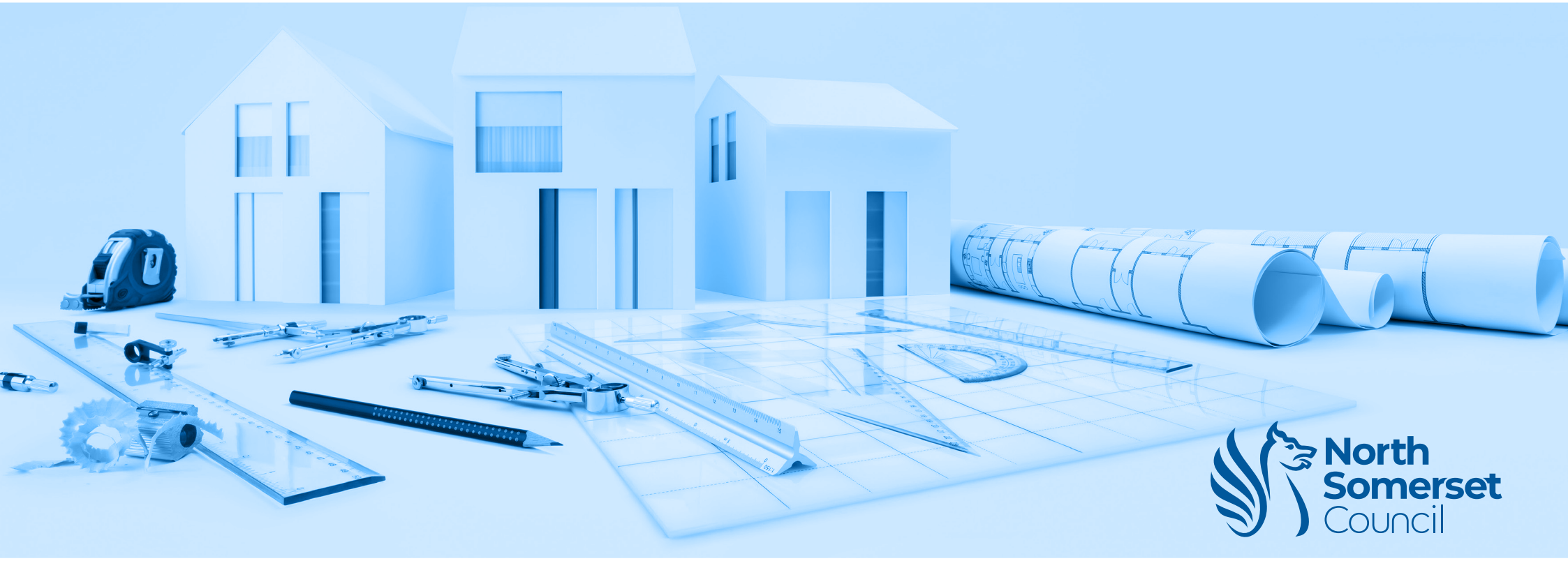
CONSULTATION OCTOBER 2025

NORTH SOMERSET LOCAL PLAN 2041

Pre-submission Plan (Reg 19)



North Somerset Council

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1. Introduction

North Somerset Council is preparing a new local plan with a 15 year plan period 2026-2041. 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. It will also supersede the Joint Waste Core Strategy.

This Pre-submission document (sometimes referred to as the Publication version) is the final consultation document prepared under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This is the plan which the council intends to submit for examination.

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 with the publication of two documents; 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 the preparation of the draft plan, although this was still to be subject to further testing.

Preferred Options (March 2022)

The Preferred Options was the draft plan which set out the council's preferred approach taking account of the evidence and the engagement undertaken to date. It contained the detailed proposed policies (grouped under strategic, locational and development management policies) and land use allocations. Public consultation took place in March/April 2022 and the responses received set out in the Consultation Statement (August 2022).

On 7 September 2022, following consideration of the responses to the Preferred Options consultation, the council's Executive Committee requested that the revised local plan should be developed recognising the constrained nature of North Somerset, offering greater protection to Green Belt and other sensitive sites.

Later that year, in December 2022, consultation on the national planning reforms took place. This included anticipated changes to the National Planning Policy Framework (NPPF) in relation to two topics of particular significance to North Somerset; the derivation of the housing requirement and the approach to using Green Belt and other significant constraints.

The above factors set the context for the preparation of the Pre-submission Plan.

Pre-submission (Reg 19) Plan (2024-2039)

As a local plan is required to cover 15 years from adoption the plan period was adjusted to 2024-2039.

Consultation took place between 27 November 2023 and 22 January 2024. While normally the next stage in the plan-making process would be to submit the plan for examination, the decision was taken not to proceed on the basis of this version of the plan.

In December 2023 the government updated the NPPF. This update reflected the changes proposed as part of the consultation on national planning reforms and incorporated into the revised local plan. However, the NPPF transitional arrangements stated that plans which had reached pre-submission consultation stage before 19 March 2024 would be assessed against the previous version of the NPPF.

A new Reg 19 plan was proposed which would contain significant changes from the previous version as a result of the response to consultation and other changes and which would be consulted upon after March 2024.

Pre-submission (Reg 19) Plan (2025-2040)

A new Regulation 19 document, along with a revised plan period of 2025-2040, was approved by the council's Executive Committee on 17 July 2024 for consultation.

However, on 30 July 2024 the government announced a consultation on changes to the National Planning Policy Framework. This had significant implications for the North Somerset Local Plan in that it proposed a new mandatory standard method housing requirement, and a more relaxed approach to Green Belt protection.

The decision was taken to pause progress on the Reg 19 version pending assessment of potential additional housing and other allocations and confirmation of the housing requirement through the final NPPF as it was recognised that significant changes would need to be made.

Pre-submission (Reg 19) Plan (2026-2041)

A consultation on additional sites to meet the new housing requirement was undertaken in between 7 February and 21 March 2025 and as a result of this consultation a further package of housing sites has been incorporated into this Regulation 19 plan to meet the government's housing need figure for North Somerset, along with additional employment sites and further consequential changes to the

policies. The plan period has also been amended to 2026-2041 to cover a 15-year period.

This pre-submission version represents the cumulation of the plan-making process and it is the plan which the council intends to submit for examination. It will be consulted upon prior to it being submitted for examination by an independent inspector. The council requests that through the examination process the inspector proposes any modifications that are needed to make the plan sound and that the inspector confirms that the plan has a deliverable five year housing land supply.

The right to appear or be heard at the examination is limited to those persons who make representations seeking a change to the plan at this stage. All outstanding objections will then be considered by an independent inspector to ensure the plan is sound and legally compliant.

It is currently anticipated that the plan will be submitted in early 2026, with the examination commencing in 2026. Following the examination, the council will receive an Inspector's Report setting out any proposed amendments. The plan can then be adopted. Adoption is not expected until late 2026.

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 2041 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 (SA) is prepared in parallel with the plan-making process and provides a mechanism through 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 Provide 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 all forms of flooding, now or in the future, without increasing flood risk elsewhere. Also minimise 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 and 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 key diagram indicates the broad locations for development.

The Local Plan contains 13 strategic policies:

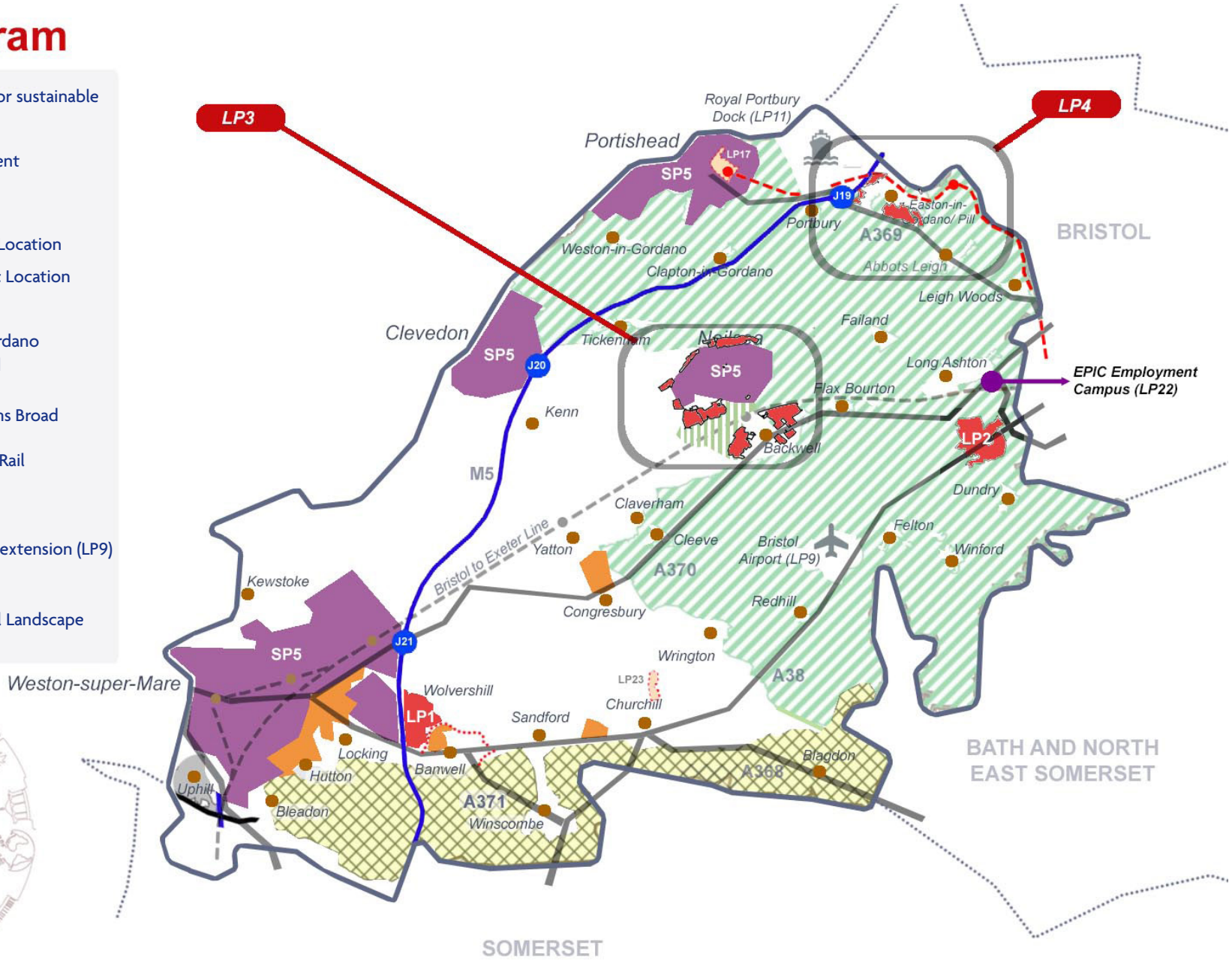
Policy SP1:	Sustainable development	16
Policy SP2:	Climate change	18
Policy SP3:	Spatial strategy	20
Policy SP4:	Placemaking	22
Policy SP5:	Towns	25
Policy SP6:	Villages and rural areas	27
Policy SP7:	Green Belt	29
Policy SP8:	Housing	32
Policy SP9:	Employment	35
Policy SP10:	Transport	40
Policy SP11:	Historic and natural environment	42
Policy SP12:	Minerals	45
Policy SP13:	Waste	49

Key Diagram

- SP5 — Main towns – focus for sustainable development (SP5)
- Villages with settlement boundaries (SP6)

Strategic Locations

- LP1 — Wolvershill Strategic Location
- LP2 — Woodspring Strategic Location
- LP3 — Nailsea and Backwell
- LP4 — Pill and Easton-in-Gordano
- Wyndham Way Broad Location (LP17)
- Monaghan Mushrooms Broad Location (LP23)
- Proposed Portishead Rail
- Banwell Bypass
- Green Belt
- Green Belt proposed extension (LP9)
- Strategic gaps (LP10)
- Mendip Hills National Landscape



Policy SP1: Sustainable development

To be sustainable, new development in North Somerset should:

- Make a positive contribution to addressing and demonstrating resilience to the impacts of climate change and delivering the net zero target;
- Prioritise walking and cycling, maximise the use of effective public transport and encourage the creation of liveable neighbourhoods;
- Support the delivery of a variety and choice of housing, including specialist and affordable housing to meet local needs;
- Contribute to the creation of healthy, safe and cohesive communities and tackle inequality;
- Support the delivery of opportunities for economic growth and job creation at accessible locations;
- Create attractive and distinctive places and enable the delivery of supporting infrastructure;
- Protect valued natural and historic assets and support green infrastructure and biodiversity;
- Support the efficient use of land, including prioritising previously developed land;
- Support regeneration particularly within town centres; and
- Avoid adverse environmental impacts which, on their own or cumulatively, would result in air, water or other pollution or harm to living conditions, health or safety.

Justification

The presumption in favour of sustainable development is at the heart the 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 strong reasons as set in the NPPF for refusing development.

This policy reflects the plan's vision and strategic priorities and sets out the overall framework for the other policies in the plan, with the detailed requirements contained elsewhere. It sets out at a high level what sustainable development means in North Somerset. These principles are then articulated in more detail in the other strategic policies, with further guidance set out in the locational and detailed development policies.

The objective of the liveable neighbourhood concept is to ensure that as far as possible there is a diverse mix of different types of housing to meet the needs of the community as a whole and that there is easy access by walking cycling and public transport to a wide range of facilities such as shops, education, health services, jobs, recreation and entertainment. By encouraging this type of development with a range of facilities and good transport infrastructure this will make it easier for people to walk with the health, community and environmental benefits that brings.

Other policies in the plan containing relevant guidance include:

- **Policy SP2**: Climate change
- **Policy SP4**: Placemaking
- **Policy SP8**: Housing
- **Policy SP9**: Employment
- **Policy SP10**: Transport
- **Policy SP11**: Historic and natural environment
- **Policy DP8**: Efficient use of land
- **Policy DP9**: Flood risk

Policy SP2: Climate change

Development proposals must demonstrate how they will mitigate the impacts of climate change and adapt to its effects, encourage the decarbonisation of energy and transport, and support the delivery of carbon neutrality in North Somerset by 2030.

In order to reduce the overall environmental impact of development, proposals will be expected to demonstrate how they:

- Reduce greenhouse gas emissions and provide carbon storage;
- Prevent and minimise waste, and encourage re-use, recycling, and resource recovery in accordance with the principles of the circular economy;
- Are designed to adapt and be resilient to the impacts of climate change;
- Maximise water re-use and the protection of water resources;
- Minimise energy use and deliver a net zero energy standard in new buildings;
- Maximise the generation of energy from renewable and low carbon sources of energy;
- 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;
- Prioritise active travel and effective public transport over car use;
- Deliver green infrastructure and provide a net gain in biodiversity; and
- Encourage the reuse of existing buildings and structures.

Justification

The council declared a climate emergency in 2019 and has a target of being carbon neutral by 2030.

Government advice as set out in the NPPF requires that 'The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. 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'.

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

Other policies in the plan containing relevant guidance include:

- **Policy SP1**: Sustainable development
- **Policy SP4**: Placemaking
- **Policy SP8**: Housing
- **Policy SP9**: Employment
- **Policy DP15**: Active and sustainable transport
- **Policy DP16**: Active travel routes
- **Policy DP17**: Public transport accessibility
- **Policy DP34**: Green infrastructure
- **Policy DP35**: Nature conservation
- **Policy DP36**: Biodiversity net gain

Policy SP3: Spatial strategy

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 and sustainable 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 now or in the future will be minimised outside the towns. Beyond strategic development areas the amount of development at villages and in the countryside will relate to local community needs.

Justification

This policy sets out a sequential 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.

The government is clear that where an authority cannot meet its identified need for homes at sustainable locations outside the Green Belt this amounts to exceptional circumstances and the authority should review Green Belt boundaries to meet these needs in full.

Due to the constrained nature of North Somerset including large areas at risk of flooding and the Mendip Hills National Landscape it is not possible to meet the government's standard methodology housing need figure for North Somerset outside of the Green Belt in a sustainable way. Therefore, exceptional circumstances apply for the release of land from the Green Belt in North Somerset, as set out in **Policy SP7**.

All Green Belt sites that have been identified are located in the most sustainable locations on the edges of urban areas and the larger relatively more sustainable villages in accordance with national policy and the spatial strategy set out in this policy.

As set out in the NPPF, larger scale developments should be located in areas where they are, or can be, supported by the necessary infrastructure and facilities, including a genuine choice of transport modes. The principle location for new development is the town of Weston-super-Mare. In addition, the plan identifies four strategic development locations:

- Wolvershill (north of Banwell),
- Woodspring (south west of Bristol),

- Nailsea and Backwell,
- Pill and Easton-in-Gordano.

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. **Policy DP9**: Flood Risk applies to all sites at risk of flooding now and in the future.

Development at villages and in the countryside will relate to local community needs. This is to ensure that new development in these less sustainable locations will deliver positive benefits to the local community, particularly addressing local needs. Most of the development which takes place in these areas will be at the relatively more sustainable villages, but this must not be of a disproportionate scale which adversely impacts on the character of the settlement or leads to a significant increase in the number of car journeys.

Policy SP8: Housing and **Policy SP9**: Employment set out the broad distribution of housing and employment development across the district over the plan period.

Other policies in the plan containing relevant guidance include:

- **Policy SP5**: Towns
- **Policy SP6**: Villages and rural areas
- **Policy DP9**: Flood risk

Policy SP4: Placemaking

Development will be supported which accords with the design principles set out in the National Design Guide and the National Model Design Code, as well as other national and local advice. Applicants must demonstrate that a robust design process has been carried out, including, collaboration with local communities where appropriate, 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;
- Create legible developments and a sense of place such as through the use of high quality design, materials, planting or public art;
- Enable healthy lifestyles and encourage active travel and children friendly environments; and
- Support the creation of socially, economically and environmentally sustainable communities.

A Community Engagement Statement must be submitted for major planning applications (10 or more dwellings or 1,000 square metres of floorspace) which sets out the local engagement that has been undertaken and any amendments to the scheme which have been made in response to it.

Applicants will be expected to submit proposals for review by a design panel where the scale, sensitivity or prominence of the scheme justify it.

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, 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 the 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. Legible development means development where residents and visitors are able to navigate their way around with ease, where buildings and public spaces are well-designed and there is a clear hierarchy of routes. High quality public art is a very positive means of creating a local identity in new developments, but adequate mechanisms must be in place to ensure its long term maintenance.

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. Where appropriate, emphasis should be given to the creation of children friendly places and spaces which are designed to support the needs of young people.

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 metres 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 Community Engagement Statement 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.

Other policies in the plan containing relevant guidance include:

- **Policy SP2**: Climate change
- **Policy SP10**: Transport
- **Policy SP11:** Historic and natural environment
- **Policy DP1**: High quality design
- **Policy DP8**: Efficient use of land

Policy SP5: Towns

Proposals for new development within the settlement boundaries of the four towns 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;
- 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 and the use of other land, 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, employment, 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.

Placemaking strategies have been prepared for each of the four towns to help provide an overall framework for new development proposals and other interventions.

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

Proposals will be supported which encourage a wide range of uses including retail, employment, residential, community and leisure uses and innovative solutions to reusing sites and buildings to provide increased activity and diversity of uses.

Other policies in the plan containing relevant guidance include:

- **Policy SP4**: Placemaking
- **Policy SP10**: Transport
- **Policy LP7**: Settlement boundaries
- **Policy LP8**: Town centre hierarchy
- **Policy DP8**: Efficient use of land
- **Policy DP24**: Town centres
- **Policy DP27**: Primary shopping areas

Policy SP6: Villages and rural areas

New development within the settlement boundaries of villages as defined on the **Policies Map** and listed in **Schedule 5** 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, subdivision of existing dwellings, residential conversion of rural buildings where alternative economic use is inappropriate or unfeasible, dwellings for essential rural workers or the redevelopment of previously developed land in suitable locations. Rural buildings which have an existing permission to be converted to residential use will not be granted permission to be rebuilt and replaced to create a new build dwelling.

Other non-residential uses may be acceptable outside settlement boundaries provided that:

- There is a clear justification for the need for the proposed location;
- Suitable alternative sites are not available within settlement boundaries;
- Priority is given to locations well-located in relation to existing settlement boundaries;
- Priority is given to previously developed land or buildings; and
- Priority is given to accessible locations in relation to the nature of the use.

Justification

Development in the rural areas is relatively less sustainable given the absence of a range 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, on allocated sites or land within the settlement boundaries. Outside settlement boundaries, more restrictive policies will apply. Within these areas, replacement dwellings, residential subdivision and conversions are acceptable in terms of reusing existing 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, as it makes use of an existing resource. However, outside settlement boundaries it would not be appropriate to subsequently replace a rural conversion with a new build dwelling as this would be tantamount to the construction of a new dwelling in an unsustainable location where permission would not otherwise have been granted.

Where there are no existing suitable sites within settlement boundaries, a variety of non-residential proposals may be acceptable outside settlement boundaries. In such cases priority will be given to previously developed land and locations well related to existing settlements in order to maximise opportunities for workers and visitors to access the site by active travel or public transport. Other policies of the plan provide more detailed guidance on other uses such as employment or community uses.

Settlements which have boundaries are listed in **Schedule 5** of this plan and shown on the **Policies Map**.

Other policies in the plan containing relevant guidance include:

- **Policy LP7**: Settlement boundaries
- **Policy DP1**: High quality design
- **Policy DP2**: Residential development within settlement boundaries
- **Policy DP55**: Agriculture and land based rural businesses
- **Policy DP57**: Replacement dwellings in the countryside
- **Policy DP58**: Conversion or reuse of rural buildings
- **Policy DP59**: Previously developed land in the countryside
- **Policy DP60**: Employment on green field land in the countryside
- **Policy DP61**: Existing businesses in the countryside

Policy 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. In doing so 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 land will be released from the Green Belt for residential development, as defined on the **Policies Map**, at the following locations:

- Woodspring, south west of Bristol – 3,500 dwellings
- Land at Lodway Farm, Pill and Easton-in-Gordano – 160 dwellings
- Land east of Gordano Services, Pill and Easton-in-Gordano – 200 dwellings
- Pill Green, Easton-in-Gordano – 600 dwellings
- Land at Pill Road, Pill and Easton-in-Gordano – 100 dwellings
- Land at Ham Green, Pill and Easton-in-Gordano – 40 dwellings
- Tower Farm, Portishead – 400 dwellings
- Black Rock, Portishead – 100 dwellings
- Land north of Nailsea – 381 dwellings
- Land off Pound Lane, Nailsea – 100 dwellings
- Land East of Backwell – 889 dwellings
- Land north of Colliter's Way – 215 dwellings

New residential development will only be permitted on land released from the Green Belt, as defined on the Policies Map, where it is demonstrated how the development meets the 'Golden Rules' requirements as set out in the NPPF.

Land will also be released from the Green Belt, as defined on the Policies Map, at Bristol Airport to reflect the planning permission granted in 2022 to increase the operational capacity of the airport.

An extension to the Green Belt is proposed to the south of Nailsea as defined on the Policies Map to maintain the separation of Nailsea and Backwell and prevent further encroachment into the countryside.

Villages in the Green Belt which do not contribute to openness are 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 communities 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 and will be expected to demonstrate high 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 enables 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 CO^2, flooding and air pollution. Opportunities to enhance these will be sought where possible.

Twelve sites have been identified for release from the Green Belt for residential development amounting to over 6,600 dwellings. This includes strategic allocations at Woodspring, Nailsea and Backwell, and Pill and Easton-in-Gordano. This is a significant release of land from the Green Belt. However, the government is clear that where an authority cannot meet its identified need for homes at sustainable locations outside the Green Belt this amounts to exceptional circumstances and the authority should review Green Belt boundaries to meet these needs in full.

Due to the constrained nature of North Somerset including large areas at risk of flooding and the Mendip Hills National Landscape it is not possible to meet the government's standard methodology housing need figure for North Somerset outside of the Green Belt in a sustainable way. Therefore, exceptional circumstances apply for the release of land from the Green Belt.

All sites identified are located in the most sustainable locations on the edges of urban areas and the larger relatively more sustainable villages in accordance with national policy and the spatial strategy set out in this plan. A sequential approach to Green Belt release has been taken prioritising previously developed land, followed by grey belt sites and then other Green Belt locations.

Additional land at Bristol Airport has been released from the Green Belt to reflect the planning permission which was granted in 2022 to increase the operational capacity of the airport to 12million passengers per annum.

Where land is removed from the Green Belt development proposals must demonstrate how they meet the 'Golden Rules' requirements as

set out in the NPPF in relation to the provision of affordable housing, infrastructure and publicly accessible green spaces.

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.

Other policies in the plan containing relevant guidance include:

- **Policy LP9**: Extent of the Green Belt
- **Policy LP12**: Bristol Airport
- **Policy DP12**: Development in the Green Belt

Policy SP8: Housing

Land will be identified to secure the delivery of a minimum of 23,700 dwellings within North Somerset 2026-2041, equivalent to 1,580 dwellings per annum.

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, including the provision of affordable and specialist housing.

The broad distribution of new dwellings in accordance with the spatial strategy will be as follows:

Location	Dwellings	Proportion of housing supply
Weston-super-Mare	7,730	32%
Wolvershill (north of Banwell)	3,300	14%
Woodspring (south west Bristol)	3,500	14%
Nailsea and Backwell	3,728	15%
Pill and Easton-in-Gordano	1,100	4%
Portishead	1,601	7%
Clevedon	588	2%
Villages and rural areas	2,948	12%
Total	**24,495**	**100%**

For designated neighbourhood plan areas the minimum housing requirement will be determined on the basis of the local plan allocations, existing commitments and estimated windfall.

Justification

The minimum number of new dwellings required in North Somerset over the plan period is prescribed by the government's standard method for calculating housing need set out in national planning policy and guidance. The output of this calculation for North Somerset is 1,580 dwellings per annum or 23,700 dwellings over the plan period as set out in the Local Housing Needs Assessment (2025).

The overall distribution of housing reflects the spatial strategy, constraints and the assessment of potential development opportunities. These figures include the anticipated small scale windfall over the plan period which has been forecast using trends

from the previous plan period along with a modest uplift accounting for anticipated increases in delivery to take account of national policy and permitted development changes. The windfall assumptions that underpin the figures included in this policy are set out in full in the Strategic Housing Land Availability Assessment (2025).

Weston-super-Mare is the primary town within the district and as such is identified for significant growth. 6,660 dwellings are expected to be delivered on allocated sites within and around the town (including the Weston Villages developments which are continuing to build out) and a further 1,070 homes are expected to come forward on small windfall sites across the town.

A further 3,300 capacity is identified at the strategic development at Wolvershill, north of Banwell, in close proximity to Weston-super-Mare. **Policy LP1** sets out the development principles for the Wolvershill development.

To the south west of Bristol a strategic location for further growth has been identified, and is referred to as the Woodspring development. This area is expected to accommodate a total of 3,500 homes across one large area that will be comprehensively masterplanned (as detailed further in **Policy LP2**). As a new development location no windfall allowance is attributed.

The town of Nailsea and the adjacent village of Backwell have been identified as a strategic growth location capable of accommodating 3,500 new homes across a number of sites as listed individually in **Schedule 1**. Development principles and the infrastructure required to support delivery of this level of housing within this area are set out in **Policy LP3**. In addition, based on past trends, a windfall allowance of 228 for small sites is attributed to the Nailsea and Backwell area.

Pill and Easton-in-Gordano is also identified as a strategic growth location, where five suitable sites are proposed for allocation, with a combined capacity of 1,100 dwellings. The overarching principles for these developments are set out in **Policy LP4**.

Clevedon and Portishead are the other two towns within the district. At Clevedon allocations have been identified to accommodate 258 dwellings and small windfall sites are expected to deliver around 330 new homes. At Portishead allocations have been identified for 562 homes and the Wyndham Way Broad Location is capable of accommodating up to 785 new dwellings. The small site windfall forecast for the town is 254 dwellings.

Across the villages and rural areas sites to accommodate 1,830 dwellings have been identified, predominantly at the larger more sustainable villages that have a range of services and facilities to support an appropriate amount of new development over the plan period. Based on past trends it is forecast that a further 1,118 homes will come forward on small sites across these villages, smaller settlements and the rural areas.

Affordable housing is defined as housing for sale or rent for those whose needs are not met by the market. It includes social rent, other affordable housing for rent, discounted market sales housing and other affordable routes to home ownership. Addressing affordable housing needs is an important component of sustainable development.

The approach to the delivery of affordable housing is contained in **Policy DP43** with detailed implementation to be subject to a Supplementary Planning Document.

Planning policies should identify a supply of specific, deliverable sites for the first five years and specific developable sites or broad locations for growth for years 6-10 and, where possible, years 11-15. The local plan identifies sufficient supply on deliverable sites, primarily those with existing permission, including committed strategic sites at Weston. The strategic sites will continue to build out over the next five years, alongside a build up in delivery at the new strategic developments and other local plan allocations. The final five years will be subject to review but will include later delivery at the strategic developments, brownfield sites in Weston and the broad locations at Wyndham Way, Portishead and Monaghan Mushrooms, Langford. A housing trajectory will be published each year to monitor anticipated delivery. Planning applications for major sites must be accompanied by a housing delivery statement setting out key milestones and anticipated completions by year.

The NPPF advises that strategic policies should set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. For North Somerset the minimum housing requirement will be calculated from the existing local plan allocations and commitments within the designated area plus a figure for small site windfall anticipated over the plan period.

Other policies in the plan containing relevant guidance include:

- **Policy LP5**: Housing and employment allocations
- **Policy DP2**: Residential development within settlement boundaries
- **Policy DP43**: Affordable housing (including rural exception sites)
- **Policy DP46**: Housing type and mix
- **Policy DP54**: Rural workers housing

Policy SP9: Employment

Around 72.8 hectares of land is identified for business purposes across North Somerset to meet needs and aspirations across a range of economic sectors over the plan period, to contribute to sustainable patterns of development and commuting, and to provide a range of local employment opportunities.

The towns will be the main focus for employment growth given their accessibility, labour supply 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. This includes the delivery of employment commitments as part of the ongoing build-out of the Weston Villages development. Allocation of business land is focused on the J21 Enterprise Area in addition to provision at the strategic locations at Wolvershill (north of Banwell), Woodspring, and Nailsea and Backwell. Mixed use, including commercial and business uses will also be encouraged as part of town centre regeneration at the four towns.

The redevelopment of existing business premises for continued business use in situ will be prioritised to help support the gradual improvement and modernisation of commercial premises.

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 and business sites where this does not have an adverse impact on the character or appearance of the locality. Proposals which support innovative ways of working, including the provision of remote working office/hybrid space will be encouraged, particularly where these demonstrate sustainable transport access to surrounding communities.

The spatial distribution of employment land will be as follows:

Location	Allocation (hectares)
Weston-super-Mare	43.6
Wolvershill	3.0
Clevedon	9.0
Portishead	1.1
Nailsea and Backwell	6.1

Location	Allocation (hectares)
Woodspring (south west of Bristol)	10.0
Total	**72.8**

On the allocated sites under **Policy LP5**, land is safeguarded specifically for B2, B8, and E(g) uses as set out in **Schedule 2**: Employment Sites and identified on the **Policies Map**.

The proposed allocations at strategic locations are quantified in this policy but not identified on the schedule or policies map as their boundaries will be derived through the masterplanning process.

Justification

Supporting the economy is a key element of delivering sustainable development, economic growth and prosperity. The local plan 2041 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 economic sectors, with a forecast need for office, industrial and warehousing and logistics floor space. The provision of land to support these uses will be delivered in a way which supports sustainable patterns of growth and commuting across North Somerset.

Planning for business growth is inherently uncertain. The national and local economy has been subject to fundamental change in recent years bringing 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 the way land and business space is used.

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 will become more important, with the potential to support more sustainable commuting patterns. The need for quality public transport, utilities provision and access to local labour supply are also important considerations.

Updated economic forecasts have been used to assess the requirements for employment land demand over the plan period (Employment Sites and Premises Requirements Evidence, Hardisty Jones Associates, 2023). This assessed economic forecasts across a range of sectors using data from Cambridge Econometrics and Oxford Economics. The assessment modelled the corresponding demand for employment land and premises across the range of business land typologies in North Somerset and across the West of England.

Over the period 2023-2043 Cambridge Econometrics forecast economic growth equating to growth of 10,300 jobs, with Oxford Economics forecasting growth of 7,100 jobs.

At the West of England geography, which forms the Functional Economic Market Area (FEMA), the study compared the employment forecasts with the population/housing-derived labour supply for the West of England for consistency using information provided by consultants ORS relating to housing requirements. This concluded that there is sufficient housing being planned for through the authorities' local plans to accommodate sufficient labour supply to facilitate the employment change indicated through the economic forecasts. This is also the case when considering labour supply related to North Somerset only. Furthermore, the evidence indicated some headroom in labour supply to accommodate additional employment change if growth is stronger than forecast.

In order to identify the future employment land and premises requirements for North Somerset the study considered the predicted changes within employment sectors in relation to planning use classes and then identified the property and land requirements using employment and development density assumptions. These outputs were then considered in relation to wider market factors, particularly the need to allow for churn in the commercial property market and the replacement and upgrading of existing accommodation.

The findings in relation to net new floorspace and land requirements 2023-2043 (20 years) are as follows:

	Baseline Forecast	
	Floorspace (m^2)	**Land (ha)**
Office: use class E(g)(i) and E(g)(ii)	74,000	12
Industrial: use class E(g)(iii) and B2	78,000	20
Warehousing and logistics: use class B8	174,000	35

The evidence provided an indication of the minimum overall scale of employment land required for the local plan period of around 50ha. However, the uncertainties regarding the take-up of employment land need to be recognised such as sites being built out at lower densities or lower density employment development occupying a greater percentage of overall business land. It is therefore considered necessary to provide an additional supply of sites reflecting the NPPF requirement to ensure planning policies have sufficient flexibility to accommodate needs not anticipated in the plan, allow for new and flexible working practices, and to enable a rapid response to changes in economic circumstances.

In addition, this approach recognises the uncertainty around the level of re-use of previously developed employment areas to accommodate regeneration/new development as explored through the evidence.

If redevelopment is slower than anticipated, a higher proportion of opportunities on new sites may be required.

Scale of employment aligned to updated housing requirement

An addendum to the earlier 2023 study has been prepared (North Somerset Employment Sites and Premises Requirements Evidence Update – March 2025) to consider the scale of employment land that would be required to align with the scale of housing required through the new standard method calculation. This report supplements the 2023 report and provides a further labour balance scenario indicating the scale of employment demand arising from the new population. The conclusions of the report indicate a modest uplift for the period 2025 to 2040 (15 years), with the updated requirements as follows:

- Office demand c66,000 square metres
- Industrial 19 hectares
- Warehousing 29 hectares

A separate report produced by Stantec (North Somerset Employment Land Evidence, 2025) considered the spatial opportunities to accommodate additional employment land in the district. This focused on the main urban areas, consistent with the plan's spatial strategy and in particular the new strategic growth locations.

The report supported additional land supply at Nailsea and Backwell and the Woodspring Strategic Location, in addition to other locations. However, the conclusions of the report specifically for employment land at the Wolvershill Strategic Location have led to a decrease in the employment land provision there to 3 hectares, with preference being given to other commercial allocations in Weston-super-Mare.

Overall employment land distribution

Weston-super-Mare is the principal settlement and remains the focus for new employment growth, continuing the objective of encouraging greater self-containment and reducing out-commuting. Development at J21 Enterprise Area will remain a priority, including bringing forward existing commitments at Weston Villages alongside housing development. The previous remaining employment allocations at Parklands have been reviewed and some consolidated in a new, more visible and commercially attractive site at Parklands, West Wick roundabout (12.3 hectares) with easy access to the motorway. Additional employment provision of 3 hectares will be delivered as part of the masterplanning of the Wolvershill (north of Banwell) Strategic Location.

Additional employment land is proposed at the Nailsea and Backwell and Woodspring Strategic Growth Locations. At the former, the supply is distributed across two sites; land to the north of Nailsea (1.1 hectares) and east of Backwell (5 hectares) as part of residential proposals; and at the latter, 10 hectares of new employment land delivered as part of the wider development site. This offers opportunities to support economic growth opportunities that may arise as a result of the Epic Systems proposal.

This provision, when compared against the forecasts, provides a range of sites and some flexibility in the event that economic growth is stronger than anticipated and there is greater demand for business space. The provision is intended to support sustainable patterns of land use and commuting, particularly at the main towns where commuting pressures are greatest and to 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 accommodation.

Evidence indicates that the provision of the sites identified will address the needs of identified growth sectors and be attractive to the market and that there is a realistic prospect of delivery over the plan period.

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

Other policies in the plan containing relevant guidance include:

- **Policy LP5**: Housing and employment allocations
- **Policy DP21**: Safeguarding employment sites
- **Policy DP60**: Employment on green field land in the countryside
- **Policy DP61**: Existing businesses in the countryside

Policy 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, wheeling (this includes wheelchairs, mobility scooters and other wheel-based mobility aids) and cycling 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:

- Improvement of safety on the transport network for all users;
- 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 for journeys to work, leisure and other purposes. This includes journeys within and between towns in North Somerset and further afield including, better connections to, from and within the rural areas, journeys to and from public transport connections (known as first and last mile provision), new and improved bus stops and the reallocation of highway space; and
- Delivery of infrastructure to facilitate the use of electric vehicles.

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.

The improvement of strategic transport facilities at Bristol Airport and Royal Portbury Dock will be supported subject to the policy guidance set out elsewhere in the local plan.

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, and is mainly in the form of walking and cycling. More information on the council's approach to active travel is included

within the Active Travel Strategy and Active Travel Action Plans and the Place and Movement Framework.

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. While the council has more limited influence over the rail network, increasing the proportion of journeys made by train is important to reduce congestion, reduce vehicle emissions, increase freight options and enable our communities to travel in a more sustainable way.

Other policies in the plan containing relevant guidance include:

- **Policy LP11**: Transport infrastructure allocations and safeguarding
- **Policy DP14**: Highway safety, traffic and provision of infrastructure associated with development
- **Policy DP15**: Active and sustainable transport
- **Policy DP16**: Active travel routes
- **Policy DP17**: Public transport accessibility
- **Policy DP18**: Travel plans
- **Policy DP19**: Parking

Policy SP11:
Historic and natural environment

New development proposals will be supported where they make a positive contribution to the protection and enhancement of valued landscapes and the historic environment as well as increasing biodiversity and enhancing the natural 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 National Landscape 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 as set out in the Green Infrastructure Strategy;
- Protect the character of the undeveloped coast, safeguard against marine pollution and other degradation and identify opportunities to improve or enable 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**;
- Protect 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;
- Ensure that the design and construction of spaces and buildings encourages wildlife and biodiversity;
- Support the establishment and delivery of North Somerset Nature Parks to protect and enhance internationally important bat habitats, foraging opportunities and connectivity through the landscape, and mitigate the impacts of development;
- Retain existing trees and support new planting, including street trees, and woodland creation to help increase district-wide canopy cover;
- Preserve and enhance conservation areas, listed buildings, buildings of local significance, scheduled monuments, other archaeological sites, registered and unregistered historic parks and gardens responding to the significance of any affected heritage assets and their settings;

- 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 and encourage opportunities for public access and environmental education.

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. New development should be designed to support wildlife in terms of landscaping and open space and include appropriate measures such as bat boxes, swift bricks, nest boxes and hedgehog corridors through fences.

The council will identify Nature Parks to protect, enhance and extend the habitat and corridors required by internationally important greater and lesser horseshoe bats. They will include developer-led Nature Parks at the Wolvershill, Woodspring and Nailsea and Backwell strategic locations, council-led Nature Parks on land owned by North Somerset Council, and charity/private-led Nature Parks on other land. Council-led Nature Parks may also be established in the Yatton/Cleeve area and other locations where opportunities arise. While the principal objective of Nature Parks is to protect and enhance horseshoe bat habitat, they will also provide a resource for wider biodiversity net gain.

It is important that habitats created or enhanced for horseshoe bats, and the way they are managed, long term, is appropriate. The preferred foraging habitat for Greater Horseshoe Bats primarily consists of permanently-grazed pastures interspersed with blocks or strips of deciduous woodland, or substantial hedgerows. Preferably pastures should be cattle-grazed, as cattle dung sustains the life-cycles of the most important beetles to Greater Horseshoe Bats. Lesser Horseshoe Bats are primarily a woodland feeding bat using deciduous woodland or mixed coniferous woodland and hedgerows. Nature Parks should also be unlit and not impacted by light spill from adjacent land to make it suitable for light-intolerant horseshoe bats.

National guidance requires great weight to be accorded to conserving and enhancing landscape and scenic beauty in the Mendip Hills National Landscape. Within the National Landscape 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 policies in the plan seek to 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.

Other policies in the plan containing relevant guidance include:

- **Policy LP10**: Strategic gaps
- **Policy DP34**: Green infrastructure
- **Policy DP35**: Nature conservation
- **Policy DP36**: Biodiversity net gain
- **Policy DP37**: Trees, woodlands and hedges
- **Policy DP38**: Landscape
- **Policy DP39**: Mendip Hills National Landscape
- **Policy DP40**: Built heritage
- **Policy DP41**: Archaeology
- **Policy DP42**: Historic parks and gardens
- **Policy DP52**: Protection of open space and recreation
- **Policy DP53**: Best and most versatile land

Policy 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 10 years, and allocating areas for mineral working where necessary, having regard to the need to promote deliverability of permitted reserves of crushed rock.

Justification

The NPPF 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 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 two active quarries in North Somerset, run by two operators. These are:

- Stancombe Quarry near Backwell
- Freemans Quarry off the A38 near Bristol Airport

Durnford Quarry near Long Ashton was active until recently, but ceased mineral extraction at the end of 2022, in line with the relevant planning consent.

Planning Practice Guidance on Minerals 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.

The NPPF states that minerals 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. It indicates that landbanks of at least 10 years for crushed rock should be maintained.

The Planning Practice Guidance on Minerals (PPG) 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 completed 2014-2023 West of England Local Aggregates Assessment identifies a 10 year average for sales of crushed rock in the WoE of 3.99 million tonnes per annum (mtpa) for 2014-2023 inclusive.

In preparing LAAs, it is also appropriate to consider other factors such as average sales over the last three years to look for any general trend of demand.

For WoE the three year average (2021-2023) for sales of crushed rock was 4.61 mtpa, (higher than the 3.99 mtpa 10 year average), because levels of sales were relatively high over some of those three years compared to earlier in the 2014-2023 decade.

However in 2022 and again in 2023 the sales figures have fallen from a high in 2021, so while sales figures have been higher in the latter half of the 2014-2023 decade, relative to the former, there has not been an overall rising trend. In view of this it is considered better to base levels of provision of crushed rock on the 10 year average sales, (the 3.99 mt figure) rather than the three 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, and, having regard to relevant data it is proposed that this ratio is retained.

On this basis, given the 10 year average in the WoE LAA for 2014-2023 of 3.99 mtpa, the annualised required level of crushed rock provision for North Somerset can be calculated as 40% of 3.99 mtpa, which is 1.596 mtpa. If this was to be extrapolated, the total crushed rock requirement for North Somerset for 2024-2041 inclusive (18 years) would be 28.72

mt. To allow for a 10 year landbank at the end of that period (2042-2051 inclusive), a further 10 years requirement can be added on (15.96 mt). On that basis, the total North Somerset crushed rock requirement for that 28 year period (2024-2051 inclusive) would be 44.68 mt.

The 44.68 mt figure is based on the 10 year sales average in the latest LAA for 2014-2023. 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 10 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.) The PPG 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 2023 (relevant to the latest LAA for WoE) there were significant remaining permitted reserves at the working quarries in North Somerset, and a landbank of over 10 years for crushed rock. However, assuming a theoretical drawdown of 1.596 mtpa going forward, there would not be sufficient permitted reserves to provide a 10 year landbank for crushed rock in the district at the end of the plan period in 2041. The NPPF indicates that landbanks of at least 10 years for crushed rock should be maintained.

Partly having regard to the need to maintain a 10 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 **Policy LP16** and **Policy LP17** on the allocations for extensions, and **Policy DP31**, 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.

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

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.

Other policies in the plan containing relevant guidance include:

- **Policy LP16**: Preferred Area for mineral working – land at Hyatts Wood Farm, south of Stancombe Quarry
- **Policy LP17**: Area of Search for minerals working – land at Downside Farm, south of Freemans Quarry
- **Policy LP18**: Minerals Safeguarding Area for carboniferous limestone
- **Policy DP30**: Control of non-mineral development
- **Policy DP31**: Mineral working exploration, extraction and processing

Policy SP13: Waste

Development proposals involving the management of waste will be supported where they demonstrate the application of the waste hierarchy, which encourages prevention and reuse of waste before recycling and then other recovery, with disposal as a last resort.

New development should be designed to facilitate easy and efficient waste collection, incorporating appropriate facilities such as collection points for recyclable material.

New waste management facilities must be sensitively designed and sited to minimise their environmental impact including in relation to residential living conditions and transport impacts.

Justification

Waste management is an important aspect of sustainability, particularly as it represents efficient use of resources, and may present opportunities for energy recovery, such as from thermal treatment of waste.

The waste hierarchy, endorsed in national planning guidance, sets out the preference for prevention of waste, which might be through promotion of use of second hand goods at charity and vintage shops or car boot sales for example, then 'preparing for reuse', then recycling and then 'other recovery' such as energy recovery. Disposal, such as by landfill or land raise, is at the bottom, and should only be resorted to where the higher tiers have been fully explored.

The council already supports minimising and recycling of waste in its Corporate Plan and similar principles are reflected in this policy. North Somerset achieved a recycling rate of 59.5% in 2021/22 (percentage of household waste sent for reuse, recycling or composting).

The council's recycling target is to reach 70% by 2030, which exceeds targets set by the UK Government for England to achieve a recycling rate of 65% by 2035. (Source: North Somerset Recycling and Waste Strategy 2021-30).

Detailed guidance for developers on how waste management should be addressed in proposals for new developments is set out in the Planning for Recycling and Waste Management guidance note published in July 2025.

Other policies in the plan containing relevant guidance include:

- **Policy DP32**: Waste management facilities
- **Policy DP33**: Disposal of waste by landfill or land raise

4. Locational policies

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Policy LP1:
Strategic location: Wolvershill (north of Banwell)

A new mixed use strategic location is proposed at Wolvershill (north of Banwell) at the location defined on the **Policies Map** to accommodate around 3,300 dwellings, including 990 affordable homes.

The development will create a new low carbon community with high quality placemaking and a clear sense of identity. It will be designed to ensure that walking, cycling and public transport are the most convenient and attractive ways to move around the development with easy access to services and facilities. The development will minimise energy use and incorporate renewable energy generation including for community use. The development will incorporate high quality green spaces both within the built-up area and through provision of green spaces adjacent to the development linking it to the surrounding countryside.

A single masterplan covering the entire allocation and proposed development, delivery plan and supporting design codes will be prepared to guide its coordinated and comprehensive development and the creation of a sustainable community. This will include a phasing strategy linking the delivery of development parcels to infrastructure provision and a strategy for its future maintenance.

Proposals for development must demonstrate compliance with the following development principles:

- The new development must complement Banwell village in respect of the scale and range of facilities and encourage integration between the existing and new communities;
- Development proposals must demonstrate how they have sensitively responded to existing uses on the site including existing businesses and residential areas. Master planning should ensure effective integration of new development with existing, maximising benefits to new and existing residents;
- The proposed development is reliant upon, and 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, wheeling (wheelchairs, mobility scooters and other wheel-based mobility aids), and cycling routes linking the new development with local facilities, within Banwell and into Weston-super-Mare, Parklands, and Worle, including the three M5 crossing points (two road bridges and a direct cycle/pedestrian access into Parklands Village). This is likely to require alterations to the future role and function of a section of Wolvershill Road to facilitate active travel in the centre of the development in order to achieve this. Creation

of new cycle and pedestrian links to Parklands to be delivered during the initial phases of residential development;

- The creation of effective public transport links into Weston-super-Mare, Parklands, and Worle, employment areas and other destinations such as railway stations, transport hubs (including designated bus corridors) and improving accessibility for existing Banwell residents;
- The development must respect the landscape setting, including minimising any adverse impact on the Mendip Hills National Landscape through sensitive design;
- The creation of a mixed-use local centre focused on Wolvershill Road to form the heart of the new community with a high-quality public realm, planned with the provision of a community space from the outset of development but with the ability to grow and develop in step with the development and its needs. Other mixed uses to include retail, business space appropriate to a local centre location, extra care accommodation, healthcare provision, family and children's centre services, residential, and a transport hub, all set within a high-quality public realm with public space and appropriate species selection and planting of trees;
- Subject to confirming needs generated by the development, the development must ensure suitable land provision is made available to facilitate the provision of appropriate healthcare infrastructure onsite or appropriate financial contributions towards healthcare for new and/or improved facilities off-site;
- Liveable neighbourhoods within the scheme should be planned for to ensure convenient and safe walking and cycling access to the local centre and key facilities;
- The development will comprise predominantly medium to high density living in well-designed buildings, with the highest densities close to the new local centre, facilities and public transport nodes to ensure that these are accessible by the highest number of people on foot;
- Provision of a package of transport measures as identified in the Infrastructure Delivery Plan including provision of a transport hub at the local centre, delivery of key access junctions onto the Banwell Bypass and wider transport mitigation schemes. Development proposals should ensure that any future planning and delivery of a new motorway junction on the M5 south of J21 is not precluded;
- The development must deliver ecological, habitat and environmental enhancement, particularly in relation to horseshoe bats, linking habitat along key green corridors between new development and Banwell. The eastern fringe of the development in particular will be a focus for ecological and environmental mitigation, with provision of a new North Somerset Nature Park to provide bat mitigation, provision of land for biodiversity and

habitat enhancement. 'Dark corridors' for bats will be provided on agreed green corridors within and adjacent to the development effectively integrating with mitigation agreed through the Banwell Bypass project;

- Green infrastructure should form an interconnected and multifunctional network throughout the development and where appropriate with integrated sustainable drainage systems including rain gardens and other features. Additional woodland and tree planting surrounding and throughout the development will be required, including as part of the landscaping adjacent to the M5 motorway;
- Development should seek to retain as far as appropriate, the existing field boundaries and the native and historic hedgerows across the site, offering areas of open space to break up the urban density of the overall site. This may be particularly important for mitigating impact on heritage features;
- A strategy to support and maximise climate change resilience will be required including an approach to maximising carbon storage and other measures across the development with exploration of opportunities for community-based renewable energy generation;
- Defined areas of green infrastructure should be planted with wildflower species within a wider natural landscape setting;
- Where appropriate, heritage and archaeological features will be integrated into the development including any identified archaeology that should be reflected in the new development including appropriate interpretation to maximise the recreational and educational value of the assets;
- The setting of historic farmsteads will be sensitively addressed including through the creation of open space designed around these features to provide a visual buffer, allowing their historical significance to be reflected, contributing to the wider sense of place. Additional design measures will be required to address these assets including appropriate materials and design styles, lower surrounding development heights, and lower density of street patterns allowing for views to the features and to avoid over-dominance of them;
- The provision of a minimum of 3 hectares of new employment delivered through the creation of a new business park and potential for smaller-scale business land provision as part of the mixed use local centre;
- Effective management and treatment of surface water, controlling run-off into surrounding watercourses and integrating into the green infrastructure network. Provision of sustainable drainage adjacent to new highway will also be supported;
- Rainwater should be treated as a resource and proposals should maximise its reuse;
- Provision for recreation including indoor facilities as part of a new community hall, outdoor sports pitches and changing

facilities, three outdoor tennis courts, a skatepark, and a multi-use games area;

- Educational facilities located within the new development, including delivery of three 420 place primary schools (to include early years provision in line with government requirements) within a safe walking route from the new homes, access to additional early years settings and walkable access to services used by children and families within a reasonable distance;
- Financial contribution towards off-site secondary, special educational needs and Post 16 education provision;
- Provision should be made for a minimum of 18 gypsy and traveller pitches within the site, or alternatively through the provision of suitable land off-site along with a financial contribution to support delivery.
- The production of a public art strategy to be approved by the council following engagement with the local community to ensure the delivery of high-quality public art which contributes to the legibility and sense of place and supports community development;
- The development will be located having regard to any noise or other environmental impacts, and suitable mitigation will be delivered to address any impacts including provision of a landscaped noise bund designed for its attractiveness and wildlife value located adjacent to the M5. This feature should respond to the topography of the site, be of varying width, and should facilitate the delivery of a recreational cycle and walking route surrounding the Wolvershill development; 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. To include high quality design solutions for access points into the site, the local centre, business sites, and the immediate vicinity of educational buildings.

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 Wolvershill (north of Banwell) has been identified as a strategic 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 the potential to achieve excellent accessibility linking it to the Weston urban area. The development will be phased in relation to the delivery of the Banwell Bypass.

The policy provides key design and development principles set out to guide the masterplanning process and consideration of planning applications. Within this justification, the key principles are supplemented with additional detail to assist their implementation, across a number of key themes.

Achieving a single, comprehensive masterplan for Wolvershill

In order to satisfy the requirement for a single masterplan for the proposed allocation and to deliver the coordinated and comprehensive approach required, planning applications will be required to be supported by a visioning masterplan for the entire strategic location demonstrating how the application area sits within the wider context. This should be prepared in consultation with developers and promoters across the allocation to ensure effective planning and delivery. The expectation is that sub-area masterplans will then be created to underpin detailed applications, and these should be submitted to and agreed with the Council prior to the submission of reserved matters or full applications.

Development phasing

The build out of Wolvershill should follow a logical approach reflecting the need to deliver key, often time-critical or essential infrastructure by certain points in the development, such as primary schools and key transport infrastructure. This is to ensure services and facilities are in place at the appropriate time to support the new community and to ensure sustainable patterns of development are embedded from the outset. The Infrastructure Delivery Plan (IDP) sets out the broad phasing of the required infrastructure across the plan period, highlighting any critical timescales.

Planning applications will be expected to reflect the IDP or provide suitable evidence for any departure from it. Planning applications should be supported by a Delivery Plan that includes a phasing plan, and details regarding the delivery and phasing of required infrastructure with reference to the requirements for the range of infrastructure as set out in policy, and the IDP. Mechanisms should be employed to ensure the timely and efficient delivery of infrastructure including land equalisation or other approaches where necessary. The Delivery Plan will also be expected to set out a programme for the delivery of policy requirements that deliver action across a range of climate related themes spanning the implementation of the development, including climate resilience and adaptation measures.

Design codes will also be required at outline application stage, with more detailed coding forming part of subsequent sub-area masterplans and reserved matters or detailed applications.

Utilising land adjacent to the proposed allocation

Where developers control land that is outside or adjacent to the allocation area, it may be feasible to utilise this land for ecological enhancement or provision of green infrastructure where this is more appropriately located on the periphery of the development. In the case of any land at risk of flooding, any proposed use would need to be water compatible in line with national guidance and follow the principles of the sequential approach to the location of development.

Provision of new schools

Each new primary school should be accommodated on a minimum site size of 2.4 hectares and be well-located to avoid busy roads and ensure opportunity for safe travel to school by walking and cycling. Masterplanning the schools into the extensive green infrastructure network is required as well as having direct and safe walking and cycle links.

The design of new primary schools should be inspiring, reflecting the site context, and providing a functional, high-quality learning environment.

Gypsy and traveller accommodation

The Gypsy and Traveller Accommodation Assessment (2025) identifies a district-wide need for additional pitches over the plan period. A proportion of this need is expected to be met at the Wolvershill strategic location, with provision to be made for a minimum of 18 pitches during the early phases of the development. These should be delivered on-site, or through the provision of suitable alternative land and a financial contribution to support delivery elsewhere in the district. The overall level of district-wide need may reduce over time if provision is made on other sites.

Transport

Transport evidence has been prepared to consider the transport implications of growth in this area including 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 Worle.

The strategy for movement and access at Wolvershill is set out in the Transport Assessment produced by AECOM (2025). This demonstrates how the development will connect to the wider transport network including at Weston-super-Mare and Banwell. The following key aspects are set out in further detail within the transport evidence base and individual schemes are listed in the IDP.

- Active travel
  A network of active travel routes is proposed connecting key parts of the development to the surrounding area, including nearby Parklands Village. The required active travel mitigations extend beyond the site itself ensuring key connections are improved to other destinations such as Worle railway station and the nearby Locking Castle District Centre. Key active travel routes must be delivered early in the phasing programme to ensure that opportunities to travel sustainably are provided from the outset.

- Public transport
  A new transport hub is proposed within a new local centre and this is required to be delivered during the early phases of the development. This will provide a focal point for new bus services linking locations in Weston-super-Mare to Banwell and other locations. As noted above, improved connections to railway stations are also required.

- Highway network
  The highway network will be redesigned appropriately to reflect the new development with a new key highway connection running parallel to the east of Wolvershill Road. An existing section of Wolvershill Road will pass through the centre of the new development and will be modified to enable it to function as an active travel route through the development. Detailed transport modelling will be required to be submitted with each planning application to ensure a coordinated approach to the highway network is achieved.

- M5 Motorway Junction 21A
  A potential new motorway junction to the south of M5 Junction 21 is included in the Joint Local Transport Plan 4 (JLTP). This is the most recent Transport Plan applying to the North Somerset Council area and, as such, is current transport policy. It is therefore important and appropriate that any development does not preclude or prejudice the potential future delivery of the JLTP scheme. Proposals are required to ensure that the masterplan does not rely on land which may otherwise be required to deliver a new motorway junction in the long term if needed, whilst the JLTP remains current or any successor document if that continues to identify an equivalent or similar scheme. This can be through demonstrating that a potential footprint of slip roads could be accommodated.

Additional supplementary planning guidance

Further guidance may be prepared in the form of a Masterplan Framework or Supplementary Planning Document (SPD) that may review the development boundary and provide further detail on aspects such as transport and access infrastructure, the distribution of land uses within the development and green infrastructure. Any future guidance will inform the preparation and consideration of planning applications at the Wolvershill strategic location.

Policy LP2:
Strategic location: Woodspring (south west of Bristol)

A new mixed use strategic growth location is proposed at Woodspring on land released from the Green Belt at the allocation defined on the **Policies Map** to accommodate up to 3,500 dwellings.

Developers must work together to produce a single masterplan and design code for the allocated area. The development will deliver a new standalone sustainable community with a distinct character and identity. Proposals must demonstrate how the development will function as a cohesive and independent community, with a strong sense of place and clearly defined boundaries that prevent coalescence with surrounding communities, including the Bristol urban edge. A high standard of design will be required to reflect the site's unique landscape and heritage context, incorporating a mix of uses, high quality green and blue infrastructure, and active travel connections internally and to surrounding areas. The development must ensure that walking, cycling, and public transport are the most convenient and attractive ways to move into, out of and around the site, with safe and legible routes providing easy access to key services and facilities. The layout and strategic phasing of infrastructure must be guided by a comprehensive masterplan and design framework to shape a well-integrated and vibrant new community.

All of the allocated land results in the release of land from the Bristol and Bath Green Belt and as such it is required to meet the 'Golden Rules' as set out in the NPPF. This requires:

- Delivery of 50% affordable housing on each site, in accordance with **Policy DP43**: Affordable housing (including rural exception sites).
- Improvements to local infrastructure including new upgraded active travel facilities addressing the severance caused by Colliters Way and the A38.
- Provision of new green spaces that are accessible to the public. This will create high value green spaces within the development location.

The development must comply with the following principles:

Comprehensive development

- Prior to the submission of any planning application for development within the allocation, the applicants should agree a Comprehensive Masterplan for the allocation of the site as a whole with all developers and/or promoters with a commercial interest in the land and the local planning authority.
- The Comprehensive Masterplan should be submitted with the planning application.

Design

- The development will form a distinctive, new sustainable community with a unique high-quality character and design, including;
  - A connected street layout that promotes walking and cycling, and establishes legibility through varied character areas and clear orientation features; and
  - A comprehensive design approach will be secured through design codes submitted at the outline application stage, with more detailed design coding to follow as part of sub-area masterplans and reserved matters or detailed applications.

Housing mix

- Proposals should aim to provide a mix of housing types and sizes that reflects local evidence of need, whilst also responding to market demand and the particular characteristics of the site.
- The affordable housing mix should be informed by the latest evidence of local and wider strategic housing need, including the need for affordable housing, family-sized homes, and specialist housing. A range of tenures and dwelling types must be provided to support a mixed and inclusive community, meeting the needs of different age groups and household sizes.

Extra care housing

- Development proposals must include provision for an extra care housing scheme as part of the overall masterplan. The size, tenure, and form of the scheme will be agreed with the Council, having regard to local evidence of need. Detailed requirements will be determined at the planning application stage.

Transport

- 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 as well as links into Bristol, Parson Street railway station, the new proposed development at Colliters Way and the surrounding areas. The development should also create accessible high-quality walking and cycling connections to and from Dundry, Yanley and Long Ashton.
- Severance caused by Colliters Way and the relationship to the A38 will need to be addressed.
- Development proposals must demonstrate that they do not prejudice the future delivery of a high-quality, segregated mass transit route between Bristol City Centre and Bristol Airport, in line with **Policy LP11**. Opportunities for the route to pass through or alongside the site should be safeguarded where appropriate, and

development layouts should support integration with the future mass transit network.

- Development proposals must ensure that they do not prejudice the future delivery of transport hubs. In any planning application consideration should be given to how these elements could be integrated into the future development. This may require significant parking provision to support transport hub access for residents from North Somerset and beyond. As the mass transit route and its infrastructure are further defined, development layouts should retain flexibility to accommodate this, ensuring seamless integration with emerging transport proposals.
- The development should be designed to facilitate direct access onto an extended Metrobus network, enabling local bus access throughout the development and connecting with the wider bus network in the area.
- Unless linked to a transport hub, 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.
- A range of transport related infrastructure will be needed to support this development as set out in the Infrastructure Delivery Plan (IDP).

Local centre, services, facilities and employment

- A centrally located, accessible and distinctive local centre will form the heart of the new development.
- The existing golf club house should be retained (at least on a temporary basis) and utilised from the outset to provide a community building/hub.
- Convenient and safe walking and cycling access to the local centre and key facilities will need to be provided.
- The development will comprise predominantly medium to high density living in well-designed 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.
- The provision of around 10 hectares of new employment land, well related to the highway network and public transport services.
- One new secondary school (to include appropriate 6th form provision) and at least three new primary schools (to include early years provision in line with government requirements) will be required on site to meet the needs of the new community. Financial contributions may be required for special educational needs provision and family centre services if these are not provided on site.

- Provision for healthcare, community, recreation and leisure facilities must be provided to meet the needs generated by the new development, including a new community hall, outdoor sports pitches with associated changing facilities, outdoor courts and play provision such as a skatepark or multi-use games area. Other facilities may be identified through the IDP.

Green Infrastructure and Landscape

- A new Nature Park is required to form part of any proposals for development within Woodspring with appropriate maintenance regimes established and set out in any planning agreement. The Nature Park may take the form of one large area, or smaller parcels. Connectivity between any Nature Park locations and important roost sites for bats will be a key consideration in ensuring that important flight corridors are retained and not impacted by development proposals.
- Green infrastructure corridors should structure the development, enhance existing wildlife features, increase biodiversity and provide attractive routes to walk and cycle, and these will define the limits of development.
- Development must enhance the Yanley ridge with tree planting and other landscape improvements.
- Development must retain and enhance strategic green buffers to maintain visual separation from Bristol.

Heritage

- The development must seek to avoid and minimise any adverse effects upon, and where feasible enhance, the historic setting of Ashton Court, Clifton Suspension Bridge and St. Michael Church Dundry, conservation areas and listed buildings. This includes:
  - Preserving and avoiding key views and sightlines to and from these heritage assets, which particularly contribute to their significance. Where development results in less than substantial harm, this will be weighed against the public benefits of the proposal;
  - Where appropriate, development proposals should retain or create rural buffers and incorporate wooded areas to break up the development in longer-range views, in order to protect the setting of designated and non-designated heritage assets; and
  - Ensuring the scale, massing, and design of new buildings are sensitive to the historic environment particularly in key view lines and areas which contribute to their significance.
- Planning applications must be accompanied by an appropriate archaeological assessment. This should include a pre-application field investigation of the entire site to identify any areas of archaeological interest.
- All the requirements above should be key considerations throughout the masterplanning process.

Flood Risk and Land Conditions

- A comprehensive flood risk assessment must be undertaken, including site-specific detailed modelling of Barrow Gurney Reservoir and its potential flood risk. This assessment must be prepared early enough to inform the site-wide masterplanning process and the design of infrastructure and layout.
- The potential threat of surface water and reservoir flooding should be mitigated through the implementation of high-quality Sustainable Drainage Systems (SuDS), integrated from the outset into the layout and design of development.
- The layout of development should avoid more highly vulnerable and more vulnerable land uses in areas assessed as being subject to flood risk, and this may accordingly recalibrate the quantum of development achievable. Any proposals to accommodate development within areas of higher flood risk will require a sequential test assessment and must in any event demonstrate that the development would be safe over its lifetime without increasing flood risk elsewhere. The sequential test and exceptions test should be undertaken in accordance with **Policy DP9**: Flood risk. Consultation is required with the nearby reservoir operator on any proposed mitigations that will be required, and agreement must be reached between all parties on the suitability of any mitigations and their long-term management.
- The culvert on the Colliters Brook from Yanley Lane to Hanging Hill Wood may require capacity upgrades. Development proposals must ensure that appropriate improvements are provided for where necessary and that access is secured for future maintenance.
- Development proposals must assess the potential for contaminated land on parts of the site. Appropriate site investigations must be undertaken, and where contamination is identified, a remediation strategy must be agreed and implemented prior to commencement of development.

Phasing

- Applications should be supported by a Delivery Plan that includes a phasing plan, and details regarding the delivery and phasing of required infrastructure with reference to the requirements for the range of infrastructure as set out in this policy and the IDP.
- The delivery plan will need to demonstrate how all buildings achieve net zero for operational emissions in respect of both regulated and unregulated energy. It will also need to demonstrate that embodied emissions do not exceed 750kgCO2em2 through provision of an embodied carbon assessment. To demonstrate that climate resilience measures have been incorporated into the scheme, the delivery plan will also need to include a climate adaptation statement.

Gypsy and Traveller Accommodation

- Provision should be made for a minimum of 18 gypsy and traveller pitches within the site, or alternatively through the provision of suitable land off-site and a financial contribution to support delivery.

Public Art

- A public art strategy must be prepared in consultation with the local community and approved by the Council. It should set out how high-quality public art will be delivered as part of the development to enhance legibility, support community development, and contribute to a strong sense of place.

Justification

Development at Woodspring has been identified as a strategic location. In accordance with the NPPF, the release of Green Belt land must promote sustainable patterns of development. Woodspring is a strategic location on the edge of Bristol, well served by public transport and active travel links. In line with the NPPF, development here supports accessibility, reduces the need to travel, and contributes to a sustainable urban form integrated with existing infrastructure.

The policy sets out key design and development principles to guide the master planning process and inform future planning applications.

Further guidance will be provided by the Council to support the coordinated planning and delivery of the site, including information on transport and access infrastructure, the distribution of land uses, and the provision of green and blue infrastructure among other areas. Developers and landowners are expected to work together to plan for a comprehensive high-quality development, producing masterplans and design codes that demonstrate that this is achievable.

Where developers control land that is outside or adjacent to the allocation area, it may be feasible to utilise this land for ecological enhancement or provision of green infrastructure where this is more appropriately located on the periphery of the development.

A mix and range of house types will be required, with high density elements ensuring an efficient use of land and a variety of housing types that respond to local needs, particularly offering opportunities for those who aspire to own their own homes.

Transport evidence has been prepared to consider the transport implications of growth in this area including the impacts of additional transport movements, the approach to movement and access within and surrounding the development including connections to Bristol. The IDP provides further detail on the transport and active travel schemes that will need to be provided, funded and delivered.

The retention of Woodspring Golf Course Club House (at least on a temporary basis) will provide a valuable community hub in the early

years of the development. This key asset can help to build a sense of identity for the new residents and could also be used as a location for local consultation and engagement as the proposals progress.

The creation of a new community that includes appropriate education provision, leisure facilities, a local centre and employment will offer both new and existing residents the opportunity to meet their day-to-day needs in a sustainable way. The actual number of school places required across the development will be reviewed at the point of any planning application submission, based on anticipated pupil projections at that time.

Through the masterplanning process the development will be expected to take a sensitive approach to the wide range of local heritage assets around the site.

Whilst the risk of reservoir breach flooding is low, any occurrence would have significant consequences. As such, the policy requires a comprehensive flood risk assessment, a sequential approach to the layout and form of the development as well as the identification of mitigations and future maintenance plans. The mitigations must be agreed by North Somerset Council. The areas at risk of flooding will be informed by the most appropriate mapping available at the time, to be agreed between North Somerset Council and the Environment Agency, in conjunction with Bristol Water.

The Gypsy and Traveller Accommodation Assessment (2025) identifies a district-wide need for additional pitches over the plan period. A proportion of this need is expected to be met at the Woodspring (south west of Bristol) strategic location, with provision to be made for a minimum of 18 pitches during the early phases of the development. These should be delivered on-site, or through the provision of suitable alternative land and a financial contribution to support delivery elsewhere in the district. The overall level of district-wide need may reduce over time if provision is made on other sites.

Policy LP3:
Strategic location: Nailsea and Backwell

As a main town in North Somerset, Nailsea will be expanded with the provision of a mix of new homes, business development and supporting infrastructure. This growth will be supported by a range of active travel measures and significant investment in transport infrastructure to better connect the town to the surrounding transport network.

The village of Backwell will be expanded with new high-quality development and an improved highway network that relieves pressure on Station Road and the Backwell Crossroads for trips between Nailsea and Backwell and beyond. This will include a mix of new housing, business development, schools and investment in local services and infrastructure all well-connected to the Nailsea and Backwell railway station.

Development of additional housing at both Nailsea and Backwell will require a strategic and coordinated approach to mitigation, particularly the provision of a package of new transport infrastructure that takes into account the cumulative impacts of the developments proposed. Across Nailsea and Backwell the plan makes provision for around 3,500 homes over the plan period on sites with extant planning permission and new allocations as identified in **Schedule 1,** and a modest amount of small site windfall development is also expected. The plan makes provision for at least 6.1 hectares of employment land at Nailsea and Backwell, as identified in **Policy SP9**: Employment.

Proposed allocations to the north of Nailsea and east of Backwell will result in the release of land from the Bristol and Bath Green Belt and as such are required to meet the 'Golden Rules' as set out in the NPPF. This requires:

- Delivery of 50% affordable housing on each site in accordance with **Policy DP43**: Affordable housing (including rural exception sites);
- Improvements to local infrastructure including transport, recreation and leisure, health and social, and environmental infrastructure as set out in the Infrastructure Delivery Plan; and
- Provision of new green spaces that are accessible to the public.

All housing proposals will be required to positively contribute to the delivery of infrastructure, including transport, and other measures through either direct delivery and/or development contributions as part of an agreed phasing strategy linking the delivery of proposed growth to infrastructure provision. A phasing strategy must be provided with all planning applications detailing how the development proposed will support the delivery of infrastructure in line with the Infrastructure Delivery Plan. Development proposals will require specific phasing conditions and/or obligations to be secured

to ensure any required supporting infrastructure is delivered at the appropriate time.

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 includes a strategic rail crossing as shown indicatively on the **Policies Map** which will provide an alternative multi-modal route between Nailsea and the A370, and associated measures to discourage traffic from using Station Road.
- Improvements to active travel routes as shown on the **Policies Map** and listed in the IDP 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 and improved public transport connectivity between Nailsea and the A370, enabling interchange to high frequency services to Bristol and Weston-super-Mare.
- Access improvements for Nailsea and Backwell railway station, to include increased provision for cycle parking, bus interchange facilities and car parking, and consideration of possible future station expansion.
- A package of measures to improve sustainable travel opportunities and reduce car dependency in the area, to alleviate congestion through mode shift.
- A high-quality extension of the 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.
- The provision of around 6.1 hectares of new employment land to be identified as part of planned growth to the east of Backwell and north of Nailsea. New employment provision should prioritise light industrial and office space to meet the needs of local business and support activity in the creative industries, and professional business and services. New business developments must facilitate effective active travel links to the railway station and Nailsea town centre and will be effectively masterplanned with adjacent residential development.
- The provision, including land and funding, of three new 420-place primary schools (each with early years provision in line with government requirements), financial contributions to secondary, Post 16, family centre services and special educational needs

provision. Land for one of the primary schools is expected to be provided for on the Grove Farm scheme. The remaining two schools are required to the east of Backwell, and to the south of Nailsea, as set out as site specific requirements in **Schedule 1**.

- Identification of facilities and contributions for enhanced leisure provision including built facilities and sports pitches in line with the Infrastructure Delivery Plan.
- Contributions to the delivery of a new Nature Park are required to offset impacts on bat habitats. This must form part of any proposals for development at Nailsea and Backwell with appropriate maintenance regimes established and set out through conditions and planning obligations. Connectivity between the Nature Park locations and important roost sites for bats will be a key consideration ensuring that important flight corridors are retained and not impacted by development proposals.
- Provision of a new wetland area on Nailsea Moors as identified in the Infrastructure Delivery Plan.

Justification

The main towns and urban areas are a focus for new development within the wider spatial strategy of the plan. Nailsea is a main town on the A370 corridor and located closely to the village of Backwell. Both settlements are well related to Nailsea and Backwell railway station.

Both settlements have been considered together strategically given their close proximity and the shared transport and infrastructure issues that must be addressed to make development acceptable in this location.

Evidence on transport as set out in the Transport Assessment that supports the local plan, as well as the Nailsea and Backwell Transport Strategy, has explored the existing transport issues in the area and the requirements to support new development. In particular there is a need to provide new strategic transport infrastructure in the form of a new Cross Rail Link from the south of Nailsea to the east of Backwell to provide better connectivity, including for public transport, between Nailsea and the A370. This evidence highlights the significance of the Backwell Crossroads junction and the need for mitigation that enables development to proceed in the wider area.

Policy LP3 provides key overarching development principles set out to guide planning applications in due course. This includes key land use requirements and a requirement for a coordinated approach to development, reflecting the common issues developments will have to address, arising from the cumulative impact of the individual allocations listed in **Schedule 1**. Schedule 1 provides an additional level of detail for each of the allocations in the form of site-specific requirements.

Policy LP4:
Strategic location: Pill and Easton-in-Gordano

The vision for new housing growth at Pill and Easton-in-Gordano is to create a vibrant, inclusive community that balances sustainable development with the areas unique character. Future development will prioritise affordable, energy efficient, good quality homes with thoughtful design integrating green spaces and active travel routes, and essential infrastructure to support both existing and new residents. As such future new development will enhance connectivity, promote green infrastructure and ensure that growth strengthens the social fabric and economic vitality of the village creating a place where people of all ages can thrive.

Development of the four large housing allocations at Pill and Easton-in-Gordano (Land at Lodway Farm, Land east of Gordano Services, Pill Green and Land at Pill Road) will require a strategic and co-ordinated approach to ensure the growth of the village provides tangible benefits for existing and future communities. This will be achieved through a co-ordinated approach to the delivery of infrastructure to ensure the provision of necessary services, facilities, appropriate highways mitigations and improved active and sustainable travel links throughout the village, particularly from the new development sites to the proposed railway station on Monmouth Road.

All new development will be required to contribute to the delivery of necessary infrastructure through either direct delivery as part of the scheme or through development contributions. A new 420 place primary school (including early years provision in line with government requirements), along with financial contributions towards post 16, special educational needs provision and family centre services will be required to meet the needs of the expanding community.

All of the allocated sites result in the release of land from the Bristol and Bath Green Belt and as such are required to meet the 'Golden Rules' as set out in the NPPF. This requires:

- Delivery of 50% affordable housing on each site in accordance with **Policy DP43**: Affordable housing (including rural exception sites)
- Improvements to local infrastructure with a particular emphasis on a new primary school and the creation of safe, direct, high quality active travel routes connecting the development sites to local services and facilities in particular the schools, the local centre and proposed railway station. Specific schemes which will be required include:
  - A new transport hub in the centre of Pill in close proximity to key local facilities such as shops, post office and café, the harbourside, and proposed new railway station location;
  - Active travel improvements along Pill Road/Ham Green which will also serve St Katherine's School;

- Provision of an active travel connection between the Pill Green and Land at Pill Road sites over Markham Brook to enhance east – west connectivity between these sites, as well as to and from Land East of Gordano Services and Land at Lodway Farm;
- Improved active travel provisions along Lodway, in particular where there is an unprotected raised footway, as well as Cross Lanes/Westwards Drive, Rudgleigh Road/Springfield Road, Anchor Way, and Crockerne Drive; and
- A designated active travel route between Land at Lodway Farm and Lodway to continue into the centre of Pill connecting with the central transport hub.

- Provision of new high quality, well designed green spaces that are accessible to the public should be included on each development site.

Sites located on the western edge of the village adjacent to the M5 motorway will be required to provide appropriate buffers and sound mitigation measures as part of their schemes to ensure motorway noise and pollution does not affect the living conditions of future residents. Furthermore, these sites will be designed in a way that appropriately reflects their location within the historic setting of the grade II* listed St George's Church. Further details of scheme layouts and design requirements for these sites, given their proximity to an important heritage asset, are set out in **Schedule 1**.

Justification

Pill and Easton-in-Gordano is one of the larger more sustainable villages in North Somerset and is a focus for growth through the spatial strategy for North Somerset. It is located in the north of the district and is surrounded by the Bristol and Bath Green Belt. The village was identified as a Service Village due to its range of services and facilities in the previous Core Strategy however growth of the village has been limited due to its location within the Green Belt.

Government reforms to the planning system (including a shift in policy with a more permissive approach to development in the Green Belt where exceptional circumstances can be evidenced and justified, which include where an authority cannot meet its identified housing need) have opened up opportunities for provision of housing at Pill and Easton-in-Gordano to meet the needs of existing and future residents.

The village is located adjacent to the north western edge of Bristol, albeit separated by the River Avon, and is next to junction 19 of the M5. It is bounded on its southern side by the A369 providing direct links into Bristol. The Portishead – Pill – Bristol Railway line has secured government funding and is due to be delivered by 2028. This will provide direct rail links to Bristol Temple Meads railway station. There is some existing cycle infrastructure to Portishead and Bristol, as well as north across the M5 motorway bridge to employment areas at

Avonmouth, and enhancements to these routes are a key requirement of the strategic development.

As a result of the proposed future rail links, direct road access into Bristol via the A369 which is served by a regular bus service, proximity to junction 19 of the M5 providing links to the north of Bristol and existing active travel routes Pill and Easton-in-Gordano has been identified as a sustainable location for growth offering a genuine choice of transport modes. Furthermore, the existing facilities within the village such as a secondary school, a primary school and a local centre mean that many day-to-day needs are met locally limiting the need to travel.

However, it is essential that additional growth of the scale proposed, which results in the release of land from the Green Belt is delivered in a strategic and co-ordinated way which maximises the benefits of development for existing and future communities.

An area around Lodway within the Pill ward was classified as being amongst the 40% most deprived neighbourhoods nationally in the Indices of Deprivation in 2019, a government publication that shows the relative deprivation of all neighbourhoods taking account of factors such as health, education and skills, crime and barriers to accessing housing and services. All of the proposed allocations are on land released from the Green Belt and as a result will be required to deliver 50% affordable housing. This will significantly increase the choice of housing available to lower income groups ensuring access to good quality homes which is key to tackling deprivation. In addition, the quantum of proposed development presents regeneration opportunities for Pill and Easton-in-Gordano in terms of securing contributions towards enhancing services and facilities within the village, providing new green spaces accessible to the local community and providing new and improved active travel routes between the new development sites and the village centre significantly increasing connectivity across the village between essential services and facilities.

Policy LP5:
Housing and employment allocations

Residential sites of 10 or more units and employment sites are shown on the **Policies Map** and set out in **Schedule 1** and **Schedule 2** which form part of this policy. Development must take account of the site-specific requirements set out in the schedules.

Justification

The schedules allocate the proposed residential and employment sites which will be developed over the plan period. The schedules indicate 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 locational policies set out the approach to development proposals at these locations.

Broad locations for development are also listed in the schedules where appropriate and have their own locational policies setting site specific requirements.

Policy LP6:
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** which forms part of this policy. Development must take account of any site-specific requirements set out in the schedule.

In addition, the strategic developments at Wolvershill, Woodspring, Nailsea and Backwell and Pill and Easton-in-Gordano will be required to make provision for education, sport, leisure and community uses.

Justification

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

At the strategic development locations requirements have been identified for wider education, sport, leisure and community uses in each area's respective locational policy. The precise boundaries of parcels of land for these uses will be identified through detailed masterplanning and future planning applications. Site specific requirements may also be identified in **Schedule 1** of the plan, listed against individual housing allocations.

The council will keep under review whether additional secondary school provision is needed in or around Weston-super-Mare over the plan period. The council also has an ambition to deliver a replacement site for a secondary age pupil referral unit within Weston-super-Mare and potentially additional special needs provision, but sites are yet to be identified.

Policy LP7:
Settlement boundaries

Settlement boundaries for towns and villages are defined on the **Policies Map** and set out in **Schedule 5** of this plan which forms part of this policy. New development within the settlement boundaries will be acceptable in principle subject to the relevant policies within this 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 excluded 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.

There is scope for settlement boundaries to be reviewed and adjusted via local plan reviews and/or Neighbourhood Development Plans.

Policy LP8: Town centre hierarchy

New main town centre uses will be focused on town, district and local centres as defined on the **Policies Map** and set out in **Schedule 6** which forms part of this policy.

New proposals for main town centre uses within these areas will be supported provided they are of 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. For the purposes of this policy and the plan, 'main town centre uses' uses are defined as per Annex 2 of the NPPF. 'Retail development' is defined as Use Class E(a) 'display of retail sale of goods, other than hot food'.

Proposals for new or extended main town centre uses outside these centres will need to complete a sequential test, set out in **Policy DP29** to demonstrate that:

- 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 vitality and viability of these centres;
- The new proposed location is accessible by walking, cycling and public transport.

Proposals for retail development at retail parks will also be subject to the sequential approach in **Policy DP29** and must accord with the specific criteria set out in **Policy DP28**.

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 other non-town centre uses.

Justification

This policy responds to ongoing changes in how people shop, work, and access services, and builds on the flexibility introduced through the 2020 amendments to the Use Class Order. These changes have enabled town, district, and local centres to adapt more easily to evolving retail and service patterns. Trends such as online shopping, the growth of café culture, and changing social habits mean that these centres now serve increasingly as places to meet, work, and socialise. Supporting flexible uses within centres helps reduce the risk of vacancy and dead frontages, maintaining the vibrancy and attractiveness of centres for both residents and visitors.

Main town centre uses 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. However, uses 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.

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.

Policy LP9:
Extent of the Green Belt

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

1. Release of land from the Green Belt to accommodate residential development at the following locations:
    - Woodspring, south west of Bristol
    - Land at Lodway Farm, Pill and Easton-in-Gordano
    - Land east of Gordano Services, Pill and Easton-in-Gordano
    - Pill Green, Easton-in-Gordano
    - Land at Pill Road, Pill and Easton-in-Gordano
    - Land at Ham Green, Pill and Easton-in-Gordano
    - Tower Farm, Portishead
    - Black Rock, Portishead
    - Land north of Nailsea
    - Land off Pound Lane, Nailsea
    - Land East of Backwell
    - Land north of Colliter's Way
2. Land at Bristol Airport will be released from the Green Belt as defined on the Policies Map
3. 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.
4. 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 communities 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 merging together and protects the countryside.

Changes to the boundary at the twelve housing allocations identified are a result of exceptional circumstances resulting from the need to accommodate the housing requirement at sustainable locations.

Additional land at Bristol Airport has been released from the Green Belt to reflect the planning permission which was granted in 2022 to increase the operational capacity of the airport.

A new area of Green Belt is designated south of Nailsea, and west of the allocation at Grove Farm, Backwell. The exceptional circumstance for making this new Green Belt is a result of the allocations and speculative development pressures on the edges of both settlements which 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, also provides 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' as set out in the NPPF.

A joint Green Belt and settlement boundary will define the extent of these villages. Adjustments have been 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 unallocated green field land as this is incompatible with the spatial strategy. Development inside boundaries will be permitted in accordance with the other policies in this plan.

Policy LP10: 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, Locking and Hutton.
- Yatton and Congresbury.
- Banwell and Wolvershill (north west of Banwell).
- Sandford and Churchill.

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 such as ribbon development along main roads.

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 absence of a clear landscape harm. 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 on settlement identity and character.

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.
- Inclusion of a new strategic gap between Banwell and Wolvershill (north of Banwell).
- Inclusion of a new strategic gap between Sandford and Churchill.

Policy LP11:
Transport infrastructure, allocations and safeguarding

Land is allocated or safeguarded and defined on the **Policies Map** and set out in **Schedule 7**, which forms part of this policy, for the delivery of transport schemes, the improvement of existing services or the creation of sustainable transport links and facilities.

In addition to the specific schemes identified in Schedule 7 the following are proposed for delivery during the plan period:

- Weston-super-Mare Transport Hub including consideration of coach/ lorry parking and associated services
- Expansion of Long Ashton Transport Hub
- Bus Rapid Transport Scheme for Weston-super-Mare
- Mass Transit Scheme between Bristol Airport and Bristol City Centre
- Potential sustainable transport extension of the reserved transport corridor through the Youngwood Lane site to Station Road, Nailsea
- Capacity improvements at M5 Junction 20 and Ettlingen Way, Clevedon.

Justification

This policy provides for safeguarding routes for potential transport improvements, including active travel routes, road, rail and bus infrastructure. The approach to existing and proposed active travel routes is set out in **Policy DP16**.

The promotion and justification for transport infrastructure schemes are set out in the Joint Local Transport Plan 4 (JLTP4) which was adopted in March 2020 and sets out the vision for transport covering the period 2020 to 2036. The JLTP4 is the adopted strategic transport policy for the West of England authorities, including North Somerset. 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 trips and support sustainable development and the take up of Ultra Low Emission Vehicles to decarbonise transport to improve quality of life and environmental conditions for local residents and businesses. The majority of the major schemes have been subject to detailed analysis through formulation of the JLTP4 and there is no need to repeat these in the Local Plan.

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. The JLTP4 also identifies other longer-term aspirations such as a potential new motorway junction south of J21 of the M5.

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.

The schemes listed in this policy are within the IDP and are longer term schemes proposed during the plan period. Specific alignments or scheme details have not yet been confirmed. They include:

- Weston-super-Mare Transport Hub – a new Park and Ride site for Weston-super-Mare including but not limited to a bus interchange, cycle parking, car club rental and in the future shared e-bike and e-scooter hire.
- Long Ashton Transport Hub – expansion of the existing Long Ashton Park & Ride to potentially include further parking, a bus interchange, cycle parking, car club rental and in the future shared e-bike and e-scooter hire.
- Bus rapid transport scheme for Weston-super-Mare – a frequent, reliable bus service serving the communities of Weston-super-Mare, the wider Weston area and Wolvershill.
- Mass Transit Scheme between Bristol Airport and Bristol City Centre – to deliver a frequent, reliable, high quality public transport route between Bristol Airport and Bristol city centre.
- Potential sustainable transport extension of the reserved transport corridor through the Youngwood Lane site to Station Road, Nailsea – to provide active travel connectivity between committed and proposed developments to the south of Nailsea.
- Capacity improvements at M5 Junction 20 and Ettlingen Way, Clevedon – as identified through the transport assessment work, modelling suggests that the M5 off-slips will be at or approaching capacity during peak times by the end of the plan period and the Ettlingen Way approach to the junction will exceed capacity. Specific schemes are yet to be confirmed and identified, but there are small-scale deliverable measures that are capable of addressing the issue, such as signalisation changes, minor widening or road marking changes.

Within the Wolvershill and Woodspring strategic development locations and around Nailsea and Backwell and Pill and Easton-in-Gordano there are additional transport requirements that are not yet identified on the **Policies Map**. These are listed in Policies **LP1**, **LP2**, **LP3** and **LP4**.

Policy LP12: Bristol Airport

Land at Bristol Airport will be released from the Green Belt reflecting the operational boundary identified through the consented application that permits growth up to 12 million passengers per annum throughput on the basis that the planning permission secured compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.

Within the Bristol Airport Green Belt inset as defined on the Policies Map, the development of facilities and infrastructure which contribute to and support sustainable improvements to operational efficiency and passenger safety at the airport and its role as a regional transport facility and major employer will be supported provided that:

- The proposed use requires an airport location. Changes of use to uses not requiring an airport location will not be permitted unless appropriately justified;
- The impacts of the operation of the airport and any new airport development on the living conditions of residents and the environment, including noise, water quality, air quality, visual and landscape impact, biodiversity and climate change, are adequately mitigated against and improved wherever possible;
- Appropriate surface access improvements including major public transport infrastructure and services and support to develop a mass transit link, as well as long distance regional coach services integrating with transport interchanges and long stay parking provisions 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 are accompanied by a surface access strategy with identified funding and trigger points;
- Improvements are made where necessary to the local highway network serving the airport including junction capacity, highway safety, footways and cycleways to mitigate the adverse impacts of airport operations;
- Benefits to the local economy and community are maximised; and
- Opportunities for renewable energy generation including green hydrogen are maximised, in line with the airport's commitment to be net zero operationally by 2030 and the Jet Zero Strategy that forms part of the national aviation planning policy framework.

Proposals for increased capacity in terms of passenger throughput at Bristol airport may be supported in accordance with these criteria if justified, subject to careful consideration of all economic, environmental and surface access impacts, proposed mitigation

measures and benefits. The climate impacts of the development must be weighed in the planning balance taking account of national climate change policy and carbon reduction targets.

Outside of the Green Belt inset shown on the **Policies Map** Green Belt policy applies, and there will be a need to demonstrate very special circumstances that clearly outweigh the harm to the Green Belt and any other harms, alongside the identification of compensatory improvements to the environmental quality and accessibility of remaining Green Belt land, which will need to be secured through appropriate mechanisms.

Justification

Bristol Airport is the eighth busiest airport in the UK and carried almost 10.5 million passengers in 2024 and is a major employer in North Somerset.

Planning permission was granted on appeal in 2022 to increase the operational capacity of Bristol Airport from its previous cap of 10 million passengers per annum (mppa) up to 12 mppa together with the provision of an additional 3,900 car parking spaces and revisions to the summer night flying limits.

This planning appeal concluded that there were very special circumstances to develop in the Green Belt and compensatory measures were secured to ensure improvements to the environmental quality of the remaining Green Belt land. In the light of the permission, it is proposed that the Green Belt inset is extended.

If in future any further development proposals are permitted within the Green Belt (this being contingent on Bristol Airport demonstrating very special circumstances) further compensatory improvements to the environmental quality and accessibility of the remaining Green Belt would be required.

These compensatory improvements would be informed by supporting evidence of landscape, biodiversity or recreational needs and opportunities and could for instance include:

- new or enhanced green infrastructure;
- woodland planting;
- landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);
- improvements to biodiversity, habitat connectivity and natural capital;
- new or enhanced walking and cycle routes; and
- improved access to new, enhanced or existing recreational and playing field provision.

The Council will engage with Bristol Airport to identify the scope for compensatory improvements including land ownership and the scope of works that would be needed to implement the identified improvements and the long-term maintenance of sites in the immediate vicinity of the airport. Should operational capacity increases be sought during the plan period the planning application should demonstrate compliance with this requirement.

In November 2024 Bristol Airport Limited (BAL) consulted on a Masterplan for the airport setting out their vision for future improvements and increased capacity for handling a throughput of up to 15 mppa for the period up to 2040. BAL adopted their Masterplan in June 2025. Alongside the Masterplan consultation, BAL submitted an EIA Scoping Request to the Local Planning Authority for a scheme to increase capacity from 12 to 15 mppa with associated development and the Local Planning Authority issued a Scoping Opinion in response. A planning application is expected to be submitted by BAL in early 2026.

The Government has confirmed that it is supportive of airports beyond Heathrow making best use of their existing runways and increasing airport capacity where justified, but it also recognises that the development of existing airports can have negative as well as positive local impacts. The Government considers that any proposals for growth should be judged by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations. National aviation planning policy is principally contained within the Government publications Airports National Policy Statement (2018), Beyond The Horizon – The Future of UK Aviation – Making Best Use of Existing Runways (2018) and Jet Zero Strategy (2022). These publications also refer back to the Aviation Policy Framework (2013). Additional aviation and airport related policies and guidance are provided in other documents, including the NPPF (2024) and the Overarching Aviation Noise Policy Statement (2023).

In accordance with Government policy, all proposals for airport development must be accompanied by clear surface access proposals that demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport by passengers and staff and minimise congestion and other local impacts. 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, by increasing public transport mode share and reducing the proportion of car journeys that result in the need for parking at the airport. Integration with the existing rapid transit network and creating a new mass transit link directly to the airport are key elements towards achieving net zero by 2050. Any future off-site park and ride provision must accord with **Policy DP20**: Airport Parking.

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 reducing night and daytime exposure to aircraft noise and improving air quality both through their own operations and in conjunction with their airline partners.

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. Bristol Airport is expected to limit and mitigate the impacts of noise and light pollution and provide Biodiversity Net Gain.

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. The Green Belt inset has been increased to reflect the planning permission which was granted in 2022 to increase the operational capacity of the airport. Outside the inset, Green Belt policy applies 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 DP20**. Any future planning applications for further expansion of the airport and/or increases in operational capacity will need to demonstrate that all elements of the proposal require an airport location and will be assessed against this policy as well as national policy in effect at the time, such as Making Best Use of Existing Runways, Airports National Policy Statement and the Jet Zero Strategy.

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. Most local authorities in the UK, including North Somerset Council, 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.

BAL has committed to net zero operations by 2030. The Government's Jet Zero Strategy seeks to ensure that all airports in England are zero emission in respect of their operations by 2040, that UK domestic flights are net zero by 2040 and that UK aviation emissions are net zero by 2050.

Subject to the timescales for any future planning application, and compliance with this policy a Supplementary Planning Document may be prepared to provide detailed guidance on the approach to managing flying activities and development at the airport including the delivery of compensatory improvements.

Policy LP13: 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 **Policies 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 Policies 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, park and ride schemes)

Planning permission will not be granted for development including buildings, structures or uses which would adversely affect the safety of flights to and from the Helicopter Museum at Weston-super-Mare. Within, and in the vicinity of, the helicopter safeguarded corridor as shown on the **Policies Map**, development proposals must consider the need to identify suitable uncongested areas.

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 (for example 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 the 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 PSZs.

The areas of the PSZs 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 part of the PSZ's are situated within the Green Belt, any application within those areas 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 LP14: Royal Portbury Dock

Within the Royal Portbury Dock policy area as defined on the **Policies Map**, the development of facilities and infrastructure which contribute to sustainable improvements to operational efficiency and its role as a strategic employment location, transport infrastructure asset and international gateway will be supported provided that:

- The proposed development is for a port-related use;
- The impacts of the operation of the port and any new development on the living conditions of residents and the environment, including noise, air quality, visual and landscape impact, biodiversity and climate change, are not unacceptable;
- Improvements are made to the highway network serving the port including M5 J19 access, junction capacity, highway safety, public transport access, footways and cycleways as necessary to make the development acceptable in planning terms;
- Benefits to the local economy and community are maximised;
- Opportunities for renewable energy generation are maximised including the production of green hydrogen; and
- National and locally important species and habitats are retained and enhanced.

Development which helps to deliver net zero and wider sustainability goals and promotes Royal Portbury Dock as a hub for sustainability as well as green jobs will be supported.

Justification

Bristol Port covers a large area on both sides of the River Avon within both North Somerset and Bristol City. Royal Portbury Dock is the part of the port located to the south of the River Avon within North Somerset which accommodates ships of up to 130,000 tonnes deadweight, is conveniently linked by motorway and rail routes and is a significant local employer. The policy seeks to support a range of port related activities within the defined port area whilst recognising that 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, as defined on the **Policies Map**, will be supported, particularly where it increases employment opportunities for local people such as from Portishead. Support will be given to proposals for renewable energy generation including green hydrogen. 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 LP15: 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** which forms part of this policy, particularly regarding the characteristics underpinning its designation, such as beauty, historic importance, recreational value, tranquillity 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.

Built development will not normally be expected to occur in LGS. The policy indicates that development which adversely affects a designated Local Green Space will not be granted except in very special circumstances. In deciding whether a proposal adversely affects an area of LGS, the council will not only have regard to its underpinning characteristics (like beauty, historic importance etc), but also whether the proposal detracts from the LGS by harming its openness or undeveloped nature.

Any development permitted must have very strong justification, be ancillary to and directly related to the particular LGS, would enhance its role and function; be very small scale relative to the open area, and sensitively sited and designed. An example might be a small bird hide in a nature reserve.

Policy LP16:
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 including 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 must be addressed;
- 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 2041.

Durnford Quarry, also run by Tarmac, ceased minerals extraction at 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 DP31** on mineral working is particularly relevant.

The Minerals Safeguarding Area (MSA) for carboniferous limestone (see **Policy LP18**) 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 LP17:
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 including 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 must be addressed;
- 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.

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), having regard to remaining permitted reserves, and constraints, at Freemans Quarry, it is likely that the Area of Search will be needed to enable continued working of the quarry in the plan period to 2041.

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, ceased minerals operations at the end of 2022. 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 a 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 DP31** on mineral working is particularly relevant.

The Minerals Safeguarding Area (MSA) for carboniferous limestone (see **Policy LP18**) 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 LP18:
Minerals Safeguarding Area for carboniferous limestone

Planning permission will not be granted for development within the carboniferous limestone Mineral Safeguarding Area (MSA) 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 which states that Mineral Planning Authorities (MPAs) should define MSAs 'and adopt appropriate policies so that known locations of specific mineral 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).'

Policy LP18 is consistent with this, and also with the NPPF statement that '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.

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 iii is consistent with the NPPF.

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.

Policy LP19:
University of Bristol site in Langford

Within the boundary of the University of Bristol's Langford campus, as defined on the **Policies Map**, development for educational, employment and ancillary uses (including student accommodation) associated with the university's operations will be supported.

Development at the university campus in Langford should:

- Strengthen links with the local communities, particular with local schools, to ensure the benefits of having a university campus within the locality are maximised;
- Where relevant, produce a campus wide Travel Plan and ensure that there are reliable, frequent bus services to and from Bristol and effective integration and connectivity with other bus services to reduce car use;
- Where necessary, improve access between the campus and local facilities through improved walking and cycling routes along Stock Lane to ensure safe pedestrian access to the site; and
- Not cause harm to, and where possible enhance, the setting of Langford House grade II listed building and the unregistered historic park and garden.

Justification

The University of Bristol site is an important facility located within North Somerset in terms of its educational and employment benefits. However, it is located within a rural area adjacent to Langford where access by public transport by students, workers and visitors is difficult. The policy aims to recognise the importance of the facility and support new development opportunities whilst encouraging better public transport connectivity and better integration with the local community.

Policy LP20: Wyndham Way

Land within the Wyndham Way Development Framework Area as identified on the **Policies Map** (bounded by Wyndham Way, Harbour Road and Quays Avenue) is allocated as a mixed use area to accommodate new town centre uses, new homes and a net increase in jobs. This will be delivered through urban renewal including increased densities and a more efficient use of land, which maximises the potential of the area's proximity to the town centre and planned railway station. This broad location is capable of delivering up to 785 new homes and an additional 867 jobs.

Development will be expected to support the existing town centre, social and community infrastructure, retain and increase green infrastructure and positively support the delivery of a new network of streets and connections which contribute to the wider active travel network of Portishead. In particular, proposals will be supported which help deliver wider improvements including a new street connection from the marina to Wyndham Way, improved Cabstand junction, improved connections through Old Mill Road to Gordano Gate and the new station.

Development should adhere to the principles of the Wyndham Way Development Framework in terms of:

- Ensuring more efficient use of land;
- Increased connectivity within and through the area to the town centre, proposed station and harbourside;
- Securing and enhancing green corridors and creating green streets;
- Enabling net employment gain through increased job densities, flexible modern working space, and creative mixed uses which successfully integrate into the wider town and increases the range and number of job opportunities;
- A range of appropriate housing types;
- An approach to parking which reduces the land take and creates better, greener streets;
- Consideration of the impact on infrastructure such as schools, early years provision and family centre services, the leisure centre, and Somerset Hall including expansion, possible relocation, or new provision; and
- Consideration of the role and location of the proposed railway station and opportunities for associated developments.

Justification

Change is expected to be gradual over the period of the Local Plan and beyond and could take many forms, however development

should accord with the principles as set out in the Wyndham Way Development Framework (2022) and subsequent delivery strategy (2024). The Wyndham Way area comprises previously developed land across different landownerships within Portishead town centre. It has been identified through the Wyndham Way Development Framework placemaking study as having potential for redevelopment and regeneration to deliver a mix of homes, jobs and town centre uses. The study was developed in collaboration with local stakeholders and residents.

The area is identified as a broad location for growth over the plan period and beyond, delivering up to 785 homes across the Wyndham Way Development Area and up to 867 new jobs. This will be through development of the 1.1 hectares allocated employment site at Gordano Gate and some redevelopment of existing commercial uses into modern flexible mixed-use space which better integrates with the town through a better connected network of green streets. Depending on the pace of change this may include in the long term the need for an additional school and a relocated and expanded leisure centre. Planning applications will be expected to consider the impact the proposal will have on existing infrastructure and appropriate, proportionate mitigations will be sought where required.

The framework includes illustrative sketch plans and massing studies which have facilitated capacity studies to support both planning policy development and economic assessment as well as establishing a phasing and delivery trajectory highlighting short term changes 0-5 yrs, medium term potential 5-10 years and long term potential 10-15 years and beyond.

A Neighbourhood Plan for Portishead was made in September 2023. This is aligned to the North Somerset Core Strategy strategic policies which will be superseded by the Local Plan, but also contains policies to support the town centre and existing valued employment sites, some of which lie within the Wyndham Way Development Area.

Policy LP21: Coastal Change Management Areas

Coastal Change Management Areas (CCMAs) are identified on the **Policies Map**. Development within a CCMA will only be appropriate where it is in accordance with national guidance.

New residential development, including change of use will not be permitted within a CCMA.

For any proposed development within a CCMA, a Coastal Vulnerability Assessment will be required in support of a planning application, proportionate to the development proposed and the risk present.

In areas outside CCMAs proposals close to coastal cliff edges or existing coastal defences will be required to undertake a risk assessment covering coastal erosion to the satisfaction of the council.

Justification

Planning practice guidance (PPG) on flood risk and coastal change defines Coastal Change Management Areas (CCMAs) as areas 'identified in plans as likely to be affected by physical changes to the coast. Such changes include coastal erosion, coastal landslip, permanent inundation or accretion'.

It states that a CCMA 'will only need to be defined where rates of shoreline change are expected to be significant over the next 100 years, taking account of climate change.' 'A Coastal Change Management Area should be defined where the shoreline management plan policy is anything other than hold or advance the line at any time during its plan period.'

CCMAs provide the ability to identify and designate areas of coastal risk which can provide greater control over future development, such as limiting development within them to mitigate the risk of future erosion and flooding.

The council has worked with consultants, taking account of relevant Shoreline Management Plans (SMP), to better understand the issues affecting the North Somerset coastline, and devise a methodology for identifying CCMAs. The identified CCMAs are shown on the Policies Map, in line with national guidance.

SMPs typically identify the most sustainable approach to managing the flood and coastal erosion risks for different sections of coastline (called policy units) in the short-term (0 to 20 years), medium term (20 to 50 years), and long term (50 to 100 years). Options typically include either hold the line, managed retreat, or no active intervention. The plans typically take account of the characteristics of the shoreline sections (landform, geology, patterns of erosion and tidal flooding, or coastal processes).

North Somerset's coast is covered by two SMPs, one which covers the coastline between the Axe Estuary and Anchor Head, and another the coastline between Anchor Head and the River Avon.

The council's methodology for defining CCMAs has taken account of the SMP policy for stretches of coastline, such as managed realignment and no active intervention for example, and the predicted extent of the projected inundation tidal flooding area looking long into the future.

The methodology has also taken account of data on predicted/ estimated erosion rates where available, and precautionary buffers where it is not (typically in areas where erosion data is not available, such as areas of hard geology, where predicting erosion rates based on historical retreat distances would be challenging). Use of a precautionary buffer in such locations means that the identified CCMAs can be assumed to cover areas likely to be affected by coastal erosion into the future, including over the Local Plan period. However, some CCMAs may be more subject to tidal flood risk, rather than erosion issues, and vice versa.

The policy includes requirements for development within the CCMAs and is consistent with the NPPF. The NPPF indicates that development within a CCMA will be appropriate only where the requirements regarding provision of wider sustainability benefits, long term safety of development and safeguarding the character of, and a continuous route around, the coast are met.

In assessing planning applications, the council will have regard to the NPPF which advocates limiting the planned lifetime of development in a CCMA through temporary permission and restoration conditions, where this is necessary to reduce a potentially unacceptable level of future risk to people and the development.

Consistent with the NPPF on flood risk and coastal change, this policy requires that a Coastal Vulnerability Assessment will be required in support of a planning application, demonstrating whether or not the requirements of the NPPF can be met. Developers should agree in advance the scope of a coastal change vulnerability assessment (which should be appropriate to the degree of risk and the scale, nature and location of the development) with the council, in consultation with relevant stakeholders, (including the Environment Agency where flood risk is also an issue).

The assessment should also consider measures for managing the development at the end of its planned life, including any proposals for the removal or relocation of the development before the site is immediately threatened by shoreline changes. The use of modular forms of construction can mean buildings can be disassembled and reassembled in a new location as a way of minimising the cost of relocation.

While the identified CCMAs cover areas likely to be affected by coastal erosion over the plan period, there will be some areas of coastline which fall outside them. This policy therefore requires that all proposals

close to coastal cliff edges or existing coastal defences will be required to undertake a risk assessment to the satisfaction of the council.

Policy LP22: Epic employment campus

Within the boundary of the Epic employment campus, as defined on the **Policies Map**, development for a campus style office development for Epic Systems will be supported in line with the planning consents for this site.

This represents a unique opportunity to deliver high-quality employment use to bring significant economic benefits to the district and wider region. The site is located in the Green Belt and will remain so.

Development proposals within the boundary of the Epic employment campus, as defined on the Policies Map, will be supported where they:

- Remain consistent or proportionate to the approved scale, use and intent of the extant permissions;
- Maintain or enhance the campus style character with high quality landscaping, open space and a low density built form;
- Retain the openness of the Green Wedge to the northern side of the site which will remain void of any above ground development and be accessible to the public;
- Demonstrate very high quality design in terms of massing, materials, and layout, ensuring visual integration with the surrounding countryside;
- Preserve the openness of the Green Belt;
- Deliver an exemplar employment location within the Green Belt; and
- Prioritise sustainable travel including the provision of active travel infrastructure, electric vehicle charging and links to public transport.

Justification

This policy recognises the planning status of the Epic employment campus which is a consented scheme which will provide significant economic benefits to North Somerset and the wider region.

The site is located in the Green Belt between Long Ashton and Bristol and it was deemed that "very special circumstances" existed to allow this scheme in such a location due to its significant contribution to employment opportunities, the wider economic benefits to the local economy and wider sub-region, and the absence of suitable sites outside the Green Belt.

It is therefore important to ensure the scheme delivers the benefits which have justified the "very special circumstances" whilst ensuring

that any further development remains consistent with Green Belt objectives. The site is therefore expected to function as a high-value employment campus, accommodating software development for the healthcare sector.

Given its location within the Green Belt any future proposals must carefully balance development needs with the preservation of openness minimising visual and spatial impact beyond those already deemed acceptable under the current permissions.

Policy LP23: Monaghan Mushrooms, Stock Lane Langford Broad Location

Land within the Monaghan Mushrooms broad location site boundary, as identified on the **Policies Map**, is identified as a potential suitable area to accommodate additional housing growth as a result of redevelopment, subject to the successful relocation of the existing mushroom farm business operations being secured elsewhere within North Somerset.

Over the plan period this broad location is anticipated to be capable of delivering a further 230 homes, over and above the 120 identified as part of a specific scheme allocated in its own right in **Schedule 1** and identified on the Policies Map.

Development will be expected to provide benefits to the residents of Churchill and Langford and must demonstrate how it is well connected to the existing settlement to support opportunities for sustainable and active travel.

Any residential development must adhere to the following principles:

- Ensuring efficient use of the land;
- Increased connectivity within and through the site to the existing settlement;
- Provision of improved pedestrian access between the site and Langford and Churchill and highway safety measures along Stock Lane;
- Provision of access, egress and turning arrangements for buses within the site;
- A range of appropriate housing types; and
- Mitigation of the impact on infrastructure within the area of the cumulative impacts of this broad location taken together with other development sites proposed in the plan.

Justification

The Monaghan Mushrooms facility on this site is part of an international operation. The operational farm and factory buildings are becoming increasingly unsuitable for the longer term given the nature of the buildings, location of the site and changes to the process of growing and picking mushrooms due to advances in modern technology.

Outline planning permission was granted for 120 new residential units, 1,400 square metres of new employment space, a nursery, café and ancillary support facilities with new operational buildings was granted in 2025 on vacant and under-utilised areas within the site. This

development proposal is identified within **Schedule 1** of the plan as an allocation in its own right.

Monaghan Mushrooms are exploring the relocation of their current operations elsewhere within North Somerset and the potential to develop a new purpose-built facility. Technological changes and future mechanised processing will lead to more permanent skilled jobs as opposed to the current transient, seasonal working arrangements for most employees of the business.

A successful relocation would likely leave the site vacant as it is not likely to be considered a suitable location nor form for alternative economic development. As such, the area is identified as a broad location where housing growth will be supported, subject to the principles identified in the policy.

The extant planning permission provides for 120 new homes at the north of the site and it was accepted through the planning application that development of this part of the site does not comprise the business operations. In addition to this the site is considered capable of supporting a further 230 new dwellings during the plan period. This could either be designed and developed as a second phase of development following delivery of the consented scheme, or as a comprehensive redevelopment of the whole site, amounting to around 350 dwellings in total.

Stock Lane is narrow and lacks footways in places. The mushroom farm business requires intensive use of the site by HGVs. The consented redevelopment scheme secured some improvements proportionate to the scale of the development then proposed, however more comprehensive improvements will be required to support the full redevelopment of the site, including provision of improved pedestrian connectivity between the site and surrounding areas and highway safety measures. Any future design of the wider site must also incorporate the provision of bus travel into, out of and through the site as well as a substantial financial contribution to local bus services to offer genuine alternatives to travelling by car.

Engagement with the parish council and local residents is expected to take place at the earliest possible opportunity in advance of any future planning application, to secure tangible benefits for both the existing community and residents of the new development. The scheme must consider how it will impact upon local infrastructure and provide significant improvements.

Any future planning application for redevelopment of this site of any form will also be subject to compliance with other policies in the development plan in respect of matters such as ecology and highway safety.

5. Development management policies

Design and place-making policies

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Policy DP1: High quality design

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

- 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 so that minimal maintenance is required, 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 storage;
- 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 and inclusive buildings and spaces with the design of the public realm, shared amenity spaces and entrances to public buildings being accessible to everyone;
- 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 another similar process should be considered if appropriate to the delivery of the development;
- On major developments, proposals for high quality public art will be encouraged where they make a positive contribution to placemaking. Where provision of public art on-site is not appropriate, a financial contribution may be sought to support provision on or close to the site;
- When 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 which are visible from main approaches into settlements should 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 create defensible spaces, allowing exclusive access and provide areas for personal use and storage;
- Mitigation against potential adverse weather conditions particularly in relation to the likely impacts of climate change have been considered in the design;
- 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. Notwithstanding the council's preference for open spaces to be adopted wherever possible as set out in **Policy DP64**, management plans should be submitted for the long-term maintenance of all shared public and private spaces and facilities including public art, 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 NPPF 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, this policy 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.

High quality design makes a significant contribution to achieving wider sustainability objectives by, amongst other things, reducing the need for future adaptations and using durable materials that require less maintenance over the lifetime of the development.

The council's Residential Design Guides currently provide more detail on various aspects of the policy. These will be reviewed and additional or replacement guidance may be prepared as necessary. Detailed guidance for developers on how waste management should be addressed in proposals for new developments is set out in the Planning for Recycling and Waste Management guidance note published in July 2025.

This policy along with **Policy 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.

The policy makes specific reference to public art as part of major development proposals and provides flexibility for appropriate design responses to be identified that reflect the specific context and opportunities afforded by the site and proposed development. This may encompass standalone art installations as well as artistic features integrated into new development such as bespoke design features in new buildings and public spaces to add interest and character.

By providing space and infrastructure for public art and activity, development can both respond and contribute to local character and identity. Applicants are encouraged to consider ways to incorporate space, utilise artist-led design such as lighting, wayfinding and landscaping and temporary or permanent artworks in the public realm. The processes involved in delivering public art can contribute to community health, wellbeing and cohesion.

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

Proposals 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 are 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. The 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. The 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
- Meet 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 the proposal does not create an over-intensive use of the site;
- The development will not by itself or cumulatively contribute to an unacceptable change in the mix and balance of types of properties in one street or area;
- The proposals would not result in 'sandwiching' whereby a family home is located between two HMOs;
- The proposal would not result in a continuous frontage of three or more HMOs in a row; and
- Parking standards are met.

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 six people or less. However, when planning permission is required to convert a house into a HMO consideration will be given to the existing situation within that particular street and the cumulative impact of allowing additional HMO's or conversions of large properties into flats. Consideration will be given to the number of HMO's or subdivided properties within a street and the distribution within the street. Clustering of three or more HMO's in a continuous row will not be supported.

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 its vulnerability to climate change has been taken into consideration through the provision of a climate change adaptation statement, which can form part of the sustainability/energy or the design and access statement.

For major development, the climate change adaptation statement will need to contain:

- 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;
  - Incorporate measures to improve resilience to potential flood risk both on site and in the wider area;
  - Minimise flood risk to the wider area through the integration of Sustainable Drainage Systems (SuDS);
  - Incorporate measures to mitigate high temperatures at building and site level, reducing the potential for urban heat island effects, through for example provision of green infrastructure for shading and green roofs/walls for reducing heat absorption of building materials;
  - Consider water and wastewater management, incorporating measures to improve water efficiency such as installing water butts, rain gardens and other water reuse features;
  - Demonstrate that construction materials used are suitable for the lifetime of the development; and
  - Will not result in a detrimental impact on air quality.
- Evidence to demonstrate that nature-based solutions, which enable carbon storage and provide flood resilience are integrated into proposals through development proposals which:
  - Protect existing and provide new green and blue infrastructure where appropriate including peatlands, wetlands and woodlands;
  - Protect existing and provide a net gain in biodiversity;
  - Encourage sustainable and regenerative land use practices which protect soil health; and
  - Protect existing and provide spaces for local food production and market gardening including allotments, tree planting, 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.

Justification

Successful adaptation statements should take account of a broad range of climate impacts and their complex interactions.

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 the proposed development to climate change. Climate changes will include warmer wetter winters, drier summers, more frequent intense periods of rainfall, more extreme weather events and sea level rise. These changes 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. It will also increase the likelihood of wildfires and subsidence due to changing weather conditions.

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.

The adoption of measures within the RIBA 2030 Climate challenge will be supported. This applies to a range of standards, including those relating to water efficiency addressing the likelihood of water shortages associated with a changing climate.

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.

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

Policy DP6:
Net zero construction

All development must be designed to minimise 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 development 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 and for residential buildings this should be in respect of both regulated and unregulated energy.

All new development should seek to minimise embodied carbon in respect of both upfront (emissions associated with raw materials, transportation, manufacturing and construction) and whole life carbon. For development of more than 50 dwellings, or in excess of 5,000m² non-residential floorspace, proposals must be accompanied by an embodied carbon assessment which demonstrate that upfront embodied carbon emissions do not exceed 750kg CO2e/m².

The retention of existing buildings will usually be given preference to their demolition. 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. All proposals must demonstrate high standards of insulation and Passivhaus Enerphit standards are encouraged.

Net zero operational energy: residential

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

- No on-site use of fossil fuels;
- Ultra low energy use, to be demonstrated through:
  - Space heating demand of less than 15-20kWh/m²/year
  - Overall operational energy use of less than 35kWh/m²/year; and
- On-site renewable energy generation is maximised, equivalent to at least the onsite 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 all of the following have been achieved:

- No use of on-site fossil fuels;
- Energy use is minimised appropriate to the end use; and
- On-site renewable energy generation is maximised, equivalent to at least the onsite energy demand;

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

Renewable Energy Offsetting

Residual energy demand should be met through the generation of onsite renewable energy, but if this is not technically feasible, the requirement may be met elsewhere by means of offsite renewable energy generation.

All residential development must demonstrate measures to minimise potable water use and will need to achieve a water consumption standard of no more than the optional requirement of 110 litres/per person/per day as set out in Building Regulations Approved Document Part G. All measures will optimise water use and may include water efficient fittings, 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 any district heating connection and all reasonable efforts should be made to meet these requirements prior to buildings connecting to a district heating network.

Justification

Reducing greenhouse gas emissions from the built environment is essential to contribute to North Somerset's Climate Emergency ambition of carbon neutrality by 2030. The Climate Change Committee's (CCC) Sixth Carbon Budget report (2020) states that buildings account for 17% of greenhouse gas emissions in the UK. These emissions are mainly the result of burning fossil fuels for heating. Indirect emissions from electricity use (primarily from lighting and appliances) account for another 4% of UK emissions. The CCC report also says that in order to deliver net zero by 2050 as required by the Climate Change Act all UK emissions must be tackled, without reliance on offsets from elsewhere. It is not sufficient to simply reduce

emissions – where zero-carbon options exist these must be deployed (for example, in homes and manufacturing).

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 total energy use target (measured in kWh/m^2/year) with all energy use generated on or off-site using renewable energy that demonstrates additionality. Additionality refers to the demonstration that renewable energy generation with associated carbon savings delivered by an offset payment, are clearly additional to what would have happened without the payment.

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

Space heating and total energy metric targets used to demonstrate net zero operational energy are based on the recommendations from both the Climate Change Committee (CCC) report 'UK housing – Fit for the Future?' (2019) and industry best practice (RIBA, CIBSE and LETI) and they align to Passivhaus certification standards. The CCC report highlights that we must build new buildings which are ultra-low carbon, energy, water and climate resilient, and getting design right from the outset is much more cost effective than needing to retrofit later. The CCC report recommends a space heating demand of 15-20kWh/m^2/year. The Low Energy Transformation Initiative (LETI) guidance on meeting net zero recommends a maximum total energy use of 35 kWh/m^2/year.

The alternative method of compliance for non-residential buildings is to demonstrate the BREEAM Excellent level accreditation, with outstanding level for energy use (Credit Ene01). Achieving the outstanding or exemplary level standard in the energy performance criteria (Ene01) will ensure that an equivalent net zero standard has been achieved.

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 council has a renewable energy offset scheme. Renewable energy credits will be purchased in order to achieve the net zero energy balance. This will be an agreed cost per kWp or per kWh generated, to meet the net annual energy demand for a scheme (after on-site renewable energy is maximised). The price per kWh generation shortfall will be agreed at planning application stage.

Bristol Water's Resources Management Plan (2024) states that Bristol Water have a long term target to achieve average per capita consumption of 110 litres/person/day by 2050, which aligns to the National Framework for Water Resources and Building Regulations Approved Document Part G. Residential development in the local plan period will still exist in 2050 and therefore the council expects new residential development to achieve 110 litres/person/day.

Embodied Carbon in this context refers to the greenhouse gas emissions produced at all phases of the development process. There is carbon embodied in the extraction, manufacture and transportation of building materials, construction, use, maintenance, repair, replacement, demolition, and eventual material disposal. The sum total of greenhouse gas emissions and removals over the entire lifecycle should be minimised, meeting local carbon targets (measured in kgCO2e/m^2).

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.

A distinction is made between upfront embodied carbon, which relates to the emissions associated with raw materials, transportation, manufacturing and construction phases of a project and the whole life emissions which additionally include emissions associated with maintenance, repair, replacement, refurbishment, and the end of life stage including deconstruction/demolition, transportation, waste processing and disposal of building materials.

The approach in the Local Plan is that an embodied carbon assessment should be submitted alongside applications for developments of 50 or more dwellings and those in excess of 5,000m^2 to ensure the total carbon in respect of upfront emissions is at a level aligned with current construction industry practice, and that the target threshold has no adverse impact on overall viability. The WSP study for the West of England provides the justification for the local plan policy. The upfront emissions, expected to have a high proportion of embodied carbon emissions, are often considered as part of the early design process and existing tools are available for accurate measurement and assessment. In accordance with the WSP report recommendation, the assessment process should be aligned with the 'RICS professional standards and guidance – whole life carbon assessment for the built environment'.

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

Policy DP7:
Renewable and low carbon energy

Proposals for energy generation and storage schemes from renewable and low carbon sources including wind turbines, solar photovoltaic arrays, geothermal heat, green hydrogen production, sustainable aviation fuel, biomass and hydropower (marine, river and tidal) will be supported subject to no unacceptable impact on:

Ecological assets, including local, national, and international designated sites and impacts on biodiversity;

- The historic environment, including heritage assets and their settings;
- Townscape and landscape character;
- Living conditions in local communities from vibration, noise, shadow flicker, glint, glare and air quality; and
- Infrastructure assets including power lines, roads, rail, ports/ shipping lanes and aircraft safety.
- The availability of Best and Most Versatile Agricultural Land

Priority will be given to proposals with potential for positive cumulative impacts with other renewable energy schemes, developments on previously development land and solar photovoltaics on roof tops.

On greenfield sites, all proposals should seek to support continued agricultural use and demonstrate biodiversity improvements.

Priority 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. Projects that are capable of connecting to the lower-voltage local distribution systems will be given positive weight. Where community support is identified for a specific technology at a given location, this will be identified as a preferred location for that technology. Commercial led energy schemes with a capacity over 5MW must, subject to viability, provide an option to communities to own at least 5% of the scheme.

Any proposals which include renewable energy of equal to or greater than 1MW generation capacity are encouraged to include energy storage, or provide a direct connection to the energy user.

All renewable and low carbon energy schemes must aim to generate the maximum energy potential from the site and consider options for how they might deliver additional value in terms of, increasing local energy resilience and helping to conserve and support local water resources and wildlife.

Proposals for biomass/bioenergy developments will be approved provided they are of a scale and type which is appropriate to the location. Support will be given to community energy schemes. These

developments should be located away from urban areas and must not have a detrimental impact on air quality. A whole life carbon benefit will need to be evidenced. All schemes using crops should demonstrate a positive impact on local biodiversity.

The infrastructure required for the production and distribution of low carbon hydrogen, particularly using local renewable energy sources, will be supported in principle subject to no unacceptable impacts as outlined above.

Proposals for repowering and extending the life of existing schemes will be supported in principle.

The development of heat networks will be encouraged provided that:

- They use renewable and low carbon forms of energy generation;
- Individual developments make all reasonable efforts to meet net zero standard onsite, before connecting to a heat network; and
- Opportunities for co-locating heat customers and suppliers are explored.

Listed building consent will be required for any applications relating to renewable and low carbon installations on listed buildings.

Justification

This policy is intended 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.

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. This includes initiatives to promote the transition to renewable energy technologies and alternative fuels such as green hydrogen, particularly at the airport and port. Fossil fuel-based energy installations will no longer be acceptable.

North Somerset Wind Energy and Solar PV Supplementary Planning Documents will be updated to highlight potential locations identified as most technically suitable areas for renewable energy schemes from the Renewable Energy Resource Assessment Study (2021). The SPD will also provide guidance in relation to the Landscape Sensitivity Assessment (2021), which assessed the landscape sensitivity of different parts of North Somerset in relation to solar PV and wind turbine development.

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 hectare, 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 minimum target net density will be 40 dwellings per hectare within the developable area. However, this is an average and the appropriate density will vary depending on local circumstances. Within accessible locations such as town and local centres and transport hubs there will be a presumption in favour of 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 many locations there will be a range of factors such as ecological, green infrastructure or heritage considerations which will influence the proposed density.

Design guidance and masterplans will be used to provide more detailed guidance for specific locations.

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, assessing at least 100 years from the completion of development on residential or mixed use sites comprising residential development and 75 years from the completion of development on non-residential sites.

Applying the Sequential Test where required in line with the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG), including any future update or superseding national policy, proposals for development must seek to utilise land at lowest risk of flooding from all sources. In order to pass the Sequential Test, proposals will need to demonstrate that there are no reasonably available alternative sites that could accommodate the proposed development at a lower risk of flooding, taking into account the development proposed and the suitability of any alternative sites in accommodating this.

Where development is necessary in areas of greater flood risk, the development should be made safe for its lifetime without increasing flood risk elsewhere. Where required, the Exception Test will also be applicable in line with the NPPF and the PPG. Flood resilient construction should be utilised to manage any residual risk.

For development proposals where only part of the site is affected by flooding, including any future flood risk, a sequential approach should be applied to the layout of development avoiding vulnerable uses and site accesses being located in areas at higher risk. If this is achieved, a sequential test may not be necessary and will be subject to case by case assessment.

In the application of the sequential test the search for alternative sites should be district-wide if the proposal is outside the settlement boundaries of the towns as defined under **Policy SP5** and should not be restricted to sites only capable of accommodating the proposed scale of development. Opportunities to provide development on more than one, sequentially preferable site should be explored where suitable. If the proposal is inside the settlement boundary of one of the towns, the search area will be the same main town. In all cases, a more focused search area may be justified taking into consideration the appropriate catchment area or spatial requirements associated with the development proposed. In respect of housing proposals aimed at meeting local needs within a defined settlement listed in **Schedule 5**, restricting the search area to within that same settlement boundary may be justified if this is supported by evidence that the proposal meets the identified needs of that particular settlement.

The assessment of flood risk in relation to any proposed development, should take into account the North Somerset Strategic Flood Risk Assessment (SFRA) and its mapping in addition to mapping provided

nationally within the PPG. In all cases, the precautionary principle will be applied when considering development proposals within areas at current and future risk of flooding. Where the sequential and/or exception tests are not passed, permission will not be granted unless the overall planning balance indicates otherwise.

Flood Risk Assessment

Detailed, site-specific Flood Risk Assessments (FRAs) are required for all development within flood zone 2 and 3. In flood zone 1, a FRA is also required on:

- sites of 1 hectare or more;
- locations that are identified as being at greater flood risk in future taking into account the effects of climate change; or,
- land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.

Within flood zones 2 or 3, proposals including ground floor accommodation created through a change of use, conversion or redevelopment of existing buildings will be required to meet certain requirements set out in the North Somerset Strategic Flood Risk Assessment.

Justification

This policy applies to areas at risk of flooding from any source. Sources include rivers and the sea, direct rainfall on the ground surface, rising groundwater, overwhelmed sewers and drainage systems, reservoirs, canals and lakes and other artificial sources.

The Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency 2020) provides 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 (2025) 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 DP9 reflects the importance attached to the management of development in flood risk areas and makes reference to the requirements for the sequential and exception test as required through the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG). Given the complex, and extensive nature of flood risks affecting large parts of North Somerset, the application of the sequential test is necessary to ensure that development is steered to areas at lower risk both within and outside of the main towns.

Recent guidance ('Flood risk assessment: flood zones 1, 2, 3 and 3b' – 24 May 2024) published by the Environment Agency confirms that the sequential test is required for major and non-major development if any proposed building, access and escape route, land-raising or other vulnerable element will be:

- in flood zone 2 or 3
- in flood zone 1 and the LPA's SFRA shows it will be at increased risk of flooding during its lifetime
- subject to sources of flooding other than rivers or sea

Development is exempt from the sequential test if it is a:

- householder development like residential extensions, conservatories or loft conversions
- small non-domestic extensions with a footprint of less than 250 square metres
- change of use – except changes of use to a caravan, camping or chalet site, or to a mobile home or park home site.

For proposals consistent with the allocated use in the local plan, the sequential test will not be required if there have been no significant changes to the known level of flood risk to the site, now or in the future, which would have affected the outcome of the test applied at the plan making stage.

Where the sequential and exception tests are required, robust information should be provided with the planning application in order to assist the council in assessing whether the tests are passed.

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 so that where possible water quality is protected and improved;
- 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), or any policy or guidance that may supersede this, 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 systems (SuDS) are now required for all major developments and are equally suitable for use in minor developments and are likely to be the only option in some rural areas. There is information on SUDS in the Flood Risk and Coastal Change section of the PPG. 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, historical 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, and to protect flows in headwater streams and rivers..

Consideration of use of natural flood management opportunities will be encouraged.

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. Some watercourses have an irrigation function as well as drainage.

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.

The Environment Agency requires environmental permits for flood risk activities such as erecting structures like culverts in or over main rivers, or building or altering any permanent or temporary structure designed to contain or divert flood waters from a main river.

Policy DP12:
Development in the Green Belt

Proposals for development in the Green Belt will be determined in accordance with national policy. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF indicates that development in the Green Belt is inappropriate unless specified exceptions apply.

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 and smaller settlements

Villages in the Green Belt have been assessed in terms of the important contribution the open character of the village makes to the openness of the Green Belt. Those villages which do not contribute to the open character of the Green Belt have settlement boundaries and are excluded from the Green Belt. Within villages with a settlement boundary, as defined on the **Policies Map** and listed in **Schedule 5** of this plan, development is acceptable in principle, subject to other policies in this plan.

Outside of settlement boundaries and in the smaller settlements and hamlets which do not have a settlement boundary limited infilling 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 external floor area of the original building and does not impact openness by virtue of its bulk, height and location.
- The impact of any extension relying on householder permitted development rights will only be considered if the extension has been built and is occupied.

- A replacement building will not normally be regarded as materially larger if it is less than 50% larger than the gross external floor area of the original building and does not impact openness by virtue of its bulk, height and location. The replacement building must be within the same use as the building it replaces.
- In North Somerset 'original' relates to the building as existing on 26th 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 from part of the original building.
- In the case of proposals to extend a 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.

Proposed extensions or replacement buildings must fall within the same use class as the existing building.

Detached outbuildings are not considered to form part of the original dwelling for the purpose of assessing an increase in size of the dwelling.

Redevelopment and infilling on previously developed sites in the Green Belt outside settlement boundaries

On previously developed sites (as defined in the NPPF) outside the settlement boundary limited infilling or partial or complete redevelopment is not inappropriate provided it would not cause harm to the openness of the Green Belt and the purposes of including land within it. Redevelopment should:

- not extend beyond the perimeter of the buildings which make up the bulk of the built up area of the site;

Infilling should:

- not extend beyond the perimeter of the buildings which make up the bulk of the built up area of the site; and
- should be visually contained within the site and should not exceed the scale or height of the existing buildings; and
- be sustainable in terms of being well related to existing settlements, and having safe and convenient pedestrian and cycle access to services, amenities and a bus or rail service.

Partial or complete redevelopment proposals should:

- not extend beyond the footprint of the existing buildings unless the proposal by virtue of its height or location on the site would have an equal or lesser impact on the Green Belt than the existing buildings; and
- result in environmental improvements on rundown or derelict sites; and
- be sustainable in terms of being well related to existing settlements, and having safe and convenient pedestrian and cycle access to services, amenities and a bus or rail service.

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 and does not impact openness by virtue of its bulk, height and location.

Golden Rules

Proposals for major development involving the provision of housing in the Green Belt should meet the 'Golden Rules' as set out in the NPPF, relating to affordable housing, necessary improvements to local or national infrastructure, and publicly accessible green spaces.

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.

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 these villages 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 impact of any extension under householder permitted development rights will only be considered once they have been built and occupied. This is to avoid any cumulative harm to the openness of the Green Belt which would lead to inappropriate development and to ensure permitted development rights are not used to circumvent the aims of Green Belt policies.

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 and has been used successfully by the council in previous local plans.

The NPPF (December 2024) introduced the concept of grey belt, and states that development in the Green Belt should not be regarded as inappropriate where grey belt would be utilised and other requirements are met.

Policy DP13:
Environmental pollution, living conditions, health and safety

Development that, on its own or cumulatively, would result in air, water or other environmental pollution or harm to living conditions, health or safety will only be permitted if the potential adverse effects would be mitigated to an acceptable level by other control regimes, or by measures included in the proposals, by the imposition of planning conditions or through a planning obligation.

Developments must demonstrate that the future occupants and users of the development will not be unacceptably impacted by existing developments, land uses or activities regarding the above matters.

Developments which require restoration of the land such as mineral working and landfill or land raise must be appropriately restored so as not to have unacceptable adverse effects, including risks to health and safety.

Justification

Some developments and land uses, particularly if poorly sited or designed, can have adverse effects on the environment, living conditions, human health and safety. Such impacts must be prevented or adequately mitigated.

Examples of adverse effects include odours, noise, vibration, pollution of or emissions to air including dust, pollution of land and water, light pollution, land instability, risk of explosion, risks from development of contaminated land, or land affected by former underground or mineral working, although this is not an exhaustive list.

Facilities for waste management such as landfill sites can attract birds and should therefore not be located where this would cause unacceptable impacts, such as risks to aviation.

Development proposals on former landfill or land raise sites, or sites such as former garages or industrial premises can raise issues of contamination, which the new development will need to address. This is particularly important to avoid pollution of water courses and groundwater.

Other possible mitigation measures might include, for example, design and location of developments to minimise noise caused or the impact of noise, restrictions on hours of operation or use of sustainable drainage systems to manage run off and prevent nutrients like nitrates and phosphorous entering watercourses.

Proposals for certain developments such as mineral working and waste management facilities and some industrial uses may require measures

like wheel washing and sheeting of vehicles to prevent dust and wind-blown litter and dirt on roads. Buildings and machinery may need to be clad to reduce noise.

Proposals involving mineral working and landfill and land raise sites require careful restoration, not only for visual reasons, but also for health and safety, particularly regarding issues like land contamination and landfill gas.

It is important to consider not only the adverse effects which could arise from proposals for potentially noisy or odorous land uses themselves, but the impact of proposing sensitive developments like housing near such existing land uses.

Transport policies

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Policy DP14:
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 transport routes, 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 the council's Highways Development Design Guide. National Highways will be consulted on Transport Assessments for proposals with the potential to adversely affect the safe operation of the M5 motorway.

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. Active Travel England will be consulted on relevant proposals.

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, development must not unacceptably worsen an already unsatisfactory situation. In such cases, any additional impacts would need to be adequately mitigated. This may require a developer contribution to bring forward improvement works. 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, and/or traffic management measures, on the highway network. A development may be required to contribute to funding the improvement of rail freight facilities, even 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 DP15:
Active and sustainable transport

New development will be designed and located to minimise the need to travel and support a hierarchy which prioritises walking and wheeling (this includes wheelchairs, mobility scooters and other wheel-based mobility aids), 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 preferable 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 railway 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.

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. Fully completed active travel infrastructure (providing complete connectivity to the existing settlement and within the new development) and EV charging points are expected to be available prior to first occupation of each development or phase.

Where safe routes to local schools cannot be provided within statutory walking distances, appropriate mitigations will be required to deliver the required infrastructure improvements or, where this is not possible, financial contributions to offset the cost of home to school transport.

Justification

This policy addresses 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 CO2 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 three 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 encourages 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 the design of new places, promoted by parking and design standards. Active Travel England (ATE) will be consulted on relevant schemes and ATE guidance should inform the design of proposed schemes.

Policy DP16: Active travel routes

Existing and proposed active travel routes as set out in **Schedule 7**, 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 services, facilities and active travel routes. Where this is not possible contributions to these connections will be sought instead.

Where a new or improved active travel route is proposed, it shall be designed for use by pedestrians including those who use mobility aids, cyclists and where possible for equestrian users, unless appropriate evidence demonstrates that the route should be limited to specific users. Routes must be provided according to current Department for Transport guidance, with segregation between pedestrians and cyclists a likely requirement.

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 throughout the year;
- 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 Schedule 7. Other routes will be identified in the Active Travel Strategy (incorporating the Local Cycling and Walking Infrastructure Plan (LCWIP)) and further 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. Further information on the Council's approach to active travel is included within the Active Travel Strategy, Place and Movement Framework and Active Travel Action Plans (ATAPs).

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.

Policy DP17:
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. Where pedestrian access to, or the service level of, public transport opportunities is inadequate, mitigation measures in the form of infrastructure improvements and/or financial contributions to improve the access or level of service, will 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 2035.

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 should comply with the following principles of frequency based on population size:

- Large urban areas (25,000+) for example Weston-super-Mare: Minimum frequency of 15 minutes.
- Inter urban services for example A370 corridor: Minimum frequency of 15 minutes.
- Small urban areas (10,000-25,000) for example Clevedon: Minimum frequency of 30 minutes.
- Medium and large rural areas (1,000-10,000) for example Yatton: Minimum frequency of 60 minutes.
- Small rural area (1,000 or less) for example 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 7am-7pm Monday to Saturday, with 50% of minimum frequencies outside these times and 30% between 9am-7pm 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 accessible by safe walking routes and 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 DP18: Travel plans

Travel Plans are required for all developments which:

- Generate significant amounts of movement;
- Comprise or involve a significant increase in existing car parking provision;
- Are in locations where traffic conditions have been identified as a matter of concern by the local highway authority, which may include smaller developments below the relevant thresholds; and
- Are located 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.

More detailed guidance in relation to the development, implementation and monitoring of travel plans will be set out in a Travel Plans Supplementary Planning Document. This will support delivery of the North Somerset Active Travel Strategy and Climate Emergency Strategic Action Plan, 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 will be set out in the SPD and also in the North Somerset Highway Development Design Guide. Thresholds will take account of those set out in Appendix B of the Department for Transport Guidance on Transport Assessment March 2007 and will be based on size or scale of development. The threshold for residential developments will be adapted to local needs.

In line with the NPPF the 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 DP19: Parking

Development proposals should meet the council's 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 delays.

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; or
- 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 that are easily accessible, widely available and reliable can 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 (subsequently revised down to 2030 and 2035 for hybrid vehicles). This was followed by the Road to Zero Strategy in 2018 which set out the government's ambition 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 Ultra Low Emission Vehicles 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 DP20:
Airport related car parking

Priority will be given to the provision of airport related car parking within the Bristol Airport boundary as defined on the **Policies Map**, 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 car parking provision, within the airport boundary as defined on the Policies Map, should be designed to deliver improved public transport to and from the airport, reducing reliance on private vehicles and will only be permitted where it does not undermine the objectives of the Airport Surface Access Strategy and the Joint Local Transport Plan.

For proposals that do not fall within the airport boundary as defined on the Policies Map, airport-related parking (including any future off-site park and ride provision) 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 and the Joint Local Transport Plan, particularly in respect of improving the sustainability of surface transport access to the airport and reducing congestion on the local road network. Such proposals will only be supported where they:

- Are easily accessible from the main highway network and along public transport routes, providing a clear walking route to bus stops;
- Do not have a detrimental impact on the surrounding landscape, the rural character of the area, the living conditions of residents, highway safety or have an unacceptable adverse effect on local ecology;
- Do not result in severe unmitigated residual cumulative traffic impacts, particularly during peak periods;
- Have an appropriate accreditation to a nationally approved parking standard, such as the British Parking Association's AM-GO scheme or the International Parking Association's AAPP scheme;
- Do not create a barrier to the delivery of any long-term solution which seeks to address off-site car parking enforcement issues;
- Do not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites; and/or
- Where parking is provided to service existing overnight accommodation it must be lawful and not exceed three cars per room, and be located on the same site as the parking.

Justification

The approach to proposals for airport related car parking is to ensure that it does not undermine the Airport Surface Access Strategy (ASAS) and Joint Local Transport Plan (JLTP), or any successor document. Any demonstrated need arising from the airport's operation should be met at the airport in the airport boundary as defined on the **Policies Map** 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 deliver 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 and JLTP objectives.

Off-site airport parking adversely affects local communities and also creates significant enforcement issues for the Council, which have required interventions in the public interest. Any scheme permitted by this policy must be designed to support, and not undermine, any long-term solutions that are identified to address this issue. They will also be expected to make proportionate contributions to help monitor and mitigate the impacts of off-site parking.

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 rural character of the area, the living conditions of residents, highway safety or significant adverse effects on local ecology that cannot be mitigated.

The provision of additional car parking spaces should be consistent with the aims and objectives of the ASAS and JLTP (or equivalent successor) in operation at the time the proposal comes forward.

Economic Development policies

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Policy DP21:
Safeguarding employment sites

Unless allocated for other purposes in the Local Plan, on land with existing or proposed employment uses (Use Classes B2, B8 and E(g)) or vacant sites last used for this purpose, 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 and economic policy aspirations over the plan period;
- Would not contribute to increased commuting from the settlement where evidence indicates existing levels high of out-commuting; and
- Would either complement existing employment uses on or close to the site 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, including the provision of a marketing statement, that the site or premises are no longer suitable for employment use. Marketing statements must demonstrate a minimum 12-month active marketing period, realistic pricing, and targeted outreach.

An Economic Statement will also be required providing the evidence to justify compliance with this policy. Economic statements must assess job loss, market demand, and alignment with local economic strategies.

Where a business may be displaced through a development proposal, the authority may request that a business relocation strategy, written in consultation with affected businesses, is provided. A Business Relocation Strategy must include business profiles, employee numbers, lease terms, relocation options and evidence of engagement with affected businesses and local agents. In addition, where employment space is lost and no relocation or re-provision is feasible, a financial contribution may be sought to support local employment initiatives, training, or business support, proportionate to the employment potential of the site.

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.

Proposals for business development will be required to be supported by a statement explaining how the proposed use will meet current and future market demand.

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. 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 1500 square metres, and that the existing use must have been operational for a minimum duration.

This policy includes the potential to remove permitted development rights to convert employment uses to other uses. In addition, where proposals relate to the loss of existing business sites, this will generally be taken to mean land currently or last used for business purposes.

Policy DP22: 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 unacceptable impact on the natural and historic environment and character of the area;
- Support climate change objectives such as through the use of sustainable design and construction, incorporate renewable energy generation and climate change adaption 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 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, although attractions such as Puxton Park, the Grand Pier, Noah's Ark Zoo Farm and Tyntesfield 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 farming policy and support payments are likely to result in an increasing number of farmers and landowners looking to diversify their businesses and 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 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.

The 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.

There have been 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. Proposals must meet climate change objectives and have no adverse impact on environmentally sensitive areas such as the Mendip Hills National Landscape and areas at risk of flooding and minimise the development of permanent structures and hardstandings.

Policy DP23: Visitor accommodation

New, improved or replacement visitor accommodation within Use Class C1 will be supported within settlement boundaries 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 DP62 sets out the approach to visitor accommodation outside settlement boundaries and proposals for camping and caravanning.

Policy DP24: Town centres

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

- Proposals for main town centre 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.

Proposals should accord with the principles of the relevant place-making strategy for each town and the principles set out below:

Weston-super-Mare

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.

Nailsea

Proposals should aim where appropriate to improve connections to Somerset Square and extend the greenness of the town centre improving the High Street and Village Green.

Development which promotes better linkages from the town centre to adjacent areas including Millenium Park and residential neighbourhoods will be supported.

Development proposals along the high street should respond to the historically distinctive fine-grained character.

Portishead

The Wyndham Way development area should promote better connectivity between the Town Centre, proposed railway station and marina, through the creation of and enhancement of existing green, pedestrian and cycling corridors and open space.

Clevedon

Proposals should embody locally responsive architecture.

Proposals which increase the number of active frontages onto streets and public spaces and improve the quality of the environment in the town centre and increase pedestrian priority, planting and seating will be supported.

Proposals which make the presence of the river in the Town Centre more visible will also be supported.

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 the principles of which should be reflected in development proposals as appropriate and which are set out below.

Weston-super-Mare

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.

The Weston-super-Mare placemaking strategy 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.
- 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.

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.

Nailsea

The Nailsea Placemaking Strategy recognises as a priority regenerating the Town Centre through renewal, retrofitting, improving townscape and generating mixed use and outward facing active frontages and by bringing new homes into the town centre.

The potential for concentrated activity around the west end of the Town Centre and Somerset Square in particular for leisure, retail, recreational and play spaces should be reflected in development proposals.

Portishead

Portishead's town centre is evolving as part of a wider urban framework that includes the proposed railway station, marina, and surrounding

residential neighbourhoods. The integration of these elements presents a significant placemaking opportunity to improve town centre accessibility and connectivity.

The Wyndham Way Development Area provides a key opportunity for regeneration adjacent to the northern edge of the town centre. Development in this area is expected to promote active travel connections, unlock underused land, and provide a more legible relationship between the town centre, transport infrastructure, and the waterfront. The emerging rail link further strengthens the case for more sustainable patterns of movement, with potential to reduce car dependence and stimulate footfall in the town centre.

Clevedon

Clevedon town centre is characterised by its historic buildings, and strong architectural identity, these qualities underpin the town's distinct sense of place and should be retained and enhanced through sensitive development.

The town centre has experienced pressures from changing retail patterns and requires a strategic response to ensure its long-term vitality. The Clevedon Placemaking Strategy seeks to reinforce its cultural and civic role.

Policy DP25: District centres

Within the district centres at Worle High Street, Locking Castle and Queensway in Weston-super-Mare and Hill Road in Clevedon, as defined on the **Policies Map**, proposals for retail development which increase the range of shopping and other appropriately scaled main town centre uses will be supported.

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 in Clevedon specialist small scale shops, craft workshops, cafes and restaurants will be supported and the loss of these uses which create active 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.

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.

Policy DP26: 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 where they do not adversely impact on the viability, vitality and character of other centres.

Proposals for other appropriately scaled main town centre uses such as local services and 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 and facilities, as well as opportunities for improved access by cycling and walking and other improvements to the public realm, should be taken into account where possible.

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.

Proposed local centres to support the new strategic developments at Wolvershill (north of Banwell) and Woodspring are also proposed in Policies **LP1** and **LP2** respectively. Guidelines for the new local centres at Wolvershill and Woodspring (south west of Bristol) will be set out in detailed masterplans for each the area and this policy will apply to them once developed.

Policy DP27: 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 on the ground floor falling within Class E(a) of the Use Class Order.

Other main town centre uses may be appropriate where they:

- Generate significant footfall throughout the day and contribute to the activity and vibrancy of the street scene;
- Maintain an active frontage with publicly visible and accessible uses.
- Complement the retail function of the area without undermining its vitality or leading to an over-concentration of non-retail uses;
- Support the daytime or early evening economy, where appropriate to the role and character of the Primary Shopping Area;
- Do not result in excessive breaks in retail continuity, especially on shopping frontages.
- Make a positive contribution to the vitality, viability and diversity of the centre;

Changes of use of active ground floor frontages to residential will not usually be appropriate.

Justification

Within North Somerset's town centres, the primary shopping areas are identified as the focus for comparison and convenience retailing in order to protect their core retail function and ensure they continue to meet the needs of the localities they serve. Primary shopping areas identified for the towns of Weston-super-Mare, Clevedon, Nailsea and Portishead will be the focus for new retail proposals.

All the town centres are subject to placemaking strategies.

Policy DP28: Retail parks

Within the retail parks as defined on the **Policies Map**, all retail development 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 development, as set out in **Policy DP29** Sequential approach to town centre uses has been applied and no other suitable location is available; and
- Demonstrate, for schemes over 2,500 square metres (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 retail development will be permitted provided the sequential test has been passed.

Proposals for other main town centre uses 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, town centres, 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
- Include improvements to the public realm 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. Retail parks usually provide the opportunity for large scale retail units which cannot be accommodated in the town centres and therefore not be lost to other areas, provided they do not have a significant impact on the town centres.

Policy DP29:
Sequential approach for town centre uses

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

Planning applications for main town centre uses which are not located in a defined centre, or are not in accordance with the policies of this plan, must demonstrate through a sequential test that there are no available or suitable sites or premises in sequentially preferable locations. When applying the sequential test, consideration should also be given to the proposed use and the role, function and character of the designated centre, and to the potential impact of the proposal on its vitality and viability.

The order of preference for the location of main town centre uses is as follows:

1. Within designated centres ('in centre');
2. In locations on the edge of designated centres ('edge of centre');
3. Accessible sites which are well connected to a designated centre;
4. Other locations that are accessible by walking, cycling and public transport.

For retail development specifically, the sequential test should in the first instance consider sites within primary shopping areas, which represent the most preferable locations for such uses. Where primary shopping areas are not defined, the boundaries of local centres and district centres should be treated as the most preferable locations, reflecting their retail role and policy focus.

Retail parks are established out-of-centre shopping destinations, providing opportunities for large-format retail units that cannot readily be accommodated within primary shopping areas or other designated centres. Proposals for retail development within retail parks must demonstrate they are in accordance with **DP28** Retail Parks and that there are no sequentially preferable locations inside designated centres or edge of centre locations.

For retail developments over 2,500 square metres (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.

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

This sequential approach should not be applied to applications for small scale rural retail development under 200 square metres.

Justification

The 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 are set out in **Schedule 6** and defined on the **Policies Map**.

This policy sets out how the sequential test will be applied and when sequential and impact assessments will be required.

Policy DP30:
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 PPG on minerals refers 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 DP30** 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 DP31:
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

The NPPF 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 **Policy LP16** and **Policy LP17**). 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 Security and Net Zero), 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 the Department of Energy Security and Net Zero, once other permissions and approvals are in place.

Policy DP32:
Waste management facilities

Proposals for facilities to manage non-hazardous waste, including recycling, composting, thermal treatment, anaerobic digestion, storage and waste transfer facilities (excluding landfill and land raise) will be permitted provided proposals demonstrate that:

- As much material would be reused or recycled as possible before residual waste is passed on for thermal treatment such an incineration or pyrolysis for example, or disposal;
- For thermal treatment of waste, the waste to be treated cannot practically and reasonably be reused, recycled or processed to recover materials, and that opportunities for energy recovery are taken;
- They are well located in relation to the primary highway network, and do not adversely affect the living conditions of residents or result in unacceptable environmental impacts. Priority will be given to previously developed land; and
- Where it is assessed that proposals could lead to significant adverse effects but these are capable of adequate resolution, appropriate mitigation is identified so as to avoid or minimise any adverse impact.

Justification

The policy relates to a wide range of waste management facilities such as household waste recycling centres, transfer stations and multi re-use facilities (MRFs) which include a specialised plant that receives, separates and prepares recyclable materials for marketing to end-user manufacturers. Waste transfer stations are facilities where waste is bulked up and temporarily stored before being transported for treatment elsewhere.

The policy also covers composting, such as in-vessel composting of garden waste to produce compost, in conditions whereby the oxygen level, moisture and temperature are carefully monitored and controlled to ensure the material is fully sanitised.

Facilities to treat waste unsuitable for recycling, or which remains after recycling has occurred, by methods such as thermal treatment (such as incineration or pyrolysis) and anaerobic digestion (AD) in the case of food waste, for example, are also covered by this policy.

Incineration and pyrolysis processes have the potential for energy recovery (use of heat and syngas produced), while AD can similarly produce usable biogas. Incineration and pyrolysis may also produce by-products such as bottom ash and char which can be used for various purposes; for instance bottom ash can be used for producing recycled aggregate.

Construction, Demolition and Excavation (CDE) waste can be processed to produce recycled aggregate. Existing minerals sites such as quarries can be suitable locations for doing this, particularly as they may already be well screened and have buffers to reduce noise. However, for reasons of practicability, and to minimise potential impacts, the proposals should only be for a temporary period commensurate with the operational life of the mineral site.

Recycling and composting of waste are efficient in use of resources, and higher up than 'other recovery' (such as energy recovery) and disposal on the waste hierarchy.

There is likely to be demand for more non-hazardous waste management facilities over the plan period. This may reflect needs from housing growth proposed in the local plan, and the fact that some existing facilities may show signs of their age and need replacing. Also some facilities may not be ideally located, so there may be benefits in their relocation elsewhere.

The council has identified a likely need for a replacement site for Backwell's existing household waste recycling centre off Church Town and for a replacement waste transfer station in Weston-super-Mare within the plan period.

Waste management facilities can be controversial and require sensitive siting and design to avoid issues such as noise, odour, and pollution, visual and landscape impact and disturbance to sensitive uses such as dwellings. Proposals will be assessed with regard to relevant development management policies covering such issues, and issues like Green Belt, wildlife, heritage and flood risk. Transport is also a key issue, and proposals should be well related to the main road network, helping to reduce impact of haulage vehicles. Where appropriate, transport by rail will be encouraged.

Planning applications should include full information to enable proposals to be appropriately assessed. Where it is assessed that proposals could lead to significant adverse effects but these are capable of adequate resolution, appropriate mitigation should be identified so as to avoid or minimise any adverse impact.

Policy DP33:
Disposal of waste by landfill or land raise

Proposals for waste disposal by landfilling or land raising will be permitted provided that:

- The waste to be disposed of is residual waste and cannot practicably and reasonably be reused, recycled or processed (to recover materials, produce compost or soil conditioner or to recover energy);
- The proposed development involves the minimum quantity of waste necessary to enable either restoration of current or former mineral workings sites, or a demonstrable improvement in the quality of the land, or the establishment of an appropriate after-use or improvement of land that has been damaged or disturbed as a result of previous or existing uses;
- They incorporate finished levels that are compatible with the surrounding area and any likely settlement and ensure satisfactory restoration of the land for an agreed after use. This includes proposals for aftercare and long term management of the restored site and makes provision, wherever practical and economical, for landfill gas to be recovered for use as an energy source and for appropriate habitat creation for biodiversity benefit; and
- They are not within water source protection zones.

In granting planning permission for landfilling or land raising developments, or engineering or other operations, conditions may be imposed limiting both the types and quantities of waste to be deposited in order to conserve capacity for waste that cannot be reused, recycled or processed.

The duration of any planning permission for the disposal of waste to land, including landfill or land raise, will be limited to that reasonably necessary to complete the development, including operations and subsequent restoration.

Justification

Disposal is the lowest tier in the waste hierarchy referred to in national guidance such as National planning policy for waste and should only be resorted to where the waste to be disposed of is residual waste and cannot practicably and reasonably be reused, recycled or processed.

Planning permissions for disposal of waste to land will normally be subject to a time limited condition. This will help to ensure, for example, that where tipping has not been completed to the original planned level within the developer's original intended timescale, the site is nevertheless satisfactorily restored to the council's satisfaction without undue delay.

Historic and natural environment policies

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Policy DP34: 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 Local Nature Recovery Strategy.

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 and public rights of way;
- 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 the 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 Planning Practice Guidance (PPG) on Natural Environment 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.

GI has value in helping mitigate against climate change, and improving air quality. Conservation and enhancement of GI and provision of safe and accessible green infrastructure is advocated in the NPPF.

The PPG 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 or development contributions.

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 Green Infrastructure Strategy (GIS). This was approved in September 2021 and is consistent with the aims of Natural England's 'Green Infrastructure Framework – principles and standards for England' January 2023.

The GIS objectives include '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, 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 which are reflected in the West of England Nature Partnership (WENP), Nature Recovery Network (NRN) and the West of England Nature Recovery Strategy. The Local Nature Recovery Strategy (LNRS) maps and prioritises habitats across the region and new developments should contribute to nature recovery aligned with the LNRS map. There is a toolkit which enables identification of recommended measures for habitat creation and enhancement in the selected area of search, including a focus on priority habitats such as woodland and forest, ditches, ecologically valuable lines of trees, grassland, individual urban and rural trees, lakes/ponds, species-rich native hedgerows, and urban habitats.

The GIS 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 DP34 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 LNRS. 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.

Policy DP35: 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 and deliver biodiversity net gain. Proposals should seek to minimise impacts on biodiversity and maximise benefits from use of appropriate measures such as ensuring that new buildings and spaces are designed to incorporate features to support and encourage wildlife (such as bat boxes, swift bricks, nest boxes and hedgehog corridors through fences), retaining, protecting, enhancing and linking existing wildlife habitats having regard to the North Somerset Green Infrastructure Strategy, 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 or planning agreements.

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. Development proposals will need to meet Habitat Regulations Assessment requirements including, where necessary, the need to address recreational pressures and air quality issues.

Nature Parks will be identified to protect and enhance greater and lesser horseshoe bat habitat at the strategic development locations at Nailsea and Backwell, Wolvershill (north of Banwell), Woodspring (south west of Bristol) aswell as at other locations within the district.

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 will 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, local wildlife sites or locally designated 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.

For all development proposals where biodiversity could be adversely affected, developers must ensure that, where appropriate, provision is made for:

- Any lighting scheme to avoid adverse impacts on light-averse wildlife, including where necessary effective design to avoid artificial light spill to wildlife habitats/corridors;
- Retention of native and ancient woodland, native trees including 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, where the loss of habitats or features of importance to wild flora and fauna is unavoidable, taking account of the need for adequate biodiversity net gain;
- 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; and
- Measures to link habitats within the development and also to 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 carried out by an appropriately qualified professional 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 proximity of any habitats such as woodland, grassland and

aquatic, and any opportunity areas for improving the quality and connectivity of such habitats, identified in the council's Green Infrastructure Strategy;

- 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
- The demonstration that the principles set out in Building with Nature have been addressed to ensure that developments take advantage of opportunities to enhance the built environment for nature.

Justification

North Somerset contains four European sites of international 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 as a Ramsar site, as it is an internationally important wetland.

Planning proposals may require Habitat Regulations Assessment (HRA) under the Conservation of Habitats and Species Regulations 2010. Regulation 21 indicates that where a plan or project (such as a planning application) is likely to have a significant effect on a European site (either alone or in combination with other plans or projects), this requires an appropriate assessment of the implications for that site in view of that site's conservation objectives. Developers will be expected to produce their own 'shadow' HRA reports for the council to assess.

An HRA has been undertaken to accompany the Local Plan and has considered the likelihood of significant effects on the European sites, including in-combination effects. For example, for the Severn Estuary site, the HRA has considered impacts on the sensitive bird species and important other species and habitats present, such as those relating to disturbance from recreation. There may be a need for mitigation which proposals will have to address. Subject to further investigation, this may require the preparation of recreational management strategies for the Severn Estuary SPA/Ramsar site and Avon Gorge Woodlands SAC, and air quality impacts of increased traffic on the A4 and A369 within 200m of Avon Gorge Woodlands SAC, and in both cases working with adjacent local authorities.

The council's North Somerset and Mendip Bats SAC Guidance on Development Supplementary Planning Document (SPD) explains how

development activities can impact the SAC, including functionally linked land and the steps required to avoid or mitigate any impacts. This is particularly important regarding 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.

Where a development requires off-site mitigation for horseshoe bats it is expected that developers will consider the use of the North Somerset Nature Parks strategic mitigation sites as a preferred means of achieving that mitigation. These Nature Parks are located in areas that have been modelled as providing the most important habitat and connectivity for bats and encompass a mixture of existing prime habitat for protection and areas that are suitable for enhancement.

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.

Sites of Special Scientific Interest (SSSI) and National Nature Reserves are sites of national importance. This policy indicates that development likely to have a direct or indirect adverse effect on the biodiversity or geological interest of such sites would not normally be permitted. Consistent with the NPPF, the council will normally only exceptionally permit such development where it is satisfactorily demonstrated that the benefits of the development clearly outweigh both its likely impact on the features of the site contributing to its value and any broader impacts on the network of SSSIs and nationally important sites.

The council will have regard to SSSI Impact Risk Zones. They are a tool developed by Natural England to make a rapid initial assessment of the potential risks posed by development proposals to Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites.

North Somerset supports a number of European protected species that are rare or declining across Europe, notably hazel dormouse, otter, a wide diversity of bat species (but particularly lesser and greater horseshoe bats) and great crested newt.

A key aim of the policy 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 in 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. These 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 like otter, water vole and kingfisher.

On higher ground, notably the limestone ridges, there are extensive networks of tall native hedgerows and tree lines, significant in providing key habitat links between woodlands for species like dormouse and providing navigation routes for bats.

It is essential that key habitats are linked to allow migration, dispersal and interbreeding of populations of local key species. Linear corridors of taller grassland and herbaceous vegetation (provided by road verge networks, cycle routes, and public rights of way) are important for this. Locally characteristic habitats need to be protected if North Somerset is to continue to be a significant stronghold for many rare species.

Retained and enhanced habitats will also help 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 DP36: Biodiversity net gain

The Council will consider the potential impact on biodiversity from development. The delivery of biodiversity net gain within North Somerset is a key mechanism for conserving and enhancing biodiversity.

Where biodiversity net gain (BNG) is required, proposals must demonstrate at least a 10% net gain accounted for in a biodiversity gain plan. Appropriate provision must be made for its planning and design, taking account of habitats and species affected, relevant local plan policies and planning guidance, and relevant biodiversity metrics.

Proposals should aim to avoid, then minimise adverse impacts on biodiversity by retaining habitat as far as possible and compensate for any loss or habitat or biodiversity feature to ensure no net loss. Where appropriate, following the biodiversity gain hierarchy, there should be enhancement, restoration or creation of new habitat on site to achieve a net gain in biodiversity. If it can be demonstrated that it is not possible to achieve the required BNG on site or that there are overriding benefits in making provision elsewhere, then off site mitigation may be acceptable. Where off-site mitigation is required, preference will normally be given to locations close to or well related to the development site.

The provision of BNG should support delivery of recommended measures for habitat creation and enhancement identified in the Local Nature Recovery Strategy (LNRS) for West of England, and associated mapping/toolkit. BNG requirements must be met in addition to, and not in place of, legal protections for species. Proposals should demonstrate how BNG measures complement and support habitat needs of protected and priority species.

In all cases, proposals must demonstrate how BNG will be implemented and monitored.

Justification

Public authorities who operate in England, including councils and local planning authorities, must consider what they can do to conserve and enhance biodiversity in England. This is the strengthened 'biodiversity duty' introduced by the Environment Act 2021. This means that, as a public authority, the Council must:

- Consider what we can do to conserve and enhance biodiversity
- Agree policies and specific objectives based on our consideration
- Act to deliver our policies and achieve our objectives

In line with this strengthened duty the Council will consider the potential impact on biodiversity from development.

Biodiversity Net Gain (BNG) is an approach to development that makes sure that habitats for wildlife are left in a measurably better state than they were beforehand. BNG is calculated by deducting the predicted post-development biodiversity value (in biodiversity units) of land affected from the pre-development (baseline) biodiversity value. The Environment Act 2021 introduced a statutory requirement for most development to deliver 10% biodiversity net gain, with a few exemptions mainly relating to permitted development and householder development.

The NPPF 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 biodiversity duty and 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'.

BNG assessments and their outcomes will be a material consideration in determining planning applications. There will be grounds for refusing planning applications when a development cannot demonstrate BNG.

More detailed guidance for BNG within North Somerset will be set out in a supplementary planning document. There is also government guidance on BNG called "Understanding biodiversity net gain".

Government guidance refers to use of the biodiversity metric in BNG, including a statutory Biodiversity Metric for most developments, and a Small Sites Metric (SSM) for use on small development sites in some circumstances (such as where no priority habitat, protected species, or off-site mitigation is involved). These (or any subsequent versions) provide the methodology for the BNG calculation. The calculation and BNG assessment must be set out in the biodiversity gain plan, including data and maps showing habitats affected and proposed. The biodiversity gain plan must be approved by the council before development can commence.

Any existing requirements regarding protected species and designated sites should be prioritised in planning and designing measures to mitigate for proposed development. Development proposals must ensure that delivery of a net gain for biodiversity is additional to such other obligations, and not just delivering something that would occur anyway. For instance any new/enhanced horseshoe bat habitat required to meet Habitat Evaluation Procedure (HEP) calculations in the Bats SPD can only be used to demonstrate no net loss. The BNG assessment and calculation must demonstrate that there is separate provision (such as further habitat provision on top) to meet the additional 10% net gain.

Developers must demonstrate the mechanisms to deliver the required BNG, including habitat management, funding and any monitoring required, set out in the biodiversity gain plan, and through the use of planning agreements, conservation covenants, and conditions. 30 years is the minimum period for which biodiversity gain sites must be secured.

The policy indicates that where off-site mitigation is required, suitable locations close to or well related to the development site will normally be preferred. The design of new development including measures to achieve BNG should aim to support delivery of recommended measures for habitat creation and enhancement identified in the Local Nature Recovery Strategy (LNRS) for West of England, and associated mapping/toolkit. However, where protected species are affected by the development, BNG provision should also have regard to this, notably concerning location and type of habitats to be provided. For greater and lesser horseshoe bats the delivery of off-site mitigation at Nature Parks will be acceptable if on-site mitigation is not achievable.

The government intends that landowners will be able to create or enhance habitat for the purpose of selling biodiversity units, so it may be appropriate to use this mechanism to meet off-site BNG requirements, subject to compliance with the policy requirements.

Policy DP37:
Trees, woodlands and hedges

Development proposals affecting existing trees and hedges must demonstrate that:

- Trees and hedges have been considered from the earliest stage of the design and development process, including the retention, protection and enhancement of tree canopy cover, alongside the topographical survey or other plans;
- 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;
    i. the location, spacing and orientation of buildings, gardens and green spaces;
    ii. the location of underground services;
    iii. the relative positions of trees and windows for light;
    iv. specific issues relating to tree species (such as aphid honeydew, fruit drop, density of canopy, leaves and needles); and
    v. 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 future 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 or within community gardens;
- 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, unless there are clear, justifiable and compelling reasons why this would not be appropriate.

The council will use Tree Preservation Orders where appropriate to protect newly planted trees.

Justification

This policy covers the protection of existing trees, woodland and hedgerows as well as 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) and the council's proposed supplementary planning document for trees and woodland.

Physical protection of retained trees on site should include working methods that will be clearly communicated and understood by all staff. Tree protection and works to trees should be monitored throughout development.

Where the loss of trees is evidenced to be 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 a Trees and Woodland SPD.

Policy DP38: 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 tranquility 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 Natural England'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):

A. Moors;

B. River floodplain;

C. Settled coastal edge;

D. Limestone gorges;

E. Limestone ridges and combes;

F. Sandstone uplands;

G. Settled limestone plateau;

H. Settled hills;

J. Rolling valley farmland;

K. Farmed coal measures;

L. 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.

The NPPF states that planning policies and decisions should aim to 'identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason'. Tranquility can be defined as areas relatively undisturbed by noise from human sources that undermine the intrinsic character of the area, for example an absence of noise and visual intrusion from major infrastructure such as motorways and A roads, urban areas and airports.

This 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 tranquility of an area, and an assessment of whether the proposal would result in light pollution.

Policy DP39:
Mendip Hills National Landscape

Development proposals affecting the Mendip Hills National Landscape 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 within the Mendip Hills National Landscape 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, tranquility and scenic beauty of the Mendip Hills National Landscape, including views into and out of the National Landscape, will not be permitted unless in exceptional circumstances and where it can be demonstrated that it is in the public interest. Development affecting this National Landscape should conserve and enhance its Special Qualities. 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 National Landscape.

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 National Landscape, as well as conservation of wildlife and cultural heritage.

Outdoor lighting schemes will not be permitted in the National Landscape 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 National Landscape 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 National Landscape 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 National Landscape 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.

The Local Planning Authority will assess whether proposals affecting the Mendip Hills National Landscape further the purpose of conserving and enhancing its natural beauty.

Justification

National Landscapes 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 NPPF states that 'great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes, which have the highest status of protection in relation to these issues'.

The Mendip Hills National Landscape organisation has published 12 Special Qualities which create the Mendip Hills sense of place and identity and combined give rise to the area's designation as a National Landscape. The Special Qualities include the 'Sparsely populated and tranquil plateau' and 'Views towards and Views out' of the Mendip Hills. The 12 Special Qualities can be viewed on the Mendip Hills National Landscape webpages.

The NPPF states that planning policies and decisions should aim to 'identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason'. Tranquility can be defined as areas relatively undisturbed by noise from human sources that undermine the intrinsic character of the area, for example an absence of noise and visual intrusion from major infrastructure such as motorways and A roads, urban areas and airports.

The Mendip Hills National Landscape (formerly Area of Outstanding Natural Beauty (AONB)), designated in 1972, covers 198 square kilometres, and is divided between the administrative areas of North Somerset, Bath and North East Somerset and Somerset. National Landscape designation confers additional duties on local authorities. The application of this policy should help to protect and where possible enhance the landscape and natural beauty of the Mendip Hills National Landscape.

The council has had regard to the Mendip Hills National Landscape Management Plan 2025-2030, in preparing the policy. That is consistent with the Planning Practice Guidance (PPG) on Natural Environment.

Policy DP40: 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 should 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 should seek to preserve 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 should seek to preserve and where appropriate enhance the character, appearance and special interest of Conservation Areas and listed buildings and their settings.

Any works to a heritage asset shall be designed and undertaken in a way that is appropriate to their significance. If there is any perceived harm to any heritage asset this harm will need to be fully justified and weighed against any public benefits of the overall development scheme within the final planning balance.

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.

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

There are 32 Conservation Areas in North Somerset, the aim of which is to protect local distinctiveness. There are also 1,079 listed buildings, designated for their architectural and historic interest. However, this is subject to change as new information about assets comes to light.

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.

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 (HER), comprising archaeological sites, findspots and buildings of local and regional significance.

The council also has a Local Heritage List which enables local communities to celebrate the unique history that can makes an area special. All assets on this list are material considerations in the planning

process. Assets are added to the list when they meet one of 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); or
- 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.

Proposals for demolition, or for significant undergrounding of services, must also comply with **Policy DP41**: Archaeology in relation to archaeological assessment and/or recording of the building or structure.

Policy DP41: Archaeology

Archaeological sites are important heritage assets and 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. If there is any perceived harm to any heritage asset this harm will need to be fully justified and weighed against any public benefits of the overall development scheme within the final planning balance.

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 even 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.

Proposals affecting non-designated archaeological heritage assets, must consider their significance and whether they warrant protection, where possible, from removal or inappropriate change, including harm to their setting, as set out in **Policy DP40**.

Justification

Scheduled Monuments are designated for their nationally important archaeology. There are 67 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.

Policy DP42:
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 relating to registered parks and gardens and a heritage impact assessment will be required for unregistered parks and gardens.

Justification

The main purpose of designation of historic parks and gardens is to celebrate designed landscapes of note and encourage appropriate protection. There are eight registered historic parks and gardens in North Somerset, and 59 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.

Life prospects policies

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Policy DP43:
Affordable housing and rural exception schemes

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 five dwellings or more within the Mendip Hills National Landscape.

Developments will be expected to provide 50% affordable housing on land released from the Green Belt as set out in **Policy SP7**, and other Green Belt sites, 30% on greenfield sites and 20% on previously developed land, all at nil public subsidy. If these requirements cannot be met this will need to be fully justified with clear evidence set out in a viability assessment which must demonstrate that all grant funding sources have been fully explored.

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 these are robustly evidenced. This will include provision on appropriate sites for housing to meet specialist needs. The affordable housing mix should be 75% social rented and 25% shared ownership.

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.

Proposals for rural exceptions schemes for 100% affordable housing, or community-led developments, 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.

In accordance with national policy, the council may consider allowing a small proportion of market housing on these sites where it would help facilitate the delivery of the affordable housing.

Justification

Affordable housing is defined in national policy 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:

- Social Rent
- Other affordable housing for rent
- Discounted marker sales housing
- Other affordable routes to home ownership

In addition to providing affordable housing that meets this definition the council is committed to ensuring that the housing needs of all residents are met, not just those who meet the eligibility criteria for the types of affordable housing listed in the national policy definition set out above. As such, **Policy DP46** sets out principles to guide the mix and type of housing that will be sought from new developments, ensuring that a proportion of market housing delivered also addresses the needs of those aspiring to form a household in future.

The North Somerset Local Housing Needs Assessment (ORS 2025) provides the evidence for North Somerset relating to the plan period 2026-2041. This considered two scenarios, with overall affordable housing need over the plan period ranging from 6,646 to 10,577 dwellings (28%–45% of the total housing requirement). This high level of need is a priority for the council and the local plan will seek to maximise delivery taking account of the constrained nature of North Somerset and viability evidence.

The Dixon Searle viability study (2025) illustrated how challenging affordable housing delivery is in North Somerset. While the viability evidence is the starting point for considering overall delivery, the policy reflects the importance of maximising opportunities to maximise affordable housing delivery.

There are clear challenges with delivery on previously developed land, particularly town centre sites in Weston-super-Mare, and the policy reflects the viability advice on such sites. However, with greenfield and Green Belt sites there may be opportunities to secure enhanced affordable housing delivery which would be missed if the target percentage was set too low. For example, there may be sites or locations in higher viability areas which may secure permission later in the plan period, or localised opportunities even within areas otherwise indicated as having low viability. This justifies the tiered approach to thresholds set out in the policy.

In December 2024 the National Planning Policy Framework introduced the concept of the 'Golden Rules'. Where major development involving the provision of housing is proposed on land released from the Green Belt through plan preparation or review, or on sites in the Green Belt subject to a planning application, the 'Golden Rules' apply and a

specific affordable housing requirement should be set. This requirement should be set at a higher level than that which would otherwise apply to land which is not within or proposed to be released from the Green Belt and should require at least 50% of the housing to be affordable, unless this would make the development of these sites unviable.

Where proposals cannot deliver the relevant policy requirement, these will be subject to viability assessment which must take account of all potential sources of grant funding. The percentages provided by the viability evidence (or as updated through other relevant evidence) will be used as guidance to the expected level of nil subsidy provision.

The threshold for contributions is taken from government guidance in relation to 'major development' of 10 or more dwellings or site areas of 0.5 hectares or more. Within designated rural areas the council may set a lower threshold of five units or fewer. Within North Somerset this relates to the Mendip Hills National Landscape where there are affordability issues and very few larger development opportunities. Within this area the threshold will be five dwellings.

All eligible sites with viability issues 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 proposed tenure split between social rented and shared ownership reflects the LHNA evidence. Many affordable homes are available for families and local early years provision and school places are key to ensuring that families do not need to travel to secure a local education.

The current affordable housing tenure split of 75% social rented and 25% shared ownership reflects the need for affordable rented housing and the obligation to provide the nationally prescribed level of intermediate housing, with shared ownership being the best option in North Somerset to meet this requirement.

As the demand for intermediate housing is sensitive to changes in market and development conditions, there may be a need to review the tenure split over the plan period if circumstances change.

Social rented housing is the most effective tenure needed to address the local housing requirement, especially of the most vulnerable people in acute housing need in North Somerset. On appropriate sites the council will negotiate for the provision of specialist affordable housing to meet identified needs such as housing for adults with learning disabilities, homes for care leavers or extra care units for older people.

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 as well as exception sites for community-led development. 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. In accordance with national policy a small proportion of market homes may be allowed as part of a rural exception scheme where housing would not normally be permitted if it helps to enable the delivery of affordable housing without grant funding.

Policy DP44: Gypsies, Travellers and Travelling Showpeople

Suitable sites have been identified, as set out in **Schedule 8** which forms part of this policy, 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 sites have been identified to meet the need for pitches in the short to medium term:

- Land between Moorland Park and the A370 for up to 40 pitches.
- Land to the west of Heathfield Park for four pitches.

Need will also be met through provision of sites as part of the delivery of the Wolvershill and Woodspring Strategic Locations as set out in **Policy LP1** and **LP2** equating to a further 36 pitches.

Plots for Travelling Showpeople will be accommodated on the existing site.

The following considerations will be taken into account in the determination of proposals:

- Proximity of the site to local services, facilities and public transport;
- 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 NPPF and Planning Policy for Traveller Sites (PPTS) 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) (2025) identified the need for 129 additional residential pitches for Gypsies and Travellers and four additional plots for Travelling Showpeople within North Somerset up to 2041.

Planning Policy for Traveller Sites states that local planning authorities, in producing their plan, should identify a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets. The North Somerset GTAA identifies a need for 80 pitches over the first five years of the plan.

A significant amount of this shorter term need stems from existing sites due to concealed/ doubled up households and teenage children who will need a pitch of their own. Sites have been allocated to meet this need and are set out in **Schedule 8**. These allocations are extensions to two existing sites (Heathfield Park and Moorland Park) where the majority of the need arises, as well as provision of pitches as part of the early phases of development of the Wolvershill and Woodspring Strategic Locations.

Planning applications for further pitches which will meet the longer term need will be guided by the criteria set out in this policy and may take the form of either extensions to existing sites, or new sites. If sufficient finances are available and suitable sites become available, the council will seek to provide pitches.

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. Future needs for Gypsies, Travellers and Travelling Showpeople will be assessed through need assessments and will be used to justify future provision.

Policy DP45:
Residential space standards

Planning applications for new residential development (including residential conversions) should meet the Nationally Described Space Standards (NDSS).

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 the Technical housing standards–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. When applying the standard all rooms which have the potential to serve as a bedroom will be required to meet the NDSS regardless of the description on the planning application.

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: Housing type and 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 latest Local Housing Needs Assessment. New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location.

On developments of 10 or more dwellings proposals will be expected to demonstrate that they have taken account of local needs evidence to, where appropriate, make provision for:

- A proportionate and appropriate mix of types and sizes of homes to address local needs and meet the requirements of the population across all stages of their lives. This includes bungalows, smaller properties suitable for downsizing or first time buyers, retirement accommodation and accessible homes. In areas where there is an existing over provision of one housing size new developments should limit the number of those size properties proposed in their schemes to ensure a broader mix across the area; and
- An appropriate proportion of self-build and custom build plots based on the local need identified on the council's self-build register.

Accessible and adaptable homes

A minimum of 5% of all new dwellings (market and affordable) in developments of 10 or more dwellings will be required to be designed to meet Building Regulations M4(3) standard ('wheelchair user dwellings'), or a higher proportion where there is evidence of local need.

All new dwellings will be required to meet Building Regulations M4(2) standard ('accessible and adaptable dwellings') except for those dwellings that are designed to M4(3) standard.

These requirements 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.

Community-led development

Proposals for community-led development of a scale and mix appropriate to the location and which meet the housing needs of the local community will be supported. Proposals for community-led development on exception sites should be delivered primarily as affordable housing. Other proposals that come forward as community-led development should contribute towards the provision of affordable housing in accordance with **Policy DP43**: Affordable Housing and rural exception schemes.

Supported and specialist 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 affordable housing, older persons accommodation, Gypsy, Traveller and Travelling Showpeople, and residential space standards.

Justification

The types, sizes and tenures of homes required to meet needs are identified through the North Somerset Local Housing Needs Assessment (LHNA). This includes accommodation needs of families with children, looked after children, care leavers, older people, people with disabilities, people wishing to build their own home and students.

The council will have regard to the findings of the latest LHNA, and other relevant evidence, when determining the right balance of homes in new developments and applicants are encouraged to discuss housing mix at an early stage.

In particular developments will be expected to provide a range of relatively more affordable open market housing to meet the needs of those aspiring to buy their own home. This is to meet the needs of residents who are not eligible for affordable housing as defined in **Policy DP43**, but equally cannot currently afford to buy a house on the open market. Properties to address this need could include smaller two or three bedroom houses, which could also meet the demand for older households wishing to downsize in turn freeing up larger family homes.

A flexible housing stock will help meet the wide range of accommodation needs so new homes should be flexible, accessible, adaptable and age friendly and 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 Gypsy and Traveller accommodation and these are covered by separate policies within the plan.

Accessible and adaptable homes

To help address the needs of older and disabled people it is important that an appropriate proportion of new homes are designed to provide higher levels of accessibility. The policy identifies which Building Regulations optional requirements, within Approved Document M, will be applied to residential development and the relevant proportion of housing that must meet the requirement.

The requirement for all homes to be accessible and adaptable reflects the government's intention to incorporate M4(2) standard into building

regulations and the level of need identified in the LHNA. Building all homes to this higher standard ensures more choice, particularly for older people enabling them to live independently for longer which can reduce the pressure on the care system. The Local Housing Needs Assessment also identifies that 5% of new dwellings would need to be built to M4(3) standard to meet the projected need over the plan period with two thirds of this need coming from households which are aged over 75. As such the policy requires 5% of all homes on schemes of 10 dwellings or more to be built to this standard.

On schemes of 10-19 dwellings it is expected that at least one property will be built to the M4(3) standard. Where applied optional requirements must be secured through appropriate planning conditions that state the number of dwellings that must comply with the relevant optional requirement.

Building Regulations optional requirement M4(3) makes provision for 'wheelchair adaptable' homes (constructed with the potential to be adapted for occupation by a wheelchair user) under M4(3) (2)(a), or, 'wheelchair accessible' homes (constructed to be suitable for immediate occupation by a wheelchair user) under M4(3)(2)(b). Where development is subject to optional requirement M4(3) and includes the provision of affordable homes the agreed proportion of such homes must be designed to be 'wheelchair accessible'. Where applied this must be secured through an appropriate planning condition that states which homes are 'wheelchair accessible'.

Where for reasons of topography or other specific factors a site or individual plot is not suitable for M4(2) and M4(3) compliant dwellings, particularly where step free access cannot be achieved or is not viable, alternative reasonable provision to ensure the dwelling achieves an appropriate level of accessibility will be sought.

Self-build and custom-build homes

Supporting the delivery of self-build or custom-build housing can contribute to greater housing choice and potentially provide lower cost options for households, than regular market housing. The Government has introduced legislation and published guidance to support an increase in the delivery of self-build and custom-build housing.

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. Therefore this policy requires proposals for 10 dwellings or more to make appropriate provision for self-build or custom-build plots based on the level of need identified on the register at the time of the application.

Developers will be required to actively market plots at a reasonable price for a minimum of 12 months from the date the relevant planning

permission is issued. If after this period, the plot has not been sold, the developer will be permitted to build out the plot as a standard property type, for the same tenure as was first approved. Requirements for marketing and notifying the council will be secured through a Section 106 agreement.

Community-led development

Community-led development projects can be delivered through a number of approaches, including group self-build and cohousing. Community led development 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 and giving greater social benefits including community support for older people.

Supported and specialist accommodation

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 to meet the needs of 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.

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 older population in North Somerset is expected to grow significantly over the next 15 years. This is particularly important when

establishing the types of housing required and the need for housing specifically for older people.

North Somerset Local Housing Needs Assessment (2025) provides more detailed evidence of the accommodation needs of older people in the district and identifies a need for an additional 1,400-1,500 specialist older person housing units over the plan period, a proportion of which would need to be provided as affordable housing in accordance with **Policy DP43**.

It is likely that there will need to be a wider mix of housing and accommodation options for older people. 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. 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 six 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, and in close proximity of, 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 the 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 intensification of residential areas though '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 in accordance with **DP12**: Development in the Green Belt.

All annexes both in the towns, villages and countryside would need to comply with design standards set out in this plan and the 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 50 dwellings or more or sites of 1 hectares or more; and
- for non-residential developments sites with a floor space of 10,000 square metres or more; and
- for any 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 the 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 wellbeing.

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 NPPF recognises that planning policies and decisions should aim to achieve healthy, inclusive and safe places.

Planning Practice Guidance 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. HIAs will be required in addition to, or instead of, the health section of an Environmental Impact Assessment (EIA).

This means that adjustments can be made at the planning stage to maximise positive health impacts and to minimise the adverse effects. An 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 Local Health and Wellbeing Strategy 2025-2028 and accompanying Action Plan.

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 community facilities, open space and sports pitches

Proposals for community facilities, open space and sports pitches within settlement boundaries will be supported where:

- 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 for all;
- 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.

Proposals for new community facilities which are main town centre uses will need to demonstrate that a sequential test has been applied in line with **Policy DP29** Sequential approach for main town centre uses. 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.

As it is important that new community facilities, open space and sports pitches are well related to the community they seek to serve, it is unlikely facilities will be permitted outside of settlement boundaries. Facilities will only be permitted outside settlement boundaries where it is demonstrated that:

- The scale, character, design or potential impact of the facility would be appropriate taking into account the above principles;
- It is 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;
- The proposal would not result in significant adverse impacts on the safety of the highway network;
- Priority is given to the re-use of existing structures or buildings unless none are available in which case new buildings must be directly related to the activity proposed, sited and designed to be as unobtrusive as possible and reflect the rural character of the area and lighting should be as unobtrusive as possible taking into account the impact on living conditions and ecology; and
- The site and buildings should be designed to accommodate other community needs, as appropriate, to prevent the proliferations of similar uses in the countryside.

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.

Recreation facilities will normally be provided within towns and villages and will be required as part of major new developments. Nonetheless with the population increasingly 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 and motorsports). Similarly, some activities have specific locational requirements.

Policy DP51:
Protection of built community facilities

Land and buildings in existing use, last used for, or proposed in **Schedule 4** for use for a community facility (as defined in the glossary of this plan), 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 of 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. 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. This must include evidence that the facility has been marketed for at least six months at normal market value for such uses. In addition, if the council considers it appropriate, a business plan shall be required identifying the extent and combination of usage and charges necessary to make the facility profitable; or
  - The Council, through consultation with relevant council departments, town/parish councils, service providers and voluntary groups, 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;

Designated community assets shall be retained in community use.

Justification

The policy reflects the importance of community facilities and the need to protect them from development except where certain criteria apply. This approach reflects the NPPF. This policy should also be read in conjunction with **Policy DP52**: Protection of open space and recreation.

Policy DP52:
Protection of open space and recreation

Development on open space will only be permitted provided:

- The open space is clearly shown through an assessment to be surplus to local requirements and will not be required for current or future needs; or
- The loss of open space is to be replaced by at least equivalent or better in terms of quantity, quality and accessibility and there will be no overall negative impact on the provision of open space; or
- The development is for alternative sports and recreational provision, which meets locally identified needs and clearly outweighs the loss of the current or former use.

In the case of school playing fields development proposals will only be acceptable 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 as identified through an appropriate playing pitch assessment.

Development proposals affecting other green and blue spaces will only be permitted provided they do not adversely affect areas which make a worthwhile contribution to the amenity and/or the character, setting and visual attractiveness of an area.

Justification

There is a wide range of multi-functional recreational, amenity and natural greenspaces within North Somerset. The policy reflects the importance of these open spaces and the need to protect them from development except where certain criteria apply. This approach reflects the NPPF. This policy should also be read in conjunction with **Policy DP51**: Protection of community facilities and **Policy DP34**: Green Infrastructure. This policy specifically relates to managed open spaces which act as a focus for the community, contribute to community cohesion and visual amenity and are important for recreation and the local economy. Examples of open space provision can include:

- Parks and gardens
- Children's playgrounds and hardcourts
- Recreational grounds
- Playing fields and sports pitches
- Amenity open space in residential developments, including incidental green space
- Informal provision for children and young people

Any proposals for development on all or part of open space should be accompanied by a detailed assessment of that open space. The quantity, type and primary purpose of the open space in question will determine the extent and type of assessment required. For example, open space which is primarily parks and amenity open space would have an assessment that had greater emphasis on the recreational value of the open space, whilst natural greenspace would have more detail on the ecological values. If the open space is multi-functional in terms of acting as a buffer or offering aesthetic value as well as being of ecological importance, then an assessment would be expected to clearly demonstrate that the loss of that open space would not be detrimental to any of the functions and purposes of that open space.

Where development is proposed on playing fields including school playing fields then regard should be had to Sport England "Playing Pitch Strategy Guidance" or any subsequent guidance in the assessment of the suitability of the site for alternative uses.

In addition to allocated/designated open space the council will seek to protect both public and private open space which has public value, including those not shown on the adopted **Policies Map**. Non-designated open space in urban and rural areas can have additional value which can include visual, recreational and biodiversity benefits.

Countryside Policies

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Policy DP53:
Best and most versatile land

When assessing proposals for development on unallocated sites on agricultural land its agricultural land classification (ALC) will be taken into account. Where the land classification is uncertain or classified as grade 3 without further subdivision, a full survey will be required to establish its quality. The best and most versatile (BMV) land (grades 1, 2 and 3a) will be protected from significant, inappropriate and unsustainable proposals as follows:

Grade 1 and 2 BMV land

This finite resource will be safeguarded from development to ensure its long-term potential for food production and to protect the soil resource. Development will not be permitted unless it is for:

- Infrastructure or community uses that require that specific location; or
- Outdoor recreational use; or
- A limited temporary use where the land and soil could be returned to its former quality and plans for its reinstatement are secured; or
- Is necessary for the associated agriculture or forestry use.

Grade 3a BMV land

Where development is proposed on sites of one hectare or greater on Grade 3a BMV agricultural land, development will only be permitted if:

- It is one of the exceptions listed under Grades 1 and 2; or
- It is to be used for renewable energy production where the land could be returned to agriculture without a loss of quality; or
- Is for affordable housing; or
- The sustainability benefits of the proposal clearly outweigh the long-term loss of the best and most versatile agricultural land.

Where development for residential use is proposed both on allocated and unallocated sites layouts should, as part of an overall sustainable development, include proposals to preserve the better-quality land for gardens, allotments, community orchards or similar schemes which support local food production.

On all sites soil resources should be conserved and proposals for the reuse of soil and its protection during construction should be made clear in any planning application.

Justification

The NPPF is clear 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 agricultural land.

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.

National Guidance aims to protect the best and most versatile (BMV) agricultural land from significant, inappropriate or unsustainable development proposals and protect soils by managing them in a sustainable way. The use of areas of poorer quality land instead of higher quality land is preferred. The proportion of Grade 1 land in North Somerset is approximately 7% and 10% for Grade 2. 60% falls in Grade 3. The policy approach recognises the benefits of all BMV and provides stricter safeguards for the more limited amount of grade 1 and 2 in North Somerset. The policy approach on grade 3a land is to ensure any loss is minimised and restricted to specific land uses. Only where it can be demonstrated the sustainability benefits of the proposal outweigh the loss of this best and most versatile agricultural land will permission be granted.

This local plan does allocate some residential developments on land in higher quality grades where it has been considered that this is sustainable, appropriate and justified. This policy seeks to protect the remaining BMV land from speculative development. Where residential use is permitted proposals should be put in place to encourage local food growing.

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 hectares if these are not part of the development plan or on sites of less that 20 hectares in circumstances in which the development is likely to lead to a further loss of agriculture land amounting cumulatively to 20 hectares 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.

The Construction Code of Practice for the Sustainable Use of Soils on Construction Sites provides relevant advice on the use of soil in construction projects.

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 six 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 rural workers 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 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; and
- 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.

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 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 National Landscape additional care will need to be taken of the sensitive landscape.

Elsewhere regard will be taken of the landscape character of the area described in the Landscape Character Assessment Supplementary Planning Document.

Policy DP57:
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 and must be in occupation;
- The dwelling has not been abandoned;
- The dwelling has not been granted planning permission for the conversion from a non-residential building unless the replacement dwelling is a significant improvement on the existing permission in relation to factors such as design, BNG, energy efficiency, landscaping and highways improvements;
- 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 external floor area of the dwelling it replaces, providing that the dwelling itself is not a replacement dwelling. Further extensions to replacement dwellings will not be permitted.

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. Floor area contained in ancillary buildings no longer required for their original use will only contribute towards the floor area 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. Permitted Development Rights for further extensions to the property will be removed to prevent an incremental increase in the size of the property.

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 DP58:
Conversion or re-use 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 compromise 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 and 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.

This policy does not apply to residential outbuildings.

Justification

The repurposing of existing buildings is a component of the overall approach to sustainable development in that it relates to the reuse of an existing resource. This is not the same as replacing an existing structure with a completely new building in a location where such a proposal would be contrary to policy. If a building is granted permission in accordance with this policy but is subsequently found not to be capable of conversion without major reconstruction, then the existing permission for conversion or change of use cannot be used to justify a new build as a replacement. The policy relates specifically to the reuse or change of use of existing buildings, and is not a mechanism to justify inappropriate development in unsustainable locations.

Many existing buildings are located in relatively less sustainable locations. Where buildings are remote from main roads and settlements particular consideration will be given to 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 reroofing.

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 Permitted Development Order or another building which has obtained planning permission).

A residential outbuilding would not normally be considered a 'rural building' and so would not fall under the remit of this policy. The re-use of residential outbuildings outside settlement boundaries for living accommodation should be assessed against **Policy DP48**: Residential Annexes.

Policy DP59: 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 200 square metres, 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 related 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 National Landscape will also need to comply with those policy tests.

Policy DP60:
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;
- The proposal 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 200 square metres, or proposals that are ancillary to the main use, will not be permitted.

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 NPPF or in very special circumstances.

Policy DP61:
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 within the curtilage of the site 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 200 square metres, 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 DP62:
Visitor accommodation in the countryside including camping and caravanning

The construction of new buildings for use as visitor accommodation outside the Green Belt and National Landscape will be permitted provided that:

- The proposal is set within an existing curtilage, is well located to existing buildings, and there are no other buildings suitable for conversion;
- 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 sites outside the Green Belt and National Landscape 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;
- Ensure there is safe and convenient access to the highway network and will not result in significant adverse impacts; and
- Ensure lighting is 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
- They 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 National Landscape 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 policies

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Policy DP63:
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, digital, community, economic and employment, environmental, transport and any other infrastructure required to support development and regeneration.

Where the local provision for education, health, sport, recreation, open space 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.

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.

The council may also seek non-financial contributions and obligations where appropriate, such as Local Labour Agreements or works-in-kind. Contributions will be secured and collected through S106 contributions and the Community Infrastructure Levy (CIL).

The council may apply market recovery and other such mechanisms in order to receive required contributions upon any uplift in market conditions and this will be written into a Section 106 or similar agreement. No such flexibility is applied to CIL charges.

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 superfast broadband to ensure good digital connections to new homes, offices and community facilities within North Somerset.

Development contributions will be sought to meet children and young people's educational and play needs on new developments. Depending on the extent of the needs, any shortfall and the scale of development proposed, contributions could be required for secondary, primary and special schools as well as early years/pre-schools, youth centres, play needs and children and family centres. As well as land or built accommodation contributions towards improving safe walking routes to school or home to school transport may be required.

Sport, recreation and community facilities not only underpin people's quality of life but can help create diverse sustainable communities as well as 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.

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.

Policy DP64:
Adoption of open space and green infrastructure

The Council will expect and encourage the adoption of open space and green infrastructure which is accessible to the public provided in association with developments of 10 or more dwellings or if not, evidence of a residents-led management structure.

Developers will implement the infrastructure to the Council's required standards, pay supervision and adoption fees and commuted sums to fund the reasonable costs of its future maintenance.

The adoption of infrastructure may take place on a transitional basis with later transfer to other organisations such as town or parish councils or other community organisations. Additional developer contributions may in some cases be required to assist with this transition.

In the event that infrastructure is not adopted, safeguards will be secured through planning conditions and/or Section 106 agreements to ensure that plans are in place for its long-term maintenance and that the infrastructure is sustainable, durable and simple to maintain, ensuring future residents do not bear unreasonable costs and are able to influence the content of contracts and subsequent selection of contractors through the residents-led management committee and that the Council or wider community does not later become liable for a sub-standard or poorly maintained space. These safeguards shall include:

The construction of the infrastructure to the Council's required standards and the payment of supervision fees to ensure that this is achieved. Council approval of management and maintenance schedules, fully costed with a scale of charges for each property available for inspection, prior to purchase. The price increase frequency and calculation method must also be clearly indicated.

Details of the management committee structure must be submitted for approval and should have a majority resident representation with no affiliation to the developer or associated firms.

Measures to secure ongoing maintenance of infrastructure to required standards at no additional cost to the Council or residents in the event that the management arrangements fail.

Where appropriate, the infrastructure is freely accessible to the public, except where otherwise agreed in writing with the Council.

Justification

Open space and green infrastructure is important to address a range of climate change, health and wellbeing and biodiversity objectives

and is likely to be accessed by a range of users beyond the immediate residents. It should therefore be open to all and constructed and maintained to an appropriate standard.

The management of infrastructure by private management companies reduces the Council's ability to control the quality and accessibility of infrastructure intended for the wider community. Most management companies are funded by service charges paid by residents. This can leave future residents exposed to excessive future service charges and can cause community tensions in relation to those who are and are not paying whilst sharing the same infrastructure, particularly if there is a lack of accountability and oversight.

In the event that management companies fail, residents and/or the council can be left with significant areas of sub-standard and poorly maintained infrastructure without the benefits of commuted sums. Where multiple management companies and/or the council operate on adjacent developments this can lead to confusion about responsibilities and variations in standards.

Adoption of infrastructure provides assurance that infrastructure delivered will be fit for purpose and meet the Council's standards. It provides democratic accountability and enables a level of financial certainty, as S106 agreements can provide for the collection of commuted sums to support the ongoing maintenance of the adopted works.

Schedule 1: Large sites for residential development

This schedule forms part of **Policy LP5**: Housing and employment allocations and sets out the housing allocations and broad locations for the Local Plan and identifies the indicative capacity of dwellings for each site, subject to detailed consideration. These figures are given as a guide, the final capacities may be higher or lower.

Site specific requirements have been included for sites where these are currently known, but further requirements may become evident as proposals are brought forward and during planning application stage. As well as the requirements identified within this schedule, housing developments must comply with all other relevant policies within the plan.

All residential allocations and broad locations can be viewed on the **Policies Map**.

Strategic locations – Wolvershill

Wolvershill (north of Banwell)

Indicative capacity: 3,300

Comments: New strategic growth area

Planning status: No current consent

Site requirements:

- See **Policy LP1**:
  Strategic location: Wolvershill (north of Banwell).

Total: **3,300**

Strategic locations – Woodspring

Woodspring (south west of Bristol)

Indicative capacity: 3,500

Comments: New strategic growth area

Planning status: No current consent

Site requirements:

- See **Policy LP2** Strategic Location: Woodspring (south west of Bristol).

Total: **3,500**

Strategic locations – Nailsea and Backwell

Nailsea

Land at north west Nailsea

Indicative capacity: 225

Comments: Carried forward from the Site Allocations Plan

Planning status: Partially consented

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP3**: Nailsea and Backwell, as well as the site-specific requirements listed in this schedule.
- No development to take place within areas of site at risk of future flooding.
- Retention or enhancement of Fryth Way sports pitch and associated facilities.
- Where possible retention of Tree Preservation Order trees.
- Retention of strong hedge boundaries especially to the north.
- PROW links to Causeway View required, and links to existing footpath network.

- Coal Mining Risk Assessment required.
- Protection of adjacent Tickenham, Nailsea and Kenn Moor Site of Special Scientific Interest.
- Comprehensive approach to mitigation to protect water quality and drainage in respect of the SSSI.
- Development must acknowledge and respond appropriately to presence of National Grid infrastructure.
- Development to respect existing individual properties and achieve high quality urban design.
- Any future parcels of development required to make proportionate contribution to mitigations identified in the Nailsea and Backwell transport strategy.

Youngwood Lane, Nailsea

Indicative capacity: 282

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- 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.
- Trees to be retained as part of an open space feature/corridor.
- Requires retention of strong hedge boundaries throughout the site. Pedestrian links to footpath on northern boundary.
- Vehicular access from western boundary.

West of Engine Lane, Nailsea

Indicative capacity: 15

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Access off Engine Lane.
- Strong hedge boundaries to be retained where practicable. Where this is not possible, replacement hedgerows should be provided.
- Footpath on western side of Engine Lane.
- Replacement or improved sport facilities required.

Land south of The Uplands, Nailsea

Indicative capacity: 33

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Access off The Uplands.
- Requires retention of strong hedge boundaries especially on southern boundary.

Weston College Site, Somerset Square, Nailsea

Indicative capacity: 38

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Redevelopment site to deliver A1/A3 units at ground floor level and residential above.
- Public cycle parking provision and car club.

Trendlewood Way, Nailsea

Indicative capacity: 13

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Retention of wooded area fronting Trendlewood Way required.
- Coal Mining Risk Assessment Required

7 Clevedon Walk, Nailsea

Indicative capacity: 18

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land north of Nailsea

Indicative capacity: 381

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP3**: Nailsea and Backwell, as well as the site-specific requirements listed in this schedule.
- 1.1 hectares of land within the site to accommodate light industrial and office employment provision.
- Any development must follow a sequential approach and provide a buffer strip to the Land Yeo watercourse.
- Overland potential flood route through the site must not be interrupted, and consideration of the additional volume of water.
- SUDS will need to be provided for the site with discharge restricted to 2l/s of impermeable hectares.
- 6 metre corridor space will need to be provided for the maintenance of the drainage features.
- Proportionate contributions required to schemes identified in the Nailsea and Backwell Transport Strategy.
- 20mph traffic calmed route to be provided through the site with active travel priority crossings.

- Contributions required towards upgrading public rights of way linking the development to the town centre to improve safety and attractiveness of routes.
- Vehicular access to site to be co-ordinated with allocation 'Land off Pound Lane, Nailsea' to ensure safe operation of any new junction or roundabout and active travel access over the B3130 connecting through both developments.

Land off Pound Lane, Nailsea

Indicative capacity: 100

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP3**: Nailsea and Backwell, as well as the site-specific requirements listed in this schedule.
- Environmental and ecological mitigations must be met on northern strip of the allocated site which is outside the settlement boundary and within the Green Belt.
- Any development must follow a sequential approach and provide a buffer strip to the Land Yeo watercourse.
- Overland potential flood route through the site must not be interrupted, and consideration of the additional volume of water.
- SUDS will need to be provided for the site with discharge restricted to 2l/s of impermeable hectares.
- 6m corridor space will need to be provided for the maintenance of the drainage features and 9 easement required for Jacklands Rhyne, with access to the rhyne maintained at all times.
- Proportionate contributions required to schemes identified in the Nailsea and Backwell Transport Strategy.

- Active travel provision required along site frontage on Pound Lane, and active travel priority crossing required on Pound Lane and Clevedon Road.
- Direct access to public right of way LA13/11/30 required.
- Vehicular access to site to be co-ordinated with allocation 'Land north of Nailsea' to ensure safe operation of any new junction or roundabout and active travel access over the B3130 connecting through both developments.
- Masterplan for site to be heritage-led to preserve key views from heritage assets, as set out in the Historic Environment Assessment (HEA).
- View from B3130 to Tickenham Church to be preserved.
- Archaeological assessment required.
- Development to be of traditional scale, constructed with materials that create an attractive vernacular ensemble with Grade II Listed Jacklands Farmhouse.
- Tree boundaries to be retained and created to maintain rural views from Tickenham Church and Cadbury Camp.

Poplar Farm, Nailsea

Indicative capacity: 130

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP3**: Nailsea and Backwell, as well as the site specific requirements listed in this schedule.
- Overland potential flood route through the site must not be interrupted, and consideration of the additional volume of water.

- SUDS will need to be provided for the site with discharge restricted to 2l/s of impermeable hectares.
- 6m corridor space will need to be provided for the maintenance of the drainage features and 9m easement with access to the rhyne maintained at all times.
- Proportionate contributions required to schemes identified in the Nailsea and Backwell Transport Strategy.
- Active travel connection required linked site and Leighwood Drive.
- Direct connection required to public right of way LA13/1/30.
- Improved footway provision, traffic calming and speed limit reduction measures required on Silver Street and St Mary's Grove, as well as mitigation of impacts on rural lane network in the vicinity of the site.
- Public transport provision required as site not currently well served.

Land south of Nailsea

Indicative capacity: 582

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP3**: Nailsea and Backwell, as well as the site-specific requirements listed in this schedule.
- Provision of land for, and delivery of, a new primary school (including early years provision in accordance with government requirements) is required, along with financial contributions towards special educational needs provision and family centre services.

- Site comprises multiple parcels in different ownership. A comprehensive approach to the planning and delivery of the allocation is required, including provision of a single masterplan, and coordinated approach to site access. Investigation of site access from The Perrings is required. Any proposed access across land at risk of flooding will require a flood risk sequential test and to ensure the access will be safe for the lifetime of the development and that flood risk will not be worsened elsewhere as a result. Any improvement to existing flood risk situation will be considered as a benefit.
- Surface water attenuation required. Cumulative impact of parcels within this development area on drainage downstream must be assessed and improvements implemented if required to ensure the additional volume of water required to drain away does not increase risk of flooding elsewhere off-site.
- Proportionate contributions required to schemes identified in the Nailsea and Backwell Transport Strategy.
- Upgrades and improvements required to public rights of way to improve safety and attractiveness of routes.
- Contribution required to public transport provision.

Total: **1,817**

Backwell

Grove Farm, Backwell

Indicative capacity: 515

Comments: New allocation

Planning status: Resolution to grant consent subject to legal agreement

Site requirements:

- Development to include a new primary school.
- High-quality, direct, safe, attractive and coherent active travel routes: a) between Backwell Common via Westfield Road (for access to Festival Way towards Bristol) and Chelvey Road (for access to the Avon Cycleway and routes to Clevedon and Yatton); b) to/from Nailsea and Backwell Station; and c) to/from Rushmore Lane and the pedestrian crossing over the A370 (for connection to West Town and Church Lane). These routes must take account of existing public rights of way (PROW) and mitigation such as a grade separated crossing at Grant Mills Footpath Level Crossing would be required or a suitable diversion of the PROW to reduce increased impact from the development and future use of this site.
- Appropriate bus infrastructure and access to services from the site must be delivered.
- Layout, access and design to minimise impact from vehicle trips on the surrounding rural lanes.
- Mitigate its impacts on the nearby Backwell Crossroads.
- Layout must take account of surface water flooding. Proposals on the site should apply the sequential approach to development, avoiding development on those parts at greater risk of flooding.
- Adequate financial contributions towards infrastructure required, including (but not limited to) highways, education and community facilities.

- Design and layout must mitigate impacts on heritage assets to the satisfaction of the Council and Historic England. This will include (but is not limited to) ensuring that the design reflects the architectural features and materials of the listed farmstead, creating a sense of place for the development, delivering a green open space at the south east of the site to retain the rural setting of The Manor House, protecting the transitional approach in to the Conservation Area, arranging the pattern of development to accommodate key viewpoints of wider assets fronting the development such as Chelvey Court, and providing a green buffer around the north western edge of the development to allow for landscaping which will preserve the views from Chelvey to the development site.
- In appropriate areas of open green space key views and archaeology should be celebrated, interpreted and represented.
- Ecological impact assessment required, which must include ecological surveys, and appropriate mitigation for impacts on SAC bats, to be agreed with the council.
- Negative impacts upon sensitive areas for biodiversity, such as local wildlife sites, must be mitigated within the scheme design, through measures such as directing residents to appropriate onsite and offsite recreational areas and other site-specific measures to be agreed with the council.

Land at Farleigh Farm, Backwell

Indicative capacity: 94

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land west of Rodney Road, Backwell

Indicative capacity: 60

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Dark Lane, Backwell

Indicative capacity: 125

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- Access road not to be used until telegraph pole re-sited and required visibility splays delivered.
- Off-site traffic calming measures along Dark Lane to be implemented prior to first occupation of the development and commencement of ordinary use of the access.
- No later than 80% occupancy of the site the effectiveness of the traffic calming scheme must be monitored and additional measures implemented if the scheme has not achieved the objective of reducing the 85th percentile traffic speed on Dark Lane down to 20mph.

Land east of Backwell

Indicative capacity: 889

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP3**: Nailsea and Backwell, as well as the site-specific requirements listed in this schedule.
- 5 hectares of employment land required to be identified through master planning of wider development, with uses provided that are appropriate to this location, maximising opportunities for office and light industrial development.

- Consideration of heritage sensitivity and appropriate response to site planning required. Development should follow a heritage-led masterplan which preserves key views from heritage assets and provides buffer zones to maintain sense of rural setting, as set out in the Historic Environment Assessment.
- Consideration of ecological sensitivity and approach to site planning, especially in relation to protected species and their current interaction with, and close to the site.
- Provision of an overarching Movement and Access Framework for the site to be produced. This must include reference to the North Somerset Council Place and Movement Framework with appropriate selection of route typologies.
- Provision of a new Cross Rail Link road (as detailed in the Nailsea and Backwell Transport Strategy and Infrastructure Delivery Plan) between Station Road and the A370 designed as an Urban Neighbourhood Distributor with appropriate design features to be agreed including minimised on-street parking, limited direct residential frontage access (access should be served through local access roads), continuous footways (raised at junctions) with local access roads (20mph), and shared path along the entire length.
- Development proposals must demonstrate that the strategic functionality required for the Cross Rail Link would be delivered. This includes through providing sufficient capacity on the link and the junctions at either end to enable it to be attractive to drivers as an alternative to Station Road, and through incorporation of public transport priority measures unless traffic modelling demonstrates that such measures are not necessary.

- The delivery of the Cross Rail Link requires new junctions with existing roads. Development proposals will be required to demonstrate that these new junctions would not have an unacceptable impact on road safety, non-motorised users, or public transport operation, either in isolation or in interaction with existing junctions. Any proposals that would require multiple accesses onto the A370 would been to be fully tested and justified and not undermine the strategic function of the Cross Rail Link.
- Upgrades to existing public rights of way required, to improve safety and attractiveness of these routes.
- A comprehensive and coordinated approach to the assessment of surface water and its management – including consistent FRA approach including any modelling.
- Creation of a single masterplan and delivery (phasing) plan for the allocation as a whole and approach to design coding.
- Provision of land for and delivery of primary school (including early years provision in accordance with government requirements) is required, along with a proportionate contribution towards other education infrastructure including special educational needs provision and family centre services.
- Part of site has potential for contaminated land. Investigations to be undertaken and remediation works if necessary.
- Planning applications must be accompanied by staged archaeological assessments including desk-based assessments and geophysical surveys.

- A buffer should be retained west of Park Farm and Backwell Green to maintain a sense of rural setting and historic boundary, as well as to the north of Backwell Farleigh Conservation Area to maintain a rural setting. Buffer around Woolleys Farmhouse to also be retained, utilising orchard planting to reinstate historic land use.
- Public Rights of Way across the site should maintain views to Church Town, Tyntesfield and Wraxall.

Total: **1,683**

Strategic locations – Pill and Easton-in-Gordano

Land at Lodway Farm

Indicative capacity: 160

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP4**: Pill and Easton-in-Gordano, as well as the site specific requirements listed in this schedule.
- Detailed noise modelling required to assess noise from the nearby M5 with appropriate master planning and other features to mitigate any impact. This may necessitate a reduction in the indicative capacity for the site.
- Improvements and/or contributions towards River Avon Trail to Bristol required.
- Active travel connection to Marsh Lane required.
- Upgrades required to local walking routes to ensure safe routes to schools.

- Contributions required towards wider travel network, including lighting improvements to ensure safe, convenient and attractive connections are available to existing and future residents.
- Two access points required – one from The Breaches and one from Beechwood Road, with no through vehicle route within the site.
- Development should follow a heritage-led masterplan which preserves key views from heritage assets and provides buffer zones to maintain a sense of rural setting to the Grade II* Listed Church of St George. Opportunities to create new views to the church tower should also be explored.
- Layout must be sensitive to the existing topography and levels, siting residential development away from Lodway Farm, with treed areas to break up development in longer range views from the Registered Park and Garden at Leigh Court.
- Generous buffer to be retained around non-designated heritage assets at Lodway Farm and St George's Lane to maintain sense of rural setting.
- Planning application must be accompanied by an archaeological assessment.

Land east of Gordano Services

Indicative capacity: 200

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP4**: Pill and Easton-in-Gordano, as well as the site-specific requirements listed in this schedule.

- Detailed noise modelling required to assess noise from the nearby M5 with appropriate master planning and other features to mitigate any impact. This may necessitate a reduction in the indicative capacity for the site.
- Improvements and/or contributions towards River Avon Trail to Bristol required.
- No vehicle access onto Marsh Lane will be permitted.
- Segregated active travel access onto Avon Cycleway required.
- Public Right of Way linking site to motorway service station to be upgraded.
- Active travel improvements required to and along Marsh Lane as well as wider active travel provision towards local schools.
- Development should follow a heritage-led masterplan which preserves key views from heritage assets and provides buffer zones to maintain a sense of rural setting to the Grade II* Listed Church of St George. Opportunities to create new views to the church should also be explored.
- Planning application must be accompanied by an archaeological assessment that includes field evaluation to confirm the character of existing geophysical survey results.
- Generous buffer to be retained around the unregistered park and garden of St George's Hall to maintain a sense of rural setting, as well as a buffer along Marsh Lane to protect views from the Church of St George.

Pill Green

Indicative capacity: 600

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP4**: Pill and Easton-in-Gordano, as well as the site-specific requirements listed in this schedule.
- Provision of land for, and contribution towards delivery of, a primary school (including early years provision in accordance with government requirements) is required.
- Active travel connection required between Pill Green and Land at Pill Road, crossing Markham Brook to enable creation of safe walking routes to schools, along with proportionate contribution to Markham Brook active travel overbridge.
- Formal crossing to bus stops required.
- Active travel provision along frontage of site and A369 required, as well as continuation of Bridleway LA8/33/40 to east and over Markham Brook.
- Development must provide a buffer strip to Markham Brook main river and flood risk mitigations will be needed to ensure no increased flood risk arises downstream.
- No increased surface water run-off will be permitted to ensure nearby culvert and pumping station do not reach maximum capacity, flow rates must be at least retained if not reduced.
- Improvements and/or contributions towards River Avon Trail to Bristol required.

Land at Pill Road

Indicative capacity: 100

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP4**: Pill and Easton-in-Gordano, as well as the site-specific requirements listed in this schedule.
- Active travel connection required between Pill Green and Land at Pill Road, crossing Markham Brook to enable creation of safe walking routes to schools, along with proportionate contribution to Markham Brook active travel overbridge.
- Verges along Pill Road must be widened and surfaced to create connected footways.
- Crossing point between site and St Katherine's School to be upgraded, to formalise active travel priority.
- Segregated active travel route required through the site to continue to A369.
- Development must provide a buffer strip to Markham Brook main river and flood risk mitigations will be needed to ensure no increased flood risk arises downstream.
- No increased surface water run-off will be permitted to ensure nearby culvert and pumping station do not reach maximum capacity, flow rates must be at least retained if not reduced
- Improvements and/or contributions towards River Avon Trail to Bristol required.

Land at Ham Green

Indicative capacity: 40

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development must accord with principles and requirements set out in **Policy LP4**: Pill and Easton-in-Gordano, as well as the site-specific requirements listed in this schedule.
- Development required to upgrade and extend Perrett Way as highway with pedestrian facilities (currently private road).
- Proportionate contribution required towards wider active travel routes.

Total: 1,100

Weston-super-Mare

Parklands Village, Weston-super-Mare

Indicative capacity: 2,671

Comments: Carried forward from the Site Allocations Plan

Planning status: Partially consented

Site requirements:

- To be developed in accordance with outline planning consents and Weston Villages Supplementary Planning Document.

Winterstoke Village, Weston-super-Mare

Indicative capacity: 1,229

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with outline planning consent and Weston Villages Supplementary Planning Document.

Locking Road Car Park, Weston-super-Mare

Indicative capacity: 230

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Pedestrian and cycle access from all sides. Secure pedestrian/cycle access to north.
- Main vehicular access from Locking Road is preferred if feasible.

Former Leisuredome allocation/Parklands site B (phase E), Weston-super-Mare

Indicative capacity: 420

Comments: New allocation, urban intensification opportunity

Planning status: No current consent

Site requirements:

- Land to be safeguarded through the site for a strategic cycle route (M5 agricultural bridge route).

Weston Rugby Club, Weston-super-Mare

Indicative capacity: 182

Comments: New allocation, urban intensification opportunity

Planning status: Extant planning permission

Site requirements:

- New clubhouse and changing facilities for the Rugby Club, offices and a GP surgery to be provided as part of any redevelopment.
- Active travel improvements (safe crossing points) at Francis Fox roundabout and Sunnyside North/A370 junction or contribution to an approved scheme in this area.

Land west of Winterstoke Road, Weston-super-Mare

Indicative capacity: 134

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Loss of sports pitch needs to be addressed.
- Layout to have regard to industrial units to the south and railway line to the west.
- Access off Winterstoke Road.

- Improvements to Winterstoke Road cyclepath, widening and priority.
- Contribution to Broadway roundabout improvements, including active travel provision.

Sunnyside Road, Weston-super-Mare

Indicative capacity: 120

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Active travel improvements (safe crossing points) at Francis Fox roundabout and Sunnyside North/A370 junction or contribution to an approved scheme in this area.

Woodspring Stadium, Winterstoke Road, Weston-super-Mare

Indicative capacity: 97

Comments: New allocation, urban intensification opportunity

Planning status: No current consent

Site requirements:

- Improvements to Winterstoke Road cycle path, widening and priority.
- Contribution to Broadway roundabout improvements, including active travel provision.
- Weston-super-Mare Football Club and its associated pitches and facilities to remain on site.

Gas Works, Weston-super-Mare

Indicative capacity: 95

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Francis Fox roundabout improvement contribution and Sunnyside North/A370 junction or contribution to an approved scheme in this area.

Dolphin Square

Indicative capacity: 126

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Site requirements to be determined at planning application stage.

Land west of Trenchard Road, Weston-super-Mare

Indicative capacity: 74

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- Development proposals should ensure that any future planning and delivery of a new motorway junction on the M5 south of J21 is not precluded

Police Station/Magistrates Court/Roselawn, Weston-super-Mare

Indicative capacity: 19

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Development to be heritage led, acknowledging its location within a conservation area and the listed buildings adjacent to the site.
- Development must be sensitive to the setting of the listed buildings such as the Magistrates Court.
- Development must comprise quality buildings to deliver a positive contribution to local character.
- Development must respect the scale and urban grain of this part of the conservation area and draw influence from local design and materials.

Anson Road, Weston-super-Mare

Indicative capacity: 70

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land at Bridgwater Road, Weston-super-Mare

Indicative capacity: 24

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Pedestrian and cycle improvements towards Uphill.

Former Bournville School site, Weston-super-Mare

Indicative capacity: 28

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Direct access to existing cycle and pedestrian facilities.

Knightstone Road Hotels, Weston-super-Mare

Indicative capacity: 40

Comments: New allocation, urban intensification opportunity

Planning status: No current consent

Site requirements:

- Improved pedestrian links to west.
- A sensitive conversion of these buildings is required to restore the sense of grandeur and composition of the seafront.
- Key features of the villa buildings that have been lost over time should be restored. Any modern additions to the buildings must be designed with care reflecting the traditional features of the existing buildings themselves, and of the wider conservation area. Any extensions must be subservient to the principal buildings themselves.

- Frontages of the existing buildings must be rationalised, and removal of unsympathetic previous additions will be supported.
- Traditional materials must be used, and wherever possible low rubble stone boundary walls should be incorporated.

Former Sweat FA site, Winterstoke Road, Weston-super-Mare

Indicative capacity: 37

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Vehicular and pedestrian access off Bridge Road and to south with pedestrian and cycle access through site.
- Layout and design to have regard to working garage to the west.
- Health and Safety Executive to be consulted.
- Contaminated Land Assessment Required.
- Higher standard of surface water attenuation and run off required.

Former Police Depot, Winterstoke Road, Weston-super-Mare

Indicative capacity: 39

Comments: New allocation, urban intensification opportunity

Planning status: No current consent

Site requirements:

- Frontage set-aside for a right turn lane into Stuart Road and foot/cycleway widening.

Nightingale Close, Mead Vale, Weston-super-Mare

Indicative capacity: 29

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Redevelopment to retain commercial uses and include 29 residential units.
- Pedestrian and cycle improvements to mitigate loss of parking.

Former TJ Hughes, High Street, Weston-super-Mare

Indicative capacity: 40

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land at Atlantic Road South, Weston-super-Mare

Indicative capacity: 18

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land to the rear of Locking Road, Weston-super-Mare

Indicative capacity: 12

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Site requirements to be determined at planning application stage.

Land adjacent to Woodside Avenue, Weston-super-Mare

Indicative capacity: 16

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- Development shall not exceed two storeys in height.
- Access must be taken from Woodside Avenue, not Oldmixon Road, to avoid adverse impacts on neighbouring properties.

Land north of Lyefield Road and Lower Norton Lane, Weston-super-Mare

Indicative capacity: 75

Comments: New allocation

Planning status: Resolution to grant consent

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

69-71 Locking Road, Weston-super-Mare

Indicative capacity: 11

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land south of Manor Farm, north of Lyefield Road, Weston-super-Mare

Indicative capacity: 40

Comments: New allocation

Planning status: No current consent

Site requirements:

- Proposals on the site should apply the sequential approach to development avoiding development on those parts at greater risk of flooding.
- Site must provide surface water attenuation, and any future application must identify how this will drain.
- Active travel route required through the site adjacent to Lyefield Road linking to adjacent sites.
- Vehicular access to take account of Pier-to-Pier Cycle Way and priority must be given to active travel.
- Crossing point to Mountbatten Close required, along with footway upgrades to wider active travel network to enable good connectivity to schools and other services and facilities.

Greenways Farm, Lyefield Road, Weston-super-Mare

Indicative capacity: 78

Comments: New allocation

Planning status: No current consent

Site requirements:

- Proposals on the site should apply the sequential approach to development avoiding development on those parts at greater risk of flooding.
- Site must provide surface water attenuation, and any future application must identify how this will drain.
- Active travel route required through the site adjacent to Lyefield Road linking to adjacent sites.
- Crossing point to Mountbatten Close required, along with footway upgrades to wider active travel network to enable good connectivity to schools and other services and facilities.

Former Grand Central Hotel, Weston-super-Mare

Indicative capacity: 33

Comments: New allocation

Planning status: No current consent

Site requirements:

- Site requirements to be determined at planning application stage.

London Inn, Weston-super-Mare

Indicative capacity: 16

Comments: New allocations

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land at Leighton Crescent, Weston-super-Mare

Indicative capacity: 81

Comments: New allocation

Planning status: No current consent

Site requirements:

- Site must provide surface water attenuation, and any future application must identify how this will drain.
- Footway required along Bleadon Hill to connect any development to local footway network.
- Contribution required towards bus service provision.

Total: 6,084

Wider Weston-super-Mare area

Uphill Grange, Uphill

Indicative capacity: 26

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land west of Hutton

Indicative capacity: 40

Comments: New allocation

Planning status: No current consent

Site requirements:

- A new footway to Hutton.
- A new 250m footway along Oldmixon Road to allow safe walking route to Broadoak Secondary School. This route must take account of and mitigate against impacts on heritage assets.
- Low density development considered appropriate at village edge.

- Proposals on the site should apply the sequential approach to development avoiding development on those parts at greater risk of flooding.
- Development must incorporate areas of open space to the south and southeast of the site to provide space between the listed building and conservation area setting.
- Buildings sited closer to the listed building must be low in height and designed to reflect the surrounding heritage assets, taking account of their design and materials.
- The site must be well screened to protect longer views of the nearby heritage assets and a buffer should be retained to screen Grange farmhouse from new development.
- Traditional hedgerows and field boundaries must be retained to maintain the historic character of the landscape in this area.
- Pattern of development within Hutton to be replicated to preserve the integrity of the Hutton Conservation Area, by setting development back from the road and taking design cues from the agricultural context of the site.
- Archaeological assessment required.

Elm Grove Nursery, Locking

Indicative capacity: 110

Comments: New allocation

Planning status: No current consent

Site requirements:

- Active travel improvements required along Elm Tree Road to link in with foot/cycleway on A371.
- No development to take place in area at north of site which is at future risk of flooding except access road, unless access road can be secured from eastern side of site.

- Additional pedestrian access to be secured from eastern boundary of site.
- Contribution required to expansion of primary, secondary and early years education in the local area.
- Site must provide surface water attenuation, and any future application must identify how this will drain.
- Proportionate contribution required towards flood risk management improvements in local area.

Land north of Locking

Indicative capacity: 15

Comments: New allocation

Planning status: No current consent

Site requirements:

- Site must provide surface water attenuation, and any future application must identify how this will drain.
- Direct active travel access to A371 strategic cycleway required, as well as direct access to Public Right of Way AX20/3/30.
- Development of the site must retain the tree boundary to the north along the A370.

Land to the west of Elborough

Indicative capacity: 70

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development is required to fund upgrade to Banwell Road junction with A371 as identified on the **Policies Map**.
- Site must provide surface water attenuation, and any future application must identify how this will drain.

- Planning application must demonstrate that joined up active and sustainable travel provision can link this site, along with the allocation on Land north of Banwell Road, to Locking village and the A371 strategic cycleway.
- Active travel priority crossing on Banwell Road required to link to Public Right of Way AX18/1/20.
- Proportionate contribution required to bus service provision.

Land north of Banwell Road, Locking /Elborough

Indicative capacity: 315

Comments: New allocation

Planning status: No current consent

Site requirements:

- Development is required to fund upgrade to Banwell Road junction with A371 as identified on the **Policies Map**.
- Contribution required to expansion of primary, secondary and early years education in the local area.
- Site must provide surface water attenuation, and any future application must identify how this will drain.
- Planning application must demonstrate that joined up safe active and sustainable travel provision can link this site, along with the allocation on Land to the west of Elborough, to Locking village and the A371 strategic cycleway.
- Proportionate contributions required towards bus service provision.
- Public Right of Way AX18/1/20 to be upgraded.
- Development layout must consider the approved skatepark facility to the north of the site, north of Old Banwell Road, and demonstrate that no new dwellings will be affected by that consented scheme.

Total: **576**

Clevedon

Land off Millcross, Clevedon

Indicative capacity: 50

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Mix of 2-3 storey development appropriate.
- Direct access onto cycleway to west and south.
- Direct access onto public footpath LA22/46/90 to east.
- Improvements to active travel provision.

Land north of Churchill Avenue, Clevedon

Indicative capacity: 44

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Part of site to be given over to improved play/public open space facilities. This element of the site may be considered suitable for Local Green Space designation in future.
- Access via Wordsworth Road.
- Strode Rd, improvements to cycle provision.

Great Western Road, Clevedon

Indicative capacity: 39

Comments: New allocation – urban intensification opportunity

Planning status: Extant planning permission

Site requirements:

- Pedestrian and cycle improvements and cycle storage.
- Retention of existing trees as per approved plans.
- Site only suitable for age restricted units as per planning consent.

Castlewood, Clevedon

Indicative capacity: 120

Comments: New allocation – urban intensification opportunity

Planning status: No current consent

Site requirements:

- Development to retain important trees within the site and existing green buffers.
- Footpath connections within, through and across the site should be incorporated.
- Layout to respect root protection areas of trees that are to be retained.
- Enhancements to environmental value and wildlife habitat along the Land Yeo.
- Development should follow a heritage-led masterplan which preserves key views from heritage assets and provides buffer zones to maintain the current grain of development on Old Street as set out in the Historic Environment Assessment. Design must respond appropriately to the context, including addressing the Tickenham Road frontage and considering impacts on the character and heritage of the wider landscape, including Clevedon Court.
- An open buffer area will be required around properties at Clevedon Triangle to ensure that development would not over dominate the street scene at the corner of the site.
- Materials used within the development will reflect traditional materials within the wider area.
- Front boundary treatments must reflect the low stone rubble walls or hedging, to ensure development is representative of the character of the wider area.
- Areas of hardstanding must be broken up with planting to soften the appearance in the viewpoint of the main road on the approach to nearby listed building.

- Archaeological investigation required to establish the extent of truncation by existing development and the potential for survival of archaeological levels.
- Consent required from the Environment Agency for any works within 8m of the Rhyne.

2-6 Bay Road, Clevedon

Indicative capacity: 5

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Nursing home premises to be converted.
- Improved connectivity to Hill Road district centre for active travel modes.

Total: **258**

Portishead

Wyndham Way Broad Location, Portishead

Indicative capacity: 785

Comments: New allocation – urban intensification opportunity

Planning status: No current consent

Site requirements:

- Mixed use urban renewal to include new homes, town centre uses and net increase in jobs.
- Development to conform to the principles of the Wyndham Way Development Area Framework and **Policy LP20**.

Petersfield, Church Road South

Indicative capacity: 38

Comments: New allocation

Planning status: Extant planning pemission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Downside

Indicative capacity: 24

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Access to be taken from Downside.
- Development required to retain strong hedge boundaries and trees to the west of the site.
- Public Right of Way across site entrance requires upgrading and pedestrian priority.

Land at Tower Farm

Indicative capacity: 400

Comments: New allocation

Planning status: No current consent

Site requirements:

- Land to be provided for new primary school or potential expansion of infant and junior school if required, along with financial contribution towards primary, secondary, post 16 and early years school places and family centre services. The precise educational arrangements are to be agreed with the local authority in advance of a planning application.
- Suitable ecological buffer to be provided to Weston Big Wood to south of site and future management and maintenance of this area to be secured.
- Site-wide masterplan required at outline planning application stage.

- Public Rights of Way to be upgraded, in particular LA14/7/10, to make route less steep and suitable for cycles.
- Active travel connections required to The Downs, St Marys Road/ Wetlands Lane.
- Contribution to bus service provision required.

Black Rock, north of Clevedon Road

Indicative capacity: 100

Comments: New allocation

Planning status: No current consent

Site requirements:

- Proportionate contribution to education provision in Portishead required.
- Environmental and ecological mitigations should be met off site on land to the southwest of the residential allocation.
- Suitable ecological buffer required along northern extent of site and future management and maintenance of this area to be secured.
- Footway to be provided along northern side of Clevedon Road and crossing point to footway on other side.
- Connections required through the site to adjacent wider footway and cycle network, along with contribution to or delivery of section of Gordano Greenway.
- Bus stop contributions required.

Total: **1,347**

Banwell

Land south of Knightcott Gardens, Banwell

Indicative capacity: 37

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- Active travel link to High Street to north and improvements to pedestrian provision.

Total: **37**

Bleadon

Bleadon Quarry, Bleadon

Indicative capacity: 24

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- 500 square metres of employment floorspace at entrance of the site.
- Traffic calming measures on Bridge Road.
- Pedestrian link along Mulberry Lane.
- Improvements to PRoW to link into existing footways in Purn Lane/ Southridge Heights via Purn Hill.

Total: **24**

Churchill

Land east of Ladymead Lane, Churchill

Indicative capacity: 70

Comments: New allocation

Planning status: No current consent

Site requirements:

- 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.
- Access to new development off Pudding Pie Lane.
- Active travel provision improvements.
- Contribution towards improved Active travel connection to Churchill School.
- Contribution for mitigations at A368/A38 Churchill Junction.

Land north of Pudding Pie Lane, Churchill

Indicative capacity: 65

Comments: New allocation

Planning status: No current consent

Site requirements:

- 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.
- Access to new development must come off Stock Lane via Pudding Pie (east) development or Pudding Pie Lane if former is not possible.
- Active travel provision improvements.
- Contribution towards improved active travel connection to Churchill School.
- Contribution for mitigations at A368/A38 Churchill Junction.

Pudding Pie Lane, Churchill (West)

Indicative capacity: 35

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- 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.
- Access to new development must come off Pudding Pie Lane.
- Active travel provision improvements.
- Contribution towards improved active travel connection to Churchill School.
- Contribution for mitigations at A368/A38 Churchill Junction.
- Retention of existing hedgerows required.
- Layout to address overlooking issues from neighbouring properties.
- Links to Public Right of Way on eastern boundary.

Land south of Jubilee Lane, Churchill

Indicative capacity: 21

Comments: New allocation

Planning status: No current consent

Site requirements:

- 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.
- Access to new development must come off Pudding Pie Lane.
- Active travel provision improvements.
- Contribution towards improved active travel connection to Churchill School.
- Contribution for mitigations at A368/A38 Churchill junction.

Land south of Bristol Road and north of Bath Road, Churchill

Indicative capacity: 68

Comments: New allocation

Planning status: Resolution to grant consent

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land at Dinghurst Road, Churchill

Indicative capacity: 4

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land at Hilliers Lane, Churchill

Indicative capacity: 27

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Total: **290**

Congresbury

Woodhill Nurseries, Congresbury

Indicative capacity: 100

Comments: New allocation

Planning status: No current consent

Site requirements:

- Enhance public right of way to provide pedestrian access onto A370.
- Pedestrian and cycle crossing facilities at Smallway Jct. (no current facility at junction).
- Vehicle access must be taken from A370.

- Active travel connections required to link site to Woodhill.
- Proposals on the site should apply the sequential approach to development avoiding development on those parts at greater risk of flooding.
- Wider setting of Cadbury Hill Fort scheduled monument to be considered, and mitigations agreed, including green spaces to ensure views of the development are softened.

Land south of Station Road, Congresbury

Indicative capacity: 13

Comments: Carried forward from the Congresbury Neighbourhood Plan

Planning status: Extant planning permission

Site requirements:

- Active travel provision improvements to link into local facilities and Strawberry Line.

Pineapple Farm, land north of Mulberry Road, Congresbury

Indicative capacity: 70

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Total: **183**

Long Ashton

Unit C, Estune Business Park, Long Ashton

Indicative capacity: 24

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Unit A, Estune Business Park, Long Ashton

Indicative capacity: 18

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Total: **42**

Sandford

Land at Mead Farm, Sandford

Indicative capacity: 35

Comments: New allocation

Planning status: Resolution to grant consent

Site requirements:

- Direct active travel access onto Strawberry Line.
- Contribution to the development of the Strawberry Line.
- Development must acknowledge and respond appropriately to presence of National Grid infrastructure.

Land south of Greenhill Lane, Sandford

Indicative capacity: 49

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Total: 84

Winscombe

Woodborough Farm, Winscombe

Indicative capacity: 14

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Main vehicular access onto Woodborough Road.
- Secondary vehicular access to Church Road.
- Footpath links to Strawberry line and other surrounding Public Rights of Way.
- Central open space feature.
- Retention of mature trees/TPO's and hedge boundaries.

Broadleaze Farm, Winscombe

Indicative capacity: 74

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Direct active travel access onto the Strawberry Line.
- Design/layout to minimise impact on the National Landscape and Strawberry Line.
- Fluvial flood risk associated with Towerhead Brook must be addressed.

- Noise impact assessment required re: adjacent depot.
- Retention of hedgerows.
- Regard to be had to nature conservation interests in relation to the Strawberry Line and Towerhead Brook.
- Proposals on the site should apply the sequential approach to development avoiding development on those parts at greater risk of flooding.
- To mitigate harm to views up to the nearby scheduled monument, a landscape buffer is required at the west of the site, and key viewpoints within the development must be accommodated.
- In appropriate areas of open green space key views and archaeology should be celebrated, interpreted and represented.

West of Hill Road, Winscombe

Indicative capacity: 30

Comments: New allocation

Planning status: No current consent

Site requirements:

- Access must be wide enough to allow two vehicles to pass plus a footway.
- Contribution to the development of the Strawberry Line.
- Active travel provision improvements to link into local facilities and Strawberry Line.
- Direct access onto the Strawberry Line desirable and to be investigated.
- Noise impact assessment required re: adjacent depot.
- Regard to be had to nature conservation interests in relation to the Strawberry Line.

Land at Coombe Farm and Shipham Lane, Winscombe

Indicative capacity: 68

Comments: Carried forward from the Site Allocations Plan

Planning status: Resolution to grant consent

Site requirements:

- No development within the National Landscape.
- Design to minimise impact on the National Landscape.
- Retention of hedgerows.
- Vehicular access off Shipham Lane or through land to the south (Coombe Farm).
- Contribution to the development of the Strawberry Line.
- Active travel provision improvements to link into local facilities and Strawberry Line.
- Active travel crossing improvements at junction of Shipham Lane, Ilex Lane and Sandford Road.
- Provision of footway to Sandford Road from site.
- Provision of ramp to Strawberry Line at Homefield Close.
- Proposals on the site should apply the sequential approach to development avoiding development on those parts at greater risk of flooding.

Former Mooseheart Lodge, Winscombe

Indicative capacity: 14

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Total: **200**

Yatton/Claverham

Moor Road, Yatton

Indicative capacity: 52

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Layout to respect Grange Farm (Listed Building).
- No development in the orchard.
- Landscape Buffer alongside Stowey Rhyne.
- Contribution to comprehensive surface water strategy.
- Contribution to road safety/congestion solutions in the wider area.
- Pedestrian/cycle crossing of North End Road.
- Contribution to Strawberry Line extension to Clevedon and 'Connected Yatton'.

North Field, Claverham Works, Claverham

Indicative capacity: 7

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Rectory Farm, Yatton

Indicative capacity: 98

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Oxford Plasma, Yatton

Indicative capacity: 58

Comments: Carried forward from the Site Allocations Plan

Planning status: No current consent

Site requirements:

- Site requirements to be determined at planning application stage.

Yatton Rugby Football Club, North End Road, Yatton

Indicative capacity: 85

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- Delivery conditional on implementation of linked consent that make provision of replacement rugby football club facility.

Total: **300**

Other locations

Barrow Hospital (1), Barrow Gurney

Indicative capacity: 11

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Footpath links to Long Ashton to be provided/improved.
- Removal of trees to be minimised.
- Habitat Regulation Assessment required.

Barrow Hospital (2), Barrow Gurney

Indicative capacity: 14

Comments: Carried forward from the Site Allocations Plan

Planning status: Extant planning permission

Site requirements:

- Footpath links to Long Ashton to be provided/improved.
- Removal of trees to be minimised.
- Habitat Regulation Assessment required.

Land north of Colliter's Way, Long Ashton

Indicative capacity: 215

Comments: New allocation

Planning status: No current consent

Site requirements:

- No vehicular access off Colliters Way.
- Active travel links to all local roads and public rights of way.
- Active travel provision improvements to link into local facilities.
- To coordinate development including the design, master planning, approach to vehicular access and delivery across the entire allocation, including that part proposed for residential development on adjoining land off Elsbert Drive within the Bristol City Council administrative area, to facilitate a comprehensive development with land in Bristol City.
- Development must follow a heritage and landscape-led masterplan which preserves key views from heritage assets, taking account of recommendations in the Historic Environment Assessment (HEA).
- Landscaped rural buffer required at edge of site to mitigate impact upon the wider borrowed landscape of Ashton Court and screen the development from wider viewpoints.
- The design and layout must reflect the rural edge location and its historic character, with building heights not exceeding three storeys to minimise any impacts on wider landscape views and with the layout respecting key views out of the development such as to Ashton Court and St Michael Church in Dundry.
- Design to incorporate features from the character of the local surrounding architecture and the non-designated heritage assets in the southwest corner of the site. A green landscape buffer will be required in this corner to protect the wider setting of these assets, as shown in the HEA.

- Existing trees and historic field patterns and hedges to be incorporated into the development where appropriate.
- Proportionate archaeological assessment to accompany any planning application.

Gatcombe Farm, Wrington

Indicative capacity: 37

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Land at Blagdon Water Garden Centre, Bath Road, Langford

Indicative capacity: 11

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Cambridge Batch Garage, Weston Road, Long Ashton

Indicative capacity: 11

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

The Inn at Yanley

Indicative capacity: 21

Comments: New allocation

Planning status: No current consent

Site requirements:

- Site requirements to be determined at planning application stage.

Monaghan Mushroom Farm, Stock Lane, Langford

Indicative capacity: 120

Comments: New allocation

Planning status: Extant planning permission

Site requirements:

- To be developed in accordance with the requirements set out in the planning consent.

Monaghan Mushroom Farm Broad Location

Indicative capacity: 230

Comments: New broad location allocation

Planning status: No current consent

Site requirements:

- Development to accord with principles set out in **Policy LP23**.

Total: **670**

Grand total: **21,495**

Schedule 2: Employment sites

This schedule forms part of **Policy LP5**: Housing and employment allocations and sets out the employment allocations for the Local Plan. Sites are proposed for uses within the B2, B8, and E(g) classes.

Site specific requirements have been included for sites where these are currently known, but further requirements may become evident as proposals are brought forward and during planning application stage.

All employment site allocations can be viewed on the emerging **Policies Map**.

Employment provision at the Wolvershill, Woodspring and Nailsea and Backwell strategic locations is identified in Policies **LP1**, **LP2** and **LP3** respectively and detailed site boundaries will be identified through masterplanning and planning applications.

Weston-super-Mare

Site location	Site area (hectares)	Site specific requirements
Haywood Village Business Quarter, Weston-super-Mare	21.5	• Carried forward from Site Allocations Plan, with adjusted boundary. • Investigation of new access to site from eastern boundary.
Parklands, Grumblepill employment site, Weston-super-Mare	0.4	
Parklands, land off Cruikshank Grove, Weston-superMare	0.6	• Design quality should be a priority reflecting the gateway location to the wider Parklands Village and high street. • Additional tree planting should be installed in the surrounding landscape to contribute to the parklands setting along the southern fringe of Parklands Village.
Parklands, land off Mccrae Road, Westonsuper-Mare	0.1	

Site location	Site area (hectares)	Site specific requirements
Parklands, West Wick Roundabout, Weston-super-Mare	12.3	• Site to be designed and delivered in a comprehensive and coordinated way. A site masterplan will be required to guide the overall layout and delivery of the site. • The masterplan will require adherence to the necessary helicopter safeguarding requirements in line with **Policy LP10**: Air safety. • The masterplan should demonstrate how the proposals are to be effectively integrated into the wider Parklands development, including in relation to the A371 to Wolvershill Rd/ Churchlands Way North South Link. • A landscaping strategy should be provided alongside the masterplan. • High quality design will be required in this important 'gateway' location. Design coding will be required to facilitate this to be agreed as part of any planning application.
West Wick Business Park, Weston-super-Mare	5.3	
Summer Lane, North of A370, Weston-super-Mare	2.2	
Moor Park, A371, Weston-super-Mare	1.2	
Total	**43.6**	

Other towns

Site location	Site area (hectares)	Site specific requirements
Land to the west of Kenn Road	9.0	
Gordano Gate, Portishead	1.1	
Total	**10.1**	
Grand total	**53.7 hectares**	

Schedule 3: Local Green Space

This schedule forms part of **Policy LP15**: Local Green Space and sets out the Local Green Space designations for the Local Plan listed by parish.

All Local Green Space designations can be viewed on the **Policies Map**.

Abbots Leigh

Location	Site area (hectares)	Justification
Abbots Pool, Abbots Leigh	3.91	• Area with lake amidst woodland, with bridleway and footpaths. Used for informal recreation. Wildlife site. • Records on HER

Backwell

Location	Site area (hectares)	Justification
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. • Records on HER.
Backwell Lake, Backwell	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.

Location	Site area (hectares)	Justification
Park adjacent to West Leigh Infants School, Backwell	1.17	• Attractive public open space, with some trees, integral footpaths. Includes children's play area. • Records on HER.

Banwell

Location	Site area (hectares)	Justification
Banwell recreation ground, Westfield Road, Banwell	1.22	• Recreation ground, with boundary trees. Used for recreation. • No records on HER.
Riverside Green, Banwell	0.53	• Grass open space, some trees, play area. Used for informal recreation. • No records on HER.

Blagdon

Location	Site area (hectares)	Justification
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. • Records on HER.

Churchill

Location	Site area (hectares)	Justification
Land west of Rowan Way, Churchill	1.51	• Grass space with trees, used for informal recreation. No records on HER.

Clevedon

Location	Site area (hectares)	Justification
Salthouse Fields, Clevedon	3.89	• Iconic grass space, used for recreation, alongside Marine Lake and Severn estuary. • Records on HER.
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. • Records on HER.
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. • Records on HER.
Alexandra Gardens, Clevedon	0.81	• Attractive well treed area with more open grassed part to south. Crossed by footpaths. • Records on HER.
Pier Copse, Clevedon	0.44	• Attractive grassed but well treed area. • Records on HER.
Herbert Gardens, East of Herbert Road, Clevedon	1.21	• Attractive area well treed on boundaries. Used for informal recreation. • Records on HER.

Location	Site area (hectares)	Justification
Dial Hill, Clevedon	4.64	• Hill including densely wooded slopes crossed by footpaths, more open at top. • Records on HER.
Strawberry Hill, Clevedon	11.86	• Long area of woodland crossed by public footpaths. Wildlife site. • Records on HER.
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. • Records on HER.
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. • Records on HER.
Highdale Hill, Clevedon	1.16	• Attractive area with woodland and some more open areas to west, crossed/bounded by public footpath. • Records on HER.
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. • Records on HER.
Land at Crabtree Path, Clevedon	0.21	• Grassed area with some boundary trees. Used for informal recreation. • Records on HER.

Location	Site area (hectares)	Justification
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. • Records 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. • Records on HER.
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, Clevedon	0.35	• Grass area, a few trees, and adjoining play area. Used for informal recreation. • Records on HER.
Cherry Avenue play area, Clevedon, Clevedon	0.22	• Grass open space for informal recreation. • Records on HER.
Land at Walton Road in front of Conygar Close	0.27	• Attractive grass area with trees used for informal recreation. • Records on HER.
Westbourne housing estate open spaces, Clevedon	0.90	• Grass areas with trees amidst housing. Visual amenity and informal recreation. • Records on HER.
Land, including walk, north of former Hangstone Quarry, running from junction of Victoria Road with Old Church Road, Clevedon	0.24	• Attractive area including ornamental garden, with grass and treed areas as part of walk. • Records on HER.

Congresbury

Location	Site area (hectares)	Justification
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. • No records on HER.
Recreation area adjoining King George V Jubilee playing field, Congresbury	0.47	• Grass recreation area with play equipment. • Records 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. • Records on HER.
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'. • No records on HER.
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'. • No records on HER.

Kenn

Location	Site area (hectares)	Justification
Quinney's Wood, Davis Lane, Kenn	0.83	• Attractive woodland, affording views across grassland towards the River Blind Yeo. Accessible to public for informal recreation. • No records on HER.

Locking

Location	Site area (hectares)	Justification
Locking Village Park, Locking	0.74	• Grassed open space including and bounded by trees. Includes play area. Used for recreation. • Records on HER.
South of Anson Road, near Parklands Village, Locking parish	1.38	• Grass open space with boundary trees. Includes play area. Used for recreation. • Records on HER
South of Cruikshank Grove and McCrae Road, Parklands Village	1.54	• Attractive grass areas with mature trees, and tree belt. Potential for informal recreational use. • Records on HER.
South of Post Office Road Parklands Village	1.98	• Attractive flat grass area with tall mature trees, including horse chestnuts. Used for informal recreation. Includes attractive ground level memorial to former RAF camp. • Records on HER.

Location	Site area (hectares)	Justification
SE corner of Parklands Village (SE of Bowen Rd, S of Mannock Gardens and S of Farnborough Road)	8.33	• Very attractive area including some woodland crossed by rough paths, and more open areas broken up by groups of attractive trees. Used for informal recreation including dog walking, but areas large enough for informal kickabouts. View of attractive former water tower. Mainly flat but some interesting slight changes of level. • Records on HER.

Long Ashton

Location	Site area (hectares)	Justification
Land at village hall, Long Ashton	2.01	• Open space used for recreation. Includes play area. • No records on HER. • LGS in the made Long Ashton Neighbourhood Plan 2014-2033
Birdwell Recreation Ground (Lampton Road), Long Ashton	0.21	• Grass open space used for recreation. • No records on HER. • LGS in the made Long Ashton Neighbourhood Plan 2014-2033
Peel Park, Long Ashton	2.55	• Grass open space used for recreation. • LGS in the made Long Ashton Neighbourhood Plan 2014-2033 • No records on HER.
Long Ashton cricket ground, Long Ashton	1.50	• Cricket ground. • LGS in the made Long Ashton Neighbourhood Plan 2014-2033 • No records on HER.

Location	Site area (hectares)	Justification
Land north east of Long Ashton	298.01	• Very large site including land at Ashton Court Estate. • LGS in the made Long Ashton Neighbourhood Plan 2014-2033 • Records on HER.
Ashton Hill Plantation, Long Ashton (including Cook's Wood, Shipley Brake and George's Hill Plantation)	61.10	• Local wildlife site (Ashton Hill Plantation). Attractive woodland. Crossed by public footpath (PROW). • Records on HER
Fenn's Wood, Long Ashton	2.56	• Local wildlife site (Fenn's Wood). Attractive woodland. No PROW but parish council indicate informal recreational use. • No records on HER
The Ironwood, Long Ashton	17.71	• Attractive woodland crossed by PROW. • Records on HER
Hanging Hill Wood (west of A4174), Long Ashton	5.49	• Local wildlife site (Hanging Hill Wood.) Crossed by public footpath (PROW). Attractive woodland. • No records on HER
Linear woodland east of A4174, Long Ashton	1.16	• Attractive linear woodland with brook and public footpath (PROW). Parish council describe it as popular recreational space for local people through which Colliters Brook runs. • No records on HER
Dawson's Walk, Long Ashton	5.07	• Area of mainly trees, some grass, crossed by footpaths. Includes pond and streams. Attractive, used for informal recreation. • Records on HER
South of Theynes Croft, Long Ashton	1.23	• Area of grass, trees, shrubs crossed by footpaths. Includes pond and streams. Attractive, used for recreation. Includes part of local wildlife site: Dawsons Walk and Lye Brook. • Records on HER.

Location	Site area (hectares)	Justification
West of Well Close, (north of Theynes Croft), Long Ashton	0.32	• Area of grass and trees, crossed by footpaths. Attractive, used for informal recreation. • No records on HER
South of Gardeners Walk, Long Ashton	0.2	• Area of grass, trees, shrubs crossed by footpaths. Attractive, used for recreation. Includes "natural" wooden play equipment. • Records on HER
Reservoir by Ashton Brook, south of Long Ashton	2.03	• Reservoir fringed by attractive trees, with footpath (non-PROW) adjoining. • Wildlife site (A370 (Long Ashton By-pass site) and Ashton Brook). • Parish council state: Historically part of the old Long Ashton Research Centre, a tranquil space that attracts local wildlife. • No records on HER

Nailsea

Location	Site area (hectares)	Justification
Scotch Horn Park, Nailsea	3.7	• Attractive park with landscaped grounds. Includes play area and skateboard park outside gym and teen shelter. Used for recreation. • Records on HER
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.

Location	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. • Records on HER • 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. • Records on HER.
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. • No records on HER.
Nightingale Gardens, Nailsea	2.44	• Open space used for recreation, crossed by paths. Partly bounded by trees. • No records on HER.
Hannah More Park, Nailsea	1.12	• Grassed open space with trees and play area, used for recreation. • Records on HER.

Location	Site area (hectares)	Justification
Rhyne View open space, Nailsea	0.49	• Grassed area used for recreation. • No records on HER.
Stockway North nature reserve, Nailsea	0.27	• Attractive area with woodland, and public access. • Though called a nature reserve it is not a designated wildlife site. Used for recreation like pond dipping. • No records on HER.
Glassworks site, east of garage to Royal Oak Inn, Nailsea	0.39	• Historic interest as scheduled ancient monument, (Nailsea glassworks). • Records on HER.
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). • Records on HER.
Nowhere Lane (East End Pit), Nailsea	0.25	• Includes former coal tip ("tump") of historic interest, well treed. • Records on HER.
The Perrings open space, Nailsea	1.70	• Grassed open space used for informal recreation. Includes play area. • Records on HER.
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	• Wildlife site. Includes grassland, a pond, higher land and trees. • Records on HER.
Public open space north of Blakeney Grove, Nailsea	0.34	• Local amenity open space, attractive with grass and some trees. Used for informal recreation. • No records on HER.

Location	Site area (hectares)	Justification
Land at Morgan's Hill, Nailsea	1.25	• Attractive area with trees and other vegetation, affording views across valley to south. • Used for informal recreation: accessible by footpaths, including public rights of way. • Local wildlife site. • Records on HER.

Pill and Easton-in-Gordano

Location	Site area (hectares)	Justification
Yew Tree Gardens, Pill/Easton-in-Gordano	0.38	• Grassed open space, bounded by hedgerows and trees. Used for recreation. Includes play area. • No records on HER.
Crockern Pill, Pill/Easton-in-Gordano	0.20	• Grassed open space, adjoining the historic pill leading to the River Avon, (which has been used by mariners since before the C15th). • Records on HER.
Watchhouse Hill, Pill/Easton-in-Gordano	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. • Records on HER. • Listed under "open space" on the council's parks and play areas web site.
Victoria Park, Pill/Easton-in-Gordano	0.22	• Grass area with trees. • Records on HER.

Location	Site area (hectares)	Justification
Land north of Macrae Road, Ham Green, Pill/Easton-in-Gordano	1.16	• Grass open space with avenue of trees. Suitable for informal recreation. • Records on HER.

Portbury

Location	Site area (hectares)	Justification
Conygar Hill, Portbury	2.13	• Hill of historic interest (scheduled monument) adjoining Portbury village, with footpath. • Wildlife site. • Records on HER.

Portishead

Location	Site area (hectares)	Justification
Lake Grounds, Portishead	10.96	• Grassed area with lake and trees, adjacent to Severn Estuary. Used for informal recreation. • Records on HER.
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. • Records on HER.

Location	Site area (hectares)	Justification
Central Park, Port Marine, Portishead	0.94	• Attractive landscaped grassed area with ornamental gardens, including statues. Used for informal recreation. • Records on HER.
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. • No records on HER for actual LGS.
Portishead Golf Course, Portishead	11.44	• Golf course sloping down towards Severn Estuary. • 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. • No records on HER.
Kilkenny Fields, Portishead	8.39	• 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. • A “Neighbourhood open space” on the council’s parks and play areas web site, maintained by the council. • No records on HER.

Location	Site area (hectares)	Justification
Land at Blackdown Road, Portishead	2.7	• Long grassed area, high lying, between residential areas. Crossed by public footpath. Used for recreation. • Records on HER. • A "Neighbourhood open space" on the council's parks and play areas web site, maintained by the council.
Land at St Peter's Church, Portishead	0.92	• 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. • Records on HER.
Land at The Vale, Portishead	1.85	• Landscaped grassed open space with trees and pond. Attractive, used for informal recreation. • Records on HER.
Land at The Russets, Portishead	0.23	• Grass area with trees crossed by footpaths, used for informal recreation. • Records on HER.
Linnet Gardens, The Finches, Ashlands, Portishead	0.68	• Open space, with trees. Used for informal recreation. • 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. • Records on HER.

Location	Site area (hectares)	Justification
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. • Records on HER.
Land north of Denny View, Portishead	1.3	• Woodland visible from roads. Contributes to townscape. • Records on HER.
Woodhill between Pier Road and Woodhill Park, Portishead	0.64	• Wooded area. Attractive, helps break up urban fabric. • Records on HER.
Field with Play Area, Underwood Road, Portishead	0.38	• Carried forward from made Portishead Neighbourhood Plan; site LGS1.
Slade Road West, Portishead	0.78	• Carried forward from made Portishead Neighbourhood Plan; site LGS2.
Potager Garden, Portishead	0.07	• Carried forward from made Portishead Neighbourhood Plan; site LGS3.
Mead Road play area, Portishead	0.25	• Carried forward from made Portishead Neighbourhood Plan; site LGS4.
Tommy Broom Memorial and Green Space, Portishead	0.46	• Carried forward from made Portishead Neighbourhood Plan; site LGS5.
Memorial Garden Brampton Way, Portishead	0.03	• Carried forward from made Portishead Neighbourhood Plan; site LGS6.
Viewing point Woodlands Road and Royal Inn, Portishead	0.42	• Carried forward from made Portishead Neighbourhood Plan; site LGS7.
Sorrel Gardens, Portishead	0.2	• Carried forward from made Portishead Neighbourhood Plan; site LGS8.
Marjoram Way Playing Field, Portishead	0.31	• Carried forward from made Portishead Neighbourhood Plan; site LGS9.
The Park, Portishead	0.09	• Carried forward from Portishead Neighbourhood Plan; site LG10.
Paper Mill Play Area, Portishead	0.19	• Carried forward from made Portishead Neighbourhood Plan; site LG11.
Halletts Way Park, Portishead	0.32	• Carried forward from made Portishead Neighbourhood Plan; site LGS12.

Location	Site area (hectares)	Justification
Brampton Way Playground, Portishead	0.22	• Carried forward from made Portishead Neighbourhood Plan; site LGS13.
Winford Close, Portishead	0.25	• Carried forward from made Portishead Neighbourhood Plan; site LGS14.
Weatherly Drive/Nightingale Rise Play Park, Portishead	1.44	• Carried forward from made Portishead Neighbourhood Plan; site LGS15.
Charlcombe Rise	0.65	• Carried forward from made Portishead Neighbourhood Plan; site LGS16.
Avon Way Play Park, Portishead	0.26	• Carried forward from made Portishead Neighbourhood Plan; site LGS17.
Black Nore Lighthouse Green Space, Portishead	0.40	• Carried forward from made Portishead Neighbourhood Plan; site LGS18.
Village Quarter Ecology Park, Portishead	1.40	• Carried forward from made Portishead Neighbourhood Plan; site LGS19.
Heron Gardens, Portishead	0.83	• Carried forward from made Portishead Neighbourhood Plan; site LGS20.
Spanish Steps, Portishead	0.23	• Carried forward from made Portishead Neighbourhood Plan; site LGS21.

Tickenham

Location	Site area (hectares)	Justification
Village recreation area by village hall, Tickenham	0.5	• Recreation area including grass area and area with play equipment. • No records on HER.
Land at Spilsbury Wood, off Stonehenge Lane, Tickenham	0.34	• Attractive woodland with public access, including by adjoining footpaths. Used for informal recreation. • No records on HER.

Location	Site area (hectares)	Justification
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. • Records on HER.

Uphill

Location	Site area (hectares)	Justification
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. • Records on HER.
Uphill Hill, Uphill	18.35	• 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), which is a designated SSSI. • Records on HER.

Weston-super-Mare

Location	Site area (hectares)	Justification
Grove Park, Weston-super-Mare	3.15	• Visually attractive, with landscaped grounds. Also value for recreation, historic interest. • Records on HER.
Ashcombe Park, Weston-super-Mare	13.46	• Visually attractive, value for recreation, historic interest. • Records on HER.
Ellenborough Park West, Weston-super-Mare	1.85	• Visually attractive with trees. Value for recreation. Wildlife interest (SSSI and wildlife site). • Records on HER.
Ellenborough Park East, Weston-super-Mare	1.17	• Visually attractive with trees. Value for recreation. Wildlife interest (wildlife site). • Records on HER.
Clarence Park West, Weston-super-Mare	3.73	• Attractive park with landscaped grounds and trees. Value for recreation • Records on HER.
Clarence Park East, Weston-super-Mare	2.76	• Attractive grass space with boundary trees. Value for recreation. • Records on HER.
Beach Lawns, Weston-super-Mare	5.48	• Long areas of grass along sea front. Attractive and important in townscape. Also value for recreation, including use for events. Wildlife site. • Records on HER.
Prince Consort Gardens, Weston-super-Mare	0.73	• Ornamental gardens overlooking Severn Estuary, with grass space, some trees and seating. Attractive, value for informal recreation. • Records on HER.

Location	Site area (hectares)	Justification
Walford Avenue south, Weston-super-Mare	5.42	• Area of mainly open grass with some trees, crossed by cycleways. Includes playground. Used for recreation. Also helps break up urban fabric. • A "Neighbourhood open space" on the council's parks and play areas web site, maintained by the council. • No records on HER.
Walford Avenue north, Weston-super-Mare	1.33	• Attractive area of grass, trees and other vegetation, with some SUDs features. Also helps to break up urban fabric. • No records on HER.
Castle Batch, Weston-super-Mare	8.21	• Grassed area, with numerous boundary trees and some trees on scheduled monument. Used for informal recreation. Crossed by public footpaths. • Records on HER. • A "Neighbourhood open space" on the council's parks and play areas web site, maintained by the council.
Land north of St Andrew's Bowls Club, south east of Ullswater Close, east of Baildon Crescent, Weston-super-Mare	1.03	• Grassed area. Used for recreation. Includes play area. A few trees. Crossed by paths. • No records on HER.
Land at The Tips, Broadway, Weston-super-Mare	1.34	• Grass play area surrounded by woodland. Attractive area. • Records on HER.
Coronation Estate play area, Weston-super-Mare	0.35	• Grassed play area amidst area of housing. Used for informal recreation. • No records on HER.
Land at Shrubbery Terrace/Shrubbery Avenue, Weston-super-Mare	0.34	• Attractive grass space with well treed area towards south. Includes play area. Called "Shrubbery Park". • Records on HER.

Location	Site area (hectares)	Justification
Eastfield Park, Weston-super-Mare	0.66	• Attractive park, grass and well treed area. • Records on HER.
Land at Spring Terrace, Weston-super-Mare	0.59	• Grass area with some boundary trees. • No records on HER.
Land at Old Bristol Road, Weston-super-Mare	0.25	• Attractive grass space with trees, clearly visible from adjoining roads. • No records on HER.
Land at Almond Close, Weston-super-Mare	0.4	• Grass area. Used for recreation. • No records on HER.
Land to the rear of Willow Gardens, St Georges, Weston-super-Mare	0.28	• Grass open space with play area. Used for recreation. Some boundary trees. • No records on HER.
Lynch Farm near Savernake Road, Weston-super-Mare	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, Weston-super-Mare	0.91	• Largely sloping area, much of it well treed, particularly visible from Broadway and Beechmount Close. Important for townscape. • Records on HER.
Jubilee Park including land at Windwhistle Lane, Weston-super-Mare	4.17	• Grass area subdivided by footpaths, used for recreation. Includes tree groups especially on boundary. • Records on HER.

Location	Site area (hectares)	Justification
The Potteries Millennium Green, Weston-super-Mare	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, Weston-super-Mare)	6.14	• Attractive area alongside railway which includes lake for fishing with lakeside trees and footpaths. Used for informal recreation. Includes wildlife site. • Records on HER. • A "Neighbourhood open space" referred to as 'Locking Castle' on the council's parks and play areas web site, maintained by the council.
Ebdon Grounds, south of Buttercup Crescent, Weston-super-Mare	0.29	• Grass open space fringed by trees. Used for informal recreation. • No records on HER.
Land at Railway Triangle, (Worle Moor), Locking Castle, Weston-super-Mare	3.16	• Attractive grassed area, including trees, particularly alongside paths. Includes play area and pond. Used for informal recreation. • Records on HER.
Silverberry Road, Weston-super-Mare	1.51	• Grass area used for recreation. Numerous trees on boundary. • No records on HER.
Cemetery, south of Bristol Road Lower, Weston-super-Mare	7.1	• Historic cemetery with grass and trees. Attractive. • Records on HER. • 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.)
Land at Bransby Way, Locking Castle, Weston-super-Mare	0.58	• Open space south west of local centre, Locking Castle, Weston-super-Mare. Used for informal recreation. • No records on HER.

Location	Site area (hectares)	Justification
Plumley Park, Locking Castle (SW of Moor Lane railway bridge), Weston-super-Mare	5.74	• Open space alongside railway with footpath. Includes small lake, a wildlife site. Used for informal recreation. • No records on HER.
Land at Lynchmead Farm, adjoining Bluebell Road, Weston-super-Mare	1.33	• Grass open space with footpath around. Surrounded by housing. Used for recreation. • No records on HER. • A "Neighbourhood open space" as Lynch Farm on the council's parks and play areas web site, maintained by the council.
Runway Park, Haywood, Weston-super-Mare	1.13	• Grass open space crossed by paths, some trees, with linear pond. Attractive. Includes play area. Used for informal recreation. • Records on HER.

Winscombe

Location	Site area (hectares)	Justification
Winscombe Millennium Green, Winscombe	1.89	• 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). • Records on HER.

Wraxall and Failand

Location	Site area (hectares)	Justification
The Elms open space, land north of Vowles Close, bordering north east edge of Nailsea.	6.04	• 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. • Records on HER. • Local Green Space in made Wraxall and Failand Neighbourhood Development Plan.
Land at Tower House Wood, Wraxall	8.12	• Local Green Space in made Wraxall and Failand Neighbourhood Development Plan.
Wraxall Primary School playing fields, Wraxall	0.25	• Local Green Space in made Wraxall and Failand Neighbourhood Development Plan.
Millenium Green, Wraxall	0.19	• Local Green Space in made Wraxall and Failand Neighbourhood Development Plan.
Wraxall Piece, Wraxall	12.89	• Local Green Space in made Wraxall and Failand Neighbourhood Development Plan.

Wrington

Location	Site area (hectares)	Justification
Play area and Glebe Field off Church Walk, Wrington	0.3	• Grass space with tree groups, play area. Used for recreation. • Records on HER.
The Old Quarry off Wrington Hill, Wrington	1.3	• Woodland with site of former quarry, used for informal recreation. Wildlife site. • Records on HER.
Land at the junction of Alburys with West Hay Road, Wrington	0.25	• Attractive area of grass and trees • No records on HER.
Land at Redhill (Church Road/ Redhill (A38) junction), Wrington	0.28	• Attractive area with grass and trees, used by the community. • No records on HER.
Recreation ground next to village hall, Redhill	0.59	• Area for informal recreation. • No records on HER.

Yatton

Location	Site area (hectares)	Justification
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, Yatton	0.23	• Attractive grass areas near church. Subdivided by footpaths and with some ornamental planted borders. Includes seats. • Records on HER.

Location	Site area (hectares)	Justification
St Mary's churchyard, Yatton	1.1	• 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. • Records on HER.
Gang Wall, Yatton	1.44	• 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). • Records on HER.
North of Chestnut Drive, Claverham	2.32	• 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'. • No records on HER.

Schedule 4: Community facilities

This schedule forms part of **Policy LP6**: Educational, sporting, leisure and community use allocations and sets out the allocations for the Local Plan.

Site specific requirements have been included for sites where these are currently known, but further requirements may become evident as proposals are brought forward and during planning application stage.

The community facility allocations can be viewed on the **Policies Map**.

Provision for community facilities at the Wolvershill, Woodspring, Nailsea and Backwell and Pill and Easton-in-Gordano strategic locations is identified in Policies **LP1**, **LP2**, **LP3** and **LP4** respectively and detailed requirements and site boundaries will be identified through masterplanning and planning applications.

Primary schools

Site location	Uses	Site requirements
Land to the south of Church Lane, Backwell	Primary school playing fields	• The site is safeguarded for future use as primary school playing fields. Development should not prejudice its availability or suitability for school-related recreational use in line with the Local Plan.
Land next to the Village Hall, Kewstoke	Primary school replacement site	• The site is safeguarded for future school provision. Any development or use of the land should not prejudice its potential to accommodate a school in line with identified local education needs.
Winterstoke Village East (former Weston Airfield), Weston-super-Mare	New primary school	• A primary school is to be delivered in line with application permitted under outline application 23/P/1669/RM.

Site location	Uses	Site requirements
Parklands Village North	New primary school	• A primary school is to be provided as part of the wider development permitted under outline planning permission 12/P/1266/OT2. Delivery should align with the phasing and infrastructure strategy set out in the permission and supporting Section 106 agreement.
Parklands Village Central	New primary School or pupil referral unit.	• A primary school is to be provided as part of the wider development permitted under outline planning permission 12/P/1266/OT2. Delivery should align with the phasing and infrastructure strategy set out in the permission and supporting Section 106 agreement.
Land fronting Drove Road roundabout, Weston-super-Mare	New 420 place primary school site with two nursery classes	• The site should be retained for community use. Any development must not prejudice its potential to deliver community infrastructure in line with Local Plan policies and identified local needs.
Grove Farm, Backwell	New primary school	• The school provision should be consistent with the scope and requirements of the planning permission set out in application 23/P/2618/OU2.

Secondary schools and higher education

Site location	Uses	Site requirements
Land off Smallway, Yatton	New secondary school	• Layout, scale and siting of buildings must minimise adverse impacts on the strategic gap and the setting of nearby heritage assets, with particular regard to maintaining the primacy of Cadbury Hillfort within the landscape. • Any planning application should be accompanied by a detailed heritage statement, including a setting impact assessment, and a proportionate programme of archaeological assessment and investigation. • Tree planting required along western boundary to screen views of the buildings in the wider rural setting of Cadbury Farmhouse listed building to the west of the site. • Buildings must be sensitively designed within the surrounding landscape, acknowledging the open landscape context and incorporating planting, buffers and careful layout to minimise harm on longer-range views. • Development must follow a heritage- and landscape-led masterplan, ensuring key views to and from heritage assets are respected, with harm minimised and opportunities for enhancement explored. • Development should be designed to minimise harm to, and where appropriate enhance, key views from public rights of way to the churches of St Mary and St Andrew. • Main vehicle access to be to the east of the site off Smallway (including provision for coaches) with arrangements to be agreed with the highway authority.

Site location	Uses	Site requirements
Land off Smallway, Yatton	New secondary school	• Pedestrian and cycle access to the Strawberry Line required, in the form of a surfaced, level access path. Pedestrian and cycle access from Mendip Road must also be provided. • Transport assessment required, which must include consideration of a 30mph speed limit on Smallway. • Package of improvements to pedestrian and cycle provision on Smallway.

Other education provision

Site location	Uses	Site requirements
Land at Ladymead Lane, Churchill	Social, Emotional and Mental Health school provision	• The site is designated for delivery of a SEMH Special Free School and should be developed in accordance with the planning application (22/P/2920/FUL) and the statutory appropriation of the land for educational purposes.

Allotments

Site location	Uses	Site requirements
Maltlands, Railway Triangle, Locking Castle, Weston-super-Mare	Allotments	• The site is allocated for the provision of allotments to serve the surrounding community. Any development must ensure the timely delivery and long-term protection of the land for this purpose in accordance with Local Plan policies on green infrastructure and community facilities.

Other community facilities

Site location	Uses	Comments
Land adjacent to village hall, Portbury	Car park	• Extension to existing car parking area. • Areas of hardstanding should be minimised, with the use of grasscrete preferred, to allow the car parking areas to be viewed as green and open when not in use. • To minimise impact upon the setting of the listed church no lighting will be present in the new parking areas to limit visual impact. No large signage or street clutter will be permitted. Any gates erected as part of the development must be timber gates to match the surrounding rural area.
Land at Mendip Road, Yatton	Cemetery	• The site is identified for future cemetery use to meet local burial needs. Any development must not prejudice its availability or suitability for this purpose in accordance with Local Plan objectives.
Mead Fields, Parklands Village	Leisure uses	• Safe pedestrian access to and between community facilities must be provided. • Provision to include 600m^2 multi-functional community/sports hall, two adult grass playing pitches with changing facilities, two outdoor tennis courts laid to the relevant standards, multi-use games area and neighbourhood equipped area for play. Design, layout and specifications of all facilities to be agreed with the Council.

Schedule 5: Settlements with settlement boundaries

This schedule forms part of **Policy LP7**: Settlement Boundaries and sets out the settlement boundaries for the Local Plan.

The settlement boundaries can be viewed on the **Policies Map**.

Settlement	Settlement Boundary status
Abbots Leigh	New boundary and inset from the Green Belt.
Backwell	Retained and reviewed existing boundary.
Banwell	Retained and reviewed existing boundary.
Blagdon	New boundary.
Bleadon	Retained and reviewed existing boundary.
Churchill	Retained and reviewed existing boundary.
Clapton-in-Gordano	New boundary and inset from Green Belt.
Claverham	Retained and reviewed existing boundary.
Cleeve	New boundary and inset from Green Belt.
Clevedon	Retained and reviewed existing boundary.
Congresbury	Retained and reviewed existing boundary.
Dundry	New boundary and inset from Green Belt.
Easton-in-Gordano/ Pill	Retained and reviewed existing boundary.
Failand	New boundary and inset from Green Belt.
Flax Bourton	Retained and reviewed existing boundary and inset from the Green Belt.
Felton	Retained and reviewed existing boundary and inset from the Green Belt.
Hutton	Retained and reviewed existing boundary.
Kenn	Retained and reviewed existing boundary.
Kewstoke	Retained and reviewed existing boundary.
Leigh Woods	New boundary and inset from Green Belt.
Locking	Retained and reviewed existing boundary.
Long Ashton	Retained and reviewed existing boundary.
Nailsea	Retained and reviewed existing boundary.
Portbury	New boundary and inset from Green Belt.
Portishead	Retained and reviewed existing boundary.
Redhill	New boundary and inset from Green Belt.
Sandford	Retained and reviewed existing boundary.
Tickenham	New boundary and inset from Green Belt.
Uphill	Retained and reviewed existing boundary.
Weston-in-Gordano	New boundary and inset from Green Belt.
Weston-super-Mare	Retained and reviewed existing boundary.
Winford	Retain and review existing boundary and inset from Green Belt.

Settlement	Settlement Boundary status
Winscombe	Retained and reviewed existing boundary.
Woodspring	New strategic development location.
Wolvershill	New strategic development location.
Wrington	Retained and reviewed existing boundary.
Yatton	Retained and reviewed existing boundary.

Schedule 6: Town, district and local centres

This schedule forms part of **Policy LP8**: Town centre hierarchy and sets out the town, district and local centres for the Local Plan. It also defines boundaries of existing retail parks.

The town, district and local centres as well as the retail parks can be viewed on the **Policies Map**.

New local centres will be required at the strategic locations of Wolvershill and Woodspring as set out in **Policies LP1** and **LP2** respectively. Detailed boundaries will be identified through the masterplanning process.

Town centres

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

Primary shopping areas

- Weston-super-Mare primary shopping area
- Clevedon primary shopping area
- Portishead primary shopping area
- Nailsea primary shopping area

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)
- Haywood Village
- Whitecross Road

Outside Weston-super-Mare

- Backwell
- Banwell
- Churchill
- Congresbury
- Long Ashton
- Pill
- Portishead West Hill
- Winscombe
- Wrington
- Yatton

Retail parks

- Weston-super-Mare out of town retail area
- Flowerdown retail park

Schedule 7: Transport infrastructure, allocations and safeguarded routes

This schedule forms part of **Policy LP11**: Transport infrastructure, allocations and safeguarding and **DP16**: Active Travel Routes. It sets out the transport allocations and safeguarded routes for the Local Plan.

The transport infrastructure, allocations and safeguarded land can be viewed on the **Policies Map**.

Major transport schemes

- J21 Bypass Scheme
- A371 to Churchlands Way North/South Link
- Banwell Bypass
- Herluin Way to Locking Road Bridge Link, Weston-super-Mare
- Airfield Bridge Link, Weston-super-Mare
- Future enhancements to The Runway, Weston-super-Mare
- A370/A371 roundabout and A371/The Runway roundabout capacity improvement scheme
- J21 Capacity Improvements Northbound
- Wolvershill Road/Churchlands Way, Weston-super-Mare, including active travel enhancement
- Re-opening Portishead Passenger Rail Line including new railway stations at Portishead and Pill with car parking and associated facilities
- Longmoor Village Access Road, Long Ashton
- Reserved transport corridor within consented Youngwood Lane development, Nailsea
- Station Road to A370, Cross Rail Link, Nailsea and Backwell
- Major Road Network scheme at A38/Downside Road/West Lane, highway improvement scheme
- Churchill crossroads, bus service improvement plan highway works
- Transport schemes and access arrangements for Wolvershill Strategic Development (detailed alignments and schemes to be confirmed as part of ongoing masterplanning)

Motorway junction buffers

- M5 Junction 19 buffer
- M5 Junction 20 buffer
- M5 Junction 21 buffer

Railway safeguarding and future potential widening

- Corridor extending 10 metres either side of the railway land boundary fence to allow for access and double track
- Weston Southern Rail Chord – potential future alignment

Extension and re-opening of railway station platforms

- Weston-super-Mare railway station – bay platform re-opening
- Weston Milton railway station
- Worle railway station
- Yatton railway station
- Nailsea Backwell railway station

Transport hubs at railway stations and other locations

- Weston-super-Mare railway station
- Weston Milton railway station
- Worle railway station – including Transport Hub and railway station car park expansion
- Yatton railway station
- Nailsea Backwell railway station

Active travel routes

Weston-super-Mare

- Brean Down Way (Uphill Marina to the River Axe)
- Cross Rhyne Bridleway to Locking Village
- Herluin Way to Locking Road Link
- Flowerdown Bridge Crossing
- Summer Lane Bridge (part of improved connection between Wolvershill Road and Worle Railway Station)
- Haywood Village: The Taxiway – Hutton Moor Lane to Flowerdown Bridge
- Haywood Village: future phase of development to Laneys Drove
- Haywood Village: Moor Lane to Hutton Moor Lane
- Haywood Village: Central route
- Haywood Village: Moor Lane to A371
- Haywood Village: Cross Rhyne Bridleway (Winterstoke Road to Moor Lane)
- Haywood Village: The Runway to Haywood Village east primary school site
- Haywood Village: Airfield Bridge Link
- Haywood Village: Cross Airfield Link, The Runway
- Parklands Village: A371 to Grumblepill Rhyne Route
- Parklands Village: Grumblepill Rhyne Route including active Travel Crossing Upgrade – A370 arm of Mendip Roundabout
- Parklands Village: Locking Head Drove/ Churchlands Way to A371
- Parklands Village: East to west route
- Parklands Village: East-West route – A370 to M5 Accommodation Bridge
- Parklands Village: A370 to Locking Head Drove
- Parklands Village: Rhyne link to Locking Head Drove
- Parklands Village: Churchland Way north side
- Parklands Village: Route through Mead Fields

- Parklands Village: North South Link
- Parklands Village: Parklands Village to Wolvershill Link including upgrade to existing accommodation bridge

Clevedon

- Wick Road to Yeo Bank Lane (Tutshill Ear). Strategic cycle route between Weston-super-Mare and Clevedon.
- Strawberry Line Extension: Clevedon/Kenn/Yatton
- Gordano Greenway: Strategic cycle link between Clevedon and Portishead
- Lower Strode road to Hazel Close. Path to connect Strawberry Line to Clevedon

Nailsea

- Clevedon to Nailsea via the Moors. Strategic cycle link between Nailsea and Clevedon

Portishead

- North Bridge, Brampton Way

Villages

- Strawberry Line: Yatton to south of Winscombe
- Strawberry Line Extension: Congresbury to Blagdon
- Easton-in-Gordano/Pill: Marsh Lane to A369 Motorway Service Area
- Festival Way Strategic cycle route extension
- Royal Portbury Dock access under M5
- Royal Portbury Dock Road Underpass
- Marsh Lane Underpass
- Pill to Bristol Link along River Avon
- Banwell Bypass
- A371 through Banwell, Eastermead and Towerhead to Sandford

Schedule 8: Gypsy and Traveller sites

This schedule forms part of **Policy DP44**: Gypsies, Travellers and Travelling Showpeople and sets out the allocations for the Local Plan and identifies the indicative capacity for each site, subject to detailed consideration. These figures are given as a guide, the final capacities may be higher or lower.

The Gypsy and Traveller allocations can be viewed on the **Policies Map**.

In addition to the sites identified in this schedule, policies **LP1** and **LP2** require sites to be identified and provided at the Wolvershill and Woodspring strategic locations.

Site location	Indicative capacity	Planning status	Site requirements
Land to the north of Moorland Park and south of the A370.	Up to 40 pitches	New allocation	• Appropriate flood mitigation measures will be required. • Development must acknowledge and respond appropriately to presence of National Grid infrastructure.
Land to the west of Heathfield Park, south of A370	Four pitches	New allocation	• Appropriate flood mitigation measures will be required.

Appendix 1: Glossary

Active Travel: Travel that includes only those forms of transport that require active use of the human body for example walking, wheeling 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) **Social rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for social rent; (b) the landlord is a registered provider; and (c) it includes provision to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

(b) **Other affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for 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).

(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.

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 of heat. This will include wood, energy crops or animal waste from farms.

Blue infrastructure: Streams, ponds, canals and other water bodies.

Carbon offsetting: 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.

Circular Economy: An economic model that aims to eliminate waste and promote sustainability through reuse and resource efficiency. Through sharing, repairing, refurbishment, remanufacturing and recycling, this model creates a closed-loop system that minimises the amount of resources used. It also reduces the creation of waste, pollution and carbon emissions.

Climate change adaptation: Putting measures in place to prepare for climate change.

Climate resilient development: Development that integrates measures to adapt to climate change with actions to reduce or avoid greenhouse gas emissions in ways that provide wider benefits.

Community facility: A cultural or community facility, whether or not provided on a commercial basis, such as schools, colleges, pre-schools, museums, libraries, leisure centres/indoor sports facilities, places of worship, community meeting places, local shops, community halls, youth/family centres, healthcare and childcare facilities, pubs, cinemas, theatres, cemeteries as well as 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.

Community Infrastructure Levy (CIL): A charge which development will pay to help fund infrastructure needed to support development in the area.

Community-led Development: A development instigated and taken forward by a not- for-profit organisation set up and run primarily for the purpose of meeting the housing needs of its members and the wider local community, rather than being a primarily commercial enterprise. The organisation is created, managed and democratically controlled by its members. It may take any one of various legal forms including a community land trust, housing co-operative and community benefit society. Membership of the organisation is open to all beneficiaries and prospective beneficiaries of that organisation. The organisation should own, manage or steward the homes in a manner consistent with its purpose, for example through a mutually supported arrangement with a Registered Provider of Social Housing. The benefits of the development to the specified community should

be clearly defined and consideration given to how these benefits can be protected over time, including in the event of the organisation being wound up.

Conservation Area: Designated areas of special architectural or historic interest, whose character and appearance it is desirable to preserve or enhance.

Countryside: For the purposes of planning policy within this plan the term countryside refers to any land outside defined settlement boundaries.

Custom build: Custom build homes are those where individuals work with a specialist developer to help deliver their own homes.

Dark corridors: Open grassy corridor, at least 5-10 m wide, as dark as possible but a maximum of 0.5 lux measured at 1.5m above ground, maintained and managed for horseshoe bats.

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.

Design Code: A design code is a set of design requirements for the physical development of a site or area. It is made up of rules that are clear, specific and unambiguous, and it should normally include extensive graphical illustrations. The code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

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.

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. The policies in development plans hold the greatest weight in decision making. Development must accord with the policies in the development plan unless there are overriding reasons. This Local Plan once adopted will supersede the Core Strategy and Sites and Policies plans and become the primary DPD for North Somerset.

Direct connections: Electricity delivered between a connection from a renewable energy generator directly to the consumer, without the need for exporting all of the energy generated to the grid.

Economic development: Economic development includes development within the B Use Classes, and some E Use Classes such as offices 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 or lifecycle embodied carbon of buildings: The total greenhouse gas emissions and removals associated with materials and construction processes throughout the whole life cycle of the building.

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.

Exception Test: A policy test that requires certain developments within areas at risk of flooding to demonstrate that they would provide wider sustainability benefits to the community that outweigh the flood risk; and that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

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.

Flood Risk Sequential Test: A policy test required to ensure development is steered to the areas with lowest flood risk from any source, taking into account current and future risk.

Functional Economic Market Area: A geographic area within which the local economy operates. Identified taking into account travel to work areas, the transport network and patterns of commuting, and the flow of goods, services, and information.

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_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC's), perfluorocarbons (PFC's), and sulphur hexafluoride (SF6).

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: 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 (IDP): A document identifying future infrastructure and service requirements identified by the council and other service providers needed to support the delivery of the proposals within the Local Plan.

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.

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

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.

Main 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).

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^2 or more, or a site of one 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 Landscape: 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 National Landscape.

National Nature Reserve: Areas designated by Natural England as key places for wildlife and natural features in England. They were established to protect the most significant areas of habitat and of geological formations.

National Planning Policy Framework (NPPF): Document setting out the government's planning policies for England and how they are expected to be applied.

Nature based solutions: Actions to protect natural ecosystems that benefit people whilst contributing to tackling climate change and protecting biodiversity.

Nature Parks: Areas identified and managed for the protection and enhancement of habitats required for internationally important greater and lesser horseshoe bats. They may also provide other ecological benefits, including the delivery of wider biodiversity net gain.

Nature Recovery Network: An expanding, increasingly connected, network of wildlife rich 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 emissions and removals are balanced out to reach 'zero'.

Net Zero Energy Standard: Where buildings have net zero energy consumption, meaning the total amount of energy used by the building on an annual basis is equal to the amount of renewable energy created on the site.

Net zero operational energy: A building where no fossil fuels are used. All energy use has been minimised, it meets the local energy use target (measured as kWh/m2 /year) and all energy use is generated on or off-site using renewable energy that demonstrates additionality (procurement of renewable energy which results in new installed renewable energy, which would not have otherwise taken place). Any residual direct or indirect emissions from energy generation and distribution are 'offset'.

Non-designated heritage assets: 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.

Operational carbon/energy of a building: An account of the greenhouse gas emissions arising from all energy consumed by the building 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.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Passivhaus: A quality assurance certification process for the design and construction of low energy buildings.

Passivhaus Enerphit: The Passivhaus Certified standard for retrofitting energy efficiency measures in existing dwellings.

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. Where the Planning Practice Guidance is referred to it refers to current guidance and any subsequent relevant guidance.

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.

Rain garden: Rain gardens are achieved by creating a shallow area of ground or dip, planted with plants that can stand waterlogging for up to 48 hours at a time. They infiltrate run-off from roofs and other hard surfaces after downpours of rain, soaking up and storing surplus water and reducing the amount that runs into drains and thereby helping to prevent flooding.

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).

Retail development: For the purposes of this plan retail development is defined a defined as Use Class E(a) 'display of retail sale of goods, other than hot food'.

Retail Sequential Test: Guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of centre locations (with preference for accessible sites which are well connected to the town centre).

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 and 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 Flood Risk Assessment: A document and associated mapping that provides information on flood risk across North Somerset, including the range of flooding types as well as information on how flood risk changes in the future.

Strategic gap: Areas of land which are protected from development between particular settlements which play and an important role in helping to retain their separate identity and character.

Strategic Location: Large site allocation which requires 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 in the development plan 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.

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: A location that brings together a range of public transport services (for example rail or bus services) with other forms of transport choices and facilities, that may include secure cycle parking, car parking, electric vehicle charging, waiting areas, toilets etc.

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.

Urban Heat Island: Where a built up urban area experiences much warmer temperatures than nearby rural areas.

Use Classes Order: The Town and 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.

West of England: A geographic area comprising the North Somerset Council, Bristol City Council, South Gloucestershire Council, and Bath and North East Somerset Council administrative areas.

Wheeling: Where people require wheelchairs, mobility scooters and other wheel-based mobility aids to move around.

Whole life carbon of a building: The sum total of all building-related greenhouse gas emissions and removals, both operational and embodied over the entire lifecycle including its disposal.

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North Somerset Council

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