives to the car for those who continue to travel into cities and business parks for work should be a consideration.
- People should be discouraged to be reliant on cars by creating safe pedestrian and cycle routes throughout Nailsea, with wider pavements and cycle paths, well maintained. An increase in working from home may reduce the need for people to leave the town for work, therefore improvements to local transport into Nailsea and surrounding towns and villages may need to be prioritised.
- In 15 years will public transport have improved enough to encourage people to get rid of their cars. More roads is NOT the answer.
- Achieving developments close to existing centres of employment in order to reduce the need for commuting and the consequent need for more roads and transport infrastructure.
- One effect of Covid has been the move away from public transport. It will take time to see how this recovers.

- Weston needs better links to the motorway to avoid congestion and a proper Banwell by-pass is essential. The present road network is poor.
- Changes to commuting patterns will reduce need for road building, so no need for Banwell bypass and new M5 junction.
- Need innovative travel options, including cycle routes in Churchill/Langford parish, to combat carbon emissions. Local weekday populations may rise with remote working, so local facilities need improve.
- Plans for smaller busses as well as routes within the district are needed.
- As more people work from home keeping a car may become unnecessary or uneconomic so we need better public transport.
- We need to include leisure, tourism and heritage in planning.
- Need magnetic induction rail systems, clean, non-polluting, ideally from Bristol-Portishead-Weston.
- New motorway links and a proper Banwell by-pass are needed.
- Shuttle bus to train station from outlying villages to take pressure off traffic going towards Bristol required.
- Self-driving commercial vehicles using regular defined routes.
- Hydrogen powered vehicles
- Self-drive cars will become common place – taxi's without drivers will operate with reduced cost and increased compared to buses. Large buses will become too inflexible and uneconomic
- Build new road from J20/M5 to Nailsea with branch to Airport

Housing

- Need for new homes
- A step change in housing delivery will be required. It will inevitably mean making the most of appropriate locations for new housing outside of zones of flood risk; necessarily this means developing on greenfield sites and/or in the Green Belt.
- Focus must continue to be on achieving developments close to existing centres of employment to reduce the need for commuting
- Open spaces and recreational opportunities should also be a priority.
- Pandemic response requires lower density housing
- There needs to be an increasing emphasis on the quality of development, including higher space standards inside the home to facilitate home working and higher space standards outside the home including better garden space and adequate off-road car parking.
- More adaptable whole life housing required.
- The economy is going to shrink – no need for new houses. Covid/Brexit will reduce migration -less housing needed
- Economic downturn means need for more affordable housing. Proportion of affordable housing should increase
- Consider varieties of housing provision from flats to houses that can be used multi generationally that are both social and affordable
- Commit to large scale development in the Green Belt stop piece meal development
- Local facilities and infrastructure should be considered carefully and holistically for new developments so that the new residents do not have to drive everywhere
- Changes in household formation -More single person households, fewer multigenerational households, more split custody households.
- Lockdown demonstrated just how important access to outdoor and green space is.
- Financial caution in the housing market is necessary because of the recession
- Locally ageing population, so more consideration to downsizing, freeing up housing for future families needed. Large apartments with 3 or more bedrooms and large reception rooms will be in demand so needed.
- Need more multi household buildings in the cities/towns with well planned communal areas. Multi household building uses less energy and allow more people to live closer to

jobs, and less commuting. Need larger flats as in Poland, with play area close to rear, and old people included to seek help when needed. With density of population in the UK we cannot expect every family live in a house.

- We are living longer, people wish to downsize but there are no houses in the village of Flax Bourton to down size into as the smaller houses and bungalows have all been extended
- Smaller houses required for first time buyers and older people
- Use inner city /town office space/areas for residential use especially starter homes
- In the past, inequalities have been aggravated by locating social housing where there is insufficient employment so that transport costs can make work unaffordable.
- Need quick, affordable housing (eg. shipping-container style housing as entry-level accommodation.)

Miscellaneous

- Inequalities in communities will become more and more of an issue unless urgent steps are taken to address them.
- People not only living but working longer
- Bristol's loss of importance
- Care and attention to historic detail.
- Dealing with existing problems as well as future issues
- Increase demand for holidays in the UK.
- Improved utilities
- Consideration of the strain an increase in population will have on North Somerset Council services
- Standardisation of recycling across uk
- Investment in training for high quality jobs
- Potential increase in the number of people unemployed, as well as people having to travel further afield to find work.
- Aware of the impact of increased pollution.
- More weight should be given to experts in the relevant fields when trying to predict the future than responses to the consultation or local politicians.
- Need honest look at the population growth taking into account the gradual fall in the birth rate, changed lifestyles by the Covid virus and the increase in the natural death rate
- Need better acceptance and implementation of recycling more waste materials.
- Production of hydrogen and the impact that will have on demand for water.
- The sewage facilities in Clevedon are almost at capacity and need to be expanded before further housing is considered in the area served.
- Shift to remote working could be opportunity for regeneration of local town and village centres, with less need to spend lots of time in the local big cities. Or stack the apartments high and cram people in, with no regard to developing community, (awful place to live)
- The town of Nailsea should consider the next 30 years not just the next 15.
- Adaptability will be key. No one can predict what developments will be seen in the next 15 years, if working from home becomes more common.
- Need to ensure that new development incorporates a net gain of on-site biodiversity.
- Trend within town centres includes the introduction of more temporary and meanwhile events and uses, including markets and pop-up uses, which provide diversity and activity
- Design, manufacture and disposal of increasing number of batteries –let alone general waste disposal.
- Garden villages are self-contained with benefits of identity and green spaces they need not be near employment with more remote working.

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

A small minority of respondents were not concerned about climate change or how it may impact their futures. Comments included:

- Climate change is unlikely to have an immediate impact on the community or how we behave
- Not concerned – don't believe that it will impact my family, but legislation will make onerous demands on my business
- Over stated and unproven that it is man made or carbon related – but pollution is a problem.

The majority of respondents were very concerned about the impact of climate change on their futures and raised it as the most important issue the plan needs to address. Comments included:

- North Somerset needs to show full commitment to the climate emergency-not just words!
- More development means effects of climate change will be increased
- By far the biggest challenge we face today. Locally - more flooding, extreme weather events, more pollution, loss of/changing local fauna and flora etc. Globally - likelihood of conflict, wars over scarce resources, many displaced people as sea levels rise, loss of species etc
- Eliminate fossil fuel burning quickly or our world as we know it will end!
- Population growth causes climate change
- Climate Change planning must be at heart of proposals – plan for large scale housing at main urban areas.
- Climate Emergency is here now and a major risk to our way of life
- Involve children and young people. As a young person the threat is very apparent
- Support low impact and zero carbon communities, based on community land trusts.
- Not easy/possible to have economic growth without worsening climate change from increased consumption – sustainable economic growth not possible.
- Accessible local amenities, resilient supportive local communities can seek local solutions as a response to a global challenge
- Mitigation for climate extremes should be a strong influence on emerging plans.
- National government must do more - new laws are required
- How will the approach to carbon reduction interact with the government's aim to be carbon neutral by 2050, given that much funding and policy will be based on the 2050 target?
- Local policy should present a set of broad principles to reflect lack of wider strategic policy
- Villages should have their own Climate Emergency action plan
- North Somerset Council climate change commitments with a climate change strategy should be embedded within the local plan. Important to communicate what the climate emergency means and how this is taken account of whilst balancing the need for growth.
- Include practices to reduce water use from business, households and agriculture, increase water efficiency and prepare for water shortages – e.g. campaigns and grey water harvesting
- More efficient, better and more encompassing waste collection, to reduce need to drive to local recycling centre
- Very concerned about flooding, extreme weather events (winds, flooding, storms), food security, air pollution, loss of biodiversity, depletion of natural resources and more...!! New homes should be more flood and wind resilient

- Reduce single use plastic
- Severn Barrage should be reconsidered
- Danger that climate change will add cost to everything. Rising prices will impact resource poor hardest
- Drought conditions as summers get hotter, joined up thinking with Wessex Water needed
- Concerned that CC has led to more severe weather events that can in turn lead to increased sewer flooding and operation of sewer overflows
- Most concerned that most people are unaware of severity, storms, failed harvests. Need decentralised energy grids, local abundant food supplies.

Buildings:

- Construction is the most significant impact on carbon footprint. Houses we're still building are unsuitable for the modern age and new homes must be built to far better standards, zero carbon, highly energy efficiency, better insulated, harvest rainwater, with solar panels and electric vehicle charging points. Modern design needs to take into account space for working from home.
- Need to make existing buildings green as well as new builds, which should have compulsory solar panels, highest levels of insulation and efficient heating systems. Surplus energy should be stored in local battery banks for community use
- Need sustainable heating systems in new estates
- Buildings must be future proofed so can be adapted as necessary, conversion of old homes to more sustainable ones with resilience to climate extremes embedded into design, and locally controlled and enforced.
- Construction companies should be legally obliged to rehome/repair weather damaged properties
- Building higher instead of out could be better for climate with reduced run off
- Highly sustainable home design could erode affordable housing delivery through viability issues. New plan should acknowledge the burden that climate change can place on viability.
- Delivery of development, supporting the economy and tackling climate change should be seen as complementary and not as competing trade-offs
- Requirements for higher energy standards, planning for district heat networks and heat pumps and how this fit into feasibility of different locations and planning for an ambitious renewable energy increase should all be incorporated
- Should take the lead from national standards (e.g. future homes standard) and not impose additional standards that may adversely affect delivery.
- Deep whole house retrofits to existing housing is required. New builds, must go beyond efficiency of building fabric to consider environmental footprints across lifecycle and use.

Travel:

- Less commuting and travel are key, new housing should be built close to job opportunities- support active travel and affordable reliable public transport
- Garden cities built in sensible locations with travel infrastructure planned from outset
- Very few people will walk or cycle, public transport is poor and expensive, how will high quality public transport be delivered? This is the key!
- Climate emergency will lead to better cars being developed – e.g. electric and hydrogen powers. Do not believe new cycle paths and buses will be more attractive to most people. Must not prevent new roads e.g. Banwell Bypass.
- Bristol Airport expansion and zero carbon are at odds with each other.
- Concerned about increased traffic flow from further development/ new development must not increase number of car commuting to jobs.
- Major new roads and resultant traffic will make it impossible for NSC to be carbon neutral by 2030

- Accommodation should be designed as live-work units, provide local work hubs
- Climate change leading to more air pollution and crowded roads will be an increased risk
- Provide public EV charging bays in every town and village + fast broadband
- Need community transport around housing estates
- Locate development in most sustainable locations closely relating to existing services, facilities and public transport opportunities
- More high-quality cycle and footpaths that are well maintained, provide zones and good signage
- Urgent need to enable changes in lifestyle and behaviour- e.g. providing accessible, well maintained and connected walking/ cycling routes to transport hubs such as park and rides
- There is an opportunity to deliver strategic development where bus journey times to Bristol can be minimised and patronage levels can be maximised
- Residential (new and existing) properties should have their own secure cycle parking provision
- Welcome strategies that limit the traffic impact of development allocations on the strategic road network
- With a fifth of residents commuting to Bristol, a proportion of the housing should have a physical/functional relationship with the city
- Developments along strategic transport routes will help mitigate against reduction in passengers as a result of reduced commuting post Covid pandemic

Flooding and water management:

- Flooding came across as a key concern for people.
- Better water management needed
- Development in Flood Zone 2 should be avoided
- Flooding is the immediate concern, including from run off after heavy rain and inadequacy of drainage and impermeable surfaces, but drought will be a greater problem in long term
- Risk of pluvial flooding – rain running off Mendip Hills must be taken into account. New development must not damage natural drainage or contribute to worsening the situation
- No development should be permitted anywhere other than FZ1 – review of FZs in light of CC impacts, leave spaces between developments to give run off water somewhere to go
- Building on flood plain towards Banwell is not very sustainable flood defence wise.
- Community owned (where possible) wind and solar farms on flood risk land, so agriculture can continue around them.
- Must ensure new development provides money for flood defences
- Local plan should examine catchment-based improvement works, which will include tree planting in upper catchments to reduce run off
- Encourage communities and businesses to prepare local flood risk/adaptation plans
- Maintain flood defences to appropriate standard
- Local flood and major weather event planning must be reviewed and resourced accordingly
- Must build robust infrastructure, renew and improve drainage infrastructure to cope with more frequent storms
- Level 1 and level 2 Flood risk assessment needed.
- Should seek to direct a greater proportion of development to locations not at risk of flooding
- More progressive and qualitative approach to flood risk needed where risk can be managed and mitigated and where flood defences that are already in place
- Not enough done to maintain current rhyme network, concerned over where will storm water end up?

Biodiversity loss

- The housing numbers as set out in the document were raised by respondents and a variety of views have been expressed in the comments received. Many respondents urged that data driven planning should dictate housing delivery to ensure that communities needs are satisfied. Many respondents commented on whether the Government's Standard Method to produce the housing target is realistic to meet or not. Some respondents argued that the government's figures need to be challenged as the real future needs appear to be significantly lower than that. Others were of the view that the numbers will keep changing and therefore the Council need to rethink of how they measure future needs aiming at fixing the performance against the Housing Delivery Test.

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

Facilities

- A stable mix of established households with the prospect of coming together to improve facilities or enjoyment. Balanced growth.
- We need a complete system of dedicated, separate cycle paths, going out into all the local villages around Weston. This will encourage people to use their bikes safely. Electric charging points.
- People living, playing and working in the same community so they have a stake in its success and viability. There should be people of all ages with a range of skills and experience. Facilities for all to enjoy without the need for vehicular transport.
- Safe and secure cycle routes and footways/paths through communities.
- A stable population which has facilities which provide the focus for community activities, such as public spaces where people can socialise, learn and have activities for example libraries, sports facilities, youth clubs, community centres, community growing schemes, parks, community events, pubs. Local Schools provide a good community focus.
- Good communities are places where people can feel comfortable and have their needs met near to home.
- Transportation and local facilities. Upfront. Reliable transport network.
- Healthcare available locally
- Healthy, Distinctive, sensitive to existing communities, vibrant, sustainable
- One that has the right mix of types of housing (starter homes/retirement opportunities and care/support for the elderly) as well as, different types of jobs, transport, telecommunication, community facilities, green spaces, all together in a very local area.
- Safe and diverse, with services close by.
- Thriving village/town centre with a variety of shops.
- Smaller villages and rural areas need housing and development to support local needs, and that can be more sustainable in continued economic growth for the rural areas and smaller settlements.
- A good community can't be built it needs to evolve over time
- Human instinct is to socialise. Covid means that new developments need to be planned to allow this to happen safely.
- One that is not overdeveloped
- No need for comprehensive level of facilities, these don't make a community, just allow opportunities for social interactions, but it is essential to have easy access to facilities not in the village.

People

- Cohesion and respect and community pride
- Resilient and adaptable

- Annual “freshers fair” where all local community groups to share what they do.
 - Good communities are places where people can feel comfortable and have their needs met near to home.
 - A good community has a mixture of residents, both with regards to social status as well as age.
 - An inclusive forward looking one. Enable people to have a “stake” in their community, with common goals and activities to engender neighbourhood physical and social responsibility.
 - Happy people! Ultimately it is the people supported by good housing, employment, facilities, green spaces.
 - New homes that serve the community (starter homes/retirement opportunities and care/support for the elderly)
 - Good fences make good neighbours.
 - Secure and safe environment
 - Good communications
 - Restrict too much growth in villages so that people are able to know their neighbours and maintain a sense of cohesion and togetherness.
 - Modern estates isolate people-follow Rotterdam example of street party fund to promote local cohesion.
 - Togetherness....encouraging residents to get involved with the local community activities. NSC start a community project to bring new local communities together.
 - Responsive local government which looks after the interests of the residents.
 - The NPPF tilted balance will not deliver a good sense of community.
-

Question 7. Do you agree with these suggestions for what sustainable development might look like? Are there any others which are important to you?

- Most respondents broadly agree with the suggested approach to sustainable development, putting emphasis on the protection of the rural environment, wildlife habitats, the visual landscape, heritage assets and their settings.
 - Some respondents noted that these principles need to be approached with pragmatism and evaluated within the wider planning balance.
 - Developments should in well-planned locations which maximise accessibility to key services and employment, by walking, cycling and public transport.
 - Development should be located near transport hubs and corridors.
 - Public Transport is a key consideration and needs to be enhanced.
 - Developing on brownfield land is broadly supported along with good design and placemaking.
 - Access to open spaces, recreational areas was a key consideration in most responses. Creation of community growing areas accessible to all was also suggested.
 - Whilst most respondents agreed that developing on Flood Zones should be avoided, it was suggested that development on Flood Zone 2 or 3A should not be precluded if location is sustainable in other ways;
 - Protection of agricultural land to support local, sustainable agriculture
 - Minimisation of pollution (Light pollution, noise, dust, vibration) should be added as a consideration.
-

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

Protect and maintain

- The Local Plan should be screened under Regulation 105 of the Conservation of Habitats and Species Regulations 2017 (as amended) at an early stage so that outcomes of the assessment can inform key decision making on strategic options and development sites.
- Make the environment a top priority-not lip service
- Protect what we have/don't build on them/ keep urban green spaces green with sensible maintenance plans.
- Local Plan should provide necessary protection for valued footpaths and green spaces. Views are also important. Priority to designated sites.
- Protect and promote accessible green space, green infrastructure, priority habitats/species and valued landscapes.
- Identify which are the most important for local communities and ensure those are protected.
- Protection of green spaces should be proportionate to their importance and commensurate to their status i.e. national designations. Key local designations etc.
- Protect what we have and create new smaller ones within new development. Design new development around community spaces. Ensure all communities have areas of accessible open space.
- Stop fly tipping.
- Strategic approach to Green infrastructure needed. Green Infrastructure Plan needs to be finished.

Funding and maintenance

- Funding-Increase taxes to improve them, provide Parish councils with more funds to maintain the open space and right of way networks.
- Effective maintenance for existing footpaths/bridleways, open spaces, signage, information boards promote locally.
- Community maintenance of their local footpaths, community wardens to co-ordinate, farm volunteering programmes- promote local ownership
- Ensure developers contribute to maintaining existing footpath/row, green spaces, parks, lawns and trees.
- Enforce that public footpaths aren't blocked

Green Belt vs open space and other designations

- Review Green Belt boundaries.
- Balance Green Belt versus urban green spaces
- Protect green spaces and the GB.
- Support for protecting Strategic Gaps but also calls to review Strategic Gaps
- Work with local organisations to promote and protect
- Efficient use of land for housing to protect green spaces.
- More flats and fewer houses vs Reduce densities to allow for personal outdoor space.
- Areas of tranquillity should be designated.
- Appropriate weight should be given to best and most versatile agricultural land.

Uses

- Incorporate SUD's into open spaces promotes multi use
- Ensure sufficient parking to enjoy spaces which aren't on your doorstep i.e. beach
- All public roads upgraded to include safe walking and cycling and more local government funds diverted to support this -preventative health measures.
- North Somerset Council should adopt the Woodland Access Standard-no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size. With at least one are of accessible woodland of no less than 20ha within 4km of peoples homes.
- NSC should adopt a target of 30% canopy cover across new development land.
- Community growing spaces should be provided (within new developments)
- Continue rewilding with local training and ownership
- Effective zoning of open space needed e.g. walkers and cyclist have own paths, areas where dogs on leads, safe picnic areas.
- Reduce the need for private cars to reach areas of open space vs better parking and toilet facilities at areas of open space. Encourage active travel by lining routes to transport hubs.
- Protect open spaces for wildlife benefit not just recreational benefit.

Place specific suggestions

- Railway line to Wrington converted to cycleway
- Improve footpaths bridleways within Weston Woods
- Avon crest site should be developed as valuable green space
- Extension of Strawberry line from Yatton to Clevedon should be a priority with access continuing to Churchill School
- Weston, Clevedon and Portishead should be linked with a safe walking/cycling route then linked inland to other villages and safe cycle route from Nailsea to Clevedon.
- Stock Lane and Upper Langford should be connected into the heart of the community.
- Safe off-road route into Bristol from Churchill
- Community park around north of Nailsea

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

Retain the Green Belt

- Keep the Green Belt boundary as it is (reasons-valuable green gap/physical and mental health). Protect Green Belt and other greenfield land.
- Post covid there will be less traffic to Bristol, so ok to build in Churchill, Yatton Nailsea Weston Super Mare.
- Moving or changing the Green Belt status will inevitably result in sprawl. Need to ensure Bristol does not merge with NS towns. Or that villages don't merge. The Green Belt is very important to Tickenham and should remain as at present it prevents Nailsea and Clevedon creeping together.
- For Clevedon development should not take place beyond the existing natural boundaries, sea, motorway, Blind Yeo, and Green Belt.
- We need more housing, but not at the extent of building on green field sites.
- Keep the current GB especially around Portishead
- Absolutely not! We are already losing wildlife at an alarming rate
- There is plenty of opportunity to develop in Weston.
- Not if it is acting as a buffer between communities, such as the land between Nailsea Southfield and Wraxall Tower House wood.
- Concentrate on building homes in a sustainable way before building on Green Belt.

- Longer commutes from areas beyond the Green Belt impact the road network, e.g. Wraxall & Failand. A 'new' village nearer to Bristol would not add more congestion on the A370.
- A review of the Green Belt to permit development closer to Bristol would resolve a number of issues around transport, access to employment and pressure on the North Somerset road network – particularly around the A38, in contrast, there are areas beyond the Green Belt which would pose more challenges in terms of achieving sustainable travel patterns.
- Relying on just a few large sites to meet housing requirements is not the appropriate way to proceed - need mix of sites.
- Yes especially if brownfield, and avoids the current adding of unbalancing estates to small communities.

Expand the Green Belt

- The land and villages, including Churchill and Langford, Sandford, Congresbury Wrington Vale and Blagdon, beside the Mendip Hills should be Green Belt, and as, in the new proposed Government planning designation, 'Protected'.
- Policies for rural settlements and countryside may be more effective and flexible than Green Belt which is intended primarily to contain large urban areas. There is no logic in extending the Green Belt outwards to the AONB.
- Adjust only to make it bigger, expand to force the use of land banks.
- New Green Belt around existing communities needs to be considered.
- Bristol Airport must remain in the Green Belt
- Removing some of the existing Green Belt Boundary would allow new 'green belts' or 'buffer zones' around villages and other settlements to help preserve their historic nature.

Adjust with conditions

- The Green Belt is modern and necessary but was always connected to planned development (rather than opposing development). No change to the Green Belt boundaries should be considered unless it clearly facilitates proper planned communities.
- Development at The Vale may be ok if it is not an excuse for Bristol unloading difficult deprived residents and the development is distinct, but water management and road communications must be resolved. No other development in the Green Belt.
- Only adjusted if supported by local communities and compensatory GB allocated
- Adjustments should release only a small number of large parcels of development land.
- Adjust but only around edge of villages.
- Provide limited building on the very edge of Bristol. Not at the airport, it is not compatible with your carbon neutral goals
- If absolutely necessary and all other options are exhausted e.g. Land at Love Lane, Burnham on Sea, but only if replacement areas of the total 40% can be found
- Only develop brown field land in the GB
- Yes for strategic schemes but it should be balanced out with new environmental schemes
- The principle of the Green Belt should be sacrosanct, but some alteration with equal area compensation may be necessary
- Green space must still be protected within each community.
- Only to the absolute minimum amount and in the minimum number of locations
- If justified by reduced air quality from longer commutes, or if developments could support other strategic objectives (e.g. sustainable energy)
- If the land is close enough to workplaces so that developing it would enable people buying there to walk or cycle to potential employment sites.
- If adjusting, please consider re-shaping it into a community farm or community country park, thus keeping its character, providing access to green spaces and providing work for local people and also providing an attraction for visitors.

- Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, authorities should be able to demonstrate that all other reasonable options for meeting the needs for development have been examined fully.
- Nature recovery and climate action is the priority
- Need to protect other green open spaces as well
- Landowners should not get all the benefit from the increase in their land value..
- There are areas of land not protected by the Green Belt boundary that are far more ecologically and socially valuable than some that are currently protected I fear that however carefully a review is managed every developer who has speculatively purchased, or bought an option on, land that is in Green Belt will feel that they have been given the green light
- Smaller green belts should be established around Weston & Clevedon.
- Priority should be given to strategic development sites outside of the Green Belt in the first instance.
- People value undeveloped land outside green belt as much as the Green Belt itself.

Question 10: The previous sections set out the six challenges that we feel the Local Plan should address. Are there any other challenges you feel we need to address through the Local Plan?

- Transport – many people felt that this should be a challenge in its own right (with specific references to Banwell bypass, the B3130, M5 junctions and capacity, public transport, walking and cycling, congestion, Portishead rail and metrobus)
- Coronavirus – a number of respondents felt that the long term impacts may be so significant that this should be specifically referenced as a challenge in its own right
- Delivering services and infrastructure - such as broadband, education, health, social care, leisure and cultural facilities
- Catering for the needs of specific population groups - such as young people, older people and those with additional needs. References were also made to addressing inequalities and ensuring social cohesion.
- Maximising the use of existing resources efficiently - such as re-using brownfield land, building at higher densities and protecting agricultural land for food production
- Biodiversity – some responses suggest that wildlife and ecology do not feature strongly enough in the document, and that protecting our environment should be listed as a separate challenge in its own right
- The future role of town centres – a few responses referred to the rapid changes and decline seen on the high streets and how the council can support regeneration of these areas

We also received detailed comments on some of the challenges that we set out in the document;

Climate emergency

- Some respondents explained how they felt this should be the highest priority challenge to address. There were some queries over whether this challenge is different to the 'creating a sustainable future' one, and whether these two should be combined.

Creating a sustainable future

- A number of residents felt this was the most important challenge, but as above, some people felt this could be combined with the climate emergency challenge.

Protecting important green and blue spaces

- Importance of and access to nature and the natural beauty of North Somerset.
- Needs mention businesses or economic health.
- Enhance air quality
- Should concentrate on changing what we have not just sanctioning the building of more houses, refurbishment of existing properties and redevelopment of sites to deliver increased density, plus improvement of existing infrastructure and businesses.
- Shopping centres will need to be revised in view of changes shopping habits.
- Specific consideration to digital infrastructure
- Should seek to improve the aesthetic look of the community. There should be more variety and innovation in design. Include 'self-build'.
- Transport is indirectly covered but not specifically mentioned. Inadequate transport infrastructure needs to be addressed. Transport needs to be affordable
- At the heart should be a green/no growth economy and a much more equal society.
- Should included food sources, vacations and community support services.
- Focus on supporting local business premises with the growth of online culture needs to be explicit to prevent the hollowing out of local towns
- Move towards encouraging diversity in our population
- Tweaked to make clear our focus must also be on affordability.
- Protect the Green Belt, visually attractive greenfield sites, countryside open spaces and high-quality agricultural land from development
- Create communities that have improved access to more cost-effective public transport and located to take advantage of existing employment areas.
- Add existing town centres will be transformed in the future into much more mixed developments, rather than being segregated zones for retail and residential and commercial. This will also apply to non-town centre development. The type of commercial use will be different to in town or out of town non-residential premises.
- A much-reduced requirement for retail and office space, which should be repurposed for housing and living, etc.
- Freedom to choose to work close to home, by which I mean commuting on foot, bicycle or public transport.
- More important for extra gusto in making jobs.
- Vision should mention different categories of resident, i.e. youths, young families, retirees.
- Add; The needs of those requiring housing will have been met and affordability will have improved. Regeneration and sustainable growth will transform and breathe new life into existing towns and villages and valued areas will be protected.
- Add: "A step-change in housing delivery will have addressed the existing housing shortage, with households now able to secure a high-quality home that meets their needs within their means; be that on the open market or through an affordable home."
- Add "Businesses of all sizes will contribute to an economically thriving community which is better connected physically and virtually,
- Add; By 2038 **this local plan** ~~there will have assisted in the~~ ~~will be a~~ transformation in the way we live which reflects a more responsible attitude to climate change and the use of resources. New homes, buildings and communities will be highly sustainable, accessible and attractive places with higher quality standards. There will be more diversity in terms of the form and type **and location** of new development to increase variety and choice to better meet the needs of all, create jobs and to tackle inequality. Regeneration will transform and breathe new life into existing towns and valued areas will be protected. People's well-being, a strong sense of community, opportunity and fairness will be at the heart of all **decision-making regarding** development in North Somerset, **and be flexible and responsive to changing needs.**

Miscellaneous comments

- We must begin to rethink the much longer term
- This is your challenge. Create an environment that is a joy to live in, a community that encourages co-operation and social interaction.
- Stop small housing developments that increase the sprawl south of Backwell develop in the centre of the village.
- Post covid, it is necessary or realistic to almost double the number of homes built per year.
- Concerned about the environmental impact of wind and solar farms.
- Fewer journeys will be made by cars – this needs to be translated into reduced road building
- Must not take short term decisions that will cause us problems in the future. The climate emergency is real and should be at the heart of North Somerset Local plan. As we plan for growth, we expect leadership from the council to make difficult decisions such as revising the green belt area to allow closer and more sustainable development nearer Bristol. Future travel must be planned now so we have time to ensure it's delivered rather than reacting to change when it happens. North Somerset is an amazing place to live and we expect this to be preserved and improved for the future.
- Importance of high-tech infrastructure.
- Strong likelihood that the emphasis and importance of public and mass transport will diminish in the short and long term the car may be seen as the convenient mode of travel as public transport season tickets may become less attractive as employees make fewer and less predictable journeys.
- North Somerset has two distinct areas, the north and Nailsea associated with Bristol the rest looks to the south and Weston. Difficult to have overall Plan for both. Need explicit recognition of the varied communities across North Somerset
- Community suffers as people work from home
- Sort out road congestion
- Build development close to existing employment centres, rather trying to creating new employment close to development.
- Housing density should not be such as to raise liability to Covid 19.
- Apart from going carbon neutral asap other developments should be taken slowly due to uncertainty
- Need more variety and innovation in design.
- Need definition of words like "accessible" 'tackle inequality'
- Not exactly catchy or concise. Vision is too diffuse to make it meaningful.
- Covid has highlighted unhealthy aspects of old ways, and 2020 is an opportunity to change.
- Respect the choice of people who wish to simply live in their rural country villages as they always have
- Address mass net immigration
- Biosecurity is now the no.1 issue
- The resilience of our communities shown during the pandemic should be capitalised
- Pandemic has accelerated a change that was already starting
- The vision lacks ambition- we should be aiming to be the best, at the forefront of new ideas, experiment with new technologies, attract outside investment etc
- North Somerset's vision is to be carbon neutral by 2020
- Protect homes businesses and community structure from the effects of climate change including flooding and food insecurity.
- A thriving community needs more than just houses and access to jobs. We don't want commuter dormitory villages, but well integrated self-sustaining communities, with less reliance on cars. Communities need to be set up to allow people to work from home, or close to home, with local facilities.
- Suggest 'valued areas' is amended, unclear what "fairness" means in practice
- Vision should be more explicit.
- Must take on board the aspirations, needs and views of local communities
- Alternative suggestion

In 2038 the residents of North Somerset live in safe, thriving, sustainable, environmentally sensitive, well designed and built communities, well supported by pre-created infrastructure and amenities, and free from inequalities such as those brought about by poverty, discrimination, exploitation, racism, sexism and homophobia. They utilise their knowledge to minimise damage to the environment and proactively enhance the community's well-being. Full employment is the norm with most of it based close to or in the home, which is designed to facilitate this. Good education for all ages and levels is freely and easily accessible.

- Suggest: 'valued areas will be protected where it is possible to do so whilst also meeting the council's goal of becoming zero carbon by 2030.'

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

- Regeneration shouldn't mean repeating old land uses. Need to modernise use of towns/centres
- How can the numbers of homes needed be provided but still adhere to these aims? Question this.
- Can't achieve these aims without a comprehensive green belt review.
- Omit to mention prioritising the provision of comprehensive health and social care which will be required as the population increases.
- Haven't these been planners aims since the planning system began? Fact that we are still feel the need to prioritise them demonstrates how difficult it is to achieve them. Local Plan should therefore measure how these aims are being implemented. NSC needs to adopt a no nonsense stronger attitude to promoting good development and rebutting proposals which don't fulfil these aims.
- Lack the necessary reference to the natural world and human reliance on it. Ecological crisis as well as climate crisis.
- Question Bristol Airports role in tackling climate change.
- HMO's aren't inherently bad-well managed they can provide a valuable enjoyable residences.
- Should be implemented in a way which reflects local distinctiveness and character (not just architectural) necessitating a different approach to development across rural and urban areas.
- More emphasis needed on supporting young people.
- Raising design standards to achieve these aims is generally supported.
- Can be achieved by identifying land for development in sustainable locations on sites with minimal technical constraints.

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

Priority 1:

- Zero carbon has to be the most important priority - but that can be compatible with, and supportive of, the other priorities.
- Welcome priorities 1) and 6) but urge greater acknowledgement of their deep interconnectivity (i.e. the role of natural climate solutions).

- Most important is to deliver the zero-carbon target coupled with the transport infrastructure. If the climate emergency target is delayed it will be too late for future generations, but to make that work will need behavioural changes which can only work if the public transport is efficient and affordable.
- I think the priorities are reasonable. The ones I would put first must be related to climate change. If we don't act now, there is no future for humanity - the rest would not be required.
- UK has tremendous off-shore wind assets coming online so suitable renewable energy on residential developments e.g. solar pv, ground source heat pumps, solar thermal, yes but not all sites will be suitable so sleeving of energy from green suppliers (e.g. owner of an offshore wind farm) should be accepted to satisfy this objective.
- Whilst the first priority is laudable and indeed is my first priority it mustn't be silent on Bristol airport as that is such an important factor.
- It is important that that the Local Plan does more than just pay lip service to the declaration of the climate emergency but actively reflects its aspirations. Make North Somerset the first local authority to develop a climate emergency proofed Local Plan!

Priority 2:

- Completely agree as long as there genuinely are facilities and job opportunities, and public transport really is high quality and efficient.
- Do not agree with 2 or 5 development should be spread as evenly as geographically possible throughout the area.
- Absolutely, development needs to be at established service centres and transport hubs. That provides the most sustainable locations and we must revisit the outdated Green Belt to avoid perverse unsustainable outcomes.
- Priorities 1, 2 and 3 are the most important priorities to ensure sustainable development and are closely interlinked. By ensuring that development takes place in the right place, we can ensure that green spaces are protected, the environmental impact of increased traffic is limited and by being close to jobs and services, people can benefit from active travel opportunities.
- We consider the right priorities have been identified. Prioritising new development close to existing centres (number 2) is particularly important and can help with some of the other priorities.

Priority 3:

- Surely the "need for new homes" should mean a local need.
- The most important is the provision of affordable decent homes for everyone.
- Emphasis should be on affordable housing
- We do need a variety of housing types, but I would suggest that given the disastrous effect of the 'right to buy' policy we concentrate on having at least 50% social housing in each development. There is no such thing as affordable housing without mass social housing.
- We need more single storey small accommodation to lifetime home standard for the elderly to retire and downsize freeing up larger homes.

Priority 4:

- The of delivering a new strategic transport infrastructure to support regeneration and job creation and thereby significantly to reduce out commuting, particularly from Weston-super-Mare to Bristol, is wholly misconceived. Weston-super-Mare has always been (a) a small seaside resort and (b) a dormitory town for Bristol. The M5 between junction J21 north to J20 should be improved with a link road from J20 through to Bristol. Much employment in Weston-super-Mare supports its seasonal tourist trade. The reality of seaside towns is that

their one-dimensional hinterland will always be somewhat unattractive to employers especially where there is a major employment hub (such as Bristol) nearby.

- If commuting by car is to be discouraged on environmental grounds, this Priority would fail to achieve that and certainly to encourage car travel to the airport whose trade will also be negatively impacted would not meet climate change objectives, nor would it encourage the airport to promote use of public, not private transport.
- Why is there always an emphasis on Weston. Out commuting is a problem is Portishead too.
- Does essential new strategic transport infrastructure mean roads? The emphasis must be on public transport and active travel, not roads. Also, two parts of the statement appear to be in conflict. Surely delivering essential new strategic transport infrastructure would encourage more out-commuting rather than reduce it?
- The priorities are correct with the exception of Priority 4. It is not realistic to reduce out commuting from Weston Super Mare. Indeed, the impact of Covid 19 means that there will probably be a greater need for residents to travel into Bristol for work opportunities.
- Question 13 has given a disguised reference to development at the Airport in point 4. Point 4 states 'To deliver essential new strategic transport infrastructure to support regeneration and job creation and significantly reduce outcommuting, particularly from Weston-super-Mare to Bristol.'
- If job creation is going to centre in and around Weston, house building should be focused here too.
- For residents of Tickenham this priority is vital - the investment in strategic transport infrastructure. Tickenham needs a bypass as the B3130 which runs through the village is at capacity.
- Yes to support and ease existing settlements. No to strategic transport that encourages travel. 'Live-Work' units post Covid-19 are essential.

Priority 5:

- Realism is required. The north of the district is largely rural and I don't think it is realistic to significantly increase job opportunities (other than homeworking) in these areas. Emphasis should be on development close to existing employment centres, rather than on creating new employment close to development.
- To increase the number and range of job opportunities at Weston-super-Mare and in the north of the district - should be expanded to include potential for employment opportunities elsewhere in the district, including to support the main towns within the settlement hierarchy such as Clevedon, which have strong functional and geographical links to Bristol.

Priority 6:

- Agree that priority habitats are important. Would also like to see more emphasis placed on protecting the rural environment, the visual landscape, heritage assets and their settings particularly listed farm buildings and churches.
- Green spaces around rural villages must be preserved.
- The Safeguarding areas at risk of flooding being is of high importance.
- Urge that 6) looks to both protect and enhance the green infrastructure network. We also urge the Council to consider developing a call -for-sites mechanism for nature recovery to help realise the green infrastructure network. We welcome exploring this idea with the Council further.
- If you build on Open Space now, this cannot be undone and NSC will not deliver priority 2 and 6 (in my view of paramount importance) no matter what they do in the future.
- Agree that supporting wildlife habitats should be a priority.

- The Mendip Hills AONB Partnership request consideration of the wording of Priority 6 to ensure delivery on the priority of importance of the green infrastructure; *'To prioritise the importance and delivery of the green infrastructure network...*
- Protect and expand green spaces is environmentally essential. If we don't do that, everything else is whistling in the wind.

Priority 7:

- Transport infrastructure must mean public transport first. Not new roads.
- Can priority 7 include GP and medical services.
- Please ensure drainage infrastructure is considered within priority 7 (Wessex Water)
- Development should not happen until the infrastructure is in place/guaranteed

Priority 8:

- What are the transport hubs and where are they? Not at the airport please.
- With particular regard to the climate emergency: every effort should be made to develop housing on brownfield sites and immediately within or adjacent to existing centres of employment. If new communities are to be developed, then they should be in locations which keep additional transport infrastructure to an absolute minimum and where existing public transport services can readily be provided at a proportionate cost. These were all concerns expressed by HM Planning Inspectorate upon their examination of the JSP.
- Particularly concerned with priority 8. If Nailsea and Backwell station is considered a transport hub it should only be to the extent that spare capacity is available. Also, higher residential density would not be appropriate for Backwell.
- How will higher residential densities be achieved whilst making sure the quality of life for new residents are protected?
- As long as this is done to prevent urban sprawl and to protect the green belt, and as long as the design is excellent.
- How is delivering higher residential densities compatible with people's health and well being when we all know the benefits of having private green space?

Priority 9:

- Agree, but retailing is moving rapidly towards on-line platforms, which will continue to impact upon High Streets. We would not wish to see every other retail outlet become a coffee shop or pavement café.
- Nailsea needs to have a realistic level of development which is commensurate with its employment opportunities and protects its sensitive environment. I support making the town centre the focal point for retailing, community uses and leisure. I do not support a massive new housing development which would completely change the rural character of the town and have its own separate centre. In no circumstance should a new development have its own centre, which would compete with the existing town centre and risk undermining its rejuvenation and sustainability.
- To address the decline of Weston-s-Mare town centre emphasis needs to be placed on providing more leisure facilities/visitor attractions.
- as long as conversion to housing is the last resort and not detrimental to the rest of the high street (e.g. allow housing at the ends of high streets, not in the middle)
- We need more good quality affordable homes in town centres.
- The focus that should be placed on brownfield sites, both existing and those bound to emerge as life styles change. Indeed the development of brown sites is not even mentioned, although obtusely assumed in priority 9 which is the decline in the town centre point.

Priority 10:

- How is developing new communities a sustainable approach when with the amendment of the green belt Long Ashton could be enlarged which would be sustainable.
- Developing 'new communities' rarely works, so avoid this!

Other comments

- With the climate emergency and sustainability in mind, an additional priority should be to ensure that the airport is not expanded any further.
- It should be possible to protect the rurality of the countryside for the enjoyment of residents and to take a more considered approach to the continuing upsurge of speculative building applications on agricultural land in rural and village areas to protect their status. To date, sustainability and that protection appear to have taken a low priority in decision making.
- The priorities conflict and are not easily reconciled in the quest for sustainable development. The Council should strongly contest to reduce by approximately one half the Government's imposed calculations for the number of new homes to be built in North Somerset.
- Regeneration should have a higher priority rather than development around the edges of towns.
- You have missed out residents with mobility difficulties and disabilities - 20% of the population. This group need specific safeguards which should be included in the plan. The word disabled does not appear once in this document. I will be counting it's appearance in further evolutions.
- The correct priorities have been identified. The one thing that should be added in terms of transport is to look into a park and ride for Weston which would significantly reduce congestion around the town taking cars out of the centre.
- Twelve respondents felt that priorities, 1,2,3,6 & 9 are correctly identified, but the others, Priorities 4, 5, 7, 8 & 10, are not.
- Economic growth is much less important than strong sustainable cooperative communities.
- We need infrastructure to create a community and we need to regenerate existing centres to revive the local economy.
- We would highlight that the transport assessment for the new Local Plan should recognise that parts of the SRN (i.e. M5 J19 and J21) experience weekday capacity issues spread over a peak period rather than just a peak hour and that this could be impacting on the health and wellbeing of North Somerset residents as journeys to work take an extended amount of time.
- I feel that that prioritising 1, 2 and 10 on this list would then inform or enable the other priorities.
- Fundamental priority of the Council should be to prepare an effective and deliverable Plan to meet the development needs of the district over the plan period – effectiveness and delivery do not appear in the priorities.
- These priorities lack sufficient emphasis on the natural world and human reliance on it. Preservation of the natural environment and sustainability must be high priorities in planning policy.

Further Comments

- Notion of even greater growth is doomed and not compatible with climate change objectives. Housing figure should be contested.

