

North Somerset Council
Local Development Framework

Core Strategy
Issues and Options

Consultation Statement

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1. INTRODUCTION

North Somerset Council is producing a Core Strategy as part of the Local Development Framework.

The Issues and Options stage began in April 2007 and an Issues and Options leaflet was produced to stimulate discussion and comment in October 2007. This report concentrates on the responses to consultation from this latter part of the Issues and Options process.

2. CONSULTATION OBJECTIVES

The Core Strategy Issues And Options stage began in April 2007 following consultation on a pre-production brief in March 2007. Meetings, workshops and discussions were held with various stakeholders and organisations and internal and external consultees to establish emerging issues from this time onwards (this is shown in the Consultation and Engagement Record at Appendix B). In order to provide a mechanism for focussing wider debate an Issues and Options leaflet was produced. It was considered that this would allow more widespread involvement and understanding of the Issues and Options /Core Strategy process. The consultation period on the leaflet ran from 1 October until 30th November 2007.

The consultation objectives were to:

- Widely communicate key messages relating to the Issues and Options facing North Somerset up to 2026
- Give stakeholders and interested parties the opportunity to engage in the consultation
- Seek and obtain responses to the Issues and Options leaflet

3. METHODOLOGY

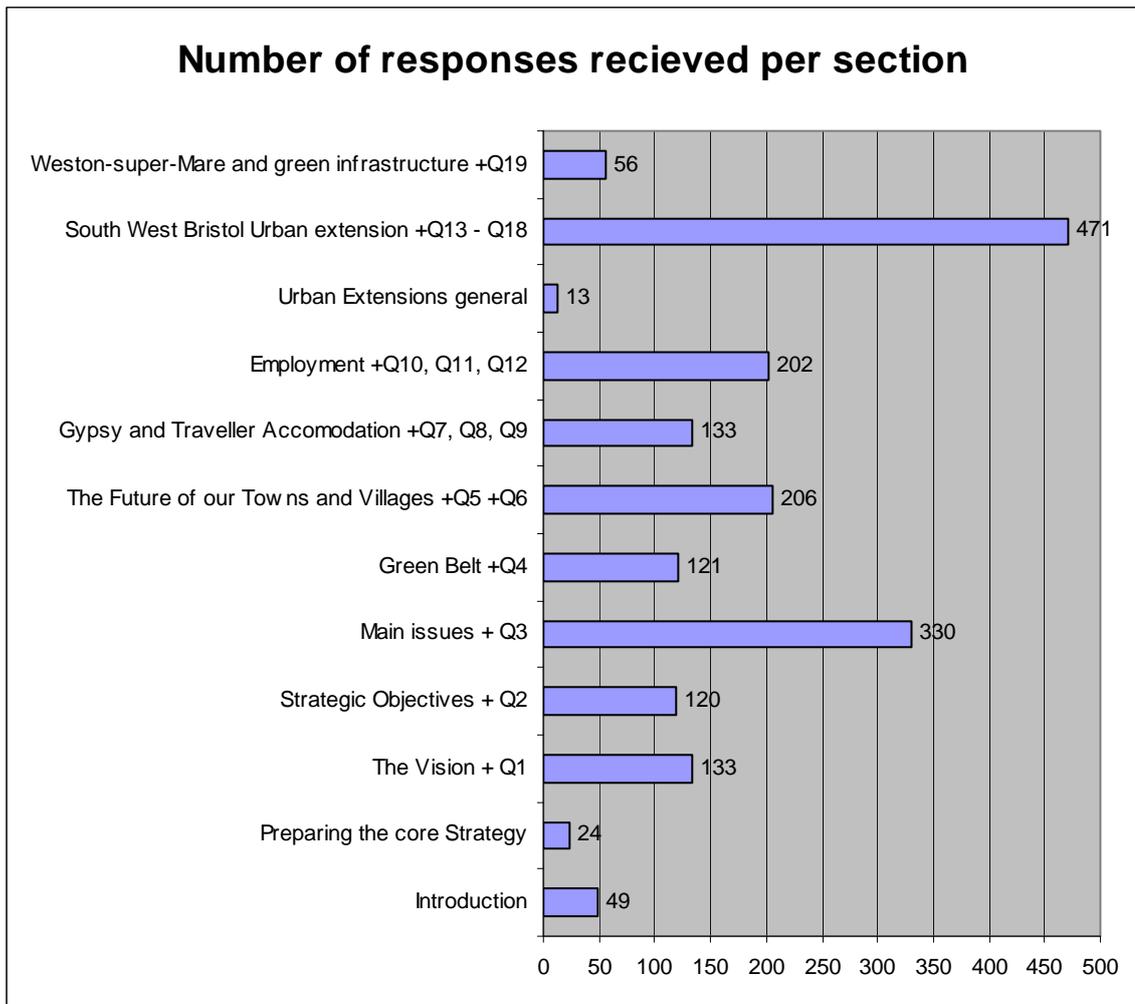
- The Issues and Options leaflet was designed as an A1 folded broadsheet in order to be less formal, with clearly defined sections. Questions were included within each topic area in order to focus attention on particular aspects of the consultation. Comments on any aspect of the Core Strategy consultation were accepted, however.
- 90,000 A1 folded leaflets were produced and the majority of these were distributed with North Somerset Life magazine in October 2007. This is a Council publication which is intended to go to each household in North Somerset. In reality it became evident that 'pockets' of houses did not receive the magazine and following requests for replacement

leaflets these were made available to be distributed by local parishes or at meetings. North Somerset Life magazine also contained an article about the consultation and where exhibitions were being held. The distribution system for North Somerset Life has now been changed and so the geographical gaps in consultation should not occur in the future.

- Exhibitions were held for a minimum of four days each in Long Ashton, Clevedon, Nailsea, Portishead and Weston-super-Mare to create an opportunity for local residents to find out more about the Core Strategy. These were staffed for one full day each by two planning officers, to answer queries as necessary.
- Significant and general consultation bodies were notified of the consultation by email or letter, as well as other organisations, interest groups or individuals who were registered on the LDF database as having an interest in the Core Strategy (a leaflet was included as considered appropriate).
- Parish Council or other meetings were attended by planning officers upon request.
- Leaflets were made available through libraries throughout the district. They were also distributed to doctors, dentist surgeries and community buildings. Posters were displayed in public areas (particularly those areas likely to be most affected by the Core Strategy proposals).
- Media coverage was given in the Mercury and the Weston and Worle news on 18 October.
- The Leaflet and associated information was available on the Councils website.
- Responses were requested in writing or by email or via the on-line representation system. Verbal telephone comments were also recorded, as were comments given at the exhibitions. Appendix 3 details comments made at exhibitions. Every one who submitted a written comment has been allocated their own personal representation number with each individual comment also having a reference.

4. RESPONSE LEVELS

There were 251 respondents to the leaflet consultation who made 1861 individual comments. The greatest number of comments were made in relation to the options for development at the South West Bristol Urban Extension. The graph below shows broadly the level of responses received per topic.



Verbal comments noted at exhibitions and meetings were recorded in terms of the subject of the discussions rather than number of individual comments made, but as Appendix C details there was a high level of concern over various aspects of the South West Bristol proposals. These comments also tended to be either of a more general nature, rather than focussing in on the questions asked as part of the consultation, or very specific to the exhibition location with the subject being peripheral to the Core Strategy consultation.

A detailed schedule giving summaries of the individual responses made is available on the council's website or through the on-line consultation system via www.consult-ldf.n-somerset.gov.uk where each full response can also be seen.

5. SUMMARY OF KEY ISSUES RAISED

- Concern over the amount of housing required through the Regional Spatial Strategy (RSS), especially in relation to the SW Bristol Urban extension and the impact that this will have on existing communities. Growth levels will contradict with other sustainability, biodiversity and natural landscape aims. These views were reflected throughout the document.
- Concern over the impact that the South West Bristol Urban Extension will have on existing communities, particularly in relation to loss of local identity and village character, as well as traffic impact. To this end it is a common view that there is a need to minimise the amount of green belt land taken and impact on North Somerset communities by concentrating development as close to Bristol as possible.
- Need to address the transport infrastructure requirements generated by the urban extensions, particularly SW Bristol. This means ensuring public transport infrastructure, as well as other transport improvements are achievable and a delivery mechanism is in place (particular mention is made of the A38-A370 link, Barrow Gurney by-pass, rail improvements, Junction 21 of the M5 solutions, as well as cycle/pedestrian permeability and connectivity).
- Prioritisation of the issues is needed as many are conflicting
- There was general support for extending the green belt (Option C the maximum extent was favoured), but also that the detailed boundaries around settlements need to be reviewed to allow for development to meet local needs.
- In relation to the settlement hierarchy much concern was expressed that Nailsea should be reclassified as a market town (policy B settlement), rather than the Issues and Options categorisation as a policy C settlement. This is to allow for a greater amount of development both housing and employment in order to prevent decline and increase sustainability.
- There were very mixed views about how to achieve affordable housing, with no overwhelming consensus for allocating specific sites.
- Royal Portbury Dock and particularly Bristol International Airport should feature as key issues within the Core Strategy. The majority view was one of restraint at the airport.
- No specific sites were put forward for Gypsy and Traveller accommodation although the majority view was that additional sites should be located adjacent to existing sites, but that a number of options may need to be chosen in consultation with the gypsy and

traveller community.

- There was general support for increasing self-containment levels, though no consensus as to a target level whether for Weston or the other towns. A target is only part of the solution and should be combined with quality jobs in accessible locations. This will also apply to achieving any ratio of jobs per homes. There was some dispute over the figure of 1.5 in that it is unsupported by RSS targets and would definitely not apply outside of Weston-super-Mare. North Somerset needs to be clear how these will be delivered i.e. either mixed use sites or allocation of corresponding employment sites.

6. CONCLUSION AND NEXT STEPS

The next step in the production of the Core Strategy is to evaluate the comments and suggestions received and use the information to inform the preparation of Preferred Options.

The Issues and Options were prepared using the guidance of the draft RSS (published in June 2006). The recently published panel report makes a number of key changes which will influence the Core Strategy amongst them:-

- The need for an additional 750 houses outside Weston-super-Mare and the SW Bristol Urban extension areas. This may have a bearing on the classification of settlements as policy B or C .
- The removal of the opportunity to extend the green belt south and west of Nailsea.
- Weston-super-Mare travel to work area employment generation target has been increased to 10,000 jobs (from 8,000-10,000).

The Government Office for the South West will review these recommendations and publish proposed changes to the Draft RSS in late Spring 2008. These may differ from the changes suggested by the Panel Report, however North Somerset will need to progress the Preferred Options on the basis of current information.

More detailed work on how to progress the South West Bristol urban extension including consultation and engagement is already in progress and will inform the preferred options.

APPENDIX A SUMMARY OF COMMENTS

A1.1 Introduction

The issues and Options leaflet asked 19 specific questions, grouped around specific topics. The following is a summary of the main issues raised relating to each topic area and question.

A1.2 General comments

There were 73 comments relating to the “Introduction” and “Preparing the Core Strategy” sections combined. Concerns were expressed and were centred on the following issues:-

- Concern over growth levels and lack of explanation as to how they have been arrived at. These concerns are reflected throughout the responses both to this and other sections of the leaflet.
- Important that Council explains how it has arrived at policy choices and main issues.
- Some concerns that document format is confusing.
- Consultation inadequate in the area affected by the SW Bristol extension,
- Royal Portbury Dock and Bristol International Airport should be addressed.
- No discussion of the issues which will arise following population increase to 2026.
- RSS panel report will necessitate a review of the Vision and some of the Strategic Objectives.

General points raised at the exhibitions echoed the desire to see Bristol International Airport and links to the airport feature more prominently in the Core Strategy. It was felt that there was generally not enough information available in particular on traffic flows and congestion issues. There was concern expressed that the exhibitions should also have been in villages ie Winford, Felton, Langford and Churchill who will be more affected by increased traffic flows than Nailsea.

A1.3 The Vision and Q 1 “Do you agree with the vision for North Somerset over the next 20 years?”

There were 133 comments received relating to the vision. Of these 58 broadly supported the vision, though often with caveats:-

- There was overall concern that the growth targets are too high and contradict with other sustainability, nature and natural landscape aims. Infrastructure will not cope with these levels of growth.

- Lack of reference to renewable energy, landscape and nature conservation, Bristol International Airport and Royal Portbury Dock
- Concern at over concentration on two centre growth and the need to remove the green belt to meet this. This will lead to dormitory towns and the decline of the rural areas.

A1.4 The Strategic Objectives and Q2 "Are these the right strategic objectives?"

There were 120 responses relating to the strategic objectives.

As with Q1 the overall numbers of new homes needed were questioned and there was concern that the objectives are incompatible with the proposed growth levels. Bristol's proportion of the SW Bristol extension should be built first.

Aside from these concerns there was general agreement on the objectives but key issues were considered to be:-

- Implementation- to ensure balanced communities where service development keeps pace with housing and jobs come first (what is the employment target outside of W-s-M?), and especially providing decent affordable housing. Minimise impact on the rest of North Somerset.
- Role of smaller towns - smaller towns should have the potential to meet more than just local housing needs (in fact will need higher levels of market housing to support affordable housing provision). It is inevitable that they will have a dormitory role. Others welcome concentration of development at the two urban extensions to protect other villages and towns from expansion.
- Natural environment and cultural heritage should have greater acknowledgement.
- Objectives should stress the sub-regional role of Weston-super-Mare.

A1.5 Main Issues and Q3 "Have we identified all the main issues?"

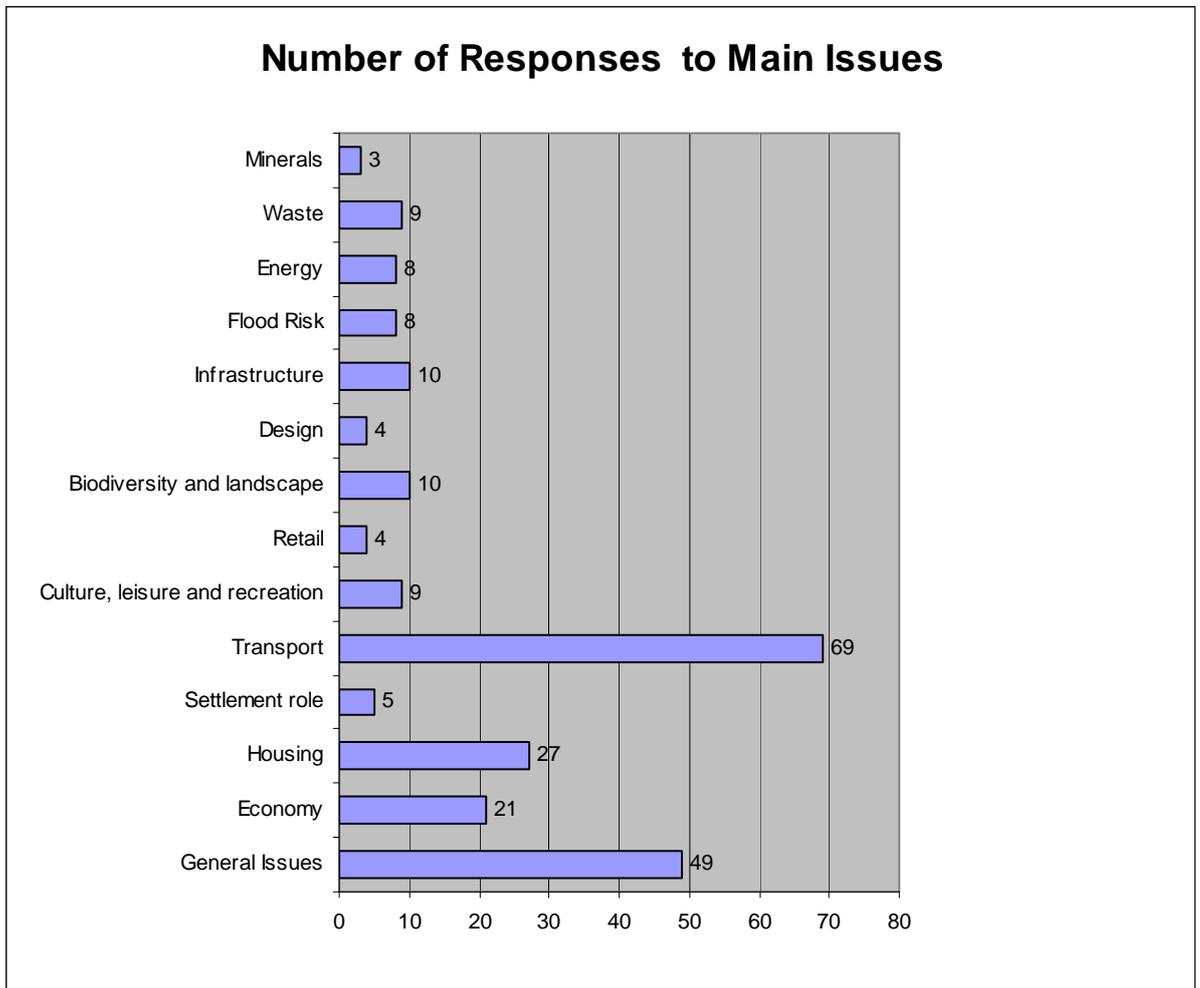
There were 330 responses to this section which listed what North Somerset believe to be the main 15 issues facing the district over the next 20 years. 94 of these responses were specifically to the question "Have we identified all the main issues". Others were comments on the list of issues as expressed. The graph on page 10 shows the number of comments on the latter.

There were a notably higher number of responses relating to **transport issues** than any other, reflecting two main views:-

- The means of ensuring that public transport infrastructure should be in place, as well as other transport improvements to support the two urban extensions is essential. Key schemes should be addressed and prioritised i.e. A370/A38 link Barrow Gurney bypass and Jn21 of M5

and second Avon crossing. Improvements to rail services including new routes.

- Desire to restrict airport expansion and it's felt that BIA should feature more prominently in the Core Strategy.



In relation to **Housing**:-

- Concern was again expressed over housing numbers and the need for affordable housing.
- What about brownfield windfall opportunities?
- Housing growth should be phased with employment opportunities, especially at Weston - how will this be achieved?

In relation to **Economy** many of the comments made on employment issues are equally pertinent to Q10, Q11, Q13:-

- There was general support for increasing the breadth of the employment base and to support existing employment,
- but concerned that North Somerset has not put forward any mechanisms to achieve this.

Comments made on **General Issues** centred around the following points :-

- Care needs to be taken that North Somerset takes due account of cause and effect and conflicting priorities.
- Greater emphasis is needed on ensuring that development supports local landscape character and biodiversity.
- Protecting communities and community spirit.
- Issues are too numerous and should be distilled to a number of key objectives.

Q3 It was pointed out that a number of the issues are conflicting and therefore need to be prioritised. Some additions were suggested namely:-

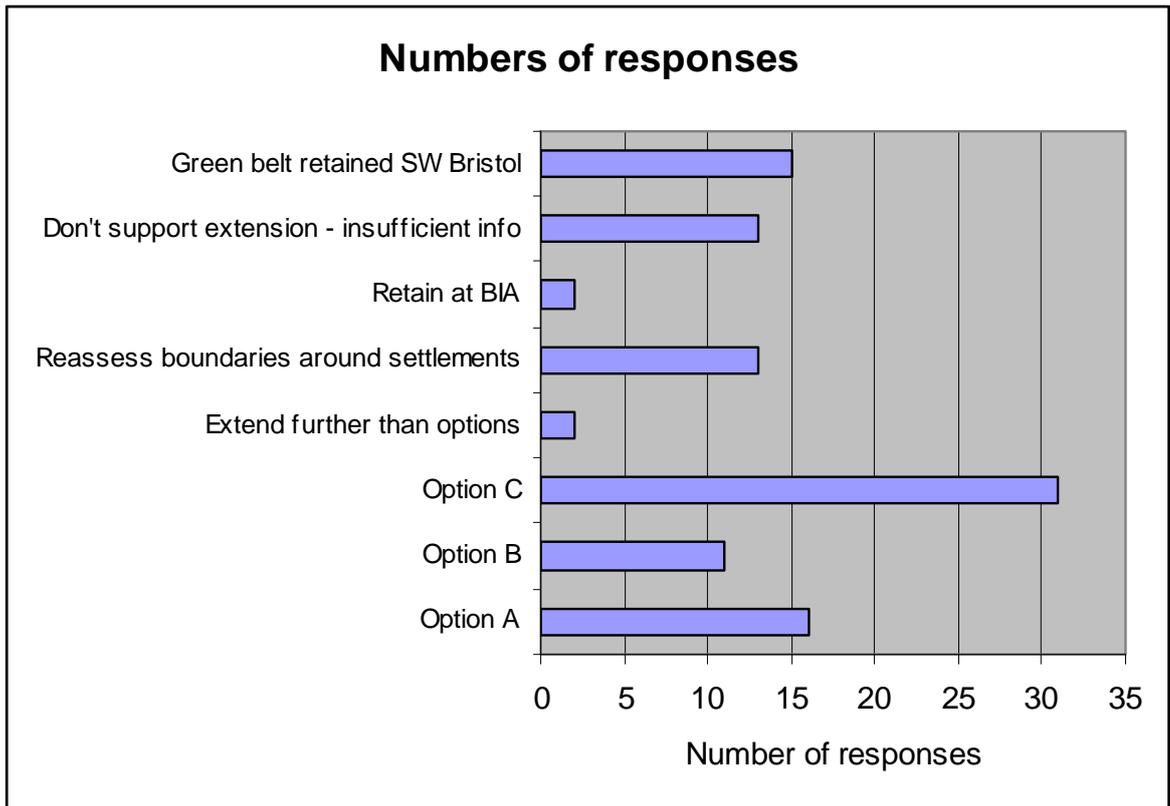
- Severn Barrage and it's implications if constructed
- Economy-the changing needs of modern agriculture
- Regeneration
- Infrastructure- broadband provision for rural communities
- A specific reference to our response to climate change
- Importance of the historic environment in providing identity
- Water management

A1.6 Green Belt and Q4 "Which green belt extension option do you prefer?"

There were 121 comments relating to proposals to extend the green belt in line with RSS policy SR3:-

- Of those directly responding to the options given 53% preferred the maximum extent of Option C, 28% for Option A and relatively few preferred Option B.
- There was also dissent expressed for removing land from the Green belt at SW Bristol.
- The need to reassess detailed boundaries around settlements in the green belt to allow for development to meet local needs was notable.

Comments at the exhibitions centred around what would be the implications of extending the green belt around affected villages.

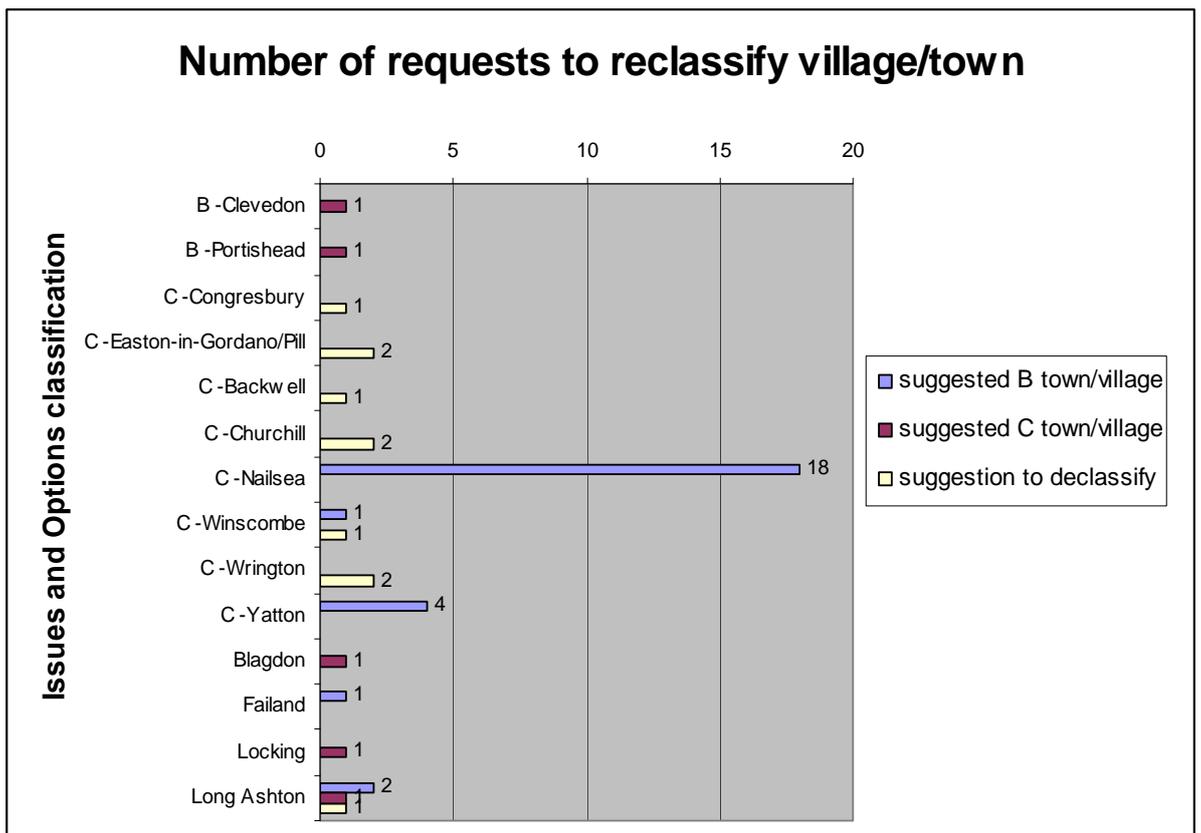


A1.7 The Future of our Towns and Villages and Q5 “Which towns and villages are appropriate locations for development as set out in the draft RSS hierarchy and what form should the development take?”

There were 206 responses overall to this section.

102 comments were made relating to the classification of towns and villages as RSS category B or C settlements:-

- There were 18 calls to classify Nailsea as a market town (B settlement) rather than the Issues and Options categorisation as a policy C settlement. This was by far the most common reclassification request.
- There were two suggestions that category C should be split into two, to distinguish between larger northern dormitory villages and other southern village.
- Retail function of each town and district centre should be specified as per Planning Policy Statement 6.
- General desire for development to be employment lead with provision made for affordable housing in all villages and towns. There is general support for expanding the employment base of villages, also the retail base with each having at least one shop.
- There would appear to be a desire to retain settlement boundaries, without a detailed explanation as to the implications of removing them.



At the exhibition in Nailsea concern was expressed about the future role of the town and the need for more facilities especially for children and young people including housing to keep the town vibrant. In Portishead there was concern over existing infrastructure provision and extent of existing committed development.

A1.8 Q6 "Should we specify sites for affordable housing in these communities?"

There were 87 responses to this question:-

- 26 were in favour of site allocation although a strong emphasis has been placed on local involvement in identifying need and on site selection. Yatton is put forward as a suitable village for affordable housing allocation.
- There were 22 against allocation and a further 11 suggesting that they should come forward through mixed use sites. Of those who were against, a common reason was that landowners would simply not sell at reduced land values, especially in B or C settlements. The site allocation approach may be more workable in the smaller rural settlements (where landowners had little other hope value).
- An element of affordable housing should be provided for in all communities.

A1.9 Gypsy and Travellers accommodation Issues and Q7- Q9

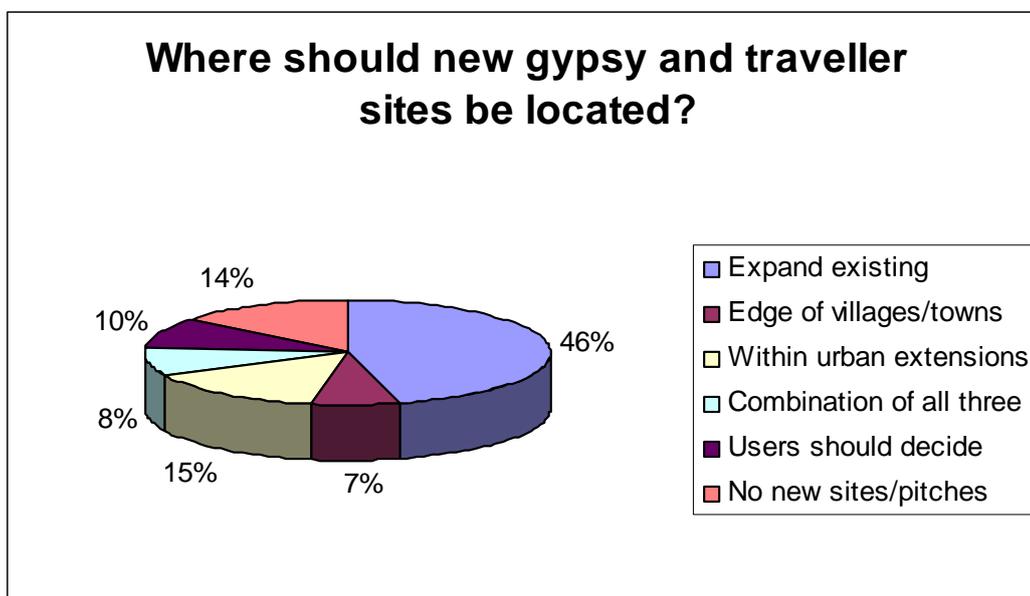
Q 7 “Should new residential sites be allocated

- adjacent to existing gypsy and traveller sites
- on the edge of towns or villages
- as part of the proposed urban extensions to the South West of Bristol and at Weston-super-Mare?”

Q8 Do you have specific suggestions for the location of new residential sites? And;

Q9 where should a new gypsy and travellers site be established?

- The majority view was that additional sites should be located adjacent to existing sites (33 responses equalling 46%) however, there was also concern that these sites may be at capacity and that a mixture of options should be chosen. The advantage of the urban extensions as a location was seen to be that there would be no existing “nimby’s”.
- The view was also expressed a number of times that the need had not been proven for additional sites/pitches.
- The only site specific suggestion for a new site was adjacent to the existing one at Hewish.



A1.10 Employment and Q10-Q12

There were 202 responses to employment issues.

Q10 “What Level of self-containment (currently 64%) should we be aiming for in Weston-super-mare by 2026?”

- A common comment is that the target should be to improve the levels of self-containment over time, rather than specifying a precise target.
- A target is only part of the solution, it needs to be combined with quality jobs in accessible locations.
- There were 26 suggestions for specific self containment targets as detailed in the table below.

Self containment level	Number of times suggested
64% (same as now)	3
75%	10
80%	6
90%	1
100%	6

- It was suggested that self containment targets should be set for all towns, although it was also considered that more background information was needed before being able to state a figure.

Q11 “Should a ratio of 1.5 jobs per home be applied to all new developments? Should a similar figure be used elsewhere in the district?”

- Although on one hand the figure of 1.5 was supported there was a lack of clarity over why the figure suggested is 1.5, given RSS housing and employment targets.
- This may be appropriate in Weston where there are high levels of unemployment, but this is not reflected in other parts of the district.
- It is generally agreed that ratios alone will not achieve self containment and they must be combined with effective transport, job quality and location.
- There is uncertainty how this will be implemented i.e. allocation of corresponding employment sites or via mixed use schemes?

Q12 How do we assess the amount of additional employment required in our other towns and for the South West Bristol extension?

- General support for increasing employment opportunities in all villages and towns, although no consensus over mechanism for achieving this or means or calculating quantity, other than the RSS model. Starting point is an Employment Land Review to assess potential future growth.

A1.11 South West Bristol Urban Extension

This part of the core strategy generated the most interest and responses, totalling some 471 individual responses.

Q13: “What aspects of North Somerset’s and Bristol’s character should be incorporated into the design to ensure that it is local to our area and distinctive from other towns in the UK?”

Many believe that it is important to incorporate specific vernacular details of Bristol in the urban extension, but many believe this is an opportunity to create an innovative new sustainable community which reflects the practical needs of a 21st Century community.

54 comments were received in relation to this question. Key issues raised by respondents included:-

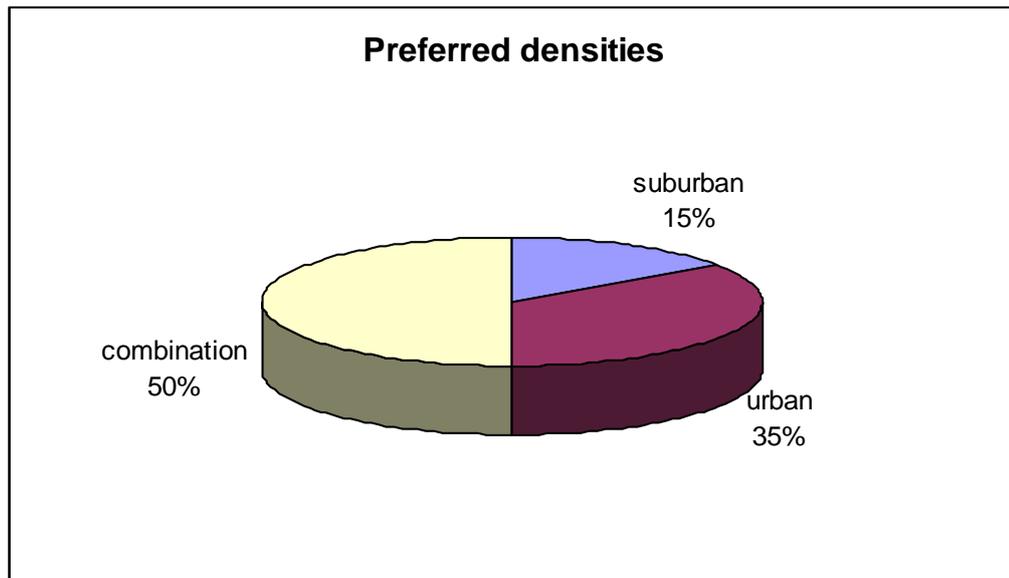
- Desire to be closely linked to Bristol and reflect Bristol’s urban characteristics. In particular, natural stone retaining and boundary walls are feature parts of Bristol and should be incorporated into the design of the urban extension.
- Desire to encourage new, high quality style of design reflecting the practical needs of a 21st Century community, shaped by considerations of sustainability and the need to avoid repeating the failures of the past.
- Existing landscape elements including woodland, open green spaces, rivers, ponds, and trees should be retained and reflected in the design.
- Specific building materials, roof pitches, height and massing should be reflected in the design.

Q 14: “What sort of density are we aiming for? Are we aiming at urban, suburban or a more spread out form of living, or a combination of all three?”

The majority of comments received were in favour for a combination of all three levels of densities which places more emphasis on community and open green spaces.

64 comments were received in relation to this question. Key issues raised by respondents included:-

- Desire to have a combination of all three densities will provide the best chance for diversity in design, maximising the chance of introducing as much character as possible to a new development.
- Desire to have a higher density development to minimise the amount of land taken from the Green Belt whilst being appropriate to the setting and accessibility to the site.
- Desire to match existing area densities; high density for areas closer to the city and towns and low density for rural areas and communities.



Q 15: “Are there any particular service or infrastructure requirements required for the new and existing communities which would enhance the quality of life for residents, for example, leisure, transport, parking and other facilities”

There was a strong desire for an efficient public transport system including cycle routes which would be sustainable and provide links to all areas, whilst minimising the need to travel by car.

64 comments were received in relation to this question. Key issues raised by respondents included:

- Desire to have greater level of public transport which is efficient, reliable, affordable and provides a link between surrounding local areas as well as South Gloucestershire and Bath.
- Desire to have a new railway station in Long Ashton which runs regular railway shuttles from Backwell, Long Ashton, Bedminster to Temple Meads.
- Provision of link road between A38 and A370, and provision of link road between Junction 21 (A370) and the Weston urban extension.

- Desire for wide green corridor which will provide safe cycle routes, footpaths, linear parks and public open spaces.
- Desire to have neighbourhood focal points including community centres, libraries, schools, NHS dentists and health & retail facilities.

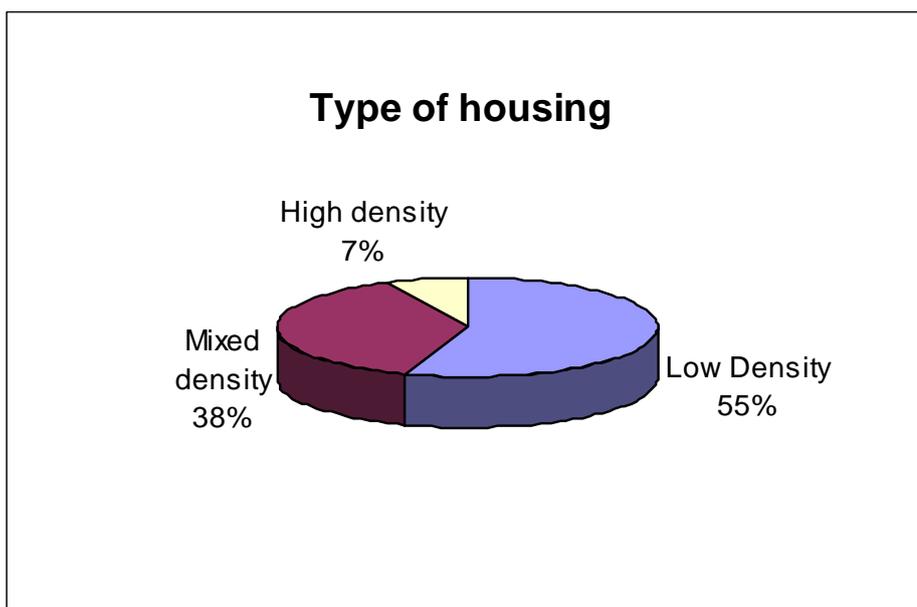
Many of these views were also echoed at the exhibitions particularly in relation to the need for effective (radical) transport improvements in place from the start, including cycleways and public transport improvements. There was some concern over the implications of the A370 –A38 link. Support was expressed a Barrow Gurney by-pass. It was considered important that it should be a sustainable community.

Q 16: “What mix of uses is required? How much affordable housing? What types of housing and in what proportions, for example, high rise or low rise?”

There was an overall strong desire for the development to be a low-mid rise development which integrated a high level of affordable housing and created a strong sense of community.

56 comments were received in relation to this question. Key issues raised by respondents included:

- Desire to have limited high rise development, but some viewed that high rise development would be appropriate for an urban fringe location to provide affordable housing whilst preventing urban sprawl.
- Desire to have 40% affordable housing (based on RSS10 and PPS3) which will be integrated within the development.
- Preference for mainly low-mid rise development which incorporates green spaces, shared gardens and possibly allotments.



Q17: “What existing green space should be incorporated into the design and what new areas should be provided?”

There was a strong desire to have a high level of new and existing green spaces which would be incorporated into the development and provide a strong sense of community.

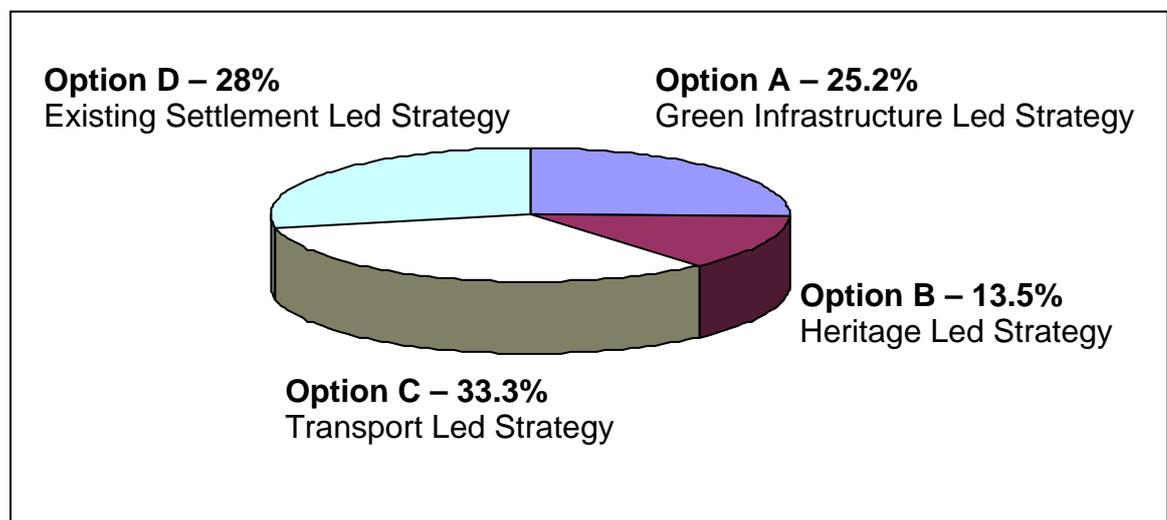
46 comments were received in relation to this question. Key issues raised by respondents included:-

- Desire for a variety of green spaces including formal and semi-wild spaces which are incorporated into the development.
- Desire for the green spaces which encourage a sense of community, including allotments, community gardens and safe spaces for children to play.
- Desire to protect all natural features including the Dundry slopes, headland above Yanley, the ancient woodland near the former Barrow Hospital and the streams which will provide attractive outdoor areas.

Q 18: “Which option do you prefer? A, B, C or D and why?”

109 comments were received in relation to the preferred option for a South West Bristol extension.

A high level of comments was received regarding the four options for the South West Bristol urban extension. There was a slight majority of respondents favouring Option C – Transport Led Strategy, due to its close proximity to South West Bristol and the ability to integrate with existing communities. The least favoured was Option B – Heritage Led Strategy, it was felt that the development would encroach too far into the Green Belt and destroy the valley. Each option received positive and negative points which have been summarised below.



The views at exhibitions were not necessarily in terms of favoured options although Option C was highlighted. Comments centred on the need to take as little Green Belt and North Somerset land as necessary by concentrating development up to the edge of Bristol. There were general and widespread concerns over the impact on existing communities especially Long Ashton and that the housing figures should be questioned.

Option A – Green Infrastructure Led Strategy

Key issues raised by respondents regarding Option A – Green Infrastructure Led Strategy:

- The most sustainable and natural plan which maximises the natural environment. Avoids the wildlife sites and other designated sites within the area.
- The extension of Long Ashton on the south west and eastern sides, together with the expansion of south west Bristol would provide the most sustainable development solution whilst preserving the Green Belt between the A370 and A38.
- This option is too scattered and will swamp the existing communities and areas.

Option B – Heritage Led Strategy

Key issues raised by respondents regarding Option B – Heritage Led Strategy:

- Allows more use to be made of the existing railway modified by development of Rapid Transit System.
- This option will provide huge sprawls of housing which will destroy the valley and the character of the area whilst encroaching onto the Green Belt.

Option C – Transport Led Strategy

Key issues raised by respondents regarding Option C – Transport Led Strategy:

- Allows for the highest level of integration between the new extension and the existing communities of South Bristol.
- Optimises the road and travel links to Bristol for the expanded population, and will facilitate implementation of the Orange and Red routes which will ensure adequate travel routes.
- This option leaves the majority of the Green Belt intact.

- Car-led rather than transport-led, due to the current state of congestion in Bristol, this seems unwise.

Option D – Existing Settlement Led Strategy

Key issues raised by respondents regarding Option D – Existing Settlement Led Strategy:

- Consolidates and enhances the smaller rural areas and retains localised identity and green spaces.
- Allows the new residents to be more easily incorporated into existing communities whilst giving them a sense of place and pride.
- Protects the natural and cultural heritage of North Somerset.
- Provides affordable housing in the widest range of settlements.
- Least logical option which will result in more commuting and have the greatest impact on the Green Belt.

Key issues:

Key issues were also raised by respondents regarding transport and infrastructure which included:

- Desire that if a new town/settlement is built, then there should be adequate funding for the level of infrastructure required, in particular the roads.
- It is a valuable area of countryside; development would exacerbate traffic congestion in areas which are unable to cope with the traffic congestion at present, making the extension unsustainable.
- Desire that any proposal requires the provision of travel facilities including by foot, bicycle and good cheap public transport.
- Desire for the urban extension to be self-sufficient in a self-contained area.
- Desire for much safer routes to schools, work, shops and leisure facilities to accommodate a housing growth.

A number of respondents raised the point that there shouldn't be an urban extension:

- The development of a large number of homes in a small area will create far more problems than it will solve.
- Desire for the Green Belt to be maintained, and the implementation of development in and towards Bristol to take place first with the relevant infrastructure in place before house construction commences.
- Desire for all greenfield sites to remain undeveloped until all derelict housing and brownfield sites are redeveloped.

A1.12 Green Infrastructure and Q19 “What are your views on the location, design and function of the Green Heart”

There were 43 responses relating to green infrastructure generally very much in support throughout the district. 35 of the responses were specifically concerned with the design, function and location of Weston’s green heart. A range of views were expressed, with the most common preference being for :-

- A series of linked open spaces (green routes) in a combination of informal uses including wildlife habitats and public access parkland with access to open countryside (possibly with a water feature). It was generally considered that sports facilities and playing pitches should be located elsewhere and that this should be an area predominantly for families and informal recreation.
- A smaller number preferred the area to be predominantly wildlife habitats.
- There was some support for a larger central area for multi functional use and events.

APPENDIX B CORE STRATEGY CONSULTATION / ENGAGEMENT
RECORD (FROM 2007)

Date	General topic area	With whom	Nature of Event	Outcomes
20.03.07 24.04.07 05.06.07 24.07.07	Weston Town Centre	Town Centre Landowners	Town Centre Landowners Meetings	Ongoing discussions regarding the regeneration of Weston Town Centre
13.04.07	Health Issues	NS Primary Care Trust,(Mary Hart & Max Kammerling)	Preliminary discussion	Initial awareness raising of LDF
23.04.07	LDF	NS Partnership	Meeting of NS Partnership Board	Purpose & key elements of LDF explained to Board.
17.05.07	LDF	Core Officers Group	Brief presentation	Formal update on progress with LDF
07.06.07	LDF/RSS update	Town & Parish Councils	Development Workshop	Raised awareness with T&PCs of new RSS/LDF basis for development planning
12.06.07	Tourism in Weston	Destination Management	Preliminary Discussions re: Tourism Data	Discuss tourism evidence base and joint working in terms of Weston branding/vision
21.06.07	Car Parking in Weston	Car Parking Manager D+E	Discussions over car parking situation in the town centre and DPE and CPZ plans.	Data Sharing.
22.06.07	North Somerset-wide issues for SCS	NS Partnership	Workshop to review body of evidence	Work of NSP will feed into work on CS
28.06.07		New Members	General level induction on what D&E does.	To educate new members
29.06.07		New Members	Power point presentation	To provide more detail on, eg LDF.
3.07.07	Education issues	Mike Slawin Weston College	Preliminary discussion	Initial awareness raising of LDF
4.07.07	What makes a sustainable community	NS Strategic Housing Partnership	Agenda item at SHP mtg. Brief presentation by Nick B with general discussion.	To ensure close liaison with this key delivery body.
9.07.07	Water supply	Bristol Water (Spencer Martin, Kevin Henderson, Graham Firth & Louise Steer)	Preliminary discussion on what major exts at Weston & SW Bristol RSS will mean for Bristol Water.	Useful to establish link & provide more detail to BW on DPDs & timings.
16.07.07	Core Strategy – SW Bristol Extension/Settlement Hierarchy/Greenbelt	Local Planning Team with Town & Parish Councils	Town and Parish Councils Workshop	Workshop to discuss major forthcoming strategic issues.
30.07.07	Rail services	Network Rail (Mike Gallop & Chris Aldridge)	Preliminary discussion on what major exts at Weston & SW Bristol RSS will mean for Network Rail.	Useful to establish link & provide more detail to NR on DPDs & timings.

02.08.07 – 16.08.07	Weston Town Centre AAP	Internal Consultation	Internal Consultation	To address issues concerns of other sections/departments within NSC on this document.
11.09.07	Core Strategy	Wraxall & Failand Parish Council	Local Planning Team Leader spoke at parish meeting.	Outline RSS context & main elements of Core Strategy & to advertise Issues & Options consultation in Oct.
17.09.07	Core Strategy	Barrow Gurney Parish Councillors (Jeff Coombes, Ed Bradley & Robin)	Informal discussion.	Outline forthcoming Issues & Options consultation in October.
17.09.07	Core Strategy	Karuna Tharmananthur met Long Ashton Parish Council	Assistant director invited to attend meeting to talk about Core Strategy.	Reviewed progress to date on preparation of RSS & Core Strategy & that Council to carry out consultation on Issues & Options in October.
2.10.07	Core Strategy & SW Bristol urban extn	Hartcliffe & Withywood Community Board	Regular meeting of Board	Presentation by Planning Policy Officers focussing on RSS & CS & SW Bristol urban extension to raise aware-ness locally.
3.10.07	Core Strategy & SW Bristol urban extn	Dundry Parish Council	Local Planning Team Leader spoke at parish meeting.	Presentation by Planning Policy Officers focussing on RSS & CS & SW Bristol urban extension.
15.10.07	Core Strategy & SW Bristol urban extn	Long Ashton Parish Council	Local Planning Team Leader spoke at parish meeting.	Presentation by Planning Policy Officers focussing on RSS & CS & SW Bristol urban extension.
15.10.07	Core Strategy & SW Bristol urban extn	UWE	Planning Policy Manager gave presentation to students working on SW Bristol module.	Presentation & discussion of issues. Follow up discussions – will keep track of progress.
25.10.07	Core Strategy & Weston AAP	Demist	Planning Policy Officers gave presentation to NSC officers	
25.10.07	Core Strategy & SW Bristol	Baker Associates	Team meeting with representatives of Ashton park Ltd.	
6.11.07	Core Strategy & Weston AAP	Federation of Small Business	Planning Policy Manager gave presentation	Contacts established – will encourage feedback & continual engagement.
14.11.07	Core Strategy	Long Aston Parish Council Public meeting	Planning Policy Manager gave presentation followed	See separate note of meeting

		Attendance approx 120	by questions	
16.11.07	Core Strategy	NSC Corporate Gypsy & Travellers Group	Planning Policy Officers discussed progress on Core strategy and process for moving to sites identification.	Need for more specific engagement with G & T community over sites.
28.11.07	Core Strategy & Weston AAPs	Bristol Fire Authority	Planning Policy Manager met with fire officers to discuss future development proposals, implications for the service.	Fire service to be kept up to date and invited to comment on emerging proposals.
08.01.08	Core Strategy	Portbury Parish Council	Planning Policy Manager gave presentation to Parish Council.	PPC to submit additional response to consultation.
09.01.08	Core Strategy & SW Bristol urban extn	Yanley residents	Planning policy manager and transport Planning Manager gave presentation to Yanley residents.	Residents would like to become engaged in process.
12.01.08	Core Strategy & SW Bristol urban extn	Dundry Parish Council	Planning Policy Manager gave presentation to Parish meeting.	Residents extremely concerned over proposed urban extension. Need to keep DPC in the loop – want to be involved in stakeholder engagement process.
27.02.08	SW Bristol urban extn	Strategic Housing Partnership Workshop	Planning Policy Manager gave presentation.	RSLs need to be involved.

APPENDIX C FEEDBACK AT STAFFED DISPLAYS

Long Ashton library- Core Strategy

**Saturday 6 October-Thursday 11 October. Staffed Saturday 6th October
9.30am-12.30pm**

Discussions included:

- Concerns about impact on Long Ashton
- Developing on green belt land
- Unsympathetic high density development
- Need for transport improvements and improvement of cycleways up front
- Creating sustainable communities
- Proposed red route link between A370 and A38 will create more traffic jams
- Why rail link to Portishead not materialised
- New development tin Long Ashton is unsympathetic
- Need to review North Somerset Life as a distribution mechanism as it still does not get delivered to all homes
- Good to see libraries used in this way

Weston-super- Mare Winter Gardens

Monday 8 October, 2-7pm Staffed

Discussions included:

- No information on roads or Bristol International Airport
- Generally not enough information presented to consult on
- Complimented on material on website and exhibition + leaflets.
- Discussion as to how changing the Green Belt would impact on Congrebury

Clevedon Library- Core Strategy

Friday 12 October-Tuesday 16 October. Staffed Tuesday 16, 9.30-7pm

Discussions included:

- Radical transport solutions needed to tackle traffic jams
- Transport infrastructure needs to be in place first
- Option C preferred-query over flood plain?
- Necessary facilities need to be delivered in tandem
- Consultation exhibitions should also have been targeted at rural areas
- Re-instate proposal for Barrow Gurney by-pass
- Which option most likely?-concern over development at Failand
- What effect will extending green belt have for affected villages?
- SW Bristol urban extension should be concentrated as close as possible to Bristol to take as little green belt land as possible
- Severn Barrage

Nailsea Somerfield- Core Strategy

Wednesday 17 October-Monday 22 October. Staffed Wed 17, 9.30-7pm

Discussions included:

- North Somerset Life not delivered in Flax Bourton
- New swimming pool needed for Nailsea/Backwell
- Should get existing infrastructure right first before building new houses
- Nailsea needs more houses for young people to keep the town vibrant and school rolls full
- Nailsea needs more activities for children and youth groups to stop them getting into trouble and travelling elsewhere
- Lack of information on Transport and congestion issues
- Will the proposals for a Nailsea Wraxall bypass be resurrected?
- What would be the effect of extending the green belt on Nailsea
- Why aren't North Somerset spending the banked S106 contributions on infrastructure improvements?

Portishead –Waitrose supermarket Core Strategy

Tuesday 23 October-Sunday 28 October. Staffed Tuesday 23, 9.30-7pm

Discussions included:

- Is the rail link still proposed? Why no progress?
- Existing infrastructure problems especially Cabstand and A369/M5 Junction. Congestion on M5/A369 means Portishead residents drive through Failand to Long Ashton to get in to Bristol. 9,000 homes in this area would make this commute even more congested
- Inquiries about flood risk and Strategic Flood Risk Assessment
- Recycling facilities should be built in to new developments
- Parking a problem at Port Marine
- Concern over SW Bristol Urban extension-why is this the first residents have heard about it. Have North Somerset objected to the RSS allocation?
- How far will existing development commitments at Portishead extend across Ashlands?

South West Bristol targeted displays.

Bristol –Sainsbury's Winterstoke Road

Friday 16-Wednesday 21 November 2007. Staffed Wednesday 21, 9.00am-6.00pm

Most people stopping to talk were from North Somerset villages (1 person was from Ashton Vale in the morning)

Discussions included:

- Views across the vale are important. Not so important is the land between A370 and the railway
- Public transport will need to be drastically improved and congestion is inevitable.
- Assumption that everyone will travel into Bristol for jobs.

- Airport links should feature more strongly
- Lots of people seeking clarity over location of options and ring road- consensus that roads need to be built before houses. Better traffic flows needed on A38.
- Concern that exhibitions should also have been in the villages eg Winford, Felton, Langford, Churchill who are more affected by urban extension (in traffic flow terms) than Nailsea, Clevedon and Portishead. Urban extension should exacerbate existing commuter journeys into work.
- Need public transport led option, not roads. Bristol needs a metro (see Atlanta or Istanbul)
- Need more flats-elderly don't want to stay on in 3 bed houses.

Bristol -@ Symes Community building Hartcliffe

Thursday 22-Monday 26 November 2007. Staffed Thursday 22, 9.30am – 5.00pm

- concern about RSS implications for Dundry area
- interest in general in proposals for the SW Bristol urban extension

Telephone conversations:

- Need for a focal point in Churchill
- Long Ashton is being swamped by new development important that it not just part of Bristol
- Complimented Planning Policy team on leaflet. Had concerns that emphasis seemed to be on Weston and not on rural areas like Nailsea (the callers residence). Wondered what % of council tax collected from W-s-M & what % of tax spent in W-s-M.

This publication is available in large print, Braille
or audio formats on request.

Help is also available for people who require council
information in languages other than English.

Please contact 01934 426 177



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