Easton-In-Gordano



Introduction

Welcome to our public information update event on our proposals for land at Court House Farm, Easton-in-Gordano. We have made a number of changes to our plans in response to your feedback and are showing them today for your information.

What we have been up to since the last event

Thank you to everyone who came along to our consultation event in February – over 200 of you attended, and we received 129 written responses. We've carefully reviewed all the feedback, including your comments on the day, completed feedback forms, as well as discussions and correspondence with the Parish Council.

Your feedback has played a key role in helping to shape and improve our proposals. On the next board, you'll

Photo from the First consultation event



find a summary of what you told us and how we've responded with updates to our proposed scheme. We've also been discussing our proposals with the Planning and Highways teams at North Somerset Council and progressing our technical evidence base, particularly around noise, transport, and drainage, to help refine our illustrative masterplan and support our subsequent planning application.

Next Steps

We will be submitting our outline planning application for up to 186 dwellings to North Somerset Council in the next few weeks.

Our application and all documents will be available on the Council's Planning Portal, where you will be able to view them for yourself and make comments for the Planning Officer to consider.



Lands Improvement

Easton-In-Gordano



What You Said & What We Did

"We're concerned about the proposed vehicular access from Marsh Lane"

Permanent vehicular access from Marsh Lane has now been removed, with this instead being an important connection point for pedestrians and cyclists. More details are available on the 'Access' board.

"Noise from the M5 will affect both existing and future residents"

We've explored a range of options to manage motorway noise. Due to the site's topography, the most effective solution is to use buildings as a noise buffer. We're proposing a number of small apartment buildings (up to a maximum of 3 stories) in the north of the site. These homes will be built with enhanced soundproofing and ventilation, shielding new and existing homes from motorway noise.

"Locals should be able to access the affordable housing first"

We agree. Our proposals include an enhanced level of affordable housing (45%, as agreed with the Council), and we believe existing local residents should benefit most from the development. This will be addressed through the legal S106 agreement. The specific details will be determined by the Council, but we support the principle of prioritising local people.

"Whilst the public open space and parks are welcomed, there are some concerns as to the scale and location of these"

We have consolidated the proposed open space and parks, to allow for bigger, better and safer located parks and play areas for all.

"The village needs wider improvements to walking and travel routes"

We will be making financial contributions, directed by the Council's Highways team, to improve local connections. While the details are still being finalised, these may include improvements to Court Hay, Priory Road, Church Road, and Debecca's Lane.

Our plans also include a new pedestrian and cycle route through the site to the south-western boundary, allowing for a potential future link to Martcombe Road – a long-term aspiration identified by North Somerset Council.







Easton-In-Gordano



What You Said & What We Did

"We want the Public Right of Way and access to the services to be retained"

The Public Right of Way that crosses the Site will be fully retained and enhanced.

We're also ensuring the footpath network will connect directly to the boundary with the service station, supporting continued access to local facilities.

"Development will increase pressure on local schools and the GP surgery"

We have discussed this with the Council, who will require significant financial contributions from us in relation to education and health services.

These funds will be secured through a S106 legal agreement and can be used by the Council to improve and expand capacity at local schools and healthcare facilities.

"There should be shops within the development"

We have explored this possibility. However, we've been unable to secure any interest from potential operators. This is largely because of the close proximity of existing facilities at the nearby service station, which already provides a range of retail and convenience options.

"Your development will increase risk of flooding elsewhere"

Sustainable drainage features have been carefully designed to manage flood water and surface water flows on-site. We expect to deliver a marginal benefit to existing drainage conditions, both on-site and off-site. Features such as landscaped swales, grassed basins, rain gardens and permeable paving will be incorporated, which will help capture, slow down and naturally filter rainwater.

What about wildlife?

Due to the Site's current use as a farm, it supports a fairly limited range of wildlife. We've carried out surveys and designed the proposals to deliver at least a 10% biodiversity net gain - meaning the site will be more wildlifefriendly after development than it is now. This will be achieved through new planting, wildlife corridors, and the creation of natural habitats around the edges of the site.







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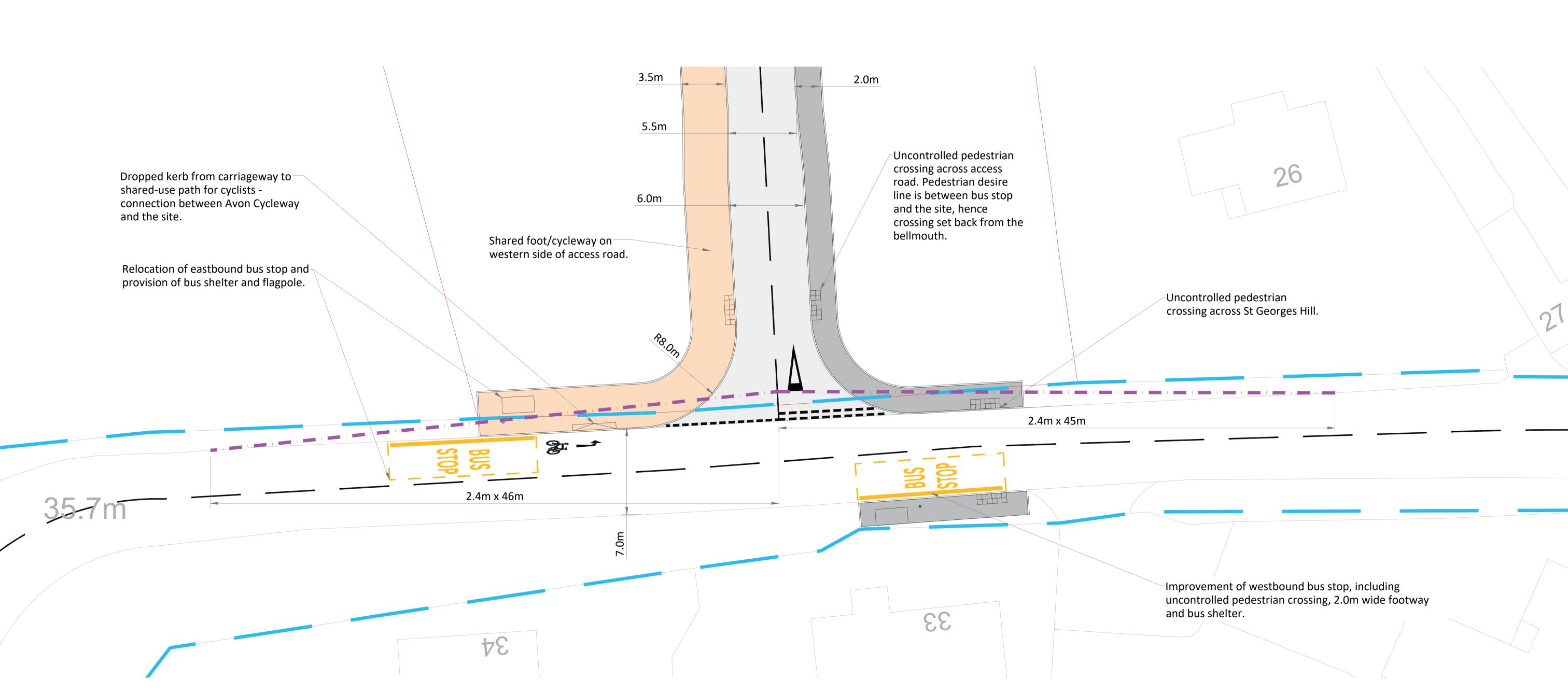


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ACCESS



Marsh Lane

No vehicular access: In direct response to feedback from local residents and the Parish Council at the February consultation, permanent vehicular access from Marsh Lane has been removed from the proposals.

Protecting local roads: By removing vehicle access here, we're helping to avoid increased traffic or "rat running" through residential streets in the east of the village

Safe and convenient walking and cycling: We've retained pedestrian and cycle access at this point to maintain strong, sustainable connections with the wider village and encourage active travel.

Emergency access: In addition to the pedestrian and cycle links, the access point will be able to be used for emergency service access if needed. Bollards will be installed to prevent unauthorised vehicle use.

Traffic calming: We're proposing to introduce a new village gateway feature on Marsh Lane and relocate the current speed limit change further out. This aims to encourage drivers to reduce their speed as they enter the village, improving safety.

St Georges Hill

Main site entrance: All permanent vehicular access will be from St Georges Hill.

Council Support: The Council's Highways Team has confirmed support for this approach to access in pre-application discussions. At present, the Council have not requested that traffic lights or any additional traffic control measures are included as part of the access proposals. We will continue to engage with the Council who will make the final decision.

Improved bus stop provision: The eastbound bus stop will be relocated slightly west to sit adjacent to the new site entrance. The layout includes a new bus shelter and footway link within the site, providing safe, convenient access for future residents. A crossing point is proposed to improve access to the westbound bus stop opposite.

Creating safe and walkable neighbourhoods: All streets within the Site will be 20mph to support a safe, walkable neighbourhood.

Walking and Cycling Connections

Sustainable travel routes: We're including network of pedestrian and cycle links throughout the development. This includes a shared cycle/pedestrian route running alongside the spine street, offering an attractive alternative to the Avon Cycleway route via St Georges Hill, Priory Road and Lodway.

Future-proofed connections: The layout includes a pedestrian/cycle link from Marsh Lane through to the site's western boundary, enabling a potential future connection to Martcombe Road — a long-term aspiration identified by North Somerset Council.





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