

CONSULTATION MARCH 2022

**NORTH SOMERSET LOCAL PLAN 2038  
CONSULTATION DRAFT**

# Preferred Options



## Contents

1. Introduction	4	LP4 Housing, employment and mixed use allocations	26	DP4 HMOs and Residential subdivision	44
2. Vision, Strategic Priorities and Sustainability Objectives	6	LP5 Educational, sporting, leisure, and community use allocations	26	DP5 Climate change adaptation and resilience	45
3. Strategic Policies	8	LP6 Settlement boundaries	26	DP6 Net zero construction	46
SP1 Sustainable development	8	LP7 Town centre hierarchy	26	DP7 Large scale renewable energy generation	49
SP2 Climate change	9	LP8 Extent of the Green Belt	28	DP8 Efficient use of land	51
SP3 Spatial strategy	9	LP9 Strategic gaps	29	DP9 Flood risk	51
SP4 Placemaking	10	LP10 Transport Infrastructure allocations and safeguarding	30	DP10 Sustainable drainage	52
SP5 Towns	11	LP11 Bristol Airport	31	DP11 Rivers, watercourses, and springs	53
SP6 Villages and rural areas	12	LP12 Air safety	33	DP12 Development in the Green Belt	53
SP7 Green Belt	13	LP13 Royal Portbury Dock	34	<b>Transport</b>	<b>55</b>
SP8 Housing	13	LP14 Local Green Space	35	DP13 Highway safety, traffic and provision of infrastructure associated with development	55
SP9 Employment	15	LP15 Preferred Area for mineral working – land at Hyatts Wood Farm, south of Stancombe Quarry	35	DP14 Active and Sustainable Transport	56
SP10 Transport	17	LP16 Area of Search for minerals working – land at Downside Farm, south of Freemans Quarry	37	DP15 Active travel routes	58
SP11 Green infrastructure and historic environment	17	LP17 Minerals Safeguarding Area for carboniferous limestone	39	DP16 Public transport accessibility	60
SP12 Minerals	18			DP17 Travel Plans	61
4. Locational Policies	21			DP18 Parking	61
LP1 Strategic location: Wolvershill (north of Banwell)	21	5. Development Management Policies	41	DP19 Airport related car parking	63
LP2 Strategic location: Yanley Lane (Woodspring golf course)	22	<b>Design and Place-making</b>	<b>41</b>	<b>Economic Development</b>	<b>64</b>
LP3 Nailsea and Backwell	24	DP1 High quality design	41	DP20 Safeguarding employment sites	64
		DP2 Residential development within settlement boundaries	43	DP21 Visitor attractions	64
		DP3 Residential extensions	43	DP22 Visitor accommodation	65
				DP23 Town centres	66
				DP24 District Centres	68





## Foreword

Thank you for joining the consultation on our Preferred Options Local Plan which sets out proposals and policies for planning for the growth and development of North Somerset over the next 15 years.

This new Preferred Options document identifies where development can and cannot take place in North Somerset and guides investment and funding for new housing, jobs, transport and community facilities until 2038.

The draft plan follows two public consultations in 2020 about the challenges we face in North Somerset in planning for the next 15 years and the choices we have in meeting those challenges.

We suggested that difficult choices would need to be made and that not everyone would approve of them, but without a local plan we could end up with unplanned growth in the wrong places with no supporting facilities.

The 4,500 responses we had to these consultations have helped us to shape this document which we think represents the best way to tackle our need for homes, jobs and services up to 2038.

The Government has commanded North Somerset Council to provide 20,085 homes by 2038 which is

extremely challenging when all the physical and environmental constraints are taken into account, including land at risk of flooding and the Green Belt.

As a result, the plan only proposes sites for 18,046 homes which is 90 per cent of the government's target. We'd like your views not only on the approach we've taken but also on how we can make up this shortfall.

This plan also rises to the challenge of tackling climate change and our pledge for North Somerset Council to be carbon neutral by 2030.

We want to be open about the issues affecting us and the decisions we need to take and that is captured in the draft local plan. This process provides an open, fairer and greener way of shaping communities in the future and we would urge people to have their say and get involved in this opportunity.

This is an early stage in the plan-making process and we need your input to help influence the proposals. The consultation will run from **Monday 14 March** to 5pm on **Friday 29 April**. To find out more about the Local Plan and how to comment visit [www.n-somerset.gov.uk/newlocalplan](http://www.n-somerset.gov.uk/newlocalplan)

If you want to be kept informed on the progress of the local plan please register with our **consultation system**. You will receive emails informing you of upcoming events and progress.

You can also look out for Facebook, Twitter and Instagram posts from North Somerset Council and news articles in the local media.



**Cllr Donald Davies,**  
Leader of North Somerset Council



**Cllr Mark Canniford,**  
Executive Member for Placemaking and Economy,  
North Somerset Council



## 1. Introduction

North Somerset Council is preparing a new local plan with a 15 year plan period 2023-2038. Once adopted it will replace the current development plan which comprises the Core Strategy, Site Allocations Plan and Development Management Policies and which has an end date of 2026.

This Preferred Options document is a consultation document prepared under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Local Plan will provide a positive vision for the future of North Somerset, a framework for addressing housing needs, employment requirements and other priorities and a mechanism through which local communities can help shape their surroundings. The heart of the planning system is the delivery of sustainable development which comprises interdependent economic, social and environmental objectives. The local plan provides the local expression of what sustainable development means for North Somerset. It must be positively prepared (to address objectively assessed needs), justified (an appropriate strategy based on reasonable evidence), effective (deliverable over the plan period) and consistent with national policy. It is subject to several stages of consultation and tested through independent examination.

The initial stages of consultation took place in 2020: Challenges for the Future and Choices for the Future.

### Challenges for the Future (July 2020)

The Challenges document sought views on the key challenges facing the district over the plan period and set out a draft vision, aims and priorities. The key challenges included the climate and nature emergencies, the scale of the government's housing requirement, improving design quality and placemaking and responding to the impact of the pandemic on society and economic growth.

### Choices for the Future (November 2020)

Following consideration of the responses received to the Challenges consultation, Choices focused on the alternative high-level approaches for delivering the growth required. While these illustrated the principal alternatives, the consultation document emphasised that there will be other options and that the preferred strategy may be a hybrid combining elements from different alternatives. Each of the approaches sought to accommodate the growth required (housing and employment) but through the identification of broad locations, not specific sites. Four illustrative broad approaches were identified:

- Retain Green Belt (development opportunities identified outside the Green Belt).
- Urban focus (maximised the amount of growth close to the districts four main towns as well as locations well related to the Bristol urban area using a relatively small number of large strategic sites).
- Transport corridors (focused growth on existing or potentially enhanced public transport corridors into Bristol and Weston).
- Greater dispersal (growth is more widely distributed using a large number of smaller development locations).

Each of these was illustrated with a range of different scales and locations of growth to help inform a debate about how best to meet the growth required and therefore to help shape a preferred spatial strategy for inclusion in the local plan.

Having considered the evidence and taken account of the initial consultation stages, in April 2021 the Council approved the vision and strategic priorities for the local plan and set out the spatial strategy and sequential approach to the assessment of development opportunities to act as the framework for plan preparation, although this was still to be subject to further testing.

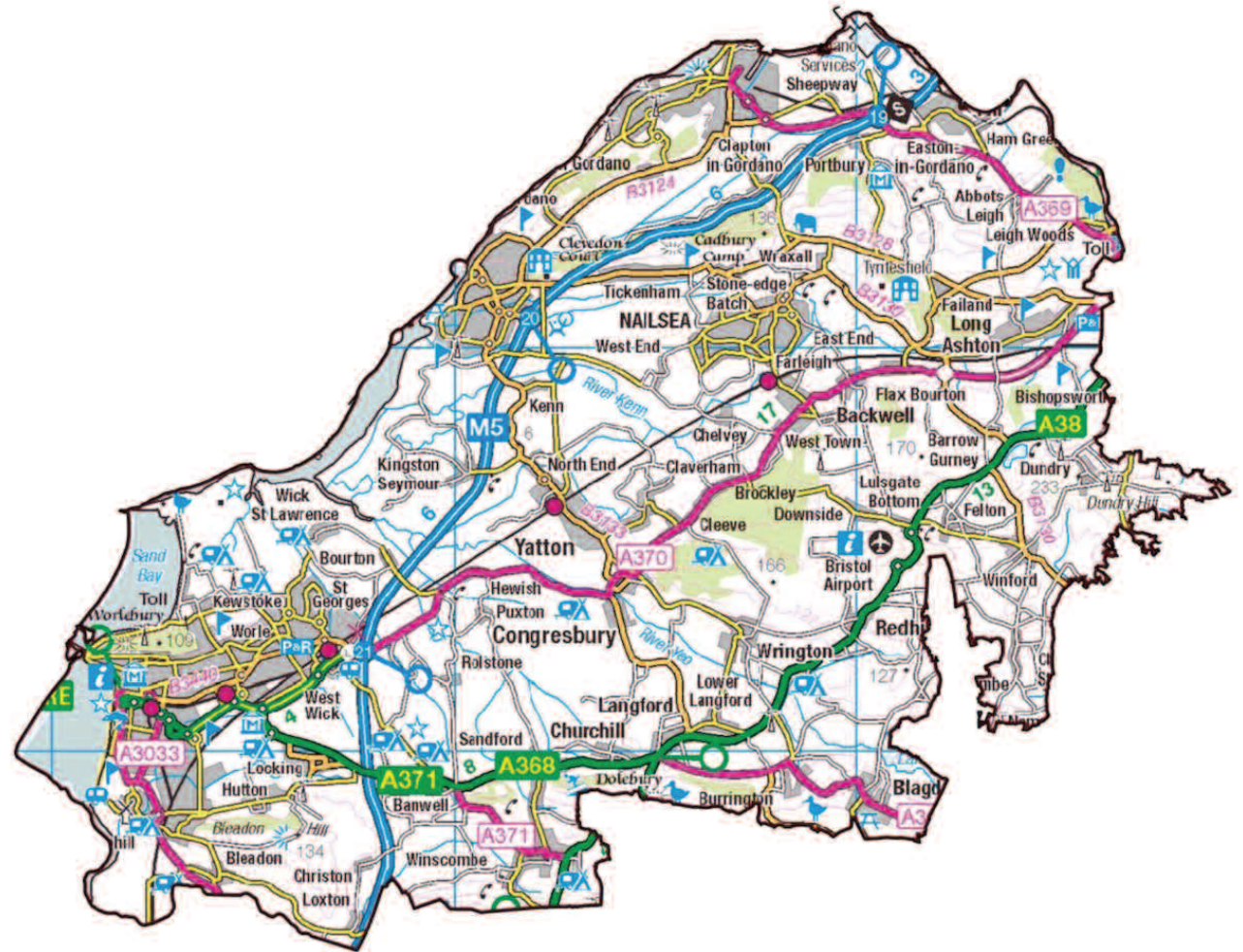


This Preferred Options document sets out the Council's preferred approach taking account of the evidence and the engagement undertaken to date. It is not the final version of the local plan. The plan is still at an early stage and this is a chance for all interested parties to comment on the proposals and help shape the emerging policies and allocations. All responses will be considered before the Council agrees a final version which it intends to submit for examination (the pre-submission version).

The pre-submission version will also be consulted upon prior to it being submitted for examination by an independent inspector. Following the examination, the Council will receive an Inspector's Report setting out any proposed amendments. The plan can then be adopted.

The local plan timetable is as follows:

Consultation on Preferred Options (Consultation Draft)	March/April 2022
Consultation on pre-submission plan	November 2022
Submission to Secretary of State	January 2023
Examination	April 2023
Inspector's Report	October 2023
Adoption	December 2023



## 2. Vision, Strategic Priorities and Sustainability Objectives

### Vision

The Local Plan vision is our aspiration as to what good development will look like in the future and reflects the corporate values of open, fair and green. This is then reflected in the Council's strategic priorities.

*By 2038 there will be a transformation in the way we live which reflects a more responsible attitude to climate change and the use of resources. New homes, buildings and communities will be highly sustainable, accessible and attractive places with higher quality standards. There will be more diversity in terms of the form and type of new development to increase variety and choice to better meet the needs of all, create jobs and to tackle inequality. Regeneration will transform and breathe new life into existing towns and valued areas will be protected. People's well-being, a strong sense of community, opportunity and fairness will be at the heart of all development in North Somerset.*

### Strategic priorities

Government guidance requires the local plan to identify the priorities for the development and use of land. The Council consulted on draft priorities in Challenges for the future and these were amended in Choices. These are important in that they directly influence the development of the spatial strategy and

the broad distribution of growth. The Local Plan strategic priorities are as follows:

- To promote sustainable development and address the climate emergency.
- To deliver the zero carbon ambition by maximising the opportunities for low carbon development and the use of renewable energy.
- To develop new and existing communities in a way which enhances health and wellbeing, reduces inequalities and is child and family friendly.
- To increase the number and range of job opportunities across the district, particularly at the towns to give people the opportunity to work near to where they live.
- To prioritise the location of new development close to places with a wide range of services, facilities and job opportunities.
- To address the decline in the town centres of Weston-super-Mare, Clevedon, Nailsea and Portishead through supporting regeneration and place-making initiatives which revitalise these places as the focus for retailing, community uses, housing and jobs.
- To reduce car use, encourage walking and cycling, and high quality and effective public transport.
- To deliver a diverse range of housing in a variety of tenures, sizes and forms, particularly genuine affordable housing, to meet future needs of North Somerset residents at locations where they are most needed.
- To deliver essential new strategic transport infrastructure to support new development and enable more sustainable travel options.
- To deliver higher residential densities through good design, particularly at town centres, transport hubs and on brownfield sites.
- To provide essential infrastructure in step with development, both transport infrastructure and community infrastructure such as schools, healthcare facilities and community centres.
- To prioritise the importance and delivery of green spaces when considering new development, support priority habitats and species and safeguard areas at risk of flooding.



## Sustainable development objectives

The purpose of the planning system is to contribute to the achievement of sustainable development. This is delivered through the preparation and implementation of plans which seek to balance economic, social and environmental objectives. The Local Plan will set out what sustainable development means for North Somerset.

A Sustainability Appraisal is prepared in parallel with the plan-making process and provides a way in which sustainability effects can be described, analysed and compared. The process of undertaking a SA involves the identification of sustainability objectives which are used to measure and monitor the success of the plan. The SA objectives which are used to assess the local plan are:

- 1.1 Ensure a range of job opportunities are easily accessible without having to use a car.
- 1.2 Provides opportunities to improve economic wellbeing and reduce inequalities by providing good access to education and training opportunities.
- 1.3 Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects the rural economy.

- 1.4 Promote development which requires a deliverable level of high quality and sustainable infrastructure.
- 2.1 Boost delivery and meet the housing need identified within the plan period.
- 2.2 Deliver affordable or specialist housing where it is most needed to meet the needs of North Somerset's population.
- 2.3 Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities.
- 2.4 Enhancing community cohesion and community facilities provision including cultural facilities.
- 2.5 Achieve healthy living opportunities - promoting good access to healthcare centres, open spaces, public rights of way, walking and cycling opportunities, and outdoor leisure activities.
- 3.1 Reduce carbon emissions by supporting appropriate decentralised renewable energy generation
- 3.2 Minimise vulnerability to tidal & fluvial flooding, without increasing flood risk elsewhere. Also minimise surface water flood risk and harm to water quality and availability.
- 3.3 Reduce the need to travel by car to minimise environmental impacts of unsustainable forms of travel, including transport related carbon emissions and air pollution. Ensure good access to infrastructure that promotes travel by active modes (walking and cycling).
- 3.4 Minimise impact on and where appropriate enhance sensitive landscapes.
- 3.5 To conserve and enhance historic assets, heritage assets and their settings.
- 3.6 Protect and where possible enhance biodiversity, geodiversity & green infrastructure and allow its adaptation to climate change. Particularly with respect to protected habitats and species.





## 3. Strategic Policies

Local plans must contain strategic policies which set out the overall strategy for the pattern, scale and design quality of places and make sufficient provision for the growth and supporting infrastructure required whilst conserving and enhancing the natural, built and historic environment and addressing climate change.

The Local Plan contains 12 strategic policies:

- SP1 Sustainable development**
- SP2 Climate change**
- SP3 Spatial strategy**
- SP4 Placemaking**
- SP5 Towns**
- SP6 Villages and rural areas**
- SP7 Green Belt**
- SP8 Housing**
- SP9 Employment**
- SP10 Transport**
- SP11 Green infrastructure and historic environment**
- SP12 Minerals**

### SP1: Sustainable development

Development in North Somerset should demonstrate how it contributes to the achievement of sustainable development reflecting environmental, social and economic objectives that need to be pursued in mutually supportive ways. Where proposals accord with the Local Plan (or Neighbourhood Development Plan), they will be approved without delay, unless material considerations indicate otherwise.

Within North Somerset this requires new development proposals, where appropriate, to demonstrate how they:

- Address the climate emergency;
- Support delivery of zero carbon development;
- Support decentralised renewable energy generation;
- Prioritise active travel and effective public transport to make these modes the natural choice over car use wherever possible;
- Support economic development in locations that are, or will be made, accessible by sustainable modes;
- Support regeneration particularly in town centres;

- Deliver the mix and type of housing to meet local needs including affordable and specialist needs housing;
- Create healthy, safe and cohesive communities and reduce inequalities;
- Ensure active travel and public transport access to a wide range of services, facilities, jobs and recreational opportunities and support the creation of 20 minute communities;
- Deliver essential infrastructure in step with development;
- Prioritise good design and placemaking;
- Retain and enhance locally important natural and historic assets, landscapes and townscapes;
- Promote the optimal use of land including prioritising use of previously developed land;
- Protect and enhance green infrastructure, biodiversity and geodiversity, particularly protected habitats and species;
- Minimise development in areas at risk of flooding outside the towns and not increase flood risk elsewhere and
- Avoid adverse environmental impacts such as ground, water and air pollution.



## Justification

The presumption in favour of sustainable development is at the heart of the National Planning Policy Framework (NPPF) and relates to both plan making and decision-taking. The planning system must contribute to the achievement of sustainable development. This Local Plan acknowledges this important national policy requirement.

For plan-making this means that plans should positively seek opportunities to meet the development needs of their area, align growth and infrastructure, improve the environment, mitigate climate change (including by making effective use of land in urban areas) and be sufficiently flexible to adapt to rapid change. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless there are clear reasons as set in the NPPF for refusing development.

## SP2: Climate change

Development proposals must demonstrate how they will address climate change mitigation and adaptation, encourage the decarbonisation of energy and transport, and support the delivery of a carbon neutral North Somerset by 2030.

In order to reduce the overall environmental impact of development, proposals will be supported where they:

- Reduce greenhouse gas emissions and store carbon.
- Deliver a net zero energy standard in new buildings.
- Minimise energy use and demonstrate that residual energy demand can be met with renewable forms of energy.
- Maximise the generation of energy from renewable and low carbon sources of energy.
- Are designed to adapt and be resilient to the impacts of local climate change.
- Reduce the risk of flooding both now and in the future, taking account of predicted sea level rises and the impact on areas vulnerable to coastal change.
- Maximise water re-use and the protection of water resources.
- Prioritise active travel and effective public transport over car use wherever possible.
- Deliver green infrastructure and enhance biodiversity.
- Prevent and minimise waste, and encourage re-use, recycling, and resource recovery; and
- Encourage the reuse of existing buildings and structures.

## Justification

North Somerset Council declared a climate emergency in 2019 and has a target of being carbon neutral by 2030.

Government advice requires that 'the planning system should support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure' (NPPF paragraph 152).

This policy sets the overall strategic framework to help deliver the Council's climate change objectives.

## SP3: Spatial strategy

The Local Plan makes provision for a minimum of 20,085 new dwellings and 70 ha employment land within North Somerset over the plan period 2023-2038.

Priority will be given to locating new residential and mixed-use development in or close to urban areas where there is an existing or proposed wide range of facilities, services and jobs, and there are opportunities to encourage active travel, particularly at locations which are currently, or have the



potential to be, well served by public transport. Employment opportunities will be encouraged at accessible locations well-related to the urban areas and where sustainable transport opportunities can be maximised. Residential development in areas at risk of flooding will be minimised outside the towns. The amount of development at villages and in the countryside will relate to local community needs.

## Justification

This policy sets out the overall approach to where development will be located within North Somerset over the plan period, prioritising the most sustainable locations for growth consistent with government advice. It focuses development at the towns and urban areas, maximising the use of previously developed land, and optimising opportunities to encourage walking and cycling and access to effective public transport. Development at villages and in rural areas is relatively less sustainable as a higher proportion of trips are likely to be made by car and while a proportionate amount of development will take place in these areas, it should reflect local community needs. Sensitive areas and land at risk of flooding will be protected.

The adopted plan will need to make provision for the North Somerset housing requirement of 20,085 dwellings in full. For the Preferred Options a total capacity of 18,064 dwellings has been identified

(excluding windfall). The consultation will help inform how this shortfall might be addressed.

## SP4: Placemaking

Development will be supported which demonstrates that a robust design process has been carried out including as appropriate collaboration with local communities to produce proposals which:

- Are of high quality architecture, landscaping, design and layout;
- Reflect, protect or enhance local character including local heritage;
- Contribute positively to addressing the climate and nature emergencies and are future-proofed against changing climatic conditions;
- Integrate green infrastructure principles and support biodiversity net gain;
- Use land efficiently in terms of layout and density, as appropriate to the location, to create compact, connected and sociable places;
- Enable healthy lifestyles and encourage active travel; and
- Support the creation of socially, economically and environmentally sustainable communities.

- Proposals which fail to demonstrate that they have effectively assessed all of these requirements will not normally be permitted.

## Justification

This policy applies to all development as development of all types and scales needs to respond to its local context, embody high quality architecture and create safe, attractive and desirable buildings and spaces which function well and foster a positive sense of community.

Government advice emphasises the importance of good quality design and placemaking, emphasising local community involvement and how it contributes to sustainable development, creating better places in which to live and work and making new development more acceptable to communities. The placemaking principles need to be considered at the outset and should be used to guide the design of development and how it fits into and enhances the local environment and how places function. Proposals should demonstrate a robust design process from initial site assessment stage, which addresses the 10 characteristics of good design as set out in the National Design Guide. This can be set out in design and access statement submitted with the application. The use of other assessment tools such as 'Building for a healthy life' can also be used to demonstrate this. This policy supports the objectives of the West of England Placemaking Charter.



In many parts of North Somerset there is a clear identity and character which development proposals can respond to and seek to complement or enhance. Even where the local character is less well defined or as positive, new development should still seek to have a positive impact on placemaking and regeneration and the character of the immediate location. Proposals should demonstrate how they respond to their context and draw inspiration from the positive characteristics of their surroundings including local heritage, in the design of buildings, structures and spaces, having regard to other relevant guidance or character appraisals. This includes developing bespoke creative design solutions which provide variety and choice and enhance the local character and sense of place. Good quality placemaking can support the creation of safe, healthy communities in terms of physical and mental wellbeing and making places more inclusive.

New development will be expected to use land efficiently. Higher densities should be investigated in accessible locations such as places well related to local facilities or at transport hubs and to help support the creation of walkable communities.

Proposals should demonstrate how they have maximised opportunities for physical activity and recreation including active travel through the design of private and public spaces and green and blue infrastructure.

Involving the local community in the design of new development is an important consideration. It is

expected that Community Engagement Statements submitted for major applications (10 or more dwellings or 1,000 square meters of floorspace) will set out the type of engagement undertaken (such as workshop whether online or in person, web based questionnaire or document etc), the questions asked, responses given and how the proposals have been amended to take account of comments made. If no amendments have been made then the CES should explain the reason for this.

Masterplanning, parameter plans and design codes are important tools in ensuring development on larger sites or within specific areas is delivered in a consistent and comprehensive manner. These will usually be prepared by applicants and developers in collaboration with local communities, the local planning authority or in combination. Once agreed, development proposals will be expected to demonstrate how the design guidance has been applied.

## SP5: Towns

Proposals for new development within the settlement boundaries of Weston-super-Mare, Clevedon, Nailsea and Portishead as defined on the Policies Map will be supported provided that they:

- Make a positive contribution to the built environment and sense of place and the creation of safe and attractive

environments including green infrastructure and supporting biodiversity;

- Support and enable walking, cycling and improved public transport, particularly in relation to connecting residential areas to the town centre, local centres, employment areas, educational establishments and other destinations;
- Optimise housing densities, particularly at town centres and at accessible locations such as transport hubs; and
- Can be successfully served by infrastructure such as transport, education and health facilities.

Town centres will be the primary focus for a wide range of retail, leisure, educational, cultural, community and other services which support, maintain or enhance their viability and vitality and their role and function.

### Justification

The four towns within North Somerset each have their own distinct character and identity. They are the most sustainable locations within North Somerset given their range of services, facilities and jobs, and accessibility from surrounding areas. Sequentially, they are the first places to consider in terms of considering future development opportunities,



particularly the re-use of brownfield land and buildings. However, they are also the most densely populated parts of the district and it is essential that any new development is of a form and character which complements and enhances urban life through high quality design and placemaking.

The town centres are the focus of the urban areas and have an important role in serving wider catchments. Traditional retail has declined and the plan needs to provide a framework to allow them to grow and diversify in a way which will allow them to adapt and respond to a rapidly changing environment.

## SP6: Villages and rural areas

New development within the settlement boundaries of villages as defined on the Policies Map will be supported where:

- It results in a form, design and scale of development which is high quality, respects and enhances the local character, contributes to placemaking and the reinforcement of local distinctiveness, and can be readily assimilated into the village;
- The size, type, tenure and range of housing reflects local community needs;
- It will not cause significant adverse impacts on local services and infrastructure, including cumulative impacts;

- The location of development maximises opportunities to reduce the need to travel and connects to local facilities by high quality walking and cycling infrastructure, with good public transport connections for longer trips; and
- The uses complement the defined local centres and contribute to their vitality and viability.

Outside settlement boundaries new residential development will be restricted to replacement dwellings, residential subdivision, residential conversion of buildings where alternative economic use is inappropriate or unfeasible, dwellings for essential rural workers.

Other uses may be acceptable outside settlement boundaries provided that:

- Suitable alternative sites are not available within settlement boundaries;
- There are no suitable previously developed land or buildings;
- Uses are well related and accessible by safe walking and cycling to the communities which they serve; and
- Development is of an appropriate scale and design and does not adversely affect the landscape or character of the area.

The re-use of previously developed land in rural areas will be supported where:

- Through good design it significantly enhances the local environment;
- It delivers at least net zero carbon development through high standards of building design and use of renewable energy;
- Makes a positive contribution to green infrastructure and biodiversity; and
- It connects to existing active travel and public transport networks.

### Justification

Development in the rural areas is relatively less sustainable given a lack of services, facilities and job opportunities and the distances involved in travelling which will encourage car use. However, there will be local needs to be addressed and development is focused on the more sustainable settlements. Outside settlement boundaries, more restrictive policies will apply. Within these areas, replacement dwellings, residential subdivision and conversions are acceptable in terms of reusing resources and previously developed land, but new greenfield development or infilling is not as this would lead to a more dispersed, unsustainable pattern of development. Dwellings for essential rural workers may be permitted where a need has been demonstrated.



The policy approach allows rural buildings to be converted to dwellings, subject to criteria, in terms of reusing an existing resource. However, it would not be appropriate to subsequently replace a rural conversion with a replacement dwelling as this would be tantamount to the approval of a new dwelling in an unsustainable location.

## SP7: Green Belt

The Green Belt in North Somerset will continue to check the unrestricted urban sprawl of Bristol, preserve the openness of land and meet the national purposes of Green Belt. It will protect rural settlements maintaining their character and separate identities.

Changes to the Green Belt made in this plan are a result of exceptional circumstances and will enable development at the following locations:

- Yanley Lane (Woodspring golf course)
- East of Backwell
- South of Clevedon Road, Portishead

Development of land released from the Green Belt will be required to meet exceptional sustainability standards and compensate for the loss of Green Belt. These requirements will be set out in the detailed allocations and planning guidance.

An extension to the Green Belt is proposed to the south of Nailsea to prevent the merger of Nailsea and Backwell and further encroachment into the countryside.

Villages in the Green Belt which do not contribute to openness will be inset from the Green Belt.

Opportunities to enhance the beneficial use of the Green Belt will be sought and supported provided they do not conflict with the purposes of the Green Belt or constitute inappropriate development.

### Justification

Both Government and local people attach great value to the Green Belt. Releases of Green Belt land for development made in this plan are a result of exceptional circumstances. Land used for development will be kept to a minimum with phased releases and will be expected to deliver exceptional standards of sustainability, compensate for the loss of the 'green resource' by introducing innovative design for green spaces, wildlife habitats, street trees and sustainable drainage solutions as well as improve the accessibility and environmental quality of the remaining Green Belt.

The Green Belt is regarded as a multifunctional asset which not only carries out the traditional purposes set out nationally by maintaining openness and protecting land from inappropriate developments, it

also ensures productive farmland and forestry, provides recreational and healthy lifestyle benefits to residents and visitors, a space to enjoy the beauty of the landscape, a home for wildlife and contact with nature and an environment to support the wider environmental and climate change objectives for reducing CO2, flooding and air pollution. Opportunities to enhance these will be sought where possible.

A new area of Green Belt will be introduced to the south of Nailsea and west of Backwell to ensure further encroachment into the countryside is contained and environmental and recreational benefits of the Green Belt are available to residents and visitors.

## SP8: Housing

Land will be identified to secure the delivery of a minimum of 20,085 dwellings within North Somerset 2023-2038.

The Council will seek to ensure the creation of mixed and balanced communities with a mix of house types and tenures to support a range of household sizes, ages and incomes to meet identified housing needs.

The Council will seek the delivery of a minimum of 40% affordable housing from all sites of 10 or more dwellings, and from sites of 5 or more dwellings within the Area of Outstanding Natural Beauty. The precise size



and type of affordable housing to be provided on individual sites will be determined through negotiation, guided by the Local Housing Need Assessment or other evidence and taking account of viability. The expectation is that the first 25% will be First Homes with the remainder 90% social rented and 10% shared ownership.

Housing schemes for 100% affordable housing to meet local needs outside settlement boundaries will be supported where:

- The development meets an identified local need demonstrated by an up-to-date needs survey or other evidence; and
- The site search has followed a sequential approach with priority given to sites within settlement boundaries, previously developed land, sustainability principles and avoiding sensitive locations.

The broad distribution of new dwellings in accordance with the spatial strategy will be as follows. This distribution will be used to identify the housing requirement for neighbourhood plans with the target for specific neighbourhood areas calculated proportionately in relation to the number of existing dwellings.

Location	Dwellings
Weston-super-Mare	6,980
Wolvershill (north of Banwell)	2,800
Clevedon	226
Nailsea	1,781
Portishead	572
Yatton	391
Backwell	1,120
Yanley Lane (Woodspring golf course)	2,500
Villages and rural area	1,676
<b>Total</b>	<b>18,046</b>

### Justification

The minimum number of new dwellings required in North Somerset over the plan period is informed by the Local Housing Needs Assessment and using the government's standard method as set out in national guidance. At February 2022 the annual requirement was 1,339 dwellings pa or 20,085 over the plan period.

The adopted plan will need to make provision for the North Somerset housing requirement of 20,085 dwellings in full. For the Preferred Options a total capacity of 18,064 dwellings has been identified (excluding windfall). The consultation will help inform how this shortfall might be addressed.

The overall distribution of housing reflects the spatial strategy and the assessment of potential development opportunities.

Affordable housing is defined as housing for sale or rent for those whose needs are not met by the market. It includes housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership. Addressing affordable housing needs is an important component of sustainable development. Within North Somerset the Local Housing Needs Assessment identified total affordable housing need 2023-2038 as 4,802 households. The proposed 40% target will be tested in terms of viability and deliverability on both a district-wide basis and for sub-areas.

The detailed delivery of affordable housing will be set out in a Supplementary Planning Document.

NPPF advises that strategic policies should set out a housing requirement for designated rural areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. For North Somerset this can be derived from the table of the spatial distribution of growth. For neighbourhood areas within specific categories (such as villages and rural areas), the approach will be proportionate, based on the number of existing dwellings.



## SP9: Employment

Around 70 ha of land is allocated for business purposes across North Somerset over the plan period to meet needs and aspirations across a range of economic sectors, to contribute to sustainable patterns of development and commuting, and to provide a range of local employment opportunities. This includes new employment allocations provided as part of the mixed-use strategic locations at Wolverhill (north of Banwell) and Yanley Lane (Woodspring golf course).

The towns (and Yanley Lane strategic location) will be the main focus for employment growth given their accessibility, labour markets and range of services and facilities. Opportunities to provide business development which supports self-containment and reduces out-commuting through the re-use of land and premises will be encouraged, especially where it supports the vitality and viability of town centres.

The role of Weston-super-Mare as the principal economic centre will be strengthened and reinforced with employment opportunities provided in step with housing growth. Allocation of business land is focused on the J21 Enterprise Area in

addition to provision at the strategic location at Wolverhill (north of Banwell).

New business development will be supported within villages where it is of an appropriate scale and character. Priority will be given to the reuse of existing business sites and other brownfield land.

Elsewhere new employment opportunities will be focused on the reuse of previously developed land or the expansion of existing premises where this does not have an adverse impact on the character or appearance of the locality.

The broad distribution of new employment land in accordance with the spatial strategy will be as follows.

Location	Employment land (ha)
Yanley Lane (Woodspring golf course)	10
Weston-super-Mare including Wolverhill, (north of Banwell))	48
Other towns and villages	13
<b>Total</b>	<b>70</b>

Note: Figures do not sum due to rounding

### Justification

Supporting the economy is a key element of delivering sustainable development, economic growth and prosperity. The local plan seeks to support a strong and robust economy by making provision for identified needs including providing additional flexibility and choice to accommodate future opportunities. Provision is made to facilitate growth across a range of sectors and to support sustainable patterns of growth and commuting across North Somerset.

Planning for business growth is inherently uncertain. The national and local economy is currently responding to changes resulting from exit from the European Union and the pandemic. This creates uncertainties as well as opportunities for the economy within North Somerset, and brings with it new ways of working, changes across business sector makeup, and in the way business operates, all of which have an influence on land use planning and which will need to be considered when the plan is reviewed.

Key land use implications include changes in the way town centres operate, the more flexible use of commercial space, and a potential migration of businesses and their workforce away from established economic centres to relatively more peripheral locations, influenced by technological advances in communications and increasing use of remote working practices. The provision of employment land closer to areas of population may become more important, with the potential to support more sustainable commuting patterns.





## Scale of employment land provision

The North Somerset Employment Land Review (2018) forecast growth of around 15,400 jobs 2016-2036. This compared to actual growth of 31,853 jobs from 2000 to 2019 reflecting a period of comparatively high employment growth. Current evidence published in the West of England Employment Land and Spatial Needs Assessment (ELSNA: 2021) indicates reduced employment growth for North Somerset taking into account the effects of the pandemic on the economy and a potential marked shift in the distribution of future jobs growth across the West of England area.

To inform the provision of employment land in the local plan, forecasts of employment change are translated to floorspace and land requirements and provide an indication of the potential future demand for floorspace. Some caution is however required when considering this evidence and the appropriate level of provision to be made in the plan. This should be considered alongside other factors in setting the scale of employment land provision within the plan.

The overall scale of provision is informed by a review of extant business site allocations, their suitability for business use and compatibility with the plan's spatial strategy, as well as an approach to accommodate business uses as part of the key growth areas proposed in the plan. This is in line with the recommendations of the ELSNA to protect existing employment land for continued employment use.

The provision is made up of:

- around 40ha of land carried forward from the Site Allocations Plan (2018),
- around 30ha of additional land to be identified at the strategic growth areas including Wolverhill (north of Banwell), Yanley Lane (Woodspring golf course) and at Nailsea/Backwell.

This provision, when compared against the forecasts, provides a reasonable supply of sites and some flexibility in the event that economic recovery is stronger than anticipated and there is greater demand for business space in line with national policy. The provision is also intended to support sustainable patterns of land use and commuting, particularly at the main towns where commuting pressures are greatest. By identifying more land than evidence currently suggests may be needed, we can ensure that a range of site sizes and locations are available to accommodate varying business needs. This also builds in a provision to offset any loss of existing business premises and encouraging the gradual replacement of unsuitable premises with more modern buildings.

The Employment Topic Paper, published as background to this consultation provides a more detailed summary of the evidence. Reference should also be made to the 2018 North Somerset Employment Land Review and the 2021 West of England Employment Land and Spatial Needs Assessment.

Supply and demand will be monitored over the plan period with future review taking into account the latest evidence.

## Distribution of employment land provision

In line with the overarching spatial strategy, provision is made for business development at or well-related to the urban areas including the main towns of Weston-super-Mare, Nailsea, Portishead, and Clevedon, and the strategic location at Yanley Lane (Woodspring golf course), as well as smaller-scale provision and a supportive policy to meet local business needs elsewhere across North Somerset. Provision of additional employment in these locations has the potential to contribute to increased self-containment, reducing out-commuting and supporting objectives of reducing carbon emissions associated with commuting.

Evidence indicates that the provision of the sites identified will be attractive to the market and that there is a realistic prospect of delivery over the plan period. At this stage, a broad employment land quantity is indicated for the strategic development locations at Wolverhill (north of Banwell) and Yanley Lane (Woodspring golf course) and the allocations at Nailsea and Backwell. Specific sites for employment use are not yet identified but will emerge following detailed masterplanning. The identification and testing of specific site options will be informed by consideration of the employment land evidence and recommendations.



## SP10: Transport

New development must be located and designed to minimise the carbon impact of transport through limiting the need to travel and prioritising walking and cycling (active travel) and the use of public transport opportunities.

In order to facilitate the delivery of net-zero emissions and reduce the adverse environmental effects of transport, development proposals and transport schemes must address the following principles in line with the following hierarchy:

- Delivery of attractive, safe, and inclusive routes for walking and cycling which are well integrated into existing networks and provide access to effective and frequent public transport.
- Delivery of better local bus, rail and rapid transit services and infrastructure supporting uptake in public transport use within and between towns in North Somerset and further afield including, first and last mile provision, reallocation of highway space and new or improved bus stops.
- Delivery of infrastructure to facilitate the use of electric vehicles.
- Improvement of safety on the transport network for all users.

New transport infrastructure will be considered where it also supports active travel and public transport, benefits community connectivity, public realm or provides safety improvements or is required to support economic development.

Adequate parking for motor vehicles and cycles must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces.

### Justification

Transport infrastructure includes roads and motorways, public transport facilities including rail facilities and bus routes, footpaths, cycleways and bridleways and vehicle parking.

The approach to transport has a significant role to play in terms of delivering sustainable patterns of development consistent with the climate emergency ambition. The priority is to maximise the opportunities for active travel and access to effective public transport and so discourage the overall number of car trips. Active Travel refers to the movement of people or goods by using the physical activity of a person for movement. That is, mainly walking and cycling. Active travel also helps to address the growing health emergency as a range of diseases can be significantly reduced by increased physical activity. However, there will still be a need for

highway improvements to address local issues and to make provision for electric vehicles.

Transport infrastructure is also important in terms of supporting economic development such as haulage and freight such as through the port and airport.

## SP11: Green infrastructure and historic environment

New development proposals will be supported where they make a positive contribution to the protection and enhancement of valued landscapes and the natural and historic environment. Proposals should reflect the character, distinctiveness, diversity and quality of North Somerset's landscape and townscapes through good design and management.

New development will, where appropriate, be expected to:

- Conserve and enhance the landscape and scenic beauty of the Mendip Hills Area of Outstanding Natural Beauty (AONB) and the wildlife and cultural heritage, including ensuring that development in its setting is sensitively located and designed to avoid or minimise adverse impacts;
- Maintain and enhance the green and blue infrastructure network;



- Protect the character of the undeveloped coast and identify opportunities to improve public access;
- Respect the landscape types and character areas identified in the North Somerset Landscape Character Assessment;
- Protect the character and separate identity of settlements, including the protection of the strategic gaps as defined on the Policies Map;
- Protection of the best and most versatile agricultural land;
- Conserve, restore and enhance priority habitats, ecological networks and the protection and recovery of priority species;
- Secure biodiversity net gain;
- Support the establishment and delivery of North Somerset Nature Parks to protect and enhance habitats, mitigate the impacts of development proposals and encourage opportunities for public access and environmental education;
- Retain existing trees and support new planting and woodland creation;
- Preserve and enhance conservation areas, listed buildings, buildings of local significance, scheduled monuments,

other archaeological sites, registered and unregistered historic parks and gardens;

- Retain and enhance aspects of the historic environment which contribute to the distinctive character of North Somerset and
- Improve access to the countryside through increased and enhanced public rights of way.

### Justification

North Somerset contains outstanding wildlife habitats and species. These include limestone grasslands, traditional orchards, wetlands, rhynes, commons, hedgerows, ancient woodlands and the Severn Estuary. Key species include rare horseshoe bats, otters, wildfowl and wading birds, slow-worms and water voles.

National guidance requires great weight to be accorded to conserving and enhancing landscape and scenic beauty in the Area of Outstanding Natural Beauty. Within the AONB the scale and extent of development should be limited, while development within its setting should be sensitively located and designed to avoid or minimise the impact.

The Council will preserve and where appropriate enhance the historic environment recognising the positive contribution it makes to the character and

distinctiveness of North Somerset through the diversity and quality of heritage assets. This includes wider social, cultural, economic and environmental benefits including promoting community cohesion and identity through a legacy of having created a unique sense of place.

### SP12: Minerals

Mineral resources will be protected through the identification of a Minerals Safeguarding Area for carboniferous limestone as defined on the Policies Map. Existing and recently permitted carboniferous limestone workings will be safeguarded from inappropriate development which could adversely affect mineral production.

The Council will plan for a steady and adequate supply of aggregates, by encouraging provision of recycled aggregate, seeking to maintain a land bank for crushed rock of at least ten years, and allocating areas for mineral working where necessary, having regard to the need to promote deliverability of permitted reserves of crushed rock.

### Justification

NPPF paragraph 209 states that 'it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the



country needs. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation.'

North Somerset primarily contributes to minerals supply by the winning and working of carboniferous limestone, producing aggregate (crushed rock). The aggregate is mainly used for building and repairing roads and producing asphalt, concrete and concrete products.

The NPPF para 210b advocates taking account of recycled materials 'so far as practicable'. Some aggregate is produced in North Somerset from recycling of construction, demolition and excavation waste. However it is difficult to obtain comprehensive reliable data, and the quantity of recycled aggregate produced from known sources is relatively low.

In the West of England (WoE) quarries in North Somerset and South Gloucestershire are the providers of crushed rock. Currently there are three active quarries in North Somerset, run by two operators. These are:

- Stancombe Quarry near Backwell.
- Durnford Quarry near Long Ashton.
- Freemans Quarry off the A38 near Bristol Airport.

National Planning Policy Guidance on Minerals paragraph 060 states that as part of the Managed Aggregate Supply System, at local level, mineral

planning authorities are expected to prepare Local Aggregate Assessments (LAAs) to assess the demand for and supply of aggregates.

The LAA is an annual assessment of the demand for and supply of aggregates in a mineral planning authority's area. It should include a forecast of the demand for aggregates based on both the rolling average of 10 years sales data and other relevant local information.

Paragraph 213 of the NPPF states that mineral planning authorities should plan for a steady and adequate supply of aggregates by various means, including preparing LAAs, and using landbanks of aggregate minerals reserves principally as an indicator of the security of aggregate minerals supply, and to indicate the additional provision that needs to be made for new aggregate extraction and alternative supplies in mineral plans.

Para 213(f) indicates that landbanks of at least 10 years for crushed rock should be maintained.

Para 083 of the NPPG states that 'aggregate landbanks should be recalculated each year. The length of the aggregate landbank is the sum in tonnes of all permitted reserves for which valid planning permissions are extant, divided by the annual rate of future demand based on the latest annual Local Aggregate Assessment'.

Annual LAAs for WoE are produced jointly by the four unitary authorities. The latest emerging 2011-2020 West of England Local Aggregates Assessment

identifies a ten year average for sales of crushed rock in the WoE of 3.47 million tonnes per annum (mtpa) for 2011-2020 inclusive.

In preparing LAAs, it is also appropriate to consider other factors such as average sales over the last three years to identify the general trend of demand (NPPG paragraph 64).

For WoE the 3 year average (2018-20 ) for sales of crushed rock was 3.99mtpa, (higher than the 3.47 mtpa 10 year average), because levels of sales in 2019 and 2020 were higher than in most of the 2011-2020 decade. However, it is not considered that this necessarily points to a rising trend, because the 2018 sales (3.38mt) were lower than in 2017 (3.59mt). It is considered better to base levels of provision of crushed rock on the 10 year average sales, (so the 3.47mt figure) rather than the 3 year average, especially as it is over a longer period.

Based on a long-standing agreement, the required crushed rock provision for the WoE is split 60%/40% between South Gloucestershire and North Somerset.

On this basis, given the 10 year average in the emerging WoE LAA for 2011-20 of 3.47mtpa, the annualised required level of crushed rock provision for North Somerset can be calculated as 40% of 3.47mtpa, which is 1.39mtpa, If this was to be extrapolated, the total crushed rock requirement for North Somerset for 2021-2038 inclusive (18 years) would be 25.02mt. To allow for a ten year landbank at the end of that period, a further 10 years



# North Somerset Local Plan 2038 Preferred Options

requirement can be added on (13.9mt), so, on that basis, the total North Somerset crushed rock requirement for that 28 year period (to 2048) would be 38.92mt.

The 38.92mt figure is based on the 10 year sales average in the latest emerging LAA for 2011-20. Later annual LAAs are likely to give different 10 year averages, and hence different figures. Therefore it is simpler and more meaningful to aim to maintain a ten year landbank (with the landbank to be measured annually, and based on 40% of the 10 year average sales figure in the latest annual LAA.) NPPG paragraph 83 states that 'aggregate landbanks should be recalculated each year. The Council will annually monitor, and seek to maintain, a 10 year landbank for crushed rock in North Somerset.

At the end of 2020 (relevant to the latest emerging LAA) there were significant remaining permitted reserves at the working quarries in North Somerset, and a landbank of over ten years for crushed rock. However, assuming a theoretical drawdown of 1.39mtpa going forward, there would not be sufficient permitted reserves to provide a ten year landbank for crushed rock in the district at the end of the plan period in 2038. NPPF paragraph 213(f) indicates that landbanks of at least 10 years for crushed rock should be maintained.

Partly having regard to the need to maintain a ten year landbank throughout the Local Plan period, this Local Plan allocates land for extensions to two quarries in the district. It is likely that any granting of

planning permission for mineral working on those extensions would significantly increase permitted reserves in the district. The requirements of all relevant policies in this Plan will be considered in determining planning applications, including for example LP15 and LP16 on the allocations, and DP30, on mineral working.

Calculation of the district's landbank does not take account of the deliverability of the remaining permitted reserves at individual quarries, which is affected by any constraints at the quarries, and their operational capacity, etc. Such deliverability is important for maintaining a 'steady and adequate supply of aggregates' referred to in the NPPF paragraph 213.

The Council has taken account of such factors in making the minerals allocations in the Local Plan.

Paragraph 210(c) of the NPPF advocates safeguarding of mineral resources by designation of Mineral Safeguarding Areas and use of appropriate policies, so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided, (whilst not creating a presumption that the resources defined will be worked).The council has taken account of this and includes appropriate policies in this Local Plan.



## 4. Locational Policies

### Policy LP1:

#### Strategic location: Wolverhill (north of Banwell)

A new mixed use strategic growth location is proposed at Wolverhill (north of Banwell) at the broad location defined on the Policies Map to accommodate up to around 2,800 dwellings, including 980 affordable homes, around 11 ha of employment land, a mixed use local centre and at least three 420-place primary schools.

A single masterplan and supporting design codes will be prepared to guide its coordinated and comprehensive development and the creation of a sustainable community. In addition, a suitable phasing strategy will be required identifying the phased delivery of development parcels linked to infrastructure provision.

The development must comply with the following development principles:

- The new development must complement the existing Banwell village in respect of the scale and range of facilities and encourage integration between the two communities;

- Development must be integrated effectively with the design and delivery of the Banwell Bypass;
- A Strategic Gap is defined between the new development area and Banwell to retain the character and setting of Banwell;
- The creation of attractive, easily accessible, safe and direct walking and cycling routes linking the new development with local facilities, with Banwell and into Weston-super-Mare, including the three M5 crossing points (two road bridges and a direct cycle/pedestrian access into Parklands Village);
- The creation of effective public transport links into Weston-super-Mare, employment areas and other destinations including rail stations, including designated bus corridors and improving accessibility for existing Banwell residents;
- The development must respect the landscape setting, including minimising any impact on the Mendip Hills AONB;
- The creation of a mixed use local centre focused on Wolverhill Road to form the heart of the new community with a high quality public realm;
- The development must consider access through the site including the future role and function of Wolverhill Road, including opportunities for encouraging active travel and public transport access;
- Low traffic neighbourhoods within the scheme should be used to ensure convenient and safe walking and cycling access to the local centre and key facilities;
- The development must deliver ecological, habitat and environmental enhancement, particularly in relation to horseshoe bats, linking habitat between the scarp and along key green corridors between new development and Banwell;
- Explore the opportunity for a North Somerset Nature Park to provide bat mitigation, provision of land for biodiversity and habitat enhancement;
- Green infrastructure should form an interconnected network throughout the development and where appropriate with integrated sustainable drainage systems. Additional woodland and tree planting surrounding and throughout the development will be required, including tree planting along the M5 edge;



- Heritage features will be integrated into the development;
- The identification of new employment in the area well connected to the M5 J21;
- Effective management and treatment of surface water, controlling run-off into surrounding watercourses and integrating into the green infrastructure network;
- The creation of any new access arrangements should not have an adverse impact on communities elsewhere, such as Banwell and areas to the west of the M5;
- Provision of new playing pitches and open space;
- Educational facilities centrally located within the new development, including schools within a safe walking distance from the new homes, access to early years settings and walkable access to services used by children and families;
- Implement the movement and access strategy identified through transport evidence;
- The development will be located having regard to any noise impacts, and suitable mitigation will be delivered to address any impacts; and

- The creation of distinct character areas across the development, particularly distinct residential neighbourhoods, with materials, and design, referencing the local context and demonstrating best practice in placemaking.

## Justification

The spatial strategy indicates that if growth is to be located in the most sustainable locations then the Weston-super-Mare area is a primary location to consider. However, while Weston has a wide range of services and facilities, jobs and public transport opportunities, it is also highly constrained in terms of new development opportunities given the topography and areas at risk of flooding. Land at Wolverhill (north of Banwell) has been identified as a strategic growth location and this policy sets out the overall approach to the masterplanning of a new community which will complement the existing Banwell village while also benefitting from excellent accessibility linking it to the Weston urban area. The development will be phased in relation to the delivery of the Banwell Bypass.

At this stage in the plan making process, the strategic site is presented as a broad location for further investigation, but with key design and development principles set out to guide the masterplanning process. The broad location identified on the Policies Map is intended to accommodate all of the land uses and infrastructure required to deliver the scheme and

not all of the identified site may be suitable for residential use. Further guidance may be prepared in the form of a Supplementary Planning Document that may refine the development boundary and provide further detail on the distribution of land uses within the development informed by masterplanning and this will form further guidance to the preparation and consideration of planning applications.

Transport evidence has been prepared to consider the transport implications of growth in this area. This is published separately and has considered the impacts of additional transport movements, the approach to movement and access within and surrounding the development including connections back into Weston-super-Mare and identifies the need for further work to explore mitigation.

## Policy LP2:

### Strategic location: Yanley Lane (Woodspring golf course)

A new mixed use strategic growth location is proposed at Yanley Lane (Woodspring golf course) on land released from the Green Belt at the broad location defined on the policies map to accommodate around 2,500 dwellings, including 875 affordable homes, 10 ha employment land, a local centre, a new secondary school and three 420-place primary schools.



Detailed masterplanning will be prepared to guide its coordinated and comprehensive development and the creation of a sustainable community.

The development must comply with the following development principles:

- The development will form a distinctive, new sustainable community with a unique high quality character and design;
- The development will deliver neighbourhoods based on high standards of active travel with safe, direct and attractive walking and cycling routes from the new neighbourhoods to the local centre, schools and facilities, and links into Bristol, Parson Street station and surrounding areas. Severance caused by Colliters Way and the relationship to the A38 will need to be addressed;
- A segregated mass transit route will pass through the development linked to the local centre and provide the opportunity for fast, frequent access to Bristol;
- The development will be designed with direct access on to an extended Metrobus network, enable local bus access throughout the development and

connect with the wider bus network in the area;

- A centrally located, accessible and distinctive local centre will form the heart of the new development, with the re-use of the golf club house providing an opportunity to provide community and other facilities from the outset;
- The development will comprise medium to high density living in beautiful buildings and a green setting with the highest densities close to the local centre, facilities and public transport nodes to ensure these are accessible by the highest number of people on foot;
- New schools, healthcare, community, and recreation facilities will be provided;
- Low traffic neighbourhoods within the scheme should be used to ensure convenient and safe walking and cycling access to the local centre and key facilities;
- Green infrastructure corridors will structure the development, enhance existing wildlife features, increase biodiversity and provide attractive routes to walk and cycle, and will define the limits of development;

- Development will enhance the Yanley ridge - with tree planning and other landscape improvements;
- The development will respect and where feasible enhance the historic setting of Ashton Court and Clifton Suspension Bridge, conservation areas and listed buildings;
- The development will address flooding and drainage issues include the identification of potential protected flood corridors from the Barrow Tanks;
- The proposals will include suitable transport hubs/interchanges to ensure access between sustainable modes of transport and accommodate a potential park and ride facility. Large surface level car parks should be minimised and the local centre should not be visually dominated by car parking;
- Vehicular access routes onto Colliters Way and the A38 will be designed to prevent through traffic diverting through the area;
- Consideration will need to given to providing a range of job opportunities, well related to public transport access;





- The development will need to set out a phased approach to development, including consideration of potential beyond the plan period;
- The proposals must include compensatory improvements to the remaining Green Belt; and
- The identification of primary and secondary educational facilities centrally located to the new developments, including school places within a safe walking distance from the new homes, access to early years settings and walkable access to services used by children and families.

## Justification

The Council has concluded that it is not possible to accommodate the scale of growth required for North Somerset in sustainable locations outside the Green Belt. This results in the need to consider whether exceptional circumstances are met to consider development in the Green Belt in accordance with the overall spatial strategy. Development at Yanley Lane (Woodspring golf course) has been identified as being appropriate for consideration given its proximity to Bristol and its unique opportunity to create high quality public transport and cycle access into the city, in a location which avoids the most sensitive areas of Green Belt and which has the potential to deliver a high quality, sustainable new community.

At this stage in the plan making process, the strategic site is presented as a broad location for further investigation, but with key design and development principles set out to guide the masterplanning process. Further guidance may be prepared in the form of Supplementary Planning Document that may refine the development boundary informed by masterplanning.

## Policy LP3: Nailsea and Backwell

Proposed development at Nailsea and Backwell will require a strategic and coordinated approach to mitigation, particularly the provision of a package of new transport infrastructure and taking account of cumulative impacts. All proposed sites will be required to positively contribute to the delivery of transport and other measures through either direct delivery and/or S106 contributions as part of an agreed phasing strategy linking the delivery of proposed growth to infrastructure provision.

Development proposals in the Nailsea and Backwell area must demonstrate how they will support the delivery of a package of measures including:

- Strategic measures designed to alleviate traffic impacts on Station Road, and traffic congestion at the Backwell crossroads. This is likely to include a strategic rail crossing providing an alternative multi-modal route between Nailsea and the A370, and associated measures to discourage traffic from using Station Road, subject to further feasibility review and environmental assessment;
- Improvements to active travel routes within and between Nailsea and Backwell, including use of Youngwood Lane as a north-south connection, links to the town centre and Local Cycling and Walking Infrastructure Schemes;
- Improvements to bus priority, service frequency, and interchange infrastructure on the A370 High Frequency Bus Corridor;
- Improved public transport connections between Nailsea and the A370, enabling interchange;
- Access improvements for Nailsea and Backwell Station, to include increased provision for cycle parking, bus interchange, and car parking, and consideration of possible future station expansion or relocation;



- A package of measures to improve sustainable travel opportunities and reduce car dependency in the area, to alleviate congestion through mode shift;
- An cycle link on spine/distributor road
- A high quality extension of Festival Way active travel route along an east-west alignment between Chapel Hill and Chelvey Road, to serve new development in Backwell and better connect rural lanes to the west of Backwell with the off-road alignment along the railway towards Flax Bourton, without use of the A370 or significant diversion from desire lines;
- Explore the opportunity for a North Somerset Nature Park to provide bat mitigation, provision of land for biodiversity and habitat enhancement;
- The provision of around 8ha of new employment land to be identified as part of planned growth including investigating potential as part of the East of Backwell mixed use site;
- The provision of new primary, secondary and special educational needs provision delivered alongside and as part of new development proposals;

- Identification of facilities for enhanced leisure provision including built facilities and sports pitches; and
- Environmental enhancement of the setting of the two settlements particularly within the area between Nailsea and Backwell to be protected by the proposed extension of the Green Belt.

## Justification

Nailsea is a main town within North Somerset and a focus for growth as part of the preferred spatial strategy for development. Given its proximity to Nailsea and the train station, growth opportunities at nearby Backwell have also been considered and form part of the draft proposals.

In order to accommodate strategic growth in the area, evidence indicates that very significant transport interventions would be required to support growth and avoid adverse impacts upon the existing transport network. The transport evidence published alongside this consultation has identified key transport issues including connectivity across the railway between Nailsea and Backwell.

There is ongoing work considering the implications of proposed growth allocation in the area and whether this can be effectively mitigated and phased with infrastructure. In particular, as set out in the transport evidence published alongside this consultation, this

includes consideration of options for how strategic transport infrastructure could be delivered. Ongoing evidence around deliverability of this infrastructure will be important in setting the framework for growth.

Other proposals in the area which will require a comprehensive approach include the identification of new employment opportunities, rail station enhancement including additional parking and facilities to support walking and cycling, the identification of a North Somerset Nature Park to support ecological and habitat improvements, environmental enhancements and an assessment of future leisure and recreational provision and educational needs.

There will need to be new primary school provision to meet the future needs arising from the proposed development sites, dependent on the mix and type of development proposed. There will also be a requirement for additional secondary provision, although this will need to be assessed in the context of the potential delivery of a new secondary school at Yatton which could release capacity at Backwell, and also new special needs provision.



## Policy LP4: Housing, employment and mixed use allocations

Residential sites of 10 or more units and employment sites (including mixed use sites) are shown on the Policies Map and set out in Schedules 1 and 2. Development must take account of the site-specific requirements set out in the schedules.

### Justification

The schedule allocates the proposed residential, employment and mixed use sites which will be developed over the plan period. The schedule indicates the potential capacity and any high level principles and considerations which will need to be addressed.

The airport and port are major strategic employers and specific policies will set out the approach to development proposals at these locations.

## Policy LP5: Educational, sporting, leisure, and community use allocations

Sites for educational, sporting, leisure, and community facilities are shown on the Policies Map and set out in Schedule 4. Development must take account of the site-specific requirements set out in the schedule.

### Justification

This schedule identifies the locations of the proposed schools, leisure, recreation and community facilities, including children and family centres, proposed to be delivered over the plan period.

The Council has an ambition to deliver a secondary school at Yatton over the plan period, a replacement Voyage Learning Campus within Weston-super-Mare and potentially additional special needs provision, but sites are yet to be identified.

## Policy LP6: Settlement boundaries

Settlement boundaries for towns and villages are defined on the Policies Map and set out in Schedule 5 of this plan. New development within the settlement boundaries must accord with the relevant policies of the plan.

The extension of residential curtilages, including the extension into the countryside of the curtilage of a dwelling located within a settlement boundary, will be permitted provided that it would not harm the character of the surrounding area or the living conditions of adjoining occupiers.

Settlements with boundaries that are located in the Green Belt are inset from the Green Belt and Green Belt policies do not apply within the settlement boundary. These are also listed in Schedule 5.

### Justification

Settlement boundaries identify the areas at the towns and villages within which specific local plan policies will apply, particularly in relation to housing development. All settlement boundaries have been reviewed as part of the local plan and new boundaries identified for several settlements.

## Policy LP7: Town centre hierarchy

New town centre uses will be focused on existing and proposed town, district and local centres as defined on the Policies Map.

### Town centres:

- Weston-super-Mare
- Clevedon
- Portishead
- Nailsea

### District centres:

- Clevedon (Hill Road)
- Locking Castle, Weston-super-Mare
- Queensway, Weston-super-Mare
- Worle High Street

### Local/village centres:

#### Within Weston-super-Mare

- Bournville (St Andrews Parade)
- Castle Batch
- Coronation Estate (Loxton Road)
- Parklands Village (proposed)



- Locking Road
- Milton Hill
- Milton Road
- Oldmixon (Aller Parade)
- Winterstoke Village (proposed)
- Whitecross Road

Outside Weston-super-Mare:

- Backwell
- Banwell
- Churchil
- Congresbury
- Long Ashton
- Pill
- Winscombe
- Wrington
- Yatton

Proposed

- Wolverhill (north of Banwell)
- Yanley Lane (Woodspring golf course)

New proposals for town centre uses within these areas will be supported provided they are a scale appropriate to the size and role of these centres, support the creation of a comfortable, safe, attractive and accessible town centre environment and improve the mix of town centre uses in each centre.

Proposals for new or extended town centre uses outside these areas will need to demonstrate that:

- They couldn't be located firstly within then adjacent to the centres; and
- They wouldn't adversely affect the vitality and viability of these centres.

Elsewhere in the district the loss of small scale shops will be resisted including neighbourhood and village stores, eating and drinking establishments that support the needs of local communities and support self-containment to non-town centre uses.

Proposals for new or extended town centre uses outside these centres will need to demonstrate that:

- They could not be located within or on the edge of existing centres in accordance with the sequential approach to site selection;
- They would have no adverse impact on the vitality and viability of these centres;
- The use could not be located within or on the edge of an existing centre in accordance with the sequential approach to site selection; and
- They would have no adverse impact on the viability and vitality of these centres.

## Justification

This policy reflects the changes to the Use Class Order 2020 which allow for greater flexibility for

existing town centres to adapt to the rapidly changing way we shop and access commercial and other services. Recent societal changes such as internet shopping and access to services as well the impact of Covid and the rise of the cafe culture mean that our town, village and other centres increasingly have become places to meet and socialise. The ability for town centre businesses to be more agile can potentially reduce the likelihood of dead frontages and so maintain the attractiveness of the town and other centres to residents and visitors.

For the purposes of policies within this plan appropriate town centre uses are defined in the NPPF and includes those uses generally falling into the commercial, business and service sector (Class E) but also includes cinemas, bars, nightclubs, bingo halls, casino's, theatres, museums and galleries. Use outside of class E such as drinking and hot food takeaway outlets, bars and nightclubs can attract visitors but can also create noise and disturbance to local residents or other users and will be assessed on their merits bearing in mind the local circumstances.

Town centre uses (whether community, cultural, retail, leisure, financial and professional, visitor facilities etc) are best located where they can be accessed by a wide range of people and transport modes such as by public transport, walking and cycling. The town centre boundaries have been drawn to retain a concentration of uses which are accessible by a variety of means and which can act as a focus for activity.



Weston retail parks have evolved over the years into an outer commercial area which provides a considerably large retail offer, principally due to a lack of large units within the town centre area. They are not identified as district centres and further expansion of uses which could be located in the town centre will be resisted in order to maintain the role and identity of the town centre as a focus for activity.

New centres may need to be identified in association with major development areas and this will be progressed as more detailed work is undertaken and the needs are established. These centres will need to be appropriate in scale and function to the community they serve.

## Locational Policy LP8: Extent of the Green Belt

The boundaries of the North Somerset Green Belt are defined on the Policies Map. The following changes to the existing Green Belt are proposed:

1. A change to the inner Green Belt boundary at Yanley Lane (Woodspring golf course) to accommodate new strategic development.
2. Land to the east of Backwell will be released for mixed use development.
4. Land to the south of Portishead will be released for residential development.

5. A new area of Green Belt is proposed south of Nailsea, and west of Backwell to maintain the separation of the settlements and protect the countryside in this area from encroachment.
6. The following villages within the Green Belt will be inset from the Green Belt.
  - Abbots Leigh
  - Clapton-in-Gordano
  - Cleeve
  - Dundry
  - Failand
  - Flax Bourton
  - Felton
  - Leigh Woods
  - Portbury
  - Redhill
  - Tickenham
  - Weston-in-Gordano
  - Winford

### Justification

The North Somerset Green Belt is highly valued by local residents and is an effective planning tool in preventing the urban sprawl of Bristol and shaping the pattern of development in North Somerset. It keeps land permanently open, prevents towns and villages merging together and protects the countryside.

Changes to the boundary at Yanley Lane (Woodspring golf course), Backwell and Portishead

are a result of exceptional circumstances resulting from the need to accommodate the housing requirement. A sequential approach to meeting this requirement has been adopted with sustainable locations outside the Green Belt preferable to Green Belt release and the amount of development allocated in the Green Belt kept to the minimum.

The most significant release of Green Belt is at Yanley Lane (Woodspring golf course). A Green Belt review examined the broad location on this side of Bristol to determine how well specific parcels of land met the purposes of the Green Belt. This highlighted the importance of the Green Belt north of the railway between Long Ashton and Bristol. This Green Belt will be retained. Land to the south, whilst still important in Green Belt terms, has significant sustainability benefits linking it with the wider employment opportunities and services in the Bristol urban area. The precise Green Belt boundary will be determined as the masterplanning for the area proceeds.

The releases at Portishead and Backwell are smaller scale. All sites perform Green Belt purposes although at Portishead less so than parcels to the east of the town. The spatial strategy steers development to locations well-related to the towns given access to facilities, jobs and public transport opportunities.

Backwell is well related to Nailsea and is also one of the most sustainable villages. It also has a railway station. East of Backwell is a relatively good location



in road transport terms being on the Bristol side of the Backwell crossroads. It also has the potential to help deliver improved highway access to Nailsea.

A new area of Green Belt is proposed south of the proposed allocation at Youngwood Lane, Nailsea, and west of the proposed allocation at Grove Farm, Backwell. The exceptional circumstance for making this new Green Belt is a result of the changed Local Plan circumstances of locating two significant new allocations in close physical proximity. Further development in this vicinity could threaten the separation of Nailsea and Backwell and result in further encroachment into the countryside. An extension of the Green Belt in this area, bounded by Chelvey Road, would also provide the opportunity to enhance the area through compensatory improvements to the Green Belt for the benefit of wildlife, the environment and enjoyment of residents.

Villages have been assessed to determine whether changes need to be made regarding whether a settlement is excluded or washed over by the Green Belt. This is based on the openness of the village and 'the important contribution which the open character of the village makes to the openness of the Green Belt' (NPPF paragraph 144).

A joint Green Belt and settlement boundary will define the extent of these villages. Adjustments will be made to existing settlement boundaries, where applicable, to correct inconsistencies and anomalies and ensure the robustness of the boundary.

Boundaries at villages are not being adjusted to include new green field development sites, this is incompatible with the spatial strategy. Development inside boundaries will be permitted in accordance with the other policies in this plan.

## Policy LP9: Strategic gaps

Strategic gaps are defined to help retain the separate identity, character and/or landscape setting of settlements.

Strategic gaps are identified on the Policies Map between:

- Weston super Mare and Hutton.
- Weston super Mare and Locking.
- Yatton and Congresbury.
- Banwell and Wolverhill (north of Banwell).

Development within strategic gaps as shown will only be permitted where:

- The open or undeveloped character of the gap would not be significantly adversely affected;
- The separate identity and character of the settlements would not be harmed; and
- The landscape setting of the settlements would not be harmed.

The likely impact of the proposal in conjunction with any other developments with extant planning consent must be taken into account.

### Justification

Gaps between settlements can play an important role in maintaining the local character and distinctiveness of the settlements, and the sense that they are separate places. Identification and protection of strategic gaps will help to prevent their erosion by incremental development which would be detrimental to the settlements' separate identities, character and/or landscape setting. Protection is particularly important where such erosion could potentially cause coalescence of the settlements.

Reliance on countryside policies alone would be unlikely to provide sufficient protection against the reduction or loss of such important gaps to development, particularly in the long term. While such policies provide some control of development in the countryside, they often allow for exceptions, and there is also the risk of development being allowed on appeal. Without the added protection of strategic gap designation, there is a significant risk that incremental development would eventually erode the gaps, with the detrimental effects identified above.

Strategic gaps have a broad similarity to some of the purposes of Green Belts in that they can help prevent the merging of settlements, assist in safeguarding the countryside from 'encroachment' regarding land



between the settlements, and help to protect the setting and character of settlements, (though this involves villages as well as towns). However strategic gaps operate on a more localised, focused scale than Green Belts.

In view of this similarity it is inappropriate for strategic gaps and Green Belt to overlap, which has had implications in reviewing strategic gaps, in preparing this Local Plan.

For example, the Council is proposing to extend the Green Belt to include land between Nailsea and Backwell. Therefore, as a necessary consequence of that, it is proposed to delete the existing strategic gap (in the Site Allocations Plan) between those settlements. However if the Green Belt is not extended as proposed, it is proposed that a revised strategic gap would be retained.

Strategic gaps often include significant green infrastructure (GI) and are particularly useful in helping to protect GI close to settlements and their communities, giving them convenient proximity to all the potential benefits of GI. Such benefits include contribution to carbon storage, cooling and shading, sustainable drainage, natural flood risk management, and wildlife corridors. They can be attractive places for recreation and exercise, especially where crossed by public rights of way, with the added interest of biodiversity and natural beauty.

The existing strategic gaps as defined in the adopted Site Allocations Plan have been reviewed. The main changes are justified in detail in a background document on strategic gaps, and are as follows:

- Removal of the strategic gap between Nailsea and Backwell (it is proposed to extend the Green Belt between these settlements).
- Removal of the St Georges strategic gap, Weston super Mare (Weston).
- Removal of the strategic gap between Weston and Uphill.

## Policy LP10: Transport infrastructure allocations and safeguarding

Land is allocated or safeguarded and defined on the Policies Map for the delivery of the following transport schemes, the improvement of existing services or the creation of sustainable transport links and facilities:

- J21 Bypass Scheme
- A371 to Churchlands Way Link
- Banwell Bypass
- Barrow Gurney Bypass
- Herluin Way to Locking Road Link, Weston-super-Mare

- Extension to Long Ashton Transport Hub
- Weston-super-Mare Transport Hub (location to be determined)
- Bus Rapid Transit for Weston (investigation, no identified alignment)
- Airfield Bridge Link, Weston-super-Mare
- Dualing of The Runway, Weston-super-Mare
- J21 outbound improvements
- Wolverhill Road / Churchlands Way, Weston-super-Mare
- M5 Junctions 19, 20 & 21
- A corridor extending 10 metres either side of the railway land boundary fence of the Taunton-Bristol railway line. Transport interchange hubs at railway stations;
  - Weston-super-Mare
  - Weston Milton
  - Weston Parkway (formally Worle)
  - Yatton
  - Nailsea Backwell
- Extension of railway station platforms to accommodate full length trains;
  - Worle
  - Yatton
  - Nailsea Backwell



Reopening of the bay platform at Weston-super-Mare  
 Re-opening Portishead Passenger Rail Line  
 Double track on the loop line between Weston Railway Station and Worle  
 Weston Southern Rail Chord,  
 Weston-super-Mare

- Longmoor Village, Long Ashton
- Reserved transport corridor within consented Yanley Lane development, Nailsea (20/P/2347/RM)
- Mass Transit – Bristol City Centre to Bristol Airport (investigation, no identified alignment)
- Major Road Network scheme at A38 / Downside Road / West Lane, highway improvement scheme
- Churchill crossroads, highway improvement scheme

## Justification

This policy provides for safeguarding routes for potential transport improvements, including road, rail and bus infrastructure.

The promotion and justification for transport infrastructure are set out in the Joint Local Transport Plan 4 (JLTP4) which was adopted in March and covers the period 2020 to 2036. The JLTP4 is

prepared by the four unitary authorities of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire and sets out the vision for transport up to 2036. It sets out the approach to achieving a well-connected sustainable transport network that works for residents across the region, a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural way to travel.

The fundamental aim of the JLTP4 is in line with the Local Plan – namely to provide a well-connected and sustainable transport network to accelerate the shift towards low carbon trip and support sustainable development and the take up of Ultra Low Emission Vehicles to decarbonise transport to improve quality of life and improve environmental conditions for local residents and businesses. The majority of the major schemes have been subject to detailed analysis and there is no need to repeat these in the Local Plan. Where appropriate, the general location of these schemes is identified on the Policies Map. However, there are schemes for which the location or the precise alignment haven't been identified, such as for Weston-Super-Mare Transport Hub and the Mass Transit route.

Transport schemes included in the JLTP4 enhance connectivity and road safety and promote the use of public transport. The major transport schemes proposed to be delivered over the plan period are the re-opening of Portishead Branch Line and the Banwell Bypass which are at an advanced stage of

planning and delivery, and the potential for mass transit corridors from Bristol along the A38 to the Airport and A370 to Nailsea in association with the development proposals. It should be noted that the safeguarded area of the Banwell Bypass as shown on this drawing is illustrative and is based on the current design of the Bypass which is being presented for public consultation in 2022. The safeguarded area in the next version of the Local Plan may be further refined to reflect any evolution of the Bypass design as a result of public feedback and environmental and technical assessment.

The approach to active travel routes is set out in Policy DP15.

In tandem with the Local Plan, North Somerset is preparing an Infrastructure Delivery Plan setting out the key infrastructure requirements, including transport infrastructure, needed to implement the Local Plan proposals, and how it is to be delivered and monitored.

## Policy LP11: Bristol Airport

Within the Bristol Airport Green Belt inset as defined on the Policies Map, the development of facilities which contribute to sustainable improvements to operational efficiency and passenger safety at the airport may be acceptable provided that:





- The proposed use requires an airport location and is considered appropriate within the Green Belt inset;
- The impacts of the operation of the airport on the living conditions of residents and the environment, including noise, air quality, visual and landscape impact, biodiversity and climate change, are not unacceptable.
- Appropriate surface access improvements including major public transport infrastructure (such as Mass Transit) are provided in step with development to mitigate the adverse impact of airport traffic on local communities and the highway network and facilitate a sustained modal shift to public transport. Proposals must be accompanied by an agreed a surface access strategy with identified funding and trigger points;
- Improvements are made to the local highway network serving the airport including junction capacity, highway safety, footways and cycleways to mitigate the adverse impacts of airport operations; and
- Benefits to the local economy and community are maximised.

Detailed guidance will be provided through the preparation of an airport SDP.

## Justification

Bristol Airport is the eighth busiest airport in the UK and carried over 8,960,000 passengers in 2019. The covid-19 crisis and the subsequent mitigation measures adopted by governments across the world have had an acute impact on the aviation industry, with significant (but as yet uncertain) repercussions as to the future of the industry. The pandemic caused an unprecedented decline in the number of flights since 2020, which was greater than following the global financial crisis of 2008.

In 2019, the UK Climate Change Act 2008 target for greenhouse gas emissions reductions was increased from at least 80% (from a 1990 baseline) to at least 100% by 2050. More than two thirds of local authorities in the UK have declared their commitment to help delivering the Net Zero Transition through declaring a climate emergency.

In 2021, the UK Government committed to formally include international aviation and shipping emissions in the targets set under the UK Climate Change Act, from the start of the sixth carbon budget (which covers the years 2033-37). It has separately committed to net zero aviation emissions by 2050.

In March 2020, Bristol Airport's application to expand was refused by the Council. The proposal was to increase the operational capacity of Bristol Airport from its cap of 10 million passengers per annum (mppa) up to 12 mppa together with the provision of an additional 3,900 car parking spaces.

It also sought to revise the summer night flying limits. The decision was subject to an appeal submitted by Bristol Airport with the decision issued on 2<sup>nd</sup> February 2022. The draft policy will be reviewed in the context of that decision.

Regardless of expansion plans, Bristol Airport will be expected to define and deliver a low carbon, accessible, integrated, and reliable transport network, for both staff and passengers to access the airport when they need to and support the delivery of infrastructure that prioritises lower emission vehicles. The airport is also expected to limit the increase in demand for additional car parking provision.

The airport must also address the operational impact on the environment, such as air quality, noise and landscape impact. As well as impacts from aircraft, airports generate air pollution from a number of other sources including ground based power and heating, equipment to service aircraft, on-site vehicles and airport-related traffic on surrounding roads (staff, passengers and freight). Aircraft noise is a major environmental concern for communities impacted by aviation operations, particularly in relation to night time flights. Bristol Airport is expected to continue work in limiting night and daytime exposure to aircraft noise.

Airports also have an impact on biodiversity, including loss or degradation of habitats when further development occurs, and through the effects of light and noise pollution on some species.



This policy makes general provision for the management of future development at Bristol Airport by setting out the criteria for airport-related development within the Green Belt inset. Outside the inset, Green Belt policy applies and where there is a need to demonstrate very special circumstances that outweigh the harm to the Green Belt and any other harm. Off-airport parking is dealt with at Policy DP19.

It is anticipated that a Supplementary Planning Document will be prepared to provide detailed guidance on the approach to managing flying activities and development at the airport.

## Policy LP12: Air safety

Planning permission will not be granted for development that would prejudice the safe operation of Bristol Airport or other safeguarded aerodromes. Specifically, within the Public Safety Zones (1-in-100,000 individual risk contours) at Bristol Airport, shown on the Constraints Map, development will only be permitted in the following cases:

- An extension or alteration to a dwelling house which is for the purpose of enlarging or improving the living accommodation for the benefit of the

people living in it, such people forming a single household, or which is for the purpose of a residential annex;

- An extension or alteration to a property (not being a single dwelling house or other residential building) which could not reasonably be expected to increase the number of people working or congregating in or at the property beyond the current level or, if greater, the number authorised by any extant planning permission;
- A change of use of a building or of land which could not reasonably be expected to increase the numbers of people living, working or congregating in or at the property or land beyond the current level or, if greater, the number authorised by any extant planning permission;
- Long-stay and employee car parking (where the minimum stay is expected to be in excess of six hours);
- Open storage and warehouse development (excluding distribution centres, sorting depots and retail warehouses);
- Development of a kind likely to introduce very few or no people onto a site on a regular basis;

- Public open space (excluding children's playgrounds, playing fields or sports grounds), in cases where there is a reasonable expectation of low intensity use;
- Golf courses (excluding clubhouses);
- Allotments; and
- Other forms of development of which, in the opinion of the local planning authority, there is a reasonable expectation of low-density occupation.

Within the Public Safety Zones (1-in-10,000 individual risk contours) shown on the Constraints Map, development will only be permitted in the following cases:

- Long-stay and employee car parking (where the minimum stay is expected to be in excess of six hours);
- Built development for the purpose of housing plant or machinery, and which would entail no people on site on a regular basis;
- Golf courses (excluding clubhouses); and
- New transport infrastructure (such as railway stations, bus stations, P&R schemes)

Parameters, including requirements for uncongested areas, associated with the flight



activity of the Helicopter Museum will be addressed and integrated with development proposals at the Weston Villages in line with the Weston Villages SPD and expert guidance. The safeguarded corridor to allow safe and environmentally acceptable flight activity at the Helicopter Museum is shown on the Policies Map.

## Justification

Two planning tools are employed to ensure that development does not prejudice air safety: aerodrome safeguarding areas and Public Safety Zones (PSZ).

Aerodrome safeguarding areas ensure that consultation takes place with the relevant aerodromes on proposals for tall structures and other development (e.g. that attracting large numbers of birds) that could affect the safety of aircraft in flight. A separate set of maps has been issued specifically concerning wind turbine development near to aerodromes. Consultation may lead to restrictions on the height or detailed design of buildings or on development which might create a bird hazard. However, a development will not necessarily be unacceptable simply because it needs to be the subject of consultation.

The outer boundary of the safeguarded area for Bristol Airport is indicated on the Policies Map, this notation is neither the responsibility nor the proposal of North Somerset Council. The separate safeguarding map for wind turbine development has

a radius of 30km centred on Bristol Airport and therefore the whole of North Somerset is included.

Not all aerodromes are officially safeguarded. Operators of other aerodromes are advised to agree unofficial safeguarding arrangements with the local planning authority and this has been done for the Helicopter Museum at Weston. Government advice is relevant to both kinds of safeguarding, though the legal requirements do not apply to unofficial safeguarding.

This policy applies both to officially and unofficially safeguarded aerodromes. Public Safety Zones have been defined at the ends of the main runways at Bristol Airport to minimise risk on the ground in the event of a crash. Particular attention is to be paid to proposals that would significantly increase the numbers of people living, working or congregating within these areas. Department for Transport Circular 2021: **Control of Development in Airport Public Safety Zones** introduces a general presumption against development within PSZ's.

The areas of the PSZ's correspond essentially to the 1-in-100,000 individual risk contours calculated for the airport, simplified for representation on a map. Within each zone is a smaller area, based on 1-in-10,000 individual risk contours, where the level of risk is such that development should only be acceptable if it involves a very low density of people coming and going. Because the PSZ's are situated entirely within the Green Belt, any application within them will also be assessed against Green Belt policy. The revised Guidance advises that the extent of each

PSZ, and the associated 1-in-10,000 individual risk contours where applicable, should be indicated on the Policies Map.

## Policy LP13: Royal Portbury Dock

The role of Royal Portbury Dock will be maintained and enhanced by providing for the intensification of employment and business development associated with the port as defined on the Policies Map.

Development within the port should seek to:

- Address capacity and public transport and active travel connectivity issues at Junction 19 of the M5;
- Improve connectivity and perceived safety of routes for employees to Portishead, Bristol and other local neighbourhoods and further afield by means other than private car, including public transport, including providing or improving high-quality active travel connections;
- Protect and enhance local ecology; and
- Ensure that there will be no significant demonstrable harm to the living conditions of residents of neighbouring settlements.



## Justification

Royal Portbury Dock is a key component of the wider port in Bristol, handling ships of up to 130,000 tonnes deadweight, is conveniently linked by motorway and rail routes and is a significant local employer. However, there are climate change and environmental implications related to the port and its operations which need to be taken into account.

The Replacement Local Plan and Core Strategy considered port expansion issues and land was removed from the Green Belt and safeguarded for future port use, subject to demonstrating need and other detailed requirements. Further opportunities have been reviewed but no further Green Belt amendment is proposed. The remaining Green Belt land located between the port estate and Portishead is considered extremely sensitive in preventing coalescence and checking unrestricted urban sprawl.

The remaining gap is also considered to be highly sensitive in terms of ecology. The area includes a network of wildlife corridors and a nature conservation area (Vole City), which protect a range of habitats. The Bristol Port Company manages and monitors these green areas for a variety of wildlife (including great crested newts, water vole, breeding birds, owls, and wildfowl and wading birds) in accordance with their Ecological Management Plan.

Further development at the port that makes efficient use of land at the Port estate will be supported, particularly where it increases employment

opportunities for local people such as from Portishead. Outside the Port estate, Green Belt policy applies and it would be for the developer to demonstrate very special circumstances that outweigh the harm to the Green Belt and any other harm.

## Policy LP14: Local Green Space

Planning permission will not be granted except in very special circumstances for development which adversely affects a designated Local Green Space as shown on the Policies Map and set out in schedule 3, particularly regarding the characteristics underpinning its designation, such as beauty, historic importance, recreational value, tranquility or richness of wildlife.

## Justification

Areas of Local Green Space (LGS) are designated in the adopted Site Allocations Plan. The Council has reviewed the LGS designation and the currently designated sites, in the light of the latest government guidance. The Council considers that most of the sites can be carried forward into this Local Plan, and the proposed list of LGS sites is shown in schedule 3. A full justification is to be included in a background document on LGS.

## Policy LP15:

## Preferred Area for mineral working – land at Hyatts Wood Farm, south of Stancombe Quarry

Land at Hyatts Wood farm, south of the existing Stancombe Quarry, is identified as a Preferred Area for mineral working on the Policies Map.

Planning applications for mineral working within that area must meet the following criteria:

- Proposals should be phased to the satisfaction of the Council;
- Relevant development management policies and issues must be met or addressed to the satisfaction of the Council. For example: living conditions, noise, vibration, air over pressure, public health and safety, dust, biodiversity, local geological sites, landscape, transport, highways and impact on the local highway network, public rights of way, strategic road network, flooding/drainage issues, water, heritage, archaeology, Ancient Woodland, landscape, landscaping and restoration;
- The amount of mineral extracted per year and the level of vehicle movements to and from the quarry must not exceed existing permitted levels at the quarry;



- Provision is made for any diversion of public rights of way that would be affected by operations, and their reinstatement;
- Good quality landscaping, with appropriate planting/bunding would be provided/retained as appropriate, and managed and maintained;
- Proposals must make satisfactory measures to safeguard against adverse effects on water and water resources, including appropriate depth of extraction;
- Adequate and appropriate provision for restoration and aftercare must be made, including sustainable use of overburden and waste materials; and
- Proposals, including restoration, must meet biodiversity net gain requirements.

The Preferred Area is widely drawn, beyond the area appropriate for actual extraction, to include peripheral land likely to be affected by landscaping and eventual restoration measures. The limits of actual mineral extraction will be restricted to a more confined footprint, taking account of factors such as need for buffers, landscaping, potential impacts on noise, landscape etc. For example, extraction will not be permitted above (further south than) the 198m contour.

## Justification

National guidance refers to the importance of planning for a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Mineral planning authorities should plan for the steady and adequate supply of minerals by designation of either Specific Sites, Preferred Areas, or Areas of Search for mineral working. Preferred Areas are defined as areas of known resources where planning permission might reasonably be anticipated.

Hyatts Wood Farm would be a further expansion of the quarry following a previous southern extension (on land called The Spinney) for which there was a Preferred Area in the adopted Development Management Policies Plan. Planning permission for mineral working of The Spinney was granted in May 2015 (application reference 14/P/1179/F2), and it is being worked.

The Council has reviewed the issue of minerals allocations and considers that allocation of a Preferred Area at Hyatts Wood Farm is appropriate. The Council has considered information submitted by the Stancombe Quarry operator, Tarmac Trading Ltd., indicating that the remaining unconstrained permitted reserves at Stancombe, (including The Spinney) are likely to be exhausted within the plan period to 2038.

Durnford Quarry, also run by Tarmac, is likely to cease minerals extraction at the start of the plan

period, as the extant planning permission (ref 12/P/2223/F) requires extraction of limestone to cease by the end of 2022. Facilitation of continued operations at Stancombe throughout the plan period would help to maintain the supply of aggregate in the district. This is consistent with the NPPF requirement for a 'steady and adequate supply of aggregates'.

Allocation as a Preferred Area is appropriate because there is reasonable certainty of 'known resources' at Hyatts Wood Farm as a result of mineral investigation by Tarmac.

Detailed fuller requirements will be determined at the planning application stage, but some points are indicated below.

It is anticipated that access to Stancombe would remain from the A370 to the north (as for the existing quarry) with access into Hyatts Wood Farm solely via the existing quarry via a cut and cover tunnel beneath Long Lane.

The mineral working at Hyatts Wood Farm would necessitate demolition of the existing farm buildings.

There are residential properties nearby. The Council will need to be satisfied that impacts such as noise and vibrations are acceptable.

The Hyatts Wood Farm site is within an Environment Agency Source Protection Zone. Source Protection Zones (SPZs) are defined around large and public potable groundwater abstraction sites.



It will be important for the Environment Agency to be consulted at the planning application stage, and for proposals to incorporate any measures necessary to avoid adverse impacts on water resources.

Screening for Environmental Impact Assessment (EIA) will be necessary. If EIA is found to be required, planning applications should be supported by the necessary ecological impact assessment reports. These reports should include assessments on habitats, protected species and notable sites. The scope of the surveys would need to be agreed in advance.

The Council will need to be satisfied regarding impact on landscape, particularly following restoration, but proposals should also include measures to minimise visual impact during operation of the quarry. All details, including restoration proposals, should be in a detailed planning application.

In particular care will be needed to ensure the proposal respects the existing natural ridge landform of Broadfield Down. Extraction will not be permitted above (south of) the 198m contour.

Planning applications will be subject to all relevant policies in this Plan. Policy DP30 on mineral working is particularly relevant.

The Minerals Safeguarding Area (MSA) for carboniferous limestone (see Policy LP17) has been reviewed and amended to include all the Hyatts Wood Farm site and other land, to help ensure that the mineral resources underlying it are protected from sterilisation by non-mineral development.

## Policy LP16: Area of Search for minerals working – land at Downside Farm, south of Freemans Quarry

Land at Downside Farm, south of the existing Freemans Quarry, is identified as an Area of Search for mineral working on the Policies Map. Planning applications for mineral working within that area must meet the following criteria:

- Proposals should be phased to the satisfaction of the Council;
- Relevant development management policies and issues must be met or addressed to the satisfaction of the Council. For example: living conditions, noise, vibration, air over pressure, public health and safety, dust, biodiversity, local geological sites, landscape, transport, highways and impact on the local highway network, public rights of way, strategic road network, flooding/drainage issues, water, archaeology, Ancient Woodland, landscape, landscaping and restoration;
- The amount of mineral extracted per year and the level of vehicle movements to and from the quarry must not exceed existing permitted levels at the quarry;

- Provision is made for any diversion of public rights of way that would be affected by operations, and their reinstatement;
- Good quality landscaping, with appropriate planting/bunding would be provided/retained as appropriate, and managed and maintained;
- Proposals must make satisfactory measures to safeguard against adverse effects on water and water resources, including appropriate depth of extraction; and
- adequate and appropriate provision for restoration and aftercare must be made, including sustainable use of overburden and waste materials.
- Proposals, including restoration, must meet biodiversity net gain requirements.

Within the Area of Search the limits of actual mineral extraction will be determined at the planning application stage, taking account of factors such as need for buffers, landscaping, potential impacts on noise, landscape etc.

### Justification

National guidance refers to the importance of planning for a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Mineral planning authorities



should plan for the steady and adequate supply of minerals by designation of either Specific Sites, Preferred Areas, or Areas of Search for mineral working. Areas of Search are defined as areas where knowledge of mineral resources may be less certain but within which planning permission may be granted, particularly if there is a potential shortfall in supply

Downside Farm would be the first extension of Freemans Quarry following the initial establishment of the quarry (granted planning permission March 1996). The quarry is currently working the permitted reserves. The permission requires all mineral extraction to cease in 2026, so working of the quarry beyond that is likely to be dependent on future planning permission being granted for a time extension to work any remaining reserves.

The Council has reviewed the issue of minerals allocations and considered information submitted by the Freemans Quarry operator, Breedon Group. The Council considers that allocation of an Area of Search at Downside Farm is appropriate. The operator predicts that, (assuming extraction continues beyond 2026) the remaining permitted reserves at Freemans Quarry would not be likely to last to the end of the plan period in 2038.

The council considers that allocation of an Area of Search is more appropriate than a 'Specific Site' or 'Preferred Area' in the absence of detailed geological investigation by Breedon at this stage. Areas of Search are 'areas where knowledge of

mineral resources may be less certain". It would be sensible for Breedon to carry out more detailed investigation to obtain fuller data on the mineral resource on the site and any constraints etc. that may be affecting it.

Freemans Quarry is the second largest aggregate-producing quarry in North Somerset after Stancombe. The third quarry, Durnford, is likely to cease mineral extraction at the start of the plan period. Facilitation of continued operations at Freemans Quarry, and at nearby Stancombe, would help to maintain the supply of aggregate in the district. This is consistent with the NPPF requirement for a 'steady and adequate supply of aggregates'.

Detailed, fuller requirements will be determined at the planning application stage, but some points are indicated below.

The Council will need to be satisfied that proposals are acceptable regarding impact on and safety of footpaths, bridleways, restricted byways and PROW (Public Rights of Way).

The Council will need to be satisfied that impacts such as noise and vibrations are acceptable.

The Downside Farm site is partly within an Environment Agency Source Protection Zone. Source Protection Zones (SPZs) are defined around large and public potable groundwater abstraction sites.

It will be important for the Environment Agency to be consulted at the planning application stage, and for

proposals to incorporate any measures necessary to avoid adverse impacts on water resources.

Screening for Environmental Impact Assessment (EIA) will be necessary. If EIA is found to be required, planning applications should be supported by the necessary ecological impact assessment reports. These reports should include assessments on habitats, protected species and notable sites. The scope of the surveys would need to be agreed in advance.

The Council will need to be satisfied regarding impact on landscape, particularly following restoration, but proposals should also include measures to minimise visual impact during operation of the quarry. All details should be in a detailed planning application.

Within the Area of Search the limits of actual mineral extraction will be determined at the planning application stage, taking account of factors such as need for buffers, landscaping, potential impacts on noise, landscape etc. In particular care will be needed to ensure the proposal respects the existing natural ridge landform of Broadfield Down.

Planning applications will be subject to all relevant policies in this Plan. Policy DP30 on mineral working is particularly relevant.

The MSA for carboniferous limestone (see Policy LP17) has been reviewed and amended to include the Downside Farm site, to help ensure that the mineral resources thought to underlie it are protected from sterilisation by non-mineral development.



**Policy LP17:  
Minerals Safeguarding Area for  
carboniferous limestone**

Planning permission will not be granted for development within Carboniferous Limestone Mineral Safeguarding Areas (MSAs) shown on the Policies Map that is incompatible with safeguarding the mineral unless:

- it is exempt development; or
- the applicant can demonstrate to the satisfaction of the Council that:
  - i) the mineral concerned is not worthy of safeguarding; or
  - ii) the development is temporary and would be completed and removed and the site restored to a condition that does not inhibit extraction of the mineral within the timescale that the mineral is likely to be needed; or
  - iii) there is an overriding need for the development. Where consent is to be granted prior extraction of the mineral will be encouraged where practicable and environmentally acceptable.

Exempt development is defined as:

- Alterations and extensions to existing buildings;

- Infill development (development already between or immediately surrounded by existing permanent buildings);
- Advertisements;
- Prior notification (telecoms, forestry, agriculture, demolition);
- Certificates of lawfulness of existing use, and certificates of lawfulness of proposed use or development;
- A change of use of existing development which would not significantly intensify development on site;
- Applications for reserved matters after outline consent has been granted; and
- Applications for works to trees.

Temporary development would normally be restricted by temporary planning permissions (duration to be determined by the planning authority) and normally be restricted to development without structures of a permanent nature, so they can be readily removed within a short period. These measures should help ensure the development would be unlikely to affect extraction should mineral development become newly approved (granted planning consent) in the area.

**Justification**

Identification of Mineral Safeguarding Areas (MSA) is consistent with the NPPF paragraph 210 (c) which states that Mineral Planning Authorities (MPA) should define MSAs 'and adopt appropriate policies so that known locations of specific mineral resources of local and national importance are not needlessly sterilised by non-mineral development where this should be avoided, (whilst not creating a presumption that resources defined will be worked).'

Policy LP17 is consistent with this, and also with paragraph 212 of the NPPF: 'Local planning authorities should not normally permit other development proposals in Mineral Safeguarding Areas if it might constrain potential future use for mineral working.'

The policy is also consistent with guidance in Mineral Safeguarding in England: Good Practice Advice (2011) by the British Geological Society (BGS) and the Coal Authority. The good practice advice states that mineral resources are finite and must be protected to give future generations the best possible chance of meeting their own needs. Minerals can only be worked where they naturally occur and with increased pressure on land use we must ensure that those resources are not needlessly sterilised by other forms of development.'

The good practice advice adds that it is a common misconception that designation of safeguarded areas makes mineral extraction more likely or inevitable.





# North Somerset Local Plan 2038 Preferred Options

That is not the case. There is no presumption that areas within a MSA will ultimately be allocated for extraction. If an application is submitted for mineral extraction within a MSA the MSA designation in itself does not provide any support for a grant of consent.

The good practice advice states that MSAs alert those proposing sites for future development to the presence of valuable mineral resources which they otherwise might not have considered, and indicate where local mineral safeguarding policies formulated specifically to suit local circumstances, may apply.

The process should ensure that minerals are not unnecessarily sterilised whilst allowing competing development to proceed if the criteria in the policy are met.

To show that the mineral is 'not worthy of safeguarding' (criterion i) the developer would normally be expected to demonstrate that the mineral is not economic or practicable to work, perhaps because it is not present in sufficient quantity or is so heavily constrained as to make extraction not economically viable.

To show 'overriding need' for the development (criterion iii) the developer would normally be expected to demonstrate that there are overriding factors which outweigh the value of the mineral thought to be present. This would normally be likely to involve consideration of the importance of the development and consideration of why the particular location is needed.

Supporting information is likely to be needed to accompany planning applications, to be able to demonstrate such things, or to demonstrate that prior extraction is not practicable or environmentally acceptable etc. This information could be provided in the form of a Mineral Assessment, carried out to a satisfactory standard. The 2011 good practice advice identifies what form Minerals Assessments can take, but the precise nature of the information required will be decided by the Council, preferably at pre-application discussion.

The promotion of prior extraction in criterion 3 is consistent with the NPPF paragraph 210 (d).

The council has reviewed the MSA and proposed some amendments to the boundary, largely to reflect the proposed Preferred Area and Area of Search for mineral working.



## 5. Development Management Policies

### Design and Place-making

#### Policy DP1: High quality design

For all proposals, in determining whether the design is acceptable account will be taken of whether:

- The siting of all elements of the scheme, soft and hard landscaping, levels, density, form, scale, height, massing, detailing, colour and materials are appropriate and make best use of the characteristics of the site and its surroundings, its heritage and natural value and are appropriate to its use and position within the landscape and/or townscape;
- Building materials and finishes are of a high quality, sustainable, attractive and durable, and appropriate to the context and proposed design;
- The site integrates with the surrounding pattern of streets and paths, provides good links to public green and urban spaces and continues strong characteristic local development

patterns where they contribute positively to local character including plot and building frontage widths;

- The proposals incorporate landscape features including trees and hedgerows (with suitable space to reach maturity), which will support biodiversity and access to wildlife corridors and green space and which will future-proof the development against changing climatic conditions and help carbon capture;
- The design creates safe environments for all, that benefit from natural surveillance, visible streets and open spaces, lighting and other security measures. Achieving Secured by Design certification will help to demonstrate how designing out crime has been taken into account;
- The design promotes accessible buildings and spaces;
- The design responds to existing drainage patterns, minimises water and energy consumption and incorporates SuDS as appropriate;
- On major developments, the layout should use landmarks, focal points, views, clear routes, lighting, public

art and signage in order to assist people to navigate throughout the proposed development, supported, where appropriate, by the production of masterplans and associated design principles. The use of design coding or other similar process should be considered if appropriate to the delivery of the development;

- Where part of a wider proposed development, the design should take into account the future development potential of adjoining sites that are identified for development and not prejudice the comprehensive and coordinated development of a larger site of which it forms part;
- Proposals visible from main approaches into settlements should aim to protect and enhance views from the approach, particularly regarding retention, provision, and/or enhancement of green areas, open spaces, trees and vegetation;
- The design and layout should not prejudice the living conditions for the occupiers of the proposal or that of adjoining occupiers through loss of



privacy, overlooking, overshadowing or overbearing impact;

- The proposal should not prejudice the retention of private amenity space and should include high quality and usable private amenity and play space appropriate to the type of proposal and character of the area. This can be provided as gardens for any new separately occupied dwelling, or as private balconies, or communal gardens and roof terraces accessible to all dwellings not provided with their own private space;
- Private areas should create defensible spaces, allowing exclusive access and provide areas for personal use and storage;
- Account is taken of adverse weather conditions particularly in relation to the likely impacts of climate change;
- Provision is made for the storage of waste and recycling materials in secure locations that are an integral part of the design and that enable easy collection from the public highway; and
- Proposals for lighting schemes should not have a harmful impact on the living conditions of residents,

significantly increase sky glow, cause glare or light trespass or impact on biodiversity.

Major development proposals should be accompanied by Design and Access Statements, parameter plans and Community Engagement Statements, providing evidence of effective community involvement in the development of the design.

Management plans should be submitted for the long-term maintenance of all shared public and private spaces and facilities including private drainage installations and SuDS and services that the developer intends to provide instead of the Council.

Where relevant, development proposals should have regard to the design guidance set out in Supplementary Planning Documents and other documents.

## Justification

The National Planning Policy Framework Chapter 12 Achieving well designed places, the National Design Guide and National Model Design Codes all emphasise that bad design which doesn't respond well to its local and wider context will not be supported.

While Policy SP4 Placemaking sets the overall context for the design of high quality, accessible and functional buildings and spaces, DP1 focusses on the more detailed aspects of design and the requirements

for different forms of development to ensure that all proposals respond to their local context and enhance the local environment.

The four Supplementary Planning Documents - Residential Design Guides 1-4 currently provide more detail on various aspects of the policy. These will be reviewed and additional or replacement guidance may be prepared as necessary.

This policy along with SP4 seeks to encourage development proposals which reflect community aspirations and values in order to facilitate development which sits well within the local community and benefits from a sense of community participation and ownership. Including community consultation in the development of proposals is encouraged for all applications, but a proportionate approach needs to be applied which could include design workshops/design days/local or village character appraisals for larger major or sensitive applications. For smaller applications engagement with neighbours may be relevant. The Community Engagement Statement should set out how the applicant has involved the local community, the feedback given and how this has been incorporated into the final design, or why changes have not been made. This could be incorporated into the Design and Access Statement if appropriate to the nature and scale of the proposal.

The design and access statement will need to provide sufficient information to identify the main placemaking considerations. A robust design process



should be demonstrated which sets out clearly how the characteristics of the site and surrounding area have been considered at the outset and followed through to final design. Proposals should clearly set out how density, layout and design features will respond to the site characteristic in order that a proper assessment can be made of the site capacity and impact on the criteria in this policy. This may include the use of parameter plans.

Where relevant, recommendations of a Design Review Panel will be taken into consideration.

## Policy DP2: Residential development within settlement boundaries

Proposal for new dwellings within predominantly residential areas within settlement boundaries will be permitted provided that:

- The siting of the building(s) on the new plot(s) and layout respects the existing street scene;
- The plot sizes of both the new and existing property are in keeping with nearby properties;
- Gardens are an appropriate size for both the proposed new and existing dwelling;

- The design, form, scale and building materials are in keeping with the area;
- Parking standards should be met for both the existing and proposed properties;
- It would not harm the street scene and local area such as through the loss of characteristic boundary features, original estate layout landscaping or visually important trees; and
- The living conditions of the occupiers and adjoining properties would not be prejudiced.

### Justification

The development of plots of land within an existing residential area can be an emotive issue for existing residents. Whilst the use of gardens and other spaces for additional housing can play a role in increasing the supply of housing in built up areas and in some instances make good use of the land the development of sites and gardens for additional housing can sometimes lead to a harmful change in the character of the residential area. In traditional suburban areas and villages this can adversely affect the character of the area by increasing density, altering the street scene, reducing the amount of mature trees and shrubs, causing a loss of biodiversity, increasing the need for car parking both on street and on site as well as increasing domestic paraphernalia.

Gardens are excluded from the definition of previously developed land, however this does not by itself prevent development on gardens. North Somerset Council's policy approach set out above aims to only permit development if it is in keeping with the character of the area and complies with the other policies in the plan and design guidance. North Somerset Council's design guides provide more detail on what is acceptable development.

## Policy DP3: Residential extensions

Proposals to extend existing residential properties and construct new outbuildings which are ancillary to the main residential use will be permitted provided they:

- Respect the massing, scale, proportions, materials and overall design and character of the existing property;
- Do not harm the street scene or local area such as through the loss of characteristic boundary features, original estate layout landscaping or visually important trees;
- Would not prejudice the living conditions of occupiers of adjoining properties and ensures the retention of adequate private amenity space; and
- Accord with the parking standards.



## Justification

This policy relates to residential extensions and new outbuildings which are ancillary to the main residential use. Extensions to residential properties can play an important role in upgrading the existing housing stock. However, in assessing the suitability of any proposal there are three main issues to consider; the effect of the proposal on the existing house, the impact on the setting, street scene and local area and the effect on the quality of life for the occupiers and neighbours.

Residential annexes are dealt with in a separate policy. Where appropriate, proposals will also be assessed against Green Belt, conservation area and listed buildings policies.

Existing design guides (revised as appropriate) provide more detail on what is acceptable development.

## Policy DP4: Houses in Multiple Occupation and residential subdivision

The sub-division of dwellings and other buildings, including extensions and outbuildings, to form self-contained accommodation or Houses in Multiple Occupation will be supported where:

- The proposals will not have a harmful effect on the character and living conditions of residents of the property, adjoining properties and local area;
- A satisfactory standard of accommodation and living conditions is provided and that the proposal does not create an over-intensive use of the site;
- The development will not singularly or cumulatively contribute to an unacceptable change in the balance of types of properties in one street or area; and
- Parking should accord with the parking standards.

## Justification

Houses in multiple occupation (HMOs) are dwellings lived in by more than one family or groups of individuals who share facilities such as a kitchen or bathroom. They provide a valuable source of accommodation to meet the needs of some of our local population.

Additionally, the subdivision of large properties to create self-contained flats can help to meet housing need particularly considering the growing number of single person households.

However, in some instances their provision can be detrimental to the amenity of existing residential areas. For example, large numbers of flats can lead

to problems such as a shortage of on street parking and bin storage areas, particularly where over intensification of a site has occurred.

In addition, areas with high numbers of flats or a concentration of HMOs can be associated with low levels of owner occupation which, in some instances, can lead to lower standards of maintenance and environmental decline, thereby prejudicing environmental improvement and regeneration objectives.

Furthermore, the cumulative impact of converting larger dwellings to flats or HMOs can have a detrimental impact on maintaining mixed and balanced communities by reducing the number of family homes available within an area and increasing the numbers of single person households. This can in some instances be associated with problems of noise and antisocial behaviour.

Currently, planning permission is not needed to convert a dwelling house to a HMO for fewer than six people. However, when planning permission is required to convert a house into a HMO we will look carefully at the existing situation within that particular street.

The impacts of HMOs will be monitored and planning applications will be refused for conversions of existing houses to those in multiple occupation or self-contained flats where the balance of housing types would be adversely affected.



## Policy DP5: Climate change adaptation and resilience

All development will need to demonstrate that the vulnerability to climate change has been taken into consideration through the provision of a climate change adaptation statement.

The climate change adaptation statement will contain:

1) Evidence to demonstrate how climate-related risks are to be addressed and reduced, through development proposals which:

- Avoid areas vulnerable to increased flooding, taking account of the latest climate projections, as set out Flood Risk Policy DM9;
- Incorporate measures to improve resilience to potential flood risk;
- Minimise flood risk to the wider area through the integration of Sustainable Drainage Systems;
- Incorporate measures to mitigate high temperatures at building and site level, reducing the potential for urban heat island effects, through for example provision of natural ventilation and green infrastructure for shading;

- Consider the availability of water and wastewater management, incorporating measures to improve water efficiency and protect water quality;
- Consider whether construction materials used are suitable for the lifetime of the development; and
- Will not result in a detrimental impact on air quality.

2) Evidence to demonstrate that nature-based solutions, which enable carbon sequestration (storage) are integrated into proposals, through development proposals which:

- Protect existing and provide new green and blue infrastructure;
- Protect existing and provide a net gain in biodiversity;
- Encourage sustainable land use practices which protect soil quality; and
- Protect spaces for local food production, including allotments, community orchards, community gardens and identify opportunities for community composting.

When incorporating new trees and other green infrastructure into new development, species should be selected which will be suitable in a changing climate.

These features must be considered from the outset as part of the overall design of the development.

A Supplementary Planning Document (SPD) will be prepared to set out the detail for how these policy requirements will be implemented.

### Justification

The NPPF states that in order for our communities to be resilient to the impacts of climate change, we need to adapt to the changes it will bring. A demonstration of adaptation measures, which improve the resilience of communities, reduce inequality, and bring a range of social benefits is required. The NPPF guides local authorities to take into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

Climate change adaptation statements will set out the measures to increase the resilience of that development to climate change. Changes will include warmer wetter winters, drier summers, more frequent intense periods of rainfall, more extreme weather events and sea level rise. This in turn will lead to increased risks of flooding, coastal erosion with loss of intertidal habitat, drought, overheating, air pollution, water shortages, nature degradation with reduced ability to store carbon and reduced soil condition with consequential impacts on food production.



Climate change resilience and adaptation strategies should be incorporated into the design of development proposals, to ensure long-term resilience to the effects of climate change. Evidence of this will ensure that the development can cope with the predicted impacts of climate change. Taking action to address climate change at the design stage will be far less costly than not acting over the medium to long term. Measures must address climate change risks, likely to occur over a minimum of 100 years, which is considered to be the lifetime of a development.

Adaptation measures can be implemented at a variety of scales, from individual building up to community and regional scale. Specific measures will vary from development to development. Measures that will have benefits beyond site boundaries, and that will have a cumulative impact in areas where development is to be phased, should also be pursued.

Much of the evidence provided within the climate change adaptation statement will also relate to other policy requirements. This includes the requirements for minimising flood risk, provision of SuDs, enhancing and protecting green infrastructure, protecting best and most versatile agricultural land and the requirement for Biodiversity Net Gain. The climate change adaptation statement can therefore cross reference to the evidence provided to comply with these policies in the Plan.

## Policy DP6: Net zero construction

All development must be designed to reduce its impact on the environment and create high quality internal and external spaces for people to use. Proposals must demonstrate that all resources are used efficiently, as part of the construction and operation of a building.

All developments must follow the principles of the energy hierarchy, to ensure that the design of a building prioritises energy reduction through highly energy efficient fabric measures, lighting, ventilation, and orientation. Once energy demand is minimised and efficiency design measures are in place, renewable energy technologies will be used to meet residual energy demand.

All new buildings will be required to achieve net zero operational energy compliance in respect of both regulated and unregulated energy now and net zero embodied carbon by 2030.

All major development should set out how embodied emissions have been taken into consideration through the production of an embodied carbon assessment.

## Net zero operational energy: residential

In order to demonstrate net zero operational energy, all new residential buildings must demonstrate through an energy statement, that the following have been achieved:

- No on-site use of fossil fuels;
- Energy use is minimised, to be demonstrated through:
  - Space heating demand of less than 15kWh/m<sup>2</sup>/year
  - Operational energy use of less than 35 kWh/m<sup>2</sup>/year; and
- On-site renewable energy generation is maximised, equivalent to at least the on-site energy demand.

Alternatively, compliance can be demonstrated through Passivhaus Plus Standard accreditation, using the Passivhaus Planning Package.

## Net zero operational energy: non-residential

In order to demonstrate net zero operational energy, all new non-residential buildings must demonstrate through an energy statement, that the following have been achieved:

- No use of on-site fossil fuels;



- Energy use is minimised appropriate to the end use;
- On-site renewable energy generation is maximised, equivalent to at least the on-site energy demand; and
- The end users to report their energy use in operation for 5 years post-completion.

Alternatively, compliance can be demonstrated by using BREEAM Excellent level accreditation, with outstanding level for energy use (Credit Ene01) or through an alternative compliance route with prior agreement.

Renewable Energy Offsetting - residual energy demand should be met through on-site renewable energy schemes, but if this is not technically feasible, the requirement may be met elsewhere by means of offsite renewable energy generation. The offset mechanism will require prior agreement with the Council.

The retention of existing buildings will be given preference to the demolition of existing buildings. Retrofitting energy efficiency measures in existing buildings will be supported and significant weight will be given to the benefits of development resulting in considerable improvements to energy efficiency and reduction in carbon emissions

in existing buildings. All proposals must demonstrate high standards of insulation.

All development must demonstrate measures to minimise potable water use and should aim to achieve an estimated water consumption of no more than 100 litres/person/day. All measures will optimise water use systems and may include rainwater harvesting and other mechanisms for recycling and reusing water on-site

All development will need to demonstrate measures to reduce the risk of the building overheating.

Energy use intensity and space heating targets should be prioritised regardless of a district heating connection and all reasonable efforts should be made meet these requirements prior to any building connecting to district heating network.

A Supplementary Planning Document (SPD) will be prepared to set out how the specific requirements of this policy can be implemented.

## Justification

The Climate Change Committee report **The Sixth Carbon Budget: Buildings** states that the built environment is estimated to account for 23% greenhouse gas emissions (both direct and indirect) in the UK. Reducing greenhouse gas emissions from the

built environment is therefore essential to contribute to the ambition of carbon neutrality by 2030, as set out in the Climate Emergency Declaration.

Using resources efficiently means using the Earth's limited resources in a sustainable manner, whilst minimising impacts on the environment. Resources are finite and can only be replenished at a certain rate and efficiency allows more to be created with less input.

Net Zero Operational energy in this context refers to a building where no fossil fuels are used, all energy use has been minimised and it meets the local energy use target (measured in kWh/m<sup>2</sup>/year) with all energy use generated on or off-site using renewable energy that demonstrates additionality. Any residual direct or indirect emissions from energy generation and distribution are 'offset'.

Net Zero Embodied Carbon in this context refers to a building where the sum total of greenhouse gas emissions and removals over the entire lifecycle are minimised, meeting local carbon targets (measured in kgCO<sub>2</sub>e/m<sup>2</sup>) and with additional 'offsets' equals zero.

The Climate Change Committee (CCC) sixth carbon budget report suggests that in order to deliver net zero by 2050 as required by the Climate Change Act (2008), all new development should target net zero as soon as possible to avoid additional emissions and catalyse the wider decarbonisation.





# North Somerset Local Plan 2038 Preferred Options

A buildings energy use is now considered to be the best measure for net zero compliance, whilst reducing emissions on-site is no longer the best measure of sustainable design. This is because the electricity grid is decarbonising. Total energy use and space heating metric targets are considered to be the best mechanism to model and monitor net zero compliance in new buildings. One of the key advantages is that these can be checked once the building is occupied without further modelling or analysis. The net zero operational energy approach follows the principles of the energy hierarchy.

The space heating and total energy metric targets used to demonstrate net zero operational energy, are based on the recommendations from the Climate Change Committee (CCC) report **UK housing - fit for the future**, (2019) industry best practice (RIBA, CIBSE and LETI) and also align to **Passivhaus certification standards**. The CCC report highlights that we must build new buildings with ultra-low energy use. The report recommends a maximum space heating demand of 15-20kWh/m<sup>2</sup>/year by 2025 at the latest. The London Energy Transformation Initiative (LETI) guidance on meeting net zero recommends a maximum limit total energy use of 40 kWh/m<sup>2</sup>/year.

The thresholds for this policy will be confirmed following viability appraisal.

The cost of achieving net zero operational energy for residential buildings was calculated for the Cornwall

County Council Climate Emergency DPD, **Energy review and modelling** (Etude, 2021). This report found that it was technically feasible to meet net zero operational standards with an increased construction cost of less than 3% than a home compliant with Building Regulations Part L 2021.

If buildings are constructed now which do not achieve net zero standards, then these will need to be retrofitted at a later date in order to meet net zero requirements. This will be both far more costly and inconvenient. A report written for the Committee for Climate Change '**The costs and benefits of tighter standards in new buildings**' (Currie & Brown, 2019) found that the cost of retrofitting to net zero standards was likely to be between £16,000 and £25,000 per dwelling. Retrofit costs would be significantly more in non-domestic buildings. The report also found that the cost of running a home built to net zero operational energy standards would be around 10 – 50% lower than one built to Part L 2021 standards.

Renewable energy offsetting must only be used where it is demonstrated as not technically viable to meet the residual energy demands through onsite renewable energy generation. This is to ensure that new buildings are as energy efficient as possible and will not need retrofitting in the future. **The UK Green Business Council guide – Renewable Energy Procurement and carbon offsetting guidance for Net Zero Carbon Buildings** should be used to determine the best approach.

Greenhouse gas emissions are produced at all phases of the development process. As well as the emissions associated with the use of a building, there is carbon embodied into the extraction, manufacture and transportation of building materials, construction, maintenance, repair, replacement, demolition, and eventual material disposal. This is demonstrated through the London Energy Transformation Initiative **LETI embodied carbon model**. A report by RICS (2017) suggested that embodied carbon makes up 35-51% of the total emissions of a building and this will rise to 70% as operational energy decarbonises.

In order to demonstrate that net zero embodied carbon has been achieved, by 2030, targets for the embodied emissions associated with new development will need to be achieved. Maximum limits for carbon dioxide emissions equivalent per metre squared will be required for residential buildings and different limits will be set for non-residential buildings, according to their end use. Achieving these targets will need to be demonstrated through an Embodied Carbon Assessment.

The report for the West of England Authorities **Embodied carbon of domestic and non-domestic buildings**, (WSP 2021) demonstrates that significant reductions in embodied carbon can be achieved at no net additional cost. This can be achieved through better design (including durability to replacements), better onsite management (to avoid wastage), better choice of materials (with lower embodied carbon) and though the removal of unnecessary finishes.



In order to demonstrate that measures to reduce the risk of the building overheating have been integrated into all developments, the **Good Homes Alliance Tool and Guidance - Overheating in New Homes** should be used.

The four-principle approach set out in this policy is compatible with Part L Building Regulations and the Future Homes Standard (FHS) without conflict. This is because the metrics used within Building Regulations and the proposed FHS calculate both the energy and the carbon intensity of a building.

## Policy DP7: Large-scale renewable energy generation

Proposals for wind turbines and solar photovoltaic arrays will be supported in principle within the Search Areas shown on the Policies Map, subject to the other requirements of the Plan and it being demonstrated that there are no adverse impacts on living conditions including those from vibration, noise, shadow flicker, glint, glare and air quality.

Proposals for wind turbines and solar photovoltaic arrays at locations outside of the Search Areas may also be acceptable, although these locations are likely to be subject to additional constraints.

Proposals for wind turbines of the appropriate number and size as identified within the maps are encouraged in order to make the most efficient use of the available wind resource at that location.

Particular support will be given to renewable and low carbon energy generation developments that are led by and/or meet the needs of local communities. Support will be given to community energy schemes which provide energy for local facilities or development areas. Where community support is identified for a specific technology at a given location, this will be identified as a preferred location for that technology.

Any proposals which include renewable energy of equal to or greater than 1MW generation capacity should include energy storage, or private wire supply of the energy.

Priority will be given to developments on previously development land. On greenfield sites the proposal should support continued agricultural use and biodiversity improvements.

Proposals for wind and solar PV farms to re-power at the end of their operational life will be permitted, as long as the turbines and/or solar panels are replaced with new equipment of either the same or larger installed capacity, and subject to compliance

with statutory, site-specific, and other constraints.

Proposals for biomass and bioenergy developments will be approved provided they are of a scale and type which is appropriate to the location and do not have a detrimental impact on air quality. Support will be given to community energy schemes. These developments should be located away from urban areas (and preferably in areas off the gas grid).

The development of heat networks will be encouraged provided that:

- They use renewable and low carbon forms of energy generation; and
- Individual developments make all reasonable efforts to meet net zero through onsite measures, before connecting to a heat network.

Development proposals within 0.5km of an existing heat network fed from a renewable source of energy should connect to this network.

Proposals for development that will host energy intensive activities and are likely to generate excess heat (or power) are expected to be located within 0.5km of a heat demand cluster, as identified on the Policies map. Where wind and solar PV farms



are proposed within 0.5km of an identified heat demand cluster, these proposals should investigate providing electricity for powering heat pumps to these areas, as part of a private wire/district heat network.

## Justification

Accelerating the decarbonisation and decentralisation of the energy system in the UK is essential to mitigating climate change. It can also bring wider environmental and economic benefits and improve the security of our energy supply. North Somerset has the opportunity to increase renewable energy generation and facilitate development to enable a more flexible, smart, decentralised energy system. Fossil fuel-based energy installations will no longer be acceptable.

The purpose of developing this new policy is to encourage increased levels of renewable energy generation across the district. This is an important part of the Climate Emergency Declaration and the aim of carbon neutrality by 2030.

Large-scale renewable energy generation is defined as those installations which are freestanding or standalone, are not building-mounted or wired through a building to support the onsite energy balance.

The Search Areas identified on the Policies Map show the locations with likely best potential for wind turbine and solar PV developments, once constraints have

been applied. These have been reproduced from the Renewable Energy Resource Assessment Report (AECOM, 2021). For wind turbines this will include wind turbines of 500kW (small), 1 MW (medium) and 2MW (large) scale wind turbines. The mapping which accompanies the report primarily identify opportunities for large-scale developments of larger than 5MW generation capacity. This is considered to be the minimum size of development that could be financially viable without additional incentives.

The constraints include both primary constraints (e.g., international nature conservation/heritage designations) and local constraints. Local constraints for wind turbines will include wind speed, residential/ noise buffers, topple distances and for solar PV arrays will include land orientation and inclination. The Search Areas also exclude land slivers, Fire Breaks and Tracks and parcels of land too small to support a large-scale development.

Further consideration will be given to refining the Search Areas, particularly for solar PV developments. This may include excluding areas with issues of grid capacity and landscape sensitivity, Best and Most Versatile Agricultural Land, AONB, Natural England's Solar Impact Risk Zones, flood risk zones and potentially land inside the Green Belt.

Community energy projects are particularly encouraged for the wider benefits of involving the local community in local leadership, control, and local engagement. These schemes can be fully owned/ controlled by the community or through a

partnership with commercial or public sector parties. Community energy projects can include community-owned renewable electricity installations such as solar PV panels, wind turbines or hydroelectric generation.

Where community support is demonstrated for a specific technology at a given location, this will be identified and included as an allocation through a Neighbourhood Plan or in the Local Plan.

The NPPF states that when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances could include schemes which support rural diversification, can be visually contained, demonstrate local community benefits and those which provide significant biodiversity enhancements.

Energy storage has a vital role to play in enabling a zero carbon electricity system. Energy storage is required to reduce the impact from intermittency of electricity output which varies according to weather conditions and to address grid capacity constraints. Renewable energy storage provides reserves for use when demand is high, when supply is low, or at times of system stress.



## Policy DP8: Efficient use of land

All new development proposals must demonstrate that they have made effective and efficient use of land. Proposals will be supported which:

- Enable the reuse and regeneration of previously developed land;
- Ensure that all parts of the site have a positive purpose; and
- Prioritise higher densities at more accessible locations such as town centres, local centres and transport hubs.

The minimum target density will be 40 dwellings per ha, but this should be higher at accessible locations. In all cases density should respect and complement the character of the surrounding area.

### Justification

Encouraging development on vacant and previously developed land has both a positive role in encouraging the recycling and regeneration of land and also reduces the pressure for development on greenfield sites. Redevelopment can also help increase the effectiveness of existing infrastructure.

The NPPF does not specify minimum density targets and considers that density levels should be set by

local authorities to reflect local circumstances. Within North Somerset the target is a minimum of 40 dwellings per ha. Within accessible locations such as town and local centres and transport hubs we will be looking for higher densities as this can help increase vitality and viability in these areas, support public transport and provide different types of accommodation.

There may be instances where encouraging increased density may compromise the character of the surrounding area, or be constrained by other factors. In areas of low density housing, for example, a new development may appear incongruous. In such circumstances the design approach will be to make effective use of the land subject to no adverse impact on the surrounding area or the living conditions of residents. In other areas, the ecological or heritage value of the site may be important and this will influence the proposed density.

## Policy DP9: Flood risk

All development must consider its vulnerability to flooding, taking account of all sources of flood risk and the impacts of climate change, up to 100 years ahead on residential or mixed use sites and 60 years ahead on non-residential sites.

Applying the Sequential Test where required,

proposals for development must seek to avoid development in areas at risk of flooding unless for compatible uses in line with national policy.

Where required, the Exception Test will also be applicable. Flood resilient construction should be utilised to manage any residual risk.

Where either of these tests are required, development will only be permitted where it is demonstrated with clear evidence submitted with the planning application, that the tests are satisfied. The search for alternative sites should not necessarily be restricted to sites only capable of accommodating the proposed scale of development, and opportunities to provide development on more than one, sequentially preferable site should be explored.

In all cases, the precautionary principle will be applied when considering development proposals within areas at current and future risk of flooding.

As a starting point for the assessment of flood risk in relation to any proposed development, the North Somerset Strategic Flood Risk Assessment (SFRA) and its mapping should be taken into account.

Detailed, site-specific Flood Risk Assessments (FRA) are required for all development within



flood zone 3b, zone 3a, and zone 2. A FRA is also required on sites that coincide with areas identified as having Areas of Critical Drainage as identified on the SFRA mapping. The preparation of FRA should take into account national guidance and the North Somerset SFRA. Within flood zone 1, an FRA is required on sites greater than 1ha in area.

## Justification

The Flood and Coastal Erosion Risk Management Strategy for England (EA 2020) provides 3 long-term government ambitions to achieve the vision of 'A nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100'. These ambitions are:

1. Climate resilient places: working with partners to bolster resilience to flooding and coastal change across the nation, both now and in the face of climate change.
2. Today's growth and infrastructure resilient in tomorrow's climate: Making the right investment and planning decisions to secure sustainable growth and environmental improvements, as well as resilient infrastructure.
3. A nation ready to respond and adapt to flooding and coastal change: Ensuring local people understand their risk to flooding and coastal change, and know their responsibilities and how to take action.

The Level 1 Strategic Flood Risk Assessment highlights that approximately a third of North Somerset is at high risk of flooding from rivers and the sea. There are significant areas of surface water flood risk and the levels and moors are an area of special drainage need. Groundwater flooding is also present in parts of the district. Climate change will increase this risk and development needs to reflect and respond to the level of risk and must be resilient to future predicted risks.

## Policy DP10: Sustainable drainage

New development should not increase the risk of flooding elsewhere. Proposals must demonstrate that:

- Surface water is managed close to its source and on the surface where reasonably practicable to do so;
- Priority is given to integrating drainage infrastructure into green infrastructure;
- Water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development;
- The features that manage surface water are commensurate with the development in terms of size, form and

materials and make an active contribution to making places for people;

- Surface water management features are multi-functional wherever possible in their land use;
- The run-off from all hard surfaces shall receive an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, SUDS Manual (CIRIA C753), to minimise the risk of pollution;
- Where reasonably practical, all hard surfaces are permeable having regard to groundwater protection;
- Essential flood prevention and drainage works for developments that include new housing must be completed at the latest prior to first residential occupation, except in the case of phased developments where alternative arrangements are agreed; and
- The drainage systems have sufficient space for access for maintenance for the lifetime of the development.

## Justification

Sustainable drainage (SuDS) is now required for all major developments and is equally suitable for use in minor developments and is likely to be the only



option in some rural areas. Best practice SuDS provide multiple benefits such as allowing rainfall to soak into the ground, storing rainfall in extreme events and slowly releasing it to not increase flood risk. It can improve water quality before discharging into rivers and rhynes and be an attractive part of the green infrastructure of new developments. SuDS also provide an opportunity to add to the biodiversity of new developments by creating aquatic habitats.

One of the North Somerset Green Infrastructure Strategy objectives is to manage water sustainably through the optimisation and improved use of green infrastructure to deliver an improved water environment by working with natural processes to help reduce flood risk, manage drought, improve water quality and improving connectivity to reduce the loss and quality of aquatic habitats and wildlife. Sustainable drainage in new developments meets all these aims.

## Policy DP11: Rivers, watercourses and springs

Development proposals affecting rivers and watercourses must demonstrate that:

- The design has taken account of, and enhanced, the setting and views of the river or watercourse;
- It has contributed to preserving and enhancing the physical, natural,

historically and culturally distinctive landscape of the North Somerset Levels and Moors;

- It will support improvements to the quality of the river or watercourse, including through the design and treatment of adjacent areas;
- It will enhance the natural resources of the river and offer opportunities for re-naturalisation of the river such as the removal of culverts;
- It enables where possible opportunities for greater public access, including associated tourism and recreational facilities; and
- It provides suitable buffer strips for maintenance activities.

The continuity of flows from springs must be managed and maintained such that flood risk is not increased and water quality is not compromised.

### Justification

North Somerset has a distinct and unique character which is defined by many watercourses, canalised and embanked rivers and rhynes where water is ever-present. The network of waterbodies support important populations of aquatic invertebrates, macrophytes and water voles and are important corridors for foraging bats. The Levels and Moors

is an area of special drainage need and water levels are actively managed for agriculture, ecological benefit and to manage flood risk. Active operations also include regular vegetation management by the Environment Agency and Internal Drainage Board to retain open water habitat and volume of water storage that supports the aquatic wildlife in times of drought and reduces risk to properties in times of excess water. Springs are the source of many watercourses and the natural drainage paths they create should be protected within the landscape to ensure a healthy flow into watercourses.

Ensuring that these features are protected, maintained and enhanced through development is essential to managing flood risk, protecting ecology and maintaining the landscape character that makes up large parts of North Somerset. Development should relate to and respect the landscape setting of the waterbodies and is an opportunity for enhancement and improved public access. The removal of culverts increases open water habitat and reduces maintenance burdens.

## Policy DP12: Development in the Green Belt

Proposals for development in the Green Belt will be determined in accordance with national policy.



The overall aim of Green Belt policy is to preserve the openness of the Green Belt in terms of both its spatial and visual aspects. When determining the impact on the openness of the Green Belt from proposed development regard will be taken of the form (including bulk, height and floorspace), siting and overall scale of the development on the site, the location, visual character of the site and surroundings. In addition, the effect of the proposal on the open and rural character of the area in general, prominence, visual and physical impact and plot size will need to be taken into account. The impact of lighting schemes can harm openness and schemes should minimise obtrusive light in terms of sky glow, glare and light trespass.

### Limited infilling in villages

- Infilling within the settlement boundary of the villages which have been inset from the Green Belt is acceptable in principle, subject to the other policies in this plan.
- Infilling outside of settlement boundaries and in the smaller settlements and hamlets which do not have settlement boundaries is inappropriate development and likely to harm the openness of the Green Belt.

### Extensions, replacement buildings and out-buildings

- An extension will not normally be regarded as disproportionate provided it does not exceed 50% of the gross floor area of the original building.
- A replacement building will normally be regarded as materially larger if it is more than 50% larger than the gross floor area of the original building.
- In North Somerset 'original' relates to the building as existing on 26<sup>th</sup> July 1985 or for buildings constructed after this date as so built. Any permission granted within a five-year period prior to 26 July 1985 but not implemented prior to that date will be considered, if built after 26 July 1985 to form part of the original building.
- In the case of proposals to extend replacement building the floorspace of the original building that was on site on or prior to 26 July 1985 will be used, not that of the replacement building.
- Proposals for domestic outbuildings and garages within existing residential curtilages are not considered to be inappropriate development provided they are small scale, single storey and of a scale and height subordinate to the

original dwelling. They should not adversely affect the openness of the Green Belt. Account will be taken of the scale and number of outbuildings already on the site and the scale by which the original dwelling has increased.

### Facilities for outdoor activities

To be considered appropriate, facilities for outdoor sports, outdoor recreation, cemeteries and burial grounds and allotments, proposals should be directly related to the existing or proposed outdoor use and be of a scale and size proportionate to that use. Developments should be sensitively designed to reflect the character of the area and minimise harm to the openness and purposes of the Green Belt.

### Material change of use

In addition to the examples quoted in the NPPF a change of use from agricultural to equestrian use would not be regarded as inappropriate provided it preserves the openness of the Green Belt and does not conflict with the purposes.

### Renewable energy

Proposals for renewable energy projects will need to demonstrate very special



circumstances. Applicants should provide details of the wider environmental benefits associated with increased production of energy including a clear demonstration of how the project contributes to the ambition of carbon neutrality by 2030.

## Justification

This policy augments national policy set out in the NPPF by setting out local definitions and criteria for assessing the appropriateness of any proposal for new building or development within the Green Belt.

NPPF defines the construction of new buildings in the Green Belt as being inappropriate development, unless it comprises 'limited infilling in villages' (paragraph 149). The Local Plan defines what limited infilling in villages means in North Somerset.

All Green Belt villages in North Somerset have been assessed to determine their contribution to the openness of the Green Belt. The majority of villages were identified as settlements where new development within the villages is unlikely to harm openness and therefore settlement boundaries are identified, and are inset from the Green Belt. Limited infilling in villages is acceptable in principle within these settlements.

The remaining smaller settlements and hamlets have been assessed as having an open character which contributes to the openness of the Green Belt. Infilling

in these locations would be inappropriate development in the Green Belt.

The policy sets out effective criteria and definitions for assessing proposed extensions and replacement buildings and the impacts on openness. It seeks to clarify terms and ensure planning applications are dealt with consistently.

The determining factor for assessing extensions will be the size of the proposed extension in relation to the original building. The policy makes reference to original buildings as existing on 26 July 1985. This is the date of adoption of the Avon Structure Plan which defined the extent of the Bristol and Bath Green Belt.

## Transport

### Policy DP13: Highway safety, traffic and provision of infrastructure associated with development

Development will be permitted provided it would not prejudice highway safety or inhibit necessary access for emergency, public transport, service or waste collection vehicles.

Development likely to have a severe residual cumulative impact on traffic congestion or on the character and function of the surrounding area, will only be permitted where

acceptable mitigation measures are delivered. All mitigating infrastructure will need to be delivered within an agreed specific timeframe and prior to the aforementioned impact becoming severe. In some circumstances planning permission may be granted subject to the applicant entering into an appropriate legal agreement to deliver or fund the improvements required.

## Justification

Developers will need to determine the transport needs arising from their proposals and the means by which any adverse impacts will be mitigated. They should discuss their plans with the Council at an early stage to determine the required form and scope of assessment. Guidance on Transport Statements and Transport Assessments is set out in North Somerset Council's Highways Development Design Guide. National Highways will be consulted on Transport Assessments for proposals with a significant impact on the M5.

All development needs a safe means of access from a highway that is suitable for the traffic generated. Where this can only be achieved with an environmental impact (such as the loss of trees, hedgerows or attractive stone walls), the Council will wish to prevent the harmful impact and may refuse planning permission unless the impact can be shown to be acceptable. Many remnants of historic highway features are retained in the network of country lanes





forming part of the maintainable highway. Where planning permission is sought for their alteration, including as part of adjacent development, their historic interest and character need to be taken into account.

In addition, the effect of additional traffic on the surrounding road system must be taken into account such as where development introduces traffic of excessive volume, size or weight into a network of country lanes, or residential areas. Where there is a detrimental impact and no acceptable countermeasures are possible, planning permission will be refused.

The Local Plan aims to minimise the need to travel and provide attractive travel choices that support a modal hierarchy which prioritises active transport modes to improve quality of life and environmental conditions for local residents and businesses. Its locational strategy aims to place new jobs, services and facilities where they are easily accessible by non-car modes that provide a realistic alternative to the car. Residential development close to key railway stations will help reduce traffic congestion on the local network. Developers must address how they will contribute to the creation and promotion of more sustainable transport patterns through design, and contributions where appropriate.

The local plan approach allows for developers to provide or contribute towards the cost of providing necessary infrastructure which may be off-site. Development on windfall sites well related to any of

the transport proposals in this plan, or to schemes identified in the Joint Local Transport Plan, may be required to deliver or fund part or all of an improvement if it can be regarded as serving that development.

Although developers will not generally be expected to contribute to resolving existing transport problems, planning permission should not be granted for a development that would unacceptably worsen an already unsatisfactory situation. In such cases, a developer contribution would enable the timing of improvements to be brought forward. To accommodate the road traffic it unavoidably generates, a development will be required to deliver or fund improvements to boost the attractiveness of walking, cycling and public transport, or traffic management measures, in the relevant corridor(s) sufficient to maintain overall road traffic at the otherwise expected level. A development may be required to contribute to funding the improvement of rail freight facilities, even where of no direct benefit to itself, if the resultant reduction in goods vehicles on the highway network would overcome traffic objections.

In determining whether the likely consequences of development for traffic congestion are unacceptable, account will be taken of the overall impact. For example, proposals that reduce out-commuting from North Somerset, especially Weston-super-Mare, will have a beneficial effect on the overall level of congestion by reducing traffic on the M5, which will

need to be balanced against any detrimental local effect.

## Policy DP14: Active and sustainable transport

New development will be designed and located to minimise the need to travel and support a hierarchy which prioritises walking, then cycling, public transport, car clubs and finally private electric vehicles.

Development will be supported where:

- Future occupiers benefit from genuine choice through opportunities to travel by sustainable non-motorised modes;
- All opportunities to make travel on foot, by cycle or public transport the natural choice over private car use have been included;
- It is well integrated into, protects and enhances existing pedestrian and cycle routes and the public rights of way network (active travel routes);
- It is well connected to the existing settlement through a comprehensive network of walking (particularly pavements) and cycling routes, affording direct and attractive access to community facilities and infrastructure



and public transport interchanges such as a bus stop or train station. Routes are well defined, lit and feel safe with natural surveillance wherever possible;

- The design accommodates the needs of people with disabilities and reduced mobility in connection with walking, cycling and access to all types of vehicular transport;
- It provides an appropriate level of safe, secure, accessible and usable parking provision for both cyclists and vehicle users, in line with the adopted standards. Levels of vehicle parking should reflect the accessibility of the site by sustainable modes of transport; and
- The use of electric vehicles (including electric cycles) is supported by providing electric vehicle charging points with regard to the requirements set out by the Council.

Development will be expected to contribute to the delivery of local active and sustainable transport strategies for managing the cumulative impacts of growth. Opportunities to improve provision of or access to public transport, in rural and urban areas may be required to mitigate the impacts of the proposed development and facilitate the use of sustainable transport options.

Residential development will be expected to ensure that safe and appropriate pedestrian/cycling links to local facilities, including schools, are designed to the required standard or suitable mitigation will be required.

## Justification

This policy address the climate change impacts of travel and aims to encourage more sustainable transport modes and active travel.

Road transport greenhouse gas emissions represent a fifth of total UK emissions, the biggest contributor being private vehicle trips. The transport sector is at 49% the largest single source of carbon emissions in North Somerset. This is considerably higher than the regional (South West) average of 24% and the national average of 24% from transport (Department for Business, Energy and Industrial Strategy, 2019). For the West of England region, transport CO<sub>2</sub> emissions will rise by a further 22% by 2036 if we don't act, increasing the risk of droughts, floods and extreme heat globally and in the South West. Consequently, North Somerset and the other four authorities in the West of England have declared climate emergencies and are urgently working on action plans to mitigate this. Prioritising active travel will be an important part of North Somerset's carbon reduction action planning.

Current private vehicle trips and predicted growth represents a significant challenge in meeting national and local carbon reduction targets. It is not expected that mass take-up of low emission vehicles will solve the problem alone, nor will it solve the challenges of capacity, congestion, deteriorating health and well-being and pressure on space.

One of the biggest challenges in reducing highway transport emissions is encouraging behaviour change. Planning of new developments offers an important opportunity to influence behaviour from day one. The location and design of new developments is crucial in achieving this.

New communities with poor accessibility encourage private vehicle dependent travel, which undermines initiatives to encourage sustainable transport use in line with net zero objectives and promote healthy lifestyles. New developments provide an opportunity to influence behaviour change and achieve necessary modal shift.

National guidance emphasises that transport issues should be considered at the earliest stages so that the potential impacts on transport networks can be addressed. These include opportunities arising from new transport infrastructure and the promotion of walking, cycling (including other forms of micromobility) and public transport use. Patterns of movement, streets, parking and other transport considerations are considered integral to the design of schemes and contribute to making high quality places.



The NPPF also states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health, although it does recognise that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

Sustainable transport aims to reduce the need to travel by car, encourage a hierarchy of modes (walking, cycling, public transport) but also recognises that due to rurality some form of private and/ or shared vehicles are likely to still be necessary. The aim is still to reduce the number of these trips.

To achieve the goal of reducing the need for travel by private vehicle, particularly for shorter journeys, active travel needs to be embedded in design of new places, promoted by parking and design standards.

## Policy DP15: Active travel routes

Existing and proposed active travel routes will be safeguarded. Development proposals that would reduce, sever or adversely affect their use or attractiveness, or prejudice the planned development of the network will not

be permitted unless acceptable provision is made to mitigate these effects such as through its diversion or replacement. It must be demonstrated that any alternative provision is convenient and safe.

Where appropriate, new development proposals will be expected to provide direct, safe and secure links to existing or proposed active travel routes.

Where a new or improved active travel route is proposed, it shall be designed for use by pedestrians, cyclists and where possible for equestrian users, unless appropriate evidence demonstrates that the route should be limited to specific users.

New or enhanced active travel routes must demonstrate that their design has reflected:

- The local context and character;
- The likely users and purposes of travel;
- Managing potential conflicts between different users;
- The usability of the route;
- Safety issues;
- Local community aspirations; and
- Best practice active travel infrastructure standards.

## Justification

The term active travel route includes any public right of way or other routes specifically catering for travel by pedestrians, cyclists or horse riders, or any combination of these user groups. Strategic active travel routes are set out in the schedule of Policy LP10 Transport Infrastructure. Other routes will be identified in the Active Travel Strategy (incorporating the LCWIP) and guidance provided in SPDs. To facilitate a strong network of active travel routes, the policy seeks to safeguard routes that are available for walking, cycling and horse riding, or any combination of these activities.

Where development is proposed affecting an active travel route, the Council will expect that route to be retained, either on its defined route or on an acceptable alternative alignment. Contributions may be sought towards the improvement of the access network in relation to a proposed development.

This policy also provides for the safeguarding of proposed strategic active travel routes. The schedule is subject to further investigation and more routes are expected to be identified and added to this list. The identification of existing and new routes reflects the Active Travel Strategy and the Local Cycling and Walking Infrastructure Plan. The schedule of potential active travel routes to Policy DP15 is set out below:

### Weston-super-Mare

- Brean Down Way
- West Wick



- Bridgwater Road to Canberra Road
- Side of Ashcombe Park
- Herluin Way to Locking Road link
- Weston Villages – routes as identified in planning applications
- Saint George to A370 cycle link
- Summer Lane – Grumblepill Ryhne path via M5 accommodation bridge

## Clevedon

- Parallel to Valley Road between Walton Road and Woodland Glade
- Parallel to Blind Yeo – Lower Strode Rd to Hazel Close
- Parallel to Blind Yeo, west of M5 to Manmoor Lane
- Parallel to Blind Yeo, sluice to Lower Strode Rd
- Parallel to Middle Yeo, Marshalls Field to Strode Road; Strode Road to Hill Moor
- Tweed Road to Fosseyway
- Seaward side of Marshalls Field
- Clevedon/Kenn/Yatton (Strawberry Line Extension)
- M5 culvert bypass route
- Link path from B3133 to Duck Lane, Northend
- Path alongside Clevedon Rugby Club route from adopted path to south to Great Western Way

## Nailsea

- Off Mizzymead Road (rear of Porlock Gardens and Ash Hayes Drive)
- Through Scotch Horn Centre, across playing field to Nailsea Park
- Nailsea Park to Trendlewood Way
- Path from Brockway to High Street
- Path through Nowhere Woods
- Nailsea orbital route

## Portishead

- Harbour Rd to Cabstand via Precinct
- Sheepway – reserves path – Ashlands
- Bristol Road verges to enable continuous footway
- Path alongside 'the Drain'
- North bridge over Drain to Brampton Way
- Trinity School south west to connect to adopted routes

## Villages & countryside

- Yatton/Congresbury/Churchill/Winscombe and Sandford to NSC boundary – route of former railway line (Strawberry Line path)
- Easton-in-Gordano/Pill – Ham Green Hospital site and St Katherine's School
- Easton-in-Gordano/Pill/Portbury – Marsh Lane to A369 Motorway Service Area

- Easton-in-Gordano – sections at Lodway Close and The Breaches
- Long Ashton/Flax Bourton/Backwell – Route parallel to railway and Long Ashton Bypass, avoiding A370
- Congresbury/Churchill/Wrington/Burrington/Blagdon – route of former railway path avoiding B3133/A368
- Moor Lane to Chelvey Road
- Festival Way (Parsons Farm) to South Bristol Link (A4174)
- Kingston Seymour/Wick St Lawrence – route of former light railway line and sluice crossings
- Clevedon to Nailsea
- Portbury to Clevedon Rd (B3128)
- Nailsea to Wraxall
- Portishead to Clapton Court
- Portishead to Clevedon (Gordano Greenway)
- Portbury Bridleway links
- Banwell bypass to Strawberry Line link
- A38 Active Travel Corridor
- Ashton Vale into Bristol via South Liberty Lane
- Parallel or along Clapton Lane from Portbury village to Portishead
- England Coast Path
- Tyntesfield – link to Portbury Lane



## Policy DP16: Public transport accessibility

All residential development should be within reasonable distance of a direct and frequent bus service providing access to a good range of facilities, services and jobs via a direct, safe and attractive pedestrian route. Infrastructure improvements to provide direct pedestrian or cyclist access to, and improvement of, bus stops may also be required.

Developments will, as appropriate, be expected to encourage the use of public transport and delivery of effective and convenient services. This will include the integration of routes within residential areas, bus priority measures, direct routes to well-located public transport infrastructure, improved bus stop facilities, supporting interchange between different modes, higher density development in proximity to public transport, and contributions to enhanced levels of service.

Where residential accommodation for the elderly or mobility impaired is proposed but provision for community transport serving the area does not exist, proposals must demonstrate that such provision, including capacity for wheelchairs, is made ahead of occupation.

For non-residential development, bus services should operate during the hours that the facility is open to users and reflect the targets on service frequency.

### Justification

The Council is working in partnership with the West of England Combined Authority and local bus operators to improve bus services for all users and meet the objectives set out in the National Bus Strategy. The West of England Bus Service Improvement Plan (BSIP) sets out ambitious targets to reduce bus journey times, increase patronage and passenger satisfaction and work towards making all buses zero emission by 2030.

This policy sets out transport accessibility criteria that should be used to assess development. These are minimum criteria to which developments should conform. Tighter standards should be set in liaison with the Council where appropriate.

In terms of locating development within a 'reasonable distance' this means a maximum of approximately 400 metre walking radius of a bus stop with a service frequency as identified below. It is acknowledged that developments occurring in more rural locations may not be able to show that they meet the 400 metre walking distance. In such locations this should not be more than 600m.

The appropriate bus service frequency must comply with the following principles of frequency based on population size:

- Large urban areas (25,000+) [eg Weston-super-Mare]: Minimum frequency of 15 minutes.
- Inter urban services [eg A370 corridor]: Minimum frequency of 15 minutes.
- Small urban areas (10,000-25,000) [eg Clevedon]: Minimum frequency of 30 minutes.
- Medium and large rural areas (1000-10,000) [eg Yatton]: Minimum frequency of 60 minutes.
- Small rural area (1000) [eg Kingston Seymour]: Demand Responsive Transport unless on main public transport corridor.

In small rural areas demand responsive transport and transport hubs could be used to link passengers onto fast frequent services.

For both residential and non-residential development, the target bus service frequency should be as follows. Minimum frequencies will apply between 07:00-19:00 Monday to Saturday, with 50% of minimum frequencies outside these times and 30% between 09:00-19:00 on Sundays. Depending upon the scale of the development and its location, it may be appropriate to provide higher bus service frequencies.

The nearest appropriate bus stops must be compliant with the necessary disability legislation with raised kerbs. In some locations other work will be required in order to make bus stops safe and to be able to install raised kerbs.



## Policy DP17: Travel Plans

Travel Plans are required for all developments which generate significant amounts of movement including:

- Major residential, commercial, service and educational developments;
- Smaller developments that would generate significant amounts of movement;
- New or significantly extended schools;
- Development comprising or involving a significant increase in existing car parking provision at employment, retail or leisure sites, schools, colleges, hospitals or health centres;
- Development proposals in locations where traffic conditions have been identified as a matter of concern by the local highway authority, which may include smaller residential, commercial, service or educational developments below the relevant thresholds; and
- Where there is inadequate transport infrastructure in the area, as identified in (but not limited to) the Local Transport Plan.

Travel Plans will aim to reduce car use generated by the development and to deliver

other sustainable transport objectives, related in scale and kind to the development. Planning conditions will be attached, or a planning obligation sought, to require adoption of the Travel Plan prior to occupation and its successful implementation post occupation.

### Justification

A Travel Plan is a long-term management strategy put in place at the planning application stage to help facilitate travel by sustainable means within and between neighbourhoods and other developments, and to reduce car dependency. They are required for all developments which generate significant amounts of movement including residential developments, businesses, schools, retail and leisure facilities.

The existing Travel Plans Supplementary Planning Document (2010) will be reviewed. This sets out more detailed guidance in relation to the development, implementation and monitoring of travel plans. A revised SPD will allow the Council to better manage Travel Plans and Travel Plan Statements by setting out the requirements that aim to ensure a consistent approach across North Somerset, in line with the other West of England authorities. It is an important tool to support delivery of the North Somerset Active Travel Strategy and Climate Emergency Strategic Action Plan, to encourage a greater proportion of trips by active travel modes, shape active travel neighbourhoods, reduce car travel and encourage

sustainable travel, especially walking opportunities for journeys less than one mile.

Indicative thresholds for when a Travel Plan or Travel Plan Statement are required are set out in the SPD and also in the North Somerset Highway Development Design Guide. Thresholds are based on those set out in Appendix B of the Department for Transport Guidance on Transport Assessment March 2007 and are based on size or scale of development. The threshold for residential developments has been adapted to local needs.

In line with National Planning Policy Framework, North Somerset Council reserves the right to request a Travel Plan for any development where the Council considers that the transport impact will be significant. Where a mixed-use development is below the relevant threshold, but the combined development is considered significant, the Council will require a Travel Plan. Smaller developments delivered in phases are also likely to require a Travel Plan if the thresholds outlined are met or the cumulative transport impact is significant.

## Policy DP18: Parking

Development proposals should meet the adopted standards for the parking of vehicles and cycles. For any use not covered by these standards, provision will be assessed



according to individual circumstances, having regard to the transport objectives of the Council. Regard will be given to the provisions of any submitted Travel Plan.

Parking arrangements should be of high quality, functional and inclusive design. Development will not be permitted if the parking arrangements would unacceptably harm the character of the area or the safe and effective operation of the local transport network.

Planning applications must demonstrate that the functional parking needs of the development can be accommodated on or close to the site without prejudicing highway safety or resulting in an unacceptable impact on on-street parking in the surrounding area. In addition, adequate space must be provided for the parking of vehicles waiting to load or unload. The parking of these vehicles on the highway will not be acceptable where it leads to highway safety issues or unacceptable delay.

The Council will support developments with reduced provision for parking in highly accessible locations, well integrated into the existing settlement with easy and direct access to local facilities via active modes of travel. Such developments must be well served by public transport and should have access to a car club vehicle.

All new development must be designed to ensure that sufficient electric vehicle parking and associated infrastructure is provided in both private and public parking areas.

## Car Parks

Re-development of car parks that would result in the reduction of off-street car parking spaces will only be permitted where:

- Any net resulting increase in on-street parking would not unacceptably harm the character of the area, highway safety or the effective operation of the surrounding highway network; and
- The location has good access to means of travel other than the private car; or
- Under-provision of car parking can be replaced with park & ride or multi-storey spaces, where appropriate;
- The car park is operating under capacity and there is no likelihood of increased usage of the car park; or
- The community benefits arising from the development outweigh the harm from the loss of car parking spaces.

## Justification

Sustainable development principles encourage a reduced reliance on car use (including electric cars). Alternatives to the private car are easily accessible,

widely available and offer residents an attractive alternative to reliance on private vehicles, particularly for local trips. However, whilst car ownership levels vary considerably across North Somerset, it is recognised most households in North Somerset will still own a private vehicle and experiences from recent housing developments has shown that providing too few parking spaces can cause a wide variety of issues. These include parking in inappropriate locations, causing obstructions for service and emergency vehicles and creating a nuisance for other residents.

Nevertheless, in line with the aspiration to become carbon neutral by 2030, the Council will be supportive of low-car development in accessible locations that are well served by public and active modes of travel, have good local facilities and are less reliant on private vehicle ownership. Proposals must be accompanied by sufficient evidence to demonstrate that a lower level of parking will not have a detrimental impact on local highway conditions.

In 2017, the government announced its Clean Growth Strategy, pledging to ban the sale of new petrol and diesel cars by 2040 (revised down to 2030 in November 2020). This was followed by the Road to Zero Strategy in 2018 which set out the government's ambition for at least 50% of new car sales to be Ultra Low Emission Vehicles (ULEVs) by 2030, and to develop one of the best Electric Vehicle (EV) infrastructure networks in the world. The NPPF also



states local parking standards should consider the need to provide adequate provision of spaces for charging plug in and other ultra-low emission vehicles in safe, accessible, and convenient locations. As such, all new developments are required to meet the Council's standards for the provision of electric vehicle charging points in both residential and non-residential development. This will support the uptake of ULEVs across North Somerset and help facilitate the Council's ambition to become carbon neutral by 2030.

In order to ensure the issues associated with the redevelopment of car parks are fully addressed, parking for traditional shopping, leisure and other destinations places including employment centres needs to be appropriately managed to ensure their vitality and viability.

## Policy DP19: Airport related car parking

Priority will be given to the provision of airport related car parking within the Bristol Airport Green Belt inset and where it is justified by a demonstrable need, forms part of a sustainable approach to surface transport access to the airport in line with the transport hierarchy and does not undermine increases in public transport modal share.

Any additional or replacement airport-related parking will only be permitted where it does not undermine the objectives of the Airport Surface Access Strategy objectives.

For proposals that do not fall within the Green Belt inset, airport-related parking will only be permitted, where it is justified by a demonstrable need and is consistent with the aims and objectives set in the Airport Surface Access Strategy, particularly in respect of improving the sustainability of surface transport access to the airport. Such proposals will only be supported where they are

- Reasonably required to service existing overnight accommodation and proportionate to the size of the accommodation located on the same site as the parking;
- At transport hubs;
- Easily accessible to the Strategic Road Network and along public transport routes, providing a clear walking route to bus stops; and
- Do not have a detrimental impact on the surrounding landscape or harm the living conditions of residents.

## Justification

The approach to proposals for airport related car parking is to ensure that it does not undermine the Airport Surface Access Strategy (ASAS). Any demonstrated need arising from the airport's operation should be met in the Green Belt inset to minimise harm to the Green Belt. The aim is to appropriately manage the demand for travel by car by ensuring that the provision of car parks is secondary to the need to significantly improve alternative travel choices, especially the use of public transport. An over-provision of car parking would reduce the ability to delivery a significant shift to public transport and the objective of reducing the proportion of car trips to and from the Airport.

It is important that the Green Belt is protected from inappropriate development. Numerous appeal decisions have established that car parking is inappropriate development in the Green Belt, which should not be approved except in very special circumstances. Off-site parking away from the airport has also been found to be unsustainable and/or undermining of the ASAS.

Airport-related car parking additional to that approved at Bristol Airport could be considered acceptable when it is essential in association with existing overnight accommodation located on the same site provided proposals do not result in encroachment to the countryside or have a detrimental impact on the surrounding landscape.





The provision of additional car parking spaces should be consistent with the aims and objectives of the Airport Surface Access Strategy in operation at the time the proposal comes forward. Any future car parking proposal must comply with the target set in any future version of the ASAS.

## Economic Development

### Policy DP20: Safeguarding employment sites

On land with existing or proposed employment uses (Use Classes B2, B8 and E(g)) proposals for other uses will only be permitted where it can be demonstrated that the proposed development:

- would not adversely impact the ability to deliver wider economic or sustainability objectives including harming the range or quality of local employment opportunities and land available to meet employment needs over the plan period, or contributing to increased commuting; and
- would either complement existing employment uses or result in environmental benefits such as the removal of an incompatible use or result in significant improvement to the living conditions of local residents.

In all cases, proposals must demonstrate through effective marketing that the site or premises are no longer suitable for employment use.

The Council will consider removing permitted development rights when granting planning permission for new employment development in order to avoid the future loss of these uses.

### Justification

Policy SP9 sets out the overall scale and distribution of employment development in line with the spatial strategy. Within this overarching approach the objective is to safeguard a range of sites for new employment in order to meet future demand and to meet wider economic objectives as part of a sustainable plan.

The approach taken reflects national guidance in terms of supporting economic growth and productivity, taking into account meeting local business needs and wider opportunities for development (NPPF paragraph 81). This is achieved through ensuring the availability of a wide range of different sites and premises to provide flexibility and choice, in locations which meet business needs and are accessible to the labour force.

Recent changes to use classes have seen the former B1 uses, including office, move to a new E Class that covers a wider range of land uses. Subject to certain limitations and conditions, development in class E

may alter to C3 residential use as permitted development. This is limited by the requirement that the cumulative floorspace of the existing use does not exceed 1500sqm, and that the existing use must have been operational for a minimum duration.

The policy includes the potential to remove permitted development rights and this could be attached to consented business proposals.

### Policy DP21: Visitor attractions

Across the district new improved and replacement visitor facilities will be supported provided that they:

- Are of high quality design, are of an appropriate scale and have no adverse impact on the natural and historic environment and character of the area;
- Are sustainable and support climate change objectives such as through the use of sustainable design and construction, incorporate renewable energy generation and climate change adaptation into the design and minimise its carbon footprint;
- Support opportunities for access by walking, cycling or public transport; and



- Support, strengthen and diversify the local visitor economy by improving the quality of facilities on offer as well as the number of all-weather attractions and facilities.

Within Weston-super-Mare additionally proposals should be located so as to support the development of a vibrant modern seafront and town centre.

## Justification

North Somerset's geographical location with 25 miles of coastline, proximity to Bristol, Bath, Wells, Cheddar Gorge and the Mendip Hills, as well as accessibility from Bristol Airport and the M5 make it a versatile visitor location.

The coastal location of Weston-super-Mare has traditionally been the focus for visitors on holiday, although attractions such as Puxton Park, Grand Pier, Noah's Ark Zoo Farm and Tynesfield are also important. Visitor expectations are changing and there is a role for raising the quality of the visitor experience with higher quality accommodation and attractions and so raising the value of this to the economy. The establishment of 3\* or above hotels in Weston and Clevedon will meet the needs of this changing demographic/environment.

Changes to post-Brexit farming policy and support payments are likely to result in an increasing number of farmers and landowners looking to diversify their

businesses and potentially include visitor accommodation, camping and glamping. More experience based visitor attractions focused on outdoor activities and the natural environment are seen as key areas for growth. By their very nature such attractions may need to be sited in a rural rather than urban locations.

The Weston Placemaking Strategy sets out a new vision for the town as an experience-based economy comprising a vital and consolidated town centre and a thriving arts, culture and heritage sector. Weston is becoming a major stop along the English Coastal Path for walking, cycling and active tourism throughout the year. The aim is for a year-round visitor destination with quality but affordable overnight accommodation meeting demand for healthy and active tourism.

North Somerset Council declared a climate emergency in February 2019 and there is an increasing general awareness of the benefits of sustainable tourism and in particular of minimising the carbon footprint of visits. This means a shift to accommodation and attractions which can demonstrate achieving a low carbon footprint.

Both Brexit and the COVID 19 pandemic have caused significant challenges within the visitor economy from recruitment of workforce to business closures and redundancies. The North Somerset Visitor Economy Action Plan published in 2021 aims to put in place initiatives to redress this. Staycations

have been made increasingly popular by the pandemic and additional appropriate high quality visitor accommodation such as 3\* and above hotels family accommodation, quality budget accommodation in rural areas that is suited to outdoor based activities and camping/glamping sites. These will be supported to meet these changing demands where they meet climate change objectives and have no adverse impact on environmentally sensitive areas such as the Mendip Hills AONB, flood risk and they minimise the development of permanent structures and hardstandings.

## Policy DP22: Visitor accommodation

New, improved or replacement visitor accommodation will be supported provided it is of an appropriate scale, improves the quality and variety of the visitor accommodation on offer and is capable of providing a high standard of accommodation in accordance with national quality assessment schemes.

## Justification

The geographical location of North Somerset makes it an attractive tourist destination. Its combination of coastal setting, beautiful countryside, accessibility via the M5 and Bristol Airport, and close proximity to



Bristol, the City of Bath, Cheddar Gorge, Wells and the rest of Somerset, as well as Devon and Cornwall, make it a versatile location which could appeal to a wide tourist market.

Weston-super-Mare has traditionally been the main tourist destination within the district but the majority of visitors to Weston are day trippers rather than people taking longer holidays requiring tourist accommodation.

The tourism focus for North Somerset is to promote and enhance its role as a centre for regional and sub-regional activities and events, protect existing visitor facilities, capitalise on its outstanding natural environment through its sustainable promotion of outdoor activities and pursuits and emphasis its excellent location as a base for exploring the other attractions within the sub-region.

Ensuring the provision of a range of good quality visitor accommodation is key to sustaining North Somersets tourist industry and attracting visitors to the district for long breaks and annual holidays.

Policy DP63 sets out our approach to visitor accommodation in the countryside and to proposals for camping and caravanning.

## Policy DP23: Town Centres

Within the town centres of Weston-super-Mare, Clevedon, Nailsea and Portishead as defined on the Policies Map:

- Proposals for retail and other complementary uses at ground level which encourage footfall and create an attractive and vibrant centre will be supported;
- Development should enhance the distinctive character of the town centre, reflecting the identity and heritage of individual buildings, shopfronts or streets;
- Support will be given to higher densities and the diversification of uses guided by good design and placemaking principles, particularly proposals which retain or enhance street level interest and active frontages;
- Support will be given for proposals which use land efficiently, support the residential use of upper floors and for the re-use of underused, poor quality or vacant land and buildings including appropriate temporary uses;
- Developments should prioritise walking and cycling both into and within the town centre to create a legible and accessible

town centre environment and improve accessibility by public transport;

- Support will be given to developments which increase job, education and training opportunities; and
- Support will be given to proposals which extend activities and interest into the evenings and night time in a way which is safe and enhances the character of the town centre.

In addition, requirements to apply to specific town centres are as follows:

### Weston-super-Mare

Priority will be given to the re-use of underused sites.

Proposals which contribute to public realm enhancements, increase the attractiveness and accessibility of the town centre and promote better connectivity between the seafront and High Street will be supported.

Along and adjacent to the sea front priority will be given to entertainment, arts, culture and leisure uses, tourist facilities and accommodation. This includes development/redevelopment of the Tropicana. Proposals should not prejudice the viability and vitality of the Primary Shopping Area and should complement activities in the town centre.



## Justification

The economic, social and environmental regeneration of town centres is a strategic objective of the local plan. This policy provides an overall framework for the assessment of development proposals in order to enhance viability and vitality through encouraging a range of uses with an emphasis of retaining their character and relevance as the heart of their communities.

The policy applies to all four town centres. These are also subject to placemaking studies which are at different stages of preparation. These placemaking studies will inform future iterations of the policy in relation to specific requirements and policy approaches.

Weston town centre has become the focus for investment with the redevelopment of Dolphin Square for leisure and hospitality uses and more recently through two Heritage Action Zones (HAZ) and the production of the Weston Placemaking Prospectus.

Much of Weston town centre lies within the Great Weston Conservation Area (Civic Quarter, High Street, Orchard Meadow and The Boulevard). Heritage plays an important role in creating an attractive and economically sustainable place. The restoration and improvement to the historic fabric such as the repair and re-use of historic buildings and enhancements to pedestrian and cycle routes into and around the town centre and to the seafront are

important components of increasing the appeal of the Town Centre as a destination.

The Tropicana and Birnbeck Pier lying at either end of the seafront provide an important focus for uses and activities which can complement the town centre economy, extending the zone of activity out from the central area.

It sets out a vision and ambition for a ten-year programme of project delivery to help Weston become a healthier, greener, and more prosperous place to live, work and enjoy. It recognises the longer-term effects of the pandemic on the town centre and visitor economy and the move away from a retail focus of the town centre to become part of the visitor/experience economy and should be reflected in any development proposals for the town centre.

In particular it supports:

- Encouraging housing on key sites and homes on upper floors.
- Promoting independent retail and turning surplus retail space into homes, business premises, arts, cultural and community spaces.
- More and better quality homes within the town centre area by rebuild and re-use for rent or sale including affordable homes and improving the offer of the private rental sector.
- Identifying sustainable future uses for key buildings such as the Tropicana and Old Magistrate's Court.
- New primary health services.

- Repurposing of underused parts of the Sovereign Shopping Centre and car park.
- Expansion of Weston College and University Centre Weston including additional student accommodation.
- Carbon neutral infrastructure for safe cycling/walking and public transport, local renewable energy generation on buildings.
- Rewilding planting routes down High Street and Orchard Street.

Development proposals for the town centre should reflect the ambitions of the Placemaking Prospectus.

Although lying at either end of the sea front and outside the town centre area the Tropicana and Birnbeck Pier provide important anchor points and a focus for uses and activities which can complement the town centre economy, extending the zone of activity out from the central area.

For Portishead, the Wyndham Way Area placemaking work will provide a framework for development within that part of the town centre area and proposals will be reflected in the local plan where appropriate.

Work has also commenced for placemaking strategies for Nailsea and Clevedon (Two Towns) which will also provide context for the Local Plan town centre policy.



## Policy DP24: District centres

Within the district centres at Worle High Street, Locking Castle, Queensway and Hill Road, Clevedon as defined on the Policies Map, proposals which increase the range of shopping and other appropriately scaled town centre uses will be supported.

Proposals for new retail floorspace up to 500m<sup>2</sup> will be supported. Larger proposals will need to demonstrate that there would be no significant impact on the vitality and viability of the other centres and that there are no sequentially preferable sites available elsewhere within the town.

Opportunities to improve access by cycling and walking and other improvements to the public realm should be taken where possible.

Residential and other appropriate active uses above shops will be supported.

At Hill Road, Clevedon specialist small scale shops, craft workshops, cafes and restaurants will be supported and the loss of uses outside of use class E on the street frontages will be resisted. Opportunities to increase outdoor café culture should be pursued and welcomed provided it does not hinder pedestrian access.

### Justification

The district centres provide a range of shopping and other local services to the surrounding neighbourhood areas and the objective is to maintain and where possible expand the range of local shops and services serving these neighbourhoods.

Additional large out of town retail units, should be located in retail parks.

The policy recognises that the district centres vary in character and that a flexible approach will be required to ensure that they maximise their effectiveness to the local community.

facilities, meeting places and small scale leisure may also be appropriate within these centres.

Residential and other appropriate active uses above shops or other commercial premises will be supported.

Where redevelopment or regeneration opportunities arise within local centres the needs of the local community for services, facilities and improve access by cycling and walking and other improvements to the public realm should be taken where possible.

## Policy DP25: Local centres

Within the local centres as defined on the Policies Map, proposals for new small scale retail development which is appropriate to the scale of the settlement or neighbourhood will be supported. Proposals for a net additional floorspace over 300m<sup>2</sup> will not normally be acceptable unless it can be demonstrated there is no adverse impact on the viability, vitality and character of other centres.

Proposals for other appropriately scaled town centre uses such as local services

### Justification

The primary function of these centres is for local shopping, although several, particularly in the rural areas, function as the hub for a range of community, commercial and retail functions. It is important to maintain the viability and vitality of these local centres for the communities they serve whilst ensuring any new development is appropriate to the scale of the settlement or neighbourhood it is supporting.

The proposed local centres to support the new strategic developments at Wolvershill (north of Banwell) and Yanley Lane (Woodspring golf course) are also defined in this policy given their importance to the development of these new communities. Guidelines for the new local centres at these new communities will be set out in detailed masterplans for these areas.



## Policy DP26: Primary shopping areas

The primary shopping areas of Weston-super-Mare, Clevedon, Nailsea and Portishead as defined on the Policies Map, are the preferred location for retail development falling within Class Ea) of the use class order. Other class E uses may be appropriate where they:

- Make a positive contribution to the vitality, viability and diversity of the centre;
- Contribute to local distinctiveness such as by reflecting the heritage/coastal location;
- Encourage greater footfall in the town centre in particular better linkages between the seafront/dock and primary shopping areas; and
- Extend the time frame of active uses to support the evening economy.

Other town centre uses will not normally be appropriate or supported.

### Justification

Primary shopping areas have been defined for the towns of Weston-super-Mare, Clevedon, Nailsea and Portishead. These lie within the main town centre areas and will be the focus for new retail proposals.

Within these areas proposals for retail uses (class Ea) will be particularly supported in order to maintain a focus for shopping activity and legibility for town centre users. Other commercial, business and service sector uses (other E class uses) which support the retail focus and contribute to vitality of the primary shopping area may be appropriate in some circumstances as listed in the policy criteria. Other town centre uses which may be appropriate within the wider town centre area, but which may require greater floorspace or are more appropriate to a night time economy and would potentially detract from the focus of the primary shopping area will be resisted within the primary shopping areas.

All the town centres are subject to placemaking strategies.

## Policy DP27: Retail Parks

Land at the retail parks is allocated for large scale retail uses over 500m<sup>2</sup> (gross). Within the retail parks as defined on the Policies Map, all retail proposals (E(a) uses) will be required to:

- Provide robust justification setting out their specific locational requirements for a retail park location;
- Demonstrate that the sequential approach to retail proposals (E(a) use

class) has been applied and no other suitable location is available; and

- Demonstrate, for schemes over 2,500sqm (gross) of retail floorspace, that proposals do not harm the viability and vitality of any identified town or local centre through the submission of an impact assessment.

Proposals to extend or subdivide the floorspace of an existing unit (including the addition of mezzanine floors) for additional E(a) use will be permitted provided the proposal does not result in a separate retail unit of under 500m<sup>2</sup>.

Proposals for other Class E uses in the either within an existing unit, as an extension or as an independent unit will not generally be regarded as appropriate as these should be located in the primary shopping area, district centres or local centres.

Within these areas all developments will be required to:

- Make a significant improvement to the overall built form of the area by the use of high-quality design of buildings, layout and landscaping;
- Demonstrate that a co-ordinated approach has been developed with other retailers and businesses to ensure an improved layout of buildings and



spaces including shared use of car parking and pedestrian links between buildings and the surrounding areas; and

- Improvements to the public realm are included in the proposals.

## Justification

The policy approach seeks to provide a balance between ensuring that residents have the opportunity to access a range of retailing opportunities whilst at the same time including safeguards to protect the role and function of other centres. They provide the opportunity for large scale retail units which cannot be accommodated in the primary shopping area to locate in the town and therefore not lost to other towns provided they do not have a significant impact on the primary shopping area.

## Policy DP28: Sequential approach for town centre uses

A sequential approach to town centre uses development will be applied. New proposals for town centre uses which comply with the approach will be acceptable in principle.

A sequential test will be required for retail developments as specified in the following tables.

## Retail Proposals

Size of proposal	Sequential preference and tests required		
	First priority: No Sequential Test required	Second Preference: Sequential Test required	Third Preference: Sequential Test required
Under 200m <sup>2</sup>	No sequential test or impact assessment is required		

## Retail Uses (Use Class Ea)

### Weston-Super-Mare

200m <sup>2</sup> -299m <sup>2</sup>	Primary shopping area or District Centre or Local Centre	Elsewhere within the town centre or adjacent to other centres	
300m <sup>2</sup> -499m <sup>2</sup>	Primary shopping area or District Centre	Elsewhere within the town centre or adjacent to other centres	
Over 500m <sup>2</sup>	Primary Shopping area	Defined retail parks	Elsewhere within the defined town centre

### Portishead

200m <sup>2</sup> -299m <sup>2</sup>	Primary Shopping area or local centre	Elsewhere in town centre or adjacent to local centre	
Over 300m <sup>2</sup>	Primary shopping area	Elsewhere within the town centre	

### Clevedon

200m <sup>2</sup> -499m <sup>2</sup>	Primary shopping area or district centre	Adjacent to town or district centre	
Over 500m <sup>2</sup>	Primary shopping area	Adjacent to town or district centre	Retail Park at Strode Road

### Nailsea

Over 200m <sup>2</sup>	Within Town Centre	Adjacent to the town centre	
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For the retail proposal to be acceptable the sequential test must demonstrate that there are no sequentially preferable sites available. Only for retail developments over 2,500sqm (gross), an impact assessment must be undertaken that shows that the proposal will not have a significant adverse impact on the primary shopping area, and/or town district or local centre as appropriate.

The primary shopping areas will be maintained as the focus for shopping. Additional local retail proposals of up to 300m<sup>2</sup> at the defined local centres and 500m<sup>2</sup> at the district centres will also be supported.

When considering adjacent to centre and out-of-centre proposals, preference should be given to accessible sites, which are well connected to the town centre or other centres.

### Other main town centre uses

Proposals for other main town centre uses outside of the defined centres or not on allocated sites will need to demonstrate that a sequential test has been applied, giving priority to sites within town or district centres, or failing this, sites on the edge of these centres proving that the proposal could not be accommodated within the aforementioned areas and that the proposal does not significantly impact individually or cumulatively on the vitality and viability of

existing and proposed centres and offer significant benefits.

This sequential approach should not be applied to applications for small scale rural retail or other main town centre proposals within settlement boundaries of rural settlements.

### Justification

NPPF advises that local planning authorities should apply a sequential approach to the assessment of main town centre proposals. The various spatial components of the hierarchy (primary shopping area, district centre, local centre, town centre and retail parks) are defined on the Policies Map.

The town centre and primary shopping areas at Clevedon and Nailsea are synonymous.

This policy sets out how the sequential test will be applied and when sequential and impact assessments will be required. The assessment is based on the size of the proposal.

At Portishead a two-tier sequential approach will be applied which prioritises the primary shopping area followed by the rest of the town centre area.

'Adjacent to the centre' is generally regarded to be within 300m of the boundary.

At Clevedon the following order of preference should be used when applying the sequential test for retail development:

- Within the town centre boundary
- At Hill Road district centre
- Strode Road retail park.

At Nailsea all new retail development should ideally be located within the town centre. Should it be demonstrated that no suitable site was available within the town centre boundary then sites immediately adjacent to the town centre would need to be considered as the next priority.

### Policy DP29: Control of non-mineral development

Proposals for non-mineral development close to (generally within about 500m of the boundary of) carboniferous limestone mineral working sites which are active or recently granted consent for mineral working, including ancillary activities, will not be supported where, due to their nature and location, they would be likely to impair mineral working activities of such sites, unless satisfactory mitigation measures can be identified.

### Justification

There is a risk of mineral operations being impaired (such as adversely affected or highly restricted) by





encroachment of non-minerals development, with associated implications, such as potential for noise problems etc. This might apply to building of dwellings close to them, for example.

The NPPG on minerals paragraph 018 seems to refer to buffer zones as a possible solution to such issues. However, it indicates that buffer zones would need to be based on site specific assessments. It is considered that Policy DP29 offers a more flexible and therefore better approach than designation of buffer zones. The guide distance of about 500m is considered appropriate for carboniferous limestone sites having regard to the need for blasting and other elements of working such sites.

'Recently granted consent for mineral working' would be interpreted as within five years of planning consent being granted.

## Policy DP30: Mineral working exploration, extraction and processing

In considering proposals for mineral working, including all stages, such as exploration, testing and production, extraction and processing, decommissioning, restoration and aftercare, and including on-shore oil and gas, such as hydraulic fracturing (fracking), regard will be had to the following:

- Consideration of the need for the development;
- The existence of allocated areas for mineral working such as Preferred Areas or Areas of Search;
- Evidence that the mineral resource is present at the location and that it is physically and economically practicable and environmentally acceptable to work; and
- Any potential impacts on living conditions, human health, public safety, and the natural and historic environment, including impacts concerning visual quality, landscape, biodiversity, historic assets, traffic and the local road network, water resources, contamination, land pollution, air pollution including dust, noise, vibrations, air blast, flyrock, risk of flooding, land stability, seismic activity, tip and quarry slope stability, and measures to prevent or minimise any potential problems.

Proposals should be supported by adequate evidence that the development is needed and justified, and that potential impacts have been satisfactorily investigated and addressed. Proposals must not have unacceptable impacts and should satisfactorily mitigate any adverse impacts.

This should include consideration of any cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality.

Where investigations identify a need for safeguards or mitigation appropriate conditions may be imposed, or agreements sought.

Adequate measures must be taken to ensure minimum waste of resources during extraction and processing, and that any waste material generated is used for a productive purpose where economically viable or, where this is not possible, safely disposed of.

The Council will normally require mineral working and restoration to be carried out in phases, with a view to minimising potential impacts.

A high quality of decommissioning (where relevant), restoration and satisfactory after-use of the land, for an appropriate use or uses to be agreed, will be required.

Appropriate conditions may be imposed, or agreements sought.

Restoration should be carried out, at the earliest possible opportunity, to a timescale to be agreed with the Council and completed without delay. In appropriate cases, such as at carboniferous limestone sites, there should normally be phased restoration to occur



alongside and integrated with the extraction, so that restoration is not left until extraction on the site has completed.

In the case of proposals for oil or gas development, in addition to the above requirements, the applicant should demonstrate to the satisfaction of the Council that:

- Well sites and associated facilities would be sited in the least sensitive location from which the target reservoir can be accessed, including exploration;
- A full appraisal of the oil and /or gas resource has been carried out; and
- A satisfactory development framework for the site has been produced, including justification for the number and extent of the proposed production facilities and an assessment of the proposals' economic impacts.

## Justification

NPPF paragraph 210 (f) requires local authorities to 'set out criteria or requirements to ensure that permitted and proposed operations do not have unacceptable adverse impacts on the natural and historic environment or human health, taking into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality'.

Currently minerals working in North Somerset primarily involves extraction of carboniferous limestone. However, it is appropriate to cover onshore oil and gas, including hydraulic fracturing, in the policy, since the NPPF includes oil and gas in its definition of minerals resources of local and national importance.

The criteria include the need to consider potential impacts on a number of issues including landscape, biodiversity, water resources, etc.

The Council is concerned about the potential impact of minerals sites being left unworked and unrestored for long periods and will encourage all operators to try to reduce the likelihood of this occurring. The policy stresses the need for restoration to be carried out in the shortest possible time, at the earliest opportunity, to a timescale to be agreed with the Council.

The policy includes a need criterion. The Council will have regard to factors such as the landbank for crushed rock, land allocations and the deliverability of existing permitted reserves, in considering the need issue for planning applications. The Local Plan includes some allocated areas for mineral working, notably to facilitate extensions to existing quarries; (see policies LP15 and LP16). The Council will monitor the landbank annually and aim to maintain a ten-year landbank, as indicated in policy SP12.

Oil and gas development, including hydraulic fracturing, is subject to a very robust system of

regulation, of which the requirement for planning permission from the local authority is only one part. The regulation system covers a wide range of issues such as the potential impacts listed in the policy.

The regulation system includes (for on-shore development) the requirement for the would-be operator to secure a Petroleum Licence (PL) from the government (Department of Energy and Climate Change), as the first stage in a multi-stage process. The PLs give exclusive rights for exploration and extraction of oil and gas resources to the licence holder within a defined area. However, PLs do not give consent to drill or undertake any other form of operations.

In order to drill an onshore oil or gas well (including exploration wells), in addition to a PL, potential operators need planning permission from the local authority, for which the Environment Agency is likely to be consulted

The Environment Agency also has a regulatory role regarding the issue of appropriate permits, and the Health and Safety Executive (HSE) are responsible for enforcing legislation on well design and construction. The Council will need to seek advice from those bodies that such issues can or will be adequately addressed before granting planning consent. Final development consent for drilling a well is required from DECC, once other permissions and approvals are in place.



## Historic and Natural Environment

### Policy DP31: Green Infrastructure

New development must make adequate provision for green infrastructure including the enhancement of existing provision where appropriate. The scale and extent required will depend on the nature of the development and the existing quantity and quality of provision in the locality. For example, requirements will be higher for large-scale proposals of 10 dwellings or more, particularly where there is a lack of green infrastructure, or there are opportunities to create or improve green infrastructure networks.

Green infrastructure should be of high quality, well designed and accessible and reflect the strategic green infrastructure corridors, key green infrastructure assets, and the Nature Recovery Network.

Proposals will, where appropriate, ensure that green infrastructure:

- Is multi-functional;
- Integrates sustainable drainage infrastructure;
- Is part of a connected green and/or blue infrastructure network;

- Retains and incorporates important wildlife or heritage features;
  - Maximises the opportunity to respond to climate change and meet biodiversity net gain requirements;
  - Is designed to enable the community to actively use it for formal and informal sport, recreation and play, and as an outdoor education resource; and
  - Is located and designed to promote and enhance place making, community cohesion, local diversity and distinctiveness.
- Where it is not possible, practical or desirable for green infrastructure provision or enhancement to be made on site, then adequate measures for off-site provision will be made, which may involve formal agreements and financial contributions.
- Provision for maintenance of green infrastructure, including play facilities within it, will also be required, such as commuted sums if it is to be adopted by North Somerset Council.

#### Justification

The NPPF defines Green Infrastructure (GI) as ‘a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental,

economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.’

The National Planning Policy Guidance (NPPG) states that GI is a natural capital asset providing multiple benefits including enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk (Natural environment section paragraph 005).

GI has value in helping mitigate against climate change, (NPPF paragraph 154) and air quality, (paragraph 186). Conservation and enhancement of GI is advocated in the NPPF paragraphs 20 and 175, and provision of safe and accessible green infrastructure in paragraph 92 (c).

The NPPG refers to the need for early consideration of GI provision in development management, including securing and funding of GI, its sustainable management and maintenance, perhaps through planning conditions, obligations or CIL.

The **North Somerset Climate Emergency Strategic Action Plan** identifies the need to replenish carbon stores in the district. GI is relevant since it involves providing and maintaining areas of vegetation and trees. The Action Plan refers to the need to develop and implement the **North Somerset Council Green Infrastructure Strategy** (GIS)

The GIS objectives include ‘improved and better-connected ecological networks: protect, enhance



## Policy DP32: Nature conservation

Development proposals must take account of their impact on local biodiversity and identify appropriate mitigation measures to safeguard or enhance attributes of ecological importance. Where appropriate, proposals should seek to conserve the local natural environment by retaining, protecting, enhancing and linking existing wildlife habitats; by incorporating retained habitats sensitively into the development through appropriate design; and by ensuring that such retained and enhanced habitats are managed appropriately. Where necessary, longer term management will be achieved through suitable planning conditions.

### Sites of international and national importance

Development which would have an adverse impact on identified sites of international importance (which include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites) will not be permitted.

A Bat Consultation Zone for the North Somerset and Mendip Bats SAC identifies bands within which differing requirements apply, notably for bat surveys, and is defined on the Policies Map.

and expand coherent, thriving and resilient ecological networks that deliver net gains in biodiversity and ecosystem services, including the creation of bigger, better, more and joined-up woodland, grassland and wetland habitats to achieve the ambitions of the West of England Nature Recovery Network’.

The GIS identifies indicative strategic GI in the district such as key GI assets and corridors and opportunities for improving GI within that strategic network, (though other opportunities for doing this elsewhere may exist).

The key GI assets and corridors are based on underlying GI asset mapping, and partly reflect the **WENP Nature Recovery Network (NRN)**. The NRN includes a West of England map, showing existing broad woodland, grassland and water habitats, the woodland, grassland and water strategic networks which could be enhanced, and specific locations where there are opportunities to improve these types of habitats regarding connectivity etc.

The GIS (page 53) states that ‘planning and development can positively contribute to the strategic GI network through developer contributions (planning obligations); provision of Suitable Alternative Natural Greenspace (SANG); biodiversity net gain; carbon offsetting and nitrate/phosphate offsetting.

Policy DP31 requires new development to provide for

GI, taking account of its nature and scale. Even small scale developments could enhance GI by including green open space with trees, perhaps safe blue infrastructure such as shallow ponds, as part of sustainable drainage systems. They could also include natural solutions such as green roofs covered with vegetation, which provide sound and heat insulation for buildings, and absorb rainwater, so reducing flood risk.

There is greater scope for larger developments of 10 dwellings or more, which will need to make provision for multifunctional GI which respects and enhances the character and distinctiveness of the area. This will be particularly important if the site affects the strategic GI network identified in the GIS, such as strategic GI corridors. Measures could involve retaining, enhancing and linking habitats on and off the application site, having regard to the GIS and Nature Recovery Network. They could include providing or improving the quality of accessible open space, (such as playing fields) and providing sustainable drainage systems which manage water quantity and quality, and also provide amenity and biodiversity value where possible.

Developers should have regard to GI requirements set out in masterplans and design codes.

GI may be located within strategic gaps between settlements where it can help to contribute to the separate identity and landscape setting of the settlements.



The Severn Estuary SAC, SPA and Ramsar site is defined on the Policies Map. Any proposals that could affect the sensitive bird species and other habitats and species of the Estuary will need to carry out adequate surveys and assessments of the cumulative, in-combination and offsite impacts (such as drainage, disturbance, runoff and impacts on managed realignment) of the scheme. Development within or in proximity to a Site of Special Scientific Interest (SSSI) or National Nature Reserve that is likely to have a direct or indirect adverse effect on its biodiversity or geological interest would not normally be permitted.

## Local Nature Reserves and Local Sites

Development will not normally be permitted which would result in the loss in extent or otherwise have a significant adverse effect on Local Nature Reserves or Local Sites (locally designated Wildlife Sites and Geological Sites), unless the harm can be mitigated by appropriate measures.

## Legally Protected Species and Habitats and Species of Principal Importance in England – Priority Habitats and Species

Development which could harm, directly or indirectly, species which are legally protected, or species and habitats that have been

identified as Species or Habitats of Principal Importance in England (also known as Section 41 or 'Priority' species and habitats) will not be permitted unless the harm can be avoided or mitigated by appropriate measures. Development proposals should ensure that, where appropriate, provision is made for:

- Any lighting scheme to avoid adverse impacts on light-averse wildlife;
- Retention of native woodland, native trees (to include veteran trees), native hedgerows, watercourses, ponds, rhynes, other wetland habitats such as reedbeds, botanically diverse grasslands, traditional orchards, geological features, and other major natural features, habitats or wildlife corridors and buffers, and their protection during construction work;
- Protection of ecosystem resources including measures to ensure no detriment to water quality;
- Compensatory provision, within the site itself, or immediate vicinity if practicable, of at least equivalent biodiversity value, where the loss of habitats or features of importance to wild flora and fauna is unavoidable;
- Incorporation of habitat features of value to wildlife within the development

and building design, including those which meet the needs of local species (such as provision of nesting features for swifts, swallows, house sparrows, bats);

- Appropriate long term management of retained and newly created features of importance to wildlife;
- Provision of monitoring of key species to evaluate impact of site management;
- Planting of locally appropriate native species of local origin wherever possible; and
- Measures to link habitats within the development and also that link into adjoining wildlife corridor networks.

## Ecological mitigation measures provided within the development

Where development proposals may impact legally protected and notable species and habitats, they will need to be accompanied by an up-to-date ecological survey assessment as part of the submitted application. This will include:

- Site context information provided by a local records data search of designated sites, legally protected and notable species in proximity;
- A description of the biodiversity interest of the site, to include current land use



and including, where applicable, regard for any Strategic Nature Areas;

- The nature and extent of the impact on legally protected species and habitats, Section 41 species and habitats, or other notable species, of the proposed development or change of use of land, and the measures that may be needed to avoid, mitigate or, as a last resort, compensate the identified impacts;
- The steps to be taken to retain, protect, enhance, link and, where appropriate, create and manage the biodiversity interest over the longer term and which may include monitoring; and
- Where necessary effective lighting design to avoid artificial light spill to wildlife habitats/corridors to avoid impacts on light-averse wildlife.

## Justification

North Somerset contains four sites of European importance, designated as Special Areas of Conservation (SACs). These are the North Somerset and Mendip Bats SAC, Mendip Limestone Grasslands SAC, Avon Gorge Woodlands SAC and the Severn Estuary SAC. The Severn Estuary is also designated as a Special Protection Area (SPA), due to the internationally important assemblages of overwintering/wading birds that it supports and is

also designated as a Ramsar site, as it is an internationally important wetland.

The council's North Somerset and Mendip Bats SAC Guidance on Development Supplementary Planning Document (SPD) explains how development activities can impact the SAC and the steps required to avoid or mitigate any impacts. A Bat Consultation Zone around maternity and hibernation horseshoe bat roosts identifies bands within which differing requirements apply, notably for bat surveys.

It is important to protect greater and lesser horseshoe bat navigation and foraging habitats (including key habitats for insect prey such as cattle grazed pastures and wetlands). This will help ensure that roosts continue to be viable and maintained in 'favourable condition' and that populations of horseshoe bats are maintained. Horseshoe bats are known to be light sensitive requiring unlit, intrinsically dark navigation routes and foraging habitats.

Any proposals with potential to directly or indirectly impact on a European site/SSSI will be subject to consultation with the government's statutory nature conservation body, Natural England.

There are statutory controls relating to biodiversity. For example, Habitats Regulation Assessment may be required under the Conservation of Habitats and Species Regulations 2010, which relate to Articles 6(3) and (4) of the Habitats Directive, where a planning application could impact on the integrity of a European Site such as SPAs, SACs and Ramsar sites.

North Somerset also supports other European protected species that are rare or declining across Europe, notably hazel dormouse, otter, a wide diversity of bat species and great crested newt.

The overall aim is to contribute to the international and national objective to halt loss of biodiversity, by the protection and creation of key habitats and the maintenance of linked, coherent ecological networks, so that populations of species are not isolated and thereby made vulnerable to local extinction.

Important ecological networks within North Somerset include the network of rhynes (wet ditches and their associated banks and marginal habitats) locally characteristic of the North Somerset Levels and Moors landscape, and which link to other key local wetland habitats such as reedbeds and wet woodlands (alder and willow), and to the watercourse networks/ catchments of the district and adjoining areas. Such networks are important for species such as otter, water vole and kingfisher.

On higher ground, notably on the limestone ridges, there are extensive networks of tall native hedgerows and tree lines, which are significant in providing key habitat links between woodlands for woodland species such as dormouse, as well as providing navigation routes for bats from breeding and hibernation roosts to insect rich foraging habitats.

It is essential that key habitats are linked to allow migration and interbreeding of populations of local key species. Linear corridors of taller grassland and



herbaceous vegetation (provided by road verge networks, cycle routes, public rights of way routes) are also important wildlife corridors for migration and dispersal. These locally characteristic habitats have contributed to the continued presence of rare species within North Somerset and need to be protected if this area is to continue to be a significant stronghold for many of these species.

Retained and enhanced habitats will ensure the continued functionality of essential ecosystem services, such as flood storage, flood attenuation and crop pollination (provided by local populations of insect pollinators).

## Policy DP33: Biodiversity Net Gain

Development (except exempt development) must demonstrate at least a 10% net gain for biodiversity, accounted for in a biodiversity net gain (BNG) plan.

Where BNG is to be delivered the biodiversity net gain plan is likely to include a management plan, particularly for larger developments, setting out how habitats will be managed and monitored, with funding and reporting for a minimum of 30 years. Legal agreements are likely to be necessary, particularly where BNG is to be delivered through an offsetting scheme.

### Justification

Biodiversity Net Gain (BNG) 'is the achievement of measurable gains for biodiversity through new development and occurs when a development leaves biodiversity in a better state than before development' (WoE BNG Guidance). It requires developers to demonstrate an increase in biodiversity value compared to the pre-development baseline. The Environment Act 2021 introduced a statutory requirement for most development to deliver 10% biodiversity net gain.

The NPPF paragraph 174 states that planning policies and decisions 'should contribute to and enhance the natural and local environment by...(d)minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'.

Biodiversity net gain and enhancement of ecological networks also complies with the Council's Green Infrastructure Strategy, which includes the objective of 'improved and better-connected ecological networks: protect, enhance and expand coherent, thriving and resilient ecological networks that deliver net gains in biodiversity and ecosystem services'.

The exceptions (for which a BNG assessment is **not** needed) are:

- Permitted Development as defined in The Town and Country Planning (General Permitted Development) (England) Order 2015).

- Householder applications as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010.

BNG assessments and their outcomes will be a material consideration in planning applications. There will be grounds for refusing planning applications when a development cannot demonstrate BNG.

Biodiversity net gain is calculated by deducting the pre-development biodiversity value (the baseline) of land affected, from the predicted post-development biodiversity value,

Sufficient new habitat or habitat enhancement should be created, on or off site, to result in a 10% gain. BNG can be achieved in various ways, and might include planting hedgerows or trees along existing public rights of way, as green corridors, for example.

DEFRA and Natural England produced a Biodiversity Metric 3.0 and this, (or any subsequent version) should provide a suitable methodology for the calculation. The calculation and BNG assessment must be set out in a biodiversity net gain plan, including data and maps, preferably completed by a suitably qualified ecologist, accompanying the planning application. The assessment will be checked by the Council's ecologists or its appointed representatives. This should aid collation and reporting of overall biodiversity change in North Somerset.



Developers should liaise with the Council on requirements. It is likely that the Council will prepare a Supplementary Planning Document (SPD) on BNG, setting out more detailed guidance.

The pre-development biodiversity (baseline) value of a habitat on a site is calculated at the time of the planning application submission. It takes account of the type of habitat, its distinctiveness and condition, strategic location, (perhaps within an area identified for biodiversity enhancement in a Local Plan or Nature Recovery Network), and degree of connectivity.

Similar factors are considered for calculating the post development value, but with allowances for risks regarding difficulty, uncertainty etc. involved in creating new habitat and achieving net gain.

The Environment Act (Schedule 14) allows planning authorities to ascertain a site's habitats and their condition on 30th January 2020 (when the Bill entered Parliament). They could use aerial imagery or data sets from that time. They can thus recognise any habitat degradation, such as clearance of a site, which has occurred since then, and take the earlier(pre-degradation) habitat state as the baseline value.

When offset sites are used for BNG, (where some or all of the BNG is provided off the development site itself) the calculation will need to consider the existing biodiversity value of the offset site.

Loss of most priority habitat is expressly 'unacceptable' in the metric and bespoke

compensation for the loss of priority habitat is likely to be required. Any planning permission granted will require the developer to provide a mechanism, to deliver the BNG, via planning conditions or planning agreements.

Developers must secure adequate funding and management for the creation and/or enhancement of habitats needed to deliver BNG. Particularly for larger developments the BNG assessment may need to include a management plan detailing this over the long term. Post-development monitoring may be required (likely for high /moderate distinctiveness habitat).

Typically for larger developments the developer can nominate a delivery agent to deliver the habitats required for BNG, which might be the Council or a management company to provide/manage the habitat or habitat bank. This funding/management will cover a minimum of 30 years of management, with costs paid directly to the delivery agent.

## Policy DP34: Trees and Woodlands

Development proposals affecting existing trees must demonstrate that:

- Trees have been considered throughout the design and development process, including the retention, protection and enhancement of tree canopy cover;

- The short and longer-term impacts that the development may have on existing trees has been evaluated;
- The long-term retention of appropriate trees is realistic. The future growth of tree canopy and roots should be fully accounted for when designing:
  - the location, spacing and orientation of buildings, gardens and green spaces;
  - the location of underground services;
  - the relative positions of trees and windows for light;
  - specific issues relating to tree species (such as aphid honeydew, fruit drop, density of canopy, leaves and needles);
  - future management requirements and accessibility.
- High quality physical protection of retained trees is provided;
- The engineering requirements to accommodate existing trees and future tree growth in relation to building foundation design can be complied with;
- Plans are provided for the management of wooded areas that balances the





protection and enhancement of biodiversity with increased opportunities for recreation and play; and

- Ancient woodland and veteran/ancient trees are protected.

Development proposals involving new tree planting must demonstrate that:

- Appropriate new tree planting and woodland creation is provided as an integral part of the design and landscaping of new developments, using native species of local origin wherever possible;
- Provision is made for new large-growing street and open space trees that are planted in high-quality tree pit designs, which maximise tree health and minimise future maintenance of the street surface;
- The engineering requirements to accommodate tree planting and future tree growth in relation to building foundation design are complied with;
- The equivalent of a minimum of one tree per dwelling is planted, to be located in gardens where practical;
- For major developments the opportunity for community orchard planting is created;

- An initial tree maintenance specification has been identified for new trees to ensure they thrive and grow to healthy maturity;
- In exceptional circumstances where loss is unavoidable and fully justified, a suitable compensation strategy for replacement of trees, hedgerows, or to rectify damage (direct or indirect) to woodland is identified;
- Proposals for off-site provision is made where tree planting is not appropriate or practical on site; and
- All new residential development proposals include street tree planting into every street, using suitable species planted at intervals appropriate for the site.

The Council will use Tree Preservation Orders where appropriate to protect newly planted trees.

### Justification

This policy covers both protection of existing trees and woodland, and new planting. Proposed developments will be expected to demonstrate that they adhere to the procedures and principles set out in British Standard 5837 (Trees in relation to design, demolition and construction – Recommendations).

Where the loss of trees is unavoidable to allow for appropriate development, a suitable number and species of replacement trees should be provided, to compensate for the loss in canopy cover. The loss of trees on any proposed site that has occurred 24 months prior to an application being submitted will require compensatory planting in addition to other planting requirements.

The number of trees required to compensate for loss of existing trees depends upon the size of the trees to be lost. This is set out in the following table:

Trunk Diameter of Tree lost to development (cm measured at 1.5 metres above ground level)	Number of Replacement Trees
Less than 15	0 - 1
15 - 19.9	1
20 - 29.9	2
30 - 39.9	3
40 - 49.9	4
50 - 59.9	5
60 - 69.9	6
70 - 79.9	7
80 +	8

More detailed guidance on trees and development will be set out in supplementary guidance.



## Policy DP35: Landscape

The character, sense of place, distinctiveness, and diversity of North Somerset's landscape and townscape will be protected and enhanced by the sensitive design and management of development.

New development must retain and enhance the separate identities of towns and villages and particular attention will be given to aspects of the historic environment which contribute to the distinctive character of North Somerset, such as the Victorian townscapes and seafronts in Weston and Clevedon.

All development proposals should:

- Not have an unacceptable adverse impact on the landscape character of the district and particularly that of the detailed landscape character areas;
- Respond to the distinctive qualities of the landscape including the nationally registered and unregistered Historic Parks and Gardens;
- Be carefully integrated into the natural, built and historic environment, aiming to establish a strong sense of place, respond to local character, and reflect the identity of local surroundings, whilst minimising landscape impact;

- Respect the tranquillity of an area;
- Include appropriate landscaping and boundary treatments as part of development proposals;
- Conserve and enhance natural or semi-natural vegetation characteristic of the area;
- Respect the character of the historic landscape including features such as field patterns, watercourses, drainage ditches, stone walls and hedgerows; and
- Where outdoor lighting is proposed adopt a lighting scheme which minimises obtrusive light, particularly where dark skies are an important feature of the area.

Where some harm to the local landscape character is unavoidable, but a development is otherwise deemed beneficial, then positive mitigation measures should be secured by a landscape condition or planning agreement involving works on or off-site as necessary.

### Justification

The policy recognises the importance of North Somerset's landscape, and the need to protect and enhance its diversity, distinctiveness and quality.

The landscape of North Somerset is highly varied, containing within it sections of four of the Countryside

Agency/English Nature's National Character Areas (Bristol, Avon Valleys and Ridges; Severn and Avon Vales; Mendip Hills; Somerset Levels and Moors). These give a broad indication of the landscapes of the district which range from the carboniferous limestone uplands of the Mendips to the level, wet pasturelands of the levels and moors.

At a more detailed level the district's landscape character is described in the Landscape Character Assessment Supplementary Planning Document which was adopted in 2018. It shows that North Somerset is characterised by a diversity of landscapes represented by the following 11 landscape types, (which are broken down into 31 landscape character areas):

- Moors;
- River floodplain;
- Settled coastal edge;
- Limestone gorges;
- Limestone ridges and combes;
- Sandstone uplands;
- Settled limestone plateau;
- Settled hills;
- Rolling valley farmland;
- Farmed coal measures;
- Inter-tidal bays.

The policy is intended to ensure that development does not adversely affect landscape character. Development should contribute to the creation of places and spaces which are attractive, respect and enhance the particular local character of the



landscape and are designed with the needs of people in mind.

When considering development proposals, the Council will take account of the character of the landscape and will resist development that would have an unacceptable adverse impact on the landscape character or quality of the area in which it is sited.

Within urban areas, townscapes are potentially affected by development proposals which can impact on the character of the area. The amount, type and quality of landscaping such as boundary treatments, can make a significant difference, as can provision of green space in the form of gardens. Similarly, in public areas, parks, public gardens and street trees make a potential contribution to the environment and quality of life. Therefore, development proposals, particularly residential intensification through the use of garden land ('garden grabbing') must be carefully assessed against the harm they may cause to the character of the local environment.

In all cases where development is permitted, the Council will ensure new development is of high quality design and that, where applicable, landscape features are incorporated as part of such schemes.

Proposals that improve the quality of the North Somerset landscape by carrying out tree planting or other enhancement works will be encouraged.

NPPF paragraph 185 states that planning policies and decisions should aim to 'identify and protect areas of tranquillity which have remained relatively undisturbed

by noise and are prized for their recreational and amenity value for this reason'. Tranquillity can be defined as areas which have an absence of buildings and human presence, for example an absence of noise and visual intrusion from major infrastructure such as motorways and A roads, urban areas and airports.

The policy also refers to adopting outdoor lighting which minimises obtrusive light particularly where dark skies are an important feature of the area.

Where required the applicant should set out in any supporting documents such as the Design and Access Statement, that regard has been taken of the local landscape and how this has been incorporated into a final design solution. This may need to be supported by photomontages or similar visuals. Where relevant it should cover the impact on the tranquillity of an area, and an assessment of whether the proposal would result in light pollution.

## Policy DP36: Green spaces not designated as Local Green Space

Within settlement boundaries development proposals affecting undesignated green spaces will be acceptable provided they do not have a detrimental impact on green infrastructure by adversely affecting spaces which make a worthwhile contribution to amenity and/or the townscape, character, setting, visual attractiveness of the settlement.

## Justification

This policy will apply to areas of both public and private undesignated green space (those not defined as Local Green Space) within settlements with defined settlement limits, which are considered nevertheless to be of value in making a worthwhile contribution to the townscape, character, setting and visual attractiveness of the settlement.

Protection of such green spaces is consistent with the NPPF, particularly as they often make an important contribution to the network of green infrastructure within settlements.

Townscape is a term embracing a number of factors, such as the importance of green space in the street scene, in breaking up and adding variety within the urban fabric and in enhancing the setting of buildings and other features.

## Policy DP37: Mendip Hills AONB

Development proposals affecting the Mendip Hills Area of Outstanding Natural Beauty (AONB) must conserve and enhance its landscape and scenic beauty and enhance its wildlife and cultural heritage, taking into account the economic and social well-being of the area.

Major development will not be permitted other than in exceptional circumstances, and



where it can be demonstrated that the development is in the public interest.

Development which would have an adverse impact on the landscape, setting and scenic beauty of the Mendip Hills AONB, including views into and out of the AONB, will not be permitted unless in exceptional circumstances and where it can be demonstrated that it is in the public interest. All development will be controlled, through the use of planning conditions, to ensure it would minimise any detrimental effect to the natural beauty of the AONB.

Proposals which meet the economic needs of local communities and meet demand for recreation will still need to be consistent with the conservation of that natural beauty.

Particular attention will be given to the siting, scale, size, character, design, materials and landscaping of the proposed development, views to and from the AONB, as well as conservation of wildlife and cultural heritage.

Outdoor lighting schemes will not be permitted in the AONB unless it has been demonstrated that there will be no adverse impact from obtrusive light. Particular care will be taken in those parts of the AONB where dark skies are an important feature of the area. The impact of indoor lighting such as roof lights and large windows will also be considered.

Any planning development being considered within the AONB should also have regard for the public rights of way network.

Wherever possible new roads and major infrastructure proposals should be kept away from the AONB and, where they would be likely to affect it, proposals should demonstrate the need for development and that the siting and design would do as little damage to the environment as practicable.

### Justification

Areas of Outstanding Natural Beauty (AONBs) are areas of fine landscape quality, of such great variety in character and extent that there is a national interest in protecting them. The primary objective of designation is conservation of the natural beauty of the landscape. The National Planning Policy Framework states that 'great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and AONBs, which have the highest status of protection in relation to these issues' (paragraph 176).

The Mendip Hills AONB, designated in 1972, covers 206 sq km, and is divided between the administrative areas of North Somerset, Bath and North East Somerset, Mendip and Sedgemoor. AONB designation confers few additional powers on local authorities. However, application of this policy should help to protect and where possible enhance the

landscape and natural beauty of the Mendip Hills AONB.

The council has had regard to the Mendip Hills AONB Management Plan and Delivery Plan 2019-2024, in preparing the policy. That is consistent with the National Planning Practice Guidance.

### Policy DP38: Built Heritage

Development proposals affecting Conservation Areas and listed buildings must demonstrate that:

- Existing buildings, features, hard and soft landscape that contribute to their special character have been retained;
- New development will not cause harm to the existing character and appearance of the Conservation Area and wherever possible positively enhance it;
- New development affecting the setting of a Conservation Area or listed building preserves those elements of the setting that make a positive contribution and, where possible, better reveals the significance of the conservation area or listed building;



- Past unsympathetic development whether previously authorised or not has been removed or the harm caused repaired;
- Development conforms to published guidance as set out within Conservation Area Character Appraisals and Management Plans; and
- Any changes made to listed buildings, inside and out, and to their curtilage, respect their architectural significance, historic features, and context.

Development will be expected to preserve and where appropriate enhance the character, appearance and special interest of Conservation Areas and listed buildings and their settings.

Applicants should provide the Council with sufficient information to enable an assessment to be made of the impact of the proposals on the special architectural or historic interest of the Conservation Area and/or listed building and their setting. A Heritage Statement will be required to accompany all planning applications.

Where a building is identified to be at risk the Council will seek to secure the protection of the building to prevent its continued deterioration, such as through the use of enforcement powers to protect the building.

## Justification

There are 32 Conservation Areas in North Somerset, the aim of which is to protect local distinctiveness. There are also 1,077 listed buildings, designated for their architectural and historic interest.

Before considering proposals involving new buildings or redevelopment involving demolition within Conservation Areas or to listed buildings, the Council will request that detailed plans and elevations showing the effect of the proposed development on the setting of the site, for example adjacent buildings, walls, trees and other important features, are provided in support. Applicants will be expected to justify their proposals and show why works, which would affect the character of the conservation area or listed building, are desirable or necessary.

Proposals for change of use within conservation areas will be permitted where they are consistent with maintaining their viability, character or appearance.

This policy is designed to safeguard conservation areas from inappropriate development or change that may be detrimental and to encourage development that can make a positive contribution to the preservation or enhancement of these areas.

Permission for the demolition or redevelopment of a building of individual merit or group value will be exceptional. The implementation of any consent for demolition will only be granted where there is clear and convincing evidence that all reasonable efforts have been made to retain existing uses or introduce

new viable uses and following the letting of a contract for approved redevelopment.

Proposals for demolition, or for significant undergrounding of services, must also comply with Policy DP39: Archaeology & Non-Designated Heritage Assets in relation to archaeological assessment and/or recording of the building or structure.

## Policy DP39: Archaeology and non-designated heritage assets

### Archaeology

Archaeological interests will be fully considered when determining planning applications, including potential impact on Scheduled Monuments and their setting.

Where an initial assessment indicates that a proposed development includes or has the potential to include archaeological interest, the Council will seek an archaeological desk-based assessment and/or field evaluation.

Development proposals that would affect archaeological remains will be expected to demonstrate, by a thorough understanding of the significance of the asset, how any change proposed would preserve and, where appropriate, enhance their significance.



The field evaluation will establish the extent and significance of the remains and the potential harm of the proposals to that significance before the planning application is determined.

Significant archaeological remains will require preservation as archaeological excavation means the total destruction of evidence, apart from removable artefacts. Applicants will be required to modify their proposal to take account of the archaeological remains, for example by using foundations which avoid disturbing the remains or by the careful siting of landscaped or open areas.

In cases where the Council decides that it is not necessary to preserve archaeological remains, developers will be required to make appropriate and satisfactory provision for the excavation and recording of the remains before development commences, which may be attached as conditions if planning permission is granted.

Where archaeological assets are considered to be at risk, the Council will seek to secure their protection to prevent continued deterioration.

## Non-Designated Heritage Assets and Local Heritage List

Proposals affecting non-designated heritage assets, must consider their significance and

whether they warrant protection, where possible, from removal or inappropriate change, including harm to their setting.

The Council will require a heritage impact assessment to accompany planning applications which have the potential to harm a non-designated heritage asset and/or its setting.

## Justification

Scheduled Monuments are designated for their nationally important archaeology. There are 68 Scheduled Monuments in North Somerset, ranging from prehistoric burial monuments and hillforts to post-medieval collieries.

Archaeological remains can be both above and below ground and can include buildings, landscapes and sites, as well as other types of heritage assets.

Early consultation with the Council's archaeologist will aid in mitigating potential harm to archaeology and impact on delivery of development proposals.

The National Planning Policy Framework planning practice guidance describes non-designated heritage assets as 'buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets'.

Heritage assets, whether designated or not, are an irreplaceable resource. Of all the heritage assets in North Somerset, the majority are not protected by statutory legislation, and are therefore known as 'non-designated heritage assets'. There are many non-designated heritage assets recorded within the North Somerset Historic Environment Record, comprising archaeological sites, findspots and buildings of local and regional significance.

North Somerset Council also has a Local Heritage List which enables local communities to celebrate the unique history that can make an area special. All assets on this list are material considerations in the planning process. Assets are added to the list when they meet the following criteria:

- Aesthetic (designed and casual - the visual elements of an asset).
- Communal (commemorative or social - the meaning of a place, and people relate to it through experience or memory).
- Historical (associative or illustrative – how a place in the present can connect us to past people, events).
- Evidential (the potential of a place to provide evidence about past human activity)

Not all sites of national importance have been designated and the Council will seek to protect both designated and non-designated sites of national importance and their settings.



## Policy DP40: Historic Parks and Gardens

Development will be expected to preserve the design, character, appearance and setting of North Somerset's historic parks and gardens (both registered and unregistered) to safeguard their significance including those features which form an integral part of their special character or appearance.

Applicants should provide the Council with sufficient information to enable an assessment to be made of the impact of the proposals on the historic park and garden, and their setting. A Heritage Statement will be required to accompany all planning applications.

### Justification

The main purpose of designation of historic parks and gardens is to celebrate designed landscapes of note and encourage appropriate protection. There are 8 Registered Historic Parks & Gardens in North Somerset, and 58 unregistered Parks and Gardens.

Historic Parks and Gardens are an important part of North Somerset's heritage. They may illustrate some aspect of the park or garden's history or of the history of gardening or horticulture, have an association with a particular person or event or form the setting for a building of historic interest. They are important in historical and landscape terms.

Historic England has compiled a Register of Parks and Gardens of Special Historic Interest in England with the intention that public knowledge of their existence will help protect them from development pressures. No additional planning controls apply to parks and gardens in the register nor are existing planning or listed building controls affected.

Historic Parks and Gardens are often under threat of unsympathetic development or other activities and the Council will resist proposals that would destroy or harm the character or appearance of these sites, including their setting.

## Policy DP41: Coastal erosion and marine management

Proposals should avoid areas at risk from coastal erosion with reference to national mapping, and ensure they are compatible with the appropriate Shoreline Management Plan. Proposals close to cliff edges or existing coastal defences will be required to undertake a risk assessment.

Applications for new car parking provision (public or privately owned which are available for wider public use) located within 1 km boundary of a designated coastal or marine site or new access points direct into the estuary such as slipways or jetties will

need to demonstrate that they will not result in an increase in activity likely to have a significant effect upon a European site whether on their own, or in combination with other uses. Such proposals need to be subject to a project level Habitats Regulation Assessment.

### Justification

The North Somerset Coast is part of the Severn Estuary, it is a designated Special Area of Conservation, a Ramsar Site, a Special Protection Area, and a Site of Special Scientific Interest. Over wintering birds use the estuary extensively and are sensitive to disturbance by recreational activities on the coast. As a relevant authority, North Somerset Council must ensure that development proposals do not have an adverse impact on designated sites.

England's coast is managed by Coastal Groups with members mainly from local councils and the Environment Agency and develop Shoreline Management Plans (SMPs). They identify the most sustainable approach to managing the flood and coastal erosion risks to the coastline in the:

- Short-term (0 to 20 years).
- Medium term (20 to 50 years).
- Long term (50 to 100 years).

North Somerset's coast is covered by two SMPs, The Severn Estuary SMP and the North Devon and Somerset SMP. These identify areas of potential



coastal erosion and change and have policies for how that change will be managed over 100 years. North Somerset has two areas of anticipated coastal change that will result in the managed realignment of sea defences. These are Weston Beach to Uphill and Clevedon to Woodspring Bay.

## Life Prospects

### Policy DP42: Affordable housing (including rural exception schemes)

The affordable housing target for North Somerset 2023-2038 will be 4,802 dwellings.

Affordable housing provision will be expected to be met on site unless off-site provision or an appropriate financial contribution can be robustly justified and the agreed approach contributes to the creation of mixed and balanced communities.

Affordable housing provision will be sought to meet local needs on all developments of 10 dwellings or more (or on sites of 0.5 hectare or above), and 5 dwellings or more within the Area of Outstanding Natural Beauty.

The Council will seek a minimum 40% affordable housing from eligible

developments. A minimum of 25% of all affordable housing units secured through developer contributions should be First Homes. The remaining affordable housing will be provided as 90% social rented and 10% shared ownership.

The precise size and type of affordable housing to be provided on individual sites will be determined through negotiation, guided by the Local Housing Needs Assessment, data from the housing needs register, and local housing needs surveys. Where a site is unable to deliver the affordable housing required by the policy, it will be subject to detailed financial viability assessment.

Proposals for rural exceptions schemes for 100% affordable housing to meet local needs will be supported where:

- The development meets an identified local need demonstrated by an up-to-date needs survey or other evidence;
- The development is supported or initiated by the local community;
- The site search has followed a sequential approach with priority given to sites within settlement boundaries, sustainability principles, and avoiding sensitive locations;
- The scale of development is appropriate for the location; and

- The affordable housing is provided in perpetuity.

### Justification

Affordable housing is defined as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers) and which complies with one or more of the following definitions:

- Affordable housing for rent.
- Starter homes.
- Discounted market sales housing.
- Other affordable routes to home ownership.

The West of England Local Housing Needs Assessment (ORS June 2021) provides the evidence for North Somerset relating to the plan period 2023-2038. The figures are 2020 based and the study will need to be refreshed as the government's housing need calculation is adjusted on an annual basis.

In 2020 the standard method calculation identified a minimum local housing need figure of 20,475 over the plan period (this reduced to 20,085 in 2021). The population projected need identified in the study was 13,295 dwellings. This means that the minimum housing need figure in effect provides 7,180 dwellings for additional inward migration.

The components of need are summarised as follows:





	Affordable housing need		Total affordable housing	Total market housing	Total housing	
	Unable to afford market rent					
	Social rent	Affordable rent	Affordable home ownership			
Local housing need	2,445	925	1,553	4,923	15,551	20,475
% local housing need	11.9%	4.5%	7.6%	24.0%	76.0%	100%
% total affordable	49.7%	18.8%	31.5%	100%	-	-

Based on the evidence provided by the LHNA the Council will seek affordable housing contributions of 40% from development sites. This is expected to address current affordable housing need (1151 dwellings) and housing needs expected over the plan period (2,203 dwellings).

The threshold for contributions is taken from government guidance in relation to ‘major development’ of 10 or more dwellings or site areas of 0.5ha or more. Within designated rural areas the Council may set a lower threshold of 5 units or fewer. Within North Somerset this relates to the Mendip Hills Area of Outstanding Natural Beauty where there are affordability issues, very few larger development opportunities. Within this area the threshold will be 5 dwellings.

All sites will be subject to a viability assessment. This analysis will take into consideration existing use values, as well as other site-specific factors. The assessment will be made having regard to the residual land value once the cost of development has been deducted. Where appropriate the Council will consider the introduction of market recovery mechanisms where viability is constrained by current market conditions.

The government requires that a minimum of 25% of all affordable housing units should be First Homes. First Homes are included within the definition of affordable housing and must be discounted by a minimum of 30% against the market value and subsequently, the first sale of the home must be at a price no higher than £250,000.

The proposed tenure split between social rented and shared ownership reflects the LHNA evidence. Many affordable homes are available for families and local school places are key to ensuring that families do not need to travel to secure a local education.

Detailed delivery of the policy will be set out in a new Affordable Housing SPD.

Given the affordable housing problems facing rural communities and the lack of sustainable opportunities to develop, the Council will support the delivery of rural exceptions sites for 100% affordable housing to meet identified local community needs. When assessing potential sites, it is important to balance the need for affordable housing with sustainability principles and other planning considerations. This may mean that the site assessment may conclude that affordable housing is best provided in a higher order settlement to meet the needs of the surrounding rural areas. Rural exceptions sites will be acceptable adjacent to settlement boundaries or elsewhere adjacent to the main body of the settlement.



## Policy DP43:

### Gypsies, travellers and travelling showpeople

Suitable sites will be identified to meet the needs of Gypsies, travellers and travelling showpeople as set out in the North Somerset Gypsy and Travellers Accommodation Assessment and any subsequent reviews.

The following considerations will be taken into account in the determination of proposals:

- Proximity of the site to local services and facilities;
- Screening of the site, visual and landscape impact;
- Impact on the character and amenities of adjacent property and the local area;
- Provision of appropriate services and infrastructure;
- Safe pedestrian and vehicular access into and out of the site;
- Adequate provision for parking, turning and servicing;
- Adequate provision for storage and maintenance where needed for Travelling Show people;

- Easy access to the major road network, particularly accessibility to M5 junctions for transit sites;
- Preference given to brownfield sites; and
- Sites are inappropriate in the Green Belt.

#### Justification

National planning policy for Gypsy, travellers and travelling showpeople is set out in the National Planning Policy Framework and Planning Policy for Traveller Sites and all new sites will be expected to meet the requirements of national policy. New pitches and plots should have adequate utility services and amenity space, safe turning space and parking and be in areas with reasonable access to schools, health services and local services. Travelling Showpeople sites may also need space for related business storage.

Government guidance requires local authorities to consider the accommodation needs of Gypsies, travellers and travelling showpeople. The North Somerset Gypsy and Traveller Accommodation Assessment (GTAA) (2017) identified the need for 22 additional residential pitches for Gypsies and Travellers and 2 additional plots for Travelling Showpeople within North Somerset up to 2036.

An update to the GTAA due to be published in 2022 will identify the need for additional residential pitches

for Gypsies, travellers and travelling showpeople. These will be guided by the criteria-based policy and may take the form of either extensions to existing site, or new sites.

While Gypsy and travellers are different to travelling showpeople, their site requirements raise similar issues, so the locational requirements are addressed in the same policy. The criteria set out in the policy will be used to guide the approach.

The policy will apply throughout the district and planning applications from the Gypsy community will be encouraged. Future needs for Gypsies, travellers and travelling showpeople will be assessed through need assessments and will be used to justify future provision. If sufficient finances are available and suitable sites available, the Council will seek to provide pitches.

## Policy DP44:

### Accessible and adaptable homes

On residential development sites of 10 dwellings or more the following proportions of accessible and adaptable homes will be required:

- For market housing within a scheme 50% of homes will be required to meet Building Regulations M4 (2) category 2 standard (to be 'accessible and adaptable dwellings') and a further



10% will be required to meet Building Regulations M4 (3) category 3 ('wheelchair user dwellings').

- For affordable housing within a scheme 80% of homes will be required to meet Building Regulations M4 (2) category 2 standard (to be 'accessible and adaptable dwellings') and a further 20% will be required to meet Building Regulations M4 (3) category 3 ('wheelchair user dwellings').

These targets reflect the standards set out in Building Regulations 2010 Approved Document Part M: Access to and use of buildings and will apply to any subsequent legislation on making homes accessible and adaptable.

## Justification

The Government's reform of Health and Adult Social Care is underpinned by a principle of sustaining people at home for as long as possible. This was reflected in the recent changes to building regulations relating to adaptations and wheelchair accessible homes that were published in the Building Regulations 2010 Approved Document Part M: Access to and use of buildings (2015 edition incorporating 2016 amendments – for use in England).

Three standards are covered:

- M4(1) Category 1: VISIBLE dwellings –

Mandatory, broadly about accessibility to ALL properties

- M4(2) Category 2: Accessible and adaptable dwellings – Optional, similar to Lifetime Homes
- M4(3) Category 3: Wheelchair user dwellings – Optional, equivalent to wheelchair accessible standard.

In terms of new developments, Part M states that: 'Where no condition is imposed, dwellings only need to meet requirements M4(1) (paragraph 0.3). Local authorities should identify the proportion of dwellings in new developments that should comply with the requirements for M4(2) Category 2 and M4(3) Category 3 as part of the Local Plan, based on the likely future need for housing for older and disabled people (including wheelchair user dwellings) and taking account of the overall impact on viability.'

Planning Practice Guidance for Housing explains that local authorities are expected to plan for households with specific needs and therefore need to be able to quantify the volume of demand.

The Local Housing Need Assessment identifies that the number of households over the plan period where an existing illness or disability affects their housing need will be 16,647 households of which 960 are households likely to need wheelchair adapted housing.

Furthermore, the LHNA identifies that the population of North Somerset aged 75+ is likely to increase by around 10,092 between 2023 and 2038 and there

is already a shortfall in the provision of housing for elderly people over just over 4,500 in North Somerset. The provision of more accessible and adaptable homes ensures more choice for older people to live independently for longer which reduces the pressure on the care system.

The proportions set out in the policy reflect the potential need for accessible and adaptable homes over the plan period. The higher requirement for affordable homes reflects the LHNA conclusion that 'the rates of limiting long-term illness or disability affecting housing needs are much higher in the affordable tenures (affordable tenures are more than three times more likely to need an adapted home), the evidence supports consideration of a high proportion of affordable homes being built to at least M4(2) standards where viability allows, perhaps as much as 100%.'

## Policy DP45: Residential space standards

Planning applications for new residential development (including residential extensions, residential conversions and residential accommodation falling outside Use Class C3) should meet the Nationally Described Space Standards. All rooms which are additional to the main living space will be regarded as having the potential to serve as a bedroom and as such will be required to



meet the NDSS regardless of the description on the planning application.

Residential conversions should meet the NDSS. However, where it is genuinely not practical to fully meet the standards due to limitations caused by the existing structure of the building, and where the overall design and standard of accommodation provided by the scheme is of a high quality, this will be taken into consideration when determining the application.

## Justification

It is important to ensure that new homes are of an adequate size and layout to provide high quality, functional homes that meet the needs of a wide range of people and take into account how those needs might change over time. This should apply to development at all scales, from large strategic sites down to infill development.

The increasing pressure to deliver homes leads to increased pressure to deliver smaller homes. This could result in housing that is unacceptable in terms of internal space because it doesn't offer appropriate living standards or meet the national aim that everyone should have access to a decent home. The pressure to make efficient use of land, and the fact that higher density development is to be encouraged, makes it particularly necessary to ensure that the internal living environment of new homes is acceptable.

The government introduced a **nationally described space standard** in March 2015. Local authorities had the option to adopt the nationally described space standards or have no space standard at all; space standards cannot be set locally. The Council carefully considered the local need for space standards and the viability impact of taking such an approach and decided to adopt the nationally described standards in the previous Local Plan. It is felt that this approach should be continued but the wording of the policy has been made more specific to ensure space standards are being properly met.

This will ensure that new developments are designed and built to provide adequate, flexible space for occupants. It will be important to ensure that designs maximise the useable space within housing, through functional layout, and provide scope to adapt and modify housing to meet future requirements.

The policy has also been extended to include conversions to ensure that any new homes provided as a result of the conversions of existing buildings are also of an adequate size and provide a decent quality of accommodation and standard of living for the future occupiers.

## Policy DP46: Homes for all

### Housing mix

New residential development is required to deliver a wide choice of homes to meet a range of accommodation needs as set out in the Local Housing Needs Assessment. New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location.

Developments of 100 dwellings or more will be required to include provision for older persons accommodation such as in the form of retirement accommodation or supported independent living.

Within Nailsea on major development schemes no more than 20% of the proposed dwellings should be 4 bedrooms or more (after taking account of the affordable housing requirements).

### Self-build and custom build housing

Proposals for self-build and custom housebuilding will be supported. On development sites of 100 homes or more 5% of the total homes should be made available for sale as serviced self-build and custom housebuilding plots. For phased developments, self-build plots must be delivered and serviced at the earliest stage possible.



Plots must be made available and priced and marketed appropriately as self-build or custom build plots for at least 18 months.

## Community-led housing

Proposals for community-led housing will be supported because of the benefits they are expected to bring in terms of community cohesion, permanent affordability and sustainable development.

## Supported Accommodation

The Council will seek to ensure there is an appropriate range and supply of residential accommodation for people with specialist and vulnerable needs.

Separate detailed policies within this plan cover older persons accommodation, gypsy, traveller and travelling showpeople, accessible homes and space standards.

## Justification

The types, sizes and tenures of homes required to meet needs are identified through the West of England Local Housing Needs Assessment (LHNA). This includes accommodation needs of families, older people, people with disabilities, service families, people wishing to build their own home and students. The Council will have regard to the findings of the LHNA when determining the right balance of homes

in new developments and applicants are encouraged to discuss housing mix at an early stage.

From the Local Housing Needs Assessment we know that in our district over the 15-year period 2023-38 there will be:

- An overall growth of 12,000 households.
- Single person households are just over a third of the overall household growth (3,800) with the majority (2,140) being single people aged over 75.
- Couples without dependent children represent almost a tenth of the growth (1,100) and are comprised of 4,510 households over 65, offset against a reduction of 3,450 in younger age groups.
- Families with dependent children comprise two fifths of the overall household growth (4,900).
- Other types of household contribute a further 2,200 households.
- Overall, 82% of the household growth is for households aged over 65, suggesting homes meeting older persons requirements are a priority.

The LHNA states that provision of homes to meet older person requirement should be a priority and this policy requires residential developments of over 100 dwellings to contribute towards meeting that need.

A flexible housing stock will help meet the wide range of accommodation needs so we will expect new homes to be flexible, accessible, adaptable and age

friendly and have included relevant policies within this plan to ensure the delivery of this mix of homes. New homes should support the changing needs of individuals and families at different stages of life.

In most cases the accommodation needs of different groups will be met as part of the general housing supply within the overall assessed housing need (use class C3 dwelling houses) through a mixture of different tenure, size and designed homes. Exceptions to this include residential care or nursing homes and traveller accommodation.

Self-build and custom housebuilding is a key element of the government's agenda to increase supply and tackle the housing crisis. Self-build and custom housebuilding is defined in the Housing and Planning Act as '...the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.'

As required by the Self Build and Custom House Building Act 2015, a register is kept of individuals and associations who have expressed an interest in acquiring serviced plots for self and custom build. The intention of the Act is that local planning authorities grant suitable development permission for serviced plots to match demand on their register, although



there is no mechanism for ensuring applications come forward.

Community-led housing projects can be delivered through a number of approaches, including group self-build and cohousing. Community led housing requires that meaningful community engagement occurs throughout the process, with the local community group or organisation ultimately owning or managing the homes to the benefit of the local area/ specified community group. It can provide many benefits, for example enabling communities to deliver projects that meet local needs, giving greater social benefits including community support for older people.

Some of our community need accommodation that caters for their specific needs. This is often for more vulnerable members of our society, such as those who are homeless, people with physical or mental health issues, people with learning difficulties, people with substance misuse problems, young people at risk, ex-offenders and those at risk of domestic violence. These groups often needing specialist housing which offers on-site support. This includes hostels, refuges, residential institutions and other supported or specialist housing.

In determining the appropriate use class for self-contained facilities, the Council will consider whether the development will be a registered location with the Care Quality Commission, the degree of care, and the proportion of units for which care is likely to be available. In some cases a development may be deemed to provide units within both the C2 and C3

Use Classes and some may be deemed to be 'sui generis'.

To create inclusive communities, this type of accommodation should be located in accessible areas with links to public transport and local facilities.

Where a proposal for supported residential accommodation involves the conversion of an existing dwelling, regard should be given to Policy DP4: HMOs and residential subdivisions. Other relevant policies will be taken into account when considering if a proposal is appropriately located, for example impacts upon transport, local amenity and the character of an area.

## Policy DP47: Older persons accommodation

The Council will seek to ensure there is a sufficient supply and range of housing and accommodation suitable for older people.

Development proposals to meet the specific accommodation needs of older people will be supported where the development:

- Demonstrates that it will contribute towards meeting an identified need within the area and is targeted towards the needs of local residents;
- Is accessible to public transport, shops, services, community facilities, and

social networks appropriate to the needs of the intended occupiers;

- Will be suitable for the intended occupiers in terms of the standard of facilities, the level of independence and the provision of support and/or care;
- Provides appropriate facilities for carers and visitors; and
- Provides internal and external communal space as appropriate, including space that gives residents the ability to grow plants and food.

The Council will seek an element of affordable housing provision for older persons as part of appropriate market-led developments for older people.

Proposals that will result in the loss of residential accommodation for older people will be resisted unless:

- The existing provision is surplus to identified needs within the district;
- The existing provision is incapable of meeting contemporary standards for the support and/or care required and appropriate alternative provision is available and has been secured for the occupants; or
- The loss is necessary to enable the provision of accommodation for older



people which is better able to foster independent living and meet changes in the support and care needs of the occupants.

Where the Council is satisfied that development involving the loss of accommodation for older persons is justified, the priority will be for an alternative form of supported housing or general housing (Use Class C3) including an appropriate amount of affordable housing.

## Justification

The Local Housing Needs Assessment identifies that for North Somerset the number of over 75s in North Somerset is projected to increase by approximately 10,100 with 5,700 of those over 85 over the period 2020-2035. The assessment states that 'overall, 82% of the household growth is for households aged over 65, suggesting homes meeting older persons requirements are a priority.'

The Local Housing Need Assessment also identifies that there is already a shortfall in the provision of housing for elderly people with an unmet need of just over 4,500 homes currently in the district.

As a result of these findings North Somerset has commissioned an Older Persons Housing Needs Assessment to provide more detailed evidence of the accommodation needs of older people in the district

over the plan period and this policy will be updated to reflect the findings of this study.

It is likely that there will need to be a wider mix of housing and accommodation options for older people aged 55 or over. This will include supporting people to live well in their own homes, but also requires the provision of a mix of purpose-built housing types and tenures that will facilitate 'downsizing'/'rightsizing', creating a climate where moving in later life becomes a realistic and positive choice. The availability of a range of suitable accommodation options for older people can help release family accommodation, improve quality of life and reduce the need for residential care. In addition, some older people require levels of care not normally provided at home (such as a result of a fall or a hospital admission). More specialist forms of housing for older people, including extra care housing, have the potential to provide the level of support needed to help people to remain part of the community and maintain independence for longer through the integration of accommodation and care. The availability of such housing can help reduce hospital admissions and enables discharge of older people from acute hospital beds.

From a land use planning perspective, specialist housing/accommodation for older people will include development falling within both Use Classes C3 and C2. Examples of the types of housing and accommodation that will be covered by this policy include:

- Age restricted occupancy housing commonly known as retirement housing (Use Class C3) - accommodation where an age restriction is placed on occupants who live independently in self-contained homes.
- Warden assisted housing (Use Class C3) - clusters of accommodation where people live independently in self-contained homes where a warden is contactable between specified times to manage communal areas and may check on residents. Sometimes a communal meeting lounge and gardens are provided.
- Sheltered housing - clusters of accommodation where people live independently in self-contained homes where low intensity support is available, sometimes on site (usually within Use Class C3). Often with a communal meeting lounge, guest room and gardens.
- Extra-care/assisted living homes (also known as close care, very sheltered or continuing care housing) - independent living in purpose built self-contained homes but designed to enable a range of care needs to be provided as occupiers' needs increase, with on-site care facilities available (up to 24 hours). On-site facilities may also provide support for older people in the wider community. Shared lounges, dining areas and other social and leisure facilities are sometimes provided. Extra-care/assisted living homes normally fall either within Use Class C2 or C3, this varies depending on the level of care provided and whether overnight care is available.



- Residential/nursing homes (including end of life/hospice care and dementia care) where higher intensity care is available 24 hours - commonly bedsit rooms with shared lounges and eating - this may involve residential care only, nursing homes staffed by qualified nursing staff, or dual-registered care homes where medical assistance is provided to occupiers that need it (care homes are usually within Use Class C2).

Development that attracts additional care users into the district is likely to have a significant impact on Council resources. The Council will therefore expect development proposals for housing and accommodation for older people to be supported by evidence demonstrating that they are targeted towards and will contribute towards meeting the district's identified needs. The Council will require, as a minimum, that the accommodation is marketed and made available for sale or rent within the district for a period of at least 6 months before it is marketed more widely.

## Policy DP48: Residential annexes

Proposals for residential annexes will be permitted within settlement boundaries provided that they are of a good quality design and do not cause significant adverse impacts on the living conditions of adjoining occupiers.

Outside settlement boundaries annexes will only be permitted where:

- They have a functional link with and be ancillary to the principal dwelling. This means that the occupants of the annexe would rely on facilities within the main dwelling or would require the support of its occupants or vice versa;
- They are in the same ownership as the principal dwelling and remain as such;
- They are within the curtilage of the principal dwelling and share its vehicular access;
- They are well related to the principal dwelling. Annexes should be a physical extension to the principal dwelling wherever possible. If it is not possible to extend the dwelling then clear justification must be provided to demonstrate why the annexe needs to be within a separate building;
- It does not exceed 50% of the footprint of the existing dwelling and it should be demonstrated how it can be incorporated into the main dwelling when there is no longer a need for the annexe;
- Have no boundary demarcation or sub division of garden areas between a curtilage annexe and principal dwelling; and

- Be of a scale subservient to the principal dwelling and comply with the Council's normal design standards.

Parking for residential annexes should meet the Council's parking standards.

### Justification

Residential annexes provide a way of supporting older people or other family members who need limited support to live relatively independently but with relatives on hand to provide care as required.

Within settlement boundaries, subject to other policies in the plan, in particular those regarding design and 'garden grabbing', annexes will be permitted as conversions, extensions or in the form of new detached buildings within the grounds of existing dwellings.

However, there is concern that the promotion of residential annexes in the countryside could lead to unsustainable development in isolated or rural locations if annexes are subsequently sold or let as separate residential dwellings. In order to address these concerns applicants must demonstrate that the proposed use is for a family member who needs ongoing support.

Proposals for residential annexes in the countryside should not exceed 50% of the size of the existing dwelling at the time the application is submitted. Stricter controls are likely to apply regarding the size of proposed extensions in the Green Belt.





All annexes both in the towns, villages and countryside would need to comply with design standards set out in the plan and North Somerset Council's residential design guides.

## Policy DP49: Healthy Places

To ensure the creation of healthy places and facilitate healthy living a Health Impact Assessment (HIA) will be required for residential developments of 200 dwellings or more or sites of 4ha or more and for non-residential developments sites with a floor space of 10,000m<sup>2</sup> or more and for other developments where the proposal is likely to have a significant impact on health and well-being.

The type of HIA required will be confirmed by North Somerset Council in consultation with the developer. The selected type will be appropriate to the scale of the development and the potential impact on health and well-being.

Where significant impacts are identified, measures to mitigate the adverse impact of the development will be secured through planning conditions and/or planning obligations.

### Justification

The impact of development on human health and wellbeing is a material consideration in the determination of planning applications. The National Planning Policy Framework (2021) recognises that planning policies and decisions should aim to achieve healthy, inclusive and safe places.

National Planning Policy Guidance (005 Reference ID:53-005-20190722) states that 'it is helpful if the Director of Public Health is consulted on any planning applications (including at the pre-application stage) that are likely to have a significant impact on the health and wellbeing of the local population or particular groups within it. This would allow them to work together on any necessary mitigation measures. A health impact assessment is a useful tool to use where there are expected to be significant impacts. Information gathered from this engagement will assist local planning authorities in considering whether the identified impact(s) could be addressed through planning conditions or obligations.'

HIAs give valuable information not only about potential effects of proposed development on health, but also how to manage them. It therefore provides the opportunity to change the design or other elements of a proposed development to protect and improve health. Changing a proposal as a result of a HIA means that not only is its implementation more likely to promote healthy lifestyles, but it is also less likely to cause ill-health in the community, with the consequential benefits for individuals and the wider

economy and the longer-term savings to health and social care budgets.

It is important that health and a proposal's impacts on health are considered at an early stage in the planning process. HIAs should be undertaken as part of the pre-application process so as to inform and influence the proposal that is finally submitted as a planning application.

This means that adjustments can be made at the planning stage to maximise positive health impacts and to minimise the adverse effects. HIA should be seen as an iterative process rather than a one-off event. It will normally include the stages which should be set out with a timeline in any Planning Performance Agreement that has been entered into with the local planning authority.

When determining the health impacts of a development regard should be had to the information contained in the North Somerset Joint Strategic Needs Assessment and the North Somerset Health and Wellbeing Strategy.

A Health Impact Assessment SPD will be prepared which will provide further guidance in terms of the types of HIA that may be requested and how this policy will be implemented.



## Policy DP50: New educational, sporting, leisure, health and community uses

Proposals for educational, sporting, leisure, cultural, health or community facilities within settlement boundaries will be permitted provided:

- The site is well related to the community it is intended to serve;
- The site is in a sustainable location, with safe and convenient access including for those with disabilities;
- The layout and design include features to facilitate combining other community needs within the same site unless this is agreed to be inappropriate; and
- The proposal would not prejudice the living conditions of neighbouring properties.

In all cases proposals for main town centre uses will need to demonstrate that a sequential test has been applied, giving priority to sites within town or district/local centres, or failing this sites on the edge of these centres. Proposals for out-of-centre sites will only be acceptable where the above criteria are met and there is no significant

adverse effect on the vitality and viability of the relevant centres. An exception to this are uses such as schools which require a specific location within a catchment area.

Facilities will only be permitted outside settlement boundaries where it is demonstrated that the scale, character or potential impact of the facility would be appropriate taking into account the above principles and that there would be no unacceptable impact on local roads.

### Justification

Towns and villages are generally suitable locations for most cultural and community facilities, but it is important that the best use is made of the limited supply of land. Applicants should therefore demonstrate that they have considered the possibilities for site-sharing and optimising the use of buildings and facilities. In some cases it may be possible to successfully combine two or more compatible uses within one facility, achieving cost savings to the provider as well as a more effective use of facilities. Such possibilities should be explored.

Proposal for additional facilities should be well-related to proposed users and accessible by a choice of transport modes. Some facilities may not be appropriate within settlements given the character of the development or the impacts which may be generated such as traffic movements. Where

appropriate the Council will have regard to the sequential test approach as set out in NPPF.

## Policy DP51: Provision of educational, sporting, leisure, cultural, health or community facilities to meet the needs of new development

Where the local provision for education and youth provision (including school, pre-school, children and family centres, youth, further and higher educational provision), sport, recreation and children's play, health and other community facilities will be inadequate to meet the projected needs and standards of new residential development, additional provision will be sought to meet any identified shortfall.

Facilities will be provided in tandem with population growth and in safe and accessible locations that will facilitate safe routes to the venue and be directly accessible to a pedestrian and cycle network.

### Justification

This plan aims to deliver 20,085 new homes in North Somerset over the next 15 years and it is vital that along with those homes the appropriate community



facilities are also delivered to ensure we are creating vibrant, cohesive, sustainable places.

New housing development can increase the number of children in an area and place greater demand for pupil places in local schools and other children focused services, including children and family centres. This is particularly true at the large new strategic development areas where provision of new schools and other facilities will be included in the master planning of these areas, but smaller developments can also cause significant impacts on local facilities.

Developer contributions will be sought to meet the children and young people's educational and play needs of new developments. Depending on the extent of the shortfall and the scale of development proposed contributions could be required for secondary, primary and special schools as well as early years/preschools, youth centres, play needs and children and family centres. As well as built accommodation contributions towards improving safe routes to school or home to school transport may be required.

Schools are often focal points for communities and can provide a valuable community resource outside of school. They can act as a venue for clubs, societies and community groups as well as more active recreation and sport. The design and layout of new education facilities should therefore include features aimed at facilitating community use.

Sport, recreation and community facilities not only underpin people's quality of life but can help create diverse sustainable communities as well ensuring that biodiversity, learning and health targets are met. Community facilities are facilities that provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. Any lack of provision will result in future residents having to travel outside of their immediate area and the opportunity for a thriving and vibrant community will be lost.

This policy, which covers all indoor and outdoor sports facilities as well as libraries, community halls, and other community facilities, will ensure that for all residents there is safe and convenient access to these facilities, in particular those living within new development areas.

Flexible and imaginative design will create buildings and spaces which can be used for a variety of organisations, services and facilities. Facilities need to be accessible by public transport and located on cycleway/pedestrian networks and imaginative design of buildings structures and open spaces will be required so they can enhance the setting of any surrounding residential and commercial areas.

There is a strong need to support the improvement of the Public Rights of Way (PROW) network and to link facilities to the existing network.

## Policy DP52: Protection of existing educational, sporting, leisure, cultural, health or community facilities

Land and buildings in existing use, last used for, or proposed for use for asporting, cultural, health or community facility, are protected for that purpose unless the land is allocated for another purpose.

Development of such sites or buildings for other uses will only be permitted if one of the following bullet points applies:

- Where acceptable alternative provision of at least equivalent community benefit is made available in the same vicinity and capable of serving the same catchment area. In such cases, all of the following criteria must be met:
  - The new site is at least as accessible to pedestrians, cyclists and public transport;
  - The replacement facility is at least equivalent in terms of size, usefulness, attractiveness and quality to the facility it replaces and is fit for purpose; and
  - In the case of a replacement for an existing facility, the



replacement will be available for use before use of the existing facility is lost.

- Where the site or building is genuinely redundant/surplus to requirements for its uses and does not comprise open space or undeveloped land with recreational or amenity value. A site will be deemed genuinely redundant/surplus if any of the following circumstances apply:
  - The site is in an unsuitable location for alternative community use by reason of its distance from the local population or poor accessibility for non-car users;
  - The space is unsuitable for appropriate alternative community use, bearing in mind the possibilities for subdivision and opportunities for shared and mixed uses, and it is not feasible or appropriate to redevelop the site for community use;
  - Evidence is submitted that demonstrates, to the satisfaction of the Council, that attempts to rent/dispose of the property for community uses have failed (attempts being for at least 6

months, at normal market value for such uses). In addition, if the Council considers it appropriate, a business plan shall be produced identifying the extent and combination of usage and charges necessary to make the facility profitable;

- The Council, through consultation with relevant Council departments, town/parish councils, service providers and voluntary groups, etc. is satisfied that there is no demand for any appropriate form of community facility in the vicinity.
- Where the partial development of the site will secure the retention and improvement of the remainder of the site for community use;
- Where proposals relate to the intensification of community use; or
- In the case of school playing fields, where the development is for education purposes or the Department for Education is satisfied that the land is no longer required for school use and its loss would not result in a shortfall in recreational open space/playing pitches for the local community.

Designated community assets shall be retained in community use.

## Justification

The policy reflects the importance of educational, sporting, leisure, cultural, health and community facilities and the need to protect them from development except where certain criteria apply. This approach supports paragraphs 93 c) and 99 of the NPPF.

Land or buildings will fall within the definition of this policy if they are a cultural/community leisure facility and fall under the following use classes: F1 such as schools, museum, library, places of worship; F2 such as community meeting places, local shop, community hall, park or sports pitch (whether or not provided on a commercial basis; Ee) healthcare and childcare facilities; and pubs, cinemas, cemeteries and allotments. Utilities and other telecommunications infrastructure are also included. This definition also includes land or buildings listed as 'community assets' in accordance with the Assets of Community Value (England) Regulations 2012.



## Countryside

### Policy DP53: Best and most versatile land

Proposals involving more than 20 ha of land not allocated for development (or smaller parcels which cumulatively could lead to the loss of 20ha or more) for non-agricultural use on current or land last used for agricultural will be required to demonstrate that the land is not within Grade 1, Grade 2 and sub-Grade 3a of the Agricultural Land Classification. Permission would only be granted on land within these higher grades if:

- It can be demonstrated that it would be practicable to return the land to its former quality if the development took place; or
- No other land of a lower quality is available and the sustainability benefits of the proposal clearly outweigh the loss of the agricultural land.

### Justification

The NPPF states that planning policies should 'recognise the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services – including the

economic and other benefits of the best and most versatile land (paragraph 174).

Maps available on the Natural England website detail areas likely to contain land in of the higher quality values (Grades 1,2 and 3a). Full survey work is not uniformly available therefore where proposals fall within these areas applicants will need to demonstrate that a full survey has taken place and the proposed site is not within grades 1, 2 or 3a.

Schedule 4(y) of the Town and Country Planning (Development Management Procedure (England) Order) (DMPO) 2015 requires that planning authorities must consult Natural England on proposal over 20 ha if these are not part of the development plan or on sites of less that 20ha in circumstances in which the development is likely to lead to a further loss of agriculture land amounting cumulatively to 20ha or more.

For some uses it may be possible to return the land to productive agricultural use without any loss of quality, should the proposed use no longer be required. For example, solar farms or similar. Suitable measures will be put in place to ensure this could be achieved.

Only where it can be demonstrated that no land of a lower quality is available, and the sustainability benefits of the proposal outweigh the loss of best and most versatile agricultural land will permission be granted.

### Policy DP54: Rural workers housing

The erection of dwellings in the countryside for full time workers in agriculture, forestry, or other land-based rural businesses will be permitted provided that the applicant provides an appraisal that demonstrates that:

- The dwelling is required to satisfy a clearly established existing and long term functional need to live permanently at or within the immediate area of their work;
- The agricultural, forestry or land based use (excluding other elements) has been established for at least three years, has been profitable for at least one of them, is currently financially sound, and has a clear prospect of remaining so;
- The need could not be fulfilled by another existing or recently disposed dwelling on the unit or any other accommodation or building capable of conversion in the area which is suitable and available for occupation by the worker concerned;
- The proposal is satisfactorily sited in relation to the agricultural or forestry unit and, wherever possible, is sited within a hamlet or existing group of buildings (in particular, that the need for



a new vehicular access is where practical avoided); and

- The proposed external area of the dwelling does not exceed 150 square metres.

Where the need and location for a rural workers' dwelling has been accepted under the above criteria except for the economic viability of the unit, the Council may permit temporary accommodation for up to three years in a caravan or mobile home, provided that there is clear evidence that the enterprise has been planned on a sound financial basis with a firm intention and ability to develop it.

Planning permission will be granted only subject to a condition limiting occupation to the rural workers and their dependents.

Where a second or further dwelling is permitted on a holding, a condition will be imposed on any unrestricted existing dwellings to similarly limit their occupation.

The removal of an occupancy condition will not be permitted unless it can be demonstrated that there is no need for the dwelling on the unit or in the locality, nor is a need likely to arise in the foreseeable future, and that there has been a genuine and unsuccessful attempt to market the property for at least 6 months at a realistic price that reflects the agricultural tie.

## Justification

Farmers are encouraged to diversify their activities and supplement their income from enterprises other than normal food production. In some cases, this may lead to demand for on-site residential accommodation for non-agricultural enterprises (for example, where livestock are kept as part of a leisure or tourism-based enterprise). As with proposals for farm dwellings, both the need for such dwellings and the viability of the enterprise must be adequately demonstrated.

Within the Green Belt, new dwellings (other than replacement dwellings) outside settlement boundaries will not normally be permitted except for the purposes of agriculture or forestry and it would be inappropriate to make a further exception for other rural uses.

## Establishing need

Applicants will be required to submit an appraisal justifying an exception to the general policy of restraint. To ensure a high quality and impartial assessment, appraisals are best prepared by a member of the British Institute of Agricultural Consultants or other consultants demonstrating qualifications and experience in the subject area.

The appraisal should provide the following information:

- Existing accommodation on the unit and how it is occupied, the purpose of the new dwelling and how important it is for the operation of the unit;

- Whether the new building is necessary rather than convenient, such as must it be on site rather than in a nearby village;
- The justification for a particular site, when there may be other more appropriate sites in planning terms;
- The recent history of the unit, including recent severance and details of any dwellings on the unit that have been sold or converted for non-agricultural occupation;
- Where a new unit is to be formed, proof that the enterprise will be permanent and economically viable.

Applications are often received for dwellings associated with new enterprises. In certain instances, a financial test will be applied in order that further evidence of the genuineness of stated intentions can be provided. In such circumstances, where need is established temporary planning permission will normally be granted for a residential mobile home. Such temporary planning permissions will extend to two or three years depending on the circumstances of the enterprise. In order to receive consent for a permanent dwelling then the enterprise would have to be proven viable and assessed against the rural workers dwellings policy. In appropriate circumstances, a condition may be attached restricting the occupation of a dwelling until works necessary for the establishment of the enterprise have been completed.



## Design considerations

If the need for a dwelling is established, then it is important to ensure that any adverse effects relating to its scale, design, size are addressed. Dwellings should therefore be well-related to existing buildings and where possible share an existing vehicular access. They should not exceed a size necessary to meet normal family requirements and accommodate minor ancillary office facilities.

Any proposals above 150 square metres gross external floor space would not normally be acceptable and would need to be fully justified. Proposals for the size, siting and landscaping of the curtilage should also ensure that the impact on the landscape is acceptable.

## Occupancy conditions

When granting permission under this policy, where appropriate, an occupancy condition will be imposed not only on the dwelling itself, but also on any existing dwellings on the unit which are under control of the applicant and do not have occupancy conditions. This will help to protect rural areas from inappropriate residential development pressures.

In recent years there has been a steady number of applications to remove occupancy conditions, while at the same time applications for new agricultural dwellings are still being received. The Council requires that before an application for removal of an occupancy condition is approved it must be

demonstrated that there is now no need for the dwelling on the unit, or in the locality, and that a genuine and unsuccessful attempt has been made to sell the dwelling with the condition attached.

In determining such applications regard will be had to:

- Evidence of existing demand or lack of demand for agricultural workers within a radius of at least five miles from the property;
- Whether there are any vacant agricultural dwellings within this area and the number of recent applications in the locality for agricultural dwellings;
- Evidence of efforts to dispose of the dwelling, whether it has been advertised, how frequently, for how long and whether the asking price reflected the occupancy condition.

### Policy DP55: Agriculture and land based rural businesses

Planning permission will be granted for agricultural or forestry development on existing and new holdings, or development for the purposes of farm based and other land-based rural businesses or diversification provided that:

- The proposals are necessary for and ancillary to the use of land for viable

agricultural or land-based rural businesses purposes;

- The re-use of existing buildings on the holding is given priority over new buildings and only where no suitable buildings are available will new development be acceptable;
- In the case of diversification proposals, there is sufficient certainty of long-term benefit to the farm business as an agricultural operation, that other rural businesses and the character and appearance of the countryside are not adversely affected; and
- The siting and design of the building respects its rural setting and does not harm the character of the landscape.

If the proposal involves a new or emerging business the application will need to be supported by evidence to demonstrate that the business will be capable of being economically sustained in the long term.

## Justification

New farm buildings can have a major impact on the countryside, especially in prominent or open locations. Care therefore needs to be taken with the size, form, siting, design, colour, materials and landscaping of new farm buildings in order to reduce their impact on the countryside. The Council has



adopted supplementary planning guidance on agricultural buildings in the Mendip Hills AONB and this will be reviewed.

Farm diversification activities can contribute to the local economy by providing opportunities for employment or recreation for residents and visitors and by resulting in increased patronage for local shops and services. Such activities, where they come within planning control, will generally be supported provided that the character and appearance of the countryside are not harmed.

New buildings for the purposes of agriculture are acceptable in the Green Belt, however those for other purposes, including farm-based diversification, are strictly controlled.

Proposals for recreation and tourism-based diversification should seek to provide links to and enhancement of the surrounding public rights of way and public access network.

## Policy DP56: Equestrian development

Permission for equestrian development will be permitted provided that either individually or cumulatively:

- They do not harm the landscape or settlement character of the area;
- In areas at risk of flooding, the

proposals pass the sequential test and can demonstrate through a flood risk assessment that they are safe and would not increase flood risk elsewhere;

- New buildings, shelters or arenas are located near existing farmsteads or groups of buildings but do not adversely impact on living conditions of properties.
- Developments outside settlements will not be permitted unless it can be demonstrated that they are sited and designed to be as unobtrusive as possible;
- The scale, design, colour and material of any new building (preferably of timber construction) or structure has regard for the rural setting and need to minimise light pollution in the countryside;
- There is no harm to identified ecological or heritage assets;
- There is no pollution of surrounding land and watercourses;
- Proposals will need to demonstrate that they would not prejudice highway safety; and
- Sufficient routes are available nearby where riding activities can take place without conflicting with the free flow of

vehicular or pedestrian traffic or with pre-existing outdoor activities.

### Justification

The scale of horse related development varies from a single family pony in a small paddock with a field shelter to large commercial establishments such as riding schools, studs, livery yards or racing stables. The scale of the proposal will affect the possible impacts. This will be considered in assessing the application.

When assessing proposals for horse related development the impact on the landscape, traffic generation and highway safety will be the primary considerations.

Equine enterprises are an accepted land use in the countryside, however badly located or designed buildings or a proliferation in one area can have a significant effect on the landscape. In assessing the landscape impact regard will be had to buildings, hard standings, jumps, field boundaries, access ways and landscaping. Within the Mendip Hills Area of Outstanding Natural Beauty (AONB) additional care will need to be taken of the sensitive landscape and the existing SPD will be reviewed.

Elsewhere regard will be taken of the landscape character of the area described in the Landscape Character Assessment Supplementary Planning Document.





## Policy DP57: Recreational use in the countryside

Proposals for outdoor sport and recreation activities which cannot be met within settlement boundaries will be permitted provided that the character and appearance of the countryside is not adversely affected. The scale of the proposal should respect the local need and the impact on the area. The location should be well related to the community it is intended to serve unless the nature of the activity by virtue of its noise and disturbance would be more suited to an isolated location. All proposals should not harm the living conditions of neighbouring properties, working farms or the safety of rural roads.

Where built facilities or structures are required, priority should be given to the reuse of any rural buildings on site. If none are available or additional buildings are required, they must meet the following criteria:

- Be directly related to the activity proposed;
- Sited and designed to be as unobtrusive as possible;
- The scale, layout and design should be high quality and reflect the rural character of the area;

- The site and buildings should be designed to accommodate other community needs, as appropriate, to prevent the proliferations of similar uses in the countryside;
- Lighting should be as unobtrusive as possible taking into account the impact on living conditions and ecology; and
- The proposal would not result in significant adverse impacts on the safety of the highway network.

### Justification

Recreation facilities will normally be provided within towns and villages and will be required as part of major new developments. Nonetheless with the population increasing being housed in urban areas pressure on the countryside for formal and informal recreation is likely to increase. Urban fringe locations can often suffer from a proliferation of such uses which results in a change in the character of the area.

The policy aims to ensure that access to the countryside for sport and recreation is provided for the local population, that it is conveniently located, that it does not result in a proliferation of buildings in one area, that the character of the countryside is protected and that the impact is not harmful to neighbouring properties, farms or road safety.

The policy aims to locate activities close to the need.

However, it is recognised that some activities would cause disturbance to local residents and could be better located distant from built up areas (such as clay pigeon shooting, motorsports). Similarly, some activities have specific locational requirements (such as fishing lakes, ski slopes).

## Policy DP58: Replacement dwellings in the countryside

The replacement of a single permanent dwelling in the countryside will be permitted, provided that:

- The dwelling it replaces has an existing lawful permanent residential use;
- The dwelling has not been abandoned;
- The dwelling has not been granted planning permission for the conversion from a non-residential building;
- The dwelling is not a designated or undesignated heritage asset;
- The replacement dwelling is within the same curtilage, is not out of scale and character with the surrounding area and its design and siting will not harm the character of the area, the living conditions of its own or adjoining occupiers; and



- The replacement dwelling is no more than a 50% increase in the size of the dwelling it replaces, providing that the dwelling itself is not a replacement dwelling.

## Justification

Residential development outside settlement boundaries is strictly controlled. However, replacement dwellings in the countryside will be allowed on a 'one for one' basis if there is an existing lawful, permanent residential use to be continued. The policy does not apply to unlawfully occupied or constructed buildings and mobile homes or to buildings with occupancy conditions which restrict their use on a temporary basis or to non-permanent occupation such as holiday lets.

The replacement of a former rural building that has previously been converted (or has planning permission for conversion) to residential use from a non-residential use (such as barn conversions) will not be permitted as the purpose of permitting the original conversion will have been based on the aim of reusing an existing building which was assessed as being of permanent and substantial construction and capable of conversion without major or complete reconstruction. If the building is not capable of conversion, or it would be more convenient to demolish it and replace it with an entirely new dwelling, then this will not be accepted as a reason for allowing a new dwelling in an otherwise

inappropriate location.

Evidence may be required to demonstrate that the building has not been abandoned. Proposals to rebuild on site where the dwelling has been abandoned or has already been demolished will be assessed as a new build and will not normally be permitted.

Proposals to replace dwellings which are listed buildings or which have been identified as being of local or regional historical importance or contribute to the locally distinctive rural environment will only be acceptable where the proposals accord with the relevant policies in the plan and the NPPF. These proposals will not normally be permitted and the Council will seek repair not replacement.

In principle, the replacement of an existing permanent dwelling on a similar 'one for one' basis is unlikely to harm the character of the countryside. However, siting, design and materials must all be appropriate to the location. Special regard should be paid to the use of appropriate building materials. The reclamation and re-use of appropriate traditional or natural materials from the demolished property may be required by condition. The size of the replacement dwelling will be assessed on the size of the existing dwelling at the time the application is submitted irrespective of any outstanding unimplemented planning permission(s) for extensions to the property.

The replacement dwelling should be sited on or close to the site of the existing dwelling in a position that is

most advantageous in terms of minimising visual impact and of the relationship with adjoining uses and highway access and road safety. Where the replacement is not on the exact same site, conditions will be imposed on the permission to ensure the demolition and removal of the existing dwelling. Applicants will need to include details in the application regarding the sustainable reuse and disposal of waste from the demolition.

The council will seek to maintain the essential rural nature and distinctiveness of the countryside. The replacement of small country dwellings with more grandiose houses can radically change the character of a site to one of a more suburban nature and also reduce the supply of the smaller rural dwellings. A replacement dwelling, when clearly disproportional to the original, can be tantamount in its impact to a new dwelling and can therefore undermine both national and local policies on restriction of new development in the countryside.

Even where a site is well screened there is a wider concern to maintain the essential rural nature and qualities of the area.

Preventing the overdevelopment of sites, visual intrusion into the countryside and the need to ensure a supply of housing to meet the needs of the rural population are the principal reasons why significantly larger dwellings will not be permitted. The size of the replacement dwelling should therefore not exceed a 50% increase in floorspace of the dwelling it is replacing providing that dwelling is not itself a



replacement dwelling. It should also respect the predominant character of existing properties in the area. Floorspace contained in ancillary buildings no longer required for their original use will only contribute towards the floorspace of the replacement dwelling if in close proximity to the original dwelling and if physical improvements or visual gains could be achieved by their removal.

The replacement of residential caravans or mobile homes, which do not benefit from a permanent planning permission, with permanent buildings will only be permitted in accordance with the policy on rural workers dwellings.

## Policy DP59: Conversion or reuse of rural buildings

The conversion or re-use of rural buildings will be permitted providing that:

- The type and scale of use does not harm the countryside setting and that access to the proposal does not comprise access or safety on rural roads;
- They are of permanent and substantial construction and capable of conversion without major or complete reconstruction;

- The proposal would result in the enhancement of the immediate setting;
- Any architectural and historic significance of the building and its setting is preserved;
- The proposal respects the scale, form, materials and design of the existing building and does not harm the character of the surrounding area;
- The impact of external facilities (such as curtilage treatment, parking) is minimal and any landscaping respects the local rural character;
- Any extension as part of the conversion or subsequently should not be disproportionate to the original building and respect the scale and character of the building and its setting; and
- It would not have a significant adverse effect on the living conditions of adjoining occupiers or adversely affect the operation of working farms.

Retailing will not be permitted, other than farm shops, small scale village stores, proposals under 200 square metres or proposals that are ancillary to the main use.

If the building was completed within 10 years of the application being submitted for an agricultural or equestrian use the applicant

will need to demonstrate that the conversion of this building is essential for the long-term benefit of the associated agricultural/forestry/equestrian operation.

To meet the test of 'capable of conversion without major or complete reconstruction' 70% of the original exterior walls should be standing and in good condition and the building should have a roof.

### Justification

Government policy encourages the re-use and adaptation of rural buildings which can assist the rural economy by helping to meet the demand for workspace for rural businesses or by providing holiday accommodation. However, buildings remote from main roads and settlements will require particular consideration in terms of the potential for visual intrusion associated with re-use and the access and other services running to them.

The Council's preference is for the re-use of rural buildings for employment purposes. However, the conversion of buildings for recreational uses (including tourist attractions) or for holiday accommodation can help the rural economy and benefit the local community. The Council considers such uses are generally preferable to residential conversion which does little to help the rural economy and can harm the character and setting of some buildings. Indeed, not all buildings in the countryside



will be suitable for conversion and the Council will need to be satisfied that all the criteria in the policy are met.

In order to determine whether the existing building is suitable for conversion a structural report and method statement may be required which demonstrates that the building can be converted without major or complete reconstruction and which clearly identifies all areas to be demolished and rebuilt, including any proposed re-roofing.

An understanding of the essential features of the building, its relationship to the wider landscape setting and its sensitivity to change should inform the alterations that might be made.

Appropriate materials should be used and also methods of repair that respect the buildings significance. As the fabric of the building will embody its character and interest, as much as possible should be retained. Good practice advice prepared by Historic England is available to help inform a sensitive approach to any conversion.

In order to avoid abuse the policy will not apply where the building has been substantially completed within the last ten years, (either an agricultural building permitted under the General Development Order or another building which has obtained planning permission).

## Policy DP60: Previously developed land in the countryside

The partial or complete redevelopment of previously developed land outside settlement boundaries will be supported provided the physical impact of the development is commensurate with the previous development, the type and scale of development does not harm the countryside setting and that access to the proposal does not comprise access or safety on rural roads.

Residential use will be permitted if:

- It can be demonstrated that all attempts to secure an employment or alternative use have been unsuccessful; and
- The location is close to an existing settlement with a good range of facilities and services.

Retail uses other than proposals that are strictly ancillary to the main use or proposals under 200m<sup>2</sup>, will not be permitted.

All development on previously developed land in the countryside should ensure:

- The character and appearance of the countryside is not harmed;
- Existing structurally sound buildings on the site which contribute to the rural

character of the area are maintained and converted;

- The materials, form, bulk and general design of new buildings are in keeping with their surroundings;
- The location has safe and convenient access to the highway network and would not result in a significant adverse impact;
- There are no significant adverse impacts on living conditions of adjoining occupiers or uses; and
- Redevelopment would bring significant local environmental, economic or social benefits.

### Justification

The policy aims to ensure the most appropriate and sustainable re-use of land and buildings that are no longer required for their former use. It gives priority to economic uses over residential use in the countryside and ensures the enhancement of the site. Where an economic use cannot be found and sites are well located to an existing settlement with facilities and services, housing may be appropriate. Previously developed land is defined in the NPPF. Examples include garden centres which have a retail function, petrol filling stations and employment uses. It does not include land which is, or has been, used for agriculture and so does not apply to nurseries or



horticultural sites. Residential gardens are not covered by this policy. Sites in the Green Belt and the AONB will also need to comply with those policy tests.

## Policy DP61: Employment on green field land in the countryside

Development proposals for new buildings for business use (Use Classes B2, B8 or E(g)) on previously undeveloped sites outside settlements will only be permitted where no suitable redevelopment sites or redundant rural buildings suitable for re-use are available and:

- The proposal relates to processing locally grown produce or other land based rural business;
- The location has safe and convenient access to the highway network and would not result in a significant adverse impact;
- It would not have a significant adverse impact on the living conditions of adjoining occupiers; and
- It is demonstrated that the use could not be located at existing settlements or that the intended use specifically and measurably benefits from the specific countryside location.

Retailing, other than farm shops, small scale village stores, proposals under 200m<sup>2</sup>, or proposals that are ancillary to the main use, will not be permitted.

The character and appearance of the countryside must not be harmed and the materials, form, bulk and general design of new buildings will need to be in keeping with their surroundings.

### Justification

While the overall approach is to steer development to the most sustainable locations where there is good access to the workforce, markets and public transport opportunities, the need to also support existing businesses in the countryside is recognised. This policy therefore sets out the circumstances where new development will be acceptable in principle.

New buildings are inappropriate in the Green Belt other than for the exceptions specified in the National Planning Policy Framework or in very special circumstances.

## Policy DP62: Existing businesses in the countryside

Replacement buildings, extensions to buildings, ancillary buildings or the intensification of use for existing businesses,

located outside settlements will be permitted provided that:

- The scale of the proposal is not harmful to the character and appearance of the countryside;
- The materials, form, bulk and general design of buildings are in keeping with their rural surroundings;
- There is no significant adverse impact on living conditions of adjoining occupiers; and
- The proposed development has safe and convenient access to the highway network and would not result in a significant adverse impact.

The re-use of existing buildings is given priority over new development and only where no suitable buildings are available will new development be acceptable.

Proposals to extend outside the curtilage into surrounding countryside will need to be fully justified and not be harmful to the character and appearance of the countryside.

Retailing, other than proposals that are strictly ancillary to the main use or proposals under 200m<sup>2</sup>, will not be permitted.



## Justification

The policy aims to support the expansion of existing rural businesses providing development does not unacceptably harm its rural location.

The NPPF supports sustainable growth and expansion of all types of business and enterprise in rural areas. Although the Council is committed to sustaining and enhancing the rural economy, it is also recognised that this needs to be balanced against protecting the landscape value and biodiversity of the countryside, as well as the character of the smaller settlements and villages. The Council's preference is therefore for the re-use of existing buildings outside settlement boundaries.

There may be instances where new buildings, outside the Green Belt, are acceptable to allow an existing business to expand provided that they are of a design and scale appropriate to their rural surroundings. The Council may need to evaluate whether or not it is beneficial to the rural economy for the business to expand or intensify in the same location or whether any detrimental effect on the character of the area would outweigh these benefits.

This policy does not apply to the conversion of redundant rural buildings which is covered by a separate policy and proposals for extensions or alterations to buildings located in the Green Belt should also comply with Green Belt policies.

## Policy DP63: Visitor accommodation in the countryside including camping and caravanning

The construction of new buildings for use as visitor accommodation outside the Green Belt and AONB will be permitted provided that:

- There are no other existing buildings suitable for conversion;
- The proposal is set within the well-established curtilage of an existing building and is located adjacent to that building;
- The development will not result in an adverse effect on the landscape or settlement character of the area due to the proliferation of tourist accommodation;
- The building is capable of providing a high standard of tourist accommodation in accordance with a national quality assessment scheme;
- The scale of the proposal is not harmful to the character and appearance of the countryside;
- The proposal would result in an enhancement of the immediate setting, and the impact of external facilities (curtilage treatment, parking) is minimal

and landscaping respects the local rural character; and

- The materials, form, bulk and general design of buildings are in keeping with their rural surroundings.

Proposals for new or extended touring and static caravan outside the Green Belt and AONB will be permitted provided that:

- The proposal respects the scale, form, materials and design of any existing buildings and does not harm the character of the surrounding area;
- The re-use of existing buildings is given priority over new development and only where no suitable buildings are available will new development be acceptable; and
- Proposals are sited so as to minimise their visual and landscape impact, and extensions to existing sites that are considered intrusive must include environmental improvements to the existing site.

All visitor accommodation should:

- Not have a significant adverse effect on the living conditions of adjoining occupiers or adversely affect the operation of working farms; and
- Ensure there is safe and convenient



access to the highway network and will not result in significant adverse impacts; and

- Lighting should be as unobtrusive as possible taking into account the impact on living conditions and ecology

For new build and conversions subsequent applications to change holiday accommodation to permanent residential use or the removal of conditions for holiday accommodation will not be permitted within 10 years of their construction unless the existing use is shown to be unviable. Caravan parks and lodges will be conditioned to ensure they are used solely for holiday use.

Proposals to use mobile homes on longstanding existing holiday parks for permanent residential accommodation will only be permitted if:

- They are outside flood zone 3; and
- Are easily accessible in relation to existing facilities and services.

## Justification

The NPPF supports sustainable rural tourism that benefits businesses in rural areas, communities, visitors and which respects the character of the countryside. This includes the provision and expansion of appropriately located tourist and other

visitor facilities to meet identified needs which aren't already elsewhere such as in villages.

There is however a need to ensure that there is a genuine demand for the provision and that it is suitable for long term use. Therefore, the policy sets out a 10 year timeframe for new buildings to be retained as tourist accommodation to ensure that any new proposal is genuinely seeking to establish a long-term business use as tourist accommodation and to ensure tourist accommodation is not used as a stepping stone to gaining full residential use. Caravan parks and lodges are not regarded as suitable for permanent residential use.

The legal definition of a caravan was established in the Caravan Sites and Control of Development Act 1960. It was modified in 1968 to include twin-unit mobile homes and again in 2006 when the sizes were increased. Caravan refers to any building that is designed to be lived in and can be transported by road in one or two sections. The term 'caravan' covers traditional touring caravans, static caravans and mobile/park homes, including log cabins which can be transported by road. When a twin-unit mobile home/log cabin is joined on-site it must remain divisible for transport.

Caravan and camping sites are not considered to be appropriate in the Green Belt. In the Mendip Hills Area of Outstanding Natural Beauty great weight will be given to conserving landscape and scenic beauty in accordance with national guidance. In other locations the policy supports sensitively designed and

sited developments which avoid harm to the character of the surrounding area.

Given their potential impact on the landscape and the importance of raising the standard and therefore attractiveness of accommodation in the district, the strategy is to encourage investment in and retention of the most appropriately located sites. The re-use of existing buildings will also help to protect the countryside from further sporadic development.

Consideration will also need to be given on the impact of development through extension to existing or new sites where these are located within areas identified as being liable to flooding.



# Delivery

## Policy DP64: Infrastructure delivery and development contributions

Infrastructure will be provided in step with new development and co-ordinated through the Infrastructure Delivery Plan. This will include the mechanisms for funding and delivery of physical, social, community, environmental and any other infrastructure required to support development and regeneration.

Development proposals will be expected to provide a contribution towards the cost of infrastructure. Subject to statutory processes and regulations, contributions may be collected towards:

- Initial costs (such as design and development work and ‘pump priming’ of projects or programmes);
- Capital costs;
- Ongoing revenue costs such as the management and maintenance of services and facilities and
- Any other infrastructure related costs permitted by law and identified as a local need.

Contributions will be collected through S106 contributions and the Community Infrastructure Levy.

### Justification

The creation of vibrant and sustainable new communities requires the delivery of a range of infrastructure delivered in step with new development. This will include the transport infrastructure required to encourage walking and cycling, new or enhanced public transport, the provision of education, community, health and recreational facilities. public open space and green infrastructure and connection to utilities and broadband access.

The co-ordination of the infrastructure required to deliver the local plan strategy will be through the Infrastructure Delivery Plan. This document will be reviewed at regular stages through the plan period.





## 6. Schedules of allocated sites

### Schedule 1: Proposed large sites for residential development

This schedule sets out the proposed housing allocations for the Local Plan and identifies the capacity of dwellings for each site. Specific requirements for each site, including transport and highways requirements, will be finalised as plan-making progresses, following responses to this consultation and more detailed analysis of all the sites. Some requirements have started to be identified and are listed on this table, but the list is not comprehensive and more specific site requirements will be added.

All proposed residential allocations can be viewed on the emerging [Policies Map](#).

Site location	Capacity	Comments	Planning status	Site requirements
<b>Strategic growth locations</b>				
Wolvershill (north of Banwell)	2,800	Proposed new strategic growth area	No current consent	● See policy LP1: Strategic location: Wolvershill (north of Banwell)
Yanley Lane (Woodspring golf course)	2,500	Proposed new strategic growth area	No current consent	● See policy LP2: Strategic location: Yanley Lane (Woodspring golf course).
<b>Total</b>	<b>5,300</b>			
<b>Wider Weston-super-Mare area</b>				
Land west of Hutton	100	Proposed new allocation	No current consent	● A new footway to Hutton. A new 250m footway along Oldmixon Road to allow safe walking access to Broadoak Secondary School.
Elm Grove Nursery, Locking	50	Proposed new allocation	No current consent	● Active travel improvements required along Elm Tree Road to link in with foot/cycleway on A371.
<b>Total</b>	<b>150</b>			



Site location	Capacity	Comments	Planning status	Site requirements
<b>Weston-super-Mare</b>				
Parklands Village	3,330	Carried forward from the Site Allocations Plan	Partially consented	<ul style="list-style-type: none"> <li>● Further details in Weston Villages Supplementary Planning Document.</li> </ul>
Winterstoke Village	1,552	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Further details in Weston Villages Supplementary Planning Document.</li> </ul>
Locking Road Car Park	230	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Pedestrian and cycle access from all sides. Secure pedestrian/cycle access to north.</li> <li>● Main vehicular access from Locking Road is preferred if feasible.</li> </ul>
Former Leisuredome allocation	216	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>● Land to be safeguarded through the site for a strategic cycle route (M5 agricultural bridge route)</li> </ul>
Weston Rugby Club	200	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>● New clubhouse and changing facilities for the Rugby Club, offices and a GP surgery to be provided as part of any redevelopment.</li> <li>● Active travel improvements (safe crossing points) at Francis Fox roundabout and Sunnyside North/A370 junction or contribution to an approved scheme in this area.</li> </ul>
Land west of Winterstoke Road	134	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Loss of sports pitch needs to be addressed.</li> <li>● Layout to have regard to industrial units to the south and railway line to the west. Access off Winterstoke Road.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>● Improvements to Winterstoke Road cyclepath, widening and priority. Contribution to Broadway roundabout improvements, including active travel provision.</li> </ul>
Westacres Caravan Park	125	Carried forward from the Site Allocations Plan	Extant planning permission	
Sunnyside Road	120	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Active travel improvements (safe crossing points) at Francis Fox roundabout and Sunnyside North/A370 junction or contribution to an approved scheme in this area.</li> </ul>
Land north of Oldmixon Road	119	Carried forward from the Site Allocations Plan	Extant planning permission	
Woodspring Stadium, Winterstoke Road	100	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>● Improvements to Winterstoke Road cyclepath, widening and priority.</li> <li>● Contribution to Broadway roundabout improvements, including active travel provision.</li> </ul>
Gas Works	95	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Francis Fox roundabout improvement contribution and Sunnyside North/A370 junction or contribution to an approved scheme in this area.</li> </ul>
Dolphin Square	80	Carried forward from the Site Allocations Plan	No current consent	
Land west of Trenchard Road	75	Proposed new allocation	Extant planning permission	



Site location	Capacity	Comments	Planning status	Site requirements
Police Station/Magistrates Court/ Victoria Church	70	Carried forward from the Site Allocations Plan	No current consent	
Land at Bridgwater Road	60	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Pedestrian and cycle improvements towards Uphill.</li> </ul>
Scot Elm Drive	57	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Direct link to the pedestrian and cycle path to east.</li> </ul>
Former Bournville School site	48	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Direct access to existing cycle and pedestrian facilities.</li> </ul>
Lynton House Hotel	40	Carried forward from the Site Allocations Plan	Extant planning permission	
Knightstone Road Hotels	40	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>● Improved pedestrian links to west.</li> </ul>
Former Sweat FA site, Winterstoke Road	37	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Vehicular and pedestrian access off Bridge Road and to south with pedestrian and cycle access through site.</li> <li>● Layout and design to have regard to working garage to the west. Health and Safety Executive to be consulted.</li> <li>● Contaminated Land Assessment Required. Higher standard of surface water attenuation and run off required.</li> </ul>
Former Police Depot, Winterstoke Road	36	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>● Frontage set-aside for a right turn lane into Stuart Road and foot/cycleway widening.</li> </ul>



# North Somerset Local Plan 2038 Preferred Options

Site location	Capacity	Comments	Planning status	Site requirements
Nightingale Close, Mead Vale	34	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Redevelopment to retain commercial uses and include 34 residential units.</li> <li>● Pedestrian and cycle improvements to mitigate loss of parking.</li> <li>● Higher standard of surface water attenuation and run off required.</li> </ul>
Land at Wilson Gardens/ Scot Elm Drive	30	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Vehicular access off adjacent roundabout.</li> <li>● Regard to be had to hedgerows/ watercourses and nature reserve to north-west.</li> </ul>
Dauncey's Hotel, Claremont Crescent	28	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Conversion of part of hotel, remainder of hotel to remain.</li> <li>● Active travel improvements to Birnbeck Road</li> </ul>
38-40 Birnbeck Road	26	Proposed new allocation	Extant planning permission	
Land adjacent to Diamond Batch	20	Proposed new allocation	Extant planning permission	
Former TJ Hughes, High Street	19	Carried forward from the Site Allocations Plan	Extant planning permission	
Land at Atlantic Road South	18	Carried forward from the Site Allocations Plan	Extant planning permission	
Land to the rear of Locking Road	12	Carried forward from the Site Allocations Plan	No current consent	



Site location	Capacity	Comments	Planning status	Site requirements
69-71 Locking Road	11	Proposed new allocation	Extant planning permission	
Madeira Cove Hotel	10	Proposed new allocation	Extant planning permission	
Plum Tree Farm, off Summer Lane	8	Carried forward from the Site Allocations Plan	Extant planning permission	
<b>Total</b>	<b>6,980</b>			

## Clevedon

Land off Millcross	70	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Mix of 2-3 storey development appropriate.</li> <li>● Direct access onto cycleway to west and south.</li> <li>● Direct access onto public footpath LA22/46/90 to east.</li> <li>● Improvements to active travel provision.</li> </ul>
Land at 173-175 Kenn Road	54	Proposed new allocation	Extant planning permission	
Land north of Churchill Avenue	44	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Part of site to be given over to improved play/public open space facilities.</li> <li>● Access via Wordsworth Road.</li> <li>● Strode Rd, improvements to cycle provision.</li> </ul>
Great Western Road	39	Proposed new allocation – urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>● Pedestrian and cycle improvements and cycle storage.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
2-6 Bay Road	19	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Nursing home premises to be converted.</li> <li>● Improved connectivity to Hill Road district centre for active travel modes.</li> </ul>
<b>Total</b>	<b>226</b>			
<b>Nailsea</b>				
Land South of Nailsea	600	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</li> <li>● The need for additional primary education capacity is to be considered, including the possibility of a new school on site if required.</li> </ul>
Land at North West Nailsea	450	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</li> <li>● Capacity of 450 dwellings considered a maximum.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
Youngwood Lane	450	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Spine Road running through site (from Pound Lane to Watery Lane) required.</li> <li>● Pylons to be removed.</li> <li>● Undergrounding of 132kv line on northern boundary.</li> <li>● Transport Assessment required.</li> <li>● The need for additional primary education capacity is to be considered, including the possibility of a new school on site if required.</li> <li>● Relocation or replacement of Fryth Way sports pitch.</li> <li>● Where possible retention of Tree Preservation Order trees.</li> <li>● Retention of strong hedge boundaries especially to the north.</li> <li>● PROW links to Causeway View.</li> <li>● Coal Mining Risk Assessment required.</li> <li>● Protection of adjacent Tickenham, Nailsea and Kenn Moor Site of Special Scientific Interest.</li> <li>● Comprehensive approach to mitigation to protect water quality and drainage in respect of the SSSI.</li> </ul> <p>● Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other</p>





Site location	Capacity	Comments	Planning status	Site requirements
				<p>infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</p> <ul style="list-style-type: none"> <li>● Proposals must demonstrate effective coordination with neighbouring developers to ensure the site is developed appropriately as part of a wider strategic growth area in line with policy LP3: Nailsea and Backwell.</li> <li>● A transport corridor is required to be safeguarded through the site reflecting the outline planning consent, and future reserved matters phases to be coordinated with any neighbouring proposals.</li> <li>● Trees to be retained as part of an open space feature /corridor.</li> <li>● Requires retention of strong hedge boundaries throughout the site.</li> <li>● Pedestrian links to footpath on northern boundary.</li> <li>● Vehicular access from western boundary.</li> <li>● Transport Assessment required.</li> <li>● Ecological issues to be addressed on a strategic basis as part of any future wider development.</li> <li>● Proposals will require a Coal Mining Risk Assessment.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
West of Engine Lane	171	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</li> <li>● Access off Engine Lane.</li> <li>● Strong hedge boundaries to be retained where practicable. Where this is not possible, replacement hedgerows should be provided.</li> <li>● Footpath on western side of Engine Lane.</li> <li>● Transport Assessment required.</li> <li>● Replacement or improved sport facilities required.</li> <li>● Proposals will require a coal mining assessment.</li> </ul>
Land south of The Uplands	52	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Access off The Uplands.</li> <li>● Requires retention of strong hedge boundaries especially on southern boundary.</li> </ul>
Weston College Site, Somerset Square	28	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Redevelopment site to deliver A1/A3 units at ground floor level and residential above.</li> <li>● Public cycle parking provision and car club.</li> </ul>



# North Somerset Local Plan 2038 Preferred Options

Site location	Capacity	Comments	Planning status	Site requirements
Trendlewood Way	24	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Retention of wooded area fronting Trendlewood Way required.</li> <li>● Coal Mining Risk Assessment Required</li> </ul>
West End	6	Carried forward from the Site Allocations Plan	Extant planning permission	
<b>Total</b>	<b>1,781</b>			
<b>Portishead</b>				
Old Mill Road	350	Proposed new allocation – urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>● Mixed use redevelopment.</li> <li>● Detailed mix of uses to be determined following Wyndham Way placemaking study being prepared in consultation with residents and businesses.</li> <li>● Improvements to High Street and Gordano Road, Harbour Road corridor for active travel modes.</li> </ul>
Harbour Road/Gordano Gate	93	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Development must include some employment floorspace.</li> <li>● Footpath links required to new railway station.</li> <li>● Layout to have regard to land required for new railway station</li> <li>● Improvements to High Street and Gordano Road, Harbour Road corridor for active travel modes.</li> </ul>
Land south of Clevedon Road	80	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Active travel links to High Street and Gordano Road, Harbour Road corridor.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
Site V2 Harbour Road	26	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Residential development above ground floor commercial use.</li> <li>● Improvements to High Street and Gordano Road, Harbour Road corridor for active travel modes.</li> </ul>
Land south of Downside	23	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Access through Downside.</li> <li>● Requires retention of strong hedge boundaries and trees to the west.</li> <li>● Improvements to High Street and Gordano Road, Harbour Road corridor for active travel modes.</li> </ul>
<b>Total</b>	<b>572</b>			
<b>Backwell</b>				
Grove Farm	600	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</li> <li>● The need for additional primary education capacity is to be considered, including the possibility of a new school on site if required.</li> </ul>
Land east of Backwell	500	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Site is part of a wider area being considered for strategic growth.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
				<p>Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</p> <ul style="list-style-type: none"> <li>● The need for additional primary education capacity is to be considered, including the possibility of a new school on site if required.</li> </ul>
Land at Moor Lane	20	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Vehicular access through The Briars.</li> <li>● Landscaping/buffer strip/POS alongside railway boundary.</li> <li>● Requires retention of strong hedge boundary to Moor Lane and on western boundary.</li> <li>● Balancing pond required in NW corner.</li> <li>● Coal Mining Risk Assessment required.</li> </ul>
<b>Total</b>	<b>1,120</b>			
<b>Yatton/Claverham</b>				
Land at North End, Yatton	154	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Requires retention of existing hedgerows/trees.</li> <li>● Vehicular access off roundabout.</li> <li>● Open space required in north-eastern corner of site.</li> <li>● Contribution required to comprehensive surface water strategy.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>● Contribution required to road safety/ congestion solutions in the wider area.</li> </ul>
Yatton Rugby Club, Yatton/ Moor Road, Yatton	160	Proposed new allocation (including site carried forward from Site Allocations Plan).	No current consent	<ul style="list-style-type: none"> <li>● Access to combined site via North End.</li> <li>● Layout to respect Grange Farm (Listed Building).</li> <li>● No development in the orchard.</li> <li>● Landscape Buffer alongside Stowey Rhyne.</li> <li>● Contribution to comprehensive surface water strategy.</li> <li>● Contribution to road safety/ congestion solutions in the wider area.</li> <li>● Replacement/relocation of rugby club and playing pitches.</li> <li>● Active travel permeability across this and adjacent sites.</li> <li>● Pedestrian/cycle crossing of North End Road.</li> <li>● Contribution to Strawberry Line extension to Clevedon and "Connected Yatton".</li> </ul>
Former UTAS site, Bishops Road, Claverham	69	Carried forward from the Claverham Neighbourhood Plan	Extant planning permission	
Land north of Egret Drive, Yatton	8	Proposed new allocation	Extant planning permission	
<b>Total</b>	<b>391</b>			



# North Somerset Local Plan 2038 Preferred Options

Site location	Capacity	Comments	Planning status	Site requirements
<b>Banwell</b>				
Land west of Wolvershill Road	54	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li>● 3m set safeguarded strip along site frontage for future active travel improvements.</li> </ul>
Land south of Knightcott Gardens	37	Proposed new allocation	Partially consented	<ul style="list-style-type: none"> <li>● Active travel link to High Street to north and improvements to pedestrian provision.</li> </ul>
Land at Western Trade Centre	10	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li>● Active travel provision improvements on route into Banwell</li> </ul>
<b>Total</b>	<b>101</b>			
<b>Bleadon</b>				
Bleadon Quarry	42	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● 500 square metres of employment floorspace at entrance of the site.</li> <li>● Traffic calming measures on Bridge Road.</li> <li>● Pedestrian link along Mulberry Lane.</li> <li>● Improvements to PRow to link into existing footways in Purn Lane/ Southridge Heights via Purn Hill.</li> </ul>
Land off Purn Way	14	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● PRow improvements from site to link onto existing footways in Purn Lane/ Southridge Heights via Purn Hill.</li> </ul>
<b>Total</b>	<b>56</b>			



Site location	Capacity	Comments	Planning status	Site requirements
<b>Churchill</b>				
Land east of Ladymead Lane	70	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Land East of Ladymead Lane, Land North of Pudding Pie Lane, Pudding Pie Lane (West) and Land South of Jubilee Lane to be master planned together and consider cumulative traffic impacts and access arrangements particularly in relation to Ladymead Lane.</li> <li>● Access to new development off Pudding Pie Lane.</li> <li>● Active travel provision improvements</li> <li>● Contribution towards improved Active travel connection to Churchill School</li> <li>● Contribution for mitigations at A368/A38 Churchill Junction</li> </ul>
Land north of Pudding Pie Lane	65	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Land East of Ladymead Lane, Land North of Pudding Pie Lane, Pudding Pie Lane (West) and Land South of Jubilee Lane to be master planned together and consider cumulative traffic impacts and access arrangements particularly in relation to Ladymead Lane.</li> <li>● Access to new development must come off Stock Lane via Pudding Pie (East) development or Pudding Pie Lane if former is not possible.</li> <li>● Active travel provision improvements</li> </ul>





Site location	Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>● Contribution towards improved active travel connection to Churchill School</li> <li>● Contribution for mitigations at A368/A38 Churchill Junction</li> </ul>
Land south of Bristol Road	38	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Vehicular access off A3</li> <li>● Retention of strong hedge boundaries.</li> <li>● Views to AONB to be retained wherever possible.</li> <li>● Higher standard of surface water attenuation and reduction in existing flood risk required.</li> </ul>
Pudding Pie Lane (West)	35	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Land East of Ladymead Lane, Land North of Pudding Pie Lane, Pudding Pie Lane (West) and Land South of Jubilee Lane to be master planned together and consider cumulative traffic impacts and access arrangements particularly in relation to Ladymead Lane.</li> <li>● Access to new development must come off Pudding Pie Lane.</li> <li>● Active travel provision improvements</li> <li>● Contribution towards improved active travel connection to Churchill School</li> <li>● Contribution for mitigations at A368/A38 Churchill Junction</li> <li>● Retention of existing hedgerows required.</li> <li>● Layout to address overlooking issues from neighbouring properties.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>● Links to Public Right of Way on eastern boundary.</li> </ul>
Pudding Pie Lane (East)	28	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Vehicular access off Stock Lane.</li> <li>● Central open space.</li> <li>● Retention of existing hedgerows required.</li> <li>● Landscape buffer on Jubilee Lane boundary to the north.</li> <li>● Cycleway/Pedestrian link onto Pudding Pie Lane and Stock Lane in north-eastern corner of site.</li> </ul>
Land south of Jubilee Lane, Churchill	21	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Land East of Ladymead Lane, Land North of Pudding Pie Lane, Pudding Pie Lane (West) and Land South of Jubilee Lane to be master planned together and consider cumulative traffic impacts and access arrangements particularly in relation to Ladymead Lane.</li> <li>● Access to new development must come off Pudding Pie Lane.</li> <li>● Active travel provision improvements</li> <li>● Contribution towards improved active travel connection to Churchill School</li> <li>● Contribution for mitigations at A368/A38 Churchill junction</li> </ul>
<b>Total</b>	<b>257</b>			



# North Somerset Local Plan 2038 Preferred Options

Site location	Capacity	Comments	Planning status	Site requirements
<b>Congresbury</b>				
Pineapple Farm	90	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Retain and enhance public right of way through site.</li> <li>● Active travel provision improvements to link into local facilities.</li> </ul>
Woodhill Nurseries	60	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Enhance public right of way to provide pedestrian access onto A370.</li> <li>● Pedestrian and cycle crossing facilities at Smallway Jct. (no current facility at junction)</li> </ul>
Land off Wrington Lane	50	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Access to be confirmed through planning consent.</li> <li>● Traffic management/calming/pedestrian safety measures on Wrington Lane required.</li> <li>● Existing hedgerows to be retained.</li> <li>● Layout to minimise landscape impact.</li> </ul>
Land east of Smallway	25	Carried forward from the Congresbury Neighbourhood Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Pedestrian and cycle crossing facilities at Smallway Jct. (no current facility at junction)</li> </ul>
Land south of Cadbury Garden Centre	21	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Vehicular access off A370.</li> <li>● Access arrangements to be confirmed through planning application, ensuring that they do not prejudice any future highway junction improvements.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
Land south of Station Road adjoining Church Farm	20	Carried forward from the Congresbury Neighbourhood Plan	No current consent	<ul style="list-style-type: none"> <li>● Active travel provision improvements to link into local facilities and Strawberry Line.</li> </ul>
Land to the north of Bristol Road	20	Carried forward from the Congresbury Neighbourhood Plan	No current consent	<ul style="list-style-type: none"> <li>● Right turn lane required on A370 to access the site.Active travel provision improvements</li> </ul>
Land south of Station Road	13	Carried forward from the Congresbury Neighbourhood Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Active travel provision improvements to link into local facilities and Strawberry Line.</li> </ul>
<b>Total</b>	<b>299</b>			
<b>Sandford</b>				
Land at Mead Farm	30	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Direct active travel access onto Strawberry Line.</li> <li>● Contribution to the development of the Strawberry Line.</li> </ul>
Land west of Sandford	18	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Relocation of bus stop required to access the site.</li> <li>● Direct active travel access onto Strawberry Line and public right of way.</li> <li>● Contribution to the development of the Strawberry Line.</li> </ul>
Land north of Greenhill Road	16	Carried forward from the Site Allocations Plan	Extant planning permission	
F Sweeting and Son site	16	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Improved footpath links to Sandford required.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>● Regard to nature conservation importance of Towerhead Brook.</li> <li>● Active travel provision improvements to link into local facilities and Strawberry Line.</li> </ul>
<b>Total</b>	<b>80</b>			
<b>Winscombe</b>				
Woodborough Farm	145	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Main vehicular access onto Woodborough Road.</li> <li>● Secondary vehicular access to Church Road.</li> <li>● Footpath links to Strawberry line and other surrounding Public Rights of Way.</li> <li>● Central open space feature.</li> <li>● Retention of mature trees/TPO's and hedge boundaries.</li> </ul>
Broadleaze Farm	74	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Direct active travel access onto the Strawberry Line.</li> <li>● Design/layout to minimise impact on the AONB and Strawberry Line.</li> <li>● Fluvial flood risk associated with Towerhead Brook must be addressed.</li> <li>● Noise impact assessment required re: adjacent depot.</li> <li>● Retention of hedgerows.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>● Regard to be had to nature conservation interests in relation to the Strawberry Line and Towerhead Brook.</li> </ul>
West of Hill Road	30	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● Access must be wide enough to allow 2 vehicles to pass plus a footway.</li> <li>● Contribution to the development of the Strawberry Line.</li> <li>● Active travel provision improvements to link into local facilities and Strawberry Line.</li> <li>● Direct access onto the Strawberry Line desirable and to be investigated.</li> <li>● Noise impact assessment required re: adjacent depot.</li> <li>● Regard to be had to nature conservation interests in relation to the Strawberry Line</li> </ul>
Land at Shipham Lane	28	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● No development within the AONB.</li> <li>● Design to minimise impact on the AONB.</li> <li>● Retention of hedgerows.</li> <li>● Vehicular access off Shipham Lane or through land to the south (Coombe Farm).</li> <li>● Contribution to the development of the Strawberry Line.</li> <li>● Active travel provision improvements to link into local facilities and Strawberry Line.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>● Active travel crossing improvements at junction of Shipham Lane, Ilex Lane and Sandford Road. Provision of footway to Sandford Road from site.</li> </ul>
Land at Coombe Farm	24	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>● Design to minimise impact on the AONB.</li> <li>● Retention of hedgerows/pond. Vehicular access off Sandford Road.</li> <li>● Retention of on-site trees.</li> <li>● Active travel provision improvements to link into local facilities and Strawberry Line.</li> <li>● Provision of ramp to Strawberry Line at Homefield Close</li> </ul>
<b>Total</b>	<b>301</b>			
<b>Other settlements</b>				
Barrow Hospital (1), Barrow Gurney	66	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Footpath links to Long Ashton to be provided/improved.</li> <li>● Removal of trees to be minimised.</li> <li>● Habitat Regulation Assessment required.</li> </ul>
Barrow Hospital (2), Barrow Gurney	14	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Footpath links to Long Ashton to be provided/improved.</li> <li>● Removal of trees to be minimised.</li> <li>● Habitat Regulation Assessment required.</li> </ul>
Unit C, Estune Business Park, Long Ashton	24	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li>● Active travel provision improvements to link into local facilities.</li> </ul>



Site location	Capacity	Comments	Planning status	Site requirements
Unit A, Estune Business Park, Long Ashton	18	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li>● Active travel provision improvements to link into local facilities.</li> </ul>
Tickenham Garden Centre, Tickenham	32	Carried forward from the Site Allocations Plan	Extant planning permission	
Golden Acres Fruit Farm, Tickenham	18	Proposed new allocation	Extant planning permission	
Land at Cox's Green, Wrington	45	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>● Vehicular access off Havyatt Road.</li> <li>● Design/layout to minimise visual impact of the scheme.</li> <li>● Retention of existing hedgerows.</li> <li>● Improved footpath access to village.</li> <li>● Open space requirements to be fixed through planning application.</li> </ul>
Land north of Colliter's Way	215	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>● No vehicular access off Colliters Way.</li> <li>● Active travel links to all local roads and public rights of way.</li> <li>● Active travel provision improvements to link into local facilities.</li> <li>● To coordinate development with land in Bristol City.</li> <li>● To ensure development does not compromise the requirements of LP2.</li> </ul>
<b>Total</b>	<b>432</b>			
<b>GRAND TOTAL</b>	<b>18,046</b>			





## Schedule 2: Proposed Employment Sites

All proposed employment sites can be viewed on the emerging [Policies Map](#).

Site location	Site area (hectares)	Comments
<b>Edge of Bristol</b>		
Yanley Lane (Woodspring golf course)	9.8	Proposed new allocation
<b>Total</b>	<b>9.8</b>	
<b>Weston-super-Mare</b>		
Haywood Village Business Quarter	17.7	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site A	0.30	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site B	3.0	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site C	0.37	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site D	1.67	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site E	1.82	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site F	0.47	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site G	0.31	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site H	0.57	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site I	0.12	Carried forward from Site Allocations Plan, with adjusted boundary
Wolvershill (north of Banwell)	11.3	New proposed allocation
West Wick Business Park	5.3	Carried forward from Site Allocations Plan
Summer Lane, North of A370	2.54	Carried forward from Site Allocations Plan, with adjusted boundary
Moor Park, A371	1.23	Carried forward from Site Allocations Plan, with adjusted boundary



Site location	Site area (hectares)	Comments
Aisecombe Way	0.5	Carried forward from Site Allocations Plan
<b>Total</b>	<b>47.2</b>	
<b>Other towns</b>		
Clevedon 5/20 Kenn Road Business Park	2.1	Carried forward from Site Allocations Plan, with adjusted boundary
Land at Nailsea and Backwell	8.1	New proposed allocation (See Policy LP3)
Gordano Gate Portishead	1.1	Carried forward from Site Allocations Plan
<b>Total</b>	<b>11.3</b>	
<b>Villages</b>		
Park Farm, Yatton	0.42	Carried forward from Site Allocations Plan
Estune Business Park, Long Ashton	0.38	Carried forward from Site Allocations Plan
<b>Total</b>	<b>0.8</b>	
<b>GRAND TOTAL</b>	<b>69.1</b>	



## Schedule 3: Proposed Local Green Space

All proposed Local Green Space allocations can be viewed on the emerging [Policies Map](#).

Location (in order by parish)	Site area (hectares)	Justification
<b>Abbots Leigh</b>		
Abbots Pool, Abbots Leigh	3.91	Area with lake amidst woodland, with bridleway and footpaths. Used for informal recreation. Wildlife Site.  On HER (council's Historic Environment Record) : archaeological site: Abbots Pool and 2 pools to north medieval; C20 fishponds.
<b>Backwell</b>		
Farleigh Fields, Backwell	8.85	Two fields meeting in a T shape near St Andrew's Church. Pasture, but considered to exceptionally warrant LGS designation because of their particular importance in terms of the setting of the grade 1 listed St Andrew's Church, being high lying, prominent and visible from a significant distance to the south. They are also crossed by public rights of way, which lead towards and afford views of the church.  On HER, there is an archaeological site within the northern field (Neolithic stone slab).
Backwell Lake	5.42	Attractive area with lake and surrounding grass and trees. Wildlife Site and Local Nature Reserve. Used for informal recreation.  No records on HER.
<b>Banwell</b>		
Banwell recreation ground, Westfield Rd, Banwell	1.22	Recreation ground, with boundary trees. Used for recreation.No record on HER.
Riverside Green, Banwell	0.53	Grass open space, some trees, play area. Used for informal recreation.  HER shows archaeological site: site of Daniel Day's House, Riverside, 1815.



Location (in order by parish)	Site area (hectares)	Justification
<b>Blagdon</b>		
The Rocks common land, Blagdon	0.36	Fairly high lying area of grass and trees above rocks, with woodland to south, crossed by footpath (PROW), and used for informal recreation. Includes seats and picnic area.  HER shows archaeological site, old quarry at Street End, post medieval quarry
<b>Churchill</b>		
Land west of Rowan Way Churchill	1.51	Grass space with trees, used for informal recreation. No records on HER.
<b>Clevedon</b>		
Salthouse Fields, Clevedon	3.89	Iconic grass space, used for recreation, alongside Marine Lake and Severn estuary.  HER: Includes archaeological site: site of C17 saltworks, also Victorian promenade sea defences, C19.
Wains Hill (Poets Walk), Clevedon	4.55	Attractive hill, grass with some treed areas, near Severn estuary. Used for informal recreation, (walking etc). Local Nature Reserve and Wildlife Site.  HER shows site is a scheduled monument, with some archaeological sites (points); eg. slight univallate hillfort, and Wains Hill hillfort (Iron Age).
Church Hill, Clevedon	4.40	Attractive hill, grass and treed areas, near Severn estuary. Used for informal recreation, (walking etc). Local Nature Reserve and Wildlife Site.  HER: Includes archaeological sites (points) ridge and furrow, Church Hill; post medieval mining on south side of Church Hill; C19 Lookout tower, Church Hill.
Alexandra Gardens, Clevedon	0.81	Attractive well treed area with more open grassed part to south. Crossed by footpaths.  HER: Unregistered park or garden; archaeological site, C19 municipal park.
Pier Copse, Clevedon	0.44	Attractive grassed but well treed area. HER: Unregistered park or garden.



# North Somerset Local Plan 2038 Preferred Options

Location (in order by parish)	Site area (hectares)	Justification
Herbert Gardens, East of Herbert Road, Clevedon	1.21	Attractive area well treed on boundaries. Used for informal recreation. HER: Unregistered park or garden; archaeological site, C19 municipal park.
Dial Hill, Clevedon	4.64	Hill including densely wooded slopes crossed by footpaths, more open at top. HER: number of archaeological sites, (points) including old C19 quarries, late prehistoric lynchets, Iron Age, site of C19 reservoir, site of C19 limekiln, etc
Strawberry Hill, Clevedon	11.86	Long area of woodland crossed by public footpaths. Wildlife Site. HER: some archaeological sites, including stone mace head, a flint knife, Neolithic/Bronze Age, etc.
Land at Old Park Road, Clevedon	0.3	Attractive woodland in residential area. No records on HER.
Land at Green Beach, Clevedon	0.75	Attractive grassed area with some trees and ornamental gardens overlooking Severn estuary. Used for informal recreation. HER: unregistered park and garden; includes archaeological sites: late C19 municipal park; Golden jubilee bandstand, 1887.
Sunhill Park, Sunnyside Road, Clevedon	0.56	Area of dense trees with more open central area next to community centre. Attractive. Used for informal recreation. HER: Unregistered park or garden; archaeological site; early C20 garden, now municipal park.
Highdale Hill, Clevedon	1.16	Attractive area with woodland and some more open areas to west, crossed/bounded by public footpath. HER shows archaeological sites: Christ Church and Highdale Farm; scatter of stones to north and west of Highdale Farm.
Land near M5 and River Blind Yeo, along south east and southern edge of Clevedon	7.01	Largely linear open space alongside M5 and River Blind Yeo. Used for informal recreation. Also contributes to townscape. Includes play area near Hazell Close. No records on HER.



Location (in order by parish)	Site area (hectares)	Justification
Land at Crabtree Path, Clevedon	0.21	Grassed area with some boundary trees. Used for informal recreation. No records on HER.
Marshalls Field, Clevedon	3.49	Grass open space part bounded by River Land Yeo, with some boundary trees. Part bounded by a raised cycle/walkway to west.  No record on HER. Used for informal recreation.  A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council.
North east of Walton Park Hotel, Clevedon	2.27	Grassed area with woodland, overlooking Bristol Channel. Used for informal recreation.  On HER: unregistered park or garden (Walton gardens and park, late C19 park).  HER also shows archaeological site: old quarries and tramway at cliff top, Walton St Mary, C19 quarry).
Millennium Orchard, Clevedon	0.30	Community orchard, accessible to the public and used for community events like wassailing etc. No records on HER.
Grass space with play area, at Teignmouth Road/Beaconsfield Road junction.	0.35	Grass area, a few trees, and adjoining play area. Used for informal recreation. No records on HER.
Cherry Avenue play area	0.22	Grass open space for informal recreation. No records on HER.
Land at Walton Road in front of Conygar Close	0.27	Attractive grass area with trees used for informal recreation. HER shows archaeological site: site of Walton Park station, c 907-1940.
Westbourne housing estate open spaces	0.90	Grass areas with trees amidst housing. Visual amenity and informal recreation. No records on HER.
Land, including walk, north of former Hangstone Quarry, running from junction of Victoria Road with Old Church Road.	0.24	Attractive area including ornamental garden, with grass and treed areas as part of walk. HER shows some archaeological sites just outside boundary, including Pleistocene bone deposits and Roman pottery from cave, at the quarry.



Location (in order by parish)	Site area (hectares)	Justification
<b>Congresbury</b>		
Congresbury Millennium Green, Congresbury	2.63	Comprises attractive grass spaces either side of river.. Larger northern area has some mature trees on boundary, and includes public footpaths and play area. Used for informal recreation. Southern area includes community orchard. HER shows archaeological site:, site of tannery east of the Ship and Castle, C18.
Recreation area adjoining King George V Jubilee playing field, Congresbury	0.47	Grass recreation area with play equipment. No record on HER.
Land at St Andrew’s Church, Congresbury	0.8	Attractive grass area with trees, and the adjoining historic church yard, adjacent to and important to the setting of the grade 1 listed church. While cemeteries are not normally appropriate for LGS designation, the historic importance of the graveyard, with listed walls and monuments, reflected on the HER, together with its importance to the setting of the church, is considered to warrant an exception.
King George V Playing Field, Congresbury	1.29	The made Congresbury Neighbourhood Plan allocates this site as LGS, referring to it as ‘important as a recreational area’.
Broadstones recreation ground, Congresbury	2.85	The made Congresbury Neighbourhood Plan allocates this site as LGS, referring to it as ‘important as a recreational area’.
<b>Locking</b>		
Locking Green, Locking	0.74	Grassed open space including and bounded by trees. Includes play area. Used for recreation.HER: within broad archaeological site for core settlement of Locking.
South of Anson Road, near Parklands Village, Locking parish	1.38	Grass open space with boundary trees. Includes play area. Used for recreation. No record on HER



Location (in order by parish)	Site area (hectares)	Justification
<b>Long Ashton</b>		
Land at village hall, Long Ashton	2.01	Open space used for recreation. Includes play area. No records on HER. LGS in the Long Ashton Neighbourhood Plan 2014-2033, which has now been made.
Birdwell Recreation Ground (Lampton Road), Long Ashton	0.21	Grass open space used for recreation. No records on HER. LGS in the Long Ashton Neighbourhood Development Plan 2014-2033, which has now been made.
Peel Park, Long Ashton	2.55	Grass open space used for recreation. LGS in the Long Ashton Neighbourhood Development Plan 2014-2033, which has now been made.
Long Ashton cricket ground, Long Ashton	1.50	Cricket ground. LGS in the Long Ashton Neighbourhood Development Plan 2014- 2033, which has now been made.
Land north east of Long Ashton	298.01	Very large site including land at Ashton Court Estate. LGS in the Long Ashton Neighbourhood Development Plan 2014-2033, which has now been made.
<b>Nailsea</b>		
Scotch Horn Park, Nailsea	3.7	Attractive park with landscaped grounds. Includes play area and skateboard park. Used for recreation. On HER the Nailsea glassworks Scheduled Monument just extends far enough south to include a small area on north edge of park.
Land south of Bibury Close, Nailsea	0.35	Rectangular grass area with some trees. Used for informal recreation. No records on HER. Part of Trendlewood Community Park





# North Somerset Local Plan 2038 Preferred Options

Location (in order by parish)	Site area (hectares)	Justification
Nowhere Wood and land west of Bibury Close, and north of Avening Close, Nailsea	3.1	Comprises wooded area with public access including the site of a former Pennant sandstone quarry, in north, and grassed area, south to Avening Close, to south. Used for recreation. HER shows the site of the quarry as an archaeological site (site of C19 quarry) Part of Trendlewood Community Park
Land, north of Chelvey Rise, east of Trendlewood Way, Nailsea	0.38	Long shaped area of grass and trees. Used for informal recreation. No records on HER. Part of Trendlewood Community Park
Land south of Turnbury Avenue and land south of Fowey Close, Nailsea	1.93	Linear space on south east edge of Nailsea used for informal recreation. No records on HER. Part of Trendlewood Community Park
Land at junction of Blackthorn Way and Nailsea Park, Nailsea	1.04	Grass area south of Blackthorn Way, with scattered trees and tree group. Used for informal recreation. HER: 4 archaeological sites: tented camp for British troops in WW2 pre 1941, Nailsea Park; site of WW2 hutted camp, c1941-43, Nailsea; site of WW2 USA coloured troops camp, 1943-5, Nailsea Park; coal mine shaft and spoil heap, Nailsea Park, post medieval coal mine.
Land to east of Hawthorn Way, west of Trendlewood Way, opposite Cedar Way, Nailsea	0.94	Elongated area of grass with scattered trees and tree group. Used for informal recreation.
Nightingale Gardens, Nailsea	2.44	Open space used for recreation, crossed by paths. Partly bounded by trees.
Hannah More Park, Nailsea	1.12	Grassed open space with trees and play area, used for recreation.
Rhyne View open space, Nailsea	0.49	Grassed area used for recreation. No record on HER.



Location (in order by parish)	Site area (hectares)	Justification
Stockway North nature reserve, Nailsea	0.27	<p>Attractive area with woodland, and public access.</p> <p>Though called a nature reserve it is not a designated Wildlife Site. Used for recreation like pond dipping.</p> <p>No record on HER.</p>
Glassworks site, east of garage to Royal Oak inn, Nailsea	0.39	Historic interest as scheduled ancient monument, (Nailsea glassworks).
Middle Engine Pit, Caversham Drive, Nailsea	0.37	Historic interest, as scheduled ancient monument (remains of former Elms Colliery), and site of listed building (Engine House and associated buildings from Middle Engine Pit).
Nowhere Lane (East End Pit) Nailsea	0.25	<p>Includes former coal tip ("tump") of historic interest, well treed.</p> <p>On HER as archaeological site: site of East End Pit, Trendlewood Way, post medieval coal mine.</p>
The Perrings open space, Nailsea	1.70	<p>Grassed open space used for informal recreation. Includes play area.</p> <p>HER shows site of old quarry, post medieval in SE corner.</p>
West of Sedgemoor Close, Nailsea	1.80	Open space with trees, used for informal recreation. No records on HER.
Netcott's Meadow, north of Backwell Lake, west of Bucklands End, Nailsea	0.99	<p>A Wildlife Site and Local Nature Reserve. Includes grassland, a pond, higher land and trees.</p> <p>HER shows archaeological site: site of WW2 home guard trench and post on north boundary.</p>
Moorend Spout nature reserve	2.39	Nature reserve owned by Nailsea Environment and Wildlife Trust. Partly a designated Wildlife Site. Attractive, includes area of carr woodland and a pond. Managed for benefit of wildlife and as a public amenity. Low lying, with adjacent rhynes. Crossed by public footpath. No records on HER.



# North Somerset Local Plan 2038 Preferred Options

Location (in order by parish)	Site area (hectares)	Justification
<b>Pill and Easton-in-Gordano</b>		
Yew Tree Gardens, Easton in Gordano/Pill	0.38	Grassed open space, bounded by hedgerows and trees. Used for recreation. Includes play area.  No records on HER.
Crockern Pill, Easton in Gordano/Pill	0.29	Grassed open space, adjoining the historic pill leading to the River Avon, (which has been used by mariners since before the C15th).  HER: some archaeological sites including site of C19 dry dock, Pill, and site of C19 boat breakers yard, Pill, etc.
Watchhouse Hill, Easton in Gordano/Pill	10.94	Hill area of grassland and woodland, adjacent to the River Avon. Crossed by paths (including Public Right of Way). Used for informal recreation.  HER: includes part of an unregistered park and garden (late C18 pleasure grounds and park, Ham Green Hospital); also some archaeological sites; e.g. boundary stone; site of Ham Green Farm, palaeolithic flint flake, Ham Green Farm.  Listed under “open space” on the Council’s Parks and play areas web site.  Watchhouse Hill is “owned and managed by North Somerset Council as public open space for its nature conservation and amenity value”, (paragraph 3.3.2 of Watchhouse Hill Management Plan 2013-17, by North Somerset Council.)
<b>Portbury</b>		
Conygar Hill, Portbury	2.13	Hill of historic interest (scheduled monument) adjoining Portbury village, with footpath.  Wildlife Site.  HER: Includes scheduled monument (slight univallate hillfort on Conygar Hill.) Also includes archaeological sites like core settlement (Portbury enclosure) and flight of strip lynchets (medieval), Portbury.



Location (in order by parish)	Site area (hectares)	Justification
<b>Portishead</b>		
Lake Grounds, Portishead	10.96	Grassed area with lake and trees, adjacent to Severn Estuary. Used for informal recreation. HER: Unregistered park or garden C20 municipal park dominated by Marine Lake; also archaeological site: Lake Grounds c1905- 10 Park.
Eastwood and Battery Point, Portishead	10.92	Battery Point is an attractive grass area adjoining Severn Estuary. Eastwood is the adjoining woodland to east, crossed by public footpaths. Used for informal recreation. Statutory Local Nature Reserve and Wildlife Site. HER: Battery Point has a number of archaeological sites, eg. Gun battery at Portishead fort rebuilt 1864, dismantled 1914, WW2 observation platform, 1940, etc. Eastwood has some too, such as Iron Age hillfort; old limekiln C19, etc.
Central Park, Port Marine, Portishead	0.94	Attractive landscaped grassed area with ornamental gardens, including statues. Used for informal recreation. HER: includes archaeological site on periphery: site of Baileys Mill Portishead Dock, 1890s-1950s, cattle field mill.
Land at Newhaven Road, Portishead	1.21	Area of grass open space and woodland to north. Includes small play area, with linking path. Used for informal recreation. No records on HER.
Welly Bottom, Portishead	1.48	Long area of mixed woodland and grassed open space, crossed by public footpath. Used for informal recreation. No records on HER.
Land at Fedden Village, north of Nore Road, west of Glenwood Rise, Portishead	5.36	Includes attractive open space associated with grade 2 listed Portishead Nautical National School, overlooking Severn estuary. Also includes woodland. HER shows the listed building.



Location (in order by parish)	Site area (hectares)	Justification
Portishead Golf Course	11.44	<p>Golf course sloping down towards Severn Estuary.</p> <p>While golf courses are normally not appropriate for LGS it is considered that this site, within the settlement, warrants an exception. The importance to townscape of this open land within the settlement, affording views down from Nore Road to the sea, is considered to be particularly strong justification for designation.</p> <p>No records on HER.</p>
Kilkenny Fields, Portishead	8.39	<p>Informal open space sloping down towards Severn Estuary, used for recreation. There are attractive views looking down across the site from Nore Road to the sea. Bordered by public footpaths.</p> <p>A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council.</p>
Land at Blackdown Road, Portishead	2.7	<p>Long grassed area, high lying, between residential areas. Crossed by public footpath. Used for recreation.</p> <p>HER: 2 archaeological sites (points): site of post medieval stone; flint scatter at Nore Road, Neolithic/Bronze Age.</p> <p>A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council.</p>
Land at St Peter's Church, Portishead	0.92	<p>Graveyard to the grade 1 listed church, and adjoining land, including the Millennium Garden, important to the setting of the church, and attractively laid out, with seating. While cemeteries are not normally appropriate for LGS designation, an exception is considered to be warranted, notably in view of the particular importance of the land in townscape and historic terms.</p> <p>HER refers to listed tomb of John Hobbes to west of Medieval Churchyard Cross; and archaeological site: the site of a post medieval dwelling house 40m south of the church.</p>



Location (in order by parish)	Site area (hectares)	Justification
Land at The Vale, Portishead	1.85	Landscaped grassed open space with trees and pond. Attractive, used for informal recreation. No records on HER.
Land at The Russets, Portishead	0.23	Grass area with trees crossed by footpaths, used for informal recreation. No records on HER.
Linnet Gardens, The Finches, Ashlands, Portishead	0.68	Open space, with trees. Used for informal recreation. No records on HER.
Land at Stonechat Green, Ashlands, Portishead	0.70	Open space, with trees and playground. Used for informal recreation. No records on HER.
Merlin Park, Portishead	4.28	Recreational space with play area, boundary trees. No record on HER.
Land north of Hawthorn Close, Portishead	2.49	Woodland visible from footpath off Hawthorn Close and from roads to north. Contributes to townscape. Crossed by public footpath. HER shows archaeological site (point): site of hydraulic ram, C19.
Land north of Denny View, Portishead	1.3	Woodland visible from roads. Contributes to townscape. HER shows archaeological site (point): remains of landscape garden of Bruton Manor C19.
<b>Tickenham</b>		
Village recreation area by village hall	0.5	Recreation area including grass area and area with play equipment. No records on HER.
<b>Uphill</b>		
Donkey Field, Uphill	1.39	Attractive grassed area with trees, woodland to rear. Wildlife site. No records on HER.
Uphill Recreation Ground, New Church Road, Uphill.	0.73	Grass space with boundary trees. Includes play area and seating. Used for recreation. No records on HER.



# North Somerset Local Plan 2038 Preferred Options

Location (in order by parish)	Site area (hectares)	Justification
Uphill Hill, Uphill	18.35	<p>Attractive hill, grassland crossed by footpaths, topped by St Nicholas's Church, a listed building. Site is part of Mendip Limestone Grasslands SAC (of international importance for wildlife).</p> <p>HER: Includes several archaeological sites, such as core settlement of Uphill Old Church, site of quarry at Folly Lane, site of Folly House, remains of WW2 searchlight battery, E of St Nicholas Church; C 19 limekilns and Bronze Age Round Barrows etc.</p>
<b>Weston-super-Mare</b>		
Grove Park, W-s-M	3.15	<p>Visually attractive, with landscaped grounds. Also value for recreation, historic interest.. On HER: Registered historic park and garden, several archaeological sites, including C19 Grove Park</p>
Ashcombe Park, W-s-M	13.46	<p>Visually attractive, value for recreation, historic interest. On HER: Registered historic park and garden, several archaeological sites, including Ashcombe Park, c1912.</p>
Ellenborough Park West, W-s-M	1.85	<p>Visually attractive with trees. Value for recreation. Wildlife interest (SSSI and Wildlife Site). HER refers to Ellenborough Park archaeological site, 1855.</p>
Ellenborough Park East, W-s-M	1.17	<p>Visually attractive with trees. Value for recreation. Wildlife interest (Wildlife Site). HER refers to Ellenborough Park archaeological site, 1855.</p>
Clarence Park West, W-s-M	3.73	<p>Attractive park with landscaped grounds and trees. Value for recreation HER: Unregistered park or garden; archaeological site, Clarence Park, late C19 park.</p>
Clarence Park East, W-s-M	2.76	<p>Attractive grass space with boundary trees. Value for recreation. HER: Unregistered park or garden, archaeological site, late C19 municipal park.</p>
Beach Lawns, W-s-M	5.48	<p>Long areas of grass along sea front. Attractive and important in townscape. Also value for recreation, including use for events. Wildlife Site. HER: unregistered park or garden.</p>
Prince Consort Gardens, W-s-M	0.73	<p>Ornamental gardens overlooking Severn Estuary, with grass space, some trees and seating. Attractive, value for informal recreation.</p> <p>HER: unregistered park or garden; municipal gardens created 1870s</p>



Location (in order by parish)	Site area (hectares)	Justification
Walford Avenue, W-s-M	10.89	<p>Area of mainly open grass with some trees, crossed by cycleways. Includes playground. Used for recreation. Also helps break up urban fabric.</p> <p>HER: some archaeological points;eg. Roman occupation NE of Priory School, site of dwelling, Banwell 1815.</p> <p>A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council</p>
Castle Batch, W-s-M	8.21	<p>Grassed area, with numerous boundary trees and some trees on scheduled monument. Used for informal recreation. Crossed by public footpaths.</p> <p>HER: includes motte in north centre, a scheduled monument.</p> <p>A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council.</p>
Land north of St Andrew's Bowls Club, south east of Ullswater Close, east of Baildon Crescent, W-s-M	1.03	<p>Grassed area. Used for recreation. Includes play area. A few trees. Crossed by paths.</p> <p>No records on HER.</p>
Land at The Tips, Broadway, W-s-M	1.34	<p>Grass play area surrounded by woodland. Attractive area. HER: archaeological site: The Tips railway spoil heap, 1840s.</p>
Coronation Estate play area, W-s-M	0.35	<p>Grassed play area amidst area of housing. Used for informal recreation. No records on HER</p>
Land at Shrubbery Terrace/ Shrubbery Avenue, W-s-M	0.34	<p>Attractive grass space with well treed area towards south. Includes play area. Called "Shrubbery Park".</p> <p>HER: unregistered park or garden.</p>
Eastfield Park, W-s-M	0.66	<p>Attractive park, grass and well treed area.</p> <p>HER: unregistered park or garden; archaeological site: 1870s park.</p>
Land at Spring Terrace, W-s-M	0.59	<p>Grass area with some boundary trees. No records on HER.</p>
Land at Old Bristol Road, W-s-M	0.25	<p>Attractive grass space with trees, clearly visible from adjoining roads. No records on HER</p>





# North Somerset Local Plan 2038 Preferred Options

Location (in order by parish)	Site area (hectares)	Justification
Land at Almond Close, W-s-M	0.4	Grass area. Used for recreation. No records on HER.
Land to the rear of Willow Gardens, St Georges, W-s-M	0.28	Grass open space with play area. Used for recreation. Some boundary trees. No records on HER.
Lynch Farm near Savernake Road, W-s-M	4.22	Grass area, fairly high lying, with numerous trees on boundary. Includes play area. Crossed by public right of way. Used for informal recreation. No records on HER.  A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council.
Land west of Beechmount Drive, W-s-M	0.91	Largely sloping area, much of it well treed, particularly visible from Broadway and Beechmount Close. Important for townscape.No records on HER.
Jubilee Park including land at Windwhistle Lane, W-s-M	4.17	Grass area subdivided by footpaths, used for recreation. Includes tree groups especially on boundary. No records on HER.
The Potteries Millennium Green, W-s-M	0.49	Grassed open space partly bounded by trees, with seats. Crossed by footpaths. Includes play area. Used for recreation. No records on HER.
West of Summer Lane, Locking Castle, (west to Moor Lane, W-s-M)	6.14	Attractive area alongside railway which includes lake for fishing with lakeside trees and footpaths. Used for informal recreation. Includes Wildlife Site.  HER: archaeological site: Railway borrow pit at Banwell Road bridge, 1840s (north east end of site).  A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council
Ebdon Grounds, south of Buttercup Crescent, W-s-M	0.29	Grass open space fringed by trees. Used for informal recreation. No records on HER.
Land at Railway Triangle, (Worle Moor), Locking Castle, W-s-M	3.16	Attractive grassed area, including trees, particularly alongside paths. Includes play area and pond. Used for informal recreation.
Silverberry Road, W-s-M	1.51	Grass area used for recreation. Numerous trees on boundary. No records on HER.



Location (in order by parish)	Site area (hectares)	Justification
Cemetery, south of Bristol Road Lower, W-s-M	7.1	<p>Historic cemetery with grass and trees. Attractive. On HER, archaeological sites include Milton Road cemetery, 1856, and Bronze age cremations; pottery.</p> <p>Though a cemetery, normally not appropriate for LGS designation, the particular qualities of this site are considered to warrant an exception. (These include the fact it is a historic cemetery on the HER.) The site has a path through it.</p>
Land at Bransby Way, Locking Castle, W-s-M	0.58	<p>Open space south west of local centre, Locking Castle, Weston super Mare. Used for informal recreation.</p> <p>No records on HER.</p>
Plumley Park, Locking Castle (SW of Moor Lane railway bridge), W-s-M	5.74	<p>Open space alongside railway with footpath. Includes small lake, a Wildlife Site. Used for informal recreation.</p> <p>No records on HER.</p>
Land at Lynchmead Farm, adjoining Bluebell Road, W-s-M	1.33	<p>Grass open space with footpath around. Surrounded by housing. Used for recreation. No records on HER.</p> <p>A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council.</p>
<b>Winscombe</b>		
Winscombe Millennium Green, Winscombe	1.89	<p>Grass space flanked by trees, used for community events, informal recreation. Also some historic interest by association with former station and railway walk; (line of railway opened 1869 but rail use discontinued in 1963 following Beeching report).</p> <p>HER: archaeological site: site of Winscombe station, 1869.</p>



# North Somerset Local Plan 2038 Preferred Options

Location (in order by parish)	Site area (hectares)	Justification
<b>Wraxall and Failand</b>		
Land north of Vowles Close, bordering north east edge of Nailsea.	5.39	Grass open space, crossed by footpaths. Attractive, with some wooded areas and trees. Owned and managed by North Somerset Council as public open space, Used for informal recreation. HER shows archaeological site: coal workings at Lodge Lane/High St, post medieval coalmine.
<b>Wrington</b>		
Play area and Glebe Field off Church Walk, Wrington	0.3	Grass space with tree groups, play area. Used for recreation. HER: site is within broad archaeological site of Wrington core settlement.
The Old Quarry off Wrington Hill, Wrington	1.3	Woodland with site of former quarry, used for informal recreation. Wildlife Site. HER: includes archaeological sites: disused post medieval quarry in Prestow Wood, and C19 limekiln at Wrington Hill
Land at the junction of Alburys with West Hay Road, Wrington	0.25	Attractive area of grass and trees, suitable for informal recreation. No records on HER.
Land at Redhill (Church Road/Redhill (A38) junction)	0.28	Attractive area with grass and trees, crossed by footpaths, used for informal recreation. Maintained by and on behalf of the community. No record on HER
<b>Yatton</b>		
Claverham Playground, Broadcroft Close, Claverham	0.28	Grass space with play area, some boundary trees. Used for recreation. No records on HER.
Village green, off Church Road	0.23	Attractive grass areas near church. Subdivided by footpaths and with some ornamental planted borders. Includes seats. HER has 3 archaeological sites.



Location (in order by parish)	Site area (hectares)	Justification
St Mary's church yard	1.1	<p>Attractive historic church yard with some monuments. Though a cemetery, normally not appropriate for LGS designation, the particular qualities of this site are considered to warrant an exception</p> <p>HER: Listed buildings: Church of St Mary; churchyard cross 6m south of church porch.</p>
Gang Wall, Yatton	1.44	<p>The made Yatton Neighbourhood Plan allocates this site, between the Strawberry line and the river Congresbury Yeo as LGS, referring to it as 'ancient flood defence and path'. Note: The made Congresbury Neighbourhood Plan also allocates a shorter length of this site as LGS. (The site follows the boundary between Yatton and Congresbury parishes).</p>
North of Chestnut Drive, Claverham	2.32	<p>The made Claverham Neighbourhood Plan allocates this site as LGS, referring to it as 'registered as a Village Green', 'an integral part of the setting of Claverham House, one of Claverhams's important Grade II listed buildings', 'to be designated Local Green Space for the benefit of all, together with its existing natural features of trees, hedges, walls and grassland'.</p>



## Schedule 4: Proposed sites for community facilities.

The proposed community facility allocations can be viewed on the emerging [Policies Map](#).

Site location	Uses	Comments
<b>Primary schools</b>		
Land to the south of Church Lane, Backwell	Primary school playing fields	Carried over from Site Allocations Plan
Land next to the Village Hall, Kewstoke	Primary school replacement site	Carried over from Site Allocations Plan Higher level of surface water attenuation and reduction in existing flood risk required.
Land at The Batch, Yatton	Primary school replacement site	Carried over from Site Allocations Plan. Higher level of surface water attenuation and reduction in existing flood risk required.
Winterstoke Village East (former Weston Airfield)	New primary school	Carried over from Site Allocations Plan.
Parklands Village North	New primary school	Carried over from Site Allocations Plan.
Parklands Village Central	New primary School	Carried over from Site Allocations Plan.
Land fronting Drove Road roundabout, Weston-super-Mare	New 420 place primary school site with two nursery classes	New allocation as part of the wider master planning of Weston Rugby Club and surrounding area.
<b>Secondary schools and higher education</b>		
Parklands Village – Winterstoke Hundred Academy Extension	New secondary school	Carried over from Site Allocations Plan
Yatton	New secondary school	Site to be determined



Site location	Uses	Comments
<b>Other education provision</b>		
Land adjacent to Brookfield Walk, Clevedon	Expansion of Baytree School with up to 85 place profound and multiple learning difficulties school	Proposed new allocation, subject to outcome of judicial review.
Land at Ladymead Lane, Churchill	Social, Emotional and Mental Health school provision	Proposed new allocation
<b>Allotments</b>		
Maltlands, Railway Triangle, Locking Castle, Weston-super-Mare	Allotments	Carried over from Site Allocations Plan.
<b>Other</b>		
Land adjacent to village hall, Portbury	Car park	New allocation for extension to existing car parking area



## Schedule 5: Settlements with Settlement Boundaries.

The proposed settlement boundaries can be viewed on the emerging [Policies Map](#).

Settlement	Proposed Settlement Boundary status	Settlement	Proposed Settlement Boundary status
Abbots Leigh	New boundary and inset from the Green Belt	Kenn	Retained and reviewed existing boundary.
Backwell	Retained and reviewed existing boundary	Kewstoke	Retained and reviewed existing boundary.
Banwell	Retained and reviewed existing boundary	Leigh Woods	New boundary and inset from Green Belt
Blagdon	New boundary	Locking	Retained and reviewed existing boundary.
Bleadon	Retained and reviewed existing boundary	Long Ashton	Retained and reviewed existing boundary
Churchill	Retained and reviewed existing boundary	Nailsea	Retained and reviewed existing boundary.
Clapton-in-Gordano	New boundary and inset from Green Belt	Portbury	New boundary and inset from Green Belt
Claverham	Retained and reviewed existing boundary	Portishead	Retained and reviewed existing boundary.
Cleeve	New boundary and inset from Green Belt	Redhill	New boundary and inset from Green Belt
Clevedon	Retained and reviewed existing boundary	Sandford	Retained and reviewed existing boundary.
Congresbury	Retained and reviewed existing boundary	Tickenham	New boundary and inset from Green Belt
Dundry	New boundary and inset from Green Belt	Uphill	Retained and reviewed existing boundary.
Easton-in-Gordano/Pill	Retained and reviewed existing boundary	Weston-in-Gordano	New boundary and inset from Green Belt
Failand	New boundary and inset from Green Belt	Weston-super-Mare	Retained and reviewed existing boundary.
Flax Bourton	Retained and reviewed existing boundary and inset from the Green Belt	Winford	Retain and review existing boundary and inset from Green Belt
Felton	Retained and reviewed existing boundary and inset from the Green Belt	Winscombe	Retained and reviewed existing boundary.
Hutton	Retained and reviewed existing boundary.	Wrighton	Retained and reviewed existing boundary.
		Yatton	Retained and reviewed existing boundary.



## 7. Consultation and next steps

The Preferred Options document sets out the Council's preferred approach to meeting the future needs of North Somerset 2023-2038 and the proposed policies which will be used to assess future development proposals. This is an initial consultation document and we would very much like you to get involved and tell us your views. We are determined to help as many people join the conversation as possible.

The formal consultation period will start on **14 March 2022** and will run for six weeks, closing on **29 April 2022**.

All the information you need, including supporting and background documents can be found on the website [www.n-somerset.gov.uk/newlocalplan](http://www.n-somerset.gov.uk/newlocalplan)

We would strongly encourage everybody to respond to the consultation online. Responding online ensures that we can analyse everyone's views consistently and succinctly so please use the online system if you can. There is no need to duplicate information submitted electronically.

Following the close of consultation we will carefully consider all responses received and make amendments to the draft plan. The intention is to produce a revised document for a further period of consultation at the end of 2022. This revised draft is known as the Pre-submission document as it represents the Council's final document to submit for examination.

The local plan is then examined in detail by an independent inspector. This examination will include consideration of all outstanding objections to the plan. This is anticipated to take place in 2023. Following the examination, the Council will receive an Inspector's Report setting out the findings and any proposed changes required to make the plan sound. The local plan can then be adopted which is likely to take place in late 2023.





## Glossary

**20 minute communities:** The 20-minute neighbourhood concept aims to produce compact and connected places offering a range of services to meet most people's daily needs. It involves the creation of attractive, safe, walkable environments that invite people of all ages to travel actively for short distances to use day-to-day facilities such as shops, school, community, employment and health and wellbeing facilities, green spaces.

**Absolute zero carbon:** Eliminating all carbon dioxide emissions without the use of offsets.

**Active Travel:** Travel that includes only those forms of transport that require active use of the human body for example walking and cycling, in comparison to sedentary travel forms like driving or getting the bus.

**Affordable housing:** Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

(a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service

charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

(b) Starter homes: is as specified in **sections 2 and 3 of the Housing and Planning Act 2016** and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

(c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions

should be in place to ensure housing remains at a discount for future eligible households.

(d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to government or the relevant authority specified in the funding agreement.

**Airport Related Uses:** Uses could include the following: further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies; airside airport related retail and catering facilities. public and staff car parking; public transport facilities and enhanced services in accordance with airport travel plan; other facilities for general aviation; cargo facilities, including bonded warehousing and associated infrastructure; aviation maintenance facilities; training centres for airlines and related services.



**Authority Monitoring Report (AMR):** A report submitted to the government by local planning authorities assessing progress with and the effectiveness of the Local Development Framework.

**Area of Outstanding Natural Beauty (AONB):** An area designated for its national landscape beauty value. The primary purpose is to conserve and enhance the natural beauty of the landscape. North Somerset contains part of the Mendip Hills AONB.

**Biodiversity Action Plan (BAP):** A strategy prepared for a local area with the objective of conserving and enhancing biological diversity.

**Biodiversity Net Gain:** Delivery of measurable improvements for biodiversity by creating or enhancing habitats in association with development.

**Bioenergy:** Energy that is made from biomass or biofuel.

**Biomass:** Organic material of biological origin (plant or animal), used as fuel to produce electricity or heat. This will include wood, energy crops or animal waste from farms.

**Blue Infrastructure:** Streams, ponds, canals and other water bodies.

**Carbon offset:** Emission reductions or removals achieved by one building or asset can be used to compensate (offset) emissions from another building or asset

**Carbon Neutrality:** All carbon emissions are balanced with offsets based on carbon removals or avoided emissions. Often used as a synonym for 'net zero.'

**Carbon Sequestration:** The process by which carbon dioxide is removed from the atmosphere and incorporated as 'Biogenic Carbon' in 'Biomass', through photosynthesis and other processes associated with the carbon cycle.

**Climate change adaptation:** Putting measures in place to prepare for climate change.

**Combined heat and power (CHP):** An efficient way of generating electricity and heat simultaneously which can be used, for example, for district heating schemes.

**Community Use:** A cultural or community facility, whether or not provided on a commercial basis such as libraries, museums, cinemas, public and private open space, and other outdoor or indoor sports facilities, places of worship, schools, health centres, cemeteries and allotments. It also includes pubs, public utilities and theatres.

**Community Infrastructure Levy (CIL):** A charge which development will pay to help fund infrastructure needed to support development in the area.

**Comparison retail floorspace:** This term describes the retail of goods which include: clothing and footwear; furniture, furnishings and household equipment (excluding non-durable household goods); medical and pharmaceutical products, therapeutic appliances and equipment; and educational and recreation equipment and accessories. It specifically does not include the wholesale of goods.

**Conservation Area:** Designated areas of special architectural or historic interest, whose character and appearance it is desirable to preserve or enhance.

**Custom build:** Custom build homes are those where individuals work with a specialist developer to help deliver their own homes.

**Design and Access Statement:** A document provided to support a planning application that sets out the rationale and process that has been gone through in developing the design strategy for a proposal. Its formulation will depend in part on the nature of the proposal and the associated design issues present.

**Developer contributions:** Contributions from development proposals towards the provision of infrastructure and services necessary to serve the development such as schools, affordable housing or transport. Contributions may be financial or by direct provision of works or land, secured through legal agreements.



# North Somerset Local Plan 2038 Preferred Options

**Development Plan:** The statutory planning documents setting out the policies and proposals for the development and use of land and buildings in the local planning authority area.

**Development Plan Documents (DPDs):** Spatial planning documents which, once adopted form part of the Development Plan. They include the Core Strategy and other documents such as the Sites and Policies Plan.

**Economic development:** Economic development includes development within the B Use Classes, public and community uses and main town centre uses. It also includes uses that provide employment opportunities, generate wealth or produce or generate an economic output or product.

**Embodied Carbon:** Emissions of an asset are the total greenhouse gas emissions and removals associated with materials and construction processes throughout the whole life cycle of an asset.

**Employment Land Survey:** An annual review of employment development, monitoring activity on sites which have been allocated for employment use and other proposals.

**Environmental Impact Assessment:** A procedure to be followed for certain types of projects to ensure the decisions are made in the full knowledge of any likely significant effects of the environment. North Somerset Sites and Policies Plan 168 AB

**Flood Risk Assessment:** An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered. A strategic flood risk assessment (SFRA) is carried out by the local planning authority to inform the preparation of its Local Development Documents, having regard to catchment wide flooding issues which affect the area.

**Green Belt:** Land designated around built-up areas to prevent urban sprawl by keeping land permanently open and where inappropriate development is tightly controlled. North Somerset includes part of the Bristol-Bath Green Belt.

**Greenhouse Gases (GHG):** Both natural and man-made constituents of the atmosphere, that absorb and emit radiation at specific wavelengths within the spectrum of infrared radiation emitted by the Earth's surface, the atmosphere, and clouds. The most prevalent gases are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC's), perfluorocarbons (PFC's), and sulphur hexafluoride (SF<sub>6</sub>).

**Green infrastructure (GI):** Green infrastructure comprises the strategically planned and delivered network of high quality green spaces and other environmental features and includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

**Habitat Regulations Assessment (HRA):** Any plan or programme which could affect sites of international importance for wildlife will be subject to the Habitats Directive and will require an HRA. This involves assessing whether the plan is likely to have any significant effect on the site. If so, a full Appropriate Assessment will have to be undertaken to assess in detail the likely effects.

**Health Impact Assessment:** A tool used to identify the health impacts of a proposal and to develop recommendations to maximise the positive impacts and minimise the negative impacts, while maintaining a focus on addressing health inequalities.

**Heritage Asset:** Is defined in the NPPF as 'a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated historic assets and also assets identified by the local planning authority (including local listing).

**Historic Park and Garden:** A park or garden of special historic interest, designated by Historic England.

**Infilling:** The infilling by one or two residential units of a small gap in an otherwise built-up residential frontage.



**Infrastructure Delivery Plan:** A document identifying future infrastructure and service requirements identified by the Council and other service providers needed to support the delivery of the Core Strategy.

**Land based rural business development:** A business which requires a rural location and is totally dependent on the use of the surrounding countryside for its business success such as horticultural, equestrian development, farming.

**Listed Building:** Buildings identified as being of special architectural or historic interest. Special consent is required for development affecting Listed Buildings.

**Local Green Space:** Protected green areas of particular importance to local communities, holding a particular local significance regarding beauty, historic significance, recreational value, tranquillity or richness of wildlife.

**Local Housing Needs Assessment (LHNA):** Provides evidence of the types of housing that will be needed across a authority within their identified housing requirement for the local plan period.

**Local Nature Reserve:** Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

**Local Plan:** A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

**Local Transport Plan:** The Joint Local Transport Plan 4 (JLTP4) – led by the West of England Combined Authority, working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils. It sets out the vision for transport up to 2036 with the aim of achieving a well-connected sustainable transport network that works for residents across the region, a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural way to travel.

**Major Development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015 .

**Minerals Safeguarding Area:** An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

**National Nature Reserve:** Area designated with the aim of securing protection and appropriate management of the most important areas of wildlife habitat, and to provide a resource for scientific research. All National Nature Reserves are SSSIs. North Somerset Sites and Policies Plan 170 AB

**National Planning Policy Framework (NPPF):** Document setting out the government’s planning policies for England and how they are expected to be applied.

**Nature Recovery Network:** An expanding, increasingly connected, network of wildliferich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

**Neighbourhood Plan:** A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

**Net zero:** There are either no greenhouse gas emissions being released into the atmosphere or that emissions and removals are balanced out to reach ‘zero’.



# North Somerset Local Plan 2038 Preferred Options

**Net zero carbon:** All carbon emissions are reduced in line with the Paris Agreement 1.5° C trajectory, with residual emissions offset through carbon removals or avoided emissions.

**Net Zero Operational energy:** a building or asset where no fossil fuels are used, all energy use has been minimised, it meets the local energy use target (such as kWh/m<sup>2</sup> /a) and all energy use is generated on or off-site using renewable energy that demonstrate additionality. Any residual direct or indirect emissions from energy generation and distribution are 'offset'.

**Net Zero Embodied Carbon:** a building or asset where the sum total of greenhouse gas emissions and removals over the entire lifecycle are minimised, meets local carbon targets (such as kgCO<sub>2</sub>e/m<sup>2</sup> ) and with additional 'offsets', equals zero.

**Net Zero Whole Life Carbon:** a building or asset where the sum total of all related greenhouse gas emissions, both operational and embodied, over the asset's life cycle are minimised, meet local carbon, energy and water targets, and with residual 'offsets', equals zero.

**Operational carbon/energy:** An account of the greenhouse gas emissions arising from all energy consumed by an asset in-use, over its life cycle.

**Older people:** People aged 55 or over, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

**Passivhaus:** A quality assurance certification process for the design and construction of low energy buildings.

**Placemaking:** Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalises on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.

**Planning Inspectorate:** The Planning Inspectorate for England and Wales is an executive agency of the Department for Communities and Local Government. It holds independent examinations to determine whether or not DPDs are 'sound' and handles planning and enforcement appeals.

**Planning obligation:** A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Planning Practice Guidance:** Planning guidance published by government to provide more detail to the policies set out in the National Planning Policy Framework.

**Previously developed land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Primary Shopping Areas:** Defined area where retail development is concentrated.

**Ramsar Sites:** Internationally important wetland sites, which are especially valuable as a waterfowl habitat. They are designated under the Ramsar convention on wetlands of international importance.

**Renewable energy:** Energy generated from the sun, the wind, water and plant material (biomass).



**Rural building:** All buildings outside of settlement boundaries other than permanent dwellings (including associated garages and outbuildings used for residential purposes within the curtilage of a dwelling) and buildings on existing or safeguarded employment sites, quarry or waste sites. Primarily this is likely to be agricultural buildings.

**Rural Exception Sites:** Sites within rural areas which wouldn't otherwise be released for housing to be developed to meet identified local affordable housing needs.

**Scheduled Monument:** Archaeological sites, monuments or buried remains of national importance, designated by the government.

**Section 106 Agreement:** Section 106 of the 1990 Town & Country Planning Act allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. They are used to support the delivery of services or infrastructure such as transport, recreation, education and affordable housing. Once adopted CIL will partially replace and supplement the S106 system, but S106 agreements will continue for site-specific mitigation of development.

**Self Build:** Self-build is when someone directly organises the design and construction of their own new home.

**Settlement boundary:** The area of a settlement within which specific development policies apply. Settlement boundaries do not necessarily include all of the town or village, and are defined on the Policies Map.

**Site of Special Scientific Interest (SSSI):** A site identified under the Wildlife and Countryside and Rights of Way Act 2000 as an area of special interest by reason of its flora, fauna, geological or physiographical features.

**Social rented:** Affordable rented housing owned and managed by local authorities and Registered Providers.

**Special Area of Conservation (SAC):** A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.

**Special Protection Areas (SPA):** Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

**Strategic Environmental Assessment (SEA):** A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European SEA Directive requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.

**Strategic Gap:** Areas of land which are protected from development between particular settlements which play an important role in helping to retain their separate identity and character.

**Strategic Nature Areas (SNAs):** Landscape scale areas of land that have been selected by Biodiversity South West as being important areas for the conservation and expansion of particular habitat types. These areas form part of the South West Nature map.

**Strategic Site:** Large site allocation relating to policies LP1 and LP2 which require a coordinated and comprehensive approach to planning and delivery, and infrastructure provision.

**Supplementary Planning Document (SPD):** Documents prepared as part of the Local Development Framework to provide additional guidance on how policies will be implemented. They may include design guides and development briefs. They do not form part of the Development Plan.

**Sustainability Appraisal (SA):** The process of appraising the economic, environmental and social effects of a plan to allow decisions to be made that accord with sustainable development.

**Sustainable Development:** Development which meets the needs of the present generation, without compromising the needs of future generations to meet their own needs.



## **Sustainable Drainage Systems (SuDS):**

Sustainable drainage is a concept that takes account of long term environmental and social factors in decisions about drainage and is concerned with the quantity and quality of runoff, and the amenity value of surface water in the urban environment. SuDS provide an integrated approach to surface water design problems, which consider quality, quantity and amenity aspects equally.

**Town Centre Uses:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Transport Assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will be need to be taken to deal with the anticipated transport impacts of the development.

**Transport Hub:** Park and ride facilities

**Transport Statement:** A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

**Use Classes Order:** The Town & Country Planning (Use Classes Order) 1987 (as amended) specifies various classes of use for buildings or land. Within each class the use for another purpose of the same class does not require planning permission.

**Whole Life Carbon:** The sum total of all building or asset-related greenhouse gas emissions and removals, both operational and embodied over the lifecycle of an asset including its disposal.



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