



Banwell Parish Council

Banwell Youth & Community Centre,
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MEETING: Wolvershill Development Working Group.

DATE & TIME: Monday 8th June at 7pm.

LOCATION: Banwell Youth & Community Centre.

PRESENT: Parish Councillors Steve Voller (Chairman), Mike Bailey (Vice-Chairman), Paul Harding and 2 members of the public.

Also present: Liz Shayler (Clerk)

Cllr Voller welcomed everybody.

WLG1/26 **To elect a chairman (agenda item 1)**

Cllr Voller was elected Chair of the Working Group.

WLG2/26 **To elect a vice-chairman (agenda item 2)**

Cllr Bailey was elected Vice- Chair of the Working Group.

WLG3/26 **To receive apologies for absence (agenda item 3)**

Apologies were received from Cllrs Simon Arlidge, Andrew Base and Mike Dolling.

WLG4/26 **To receive members' declarations of interest on any agenda item (agenda item 4)**

No declarations of interest were received.

WLG5/26 **To agree the minutes from the Wolvershill Development Working Group on the 14th of October 2026 (agenda item 5)**

Resolved – That the minutes of the Wolvershill Liaison Group held on the 10th of June 2026 be approved as a correct record of the meeting.

The resolution was correctly proposed and seconded (unanimous)

The minutes of the meeting will be signed by the Chairman as a correct record.

WLG6/26 **To note the following minutes from the Wolvershill Liaison Group (agenda item 6).**

- i) **9th February 2026 Wolvershill Liaison Group notes**
- ii) **29th April 2026 Wolvershill Liaison Group notes.**

WLG7/26 **Recap of the scheme to date (agenda item 7).**

The Working Group noted that the Local Plan has now been formally submitted, with Examination Hearings currently expected in October. This provides the wider planning context for the Wolvershill proposals and the developers' ongoing work on the Masterplan Framework.

WLG8/26 **Key Topic Updates (agenda item 8).**

i) **Transport strategy**

The Working Group noted that Wolvershill Road Bridge is now confirmed to remain open, and that the updated transport strategy has been amended to reflect this. Transport modelling is still being finalised, with increased housing numbers having affected the original modelling assumptions.

The updated Masterplan safeguards land for any future M5 Junction 21A development but does not include the previously proposed M5 Junction 21 relief road. It identifies the main access to the development as being via the bypass, while retaining proposed improvements to local road infrastructure around Weston-super-Mare and Locking.

Recommended Parish Council response:

The Parish Council supports the safeguarding of land for the future M5 Junction 21A road. However, it considers that the M5 Junction 21 relief road, identified in the Local Plan, should also be protected. Concern is raised that the current planning application appears to show an attenuation pond and new planting on the proposed route. If permitted, and the relief road is subsequently brought forward, this could have implications for drainage infrastructure and the delivery of 30-year Biodiversity Net Gain commitments.

ii) **Education provision**

The Working Group noted that, as part of the Local Plan process, a request has been received regarding the need for additional primary school places. This has resulted in the allocation of a third primary school on one of the parcels of land not controlled by the three larger developers, located towards the northern part of the settlement.

Recommended Parish Council response:

No specific response proposed at this stage.

iii) **Employment provision**

The Working Group noted that, due to a change in North Somerset policy, there has been a reduction in the amount of land allocated for employment uses. This has resulted in a small increase in housing numbers, although the overall total remains within the 2,800-dwelling allocation.

Recommended Parish Council response:

No specific response proposed at this stage.

iv) **Allotments**

The Working Group noted that allotments remain within the Masterplan. It was noted that the original proposal was for all allotment provision to be located north of the bypass and north of the development, close to the location of Banwell's existing allotments. Concern was raised that the bypass will reduce direct access from the centre of Banwell to Wolvershill Road, making access to the existing allotments more challenging for current Banwell residents. The provision of a set of allotments south of the bypass was therefore considered beneficial, as it would provide a more accessible location for existing residents and could help reduce unnecessary vehicle movements.

Recommended Parish Council response:

The Parish Council supports the provision of one set of allotments south of the bypass within the strategic green gap. Whilst the Parish Council would not normally support this type of provision within the strategic green gap, it considers that the benefits in this instance outweigh the potential disadvantages. In particular, provision south of the bypass would better serve existing Banwell residents, whose access to the current allotments north of the bypass is likely to become more challenging once the bypass is in place, and may help reduce vehicle movements across the village.

v) **Sports Facilities**

The Working Group noted that the proposed range of sports facilities remains unchanged, with formal sports pitches still identified within the strategic green gap. These continue to be promoted by North Somerset's Leisure Team, despite concerns previously raised by the Parish Council.

Concern remained regarding the proposed location of the pitches, particularly in relation to the impact on the strategic green gap, the separation of the pitches from the main Wolvershill development by the bypass, and the absence of suitable vehicular access other than via Wolvershill Road.

The Working Group discussed alternative options, including providing access via the bypass to avoid traffic using Wolverhill Road, and exploring whether school fields could be used for community sports outside school hours. This could provide a more accessible and sustainable location for sports provision, support better community integration, and potentially generate revenue for the schools.

Suggested response for PC

Recommended Parish Council response:

The Parish Council does not support the provision of formal sports pitches within the strategic green gap. The Parish Council supports the principle of sports provision and recognises the importance of access to football and organised sport. However, it considers that the current location is inappropriate and that formal sports pitches should be relocated to the Wolverhill side of the bypass, where they can be properly integrated into the layout, movement network, green infrastructure and community infrastructure of the new development. The Parish Council's concerns are as follows:

Vehicular access - The Parish Council considers that vehicular access is the key issue. While pedestrian, cycle and public transport access may be available, the proposal does not appear to have adequately assessed the vehicular trips generated by organised sports use, including visiting teams, parents, spectators, coaches, officials and maintenance vehicles. The concern is therefore not general accessibility, but the suitability and impact of the proposed vehicular access arrangement.

Location in relation to the bypass and the new development - The pitches would be located outside the main body of the Wolverhill development and separated from it by the bypass corridor. This weakens their integration with the new community and risks creating a peripheral sports facility rather than a centrally planned piece of community infrastructure.

Traffic modelling - The Parish Council is concerned that the traffic modelling for the bypass did not include the operation of formal sports pitches in this location. The application should not rely on modelling that has not assessed organised sports use, match-day peaks, visitor traffic, parking demand, and the cumulative impact on Banwell village and the local highway network.

Impact on Banwell village - The proposed location could result in pitch-related traffic being routed via Banwell village rather than being contained within the Wolverhill development. This risks undermining the purpose of the bypass by creating a new leisure destination that draws vehicle movements back into the village.

Access from the end of a cul-de-sac - The Parish Council remains concerned that access via the end of a cul-de-sac is not suitable for an organised sports facility that may generate concentrated periods of traffic, parking demand and pedestrian movement. This arrangement risks harm to residential amenity and highway safety unless it is fully assessed and appropriately mitigated.

Strategic gap and landscape impact - The Parish Council objects to the location of formal sports pitches within the strategic green gap unless the applicant can clearly demonstrate that the proposal would preserve the openness, landscape character, visual separation and setting function of the gap. The strategic green gap is not simply undeveloped land available for community facilities; it has a defined planning purpose in maintaining the character and setting of Banwell and the separation between Banwell and Wolverhill.

Formal sports use, together with associated parking, structures, lighting, fencing and activity, risks urbanising this important area and weakening its planned separation function.

Placemaking and community integration - Sports provision should form part of a comprehensive placemaking strategy for Wolverhill. Locating the pitches south of the development, beyond the bypass corridor, risks making them feel detached from the new settlement rather than part of its social and recreational heart. The Parish Council therefore requests that the applicant consider relocating the pitches to the Wolverhill side of the bypass, where they can be integrated into the development from the outset, with direct vehicular access designed as part of the wider movement strategy.

Alternative provision and wider health and wellbeing - Banwell already has established football provision through Banwell FC. The Parish Council therefore considers that limited land and Section 106

resources should be used to create a broader and more inclusive health and wellbeing offer that complements existing football provision rather than duplicating it. The Parish Council supports football and organised sport, but considers that the wider health and wellbeing needs of a 2,800-home development would be better served by more inclusive multi-use green space, particularly where formal football provision already exists locally and could be enhanced through early Section 106 investment. Land within the strategic green gap should instead be used for informal, low-impact green infrastructure and country park-style wellbeing provision, consistent with its separation, landscape and setting function.

Section 106 and early sports mitigation - The Parish Council is concerned that the timing of sports pitch delivery may not align with the timing of need arising from the development. Demand for football and other organised sport will arise from the first occupations, particularly from families and young people moving into the new community. If the permanent pitch provision is delivered in a later phase, there is likely to be a significant interim period during which existing local clubs and facilities will experience additional demand without corresponding mitigation.

The Parish Council therefore requests that the Section 106 agreement includes an early-phase sports mitigation contribution, payable at or before first occupation, or at an early occupation threshold, to support existing local football provision. This could be directed to Banwell FC, or administered through the appropriate local authority or community sports mechanism, to increase immediate local capacity while permanent provision is delivered. Such a contribution would be directly related to the development, necessary to mitigate the early recreational and sporting demand generated by new residents, and fairly and reasonably related in scale and kind to the development. It would also help ensure that the health and wellbeing benefits of sports provision are available from the outset, rather than only after later phases of the development.

vi) **Community facilities**

The Working Group noted that the shape and configuration of the community centre area has changed. The updated layout prioritises bus access and active travel routes into the centre. Three hubs remain identified: a Leisure Hub for a range of sports activities, a Mobility Hub which has been relocated slightly further south towards the centre entrance, and a Health Hub, which remains unchanged.

Car parking has been incorporated to serve residential areas, commercial uses and visitors to the hubs. However, concern was raised that parking provision within the community centre may be inadequate, particularly where residential, commercial and hub-related demand coincides.

Recommended Parish Council response:

The Parish Council notes the updated layout of the community centre area and supports the continued prioritisation of bus access and active travel routes. However, concern is raised that car parking provision may be inadequate, particularly where residential, commercial and hub-related demand coincides. The Parish Council requests that parking provision is reviewed to ensure that the community centre area can function effectively without creating displacement parking or access issues elsewhere within the development.

vii) **Safeguarding land for potential M5 slip road**

North Somerset has requested that land be safeguarded for a potential future M5 slip road. As a result, the previously proposed direct access into the employment area between Summer Lane and the Knightcott Road bridge over the M5 has been removed. Access will now utilise the initial section of Summer Lane before bearing left behind the identified employment area.

Recommended Parish Council response:

No specific response proposed at this stage.

viii) **Care home provision along Summer Lane**

The working Group received an update that the Summer Lane care home and older people's accommodation scheme is still at the design stage. Recent advice from the drainage engineer and ecologist means that the layout now needs to be reviewed and revised before it can move forward.

One of the key issues is Biodiversity Net Gain, which has previously been highlighted as important by both the working group and Banwell Parish Council. The initial design did not achieve the required 10% Biodiversity Net Gain on site and would have required the purchase of 1.81 off-site BNG credits. The applicant is now working on a revised layout to reduce the amount of land used for development and increase the land available for biodiversity improvements, with the aim of achieving the full 10% Biodiversity Net Gain on site.

Surface water drainage is also being reviewed. A meeting has taken place with the drainage engineer to assess the level of attenuation required on site, taking account of current run-off rates, climate change, and an additional 45% allowance. The intention is that surface water generated by the site will be managed and released in a controlled way, in line with North Somerset's sustainable drainage requirements.

At this stage, a revised plan is not yet available. However, once the updated layout has been prepared, it will be shared and be submitted as a planning application.

WLG9/26 **Next Steps (agenda item 9).**

The Working Group agreed that the suggested responses set out above should be referred to Full Council for consideration and formal approval as the Parish Council's comments, as part of the reconsultation on two of the Wolverhill planning applications.

WLG10/26 **Date of next meeting (agenda item 10) – TBD.**