10. To agree a formal response from the Parish Council in relation to initial ideas submitted by three of the developers involved in the new Wolvershill development.

Access and Movement:
There is unanimous concern about the proposed closure of the Wolvershill Road M5 Bridge due to its impact on neighbouring communities and road infrastructure, which is already at capacity (e.g., at the Helicopter Museum roundabout and A370). The reduction in access to facilities in Worle and the limited entry and exit points for over 2,800 properties in the new settlement are additional concerns.

We are particularly concerned about Riverside potentially being used as a rat-run. Riverside is a single carriageway in places, adjacent to the River Banwell, and is unsuitable for handling a large volume of traffic. Increasing traffic on this road would present significant safety risks and disruption, making it critical that alternative routes are carefully planned and managed.

Further feedback, drawing from Low Traffic Neighbourhood (LTN) research, emphasises the potential consequences of closing Wolvershill Road as part of an LTN approach. Although LTNs have shown success in reducing traffic within internal residential roads, research suggests that boundary roads often experience increased traffic volumes, which could significantly impact local areas like Church Street and Riverside. Closing Wolvershill Road without a viable alternative route risks pushing traffic to these smaller roads, exacerbating congestion and safety issues.
Key concerns include:

- Increased journey times for local businesses, such as those south of the bridge, and negative economic impacts as customers may avoid longer travel routes.
- The lack of an alternative north-south link or a commitment to a J21 link road means diverting traffic to areas like the Helicopter Museum roundabout will only worsen existing congestion, especially during peak hours.

New development cars will likely take routes south onto the bypass, but for employment and shopping, the majority of journeys head north, making the closure undesirable and impractical~~We believe that road infrastructure should be designed to accommodate the projected traffic flow before construction begins. At a future stage, when active travel routes are fully connected, more residents are using bicycles, and buses are frequent, the bridge closure could be reconsidered~~.

Further considerations:

- The road network must be in place before building commences to avoid disruption to current residents.
- Careful planning is needed to avoid placing new exits opposite existing properties, particularly along Summer Lane.
- The potential closure of Silvermoor Lane raises concerns about cutting off access to properties.
- A strong public transport network and limited speed restrictions on all roads and lanes are critical.
- Opening the link road between Locking Parklands and Mead Fields before any road closures and conducting further traffic modelling is essential to ensure functionality.
- Additionally, there is hope that the new development could help improve mobile phone signal, which is currently poor in Banwell. The possibility of installing a mobile phone mast within the development should be considered to benefit both current and new residents.

Development Area:
Buffer zones between new developments and existing properties should be implemented to prevent overlooking, and careful consideration is needed for the visual impact of the development, especially where building heights or materials may not align with existing properties (e.g., red brick buildings along Silvermoor Lane).

Water management is a pressing concern due to the potential for flooding in low-lying areas and the current capacity issues within the drainage system. Flood and surface water runoff channels must be established early to protect properties, and wastewater management must be addressed to prevent additional strain on the system during heavy rainfall.

Additionally:

- The phasing of the development should prioritise the inclusion of affordable housing and the simultaneous development of employment and retail outlets to provide immediate services to residents.

- The maintenance of attenuation ponds, ensuring they do not contribute to flooding, is a concern.
- Screening with trees and hedges should be in place ahead of development to mitigate noise and light pollution.
- The design should include tree-lined roads, large gardens, and cycleways to encourage active travel, and green design principles should be prioritised to achieve high sustainability standards such as Passivhaus.
- Questions were raised about how light levels in dark corridors will be kept below 0.5 lux and maintained long term. Bat bricks should be considered in the mitigation strategies.

Local Centre:
A learning/health hub is essential, given that capacity in Banwell is already stretched. A GP surgery should be included along with spaces for antenatal classes, diabetes clinics, exercise classes, and other community activities. Suggestions for the local centre include a self-service library, café, and shared office space.

A community hub that can host Village Hall-type activities such as knitting groups, badminton, and table tennis, while balancing sports and community use, is also recommended. The provision for Men's and Ladies' Shed initiatives should be explored.

Further Key points
- The importance of a pedestrianised local centre with a farmers' or community market is emphasised.
- The market square design should prioritise pedestrian access and include outdoor seating for a café / restaurant. Vehicle traffic should be discouraged to create a safe and vibrant area for markets, social gatherings, and outdoor dining, which will support local businesses and foster a community spirit.
- A café could also be part of both the learning/health hub and the market square, encouraging interaction and serving as a social hub for residents.
- Parking near the centre must accommodate mobility issues, while the overall parking needs, given the variety of hubs and residential buildings, must be carefully considered and allocated.
- Visual impact from the existing village should be taken into account, particularly as the new development will be near the crown of the hill.
- Super high-speed Wi-Fi is essential for all residents and public buildings, and the development should adhere to sustainability standards such as Passivhaus.

Green and Blue Infrastructure:
There is ongoing discussion regarding the need for additional football pitches within the development, considering the proximity of two large football clubs. It may be more appropriate to diversify recreational offerings by including other sports such as tennis, netball, and basketball. Concerns were raised about the proposed location of new pitches in the strategic green gap, particularly the potential impact of floodlighting on the dark corridor, insufficient vehicular access, and parking capacity along Wolvershill Road.

Additional points include
- Concerns about current allotment holders south of the bypass losing access to their plots.
- The creation of public rights of way or bridleways should not lead to trespassing on neighbouring private land or conservation areas.
- The development should prioritise the creation of a nature reserve and protection of historic hedgerows and trees. Hedges should meet recommended ecological dimensions (2m x 1.5m or 3-6m x 3m for bats), and species-rich grass strips in dark corridors should be managed for foraging bats.
- Green spaces should be ring-fenced early, and trees and shrubs should be planted before construction begins.
- Long-term management of green spaces, play areas, and attenuation ponds must be addressed, ensuring that legal responsibility for maintaining biodiversity net gain is clear.
- Wildlife protections should include provisions for wildlife boxes, hedgehog homes, and wildflowers, which would also support North Somerset’s Green Infrastructure Strategy. Hedgehog highways in suitable gardens should also be considered.