WoE JSP Emerging Strategic HELAA
- Assessment of Strategic Development Locations Beyond Settlement Boundaries -
Location Dashboards

Introduction

These dashboards present emerging work on the West of England Joint Spatial Plan (JSP) Strategic Housing and Economic Land Availability Assessment (HELAA). The purpose of the dashboards is to present an assessment of the suitability of land beyond the settlement boundaries for strategic development at each of the locations identified in the ‘Assessment of strategic development locations beyond settlement boundaries methodology paper’.

These outputs will be subject to ongoing refinement and development as work on the JSP progresses.

Dashboard content

A dashboard has been produced for each of the assessed locations. For each location the following information is provided:

- **Constraints map:** A map showing the key environmental assets and physical constraints, together with annotations of specific local issues or constraints.
- **Key identified constraints upon strategic development potential:** Descriptions of the main constraints in each location.
- **Potential Development Areas:** A description of the potential land which may be suitable for strategic development at each location. The dashboards consider the suitability of locations to accommodate larger scale strategic development. However, there may be potential for some small scale non-strategic development at some of the locations assessed. The suitability of land for non-strategic development will need to be considered as part of the reviews of the relevant Local Plans.

Notes

It is important to note that information presented in the dashboards is indicative only and will be subject to ongoing refinement as the JSP evidence base develops.
Urban expansion: Bath, West of Twerton (B)

Key constraints

- **World Heritage Site boundary**
- **WHS Setting Important Hill sides**
- **Newton Brook Valley**
- **WHS Outstanding Universal Value Setting visual effects**
- **Newton St Loe Conservation Area**
- **Newton Park Historic Park and Garden**

Potential Development Area

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

Key identified constraints upon strategic development potential

- **World Heritage Site**: Site area is located just outside of the WHS and within the important green hillsides in the WHS Setting SPD which is an important consideration in the assessment of the effects of development on the universal values of WHS (heritage asset of the highest significance). Development in this location would cause significant harm to the setting of the WHS.

- **Heritage**: Viewpoints from within the WHS would need to be assessed in more detail. Within the site area there is a Post-18th century woodland plantation and forestry. Additionally in the southern section of the site there is a roman burial ground. There are a number of listed buildings and Newton St Loe Conversation Area is within close proximity.

- **Landscape**: The open rural character which is well integrated with the surrounding countryside and clearly separate from the existing City because of the well wooded Newton Brook valley separating the land from Twerton. The intervening main road and existing and former railway lines do not significantly detract from the rural panorama of which this land is part. The area within and around Twerton is a particularly sensitive location and as such any development could have significant impacts on the wider designations. There are existing sensitive viewpoints from within the WHS (located to the east) which over look the site and as such could adversely impact on the wider setting. The land is also visible from higher ground within Bath, forming part of the countryside context of the city. The site is highly visible from within the AONB to the north of the river Avon (e.g. the entrance to Kelston Park and the Cotswold Way at Dean Hill/Kelston Roundhill), furthermore this area is prominent in mid-distance views.

- **Transport**: In general, close to services and facilities in Bath, but not well connected by sustainable modes of transport. Physically separated from Twerton by the Newton Brook Valley.

- **Green Belt**: The Green Belt sensitivity is high partly due to the area providing separation between Twerton and Newton St Loe. This area makes a major contribution to the unrestricted sprawl of large built up areas and to preserve the setting and special character of historic towns. It also contributes to prevent neighbouring towns from merging into one another and assist in safeguarding the countryside from encroachment.

- **Other**: This area is physically separated from Twerton by the Newton Brook Valley which makes integration more difficult.
Key identified constraints upon strategic development potential

- **Landscape**: Low Ridge forms backbone to the area with slopes down to Avon Valley and Stockwood Vale. Green undeveloped ridge is visual backdrop with broad views to and from distant areas. Development would involve loss of the rural character and loss of the distinctive and attractive small scale undulating landform. Development would be isolated from the edge of Bristol due to the intervening college and Long Fox Manor in their spacious, well treed grounds and would also break up the rural separation between Bristol and Keynsham.

- **Heritage**: The area is adjacent to Avon Valley Conservation Area and Grade II listed Long Fox Manor. Northern most extent and land immediately to west of northern section is designated as Brislington House (Registered Historic Park and Garden). The southern part towards the skyline at Stockwood Lane is of greater sensitivity. Three Grade II Listed Buildings lie to the south of the assessment area on Stockwood Lane. Within the appraisal area there is evidence of a possible Neolithic henge at Durley Hill, as well as numerous Prehistoric, Roman and medieval finds spots and post-medieval boundary markers.

- **Flood risk**: Small area along Scotland Bottom is within FZ3.

- **Ecology**: The northern part of the assessment area is ecologically sensitive, including part of a SNCI, it abuts the River Avon SNCI, it includes records for lesser Horseshoe bats, and areas of priority habitat.

- **Green Belt**: The location performs very highly in fulfilling the purposes of the Green Belt due to its location within the Bristol Bath-A4 corridor. HG1 makes major contributions to check the unrestricted sprawl of large built up areas and to prevent neighbouring towns from merging into one another. It also contributes to assist in safeguarding the countryside from encroachment.

- **Gas pipeline**: Located in the area and will limit the developable area.
Urban expansion: Whitchurch (South East Bristol) (W)

Key Constraints

- **Landscape:** The area is located within the Dundry Plateau landscape area. The assets and aspects of significance include the Scheduled Ancient Monument, the historic landscape around Whitchurch, a visually important reference point for much of southern Bristol and countryside to the south of the ridge and the interface with the distinctive landscape of the Chew Valley. All contribute to the distinctiveness of this part of the Dundry plateau area.

- **Heritage:** Area W1 is very sensitive within the setting of the Maes Knoll, Wansdyke Scheduled Ancient Monuments and a number of listed buildings. Area W2 East is very sensitive within the setting of Queen Charlton Conservation Area.

- **Transport:** There are currently low traffic speeds and high traffic volumes along the A37 Wells road connecting Whitchurch to the centre of Bristol and on orbital routes through South Bristol, such as Whitchurch Lane between Hengrove Roundabout and the A37. There is also a high level of congestion at the A4174 Callington Road/Airport Road junction. Improvements between the A4 and A37 are necessary.

- **Flood risk:** The area around the village lies primarily within FZ1.

- **Ecology:** Area W1 is relatively unconstrained by the ecological environment but there are a number of SNCIs in Area W2.

- **Green Belt:** Areas W1 and W2 make major contribution to check the unrestricted sprawl of large built up area of Bristol. The GB gap between Bristol urban area and Whitchurch Village is particularly sensitive. Both areas contribute to assist in safeguarding the countryside from encroachment. The identify of Whitchurch Village as a separate settlement will need to be protected.

- **Gas pipeline:** Existing gas pipe line will result in a significant area where development will be restricted.

- **Other:** Area is primarily covered by Grade 3 agricultural land. There is an area of Grade 2 land located in Whitchurch east.

Potential Development Area

- **Area W2** - Constraints mapping suggests that there is potential for additional strategic growth within the general area of south and east of Whitchurch Village up to 3,500 dwellings and supporting infrastructure. However the eastern part of W2 is constrained by the setting of Queen Charlton Conversation Area.

- **Area W1** – The area is significantly constrained due to the impact on the setting of Maes Knoll SAM and a number of listed buildings.

- Potential is dependent upon delivery of strategic transport infrastructure, further feasibility of transport infrastructure should be carried out to support the potential for development in this location.
Key identified constraints upon strategic development potential

- **Landscape**: Keynsham is located on rising ground of River Chew and River Avon. The Avon Valley character area comprises the meandering River Avon, its valley floor and the lower valley slopes leading to Cotswold AONB. The Chew Valley landscape consists of the Valley of the River Chew and is generally low-lying and undulating. The Slopes of Stockwood Vale is a further constraint, development will be limited within and adjacent to this area due to its sensitivity and steep changes in elevation.

- **Heritage**: There are a number of Listed Buildings and Conservation Areas in the immediate and surrounding areas which would require careful treatment of their settings.

- **Ecology**: Keynsham West Field SNCI, Charlton Bottom and Queen Charlton Watercourse SNCI, the Manor Road Woodland LNR, the Stidham farm geological SSSI.

- **Infrastructure**: Traffic generated from new development at the Saltford site is likely to impact significantly on the local road network. The area also suffers from congestion problems due to the vehicle movements between Keynsham and Bath. Any further development would need to include mitigation measures to resolve increased vehicle movements. Traffic congestion in Keynsham is localised in areas along the A4175, B3116 and Charlton Road on the approaches to the town centre. Evidence shows that no capacity for the transport to take further development without strategic new transport investment.

- **Green Best**: Area K1 makes Major contribution to prevent neighbouring towns from merging into one another. Areas K1, K3, K4, K5 and S1 make a contribution to assist in safeguarding the countryside from encroachment and to prevent neighbouring towns from merging into one another. Area K2 contributes assisting in safeguarding the countryside from encroachment. Need to safeguard the separate identities of the settlements of Keynsham & Saltford.

- **Gas Pipeline**: Cuts through Areas K3, K4 and K5 requires buffer zones .

- **Other**: Keynsham and Saltford Air Quality Management Areas.
Town expansion: Midsomer Norton, Radstock and Westfield (MNR)

Key Constraints

- **Landscape:** The north of the settlements is dominated by the Wellow Brook valley, the steep slopes of the tributary valley up to Clandown; and the high open countryside of the Paulton to Peasedown St John ridge. The east of Radstock is on high plateaus just beyond the built edge of Writhlington. The southern part of Radstock and Westfield have a character dominated by very strong landform and mining heritage. The small linear village of Haydon grew up with the mine and is visually prominent from the areas of Westfield and Tyning.

- **Heritage:** Radstock Conservation Area boundary is extensive as it incorporates the main coal mining areas, and any buildings or associated features which are considered to contribute towards the historical character of Radstock. The Conservation Area also includes areas of open landscape reflecting the almost unique character of Radstock. Midsomer Norton and Welton have a significant coal mining and industrial heritage which is reflected in their buildings and landscape.

- **Ecology:** Waterside and West Hill SNCI within the Area MSN5, Writhlington Combe SNCI within the Area MSN4 and Jack’s Wood SNCI within Area MSN6.

- **Transport:** Traffic generated by further development is likely to have an adverse impact on levels of congestion within Midsomer Norton, the A362 towards Radstock and the A367 from Radstock towards Bath. Whilst improving options for sustainable travel will provide some mitigation, the development would result in high levels of car use and contribute towards congestion within Midsomer Norton, the A362 approach to Radstock and A367 north of Radstock and the wider strategic road network. Transport modelling suggests potential impacts elsewhere within the district. It will be expensive and hard to mitigate impacts of strategic growth. See the JSP Joint Transports Study for more detail.

- **Economy:** New Enterprise Zone designation would help boost employment provisions to address imbalance between jobs and homes which is one of the key issues this area faces.

Potential Development Area

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

Key identified constraints upon strategic development potential

- **Landscape:** The north of the settlements is dominated by the Wellow Brook valley, the steep slopes of the tributary valley up to Clandown; and the high open countryside of the Paulton to Peasedown St John ridge. The east of Radstock is on high plateaus just beyond the built edge of Writhlington. The southern part of Radstock and Westfield have a character dominated by very strong landform and mining heritage. The small linear village of Haydon grew up with the mine and is visually prominent from the areas of Westfield and Tyning.

- **Heritage:** Radstock Conservation Area boundary is extensive as it incorporates the main coal mining areas, and any buildings or associated features which are considered to contribute towards the historical character of Radstock. The Conservation Area also includes areas of open landscape reflecting the almost unique character of Radstock. Midsomer Norton and Welton have a significant coal mining and industrial heritage which is reflected in their buildings and landscape.

- **Ecology:** Waterside and West Hill SNCI within the Area MSN5, Writhlington Combe SNCI within the Area MSN4 and Jack’s Wood SNCI within Area MSN6.

- **Transport:** Traffic generated by further development is likely to have an adverse impact on levels of congestion within Midsomer Norton, the A362 towards Radstock and the A367 from Radstock towards Bath. Whilst improving options for sustainable travel will provide some mitigation, the development would result in high levels of car use and contribute towards congestion within Midsomer Norton, the A362 approach to Radstock and A367 north of Radstock and the wider strategic road network. Transport modelling suggests potential impacts elsewhere within the district. It will be expensive and hard to mitigate impacts of strategic growth. See the JSP Joint Transports Study for more detail.

- **Economy:** New Enterprise Zone designation would help boost employment provisions to address imbalance between jobs and homes which is one of the key issues this area faces.
Key Constraints

- **Landscape:** Clutton and Temple Cloud are set within the Hinton Blewett and Newton St Loe Plateau Lands landscape character area. Clutton is largely set down into a particularly undulating section of this eroded plateau, landscape at a subtle watershed between tributary valleys of the River Chew to the north and Cam Brook to the south. The Landscape character for Temple Cloud changes markedly to Hollow Marsh immediately south of Camely Road, a lane which runs east-west along the very southern edge of the village.
- **Heritage:** The primary designated heritage is the GII* listed Church of St. Augustine of Hippo to the south of the western part of Clutton. Chowell House (GII) is situated in a hidden hollow which forms part of its setting and acts against this area's suitability.
- **Ecology:** The former line of the Somerset and Dorset railway is an important non-designated heritage asset with associated ecological value.
- **Transport:** Although there are regular bus services operating along the A37 into Bristol, a relative lack of employment and local services and relative lack of sustainable travel choices will result in high levels of car dependence. This will contribute to increasing levels of congestion on the A37 and other corridors. Furthermore transport modelling has suggested potential impacts elsewhere within the district. It will be expensive and difficult to mitigate the impacts of strategic growth. See the JSP Joint Transports Study for more detail.
- **Gas Pipeline:** Two gas pipes run through the area.
- **Green Belt:** Areas CTC1, CTC2 and CTC3 make a contribution to serving GB purpose 3 assisting in safeguarding the countryside from encroachment.

Potential Development Area

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.
Other Locations: Paulton (PA)

Key identified constraints upon strategic development potential

- **Landscape**: Paulton lies at the western end of the Paulton and Peasedown St John Ridge. It is predominantly a ridge top mining village, with only minor areas of settlement creeping down the shallower slopes of the Cam Brook valley to the north. The ridge top landform on which the village sits and rises higher to the east; the strong valley features north and south (Cam Brook to the north and Wellow Brook to the south); and the gently merging, lower lying landscape of the Farrington Gurney farmlands to the west give an overall very distinctive landscape setting. The by-pass and housing at PSJ have significantly affected the landscape around the village. Any further development will need to be carefully assessed to investigate the impacts on the wider landscape.
- **Heritage**: Paulton Conservation Area extends into Area PA1. The landscape around these features forms part of the setting of the Conservation Area.
- **Ecology**: Can Brook SNCI within Area PA1.
- **Flood Risk**: The small part of Area PA1 is within FZ3 associated with Cam Brook.
- **Transport**: Traffic generated from new development would impact on conditions on the B3355 through Paulton, which generally has low traffic speeds and high traffic volumes. It would also adversely impact congestion on the A37 towards Bristol, including through Temple Cloud and Clutton. Transport modelling suggests potential impacts elsewhere within the district. It will be expensive and hard to mitigate impacts of strategic growth. See the JSP Joint Transports Study for more detail.
Other Locations: Peasedown St John (PE)

Key identified constraints upon strategic development potential

- **Landscape:** Peasedown St John village is set midway along the Paulton and Peasedown St John Ridge landscape character area. It is a ridge top mining village, although much of the older part of the village (Lower Peasedown) nestles into shallow indentations in the steep and intricate upper slopes of the Cam Brook valley. This ridge top setting, with the distinctive and attractive valleys of the Wellow and Cam Brooks to the south and north respectively, give a very strong landform setting to the village. To the north east of the village, White Ox Mead knoll rises higher to form a distinctive hill top.

- **Heritage:** Setting of Shoscombe hamlet (not a CA) and Braysdown Colliery (part of Radstock CA)

- **Ecology:** North of Area PE4 Camerton Wood SNCI, North of Area PE3 White Ox Meadow SNCI.

- **Traffic:** There is good connection to Bath, Bristol and Midsomer Norton, however, due the limited access to public transport in the area new residents will likely be car dependent. Additional vehicle movements generated from new development will likely adversely impact the local road network, with limited options for mitigation. The majority of services and employment opportunities are located in nearby towns. Whilst Midsomer Norton and Bath are potentially within cycling distance, significant infrastructure investment would be required to facilitate journeys to these locations along cycle routes. Transport modelling suggests additional impacts elsewhere within the district. Expensive & hard to mitigate impacts of strategic growth. See the JSP Joint Transports Study for more detail.

- **Green Belt:** Areas PE2, PE3 and PE4 make a contribution to serving GB purpose 3 assisting in safeguarding the countryside from encroachment.

---

Potential Development Area

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.
**Key identified constraints upon strategic development potential**

- **Landscape:** A large part of the area falls within the J4: Colliters Brook Rolling Valley Farmland character area where the strategy is to strengthen and enhance. The Dundry Hill slopes characterised by increasingly steep topography constrains development potential to the south. Adverse impact generally upon the attractive countryside setting. Important ridgeline (7-7a) forms a distinctive landscape feature running across the area.

- **Heritage:** Potential for adverse impact on the setting of Yanley Conservation Area, and various Listed Buildings throughout area including Colliters Brook Farmhouse and Castle Farmhouse both on Bridgwater Road.

- **Ecology:** Ecological constraints are likely to be present including in connection with linear features such as hedgerows, watercourses and nearby woodland features (most are Sites of Nature Conservation Interest). These are all features likely to support bats and other species. The area connects into a wider network of linked woodland habitats in the area acting as ‘stepping stones’ for wildlife. A broad green corridor extends into Bristol from the south of Long Ashton characterised by the Yanley Ridge and containing a former quarry. Hanging Hill Wood SNCI (ancient woodland) sits to the south of the quarry. The gap between Long Ashton and Bristol (north of the railway) has ecological importance linked to the Ashton Brook and woodland features.

- **Transport:** The South Bristol Link (SBL) road currently being constructed forms a potential barrier within the area of search. Strategic development has potential for adverse impacts on the functioning of SBL, A38, A369, Cumberland basin, Clarks Coombe and J19 of the M5. Location would likely require further park and ride improvements to reduce potential impact of additional vehicle trips into Bristol, and penetration by MetroBus.

- **Flood Risk:** Mostly flood zone 1. Some surface water flooding linked to specific watercourses e.g. Ashton, Colliters and Longmoor Brooks and reservoir flood risk. The area north of the railway has parts subject to flood zone 3b, and high risk of tidal flooding immediately to the south-east of the Long Ashton Park and Ride. Run-off to lowland areas is of concern and would require control to regulate the rate.

- **Green Belt:** to the west of the SBL, the area makes a major contribution to Green Belt purposes by checking the sprawl of the Bristol urban area westwards. The gap between Long Ashton and the Bristol urban area is particularly sensitive and prevents the coalescence of Long Ashton and the built-up area.
Key constraints

- **Transport:** WSM already has a significant scale of development planned, notably the Weston Villages, requiring investment in a package of infrastructure works. Additional further strategic expansion of WSM to the east of J21 is likely to lead to severe transport impacts that cannot be mitigated including on J21 of the M5 and the local network within the town. J21 is already subject to peak time congestion.

- **Flood risk:** The areas of search are almost extensively flood risk 3a having both tidal and fluvial (river) flood risk. Parts, mainly north of railway in WS1, are also identified as functional floodplain (F23b). Land areas to the north of J21 are also being used as part of the Strategic Flood Solution for the town.

- **Ecology:** WS1: The watercourse network and wetland habitat generally contribute mostly to the ecosystems value with areas of woodland bordering the M5 of specific importance. The woodland features are quite fragmented however whilst linking into a wider network of hedgerows that form key ecological corridors especially those with watercourses associated. Due to the extensive farmland areas, areas of unimproved grassland are limited and also fragmented in the area. WS2: Potential for adverse impact on ecological features to the south including the nature reserve at Uphill and coastal habitat. Various SNCI feature on the Bleadon Hill slopes including Bleadon Hill Fields and Coombe Farm Drains. The slopes have significant ecological importance. The Severn Estuary RAMSAR designation covers the coastline at WSM. SSSI features in relation to both areas.

- **Landscape:** WS1: Adverse impact on the Levels and Moors landscape much of which is designated Priority Habitat. This wetland landscape has a key functional role in draining the land in the area and is a rich habitat. WS2: Very steep slope (combined with other features) rule out any strategic potential north of the A370. Landscape to the west of the A370 is lower level wetlands part of the A5: Bleadon Moor character area.

- **Heritage:** No Conservation Areas in the immediate vicinity of the area of searches but there are Listed Buildings of relevance. The setting of the Grange to the north of WS2 is considered important, with views overlooking lower land to the south.

- **Archaeology:** WS1: Nationally important late pre-historic/ early Roman salt industry found near St Georges/ north of J21 area. Archaeological potential in WS2 related to mediaeval settlement.

- **Other:** The M5 forms a physical barrier between any new development and the existing urban area at St Georges and West Wick. Railway line and pylons cross both areas of search and would form potential barriers within any new development. High pressure gas pipeline crosses the northern part of WS1 east of the M5.

### Key Identified Constraints upon Strategic Development Potential

- **Transport:** WSM already has a significant scale of development planned, notably the Weston Villages, requiring investment in a package of infrastructure works. Additional further strategic expansion of WSM to the east of J21 is likely to lead to severe transport impacts that cannot be mitigated including on J21 of the M5 and the local network within the town. J21 is already subject to peak time congestion.

- **Flood risk:** The areas of search are almost extensively flood risk 3a having both tidal and fluvial (river) flood risk. Parts, mainly north of railway in WS1, are also identified as functional floodplain (F23b). Land areas to the north of J21 are also being used as part of the Strategic Flood Solution for the town.

- **Ecology:** WS1: The watercourse network and wetland habitat generally contribute mostly to the ecosystems value with areas of woodland bordering the M5 of specific importance. The woodland features are quite fragmented however whilst linking into a wider network of hedgerows that form key ecological corridors especially those with watercourses associated. Due to the extensive farmland areas, areas of unimproved grassland are limited and also fragmented in the area. WS2: Potential for adverse impact on ecological features to the south including the nature reserve at Uphill and coastal habitat. Various SNCI feature on the Bleadon Hill slopes including Bleadon Hill Fields and Coombe Farm Drains. The slopes have significant ecological importance. The Severn Estuary RAMSAR designation covers the coastline at WSM. SSSI features in relation to both areas.

- **Landscape:** WS1: Adverse impact on the Levels and Moors landscape much of which is designated Priority Habitat. This wetland landscape has a key functional role in draining the land in the area and is a rich habitat. WS2: Very steep slope (combined with other features) rule out any strategic potential north of the A370. Landscape to the west of the A370 is lower level wetlands part of the A5: Bleadon Moor character area.

- **Heritage:** No Conservation Areas in the immediate vicinity of the area of searches but there are Listed Buildings of relevance. The setting of the Grange to the north of WS2 is considered important, with views overlooking lower land to the south.

- **Archaeology:** WS1: Nationally important late pre-historic/ early Roman salt industry found near St Georges/ north of J21 area. Archaeological potential in WS2 related to mediaeval settlement.

- **Other:** The M5 forms a physical barrier between any new development and the existing urban area at St Georges and West Wick. Railway line and pylons cross both areas of search and would form potential barriers within any new development. High pressure gas pipeline crosses the northern part of WS1 east of the M5.
**Town expansion: Clevedon (CL)**

**Key constraints**

- Extensive areas at risk of flooding
- M5 motorway
- Ecologically sensitive areas on coast
- SSSI associated with network of drainage ditches
- Clevedon-in-Gordano and Conservation Area
- Clevedon 5/20 Business Park
- Land between Clevedon and village of Kenn
- Nailsea and Tickenham Moors SNCI
- Clevedon Town Centre
- M5, Junction 20

**Potential Development Areas**

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation.

**Key identified constraints upon strategic development potential**

- **Flood risk:** The south-eastern area is extensively flood zone 3 being set within the Levels and Moors landscape. Areas susceptible to waterlogging and poor water conveyance.

- **Ecology:** There are ecological sensitivities in relation to roosting birds along the coastline habitat (Severn Estuary) and development has the potential to adversely impact upon this through disturbance. The wetland habitat including the hedgerows and watercourses have significant ecological value. The SSSI (4) and associated SNCI is located a short distance away from the area, and has potential to be adversely impacted by development. Run-off from new development into the SSSI is of particular concern potentially affecting levels and water quality. To the north (close to CL3) there are bat flight corridors associated with the dense woodland ridge towards Walton Road (the western end of the Tickenham Ridge). Woodland is in abundance in the area north of the town including the Gordano Valley SSSI and the band of woodland linking to the western end of Portishead (item 4 on the Portishead dashboard).

- **Landscape:** Surrounding landscape (CL1 and CL2) is high quality and characteristic levels landscape with high visibility to the east from M5. The landscape has a strong functional role in regulating drainage in the wider area. Landscape to the north is on higher ground in character areas E4: Portishead Ridges and Coombes, and A2: Clapton Moor.

- **Transport:** Transport modelling has identified problems with strategic development in this location. There are risks related to cumulative impact of development in areas close by on the network. Potential to create communities not well connected to the existing town due to severance of M5 and river corridor. In association with development potential around Nailsea, a requirement for a new J20 link to Nailsea and the A370 has been identified.

- **Archaeology:** Archaeological sensitivity to south of area close to Kenn and around the Colehouse Lane area. Kenn Court is a medieval manor complex and there would be setting issues to address. Cole House is a medieval hamlet so enhanced potential for survival of medieval archaeology.

- **Heritage:** Only 1 Conservation Area in close proximity at historic Walton-in-Gordano, where there are sensitive heritage features. The area surrounding Walton-in-Gordano is rural in nature and provides a distinctive setting and separation from Clevedon. Listed Buildings are present including several farmhouses - their settings may be impacted.

- **Other:** Risk of coalescence with village of Kenn.
### Key identified constraints upon strategic development potential

- **Landscape:** Sensitive landscape, particularly to north and east of the town and should be avoided. A steep valley runs parallel to the towns edge to the north limiting the extent of potential development northwards.

- **Flood risk:** Flood risk affects various parts of the surrounding land. Consideration will need to be given to flows into the adjoining SSSI watercourse that has the potential to affect quality and functioning. This may for example require a robust SuDS strategy to regulate surface water from new development. Modelling will be required to determine extent of watercourse network floodplain. A band of flood plain sweeps around the town and adjacent to the railway corridor draining into the Kenn catchment and the Land Yeo. This is channelled by lower lying ground and should be avoided.

- **Transport:** Local network impacts including Backwell signals junction are a constraint upon strategic growth. Nailsea has a constrained network of surrounding roads (including Station Rd link to Backwell), and modelling has shown impacts on Tickenham Road, and Junction 20 as access to North Fringe and WSM. Probable requirement for a new M5, J20 link to the A370 near Nailsea/Backwell that would likely have to cross the railway. The alignment of this route will to some extent influence the form of development. Strategic development in this location is also reliant on a new MetroBus link from Bristol, the alignment of which to the western side of the town may be challenging. The requirement for this infrastructure adds an element of risk to the delivery of development in this location and the phasing of development, if progressed, would have to be linked to the delivery of the infrastructure. Other opportunities to try and maximise sustainable transport modes include the potential for increasing rail capacity and frequency.

- **Ecology:** Ecologically sensitive location for bat foraging and commuting. Area indicated to be highly significant for Greater Horseshoe Bats, the rarer species of horseshoe bat. Strategic flyways have been identified wrapping around the south-western edge of the town linking beyond to Backwell and northwards to north Clevedon along woodland habitats. Replacement habitat likely to be required. Significant ecological constraint to northwest corner of the town including SSSI constraining growth in that direction beyond current commitments. Semi-natural grassland to the north and south important ecological function.

- **Heritage/archaeology:** Potential for coal mining heritage to remain anywhere in area. Archaeological sensitivity to the north(and north-west) of the town around Stone-edge Batch, and immediately adjoining the towns edge up to and around the Land Yeo. Including high potential for Roman and medieval archaeology. West End, Nailsea area of moderate archaeological potential.

- **Other constraints:** Work associated with re-routing of pylons corridors may impact upon development potential in the area particularly at NA3. A pylon corridor lies to the west of the town coupled with other utilities including a high pressure gas pipeline. An oil pipeline travels around the north east of the towns edge. Potential for ground contamination from former mining activity in the area.

- **Green Belt:** Green Belt areas assist in safeguarding the countryside from encroachment and preventing merger of settlements in the Nailsea-Backwell-Long Ashton-Bristol corridor.
Key constraints

- Landscape: The Portishead ridge and valley at the western end of the town provides an attractive landscape setting to the town and is increasingly steep facing the broad Gordano valley and extensive views are offered from parcels immediately adjacent the towns edge. Development ‘spilling’ over this edge would likely impact upon this characteristic green setting to this end of the town. The landscape character area A2: Clapton Moor occupies much of the lower lying land whilst the south facing slopes forms part of the E4: Portishead Ridges and Coombes. The eastern extent of the town is on lower lying ground.

- Ecology: Priority Habitat extensive on lower ground indicating high ecological significance. The Gordano Valley forms a large green swathe of land providing a broad ecological corridor from the coast to inland areas. Coastal habitat in combination with the wetland habitat inland supports various species. There are some very important ecological habitats in the area including the Weston Big Wood and the Nightingale Valley SSSI, having important species of plant and animals. There is potential for adverse impact on these features. The band of woodland (4) stretched from north of Clevedon and is likely to be of significant importance to wildlife as part of a connected network of habitats. Portbury Wharf Local Nature Reserve likely to act as a key stepping stone/gateway to wildlife activity in the area. The Severn Estuary RAMSAR site covers the Portishead coastline. Generally, the interconnectedness of the ecological network is important in the area surrounding the town.

- Transport: Adverse impact potential on MS J19, Portbury Hundred, Wyndham Way and roundabouts in Clevedon would require mitigation. Background growth already likely to require some mitigation in this location. Rail improvements unlikely to offer opportunity for strategic growth.

- Heritage: WW2 feature is present to the west of the area. Advice is that it is possible to integrate within new development.

- Flood risk: Extensive flood zone 3 to the south of the town sweeping around from the coast and into the Gordano Valley. This constrains development potential to the east and south of the town.

- Archaeology: Sensitive areas to the east of the town around Portbury Wharf, and between the Portbury Hundred, Sheepway Lane and the railway.

- Green Belt: The Green Belt between Portishead and the Port makes a major contribution to Green Belt purposes by preventing merger between these areas. The remaining adjacent Green Belt areas assist in safeguarding the countryside from encroachment.

- Other: pylon corridors dominate the eastern extent of the area. In addition oil pipelines are extensive across the area (general vicinity shown on constraints plan).

This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation.

Key identified constraints to potential development are set out below.

Potential Development Areas

- Weston Big Wood SSSI
- Low lying part of broad valley
- Views across the valley
- A dense band of woodland links into Weston Big Wood
- World War Two feature
- Steep south-facing slopes
- The Gordano Valley - SSSI
- Portbury Wharf - Local Nature Reserve
- Underground utilities (oil) pipelines are extensive in the area of search (general vicinity shown)
### Key constraints

<table>
<thead>
<tr>
<th>1</th>
<th>West Town Conservation Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Backwell Farleigh Conservation Area</td>
</tr>
<tr>
<td>3</td>
<td>Important woodland edge</td>
</tr>
<tr>
<td>4</td>
<td>Proposed Local Green Space allocated at Farleigh Fields</td>
</tr>
<tr>
<td>5</td>
<td>Green setting/ woodland fringe</td>
</tr>
<tr>
<td>6</td>
<td>Backwell Signals junction subject to congestion</td>
</tr>
<tr>
<td>7</td>
<td>Horseshoe bat Strategic Flyway</td>
</tr>
<tr>
<td>8</td>
<td>Train station</td>
</tr>
<tr>
<td>9</td>
<td>Ecologically important grassland network</td>
</tr>
</tbody>
</table>

#### Potential Development Areas
- Constraints mapping suggests that there is potential for additional strategic growth within the general area to the south west of Backwell, with potential for up to approximately 800 dwellings. The transport implications of this need to be addressed with options for mitigating impacts in particular on Backwell Signals junction.
- Potential to enhance rail provision to support sustainable travel, and to consider how this broad location could be integrated into potential strategic growth at southwest Nailsea. Potential to benefit from MetroBus connectivity.

### Key identified constraints upon strategic development potential

- **Landscape**: BA1: This area is more sensitive visually with potential to impact on views across the Gordano Valley. Impacts generally on the rolling valley farmland character of the area. BA2: Greater opportunity to the west whilst avoiding impact on the village of Chelvey to the west. The area of search does not extend that far so impacts are unlikely, however the settings of listed buildings within Chelvey have the potential to be impacted from development extending westwards from Backwell. The land climbs to the south(east) at Backwell Hill into a dense wooded edge providing a ‘soft’ setting to the village.
- **Transport**: Constrained Backwell signals junction- mitigation is difficult. Raises particular concern on potential identified west of the village unless suitable mitigation can be achieved. Suitability of surrounding lanes to accommodate large-scale development needs to be considered. Opportunity to link to new MetroBus.
- **Ecology**: Areas of particular ecological importance are to the south where woodland is extensive and to the east where a network of grassland provides importance (allied to watercourse network). Potential impacts on bat foraging and commuting routes crossing the area, linking to habitats beyond. Strategic flyways are identified extensively over the land area west and south of Backwell. Area to the southwest of Backwell (broadly shown at lower 7) is very sensitive for horseshoe bats and should be avoided. Replacement habitat would likely be required for development in the vicinity. The woodland edge at Backwell Hill (3 on constraints plan) is likely to act as a key green/ecological corridor and connecting habitat. This is likely to offer an attractive route for bats and other wildlife using the woodland edge for cover, commuting and foraging on the north-facing slopes of Backwell Hill.
- **Heritage**: There are Listed Buildings present in the area including to the south and west of the village. Also three Conservation Areas all of which would require careful treatment of their settings. Maintaining an open aspect around West Town CA likely to be important that could be incorporated into a green infrastructure strategy for example.
- **Flood risk**: There are flood risk areas to the north west of the area however this can be avoided. There may be surface water issues to address. Flooding to A370 and Backwell Common to be considered.
- **Green Belt**: Green Belt areas assist in safeguarding the countryside from encroachment and preventing merger of settlements in the Nailsea-Backwell-Long Ashton-Bristol corridor.
- **Other**: Area BA1 is mostly high quality agricultural land. Parts of BA2 are also.
Key constraints upon strategic development potential

- **Heritage/archaeology:** Heritage and archaeological sensitivity close to the SAM, Banwell Conservation Area and Listed Buildings importantly around the historic core of the settlement including the Grade 1 Parish Church, the Abbey and associated Cloisters (6). More generally, archaeological sensitivity is considered moderate to high with known Roman Burial and Occupation features. This is considered to be potentially a risk to the suitability/delivery of strategic development in this location, but one that could be addressed through appropriate investigations and masterplanning. The setting of the heritage features is considered to be particularly important.

- **Transport:** Potential for significant transport impact if development is pursued without suitable mitigation. Banwell currently experiences significant congestion through the village and the safeguarded bypass is intended to address this. Strategic mitigation required for new development includes the Banwell bypass linked to a new route towards Churchill/Langford and the A38, a new J21a connection on the M5, and other local improvements. The scale of impact on the A371/A368 corridor will depend on the configuration of the new link road. There may also be an opportunity for a MetroBus link into the area linking back into WSM.

- **Landscape:** Potential for adverse impact on the setting and views to and from the Mendip Hills Area of Outstanding Natural Beauty (AONB), and other landscape features. Parts of BN1 and BN3 (south of Knightcott Rd) are considered to be particularly sensitive and should be avoided. The area climbs gently northwards at Wolvers Hill to 25-30m AOD. Development of areas at Towerhead Lane end (BN1) would likely impact upon setting and views from Banwell Hill and the Bone Caves. Development should avoid the A4: Locking and Banwell Moors character area which largely corresponds to the area of flood risk.

- **Ecology:** Impact on bat foraging and commuting habitat, and other species notable in the area. Strategic bat foraging and commuting routes have been identified south of the area in connection with woodland habitat and key sites nearby including the Banwell Caves SSSI. Replacement habitat may be required on or off site. Other ecological features include woodland and wetland habitat, and areas designated Priority Habitat. Important to safeguard such land to avoid habitat loss. In broad terms ecological sensitivity is mostly related to areas of woodland to the south of the village.

- **Flood risk:** Extensive flood risk on lower lying land. Constraints on infiltration drainage in the area may require different SuDs techniques. A watercourse with associated surface water flooding, runs to the north of Stonebridge Farm linking to Summer Lane. Potential for development to be confined to FZ1 thus avoiding higher risk areas. Robust SuDs strategy would be required that would benefit biodiversity, surface water drainage, and recreation.

Potential Development Areas

- Constraints mapping suggests that there is potential for additional strategic growth in the general area to the northwest of Banwell dependent on a new Banwell bypass and motorway junction. A total potential for up to about 5,400 dwellings has been identified along the M5 to A38 corridor including potential around Banwell. Wider opportunities along the M5 to A38 corridor may be considered.

- Potential to the east of the village (BN1) is considered to be more constrained by heritage, flood risk and landscape considerations.

- Place-making principles should be considered to understand functional relationship between areas responding to historic settlement character and relationship to WSM.
Key constraints upon strategic development potential

- **Ecology**: Potential ecological impact in relation to bats particularly south and east of Langford where strategic flight paths are identified. Bats are likely to utilise the Langford Brook corridor to navigate to woodland habitats south of the area on the fringes of the AONB. Replacement habitat may be required. There are pockets of Priority Habitat sparsely distributed throughout the area in particular of the broadleaved, deciduous woodland type. These should be safeguarded within any potential development. The wetland habitat contributes to the ecosystems value of the area and forms a natural extent to any area of search for development. Consideration of how the new link road might affect bat flight paths will be required and potential design solutions to mitigate impact. North of Langford has particular ecological significance due largely to woodland features.

- **Transport**: Constrained highway network surrounding the existing settlement. Strategic development is entirely dependent on new highway infrastructure including a new M5 to A38 link road. The potential relationships with strategic development opportunities elsewhere on the M5 to A38 Corridor should be considered linked to the potential for the new highway link. The linking of this route to the A38 is important in helping to determine the potential areas of strategic development opportunity. The scale of impact on the A371/A368 corridor will depend on the configuration of the new link road.

- **Landscape**: Windmill Hill forms a high point within the landscape north of the A368, with the land generally rising towards the AONB. Windmill Hill forms a backdrop to the historic core of Churchill comprising of properties extending along Front Street. The landscape surrounding is undulating and characterised as J2: River Yeo Rolling Valley Farmland of moderate character in good condition. Potential for adverse impact upon views to and from Mendip Hills AONB particularly from any strategic development to the south of the A38 (CH1 particularly). North of the pylon corridor, the landform slopes down to lower lying land- Landscape Character type A4: Locking and Banwell Moors.

- **Heritage/Archaeology**: Heritage implications to the east of the village related to the cluster of Listed Buildings, Conservation Area and other heritage features. There are a more limited number of Listed Buildings to the west, notably along Front Street, but of particular note is the Grade 1 Church of St John the Baptist at Church Lane (8). Archaeological sensitivity is considered high at Churchill. This is considered to be potentially a risk to the suitability/delivery of strategic development in this location, but could be addressed through appropriate investigations and masterplanning. At Blackmoor to the east of Langford there is moderate sensitivity identified.

- **Flood risk**: Whilst the area is entirely flood zone 1 there would be flood risk issues to address, including the A38 carriageway that has experienced flooding and the Langford Brook and nearby Lower Langford. To the west of Langford there is a watercourse that runs towards Brinsea Rd Farm that should be considered in any development potential. There are groundwater issues to the south of the settlement also that would require a robust SuDs strategy.
Key constraints upon strategic development potential

- **Ecology:** The woodland and wetland networks are considered to contribute most to ecological importance in the area. The northern part of CO1 abuts the North Somerset and Mendip Bats Special Area of Conservation (SAC). Impact on the Kings Wood and Urchin Wood SSSI - a component part of the SAC designated for important populations of greater and lesser horseshoe bats. The woodland edge and adjoining green fringe is an important bat foraging habitat. Bat foraging and commuting routes are also identified along the Congresbury Yeo. Grazing land adjacent likely to form key habitat for associated foraging. Other flight routes are identified to the north of Congresbury linking to areas around Yatton and Cleeve. Wetland areas to the west of the village are likely to perform a significant ecological role.

- **Transport:** Impact on B3133/A370 Junction – currently subject to congestion at peak times. Congresbury and Yatton both performed poorly in transport terms due to their location on the network and distance from key destinations.

- **Flood risk:** Significant flood risk, including associated with the Congresbury Yeo. The west of the village is subject to extensive flood risk. Constraints on infiltration drainage in the area.

- **Archaeology:** CO1: Significant archaeological sensitivity around the village particularly to the south between the dismantled railway and the settlement edge and around to the south of Park Farm. Very significant archaeological potential over most of this area around Congresbury.

- **Landscape:** Landscape sensitivity to the west coinciding with flood risk on the Levels and Moors landscape. Also the landscape adjacent Rhodyate Hill forms a key transition space and green fringe to the woodland area. This part of the area falls within the E6: Cleeve Ridges and Coombes, broadly coinciding with the Green Belt edge is more sensitive and should be avoided. A Strategic Gap (1) (policy designation) is identified between Yatton and Congresbury to protect the separate identity of the villages. The open countryside to the south of the village forms an important village setting to the south as the landscape drops down to lower levels.

- **Heritage:** Settings of listed buildings including Rhodyate House and Rhodyate Lodge, Park Farmhouse, Pineapple Farm, and Brinsea Batch Farm have potential to be impacted.

- **Green Belt:** The Green Belt areas adjacent to Congresbury assist in safeguarding the countryside from encroachment.
Other Locations: Easton-in-Gordano (EA)

Key identified constraints upon strategic development potential

- **Heritage**: EA1: Setting of listed St Georges Hall may be significant (largest Listed Building designation shown) and may be adversely impacted. EA2: Adverse impact also on the setting of the Leigh Court Listed Building and Registered Park and Garden, and on Leigh Woods NNR. Important to safeguard these. Impact on views into the area from Conservation Areas in Bristol across the River Avon. The eastern end of the area closest to the River Avon is on higher ground and is therefore more prominent in the landscape.

- **Transport**: Existing congestion experienced at Junction 19 is likely to rule out any suitable strategic potential at Easton-in-Gordano.

- **Landscape**: Development south of A369/Martcombe Road is on prominent, higher ground and sensitive in landscape terms. Landscape character is strong and in good condition. Development of the landscape east of Pill Road should be avoided to protect the landscape forming the setting / outlook from Leigh Court and Ham Green House.

- **Archaeology**: Significant archaeological sensitivity on areas east of Markham Brook including the Leigh Court Registered Park/Garden. Markham Brook itself has archaeological significance linked to the medieval pottery industry.

- **Ecology**: Significant ecological value in the area particularly to the east of Markham Brook and where the Chapel Pill flows into the area towards Ham Green. High wildlife value of connected habitats. The valley features themselves are likely to be rich ecological habitats.

- **Green Belt**: This area of Green Belt is identified as making a major contribution to Green Belt purposes at this prominent location by preventing urban sprawl crossing to the south side of the River Avon.

- **Flooding**: EA1: Only minor constraints on surface water drainage in area. EA2: Surface water constraints in the vicinity of Pill Road.

- **Other constraints**: Potential for negative amenity issues with development close to the M5 particularly noise/air quality impact upon receptors in any new development. Also utilities infrastructure constrain parts of EA1 - further investigation of utilities required across all areas. Higher grade agricultural land covers most of area EA2.
Other Locations: Long Ashton (LA)

Key identified constraints upon strategic development potential

- **Landscape:** LA1: North side of Long Ashton is very elevated and surrounded by public footpaths. Whilst the local character is moderate, it would be undesirable to develop in this prominent edge of village location. Can be seen in long views from Weston Road. To the south of the village, the Yanley Ridge contains the landscape that is dislocated from the existing settlement due to intervening railway. Development in this location would therefore more likely be experienced as a separate place rather than a part of Long Ashton. When considered alongside SW1 – Ashton Vale, there is potential for coalescence between Long Ashton and Bristol, notwithstanding the physical barriers present (e.g. A370). LA2: A linear green corridor (4) provides a 'soft edge' buffer to the A370. Other parcels in LA2 are more disparate and don't offer strategic potential.

- **Heritage:** Impacts on the settings of Scheduled Ancient Monuments close to the village. Potential for impacts on the setting of heritage features at the east of the village.

- **Flood risk:** Potential for surface water run-off from higher ground that would require control. Development on higher ground has potential to cause flooding issues on lower ground through the introduction of hard surfaces that speed up the rate of run-off. At present woodland and open land are likely to act as water storage features. Part of this area drains to Bristol and groundwater may be high, therefore a mixture of sustainable drainage and storage would be required.

- **Transport:** Access issues to the area south of the village. Potential wider network impacts including on Cumberland Basin and J19, M5.

- **Ecology:** Ecological sensitivity in relation to the Ashton Brook running through the site and multiple ecological value adjacent to it. This feature links into a network of broadleaved woodland habitat (3a) that extends north of the railway from the Barrow hospital area and is considered particularly sensitive. So to areas of broadleaved woodland to the northwest of the village. The connecting woodland features dominant along this corridor provide linked - 'stepping stone' habitats to areas beyond Long Ashton. Woodland features contribute to water storage capacity in the area.

- **Green Belt:** areas to the south and west of Long Ashton are assessed as making a contribution to Green Belt purposes by assisting in safeguarding the countryside from encroachment. The Green Belt area to the east makes a major contribution through its role in preventing merger.

- **Other:** Potential for noise/air quality impact from the A370 and railway.
Key identified constraints upon strategic development potential

- **Flood risk:** Much of the western edge of the settlement in addition to the western side of Assessment Area YA3 is flood zone 3. There are also issues of poor water conveyance that would potentially require the use of pumping equipment to serve new development. Waterlogging is an issue covering large parts of the area particularly in YA1. Concern over incremental impact on development on surrounding network of rhynes and drainage ditches with potential to elevate flood risk in lowland areas.

- **Ecology:** Yatton has particular ecological importance including around Cadbury Hill, to the west of Yatton, and east of Yatton in the Claverham - Cleeve area. Potential for impacts upon the Strawberry Line Local Nature Reserve and Congresbury Yeo, adjacent land and rhynes, and numerous local wildlife sites around the settlement. Potential for impacts upon Biddle Street SSSI to the west of the Strawberry Line including on water quality and levels. Areas of critical importance to horseshoe bats including extensive flight corridors, and foraging areas including for example cattle-grazed pasture, related to nearby roosts. Land in between Claverham and Cleeve in YA3 is particularly sensitive foraging habitat (5). A strategic flyway (9) is identified to the west of the village towards River Kenn connecting to routes towards Claverham. The woodland areas around Cadbury Hill and to the south at Urchinwood are particular features of ecological interest along with the wetland area to the west and north of Yatton. Various SNCI present including Cadbury Hill Fort Site, Claverham Close Meadow, and Stowey Fields and Rhynes.

- **Landscape:** Sensitive landscape to the west of the village identified as priority coastal and floodplain grazing marsh. Potential for erosion/impact on integrity of the proposed Strategic Gap, identified to protect the separate identity of Congresbury and Yatton. Landscape impact potential to the north of Cadbury Hill and its setting and to the east of the village. These areas are characterised by separate landscape character areas both considered to be important to safeguard. Development within the A1 Kingston Seymour and Puxton Moors landscape character area (covering much of YA1, YA2 and the western and southern parts of YA3), which is strong and in good condition should be avoided.

- **Transport:** Location tested through transport modelling and shown to generate significant impact on the network that due to the location of the village is difficult to mitigate.

- **Green Belt:** The Green Belt areas adjacent to Yatton assist in safeguarding the countryside from encroachment.

- **Other:** High pressure gas pipeline travel underground around the north of the village (general vicinity shown on plan).
Urban Extension: Bridge Yate / Oldland Common (BO)

Key identified constraints upon strategic development potential

- **Heritage**: Bitton Conservation area, the Dramway and associated archaeological interests are present in the south of the area.
- **Transport**: Significant growth would be car based, put additional pressure on radial routes into Bristol through Hanham and Kingswood with limited opportunity for modal change.
- **Landscape**: Locality is characterised by the escarpment and ridgeline running along its length forming the 'natural' edge to the Bristol Urban area. The escarpment and ridge that contain the urban area also protect the setting of the AONB.
- **Ecology**: Some SNCI’s and ecology associated with flood plains dispersed across the locality.
- **Flood risk**: Limited.
- **Green Belt**: Bristol has historically predominantly grown north & eastwards. Strategic growth in the locality to and up these escarpments would thus significantly add to the impression of sprawl, undermining the objectives of the Greenbelt.
- **Other**: An abattoir and pylon are present. Strategic growth would also further divorce existing communities to the east from physical and visual access to open space and recreational opportunities.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.
Urban Extension: Kingswood / Warmley (KW)

Key identified constraints upon strategic development potential

- **Heritage**: Siston Court Conservation Area is located to the east of the locality and a number of Listed Buildings are present along and in close proximity to Siston Lane and Webb's Heath. Historic Roman Road runs north-south through the locality with potential for associated archaeology of significance.

- **Transport**: Significant growth will severely exacerbate congestion and air quality issues along the A420 corridor into Bristol. Road space along the A420 is significantly constrained by the nature of built form limiting the potential for necessary substantive strategic public transport, walking and cycling interventions along it. The locality is also poorly related to major areas of employment.

- **Landscape**: Locality is characterised by a number of escarpments which create the ‘natural’ edge to the urban area, wide grassland verges along Siston Lane, the heathlands and backdrop of Overscourt Wood creating a landscape of interest and value.

- **Ecology**: A number of SNCI’s are present and potential Green Infrastructure corridor along the river between Warmley Forest Park and Overscourt Wood.

- **Floodrisk**: Limited.

- **Green Belt**: Bristol has historically predominantly grown north & eastwards. Strategic growth in the locality to and up the escarpments would thus significantly add to the impression of sprawl, undermining the objectives of the Greenbelt.

- **Other**: Strategic growth would also further divide existing communities to the east from physical and visual access to open space and associated recreational opportunities. Some 13,500 dwellings remain to be developed on existing allocations in the North & East Bristol fringe areas. Further strategic growth likely to undermine delivery of these sites.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.
Urban Extension: Longwell Green (LG)

Key constraints

- Remar Sites
- Special Protection Areas
- Special Areas of Conservation
- Common Land
- Sites of Nature Conservation importance
- National Nature Reserves
- Local Nature Reserves
- Ancient Woodland
- Scheduled Ancient Monuments
- Regionally Important Geological Sites
- Registered Historic Parks and Gardens
- Registered Battlefields
- National Trust Invaluable Land
- Local Historic Parks and Gardens
- Listed Buildings
- Conservation Areas
- Sites of Special Scientific Interest
- Flood Zone 3b
- Flood Zone 3
- Flood Zone 2
- Areas of Outstanding Natural Beauty
- Green Belt
- Overhead Powerlines
- Development Commitments (2015)
- Assessment Areas

Key identified constraints upon strategic development potential

- Heritage: Hanham Abbots Conservation area to southern part of area of search.
- Transport: Local impacts only
- Landscape: Impact on important hilltop with extensive views to and across the surrounding urban areas.
- Ecology: Impact on SNCIs
- Floodrisk: None
- Green Belt: Development up escarpments and over hilltop would have significant impact on objectives of the Greenbelt.
- Other: The area is an important local recreational asset with PROWs over it.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

1. Hilltop - Extensive views in all directions
2. Hanham Abbots Conservation Area
Urban Extension: North of M4/M5 (M4M5)

Key identified constraints upon strategic development potential

- **Heritage**: Listed Buildings, historic park and garden and Winterbourne CA (& Grade 1 listed asset) bound the locality.
- **Transport**: Severe impact on J16 from any strategic growth in such close proximity. Locality is also severed from main urban area by the motorway with very poor local transport connections incapable of serving a strategic quantum of development.
- **Landscape**: Some landscape value along river valley in southeast part of the locality.
- **Ecology**: SNCI in northeast part of the site, some local ecological value.
- **Flood risk**: Limited
- **Green Belt**: Bristol has historically predominantly grown north & eastwards. Strategic growth in the locality beyond the motorway would thus significantly add to the impression of sprawl, undermining the objectives of the Greenbelt.
- **Other**: Motorway noise, pylons and oil pipeline across the locality. The area also has an emerging recreational role serving nearby communities, including golf, yachting, karting and horse riding. Some 13,500 dwellings remain to be developed on existing allocations in the North & East Bristol fringe areas. Further strategic growth likely to undermine delivery of these sites.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

1. Golf Course
2. Solar farms
3. Boating lake & karting track
4. Stables
5. Listed Buildings
6. Filled land
7. Overhead powerline / pylons
8. Oil Pipeline
9. Winterbourne Church Conservation Area
Key identified constraints upon strategic development potential

- **Heritage**: Thornbury Conservation Area & Castle (Grade I) with setting and Listed Buildings (LBs) to the west of the town, with a number of LBs to the north. Significant archaeological potential to the west and south of the town.
- **Transport**: Transportation at Thornbury is primarily by car south along the A38 to J16 and northwest to J14 of the M5.
- **Landscape**: Scarp slope running from north east to south west around the eastern edge of the town and around the southern end of the town is a significant physical constraint to development.
- **Ecology**: Several ecological constraints (SNCI's) around the town.
- **Flood risk**: Flood risk along river corridors and potential knock on impacts downstream at Oldbury. High water table / Severn Vale to the northwest.
- **Green Belt**: Green Belt to the south, between Thornbury and Alveston important to retain separate identity of settlements
- **Other**: Overhead pylons to south, east and north of the town. Strategic Green gap required to east to prevent coalescence with potential new settlement at Buckover.

**Potential Development Areas**

- Thornbury is currently undergoing significant growth to the north and northeast of the town at Park Farm & Morton Way respectively. There is considered some limited further potential (approximately 600 dwellings) immediately adjacent the existing urban area off Butt Lane to the north and south of the existing Morton Way development to Grovesend Road. The majority of this area is already subject to planning applications for approximately 400-500 dwellings.
Key identified constraints upon strategic development potential

- **Heritage**: Significant archaeological/heritage potential north of Tanhouse Lane (Yate Court), and to east of Chipping Sodbury (medieval deer park & Commons), associated with mining heritage within Engine Common area, Iron Acton Conservation Area, Roman road and Listed buildings around fringes of urban area.
- **Transport**: Transportation at Yate & Chipping Sodbury is primarily by car, however Yate & CS has good proximity to employment areas in the north & northeast Bristol Fringe and a main line rail station.
- **Landscape**: AONB, historic deer park, and commons to east presents a significant landscape constraint. Some Raised scarp/visually prominent hillside to south, and intricate field pattern and mature hedgerows and trees at Engine Common are of landscape value.
- **Ecology**: Number of ecology constraints around the area of search, significantly the Commons to the east of Chipping Sodbury, Kingsgrove Common to south, River Frome corridor and woodlands, SNCIs, Wapley Bushes nature reserve.
- **Flood risk**: Flood risk along Frome valley & tributaries, with properties particularly at risk and along St.Johns Way, at the west end of Chipping Sodbury.
- **Green Belt**: Green Belt to west retains separation between Yate the principle urban area, Iron Acton and Coalpit Heath.
- **Other**: Pylons and solar park between Yate and Coalpit heath.

Potential Development Areas

- Northwest Yate has good proximity to the rail station, Badminton Road and existing employment areas, hence there is considered potential in a broad band sweeping from fields north of Yate Town Football Club & south of Mission Road around to the B4059 and turning south to Nibley Lane and the river Frome and continuing south across the Badminton Road including fields west of the Business Park.
- Chipping Sodbury remains relatively compact with good proximity to the High Street from the periphery. Fields either side of Trinity Lane (north of St.Johns Way) but respecting the common and recreational facilities, and south of the railway between Dodington Road/Claypit Hill and north of Kingsgrove Common are therefore also considered to offer potential.
- In total it is considered up to 2,600 dwellings could be delivered in these 3 locations within the plan period.

North Yate New Neighbourhood
- Quarring activity
- Commons activity
- Historic, Golf Course & Pitches
- Kingsgrove Common
- Slopes
- Engine Common – landscape & ecological value
- Iron Acton Conservation Area & Action Lodge
- Overhead powerline / pylons
- Solar Park
Key identified constraints upon strategic development potential

- **Heritage:** Significant heritage assets to the east of the village along The Street and at Lower Hazel. SAM on high land off Vattingstone Lane.
- **Transport:** Transportation at Alveston is primarily by car south along the A38 to J16 and northwest to J14 of the M5. A38 also severs any potential development areas to the east.
- **Landscape:** Intricate and high landscape value to the west of the village and slopes north to Thornbury.
- **Ecology:** SNCIs and wooded valley to the south of the village.
- **Flood risk:** Limited
- **Green Belt:** Development to the north would compromise separation with Thornbury so undermining greenbelt objectives.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

Key constraints

- Scheduled Ancient Monument
- Listed Buildings
- Slopes, woodland, ecology
- Slope & green gap to Thornbury
- Golf Course
Key constraints upon strategic development potential

- **Heritage:** Almondsbury Conservation Area visible from the Severn Vale & historic park and gardens north & south of the village.
- **Transport:** Severe impact on J16 from any strategic growth in such close proximity. Locality is also severed from main urban area by the motorway with very poor local transport connections incapable of serving a strategic quantum of development.
- **Landscape:** High quality landscape / escarpments and ecological assets to northwest of village.
- **Ecology:** Some SNCIs and ecological interest around the village.
- **Flood risk:** Limited.
- **Green Belt:** Bristol has historically predominantly grown north & eastwards. Strategic growth in the locality beyond the motorway would thus significantly add to the impression of sprawl, and coalescence undermining the objectives of the Greenbelt.
- **Other:** Quarrying activity and significant slopes at southwestern end of village. Pylons and noise from motorway impact on southern search areas. Air Ambulance site impacts on southeastern Almondsbury. Some 13,500 dwellings remain to be developed on existing allocations in the North & East Bristol fringe areas. Further strategic growth likely to undermine delivery of these sites.
**Other Locations:**

**Buckover Garden Village (BGV)**

### Key constraints

- **Heritage:** Potential medieval settlement located between Horseshoe Farm and Milbury Heath. Roman Road runs east-west through northern part of assessment area. Two Grade II Listed Buildings towards the centre of the locality. Also consider setting of Tortworth Court (II*) and Eastwood Park.

- **Transport:** Any potential development likely to be car based creating potential significant impact on M5 J14 and wider network. A considerable local & strategic transport solution would be necessary to accommodate scale of potential development.

- **Landscape:** Some landscape value on slopes to south and east of the locality.

- **Ecology:** No known significant ecological constraints. Two geological SSSIs (Buckover Road Cutting and Brinkmarsh Quarry). SNCI at Rudge Wood.

- **Flood risk:** Limited.

- **Green Belt:** Non Green Belt Location.

- **Other:** Pylons intersect area. Strategic Green gap required to west to prevent coalescence with Thornbury.

### Potential Development Areas

- Considered potential for approximately 3,000 dwellings (2,200 within the plan period) and supporting infrastructure, employment opportunities and facilities in accordance with Garden Village Principles.

---

**Key identified constraints upon strategic development potential**

- **Heritage:** Potential medieval settlement located between Horseshoe Farm and Milbury Heath. Roman Road runs east-west through northern part of assessment area. Two Grade II Listed Buildings towards the centre of the locality. Also consider setting of Tortworth Court (II*) and Eastwood Park.

- **Transport:** Any potential development likely to be car based creating potential significant impact on M5 J14 and wider network. A considerable local & strategic transport solution would be necessary to accommodate scale of potential development.

- **Landscape:** Some landscape value on slopes to south and east of the locality.

- **Ecology:** No known significant ecological constraints. Two geological SSSIs (Buckover Road Cutting and Brinkmarsh Quarry). SNCI at Rudge Wood.

- **Flood risk:** Limited.

- **Green Belt:** Non Green Belt Location.

- **Other:** Pylons intersect area. Strategic Green gap required to west to prevent coalescence with Thornbury.
Charfield (C)

Key identified constraints upon strategic development potential

- **Heritage**: To southwest of Charfield the small hamlet of Churchend contains the Grade I listed Church of St James, the Grade II listed Rectory Manor Cottages and other locally listed buildings. LBs also at Poolfield Farm & Park Farm.

- **Transport**: Any development likely to be car based creating potential significant impact on local roads, M5 J14 and wider network. A considerable local & strategic transport solution would be necessary to accommodate scale of potential development. Development may enhance the case to re-open the rail station.

- **Landscape**: Escarpment, slopes and wooded areas through the west and northwest of the village and Elbury Hill to the east have some landscape value.

- **Ecology**: Tortworth Copse is a designated SNCI and Cullimore’s Quarry is both a geological SSSI and Regionally Important Geological Site (RIGS). Some associated ecological value to northwest of the village, along the Little Avon River and SNCI’s to the south.

- **Flood risk**: Limited to the Little Avon running along the Stroud District boundary to the east.

- **Green Belt**: Non Green Belt location.

Potential Development Areas

- Considered potential for up to 1,000 dwellings, (to support the provision of new facilities, employment opportunities, improvements to the Wotton Road and enhance the case for re-opening of the rail station), primarily on land immediately adjoining the existing settlement edge on ‘flat’ land around the southwest and northeast of the village.
Other Locations:

Hambrook (H)

Key constraints
- Ramsar Sites
- Special Protection Areas
- Special Areas of Conservation
- Common Land
- Sites of Nature Conservation Importance
- National Nature Reserves
- Local Nature Reserves
- Ancient woodland
- Scheduled Ancient Monuments
- Regionally Important Geological Sites
- Registered Historic Parks and Gardens
- Registered Battlefields
- National Trust Inalienable Land
- Local Historic Parks and Gardens
- Listed Buildings
- Conservation Areas
- Sites of Special Scientific Interest
- Flood Zone 3b
- Flood Zone 3
- Flood Zone 2
- Areas of Outstanding Natural Beauty
- Green belt
- Overhead Powerline
- Railway line
- Development Commitments (2015)
- Assessment Areas

Key identified constraints upon strategic development potential
- **Heritage:** Hambrook Conservation Area and numerous listed buildings.
- **Transport:** Good proximity to existing urban area but severed by the ring road and motorway.
- **Landscape:** Some landscape value along the Frome Valley.
- **Ecology:** Frome valley SNCI.
- **Flood risk:** Limited.
- **Green Belt:** Bristol has historically predominantly grown north & eastwards. Strategic growth in the locality would add to the impression of sprawl undermining the objectives of the Greenbelt.
- **Other:** Noise and pollution from adjoining highways. Some 13500 dwellings remain to be developed on existing allocations in the North & East Bristol fringe areas. Further strategic growth likely to undermine delivery of these sites.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

Key:
1. Hambrook Conservation Area
2. Frome Valley walkway
3. Noise pollution from Motorways / Ring Road
4. Site with planning permission for solar farm.
Olveston (O)

Key identified constraints upon strategic development potential

- **Heritage**: Olveston Conservation Area and numerous listed buildings within the village, plus Elberton Grade I listed church to the north, Olveston Court (SAM) and historic park to the west.
- **Transport**: Transportation is car based with limited opportunity for improvement.
- **Landscape**: High quality landscape surrounds village.
- **Ecology**: SNCI’s and wooded areas to the east.
- **Flood risk**: Flood Zone 3 to the west.
- **Green Belt**: Located within the Green Belt.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

Key constraints

- Olveston Conservation Area
- Hills / slopes / landscape value
- Elberton Grade I listed church
- Olveston Court (SAM) and historic park

Other Locations:

Key constraints

- Ramsar Sites
- Special Protection Areas
- Special Areas of Conservation
- Common Land
- Sites of Nature Conservation Importance
- National Nature Reserves
- Local Nature Reserves
- Ancient Woodland
- Scheduled Ancient Monuments
- Regionally Important Geological Sites
- Registered Historic Parks and Gardens
- Registered Battlefields
- National Trust Inalienable Land
- Local Historic Parks and Gardens
- Listed Buildings
- Conservation Area
- Sites of Special Scientific Interest
- Flood Zone 3b
- Flood Zone 3
- Flood Zone 2
- Areas of Outstanding Natural Beauty
- Green Belt
- Overhead Powerline
- Gas / Pipeline
- Development Commitments (2015)
- Assessment Areas
Key identified constraints upon strategic development potential

- **Heritage**: Siston Court & Pucklechurch Conservation Areas plus views from Pucklechurch to Dyrham Park & Hinton Hillfort to the east. Some archaeological potential associated with the Roman Road and colliery workings to the west and east of Pucklechurch.

- **Transport**: Significant growth will severely exacerbate congestion and air quality issues along radial routes into Bristol, where road space is significantly constrained by the nature of built form limiting the potential for necessary substantive strategic public transport, walking and cycling interventions. Strategic growth may also have severe impacts on central Pucklechurch & Shortwood.

- **Landscape**: Land in the western part of the locality is characterised by valleys, woodlands and escarpment to the ridge west of Pucklechurch creating a visually complex and attractive area and ‘natural’ edge to the urban area.

- **Ecology**: The ancient woodlands and valleys in the western part of the locality include a number of SNCIs.

- **Flood risk**: Limited

- **Green Belt**: Bristol has historically predominantly grown north & eastwards. Strategic growth in the locality to and up the escarpments would thus significantly add to the impression of sprawl, undermining the objectives of the Greenbelt.

- **Other**: Strategic growth would also further divorce existing communities to the east from physical and visual access to open spaces and associated recreational opportunities. Some 13,500 dwellings remain to be developed on existing allocations in the North & East Bristol fringe areas. Further strategic growth likely to undermine delivery of these sites.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

- **1** Siston Court Conservation Area
- **2** Pucklechurch Conservation Area
- **3** Roman Road
- **4** Quarry & Landfill operations
- **5** Escarpments, valleys, woodlands
- **6** Reservoir
- **7** Ridgeline
- **8** SAM at Cranford Farm. Views east to Dryham & Hinton
- **9** Ecology

Other Locations:

- **Key constraints**
  - Ramsar Sites
  - Special Protection Areas
  - Special Areas of Conservation
  - Common Land
  - Sites of Nature Conservation Importance
  - National Nature Reserves
  - Local Nature Reserves
  - Ancient Woodland
  - Scheduled Ancient Monuments
  - Regionally Important Geological Sites
  - Registered Historic Parks and Gardens
  - Registered Battlefields
  - National Trust Inalienable Land
  - Local Historic Parks and Gardens
  - Listed Buildings
  - Conservation Areas
  - Sites of Special Scientific Interest
  - Flood Zone 3b
  - Flood Zone 3
  - Flood Zone 2
  - Areas of Outstanding Natural Beauty
  - Green Belt
  - Overhead Powerline
  - Overhead Pipeline
  - Development Commitments (2015)
  - Assessment Areas

© Crown Copyright and Database rights 2006
© Ordnance Survey 100234006
© Natural England copyright 2016
© Historic - England 2016. The Historic England Grid Data contained in this material was obtained on 11/14/16. The most up to date public data available Historic England
© Ordnance Survey data can be obtained from http://www.ordnancesurvey.com
© National Trust copyright 2016
© Environment Agency copyright 2016
© National Grid copyright 2016
Other Locations:

Severnside (SS)

Key identified constraints upon strategic development potential

- **Heritage**: Significant archaeological potential and palaeo environmental deposits across the locality. Significant line of Listed Buildings across the north of the locality and Grade II* church at Easter Compton.
- **Transport**: Car-based modes dominate, with significant traffic flows on the A403 and B4055. Highways England is promoting a new junction on the M49 which will relieve sections of the A403 and B4055. There are two railway stations; Severn Beach with an hourly service (once MetroWest launches in 2019) and Pilning, which has only a ‘parliamentary’ service.
- **Landscape**: Severn Vale in the locality is considered medium landscape sensitivity, however much of the land is already committed for development (under the 1957/58 consent), or proposed as part of the ongoing future phases of the Western Approach business park.
- **Ecology**: Estuary is designated RAMSAR, SPA, SAC and SSSI Habitat. The same legal protection is afforded to inland habitat used by the birdlife.
- **Flood risk**: With exception of Easter Compton all in Flood Zone 3.
- **Green Belt**: Located within the Greenbelt
- **Other**: Significant pylons, oil and gas pipeline traverse the locality.

Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.

Additional details:

- Easter Compton
- Severn Beach
- Pilning
- 1957/58 Commercial Consent
- Significant line of Listed Buildings
- Overhead powerline / pylons
- Oil pipelines
- Gas pipelines
- Estuary (and related inland habitats) are designated RAMSAR, SAP, SAC and SSSI
**Other Locations:**

**Key constraints**

- Ramsar Sites
- Special Protection Areas
- Special Areas of Conservation
- Common Land
- Sites of Nature Conservation Importance
- National Nature Reserves
- Local Nature Reserves
- Ancient Woodland
- Scheduled Ancient Monuments
- Regionally Important Geological Sites
- Registered Historic Parks and Gardens
- Registered Battlefields
- National Trust Inalienable Land
- Local Historic Parks and Gardens
- Listed Buildings
- Conservation Areas
- Sites of Special Scientific Interest
- Flood Zone 3b
- Flood Zone 3
- Flood Zone 2
- Areas of Outstanding Natural Beauty
- Green Belt
- Overhead Powerline
- Development Commitments (2015)
- Assesment Areas

**Wickwar (W)**

1. Stroud district
2. Wickwar Conservation Area
3. High landscape value and setting to the Conservation Area
4. High landscape value, slopes and ecology

### Key identified constraints upon strategic development potential

- **Heritage:** Wickwar Conservation Area and numerous listed buildings within the village.
- **Transport:** Transportation is car based with limited opportunity for improvement. Given Wickwar’s location growth would impact on other settlements/services on-route to higher order settlements and the strategic road network.
- **Landscape:** High landscape value to north and east of the village.
- **Ecology:** A couple of large SSSIs and SNCIs (including the Little Avon River) are located to the east of the village.
- **Flood risk:** Limited
- **Green Belt:** Non Green Belt location

### Potential Development Areas

- This location has not been identified for strategic housing growth as it was not considered compatible with the spatial strategy set out in the Joint Spatial Plan – Towards the Emerging Spatial Strategy consultation. Key identified constraints to potential development are set out below.
Other Locations:

Winterbourne, Frampton Cotterell & Coalpit Heath (WFCH)

Key constraints
- Ramsar Sites
- Special Protection Areas
- Special Areas of Conservation
- Common Land
- Sites of Nature Conservation Importance
- National Nature Reserves
- Local Nature Reserves
- Ancient Woodland
- Scheduled Ancient Monuments
- Regionally Important Geological Sites
- Registered Historic Parks and Gardens
- Registered Battlefields
- National Trust Inalienable Land
- Local Historic Parks and Gardens
- Listed Buildings
- Conservation Areas
- Sites of Special Scientific Interest
- Flood Zone 3b
- Flood Zone 3
- Flood Zone 2
- Areas of Outstanding Natural Beauty
- Green Belt
- Overhead Powerline
- Gas Pipeline
- Development Commitments (2015)
- Assessment Areas

Potential Development Areas
- Given good proximity to employment opportunities and other services in the North & North East Bristol Fringe, Yate rail station & the Badminton Road, there is considered potential on relatively unconstrained land from the rail line northwards, west of Roundways to Frog Lane at Coalpit Heath for up to 1,500 dwellings and supporting facilities

Key identified constraints upon strategic development potential
- Heritage: Winterbourne Conservation Area and Grade I listed asset, plus numerous listed buildings to the west, hillfort to the south and historic coa mining to the east.
- Transport: Good proximity to employment opportunities and other services in the North & North East Bristol Fringe, and Yate rail station. Severance caused by rail line to the south. Significant development to NW would have severe impact on jct in Winterbourne.
- Landscape: Frome Valley is considered of high landscape value. Views to and from the western edge of Winterbourne to the communities of the North Fringe.
- Ecology: A number of SNCIs are in the locality.  
- Flood risk: Limited – focussed along the Frome Valley.
- Green Belt: Bristol has historically predominantly grown north & eastwards. Strategic growth in the locality immediately beyond the motorway or westward from Winterbourne would thus significantly add to the impression of sprawl, and coalescence undermining the objectives of the Greenbelt.
- Other: Pylons to the west of Winterbourne.