

# Public Document Pack

**Contact:** Hazel Brinton  
**Direct Dial:** 01275 884811  
**E-mail:** hazel.brinton@n-somerset.gov.uk  
**Date:** Tuesday, 10 October 2023

Dear Sir or Madam

**The Executive – Wednesday, 18 October 2023, 2.30 pm – New Council Chamber**

A meeting of the Executive will take place as indicated above.

**Please Note** that any member of the press and public may listen in to proceedings at this meeting via the weblink below –

<https://youtube.com/live/tWFy688iTAQ>

The agenda is set out overleaf.

Yours faithfully

Assistant Director Legal & Governance and Monitoring Officer

To: Members of the Executive

Councillors:

Mike Bell (Chairperson), Catherine Gibbons (Vice-Chairperson), Mark Canniford, James Clayton, Jenna Ho Marris, Mike Solomon, Annemieke Waite, Roger Whitfield and Hannah Young.

All other Members of the Council (for information)

**This document and associated papers can be made available in a different format on request.**

## Agenda

### 1. **Addresses by Members of the Public (ESO 6)**

The Executive, at the discretion of the Chairperson, will hear up to four people, each of whom must be a resident or a business ratepayer or an elector, who wish to address it in accordance with the Executive Standing Orders, on matters that affect the area or its residents and over which the Executive has powers and duties. The Chairperson will select the order of the matters to be heard. Each person will be limited to a period of three minutes and this part of the meeting must not exceed fifteen minutes.

Requests to speak must be submitted in writing to the Monitoring Officer, or the officer mentioned at the top of this agenda letter, by noon on the day before the meeting and the request must detail the subject matter of the address.

### 2. **Apologies for absence**

### 3. **Declaration of Disclosable Pecuniary Interest (Standing Order 37)**

A Member must declare any disclosable pecuniary interest where it relates to any matter being considered at the meeting. A declaration of a disclosable pecuniary interest should indicate the interest and the agenda item to which it relates. A Member is not permitted to participate in this agenda item by law and should immediately leave the meeting before the start of any debate.

If the Member leaves the meeting in respect of a declaration, he or she should ensure that the Chairperson is aware of this before he or she leaves to enable their exit from the meeting to be recorded in the minutes in accordance with Standing Order 37.

### 4. **Minutes 06 September 2023 (Pages 7 - 16)**

06 September 2023, to approve as a correct record

### 5. **Non-Executive Councillors' Addresses**

Non-Executive Councillors wishing to address the Executive are required to notify the contact officer mentioned at the top of this summons letter by noon on the day before the meeting. A total of fifteen minutes will be allocated to hear all addresses.

### 6. **Matters referred to the Executive and not dealt with elsewhere on this agenda**

None.

### 7. **West of England Sub-Region: items not dealt with elsewhere on this agenda**

None.

- 8. Forward Plan dated 03 October 2023 (Pages 17 - 38)**  
(attached)
- 9. North Somerset Local Plan pre-submission version (Regulation 19) (Pages 39 - 326)**  
Report of Councillor Canniford (attached)
- 10. Bus Service Improvement Plan - Update report (Pages 327 - 452)**  
Report of Councillor Young (attached)
- 11. Bus Service Improvement Plan (BSIP) - Contract Award of Design and Build Contractor (Pages 453 - 466)**  
Report of Councillor Young (attached)
- 12. Contract Award for Highway Surfacing (Pages 467 - 474)**  
Report of Councillor Young (attached)
- 13. Medium Term Financial Plan and Revenue Update report (Pages 475 - 482)**  
Report of Councillor Bell (attached)
- 14. Capital Strategy for the period 2024-2028 and Capital Budget updates for 2023/24 (Pages 483 - 504)**  
Report of Councillor Bell (attached)
- 15. Budget Monitor 2023/24 - Month 4 (Pages 505 - 516)**  
Report of Councillor Bell (attached)
- 16. North Somerset Safeguarding Adults Board Annual Plan (Pages 517 - 560)**  
Report of Teresa Bell, Independent Chair, Safeguarding Adults Board (attached)
- 17. Q1 Performance and Risk Update report (Pages 561 - 580)**  
Report of Head of Business Insight, Policy and Partnerships (attached)
- 18. Draft Calendar of Executive Meetings 2024/25 (Pages 581 - 584)**  
Report of the Assistant Director Legal & Governance and Monitoring Officer (attached)
- 19. Oral reports of Executive Councillors**  
Executive Councillors might report orally on matters in progress. Such reports will be for information only and no material decisions can be made arising from them.

## **20. Urgent business permitted by the Local Government Act 1972 (if any)**

For a matter to be considered as an urgent item, the following question must be addressed: "What harm to the public interest would flow from leaving it until the next meeting?" If harm can be demonstrated, then it is open to the Chairperson to rule that it be considered as urgent. Otherwise the matter cannot be considered urgent within the statutory provisions.

### **Exempt Items**

Should the Executive wish to consider a matter as an Exempt Item, the following resolution should be passed -

"(1) That the press, public, and officers not required by the Members, the Chief Executive or the Director, to remain during the exempt session, be excluded from the meeting during consideration of the following item of business on the ground that its consideration will involve the disclosure of exempt information as defined in Section 100I of the Local Government Act 1972."

Also, if appropriate, the following resolution should be passed –

"(2) That members of the Council who are not members of the Executive be invited to remain."

### **Mobile phones and other mobile devices**

All persons attending the meeting are requested to ensure that these devices are switched to silent mode. The chairman may approve an exception to this request in special circumstances.

### **Filming and recording of meetings**

The proceedings of this meeting may be recorded for broadcasting purposes.

Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairperson. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting, focusing only on those actively participating in the meeting and having regard to the wishes of any members of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairperson or the Assistant Director Legal & Governance and Monitoring Officer's representative before the start of the meeting so that all those present may be made aware that it is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting.

### **Emergency Evacuation Procedure**

**On hearing the alarm – (a continuous two tone siren)**

Leave the room by the nearest exit door. Ensure that windows are closed.

Last person out to close the door.

**Do not** stop to collect personal belongings.

**Do not** use the lifts.

**Follow** the green and white exit signs and make your way to the assembly point.

**Do not** re-enter the building until authorised to do so by the Fire Authority.

**Go to Assembly Point C – Outside the offices formerly occupied by Stephen & Co**

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## Minutes

of the Meeting of

## The Executive

**Wednesday, 6 September 2023**

New Council Chamber

Meeting Commenced: 6.00 pm

Meeting Concluded: 7.09 pm

### Councillors:

Mike Bell (Chairperson)

Catherine Gibbons (Vice-Chairperson)

Mark Canniford

James Clayton

Jenna Ho Marris

Mike Solomon

Annemieke Waite

Roger Whitfield

Hannah Young

**Also in attendance:** Councillors Steve Bridger, Peter Burden and Luke Smith.

**Officers in attendance:** Jo Walker (Chief Executive), Amy Webb (Director of Corporate Services), Nicholas Brain (Assistant Director Legal & Governance and Monitoring Officer), Lucy Shomali (Director of Place), Carolyn Fair (Interim Director of Children's Services), Mike Riggall (Information and ICT Security Manager), Sally Varley (Service Leader - Strategic Planning and Governance), Jenny Ford (Head of Development), Helen Caldwell (Strategic and Policy Development Manager), Lucy Harris (Marketing and Communications Officer), Luke Johnson (UKSPF Programme Manager) and Jane Harrison (Head of Economy).

### Partaking via Microsoft Teams:

Councillors: Mike Bird, Clare Hunt, Sue Mason

Officers: Matt Lenny (Director of Public Health), Hayley Verrico (Director of Adult Social Services), Helen Caldwell (Strategic and Policy Development Manager), Pip Hesketh (Assistant Director - Education Partnerships), Hazel Brinton (Committee Services Manager)

### EXE Chairperson's Welcome

20

The Chairperson welcomed everyone to the meeting which was being livestreamed on the internet.

**EXE 21 Addresses by Members of the Public (ESO 6)**

21

None received.

**EXE 22 Declaration of Disclosable Pecuniary Interest (Standing Order 37)**

22

None declared.

**EXE 23 Minutes 21 June 2023**

23

**Resolved:** that the minutes be approved as a correct record.

**EXE 24 Non-Executive Councillors' Addresses**

24

None.

**EXE 25 Matters referred to the Executive and not dealt with elsewhere on this agenda**

25

None.

**EXE 26 West of England Sub-Region: items not dealt with elsewhere on this agenda**

26

None.

**EXE 27 Forward Plan dated 31 August 2023**

27

**Resolved:** that the Forward Plan be noted.

**EXE 28 Independent review of Clevedon Seafront Scheme**

28

Councillor Young introduced the report which covered the independent review of the life of the Clevedon Seafront / Hill Road scheme carried out by the Internal Audit Service (Audit West). She explained that the review was not the final review which was currently being carried out by AECOM. The AECOM report would look forwards and consider the community's view of the changes, potential redesign options and how the project should now progress. This report was expected towards the end of October/early November.

She noted that the report before members looked back at the initiation, development and funding of the project and presented key findings on budgeting, financing, governance and lessons learned. She advised that changes had already been made to the council's processes around governance, capital project and their management and the availability and training frameworks for officers. A central Project Management Office was now in place to support officers. She added that the report recommended that time should be allowed for the scheme to bed in and for technical reviews to be undertaken before any retrospective changes to the scheme are considered.

She informed members that a detailed Action Plan was now in place which she would review with the Director of Place and her teams and the Director of Corporate Services. The Action Plan would be made public as she was



committed to openness and transparency in the future.

Councillor Young responded to questions on data on the Clevedon vote in respect of the consultation responses and the costs associated with the improvements to Hill Road which were added to the scheme.

**Resolved:** that the Executive noted the outcomes of the review of the Clevedon Seafront Scheme by Audit West and endorsed the approach to monitoring these

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

**EXE  
29 North Somerset Local Plan**

Councillor Canniford introduced the report which resulted from a request at the Executive meeting of September 2022 that a revised Local Plan should be developed recognising the constrained nature of North Somerset and offering greater protection to Green Belt and other sensitive sites including consideration of Flood Zone 3 areas. This was a result of concerns from residents during consultation, local MPs and the government that the Green Belt should be protected.

He added that reforms to the National Planning Policy Framework were still awaited but the decision requested in the report would enable officers to move toward drawing up a pre-submission plan ("Regulation 19") to be considered at the next Executive meeting and thereafter to go out to consultation. A report into the requirements for locally derived housing had reduced the number of homes required over the 15-year timeframe being considered.

Councillor Canniford responded to members' questions and concerns on whether there was an alternative plan should one be required, whether the council would take a nuanced approach to building on the Green Belt and at what point the emerging local plan would gain weight in council planning and appeal decisions.

Councillor Bell thanked officers for their work during the Local Plan development process.

**Resolved:** that the Executive agreed that pursuant to the Executive's resolution of 7<sup>th</sup> September 2022, the pre-submission (Reg 19) version of the plan be prepared using a locally derived housing requirement of 14,985 dwellings over the plan period 2024-2039 as the basis for identifying an appropriate scale and location of development to offer greater protection to the Green Belt and other sensitive sites

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

**EXE 30 Budget Monitor 2023-24 Month 3**

Councillor Bell presented the report noting that long-standing financial pressures remained leading to a current forecast overspend of 1% of the net revenue budget by financial year end. The main challenges and cost pressures were being felt in Children's Services particularly around placement costs and supporting disabled children's packages as a result of demand growth and the cost of providing specialist support, waste disposal costs and Home to School Transport.

He urged Executive members and Policy and Scrutiny Panels to work with directorates and officers to understand issues and mitigations being put in place. The emphasis would be on a balanced budget by financial year end.

**Resolved:** that the Executive

- i. Noted the projected revenue and capital budget forecasts as detailed within the report and also the issues and assumptions that underpinned the forecasts,
- ii. Noted the financial risks being assessed by the council, which may have an impact on future monitoring reports,
- iii. Approved the in-year amendments to the revenue and capital budgets as detailed in Appendices 1A and 5 to the report.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report.

**EXE 31 Medium Term Financial Plan Update**

Councillor Bell presented the report which provided an update on the assumptions underpinning the council's Medium Term Financial Plan, covering a new 4-year period to 2027/28 and which was last considered by the Executive in February 2023.

He noted that the latest financial modelling, which has been extended to cover a 4-year horizon, showed that the council's financial position had deteriorated over recent months as the budget gap had increased to £50m, with a short-fall of £17m in 2024/25. He added that the circumstances were not unique or exceptional as local government had been experiencing significant cost pressures over the last 10 years. The council was currently undergoing consultation on the Medium Term Financial Plan and encouraged residents, communities and businesses to participate in shaping the council's priorities.

He invited the s151 officer to comment further. She added that following the news that some councils were issuing s114 notices, she wished to reassure members that whilst the council was facing significant cost pressures, North Somerset

Council was not in similar financial territory at this time and the council had reasonable reserves. The council's risk management mitigations were considered on a frequent basis.

Members asked questions around the council's assets and whether the council could divest some to support the budget. The s151 officer responded that whilst assets could be sold, they could not then be used to support the revenue budget and would have to be ringfenced for further capital expenditure

**Resolved:** that the Executive noted

- i. The updated range of budget projections for inclusion within the Medium Term Financial Plan (MTFP) as detailed within the report, and
- ii. The process, next steps, engagement plans and timescales associated with finalising the MTFP for the period 2024-2028, and also for setting the revenue budget for the 2024/25 financial year.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report.

**EXE 32 UK Shared Prosperity Fund Year 3 Allocation**

Councillor Canniford introduced the report which followed the submission of North Somerset Council's UK Shared Prosperity Fund (UKSPF) Investment Plan in August 2022 (approved by the government in December 2022), and successful delivery of the first two years of the Fund. Approval was now being sought to receive the allocation for UKSPF Year 3 from the government and authorise an increase in the council's revenue and capital budgets for Financial Year 2024/25, and gain approval to spend North Somerset's UKSPF on the projects set out in Section 5 of the report.

He informed members that the proposed projects to be supported were focused on community and place, supporting local businesses, people and skills. It was hoped that the council would be successful in bidding for more funding based on the success of the current projects.

**Resolved:** that the Executive

1. Approved receipt of the UK Shared Prosperity Fund (UKSPF) Year 3 allocation.
2. Approved the inclusion of gross expenditure and income of £1,267,394 in the revenue budget for 2024/25 to reflect the grant.
3. Approved the inclusion of £333,128 in the capital budget for 2024/25, to be funded by the grant.
4. Approved spend of UKSPF Year 3 allocation on the projects set out in the report.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

**EXE Adoption of Moving Traffic Enforcement Powers**

**33**

Councillor Young presented the report and noted that moving traffic manoeuvres included several illegal manoeuvres but did not include speeding which remained in the sole remit of the police. She added that since May 2022, councils now had the power to apply to the Department for Transport for the right to enforce powers around moving traffic violations within their administrative boundary in conjunction with the police. This would mean that the council would be able to better enforce existing traffic regulation orders.

She noted that engagement plans with communities were required to apply for the enforcement powers as the Department for Transport had set out clear guidance on this. Any new locations would require consultation and governance processes. Revenue raised would be used to support the identification of new sites not to support other services as there were limitations on what the revenue could be used for, and the council was committed to engaging with communities in identifying appropriate locations.

**Resolved:** that the Executive

1. Agreed that the council applies to the Department for Transport for powers to undertake civil enforcement of Moving Traffic contraventions under Part 6 of the Traffic Management Act 2004.
2. Agreed that future locations for moving traffic enforcement be delegated to the Head of Highway and Parking Operations in consultation with the Executive Member for Highways and Transport.
3. Approved a revenue budget virement as detailed in section 5 of the report.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above

**EXE Commissioning Procurement Plan for garden waste treatment**

**34**

Councillor Waite presented the report. She informed members that the council's current contract expired at the end of February 2024. Following consultation, it has been agreed that the contract would be broken down into four parts of which garden waste treatment was one. She noted that this commissioning procurement plan was solely for North Somerset Council but that Bath and North East Somerset had expressed an interest at a future date. The council was looking to generate a revenue stream from the waste produced.

**Resolved:** that the Executive approved the commissioning and procurement plan for the treatment and disposal of garden waste.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

**EXE 35 Commissioning and Procurement Plan for residual waste treatment**

Councillor Waite introduced the report noting that this was a contingency plan for the treatment of residual waste. She added that most of the treatment was contracted out and that this report dealt with only the contingency arrangements should the council's main site be unavailable. She noted the council's desire for zero waste to be transferred to landfill. To enhance the attractiveness of the contract to potential bidders, it was recommended that the council co-procure the arrangement with Bath and North East Somerset council.

**Resolved:** that the Executive approved the commissioning and procurement plan for the treatment and disposal of residual waste.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

**EXE 36 Commissioning Plan for delivery of SEND interventions**

Councillor Gibbons presented the report. She explained the functions of a resource base and the reasons for setting them up which were articulated in the Equality Impact Assessment accompanying the report. The focus of the resource bases would be to maintain children with an SEND need in a mainstream school in the local area wherever possible with onsite support for their needs as detailed in their Education, Health and Care Plan. The focus of the nurture groups would be to offer short term intervention for children and young people with social or emotional difficulties which created a barrier to learning in a mainstream class.

In discussing the report, members asked whether an appropriate level of contribution was being received in respect of the gaps in local provision identified in the report.

**Resolved:** that the Executive agreed the Commissioning Plan as presented and approved the allocation of £3,045,000 of funding for the projects named below to progress works to deliver 3 extra Resource Bases and a Nurture Group in Phase 3 of the Children's Services Safety Valve Capital Programme using the High Need Provision Capital Allocation (HNPCA), Safety Valve (SV) and assigned s106 funding as detailed below:

- Resource Bases at:
  - Hannah Moore & Grove (HMG) Infant and Junior Schools - £850,000 of

HNPCA

- Worle Academy - £985,000 made up of £468,126 of HNPCA and £516,874 of SV funding.
  - Hans Price Academy - £380,000 made up of £305,698 of HNPCA and £74,302.67 of s106 funds (XCE520)
- A Nurture Group at:
    - Christ Church CE Primary School - £830,000 made up of £174,220 of HNPCA and £655,780 of SV funds.

And further

- Approved the increase to the capital programme for the allocation of £74,302.67 of S106 funding for Hans Price Academy.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

**EXE 37 Commissioning and Procurement Plan for the provision of the Holiday Activities and Food (HAF) Programme 2024**

Councillor Gibbons introduced the report and informed members of the background to the programme. She hoped that the new plan would increase attendance by eligible children from the current levels and particularly by those with an Education, Health and Care Plan. She added that the framework had been designed to deliver consistency of provision and that there was no impact by the programme on the Medium Term Financial Plan. Funding was provided by the Department for Education and costs could not exceed the allocated grant.

**Resolved:** that the Executive approved the joint Commissioning and Procurement Plan for the provision of Holiday Activities and Food (HAF) Programme 2024.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

**EXE 38 Public Space Protection Orders Review 2023**

Councillor Clayton presented the report and informed members that a review of the council's Public Space Protection Orders (PSPOs) was required every 3 years. The recommendation was to retain all current PSPOs and the inclusion of a new provision in the area wide order that no person would be able to walk more than 6 dogs at any one time. The proposed PSPOs had gone out for public consultation and support for the measures had been shown. He noted that out of control dog cases had risen since 2020. He informed members that the council was also looking to extend existing powers to tackle substance misuse. Further engagement with town and parish councils would be undertaken with a view to

introducing orders more localised to a specific area.

Members raised concerns around the order in relation to walking more than 6 dogs at one time.

**Resolved:** that the Executive agreed

1. To renew all unchanged and existing Public Space Protection Orders in accordance with section 60 of the Anti-social Behaviour Crime and Policing Act 2014 as set out in Appendix 1 of the report
2. To make amendments to the Area Wide Public Space Protection Orders as set out in Section 3 of the report and
3. To undertake further engagement with Town and Parish Council's and other stakeholders for the more localised area specific orders. Decisions on the localised Area Specific Orders will be made at a later date by the relevant portfolio holder for PSPOs in accordance with the report to the Council dated February 2023. Decisions relating to the Area Specific Orders need to be made prior to 15 October 2023 which is when the current Area Specific Orders expire.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

## **EXE 39 Wraxall and Failand Neighbourhood Plan submission**

Councillor Canniford introduced the report and explained that the process now required a formal 6 week consultation to take place after which an examiner would be sought to examine the soundness of the plan. North Somerset Council's role was to ensure the proper legal process was followed.

**Resolved: that the Executive**

- (i) Agreed that the Wraxall and Failand Neighbourhood Plan met the necessary conditions in accordance with Schedule 4B of the 1990 Town and Country Planning Act (as amended) and that it can proceed to examination following the requisite six-week period of public consultation.
- (ii) Agreed that North Somerset Council's comments on the submitted Wraxall and Failand Neighbourhood Plan as set out in the appended table to the report be submitted to the Neighbourhood Plan examiner; and
- (ii) Agreed that the Director of Place be given the authority to make any subsequent changes or alterations to the Council's comments which may arise from the consultation process.

**Reasons for the decision:**

As set out in the report and discussed above.

**Alternative options considered and rejected:**

As set out in the report and discussed above.

**EXE 40 Oral reports of Executive Councillors**

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None.

**EXE 41 Urgent business permitted by the Local Government Act 1972 (if any)**

41

None.

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Chairperson

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## Forward Plan

for the four-month period commencing on

**1<sup>st</sup> November 2023**

published on 3 October 2023



This Forward Plan gives details of decision items to be presented during the forthcoming four months.

Councillors are invited to review the items and to consider whether any of them should be referred for scrutiny or discussed with the appropriate Executive Member.

### Executive (9)

**Leader of the Council - Councillor Mike Bell:** External liaison including strategic partnerships, Local Enterprise Partnership, North Somerset Partnership, Joint Executive Committee (WECA and North Somerset Council), • Strategic policy/corporate plan development, forward programme and strategic review • Strategic communications • Community engagement and consultation • Finance- Revenue budget including revenues and benefits - capital programme including major projects (Banwell Bypass & MetroWest/Portishead Rail) - Income generation • Corporate services

**Deputy Leader of the Council and executive member for children's services, families and life-long learning – Councillor Catherine Gibbons:** Children and young people's services - Early help and family hubs - Family support - Safeguarding - Children in care - Adoption and fostering services - Care experienced young people - Corporate parenting - Youth offending service • Displaced Foreign Nationals • Cost of living crisis response • Education - Early years settings - Special educational needs and disabilities (education) - School place planning and admissions - Links with local HE and FE institutions - Links with schools and multi academy trusts - Elective home education - Children's licences and permits • Skills - Skills strategy - Careers advice - Community learning

**Executive Member for climate, waste and sustainability – Councillor Annemieke Waite:** • Delivery of Strategic Asset Management Plan including: - Decarbonisation of North Somerset Council assets - Accommodation strategy project delivery - Corporate estate operational management - Strategic asset planning • Climate emergency • Ecological emergency • Marine environment conservation • Flood risk management • Green infrastructure strategy • Environmental services - Recycling and waste minimisation - Waste and street cleansing contracts

**Executive Member for homes and health – Councillor Jenna Ho Marris:** • Green homes • Housing development programme delivery • Affordable housing delivery • Homelessness and rough sleeper support • Housing solutions • Private sector housing • Alliance Homes liaison •

Equalities and diversity • Public health - Health and Wellbeing Board and Strategy - Integrated Care System and Locality Partnerships - Health improvement - Health protection - Health and care services

**Executive Member for highways and transport – Councillor Hannah Young:** • Highways operations - Highway network management - Highway maintenance contracts - Streetlighting • Highway technical services and delivery - Liveable neighbourhood schemes - Active travel schemes - Highway structures • Strategic transport - Transport policy - Transport decarbonisation including BSIP delivery - Public transport - Home to school transport - Bus and rail strategy • Parking strategy including parking operational management

**Executive Member for adult services and stronger communities – Councillor Roger Whitfield:** • Reablement and technology enabled care • Care reforms • Early intervention and prevention • Integrated commissioning • Domiciliary, residential and nursing care • Social work and occupational therapy • Customer services • Town and parish liaison • North Somerset Together • Voluntary sector liaison

**Executive Member for safety in the community – Councillor James Clayton:** • Regulatory services - Trading standards - Food and commercial health and safety - Environmental protection - Licensing • Emergency management • CCTV • Community safety - Night-time economy - Safety of women and girls - PSPOs • Liaison with police and fire services • Resilience Forum • Unauthorised encampments strategy

**Executive Member for spatial planning, placemaking and economy – Councillor Mark Canniford:** • Placemaking delivery • Levelling Up Fund programme • Visitor economy development • Development and commercial programme • Planning policy • Heritage and design • Spatial planning • Building control • Resilient economy - Employment - Local economy • High street and town centre renewal

**Executive Member for culture and leisure – Cllr Mike Solomon:** • Culture strategy • Heritage Action Zones • Libraries • Community venues • Enabling events • Sports and leisure strategy • Seafronts, parks and lakes operational management • Concessions • Crematoria and cemeteries • Enforcement strategy

The items and the final decision taker are indicative. Decision making is subject to the Constitution.

Copies of documents listed can be obtained by contacting the officer named in the attached schedules. Other relevant documents may be submitted to the decision maker and can be requested from the named officer as they become available or may be available on the Council's website [www.n-somerset.gov.uk](http://www.n-somerset.gov.uk)

November 2023

1. Council and Executive Items  
(No Executive meeting)

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
14/11	Contract award for stage 2 (detailed design and build) of Banwell bypass	20/21 DP329 Stage 1 contract award report (March 2021)	Council	Part	18/09 HIF update to the Transport, Climate and Communities Policy Panel	Katie Park 07771947034
14/11	Youth Justice Plan (previously listed for September)	2023-24 Youth Justice Grant Funding Agreement	Council	No	Youth justice plans, in England only, must be signed off by the full council in accordance with Regulation 4 of the 'Local Authorities (Functions and Responsibilities) (England) Regulations 2000'. There hasn't been a Scrutiny Panel to take this item to since the YJB confirmed its requirements. As required it will be presented to Youth Justice Management Board (multi-agency) In 21/06/23 for their consideration and approval. Thus Plan will also be submitted to the Youth Justice Board for approval.  CYPS Chairperson briefed JUN23	Mike Rees <a href="mailto:Mike.rees@n-somerset.gov.uk">Mike.rees@n-somerset.gov.uk</a>

## 2. Executive Member Items and Director Key Decisions

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/11	Award of BSIP Bus Shelters and Bus Stop Infrastructure Framework (previously listed in September and October) (moved to January 24)	BSIP Bus Shelters and Bus Stop Infrastructure Framework procurement plan	Director of Place	No	An engagement session will be held with the Transport, Climate and Communities Policy and Scrutiny Panel in July 2023.	Carl Nicholson ( <a href="mailto:carl.nicholson@n-somerset.gov.uk">carl.nicholson@n-somerset.gov.uk</a> )
01/11	Lease renewal – Weston super Mare play areas (new entry)	Previous decision  <a href="https://n-somerset.gov.uk/sites/default/files/2020-02/16%2017%20CSD%2056.pdf">https://n-somerset.gov.uk/sites/default/files/2020-02/16%2017%20CSD%2056.pdf</a>	Director of Corporate Services	No	PEP Chairman consulted on 20/09/23 and has confirmed no further Panel engagement required	Contact: Geoff Brakspear – <a href="mailto:Geoff.brakspear@n-somerset.gov.uk">Geoff.brakspear@n-somerset.gov.uk</a> 07535 500589

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/ Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/11	A38 MRN Scheme <b>Contract 1 works package A</b> – Contract Award of D&B Stage 1 (re-listing and previously listed for September, October 2022, January, March–April, May, August, September 2023 –previously one contract) (moved to January 2024)	<p>Director Decision: 19/20-DE295 <a href="https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf">https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf</a></p> <p>OBC Commissioning and Procurement Plan</p> <p>–Exec Member Decision DP270 <a href="https://www.n-somerset.gov.uk">Decision (n-somerset.gov.uk)</a></p> <p>A38 Major Road Network Scheme Outline Business Case Submission and Local Contribution Funding</p> <p>–Full Council/Exec Member: <a href="https://www.n-somerset.gov.uk">COU82 Agenda for Council on Tuesday, 9th November, 2021, 6.00 pm   North Somerset Council (modern.gov.co.uk)</a></p> <p><a href="https://www.n-somerset.gov.uk">DP 22/23 95 signed (n-somerset.gov.uk)</a></p> <p><a href="https://www.n-somerset.gov.uk">DP 22/23 DP 108 MRN professional services procurement plan (n-somerset.gov.uk)</a></p> <p>Commissioning &amp; Procurement Plans for the Design &amp; Build Contract of the A38 Major Road Network (MRN) Scheme and associated Professional Services</p> <p>Exec member decision DP423 22/23 Approval of additional local contributions as a consequence of inflationary cost increases.</p> <p><a href="https://www.n-somerset.gov.uk">DP423 (n-somerset.gov.uk)</a></p>	Director of Place	No	<p>The Place P&amp;SP were consulted at the OBC Submission Decision and Commissioning Plan stage during September/October 2021.</p> <p>An interim written briefing was provided to Place P&amp;SP on 31st May 2022 and a further written briefing was provided on 8<sup>th</sup> December 2022. A briefing will then be offered Transport, Climate and Communities P&amp;S Panel following OBC approval from DfT.</p>	Jason Reading, Senior Project Manager, Place Directorate <a href="mailto:Jason.reading@n-somerset.gov.uk">Jason.reading@n-somerset.gov.uk</a>

01/11	<p>A38 MRN Scheme <b>Contract 2 works package B</b> – Contract Award of D&amp;B Stage 1 (re-listing and previously listed for September, October 2022, January, March April, May, August and September 2023— previously one contract)–(moved to January 2024)</p>	<p>Director Decision: 19/20 DE295 <a href="https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf">https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf</a>  OBC Commissioning and Procurement Plan  – Exec Member Decision DP270 <a href="https://www.n-somerset.gov.uk">Decision (n-somerset.gov.uk)</a> A38 Major Road Network Scheme Outline Business Case Submission and Local Contribution Funding  – Full Council/Exec Member: COU82 <a href="https://www.n-somerset.gov.uk">Agenda for Council on Tuesday, 9th November, 2021, 6.00 pm   North Somerset Council (moderngov.co.uk)</a>  <a href="https://www.n-somerset.gov.uk">DP 22/23 95 signed (n-somerset.gov.uk)</a>  <a href="https://www.n-somerset.gov.uk">DP 22/23 DP 108 MRN professional services procurement plan (n-somerset.gov.uk)</a>  Commissioning &amp; Procurement Plans for the Design &amp; Build Contract of the A38 Major Road Network (MRN) Scheme and associated Professional Services  Exec member decision DP423 22/23 Approval of additional local contributions as a consequence of inflationary cost increases. <a href="https://www.n-somerset.gov.uk">DP423 (n-somerset.gov.uk)</a></p>	Director of Place	No	<p>The Place P&amp;SP were consulted at the OBC Submission Decision and Commissioning Plan stage during September/October 2021.</p> <p>An interim written briefing was provided to Place P&amp;SP on 31st May 2022 and a further written briefing was provided on 8<sup>th</sup> December 2022. A briefing will then be offered to Transport, Climate and Communities P&amp;SP following OBC approval from DfT.</p>	<p>Jason Reading, Senior Project Manager, Place Directorate  <a href="mailto:Jason.reading@n-somerset.gov.uk">Jason.reading@n-somerset.gov.uk</a></p>
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Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/ Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/11	A38 MRN Scheme Award of Professional Services Contract (previously listed for September, October 2022, January, March, April, May, August and September 2023) (moved to January 2024)	<p>Director Decision: 19/20 DE295 <a href="https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf">https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf</a></p> <p>OBC Commissioning and Procurement Plan</p> <p>-Exec Member Decision DP270 <a href="https://www.n-somerset.gov.uk">Decision (n-somerset.gov.uk)</a></p> <p>A38 Major Road Network Scheme Outline Business Case Submission and Local Contribution Funding</p> <p>-Full Council/Exec Member: COU82 Agenda for Council on Tuesday, 9th November, 2021, 6.00 pm   North Somerset Council (<a href="https://www.moderngov.co.uk">moderngov.co.uk</a>)</p> <p>DP 22/23 95 signed (<a href="https://www.n-somerset.gov.uk">n-somerset.gov.uk</a>)</p> <p>DP 22/23 DP 108 MRN professional services procurement plan (<a href="https://www.n-somerset.gov.uk">n-somerset.gov.uk</a>)</p> <p>Commissioning &amp; Procurement Plans for the Design &amp; Build Contract of the A38 Major Road Network (MRN) Scheme and associated Professional Services</p> <p>Exec member decision DP423 22/23 Approval of additional local contributions as a consequence of inflationary cost increases. <a href="https://www.n-somerset.gov.uk">DP423 (n-somerset.gov.uk)</a></p>	Director of Place	No	<p>The Place P&amp;SP were consulted at the OBC Submission Decision and Commissioning Plan stage during September/October 2021.</p> <p>An interim written briefing was provided to Place P&amp;SP on 31st May 2022 and a further written briefing was provided on 8<sup>th</sup> December 2022. A briefing will then be offered to Transport, Climate and Communities P&amp;SP following OBC approval from DfT.</p>	Jason Reading, Senior Project Manager, Place Directorate <a href="mailto:Jason.reading@n-somerset.gov.uk">Jason.reading@n-somerset.gov.uk</a>

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/11	Legacy Leisure 5 year Contract Extension approval (new entry)	Leisure Strategy report. Executive 17 June 2014 <a href="https://n-somerset.moderngov.co.uk/Data/Executive/20140617/Agenda/doc25789.htm">https://n-somerset.moderngov.co.uk/Data/Executive/20140617/Agenda/doc25789.htm</a>	Director of Place advised by the s.151 officer and Head of Strategic Procurement	No	Meeting with Transport, Climate and Communities (TCC) Panel being arranged for October 23.	Karl Phillips <a href="mailto:karlie.phillips@n-somerset.gov.uk">karlie.phillips@n-somerset.gov.uk</a>



**December 2023**

**1. Council and Executive Items  
(No Council meeting)**

<b>Meeting Date</b>	<b>Item/Issue requiring decision</b>	<b>Background Documents for Consideration</b>	<b>Decision Taker</b>	<b>Exempt Item? Yes/No/Part</b>	<b>Policy &amp; Scrutiny Panel Activity &amp; Engagement / Timeline</b>	<b>Contact Officer for Further Details</b>
06/12	Update on Medium Term Financial Plan (MTFP) 2024-2028 and Draft Revenue Budget for 2024/25	MTFP report 18/10/2023	Executive	No	All member scrutiny session to be held in December 2023	Contact: Melanie Watts (01934 634618)
06/12	Budget monitor 2023/24 – Month 6 Update	Budget monitor report 6/9/2023	Executive	No	Through the TCC Panel and informal working group and also through the individual P&SP that support each directorate	Contact: Melanie Watts (01934 634618)
06/12	Contract award for highways surfacing works	<u>DP545 Procurement report for Highway surfacing</u>	Executive	No	To confirm with new scrutiny charge when confirmed by Council; proposed engagement to take place no later than w/c 10 October	Tash Hardy Project Manager, Business Development Unit <a href="mailto:Natasha.Hardy@n-somerset.gov.uk">Natasha.Hardy@n-somerset.gov.uk</a>
06/12	Contract award for the highways dynamic purchasing system for civils, structures and resurfacing	<u>DP546 Procurement report for highway DPS</u>	Executive	No	To confirm with new scrutiny charge when confirmed by Council; proposed engagement to take place no later than w/c 10 October	Tash Hardy Project Manager, Business Development Unit <a href="mailto:Natasha.Hardy@n-somerset.gov.uk">Natasha.Hardy@n-somerset.gov.uk</a>
06/12	For noting only Safeguarding Children Partnership annual report (new entry)	North Somerset Safeguarding Children Partnership Annual Report 2022-2023	Executive	No	Report to CYPS Panel 19 October 2023	Zoe Gartland <a href="mailto:Zoe.gartland@n-somerset.gov.uk">Zoe.gartland@n-somerset.gov.uk</a>  07385017560

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## 2. Executive Member Items and Director Key Decisions

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/12	Contract Award for the delivery of an expansion to the buildings at Clevedon School to meet local place needs (previously listed for June and September)	<p>Report to the Children &amp; Young People's Services Policy and Scrutiny Panel Date of Meeting: 20 October 2022 Subject of Report: Children &amp; Young People's Services – School's Capital Programme - <a href="http://moderngov.co.uk">Committee Report NSC (moderngov.co.uk)</a></p> <p>Commissioning and Procurement Plan – to follow</p>	<p>Director of Place</p> <p>Moved from 21/06 Executive to Director Decision</p>	No	<p>Report to the Children &amp; Young People's Services Policy and Scrutiny Panel Date of Meeting: 20 October 2022 Subject of Report: Children &amp; Young People's Services – School's Capital Programme - <a href="http://moderngov.co.uk">Committee Report NSC (moderngov.co.uk)</a></p> <p>Reports to CYPS School Organisation Steering Group Being being planned for June 2023</p>	<p>Sally Varley (she/her) Head of Strategic Place Planning, Capital Programmes and School Organisation/Admissions Service <a href="mailto:sally.varley@n-somerset.gov.uk">sally.varley@n-somerset.gov.uk</a></p> <p>Jonathan Hughes Senior Project Manager <a href="mailto:Jonathan.hughes@n-somerset.gov.uk">Jonathan.hughes@n-somerset.gov.uk</a></p> <p>David Peacock Senior Project Manager <a href="mailto:David.peacock@n-somerset.gov.uk">David.peacock@n-somerset.gov.uk</a></p>
01/12	Contract award for garden waste treatment (new entry)-no longer a key decision. C&P plan already agreed at Executive.	Link to supporting CP/PP from September Executive	Director of Place	No	To confirm with new scrutiny charge when confirmed by Council; proposed engagement to take place no later than w/c 20 November	Tash Hardy Project Manager, Business Development Unit <a href="mailto:Natasha.Hardy@n-somerset.gov.uk">Natasha.Hardy@n-somerset.gov.uk</a>

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/12	Contract award for residual waste treatment (new entry) no longer a key decision. C&P plan already agreed at Executive.	Link to supporting CP/PP from September Executive	Director of Place	No	To confirm with new scrutiny charge when confirmed by Council; proposed engagement to take place no later than w/c 20 November	Tash Hardy Project Manager, Business Development Unit <a href="mailto:Natasha.Hardy@n-somerset.gov.uk">Natasha.Hardy@n-somerset.gov.uk</a>
01/12	Contract award for highways surface dressing works (new entry) no longer a key decision. C&P plan already agreed at Executive.	<u>DP544 Procurement report for highway surface dressing</u>	Director of Place	No	To confirm with new scrutiny charge when confirmed by Council; proposed engagement to take place no later than w/c 10 October	Tash Hardy Project Manager, Business Development Unit <a href="mailto:Natasha.Hardy@n-somerset.gov.uk">Natasha.Hardy@n-somerset.gov.uk</a>
01/12	Approval of acquisition of all land and rights required for Banwell bypass (including service of a general vesting declaration, notice to treat or notice of entry)	COU37 (July 2022) Approval of making the CPO for Banwell bypass	Director of Place in consultation with the Assistant Director, Legal and Governance and Monitoring Officer	No	18/09 HIF update to the Transport, Climate and Communities Policy Panel	Katie Park 07771947034
01/12	Contract award for BSIP Transport Hubs Design Consultant (previously listed for May, July and September and October)	Procurement Plans for BSIP Transport Hubs Design Consultant	Director of Place	No	An engagement session has been held with the Transport, Climate and Communities Policy and Scrutiny Panel on 26 July 2023	Jackie Lower <a href="mailto:Jackie.Lower@n-somerset.gov.uk">Jackie.Lower@n-somerset.gov.uk</a>

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/12	Council Tax Base for 2024/25	Tax Base decision for 2023/24 <a href="https://n-somerset.gov.uk/sites/default/files/2022-12/CSD083%20Decision%20Notice%20-%20Tax%20Base%202023_24_0.pdf">https://n-somerset.gov.uk/sites/default/files/2022-12/CSD083%20Decision%20Notice%20-%20Tax%20Base%202023_24_0.pdf</a>	Leader of the Council, Executive Member for Finance	No	Aligned with the MTFP reporting framework	Contact: Mark Anderson (01934 634616)

January 2024

1. Council Items

(No Executive meeting)

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
09/01	Update on Medium Term Financial Plan (MTFP) 2024-2028	MTFP report 6/12/2023	Council	No	Aligned with the MTFP reporting framework	Contact: Melanie Watts (01934 634618)
09/01	Decision on the letting a new contract for the provision of Revenues, Welfare and Financial Transactions	Full Council Decision from 19 Sept 2023 supported by report.  Procurement evaluation results captured in a Council Report for 9 Jan 2024	Council	No	Briefing to be given to TCC Policy and Scrutiny Panel.	Stuart Anstead <a href="mailto:Stuart.anstead@n-somerset.gov.uk">Stuart.anstead@n-somerset.gov.uk</a>
09/01	Approve the Biodiversity Supplementary Planning Document (new entry)	<i>The draft SPD document will be consulted on in Oct 23 for 6 weeks</i>  Former SPD (being replaced in 2024 with two separate SPDs) <a href="https://www.n-somerset.gov.uk/sites/default/files/2022-05/B3%20-%20Biodiversity%20and%20Trees%20SPD%20-%28Adopted%202015%29.pdf">https://www.n-somerset.gov.uk/sites/default/files/2022-05/B3%20-%20Biodiversity%20and%20Trees%20SPD%20-%28Adopted%202015%29.pdf</a>	Council	Yes	Place Scrutiny briefing, 8 March 2023  Informal Scrutiny, 13 Sept 2023	Esther Coffin-Smith 07385 039453

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
09/01	MetroWest Phase 1 - Request delegated authority to finalise and submit the Full Business Case (new entry)	Paper to be drafted and circulated by 7th of December	Council	No	Paper to be drafted and circulated by 7th of December	James Willcock <a href="mailto:James.Willcock@n-somerset.gov.uk">James.Willcock@n-somerset.gov.uk</a>

## 2. Executive Member Items and Director Key Decisions

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/01	Award of BSIP Bus Shelters and Bus Stop Infrastructure Framework (previously listed in September and October and November)	BSIP Bus Shelters and Bus Stop Infrastructure Framework procurement plan	Director of Place	No	An engagement session has been held with the Transport, Climate and Communities Policy and Scrutiny Panel on 26 July 2023.	Jackie Lower <a href="mailto:Jackie.lower@n-somerset.gov.uk">Jackie.lower@n-somerset.gov.uk</a>

01/01	<p>A38 MRN Scheme  <b>Contract 1 works package A</b> - Contract Award of D&amp;B Stage 1 (re-listing and previously listed for September, October 2022, January, March April, May, August, September, November 2023 – previously one contract)</p>	<p>Director Decision: 19/20 DE295  <a href="https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf">https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf</a>  OBC Commissioning and Procurement Plan  - Exec Member Decision DP270  <a href="#">Decision (n-somerset.gov.uk)</a>  A38 Major Road Network Scheme Outline Business Case Submission and Local Contribution Funding  - Full Council/Exec Member: COU82  <a href="#">Agenda for Council on Tuesday, 9th November, 2021, 6.00 pm   North Somerset Council (moderngov.co.uk)</a>  <a href="#">DP 22/23 95 signed (n-somerset.gov.uk)</a>  <a href="#">DP 22/23 DP 108 MRN professional services procurement plan (n-somerset.gov.uk)</a>  Commissioning &amp; Procurement Plans for the Design &amp; Build Contract of the A38 Major Road Network (MRN) Scheme and associated Professional Services  Exec member decision DP423  22/23 Approval of additional local contributions as a consequence of inflationary cost increases.  <a href="#">DP423 (n-somerset.gov.uk)</a></p>	Director of Place	No	<p>The Place P&amp;SP were consulted at the OBC Submission Decision and Commissioning Plan stage during September/October 2021.</p> <p>An interim written briefing was provided to Place P&amp;SP on 31st May 2022 and a further written briefing was provided on 8<sup>th</sup> December 2022. A briefing will then be offered Transport, Climate and Communities P&amp;S Panel following OBC approval from DfT.</p>	<p>Jason Reading,  Senior Project Manager, Place Directorate  <a href="mailto:Jason.reading@n-somerset.gov.uk">Jason.reading@n-somerset.gov.uk</a></p>
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01/01	A38 MRN Scheme <b>Contract 2 works package B</b> - Contract Award of D&B Stage 1 (re-listing and previously listed for September, October 2022, January, March April, May, August and September, November 2023 – previously one contract)	Director Decision: 19/20 DE295 <a href="https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf">https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf</a> OBC Commissioning and Procurement Plan - Exec Member Decision DP270 <a href="https://www.n-somerset.gov.uk">Decision (n-somerset.gov.uk)</a> A38 Major Road Network Scheme Outline Business Case Submission and Local Contribution Funding - Full Council/Exec Member: COU82 <a href="#">Agenda for Council on Tuesday, 9th November, 2021, 6.00 pm   North Somerset Council (moderngov.co.uk)</a> <a href="#">DP 22/23 95 signed (n-somerset.gov.uk)</a> <a href="#">DP 22/23 DP 108 MRN professional services procurement plan (n-somerset.gov.uk)</a> Commissioning & Procurement Plans for the Design & Build Contract of the A38 Major Road Network (MRN) Scheme and associated Professional Services Exec member decision DP423 22/23 Approval of additional local contributions as a consequence of inflationary cost increases. <a href="#">DP423 (n-somerset.gov.uk)</a>	Director of Place	No	The Place P&SP were consulted at the OBC Submission Decision and Commissioning Plan stage during September/October 2021.  An interim written briefing was provided to Place P&SP on 31st May 2022 and a further written briefing was provided on 8 <sup>th</sup> December 2022. A briefing will then be offered to Transport, Climate and Communities P&SP following OBC approval from DfT.	Jason Reading, Senior Project Manager, Place Directorate <a href="mailto:Jason.reading@n-somerset.gov.uk">Jason.reading@n-somerset.gov.uk</a>
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Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/ Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/01	A38 MRN Scheme Award of Professional Services Contract (previously listed for September, October 2022, January, March, April, May, August September, November 2023 )	<p>Director Decision: 19/20 DE295 <a href="https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf">https://www.n-somerset.gov.uk/sites/default/files/2020-05/19-20%20DE%20295.pdf</a></p> <p>OBC Commissioning and Procurement Plan</p> <p>- Exec Member Decision DP270 <a href="#">Decision (n-somerset.gov.uk)</a></p> <p>A38 Major Road Network Scheme Outline Business Case Submission and Local Contribution Funding</p> <p>- Full Council/Exec Member: COU82 <a href="#">Agenda for Council on Tuesday, 9th November, 2021, 6.00 pm   North Somerset Council (moderngov.co.uk)</a></p> <p>DP 22/23 95 signed (n-somerset.gov.uk)</p> <p>DP 22/23 DP 108 MRN <a href="#">professional services procurement plan (n-somerset.gov.uk)</a></p> <p>Commissioning &amp; Procurement Plans for the Design &amp; Build Contract of the A38 Major Road Network (MRN) Scheme and associated Professional Services</p> <p>Exec member decision DP423 22/23 Approval of additional local contributions as a consequence of inflationary cost increases. <a href="#">DP423 (n-somerset.gov.uk)</a></p>	Director of Place	No	<p>The Place P&amp;SP were consulted at the OBC Submission Decision and Commissioning Plan stage during September/October 2021.</p> <p>An interim written briefing was provided to Place P&amp;SP on 31st May 2022 and a further written briefing was provided on 8<sup>th</sup> December 2022. A briefing will then be offered to Transport, Climate and Communities P&amp;SP following OBC approval from DfT.</p>	Jason Reading, Senior Project Manager, Place Directorate <a href="mailto:Jason.reading@n-somerset.gov.uk">Jason.reading@n-somerset.gov.uk</a>

## February 2024

### 1. Council and Executive Items

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
07/02	Update on Medium Term Financial Plan (MTFP) 2024-2028 and Draft Revenue Budget for 2024/25 (new entry)	MTFP report 6/12/2023	Executive	No	To be undertaken with the Chair of TPP Panel following all member scrutiny session	Contact: Melanie Watts (01934 634618)
07/02	Update on Capital Strategy 2024-2029 & Capital Programme 2024/25 (new entry)	Capital Strategy report 18/10/2023	Executive	No	Scrutiny aspects to be discussed at TCC Panel 30/11/2023	Contact: Amy Webb (07385 430493)
07/02 Page 35	Fees and Charges 2024/25 (new entry)	Fees & Charges 2023/24 <a href="https://n-somerset.moderngov.co.uk/documents/s4267/17%202023%202024%20Fees%20and%20Charges.pdf">https://n-somerset.moderngov.co.uk/documents/s4267/17%202023%202024%20Fees%20and%20Charges.pdf</a>	Executive	No	Aligned with the MTFP reporting framework	Contact: Melanie Watts (01934 634618)
07/02	Treasury Management Strategy for 2024/25 (new entry)	Treasury Management Strategy 2023/24 <a href="https://n-somerset.moderngov.co.uk/documents/s4265/15%20Treasury%20Management%20Strategy%202023_24.pdf">https://n-somerset.moderngov.co.uk/documents/s4265/15%20Treasury%20Management%20Strategy%202023_24.pdf</a>	Executive	No	To be delivered through the Audit Committee	Contact: Melanie Watts (01934 634618)
07/02	Q2 Performance Management Update (new entry)	<a href="https://n-somerset.gov.uk/organisational-priorities">Organisational priorities   North Somerset Council (n-somerset.gov.uk)</a>  <a href="https://n-somerset.gov.uk/risk-management-strategy">Risk Management Strategy (n-somerset.gov.uk)</a>	Executive	No	This is an information item. Quarterly updates to Scrutiny Panels will follow the update to the Executive as per the agreed business planning and risk management framework.	<a href="mailto:Emma.diakou@n-somerset.gov.uk">Emma.diakou@n-somerset.gov.uk</a>  <a href="mailto:Jo.belbin@n-somerset.gov.uk">Jo.belbin@n-somerset.gov.uk</a>

Meeting Date	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
20/02			Council			

## 2. Executive Member Items and Director Key Decisions

Decision not before	Item/Issue requiring decision	Background Documents for Consideration	Decision Taker	Exempt Item? Yes/No/Part	Policy & Scrutiny Panel Activity & Engagement / Timeline	Contact Officer for Further Details
01/02	North Somerset Community & VC school admissions policies for 2025/26 academic year – decision to set following public consultation (new entry)	<p><u>Admission arrangements consultation   North Somerset Council (n-somerset.gov.uk)</u></p> <p>School Admissions Code 2021 - <u>School admissions code 2021</u> (<u>publishing.service.gov.uk</u>)</p>	Executive Member for Children, Young People, Lifelong learning and skills (Cllr Gibbons)	No	Meeting of the CYPS Panel School Organisation Steering Group meeting – date tbc	Contact: Georgia Humphrey 07500 882436

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## **North Somerset Council**

### **Report to the Executive**

**Date of Meeting: 18 October 2023**

**Subject of Report: North Somerset Local Plan pre-submission version (Regulation 19)**

**Town or Parish: All**

**Officer/Member Presenting: Councillor Mark Canniford, Executive Member for spatial planning, placemaking and economy**

**Key Decision: Yes**

**Reason: The local plan will have a potentially significant effect on communities living and working in the whole council area.**

### **Recommendations**

It is recommended that:

1. The pre-submission (Reg 19) version of the plan is approved for publication and public consultation.
2. Any necessary further amendments to the plan prior to publication and public consultation are agreed by the Director of Place in consultation with the Executive Member for Spatial Planning, Placemaking and Economy.
3. Following consultation, the plan is submitted to the Planning Inspectorate for examination with any further proposed amendments agreed by the Director of Place in consultation with the Executive Member for Spatial Planning, Placemaking and Economy.

### **1. Summary of Report**

- 1.1 The North Somerset Local Plan will cover the period 2024-2039. Upon adoption it will set out the Council's policies and proposals to address housing and employment needs and other economic, social and environmental priorities. The new local plan for North Somerset commenced in March 2020. Initial stages of consultation in 2020 were followed by a draft plan (Preferred Options) in March 2022.
- 1.2 Having considered the response to the Preferred Options consultation, the 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.

- 1.3 Preparation of the local plan has been impacted by uncertainty resulting from the proposed changes to the planning system. The consultation on proposed planning reforms indicated that a constrained plan employing a locally derived housing requirement would be consistent with the government's approach.
- 1.4 The principal changes between the Preferred Options (Reg 18) draft plan and the pre-submission (Reg 19) version are summarised as follows:
  - The 15 year plan period has been revised from 2023-2038 to 2024-2039.
  - The standard method target of 20,880 dwellings is replaced by a minimum locally derived housing requirement of 14,902 dwellings 2024-2039.
  - Three proposed Green Belt sites, including the strategic location at Yanley Lane (Woodspring golf course) are no longer proposed to be allocated.
  - There is significantly less growth proposed at Nailsea/Backwell in the absence of strategic highway mitigations and this area is no longer identified as a strategic location for growth.
  - Instead of three strategic growth locations there is proposed to be just one at Wolvershill (north of Banwell) to accommodate some 2,800 dwellings.
  - Additional employment provision is identified at M5 J20 Clevedon to address longer term needs requiring good access to the motorway.
- 1.5 The pre-submission (Reg 19) plan is the final version of the plan which, following consideration of the evidence, the response to consultation and the findings of the Sustainability Appraisal, the Council intends to publish for a statutory consultation period of six weeks prior to submission for testing at an independent examination by the Planning Inspectorate. In accordance with the regulations, the plan will be subject to public consultation on the soundness of the plan with any representations submitted to the Planning Inspectorate for consideration at the examination.
- 1.6 The local planning authority has a chance to make changes to the draft document after the consultation and may decide to carry out further consultation if any resulting changes are considered to be significant prior to submission.

## **2. Policy**

- 2.1 The Local Plan will provide the land use framework for the delivery of the key aims and priorities of the Corporate Plan, including measures to help address the climate emergency and nature emergency.
- 2.2 The planning system is plan-led and local authorities must prepare up-to-date local plans to provide a positive vision for the future of the area; a framework for addressing housing needs, and other economic, social and environmental priorities and a platform for local people to help shape their surroundings.
- 2.3 Local Plans must be kept up to date and correctly reflect government guidance. The existing Local Plan which consists of the Core Strategy, Site Allocations Plan and Development Management Plan covers the period to 2026. This is currently being reviewed and updated. The new Local Plan will cover a fifteen-year time frame from 2024-2039.



- 2.4 Government policy is set out in the National Planning Policy Framework (NPPF) which is currently being reviewed. The outcome of this review is still awaited.

### **3. Details**

- 3.1 Local Plan preparation is a statutory process requiring several stages of consultation and engagement. The process for drafting a new Local Plan for North Somerset was launched in March 2020. Later that year two high-level consultations were undertaken focusing on the challenges the Local Plan would have to address (Challenges for the Future) and the broad spatial options (Choices for the Future). Consultation took place on the Preferred Options draft Local Plan March–April 2022 and the response published in the Consultation Statement (August 2022).

- 3.2 The Executive Committee on 7 September 2022 considered the response to the Preferred Options consultation. The committee referred the report to Scrutiny Panel to seek further input and resolved:

*‘...that the Executive requests that officers proceed to develop a revised Local Plan that recognises the constrained nature of North Somerset and identifies an appropriate scale and location of development to offer greater protection to the Green Belt and other sensitive sites, and seek legal advice including advice on implications for the Local Plan timetable and anticipated national reforms, further evidence gathering, potentially including further consultation, in order to prepare the strongest possible pre-submission draft plan.....’*

- 3.3 At the end of 2022 the government launched a consultation on national planning reforms, including proposed changes to the NPPF. This consultation had significant implications for the North Somerset Local Plan in terms of how the district-wide housing requirement should be calculated and how nationally significant designations such as Green Belt should be factored in. The government has yet to publish the response to consultation and any consequent changes to the National Planning Policy Framework (NPPF). In the meantime, it is important to make progress with the local plan to ensure that an up-to-date framework is in place at the earliest possible opportunity.
- 3.4 At the Executive Committee on 6 September 2023 it was resolved that pursuant to the Executive’s resolution of 7 September 2022, the pre-submission (Reg 19) version of the plan be prepared using a locally derived housing requirement as the basis for identifying an appropriate scale and location of development to offer greater protection to the Green Belt and other sensitive sites. The housing requirement for the plan period 2024-2039 is 14,902 dwellings. (There has been a small change to the figure of 14,985 dwellings reported to Executive Committee in September 2023 as a result of more recently available Census data).
- 3.5 The proposed pre-submission (Reg 19) local plan to be published for consultation is attached at Appendix 1 which highlights the changes from the Preferred Options document (deletions are struck through and new text shown in bold).

#### Principal changes

- 3.6 The Preferred Options housing target was 20,085 dwellings which at the time was the requirement derived from the government's standard method calculation. North Somerset Council, working jointly with the West of England authorities, subsequently commissioned a review of local housing need. This recommended that a robust approach would be to work on the basis of a local housing need for North Somerset of 993 dwellings per year or 14,902 dwellings over the plan period 2024-2039. This is significantly lower than the standard method figure, but still remains a very challenging target to deliver.
- 3.7 North Somerset has a significant extent of Green Belt as well as other sensitive locations such as areas at risk of flooding, the Area of Outstanding Natural Beauty (AONB) and a range of heritage, ecological and other environmental constraints. The government consultation on the planning reforms indicated that local planning authorities should not be compelled to release Green Belt to meet housing needs. Given the importance of Green Belt, it is now longer proposed to allocate Green Belt sites at Yanley Lane (Woodspring golf course), East of Backwell or Clevedon Road, Portishead in the plan.
- 3.8 The Preferred Options proposed that Nailsea/Backwell be identified as a strategic growth location subject to the deliverability of infrastructure to address the serious constraints on the highway network. Further work has indicated that a new road either over or under the railway to better connect Nailsea to the A370 and relieve congestion at key junctions would have delivery challenges including cost, engineering, and environmental impact, and therefore may not be deliverable over the plan period. It is therefore proposed to remove sites at South Nailsea and East of Backwell (also Green Belt).
- 3.9 In order to meet the housing requirement of 14,902 dwellings sites are identified to deliver 12,933 dwellings as set out in Schedule 1 of the plan. In addition, windfall (unidentified small sites granted permission) contributes a further 2,871 dwellings. The total supply is therefore 15,804 dwellings.
- 3.10 While the Preferred Options proposed three strategic growth locations at Wolverhill (north of Banwell), Yanley Lane (Woodspring golf course) and at Nailsea/Backwell, this approach has been reviewed in the light of Green Belt policy, infrastructure capacity, the reduced housing requirement and the response to consultation. As a result, the proposed Reg 19 plan retains only a single growth location at Wolverhill.
- 3.10 The employment evidence used to support the Preferred Options has been refreshed and the forecasts now indicate a greater emphasis on logistics and distribution. Whereas much of the proposed supply in the Preferred Options was associated with new strategic growth locations, the Reg 19 plan has reassessed the approach. The overall supply of employment land in the Reg 19 plan is increased to around 81ha, which provides additional flexibility to meet economic needs. This includes a new major employment area at Clevedon M5 Junction 20 anticipated to be delivered in the medium to longer term. The list of proposed employment sites is set out at Schedule 2 of the plan.
- 3.11 A new designation is identified for the Bristol University campus at Langford to recognise the importance of the facility within North Somerset and support new development opportunities whilst encouraging better public transport connectivity and better integration with the local community.

- 3.12 A new strategic gap is proposed between Sandford and Churchill given speculative development pressures in this area.
- 3.13 The North Somerset Gypsy and Traveller Accommodation Assessment (June 2022) identified the need for 114 more pitches (plus 4 plots for Travelling Showpeople) between 2022 and 2042 which equates to 103 pitches over the plan period (and 4 plots for Travelling Showpeople). It is the role of the Local Plan to identify how identified needs will be addressed through the allocation of suitable sites. A Call for Sites process was undertaken in May 2023 and a Pitch Delivery Assessment in August 2023 to assess potential for expansion of existing sites. The plan identifies the potential for extensions to existing sites and an opportunity to secure additional provision as part of the Wolverhill development.
- 3.14 The table below highlights the main changes from the Preferred Options to the Reg 19 plan:

Reg 19 Policy	Proposed Change from Preferred Options
<b>Strategic Policies</b>	
SP7: Green Belt	Deletion of Green Belt housing or mixed use sites at Yanley Lane, East of Backwell and Clevedon Road, Portishead to as part of the constrained approach. Enlargement of the Green Belt inset at Bristol Airport to reflect the planning permission granted for increased operational capacity.
SP8: Housing	Housing requirement amended to reflect the new locally derived housing number of 14,902 dwellings over the plan period.
SP9: Employment	Amendments to reflect updated employment evidence and the inclusion of a new employment allocation at Junction 20 of the M5.
SP13: Waste	<b>New policy</b> setting out the strategic approach to waste management over the plan period.
<b>Locational Policies</b>	
Strategic Location: Yanley Lane (Woodspring Golf Course)	<b>Policy deleted</b> as a strategic allocation in the Green Belt no longer proposed under the constrained approach.
Nailsea and Backwell.	<b>Policy deleted</b> as area no longer considered appropriate for strategic growth given that necessary transport infrastructure mitigation measures for that scale of development are unlikely to be deliverable during the plan period.
LP6: Extent of the Green Belt.	Deletion of the Yanley Lane, East of Backwell and Clevedon Road, Portishead sites to reflect the constrained approach to Green Belt. Enlargement of the Green Belt inset at Bristol Airport to reflect the planning permission granted allowing increased operational capacity.
LP7: Strategic Gaps	Inclusion of a new strategic gap between Sandford and Churchill.
LP16: University of Bristol site in Langford	A <b>new policy</b> and designation for the Bristol University campus at Langford to recognise the importance of the facility within North Somerset and

	support new development opportunities whilst encouraging better public transport connectivity and better integration with the local community.
LP17: Wyndham Way	A <b>new policy</b> to reflect the Wyndham Way, Portishead Development Framework and support regeneration of the area.
LP18: Coastal Change Management Areas	A <b>new policy</b> setting out what development would be appropriate within Coastal Change Management Areas. Eleven areas identified on the Policies Map with strict control over new development in these areas.
<b>Development Management Policies:</b>	
DP13: Environmental pollution, living conditions, health and safety	A <b>new policy</b> to prevent or mitigate any adverse impact of development on the environment, living conditions, human health and safety.
DP32: Waste management facilities	A <b>new policy covering</b> proposals for waste management facilities.
DP33: Disposal of waste by landfill or land raise	A <b>new policy</b> covering the disposal of waste.
Green spaces not designated as Local Green Space	<b>Policy deleted.</b> This policy has been incorporated into a new protection of open space policy (DP50).
Coastal erosion and marine management	<b>Policy deleted.</b> This policy has been incorporated into the new policy LP20: Coastal Change Management Areas.
DP43: Affordable Housing	Policy revised in the light of viability evidence which indicated that the 40% affordable housing target proposed in the Reg 18 plan was unlikely to be deliverable. Proposed approach is to seek 35% affordable housing but 20% on previously developed land.
DP44: Gypsies, Travellers and Travelling Showpeople	Policy updated to reflect new Gypsy and Traveller Accommodation Assessment figures and sites identified at Moorland Park/Heathfield Park and as part of the Wolverhill development.
Accessible and adaptable homes policy	<b>Policy deleted.</b> This policy has been incorporated into the Housing type and mix policy. The requirement for accessible dwellings will now apply to all dwellings to reflect government intentions. The requirement for wheelchair user dwellings have been revised based on viability evidence.
Provision of educational, sporting, leisure, cultural, health or community facilities to meet the needs of new development	<b>Policy deleted.</b> This policy has been incorporated into DP63: Infrastructure delivery and developer contributions.
Protection of existing educational, sporting, leisure, cultural, health or community facilities	<b>Policy deleted.</b> This policy has been split into two new policies one covering the protection of open space and recreation and one covering the protection of built community facilities.
DP52: Protection of open space and recreation.	A <b>new policy</b> specifically covering the protection of open space.

Recreational use in the countryside	<b>Policy deleted.</b> This policy has been incorporated with DP50: New community facilities, open space and sports pitches.
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### Evidence

- 3.15 The Local Plan is supported by an extensive evidence base which will be made available alongside the plan when it is published for public consultation. A summary of some of the principal documents is provided in the table below.

<b>Evidence</b>	<b>Summary</b>
Sustainability Appraisal	The appraisal of the likely social, environmental and economic effects of the policies and proposals of a plan at each stage of its preparation.
Habitat Regulations Assessment	An assessment as to whether the plan's proposals could significantly harm the designated features of a European site of nature conservation interest.
Viability Assessment	An assessment of the viability of the local plan's policies and allocations.
Transport Assessment	A Transport Assessment has been produced alongside the Reg18 Local Plan, and transport evidence has informed the content of the emerging local plan.
Infrastructure Delivery Plan	To identify the necessary infrastructure required to deliver the local plan, when it is required and how it will be funded.
Strategic Housing Land Availability Assessment	An evidence source providing an overall assessment of housing potential including detailed appraisal of specific sites. It is used to inform the local plan allocations.
Duty to Co-operate Statement of Compliance	There is a duty to co-operate with neighbouring authorities and other bodies on strategic cross-boundary matters. Evidence of joint working at each stage of the plan making process is set out in a Statement of Compliance and individual Statements of Common Ground.
Gypsy and Traveller Accommodation Assessment	An assessment of future needs, including a supplementary Pitch Delivery Assessment.
Equalities Impact Assessment	An assessment of the likely impacts of the plan on defined equality groups.
Local Housing Need Assessment	To determine the overall housing requirement over the plan period and the size, type and tenure of housing needed for different groups.
Economic Assessment	To identify the appropriate amount of jobs, land and type of development needed to support economic growth, including priority sectors.
Consultation Statement	A summary of the engagement process updated after each stage of the local plan consultation.

### Next steps

- 3.16 If approved by the Executive, the pre-submission plan will be published and consulted upon for 6 weeks on the soundness of the plan. The intention is to

commence consultation before the end of 2023. All representations received will be forwarded for consideration by the Inspector undertaking the examination and all parties who comment on the plan or request a change have the right to appear. If as a result of the consultation or changed circumstances further amendments to the plan are required, these can be submitted for consideration by the Inspector. If significant changes are proposed then it may be necessary to undertake further consultation prior to submission.

- 3.17 Once the plan is submitted, the issues to be considered and the programme determined by the appointed inspector. The examination is currently anticipated to take place over Summer/Autumn 2024. The examination process will conclude with the publication of an Inspector's Report and any proposed modifications needed to make the plan sound. The local authority will then adopt the plan.

## **4. Consultation**

- 4.1 The Placemaking, Economy and Planning Policy and Scrutiny Panel considered the new local plan, its emerging content and issues at its meeting on 31 July 2023, including the issues relating to the housing requirement and role of Green Belt.
- 4.2 A scrutiny-led all-member briefing took place on 27 September 2023. Members discussed a range of issues including:
- The risks and benefits of different affordable housing targets.
  - The approach to supporting economic development including the potential to allocate employment land to the east of M5 Junction 20 at Clevedon.
  - The role of the Infrastructure Delivery Plan in supporting local plan delivery.
  - The approach to development on land at risk of flooding, particularly the difference between residential and employment land.
  - Settlement classification and settlement boundaries.
- 4.2 Following approval of the pre-submission version by Executive, there will be a minimum 6 week period of formal public consultation which on the soundness of the plan which will identify the issues to be addressed at the examination.
- 4.3 Engagement with local communities, stakeholders and neighbouring authorities is integral to the plan making process at each stage. The outcomes of the consultation process and the duty to co-operate requirements and how they have shaped the plan will form part of the evidence submitted for examination.

## **5. Financial Implications**

- 5.1 Local plan preparation is funded from existing budgets. This report does not approve the costs associated with preparing the Local Plan and supporting evidence, this will be subject to separate approvals through our delegated decision making process.

### **Costs**

The cost of preparing the Local Plan, including the supporting evidence, is anticipated to be around £1,121,000 over 6 years. This includes the transport

evidence (around £632,000) and the costs of the examination process including the inspector's fees.

## **Funding**

The plan is progressed using existing budgets and reserves.

## **6. Legal Powers and Implications**

6.1 The Local Plan is being progressed under the Town and Country Planning Act 1990 (as amended) and related Regulations. There is a requirement for all local planning authorities to have an adopted local plan in place.

6.2 In terms of the use of the draft plan for decision making purposes, NPPF paragraph 48 indicates that 'local planning authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).'

## **7. Climate Change and Environmental Implications**

7.1 The new local plan will play a significant role in defining and delivering the Council's response to the climate emergency. It will set out the approach to climate change and environmental issues in terms of, for example, the location and form of development, renewable energy, minimising car use, encouraging green infrastructure and biodiversity, avoiding sensitive areas such as areas at flood risk and minimising waste.

## **8. Risk Management**

8.1 The absence of an up-to-date development plan incurs risks related to the uncertainty of future investment decisions and speculative development proposals potentially leading to increased planning appeals and less sustainable development solutions.

8.2 However, while there are clear advantages in adopting a revised plan at the earliest possible opportunity, there are risks involved with the proposed approach. These include:

- Challenge to the decision to use a lower housing target than the government's standard method and including the implications for affordable housing delivery:
- Challenge to the constraints led approach, in particular the opportunity to increase housing supply through more Green Belt allocations.
- Potential for a lengthy examination process leading to delays and additional costs.

- The concentration of growth, particularly the proposed single strategic location at Wolverhill.
- The introduction of national changes to the planning system.

The risks have been assessed and mitigations considered. These risks will be managed through the examination process by the presentation of robust evidence and responding to issues as they arise. It was not concluded that any residual risk remained high.

## **9. Equality Implications**

9.1 An Equalities Impact Assessment is prepared at each stage of the plan.

## **10. Corporate Implications**

10.1 The new Local Plan 2039 will help support the delivery of the refreshed Corporate Plan vision and objectives and has significant implications for a wide range of Council services in terms of, for example, the future location of population, jobs and infrastructure.

## **11. Options Considered**

11.1 The Local Plan preparation process requires various strategic development and policy options to be considered as set out in the background papers. Not preparing, or delaying the preparation of, a Local Plan will expose the Council to significant risks from speculative development, increased planning appeals and other potential interventions.

### **Author:**

Michael Reep, Planning Policy Manager, Place Directorate, 01934 426775

### **Appendices:**

Proposed North Somerset Local Plan Pre-submission version (Reg 19) and Policies Map.

### **Background Papers:**

Report to Executive Committee 7 September 2022.

[Local Plan 2038 – Update following consultation on Preferred Options: Report to Executive 7 September 2022](#)

Preferred Options Consultation Draft March 2022.

[Preferred Options Consultation Document \(March 2022\)](#)

Preferred Options Consultation Statement August 2022.

[Preferred Options Consultation Statement – Main Report \(August 2022\)](#)

Report to Placemaking, Economy and Planning Policy and Scrutiny Panel 31 July 2023.

[North Somerset Local Plan progress update: Report to Placemaking, Economy and Planning Policy and Scrutiny Panel, 31 July 2023.](#)



Report to Executive Committee 6 September 2023.

<https://n-somerset.moderngov.co.uk/documents/s5024/10.%20North%20Somerset%20Local%20Plan.pdf>

The local plan webpages provide links to the supporting evidence and other information.

[North Somerset Local Plan 2039 webpage.](#)

[Supporting documents | North Somerset Council \(n-somerset.gov.uk\)](#)

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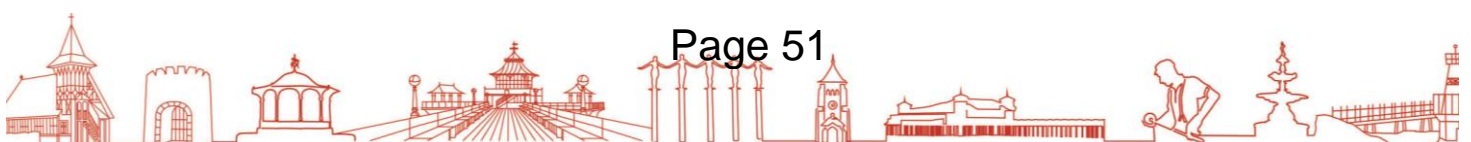


# North Somerset Local Plan 2039

## **DRAFT** **Pre-Submission Plan** **(Reg 19)**

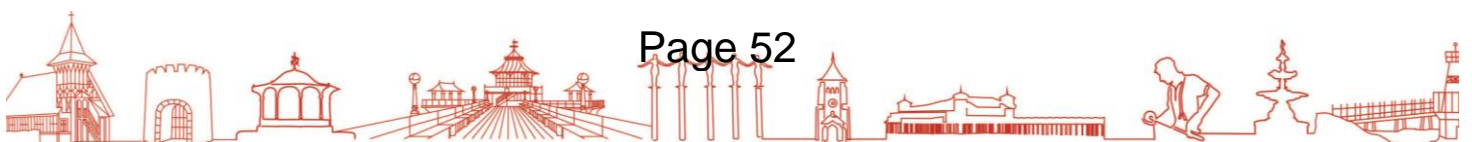
**Executive Committee**  
**18 October 2023**

Additions to the Reg 18 policy text are shown in **BOLD** and deletions in ~~strikethrough~~

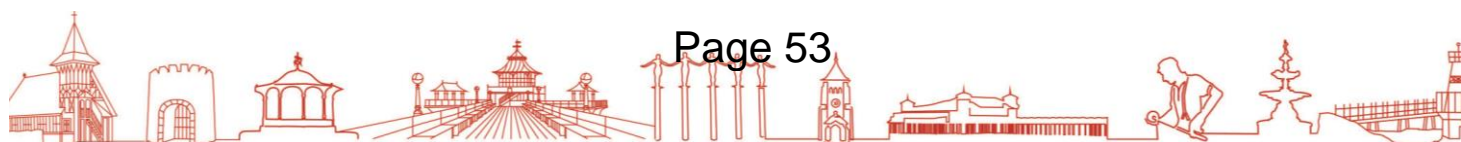


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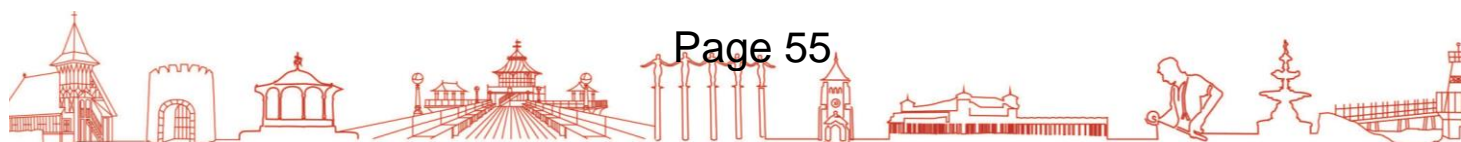
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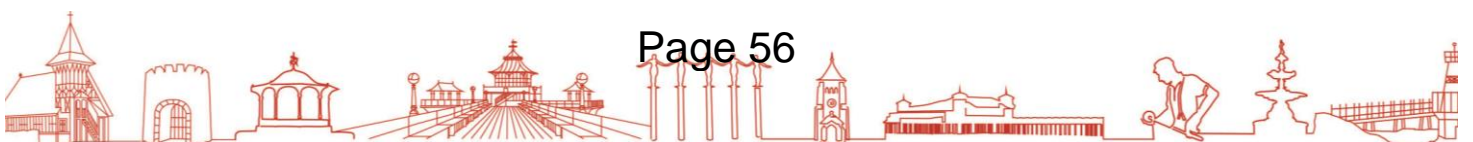


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DRAFT





# 1. Introduction

North Somerset Council is preparing a new local plan with a 15 year plan period 2024~~3~~-2039~~8~~. Once adopted it will replace the current development plan which comprises the Core Strategy, Site Allocations Plan and Development Management Policies and which has an end date of 2026.

This ~~Preferred Options~~ **Pre-submission** document (**sometimes referred to as the Publication version**) is ~~at~~ **the final** consultation document prepared under Regulation 4~~8~~**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.

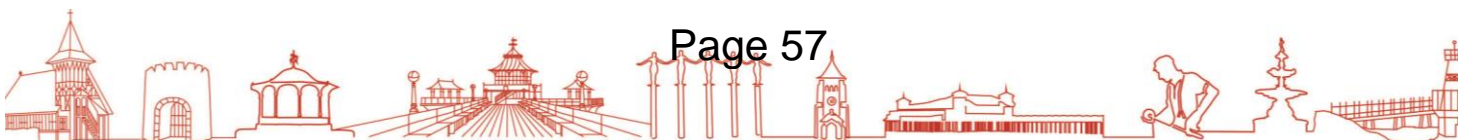
The initial stages of consultation took place in 2020: **with the publication of two documents**; Challenges for the Future and Choices for the Future.

## 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 ~~North Somerset Local Plan 2038 Preferred Options~~ framework for ~~plan~~ **the preparation of the draft plan**, although this was still to be subject to further testing.

### **Preferred Options (March 2022)**

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

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

### Pre-submission Plan (October 2023)

This pre-submission version represents the cumulation of the plan-making process in that it is the plan which the Council intends to submit for examination. It will also be consulted upon prior to it being submitted for examination by an independent inspector.

A local plan is required to cover 15 years from adoption. As the plan will not now be adopted until 2024, the plan period has been adjusted to 2024-2039.

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 Spring 2024, with the examination taking place later that year. 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 before the end of 2024 at the earliest.**

The local plan timetable is as follows:

~~Consultation on Preferred Options (Consultation Draft) March/April 2022~~

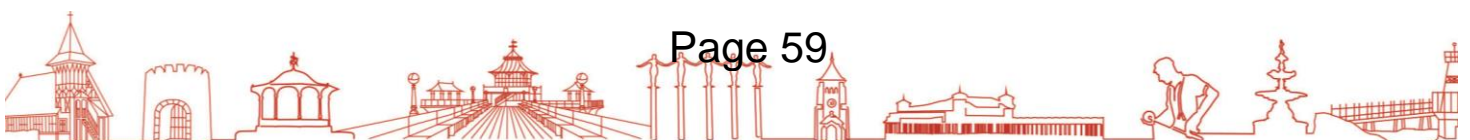
~~Consultation on pre-submission plan November 2022~~

~~Submission to Secretary of State January 2023~~

~~Examination April 2023~~

~~Inspector's Report October 2023~~

~~Adoption December 2023~~



## 2. Vision, Strategic Priorities and Sustainability Objectives

### Vision

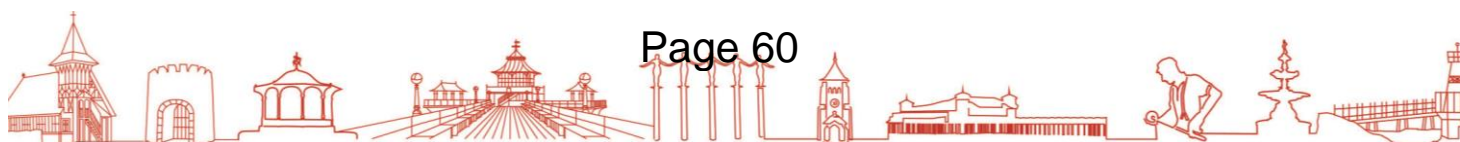
The Local Plan vision is our aspiration as to what good development will look like in the future and reflects the corporate values of open, fair and green. This is then reflected in the Council's strategic priorities.

*By 20389 there will be a transformation in the way we live which reflects a more responsible attitude to climate change and the use of resources. New homes, buildings and communities will be highly sustainable, accessible and attractive places with higher quality standards. There will be more diversity in terms of the form and type of new development to increase variety and choice to better meet the needs of all, create jobs and to tackle inequality. Regeneration will transform and breathe new life into existing towns and valued areas will be protected. People's well-being, a strong sense of community, opportunity and fairness will be at the heart of all development in North Somerset.*

### Strategic priorities

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

- To promote sustainable development and address the climate emergency.
- To deliver the zero carbon ambition by maximising the opportunities for low carbon development and the use of renewable energy.
- To develop new and existing communities in a way which enhances health and wellbeing, reduces inequalities and is child and family friendly.
- To increase the number and range of job opportunities across the district, particularly at the towns to give people the opportunity to work near to where they live.
- To prioritise the location of new development close to places with a wide range of services, facilities and job opportunities.



- To address the decline in the town centres of Weston-super-Mare, Clevedon, Nailsea and Portishead through supporting regeneration and place-making initiatives which revitalise these places as the focus for retailing, community uses, housing and jobs.
- To reduce car use, encourage walking and cycling, and high quality and effective public transport.
- To deliver a diverse range of housing in a variety of tenures, sizes and forms, particularly genuine affordable housing, to meet future needs of North Somerset residents at locations where they are most needed.
- To deliver essential new strategic transport infrastructure to support new development and enable more sustainable travel options.
- To deliver higher residential densities through good design, particularly at town centres, transport hubs and on brownfield sites.
- To provide essential infrastructure in step with development, both transport infrastructure and community infrastructure such as schools, healthcare facilities and community centres.
- To prioritise the importance and delivery of green spaces when considering new development, support priority habitats and species and safeguard areas at risk of flooding.

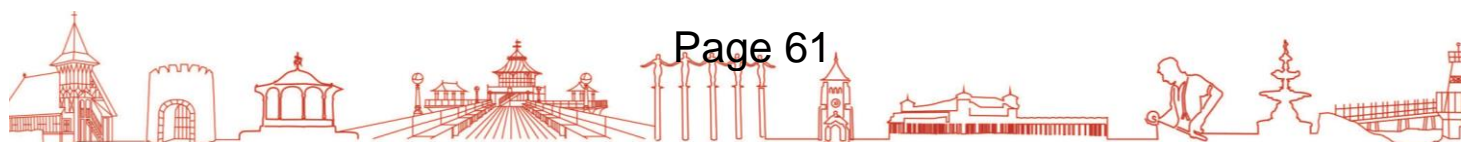
## **Sustainable development objectives**

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

A Sustainability Appraisal is prepared in parallel with the plan-making process and provides a ~~way in~~ **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 Provides opportunities to improve economic wellbeing and reduce inequalities by providing good access to education and training opportunities.



1.3 Promote the optimal use of land which supports regeneration, maximise re-use of previously developed (brownfield) land and protects the rural economy.

1.4 Promote development which requires a deliverable level of high quality and sustainable infrastructure.

2.1 Boost delivery and meet the housing need identified within the plan period.

2.2 Deliver affordable or specialist housing where it is most needed to meet the needs of North Somerset's population.

2.3 Achieve reasonable access to a wide range of community, educational, town centre and healthcare facilities.

2.4 Enhancing community cohesion and community facilities provision including cultural facilities.

2.5 Achieve healthy living opportunities – promoting good access to healthcare centres, open spaces, public rights of way, walking and cycling opportunities, and outdoor leisure activities.

3.1 Reduce carbon emissions by supporting appropriate decentralised renewable energy generation

3.2 Minimise vulnerability to tidal & fluvial flooding, without increasing flood risk elsewhere. Also minimise surface water flood risk and harm to water quality and availability.

3.3 Reduce the need to travel by car to minimise environmental impacts of unsustainable forms of travel, including transport related carbon emissions and air pollution. Ensure good access to infrastructure that promotes travel by active modes (walking and cycling).

3.4 Minimise impact on and where appropriate enhance sensitive landscapes.

3.5 To conserve and enhance historic assets, heritage assets and their settings.

3.6 Protect and where possible enhance biodiversity, geodiversity & green infrastructure and allow its adaptation to climate change. Particularly with respect to protected habitats and species.



### 3. Strategic Policies

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

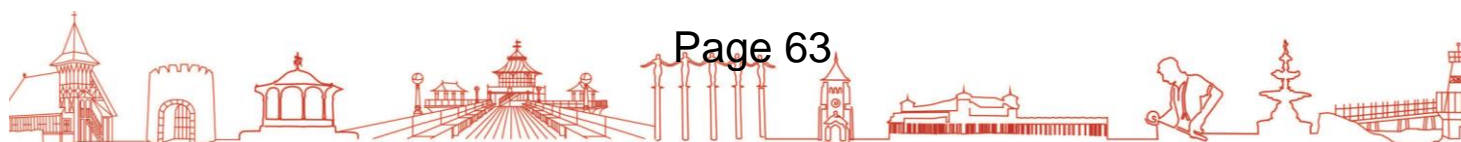
The Local Plan contains 12 strategic policies:

- SP1 Sustainable development
- SP2 Climate change
- SP3 Spatial strategy
- SP4 Placemaking
- SP5 Towns
- SP6 Villages and rural areas
- SP7 Green Belt
- SP8 Housing
- SP9 Employment
- SP10 Transport
- SP11 Green infrastructure and **Historic and natural** environment
- SP12 Minerals
- **SP13 Waste**

#### **Policy SP1: Sustainable development**

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

- Address the climate emergency;
- Support delivery of zero carbon development;
- Support decentralised renewable energy generation;
- Prioritise active travel and effective public transport to make these modes the natural choice over car use wherever possible;
- Support economic development in locations that are, or will be made, accessible by sustainable modes;
- Support regeneration particularly in town centres;
- Deliver the mix and type of housing to meet local needs including affordable and specialist needs housing;
- Create healthy, safe and cohesive communities and reduce inequalities;



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

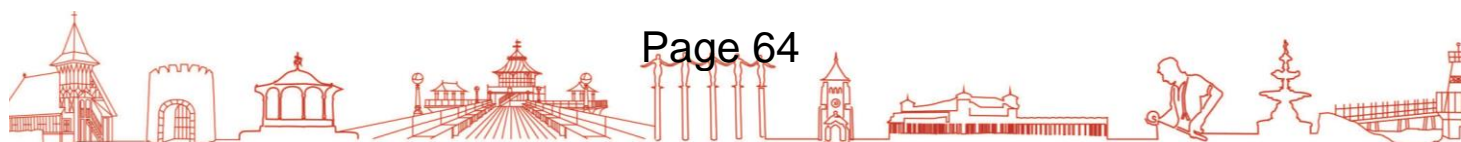
**To be sustainable, new development in North Somerset should:**

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

For plan-making this means that plans should positively seek opportunities to meet the development needs of their area, align growth and infrastructure,





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

**Policy SP1 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 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 access a wide range of facilities such as shops, education, health services, jobs, recreation and entertainment. By encouraging compact developments 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 main policies in the plan containing relevant guidance:**

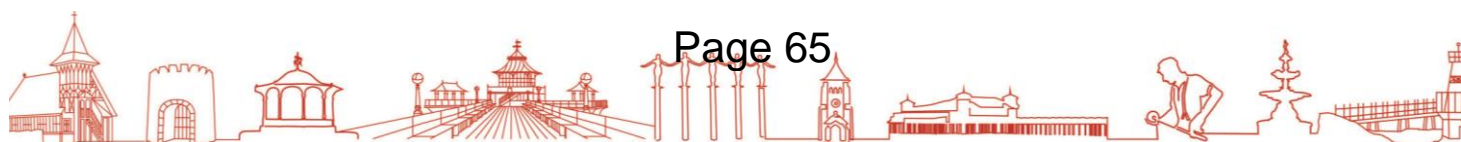
**SP2: Climate change  
SP4: Placemaking  
SP8: Housing  
SP9: Employment  
SP10: Transport  
SP11: Historic and Natural Environment  
DP8: Efficient use of land  
DP9: Flood risk**

## **Policy SP2: Climate change**

Development proposals must demonstrate how they will address **both the mitigation of climate change mitigation and the adaptation to its effects**, encourage the decarbonisation of energy and transport, and support the delivery of a carbon neutrality in North Somerset by 2030.

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

- ~~Reduce greenhouse gas emissions and store carbon.~~



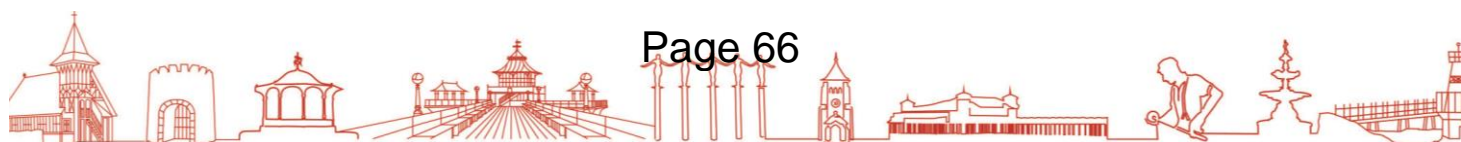
- ~~Deliver a net zero energy standard in new buildings.~~
  - ~~Minimise energy use and demonstrate that residual energy demand can be met with renewable forms of energy.~~
  - ~~Maximise the generation of energy from renewable and low carbon sources of energy.~~
  - ~~Are designed to adapt and be resilient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

~~North Somerset~~ **The** Council declared a climate emergency in 240019 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 a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure’ (NPPF paragraph 152).

This policy sets the overall strategic framework to help deliver the Council’s climate change **and biodiversity** objectives.



**Other main policies in the plan containing relevant guidance:**

**SP2: Climate change**  
**SP4: Placemaking**  
**SP8: Housing**  
**SP9: Employment**  
**DP15: Active and sustainable travel**  
**DP16: Active travel routes**  
**DP17: Public transport accessibility**  
**DP34: Green infrastructure**  
**DP35: Nature conservation**  
**DP36: Biodiversity net gain**

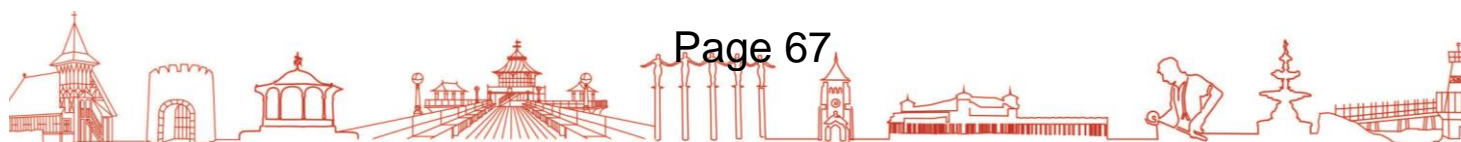
**Policy SP3: Spatial strategy**

The Local Plan makes provision for a minimum of 20,085 new dwellings and 70 ha employment land within North Somerset over the plan period 2023-2038. Priority will be given to locating new residential and mixed-use development in or close to urban areas where there is an existing or proposed wide range of facilities, services and jobs, and there are opportunities to encourage active travel, particularly at locations which are currently, or have the potential to be, well served by public transport. Employment opportunities will be encouraged at accessible locations well-related to the urban areas and where sustainable transport opportunities can be maximised. Residential development in areas at risk of flooding will be minimised outside the towns. The amount of development at villages and in the countryside will relate to local community needs.

**Justification**

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

**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.**



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

**Other main policies in the plan containing relevant guidance:**

**SP5: Towns**

**SP6: Villages and rural areas**

**DP9: Flood risk**

### **Policy SP4: Placemaking**

Development will be supported which **accords with the design principles set out in the National Design Guide and other national advice and** demonstrates that a robust design process has been carried out including as appropriate collaboration with local communities to produce proposals which:

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

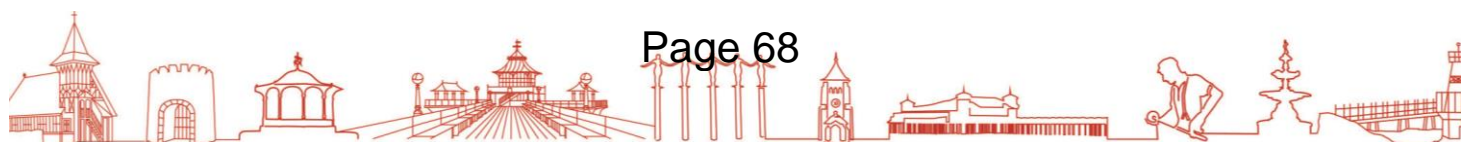
~~Proposals which fail to demonstrate that they have effectively assessed all of these requirements will not normally be permitted.~~

**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, ~~emphasising~~ local community involvement and how it contributes to sustainable development, creating better places in which to live and work and making new development more acceptable to communities. The placemaking principles need to be considered at the outset and should be used to guide the



design of development and how it fits into and enhances the local environment and how places function.

Proposals should demonstrate a robust design process from initial site assessment stage, which addresses the 10 characteristics of good design as set out in the National Design Guide. This can be set out in design and access statement submitted with the application. The use of other assessment tools such as 'Building for a healthy life' can also be used to demonstrate this. This policy supports the objectives of the West of England Placemaking Charter. In many parts of North Somerset there is a clear identity and character which development proposals can respond to and seek to complement or enhance. Even where the local character is less well defined or as positive, new development should still seek to have a positive impact on placemaking and regeneration and the character of the immediate location.

Proposals should demonstrate how they respond to their context and draw inspiration from the positive characteristics of their surroundings including local heritage, in the design of buildings, structures and spaces, having regard to other relevant guidance or character appraisals. This includes developing bespoke creative design solutions which provide variety and choice and enhance the local character and sense of place. Good quality placemaking can support the creation of safe, healthy communities in terms of physical and mental wellbeing and making places more inclusive.

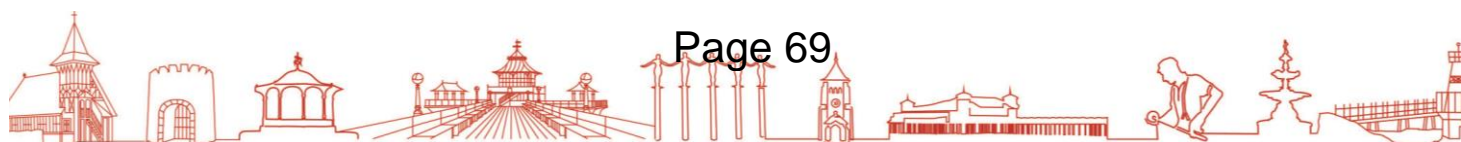
New development will be expected to use land efficiently. Higher densities should be investigated in accessible locations such as places well related to local facilities or at transport hubs and to help support the creation of walkable communities.

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

Involving the local community in the design of new development is an important consideration. It is expected that Community Engagement Statements submitted for major applications (10 or more dwellings or 1,000 square 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 CES should explain the reason for this.

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

**Other main policies in the plan containing relevant guidance:**



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

## **Policy SP5: Towns**

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

- Make a positive contribution to the built environment and sense of place and the creation of safe and attractive environments ~~including green infrastructure and supporting biodiversity~~;
- Support and enable walking, cycling and improved public transport, particularly in relation to connecting residential areas to the town centre, local centres, employment areas, educational establishments and other destinations;
- Optimise housing densities **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.

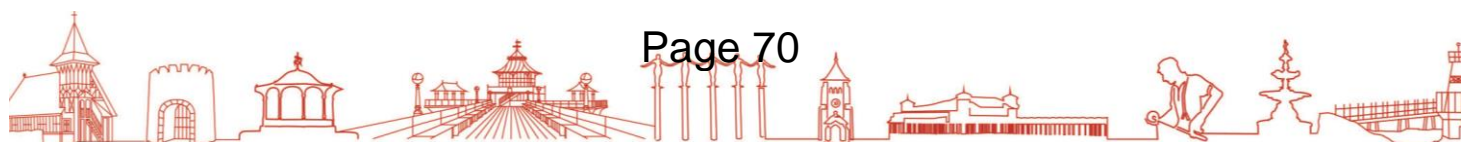
Town centres will be the primary focus for a wide range of retail, **employment**, leisure, educational, cultural, community and other services which support, maintain or enhance their viability and vitality and their role and function.

### 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 the plan needs to



provide a framework to allow them to grow and diversify in a way which will allow them to adapt and respond to a rapidly changing environment.

**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 main policies in the plan containing relevant guidance:**

**SP4: Placemaking**

**SP10: Transport**

**LP4: Settlement boundaries**

**LP5: Town centre hierarchy**

**DP8: Efficient use of land**

**DP24: Town centres**

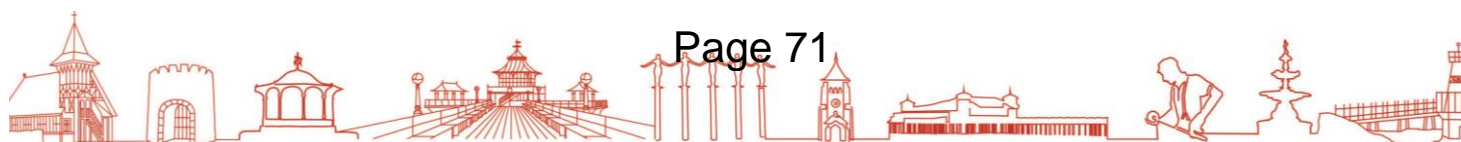
**DP27: Primary shopping areas**

### **Policy SP6: Villages and rural areas**

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

- It results in a form, design and scale of development which is high quality, respects and enhances the local character, contributes to placemaking and the reinforcement of local distinctiveness, and can be readily assimilated into the village;
- The size, type, tenure and range of housing reflects local community needs;
- It will not cause significant adverse impacts on local services and infrastructure, including cumulative impacts;
- The location of development maximises opportunities to reduce the need to travel and connects to local facilities by high quality walking and cycling infrastructure, with good public transport connections for longer trips; and
- The uses complement the defined local centres and contribute to their vitality and viability.

Outside settlement boundaries new residential development will be restricted to replacement dwellings, residential **subdivision 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;**
- ~~There are no suitable~~ **Priority is given to** previously developed land or buildings; **and**
- **Priority is given to accessible locations in relation to the nature of the use.** ~~Uses are well related and accessible by safe walking and cycling to the communities which they serve; and~~
- ~~Development is of an appropriate scale and design and does not adversely affect the landscape or character of the area.~~

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

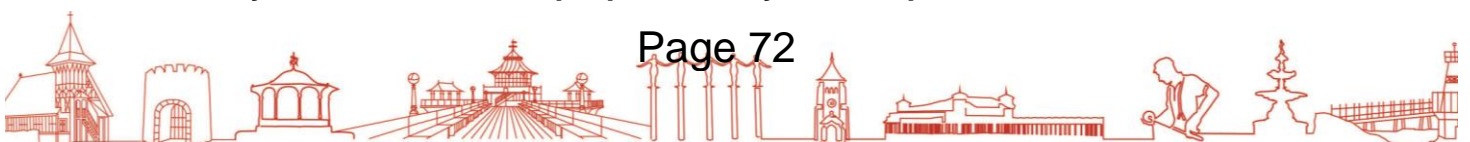
- ~~Through good design it significantly enhances the local environment;~~
- ~~It delivers at least net zero carbon development through high standards of building design and use of renewable energy;~~
- ~~Makes a positive contribution to green infrastructure and biodiversity; and~~
- ~~It connects to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

#### Justification

Development in the rural areas is relatively less sustainable given ~~a lack of 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. 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, ~~in terms of reusing 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 ~~replacement~~ **new build** dwelling as this would be tantamount to the ~~approval~~ **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.

Other main policies in the plan containing relevant guidance:

**LP4: Settlement boundaries**

**DP1: High quality design**

**DP2: Residential development within settlement boundaries**

**DP55: Agriculture and land based rural businesses**

**DP57: Replacement dwellings in the countryside**

**DP58: Conversion or reuse of rural buildings**

**DP59: Previously developed land in the countryside**

**DP60: Employment on green field land in the countryside**

**DP61: Existing businesses in the countryside**

## **Policy SP7: Green Belt**

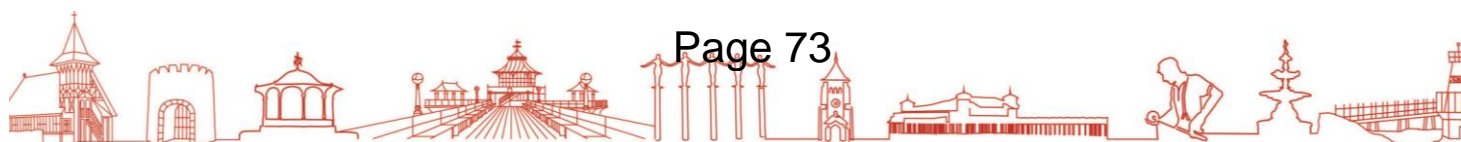
The Green Belt in North Somerset will continue to check the unrestricted urban sprawl of Bristol, preserve the openness of land and meet the national purposes of Green Belt. **In doing so it will protect rural settlements maintaining their character and separate identities.**

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

- Yanley Lane (Woodspring golf course)
- East of Backwell
- South of Clevedon Road, Portishead
- **Land north of Colliter's Way will be released from the Green Belt for residential development as defined on the Policies Map.**
- **Land at Bristol Airport will be released from the Green Belt as defined on the Policies Map**

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

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



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

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

#### Justification

Both Government and local people attach great value to the Green Belt. Releases of Green Belt land for development made in this plan are a result of exceptional circumstances. Land used for development will be kept to a minimum with phased releases and will be expected to deliver ~~exceptional~~ **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 ensures productive farmland and forestry, provides recreational and healthy lifestyle benefits to residents and visitors, a space to enjoy the beauty of the landscape, a home for wildlife and contact with nature and an environment to support the wider environmental and climate change objectives for reducing CO<sub>2</sub>, flooding and air pollution. Opportunities to enhance these will be sought where possible.

**Land north of Colliter's Way has been identified as being appropriate for release from the Green Belt for residential use. The exceptional circumstances relating to the release of this land from the Green Belt are:**

- **The sites highly sustainable location and limited harm to Green Belt purposes as a result of its location adjacent to the Bristol urban area and bounded by the A4174 which forms a strong defensible boundary.**
- **The lack of sufficient capacity to meet housing needs at sustainable locations outside the Green Belt within North Somerset.**
- **The potential to be extremely well served by high quality public transport into Bristol with Metrobus extension and on a proposed mass transit corridor.**
- **The site is well located in terms of opportunities to encourage cycling into Bristol to access services, facilities and jobs.**

**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 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 main policies in the plan containing relevant guidance:**

- LP6: Extent of the Green Belt**
- LP9: Bristol Airport**
- DP12: Development in the Green Belt**

**Policy SP8: Housing**

Land will be identified to secure the delivery of a minimum of ~~20,085~~ **14,902** dwellings within North Somerset ~~2023-2038~~ **2024-2039**.

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 Council will seek the delivery of a minimum of 40% affordable housing from all sites of 10 or more dwellings, and from sites of 5 or more dwellings within the Area of Outstanding Natural Beauty. The precise size and type of affordable housing to be provided on individual sites will be determined through negotiation, guided by the Local Housing Need Assessment or other evidence and taking account of viability. The expectation is that the first 25% will be First Homes with the remainder 90% social rented and 10% shared ownership.~~

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

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

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

Location	Dwellings	Proportion of housing supply
Weston-super-Mare	<del>6,980</del> <b>7,101</b>	<del>45%</del>



Wolvershill (north of Banwell)	2,800	18%
Clevedon	226-562	4%
Nailsea	1,781-926	6%
Portishead	572-735	5%
Yatton	391	
Backwell	1,120	
Yanley Lane (Woodspring golf course)	2,500	
Villages and rural area	1,676-3,680	23%
Total	18,046-15,804	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 informed by the evidence **set out in 'Reviewing the demographic evidence for North Somerset to establish local housing need' (ORS May 2023) and the Local Housing Needs Assessment** and using the government's standard method as set out in national guidance. At February ~~April~~ 2022 the annual requirement was 1,339 **The North Somerset Housing Requirement was identified as 993 dwellings pa or 20,085 14,902 dwellings** over the plan period.

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

The overall distribution of housing reflects the spatial strategy, **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 last five years.**

**Weston-super-Mare is the primary town within the district and as such is identified for significant growth. 6,243 dwellings are expected to be delivered on allocated sites within the town (including the Weston Villages developments which are continuing to build out) and a further 858 homes are expected to come forward on small windfall sites across the town. A further 2,800 capacity is identified at the strategic development at Wolvershill, north of Banwell, in close proximity to Weston-super-Mare.**

**The other three towns of Clevedon, Nailsea and Portishead are identified to accommodate 4%, 6% and 5% of the housing growth respectively. At Clevedon allocations have been identified to accommodate 292 dwellings**



and small site windfall sites are expected to deliver round 270 new homes. Proposed allocations at Nailsea amount to 701 dwellings capacity and the expected windfall rate is 225 dwellings. At Portishead specific sites are identified for 142 homes and the Wyndham Way Broad Location is capable of accommodating up to 350 new dwellings over the plan period. The small site windfall forecast for the town is 243 dwellings.

Across the villages and rural areas sites to accommodate 2,405 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 1,275 homes will come forward on small sites across these villages, smaller settlements and the rural areas.

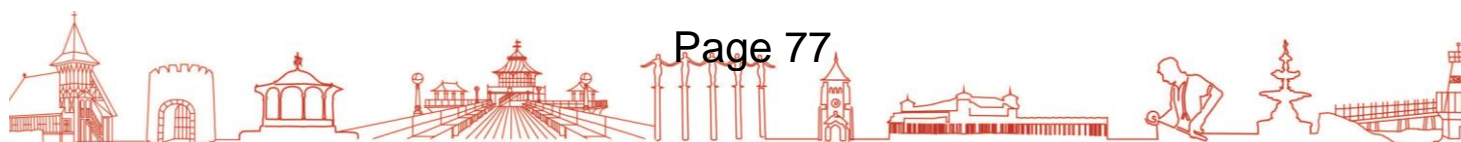
Affordable housing is defined as housing for sale or rent for those whose needs are not met by the market. It includes housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership. Addressing affordable housing needs is an important component of sustainable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

**The approach to the delivery of affordable housing is contained in Policy DP42 with detailed implementation to be subject to** ~~The detailed delivery of affordable housing will be set out in a Supplementary Planning Document.~~

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

- LP2: Housing, employment and mixed use allocations**
- DP2: Residential development within settlement boundaries**
- DP43: Affordable housing (including rural exception sites)**
- DP46: Housing type and mix**
- DP54: Rural workers housing**



## Policy SP9: Employment

Around ~~70~~ **81** ha of land is ~~allocated~~ **will be identified** for business purposes across North Somerset ~~over the plan period~~ 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. ~~This includes new employment allocations provided as part of the mixed-use strategic locations at Wolverhill (north of Banwell) and Yanley Lane (Woodspring golf course).~~

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

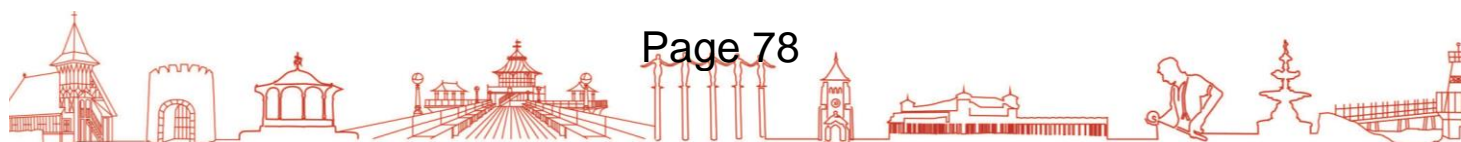
The role of Weston-super-Mare as the principal economic centre will be strengthened and reinforced with employment opportunities provided in step with housing growth. **This includes the delivery of employment commitments as part of the ongoing build-out of the Weston Villages development.** Allocation of business land is focused on the J21 Enterprise Area in addition to provision at the strategic location at Wolverhill (north of Banwell). **Additional provision will be made at M5 Junction 20 at Clevedon to address the need for sites in the north of the district requiring good access to the motorway network. Mixed use, including commercial and business uses will also be encouraged as part of town centre regeneration at the four towns.**

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

Location	Employment land (ha)
Yanley Lane (Woodspring golf course)	10
Weston-super-Mare including Wolverhill,	48



(north of Banwell)	
Other towns and villages	13
Total	70
<i>Note: Figures do not sum due to rounding</i>	

Location	Allocation
Weston-super-Mare	36.7ha
Wolvershill	6.5ha
Clevedon	33.2ha
Portishead	4.85ha
Total	81.3ha

**Within the allocated supply, land is safeguarded specifically for B2, B8, and E(g) uses as set out in Schedule 2: proposed employment sites.**

Justification

Supporting the economy is a key element of delivering sustainable development, economic growth and prosperity. The local plan seeks to support a strong and robust economy by making provision for identified needs including providing additional flexibility and choice to accommodate future opportunities. Provision is made to facilitate growth **across a range of economic sectors, with a forecast need for office, industrial and warehousing and logistics floor space.** ~~across a range of sectors and to~~ **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 is currently responding to changes resulting from exit from the European Union and the pandemic. This creates uncertainties as well as opportunities for the economy within North Somerset,~~ **The national and local economy has been subject to fundamental change in recent years bringing** and brings with it new ways of working, changes across business sector makeup, and in the way business operates, all of which have an influence on land use planning and **the way land and business space is used.** ~~which will need to be considered when the plan is reviewed.~~

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

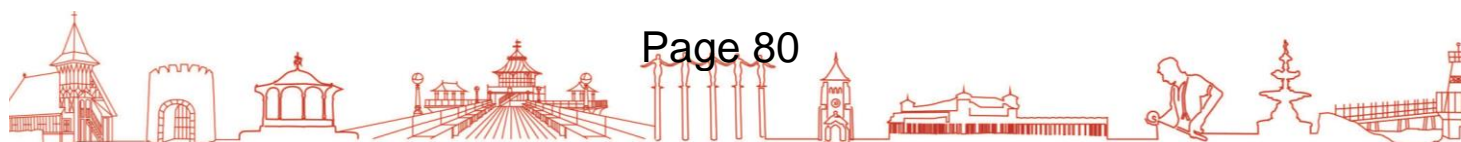
#### Scale of employment land provision

Updated economic forecasts have been used to assess the requirements for employment land demand over the plan period (North Somerset Sites and Premises Evidence, Hardisty Jones Associates 2023). This assessed economic forecasts across a range of sectors using data from Cambridge Econometrics and Oxford Economics and as there were differences between these forecasts, identified a mid-point scenario for comparison. 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. A mid-point employment growth of 9,000 was also assumed given the variation across sectors between the forecasts. The Cambridge Econometrics, Oxford Economics and mid-point scenarios were all assessed for modelling purposes.

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 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.

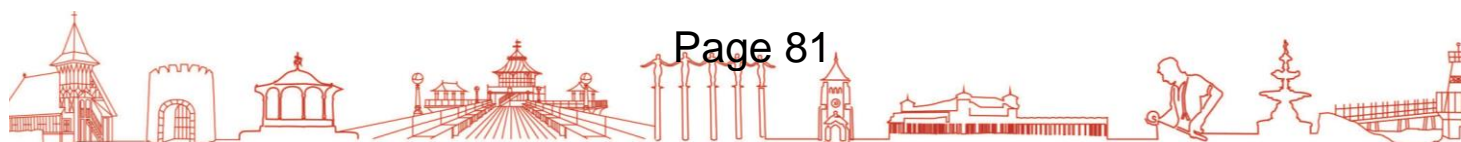
The findings in relation to net new floorspace and land requirements 2023-2043 are as follows:

	Baseline Forecast	
	Floorspace (m <sup>2</sup> )	Land (ha)
Office: use class E(g)(i) & E(g)(ii)	74,000	12
Industrial: use class E(g)(iii) & B2	78,000	20
Warehousing & logistics	174,000	35

This is broken down by 5 year periods in the following table:

	Office (ha)	Industrial (ha)	Warehousing/ logistics (ha)
2023-2028	3	4	9
2028-2033	3	5	9
2033-2038	3	5	9
2038-2043	3	6	8
Total	12	20	35

The evidence provides 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.

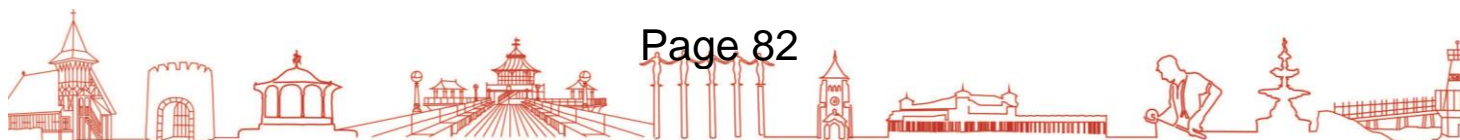
The North Somerset Employment Land Review (2018) forecast growth of around 15,400 jobs 2016-2036. This compared to actual growth of 31,853 jobs from 2000 to 2019 reflecting a period of comparatively high employment growth. Current evidence published in the West of England Employment Land and Spatial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

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

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

**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. Additional employment provision of 6.5ha will be delivered as part of the masterplanning of the Wolvershill (north of Banwell) strategic development area.**

**At Clevedon, a new 25ha business site is proposed to the east of J20 of the M5 with a focus on distribution, logistics, and warehousing demands, well located to the strategic road network. This will be a medium to longer term provision in that the development will require significant enabling infrastructure to facilitate delivery.**



The provision is made up of:

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

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

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.

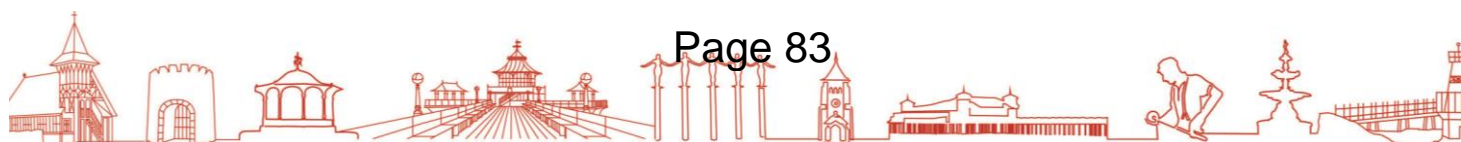
The Employment Topic Paper, published as background to this consultation provides a more detailed summary of the evidence. Reference should also be made to the 2018 North Somerset Employment Land Review and the 2021 West of England Employment Land and Spatial Needs Assessment.

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

#### Distribution of employment land provision

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

At this stage, a broad employment land quantity is indicated for the strategic development locations at Wolverhill (north of Banwell) and Yanley Lane



(Woodspring golf course) and the allocations at Nailsea and Backwell. Specific sites for employment use are not yet identified but will emerge following detailed masterplanning. The identification and testing of specific site options will be informed by consideration of the employment land evidence and recommendations.

#### **Other main policies in the plan containing relevant guidance:**

**LP2: Housing, employment and mixed use allocations**

**DP21: Safeguarding employment sites**

**DP60: Employment on green field land in the countryside**

**DP61: Existing businesses in the countryside**

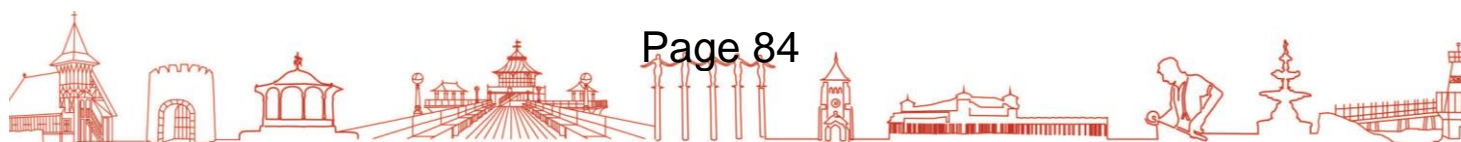
### **Policy SP10: Transport**

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 (**collectively known as active travel**) and the use of public transport opportunities.

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

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

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



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

**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. That is, mainly walking and cycling. Active travel also helps to address the growing health emergency as a range of diseases can be significantly reduced by increased physical activity. However, there will still be a need for highway improvements to address local issues and to make provision for electric vehicles.

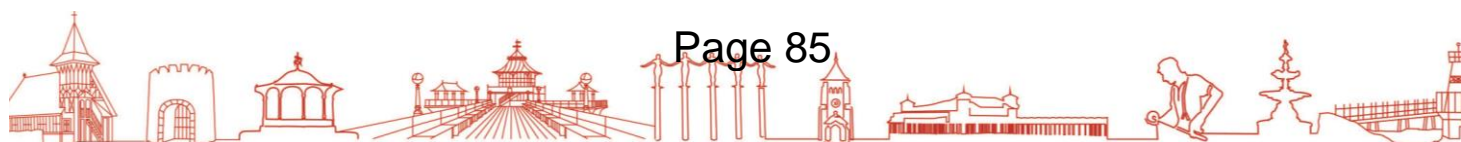
Transport infrastructure is also important in terms of supporting economic development such as haulage and freight such as through the port and airport.

#### **Other main policies in the plan containing relevant guidance:**

- LP8: Transport infrastructure allocations and safeguarding**
- DP14: Highway safety, traffic and provision of infrastructure associated with development**
- DP15: Active and sustainable transport**
- DP16: Active travel routes**
- DP17: Public transport accessibility**
- DP18: Travel plans**
- DP19: Parking**

### **Policy SP11: Historic and Natural Environment Green infrastructure and historic environment**

New development proposals will be supported where they make a positive contribution to the protection and enhancement of valued landscapes and the natural and historic environment **as well as increasing biodiversity and enhancing the natural environment.** Proposals should reflect the character,



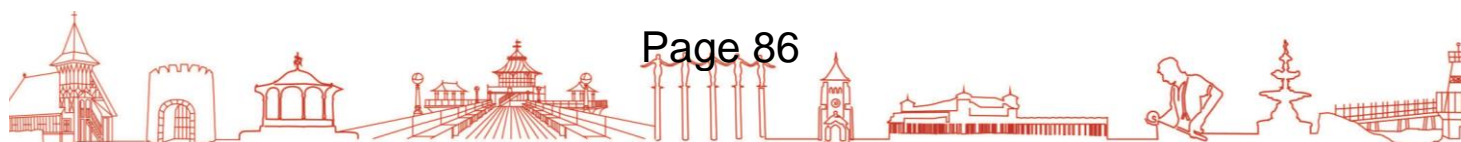
distinctiveness, diversity and quality of North Somerset's landscape and townscapes through good design and management.

New development will, where appropriate, be expected to:

- Conserve and enhance the landscape and scenic beauty of the Mendip Hills Area of Outstanding Natural Beauty (AONB) and the wildlife and cultural heritage, including ensuring that development in its setting is sensitively located and designed to avoid or minimise adverse impacts;
- Maintain and enhance the green and blue infrastructure network **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;
  - Protection of the best and most versatile agricultural land;
  - Conserve, restore and enhance priority habitats, ecological networks and the protection and recovery of priority species;
  - Secure biodiversity net gain;
  - Support the establishment and delivery of North Somerset Nature Parks to protect and enhance **internationally important bat habitats**; **and** mitigate the impacts of development proposals ~~and encourage opportunities for public access and environmental education~~;
  - Retain existing trees and support new planting and woodland creation **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;
  - 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, rhyes, commons, hedgerows, ancient woodlands and the Severn Estuary. Key species include rare horseshoe bats, otters, wildfowl and wading birds, slow-worms and water voles.



The Council will identify Nature Parks to protect, enhance and extend the habitat and corridors required by internationally important greater and lesser horseshoe bats. These will be located to the south-east, south and south-west of Nailsea, north-east, south and south-west of Backwell, north-east and east of Yatton and north-east of Banwell, and other locations where opportunities arise. While the principal objective of Nature Parks is to protect and enhance bat habitat, they will also provide a resource for wider biodiversity net gain.

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

The Council will preserve and where appropriate enhance the historic environment recognising the positive contribution it makes to the character and distinctiveness of North Somerset through the diversity and quality of heritage assets. This includes wider social, cultural, economic and environmental benefits including promoting community cohesion and identity through a legacy of having created a unique sense of place.

#### **Other main policies in the plan containing relevant guidance:**

**LP7: Strategic gaps**

**DP34: Green infrastructure**

**DP35: Nature conservation**

**DP36: Biodiversity net gain**

**DP37: Trees, Woodlands and Hedges**

**DP38: Landscape**

**DP36: Green spaces not designated as local green space**

**DP39: Mendip Hills AONB**

**DP40: Built heritage**

**DP41: Archaeology and non-designated heritage assets**

**DP42: Historic parks and gardens**

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

#### Justification

**The NPPF paragraph 209** states that 'it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation.'

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

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

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

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

**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.**

~~National Planning Policy~~ **Practice** Guidance on Minerals ~~paragraph 060~~ states that as part of the Managed Aggregate Supply System, at local level, mineral planning authorities are expected to prepare Local Aggregate Assessments (LAAs) to assess the demand for and supply of aggregates.

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





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

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

Annual LAAs for WoE are produced jointly by the four unitary authorities. The latest **completed emerging** 2014-2021 West of England Local Aggregates Assessment identifies a ten year average for sales of crushed rock in the WoE of **3.4772** million tonnes per annum (mtpa) for 2014-2021 inclusive.

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

For WoE the 3 year average (2019-2021) for sales of crushed rock was ~~3.99~~ **4.71**mtpa, (higher than the **3.4772** mtpa 10 year average), because levels of sales in 2019 and 2020 **were higher over those three years than in the rest of** ~~were higher than in most of the 2014-2021 decade.~~

~~However, it is not considered that this necessarily~~ **It is difficult to say whether this** points to a rising trend, because the 2018-20 sales (~~3.384.17~~mt) were lower than in 2017-9 (~~3.594.42~~ mt). It is considered better to base levels of provision of crushed rock on the 10 year average sales, (the **3.4772** mt figure) rather than the 3 year average, especially as it is over a longer period.

Based on a long-standing agreement, the required crushed rock provision for the WoE is split 60%/40% between South Gloucestershire and North Somerset, **and, having regard to relevant data for a 2001-2021 period, it is proposed that this ratio is retained.**

On this basis, given the 10 year average in the emerging WoE LAA for 2014-2021 of **3.4772** mtpa, the annualised required level of crushed rock provision for North Somerset can be calculated as 40% of **3.4772** mtpa, which is **1.3949** mtpa, If this was to be extrapolated, the total crushed rock requirement for North Somerset for 2024-2038 inclusive (18 years) would be ~~25.02~~ **26.82** mt. To allow for a ten year landbank at the end of that period (**covering 2040-49 inclusive**), a further 10 years requirement can be added on (~~13.9~~ **14.9** mt). so,



On that basis, the total North Somerset crushed rock requirement for that 28 year period (~~to 2048~~ **2022-2049 inclusive**) would be ~~38.92~~ **41.72** mt.

The ~~38.92~~ **41.72** mt figure is based on the 10 year sales average in the latest emerging LAA for 2014-201. Later annual LAAs are likely to give different 10 year averages, and hence different figures. Therefore it is simpler and more meaningful to aim to maintain a ten year landbank (with the landbank to be measured annually, and based on 40% of the 10 year average sales figure in the latest annual LAA.) ~~The NPPG paragraph 83~~ states that 'aggregate landbanks should be recalculated each year. The Council will annually monitor, and seek to maintain, a 10 year landbank for crushed rock in North Somerset.

At the end of 20201 (relevant to the latest emerging LAA) there were significant remaining permitted reserves at the working quarries in North Somerset, and a landbank of over ten years for crushed rock. However, assuming a theoretical drawdown of 1.3949 mtpa going forward, there would not be sufficient permitted reserves to provide a ten year landbank for crushed rock in the district at the end of the plan period in 20389. ~~The NPPF paragraph 213(f)~~ **indicates states** that landbanks of at least 10 years for crushed rock should be maintained.

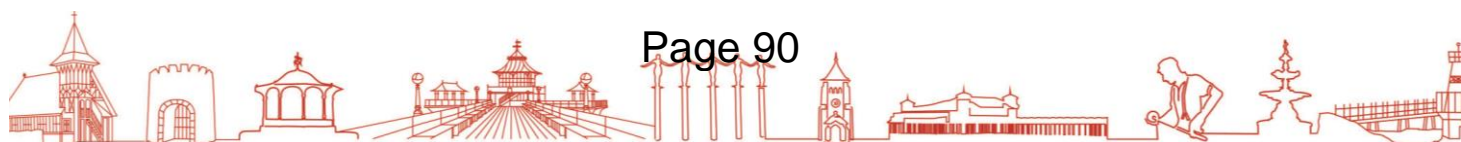
Partly having regard to the need to maintain a ten year landbank throughout the Local Plan period, this Local Plan allocates land for extensions to two quarries in the district. It is likely that any granting of planning permission for mineral working on those extensions would significantly increase permitted reserves in the district. The requirements of all relevant policies in this Plan will be considered in determining planning applications, including for example LP135 and LP146 on the allocations, and DP310, on mineral working.

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

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

~~Paragraph 210(e) of the~~ **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 main policies in the plan containing relevant guidance:**



**LP13: Preferred area for mineral working – land at Hyatts Wood Farm, south of Stancombe Quarry**

**LP14: Area of search for minerals working – land at Downside Farm, south of Freemans Quarry**

**LP15: Minerals safeguarding area for carboniferous limestone**

**DP30: Control of non-mineral development**

**DP31: Mineral working exploration, extraction and processing**

### **Policy SP13: Waste (new policy)**

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.

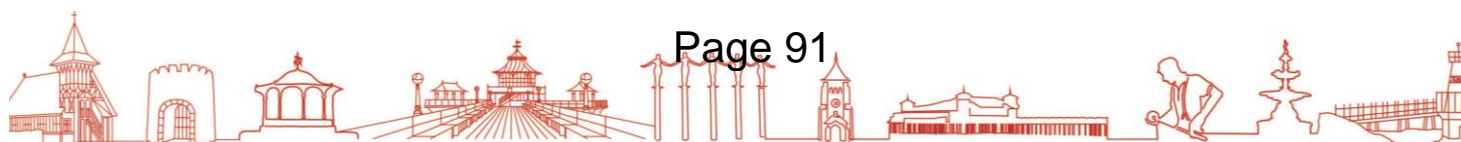
#### **Justification**

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 secondhand goods at charity 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 60.6% in 2019/20 (percentage of household waste sent for reuse, recycling or composting), and 58.7% in 2018/19.

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).



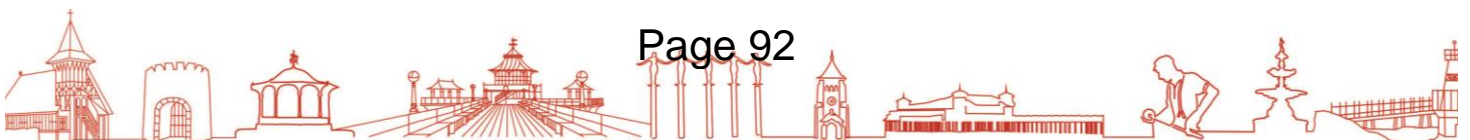
Detailed guidance for developers on how waste management should be addressed in proposals for new developments will be set out in a Waste SPD.

Other main policies in the plan containing relevant guidance:

New policy: DP32: Waste management facilities

New policy: DP33: Disposal of waste by landfill or land raise

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## 4. Locational Policies

### **Policy LP1 Strategic location: Wolverhill (north of Banwell)**

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

**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 and access services and facilities. The development will incorporate high quality green spaces both within the built-up area and linking it to the surrounding countryside.**

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

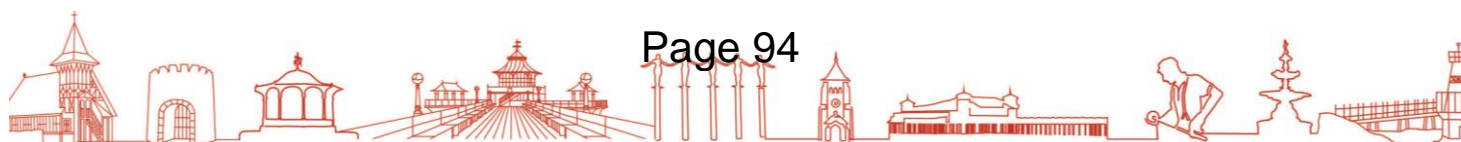
The development must ~~comply with~~ **demonstrate that it has addressed** the following development principles:

- The new development must complement ~~the existing~~ Banwell village in respect of the scale and range of facilities and encourage integration between the ~~two~~ **existing and new** communities;
- **The proposed development is reliant upon, and** Development must be integrated effectively with the design and delivery of the Banwell Bypass;
- A Strategic Gap is defined between the new development area and Banwell to retain the character and setting of Banwell;
- The creation of attractive, easily accessible, safe and direct walking and cycling routes linking the new development with local facilities, ~~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);
- The creation of effective public transport links into Weston-super-Mare, **Parklands, and Worle**, employment areas and other destinations including rail 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 ~~through~~ on the Mendip Hills AONB **through sensitive design**;
- The creation of a mixed-use local centre focused on Wolverhill Road to form the heart of the new community with a high quality public realm,



**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;**

- ~~The development must consider access through the site including the future role and function of Wolverhill Road, including opportunities for encouraging active travel and public transport access;~~
- **The creation of safe, attractive, direct walking, wheeling (wheelchairs, mobility scooters and other wheel-based mobility aids), cycling and public transport links to existing facilities at Parklands and Worle. This is likely to require alterations to the future role and function of Wolverhill Road in order to achieve this;**
- ~~Low traffic~~ **Liveable** neighbourhoods within the scheme should be **planned for** used to ensure convenient and safe walking and cycling access to the local centre and key facilities;
- **Provision of a package of transport measures including provision of a mobility hub at the local centre, delivery of key access junctions onto the Banwell Bypass and wider network, and transport schemes connecting the development to Weston-super-Mare, Parklands and Worle;**
- The development must deliver ecological, habitat and environmental enhancement, particularly in relation to horseshoe bats, linking habitat between the scarp and along key green corridors between new development and Banwell. **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;**
- ~~Explore the opportunity for a;~~
- Green infrastructure should form an interconnected **and multifunctional** network throughout the development and where appropriate with integrated sustainable drainage systems. Additional woodland and tree planting surrounding and throughout the development will be required, including **as part of the landscaping** ~~tree planting~~ along the M5 edge;
- **Defined areas of green infrastructure should be planted with wildflower species within a wider natural landscape setting;**
- Heritage features will be integrated into the development;
- The identification **provision of a minimum of 6.5ha 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;** ~~in the area well connected to the M5 J21;~~
- Effective management and treatment of surface water, controlling run-off into surrounding watercourses and integrating into the green infrastructure network;
- The creation of any new access arrangements should not have an ~~adverse~~ **severe** impact on communities elsewhere, such as Banwell and areas to the west of the M5;
- ~~Provision of new playing pitches and open space;~~

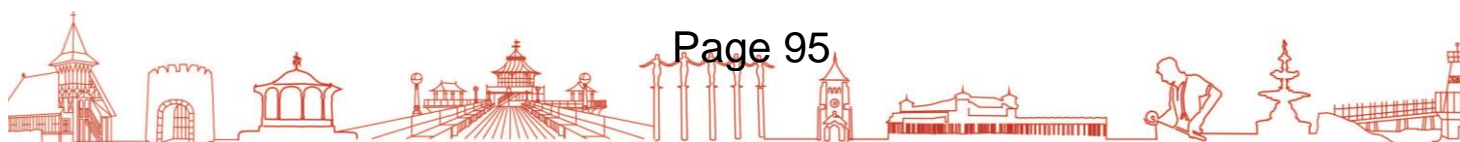


- **Provision for recreation including indoor facilities, (such as for badminton), two adult and two junior outdoor sports pitches and changing facilities and multi-use games and skate park provision;**
- Educational facilities centrally located within the new development, including **investigation, provision of land, and delivery of a new secondary school if required, and delivery of two 420 place and one 210 place primary schools (to include early years provision)** within a safe walking distance from the new homes, access to early years settings and walkable access to services used by children and families;
- ~~Implement the movement and access strategy identified through transport evidence~~
- **Provision of gypsy and traveller pitches;**
- The development will be located having regard to any noise 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 route surrounding the 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 **and high quality design solutions for access points into the site, the local centre, business sites, and the immediate vicinity of education 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 growth location and this policy sets out the overall approach to the masterplanning of a new community which will complement the existing Banwell village while also benefitting from excellent accessibility linking it to the Weston urban area. The development will be phased in relation to the delivery of the Banwell Bypass.

~~At this stage in the plan making process, the strategic site is presented as a broad location for further investigation, but~~ **The policy provides** key design and development principles set out to guide the masterplanning process and planning applications in due course. ~~The broad location identified on the Policies Map is intended to accommodate all of the land uses and infrastructure required to deliver the scheme and not all of the identified site may be suitable for residential use.~~ Further guidance ~~may~~ **will** be prepared in the form of a **Masterplanning Framework** Supplementary Planning Document that ~~may refine~~ **will review** the development boundary and provide further detail on **transport and access infrastructure**, the distribution of land uses within the



development informed by masterplanning and this will form further guidance to the preparation and consideration of planning applications.

**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.**

Transport evidence has been prepared to consider the transport implications of growth in this area. This is published separately and has considered **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** and identifies the need for further work to explore mitigation.

**Due to the need to create safe, attractive and direct walking, cycling and public transport links to existing facilities at Worle and space limitations on the existing highway, it is likely that the future role and function of Wolvershill Road could be changed to achieve this. Wolvershill Road could be downgraded to prevent through traffic, enabling a lower traffic route designed as a central corridor through the site facilitating sustainable modes of travel. The detail of this will be assessed through the Wolvershill Masterplanning Framework and supporting SPD.**

### **Policy LP2 Strategic location: Yanley Lane (Woodspring golf course)**

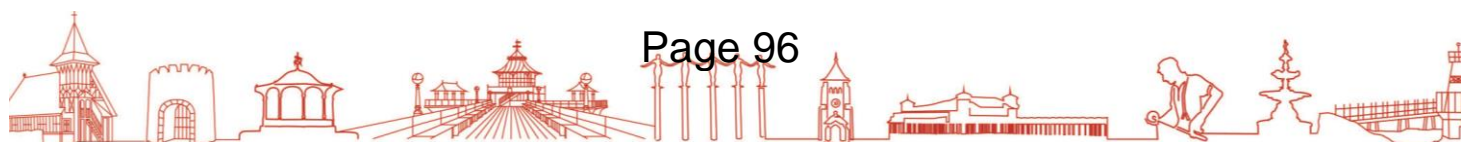
### **Policy LP3: Nailsea and Backwell**

### **Policy LP24: Housing, employment and mixed use allocations**

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

#### Justification

The schedule allocates the proposed residential, employment (**uses within classes B2, B8, and E(g)**) and mixed use sites which will be developed over the plan period. The schedule indicates the potential capacity and any high level principles and considerations which will need to be addressed.





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

### **Policy LP35: 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 the **any** site-specific requirements set out in the schedule.

#### Justification

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

The Council has an ambition to deliver a secondary school at **in or around** Yatton over the plan period, a replacement ~~Voyage Learning Campus~~ **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 LP46: 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 ~~must accord with the relevant policies of the plan~~ **will be acceptable in principle subject to the relevant policies within this plan**.

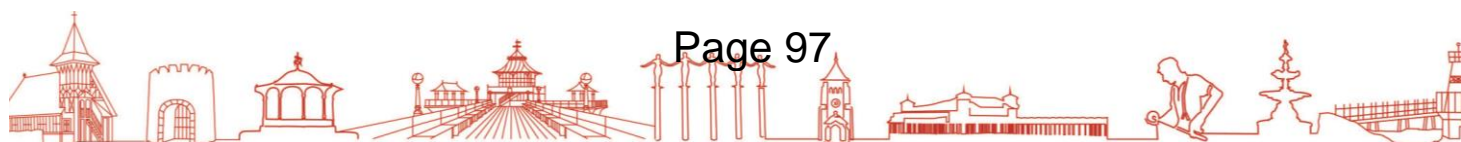
The extension of residential curtilages, including the extension into the countryside of the curtilage of a dwelling located within a settlement boundary, will be permitted provided that it would not harm the character of the surrounding area or the living conditions of adjoining occupiers.

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

#### Justification

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

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



## Policy LP57: Town centre hierarchy

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

Town centres:

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

District centres:

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

Local/village centres:

Within Weston-super-Mare

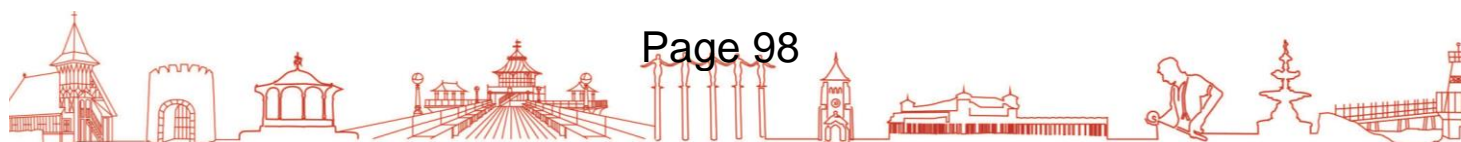
- Bournville (St Andrews Parade)
- Castle Batch
- Coronation Estate (Loxton Road)
- Parklands Village (proposed)
- Locking Road
- Milton Hill
- Milton Road
- Oldmixon (Aller Parade)
- Winterstoke Village (proposed)
- Whitecross Road

Outside Weston-super-Mare:

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

Proposed

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



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

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

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

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

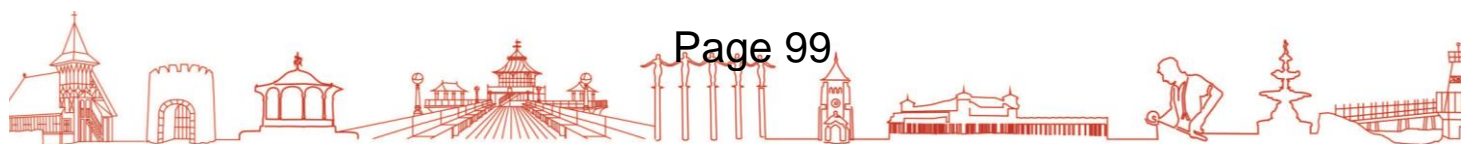
Proposals for new or extended town centre uses outside these centres will need to demonstrate that:

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

### Justification

This policy reflects the changes to the Use Class Order 2020 which allow for greater flexibility for existing town centres to adapt to the rapidly changing way we shop and access commercial and other services. Recent societal changes such as internet shopping and access to services as well the impact of Covid and the rise of the cafe culture mean that our town, village and other centres increasingly have become places to meet and socialise. The ability for town centre businesses to be more agile can potentially reduce the likelihood of dead frontages and so maintain the attractiveness of the town and other centres to residents and visitors.

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



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

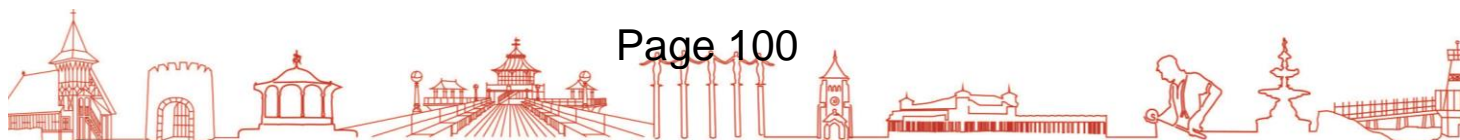
Weston retail parks have evolved over the years into an outer commercial area which provides a considerably large retail offer, principally due to a lack of large units within the town centre area. They are not identified as district centres and further expansion of uses which could be located in the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

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

### **Policy LP68: 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 ~~are proposed~~:

1. ~~A change to the inner Green Belt boundary~~ **Deletion of land from the Green Belt at Yanley Lane (Woodspring golf course) to accommodate new strategic development. Colliter's Way to accommodate residential development.**
2. ~~Land to the east of Backwell will be released for mixed use development.~~ **Land at Bristol Airport will be released from the Green Belt as defined on the Policies Map**
3. ~~Land to the south of Portishead will be released for residential development.~~
- 4.3 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.
- 5.4 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

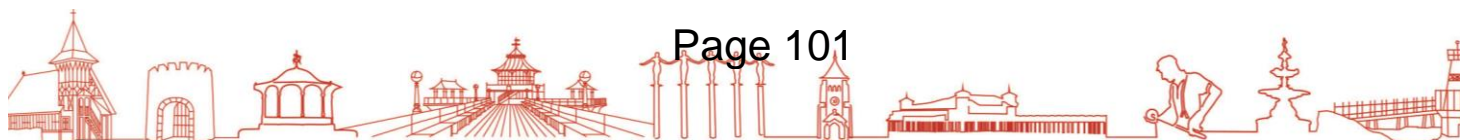
The North Somerset Green Belt is highly valued by local residents and is an effective planning tool in preventing the urban sprawl of Bristol and shaping the pattern of development in North Somerset. It keeps land permanently open, prevents towns and villages merging together and protects the countryside.

Changes to the boundary at Yanley Lane (Woodspring golf course), Backwell and Portishead **Colliter's Way** are a result of exceptional circumstances resulting from the need to accommodate the housing requirement **at sustainable locations**. A sequential approach to meeting this requirement has been adopted with sustainable locations outside the Green Belt preferable to Green Belt release and the amount of development allocated in the Green Belt kept to the minimum.

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

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



area through compensatory improvements to the Green Belt for the benefit of wildlife, the environment and enjoyment of residents.

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

A joint Green Belt and settlement boundary will define the extent of these villages. Adjustments will be made to existing settlement boundaries, where applicable, to correct inconsistencies and anomalies and ensure the robustness of the boundary. Boundaries at villages are not being adjusted to include new green field development sites, this is incompatible with the spatial strategy. Development inside boundaries will be permitted in accordance with the other policies in this plan.

### **Policy LP79: Strategic Gaps**

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

Strategic gaps are identified on the Policies Map between:

- Weston super Mare and Hutton.
- Weston super Mare and Locking.
- Yatton and Congresbury.
- Banwell and Wolvershill (north of Banwell).
- **Sandford and Churchill**

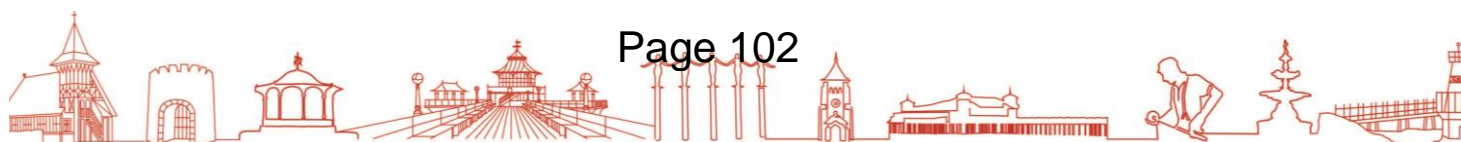
Development within strategic gaps as shown will only be permitted where:

- 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.** ~~long term. While such policies provide some control of development in the countryside, they often allow for exceptions, and there is also the risk of development being allowed on appeal.~~ Without the added protection of strategic gap designation, there is a significant risk that incremental development would eventually erode the gaps, with the detrimental effects identified above **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.

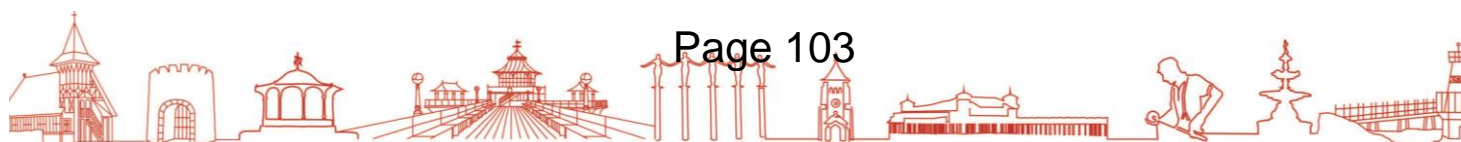
In view of this similarity, it is inappropriate for strategic gaps and Green Belt to overlap, which has had implications in reviewing strategic gaps, in preparing this Local Plan.

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 LP810: 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 the following transport schemes, the improvement of existing services or the creation of sustainable transport links and facilities:.

- ~~J21 Bypass Scheme~~
- ~~A371 to Churchlands Way Link~~
- ~~Banwell Bypass~~
- ~~Barrow Gurney Bypass~~
- ~~Herluin Way to Locking Road Link, Weston-super-Mare~~
- ~~Extension to Long Ashton Transport Hub~~
- ~~Weston-super-Mare Transport Hub (location to be determined)~~
- ~~Bus Rapid Transit for Weston (investigation, no identified alignment)~~
- ~~Airfield Bridge Link, Weston-super-Mare~~
- ~~Dualing of The Runway, Weston-super-Mare~~
- ~~J21 outbound improvements~~
- ~~Wolvershill Road / Churchlands Way, Weston-super-Mare~~
- ~~M5 Junctions 19, 20 & 21~~
- ~~A corridor extending 10 metres either side of the railway land boundary fence of the Taunton-Bristol railway line.~~
- ~~Transport interchange hubs at railway stations;~~
  - ~~Weston-super-Mare~~
  - ~~Weston Milton~~
  - ~~Weston Parkway (formally Worle)~~
  - ~~Yatton~~
  - ~~Nailsea/Backwell~~

~~Extension of railway station platforms to accommodate full-length trains;~~

- ~~Worle~~
- ~~Yatton~~
- ~~Nailsea/Backwell~~

~~Reopening of the bay platform at Weston-super-Mare~~

~~Re-opening Portishead Passenger Rail Line~~

~~Double track on the loop line between Weston Railway Station and Worle~~

~~Weston Southern Rail Chord, Weston-super-Mare~~

- ~~Longmoor Village, Long Ashton~~
- ~~Reserved transport corridor within consented Yanley Lane development, Nailsea (20/P/2347/RM)~~





- ~~Mass Transit – Bristol City Centre to Bristol Airport (investigation, no identified alignment)~~
- ~~Major Road Network scheme/at A38/Downside Road/West Lane, highway improvement scheme~~
- ~~Churchill crossroads, highway improvement scheme~~

**In addition to the specific schemes identified in Schedule 7 the following proposals are being investigated and will be supported:**

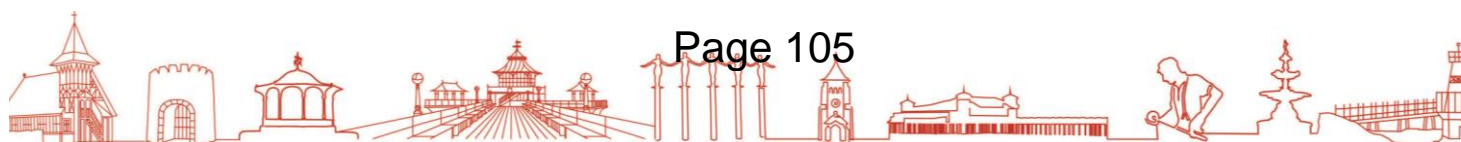
- **Weston-super-Mare Transport Hub – location to be determined**
- **Expansion of Long Ashton Transport Hub – detailed scheme to be confirmed**
- **Bus Rapid Transport Scheme for Weston-super-Mare – alignments to be confirmed**
- **Mass Transit Scheme between Bristol Airport and Bristol City Centre – alignments to be confirmed**
- **A370/A371 roundabout and A371/The Runway roundabout capacity improvement scheme – under investigation**

#### 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 DP165.

The promotion and justification for transport infrastructure are set out in the Joint Local Transport Plan 4 (JLTP4) which was adopted in March **2020** and covers the period 2020 to 2036. The JLTP4 is prepared by the four unitary authorities of Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire and sets out the vision for transport up to 2036. It sets out the approach to achieving a well-connected sustainable transport network that works for residents across the region, a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural way to travel.

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



Transport schemes included in the JLTP4 enhance connectivity and road safety and promote the use of public transport. The major transport schemes proposed to be delivered over the plan period are the re-opening of Portishead Branch Line and the Banwell Bypass which are at an advanced stage of planning and delivery., and the potential for mass transit corridors from Bristol along the A38 to the Airport. and A370 to Nailsea. in association with the development proposals. It should be noted that the safeguarded area of the Banwell Bypass as shown on this drawing is illustrative and is based on the current design of the Bypass which is being presented for public consultation in 2022. The safeguarded area in the next version of the Local Plan may be further refined to reflect any evolution of the Bypass design as a result of public feedback and environmental and technical assessment.

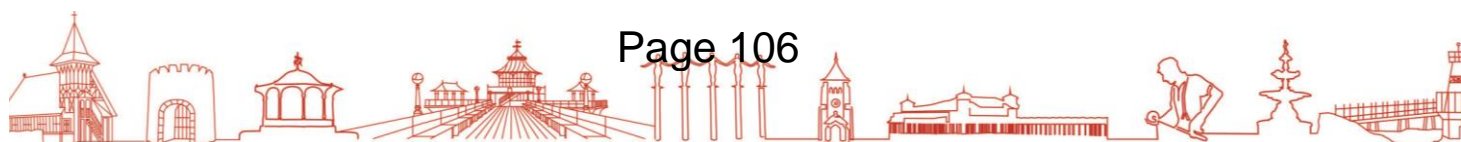
In tandem with the Local Plan, North Somerset is preparing an Infrastructure Delivery Plan setting out the key infrastructure requirements, including transport infrastructure, needed to implement the Local Plan proposals, and how it is to be delivered and monitored.

### **Policy LP914: Bristol Airport**

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

- The proposed use requires an airport location and is considered appropriate within the Green Belt inset. **Changes of use to uses not requiring an airport location will not be permitted;**
- 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 ~~not unacceptable~~ adequately mitigated against;
- Appropriate surface access improvements including major public transport infrastructure (such as ~~M~~mass ~~T~~transit) are provided in step with development to mitigate the adverse impact of airport traffic on local communities and the highway network and facilitate a sustained modal shift to public transport;
- Proposals ~~are must be~~ accompanied by an agreed surface access strategy with identified funding and trigger points;
- Improvements are made to the local highway network serving the airport including junction capacity, highway safety, footways and cycleways to mitigate the adverse impacts of airport operations; and
- Benefits to the local economy and community are maximised; **and**
- **Opportunities for renewable energy generation are maximised.**

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



## Justification

Bristol Airport is the eighth busiest airport in the UK and carried over 7.9 million ~~8,960,000~~ passengers in 2022~~19~~ **and is a major employer in North Somerset**. ~~The covid-19 crisis and the subsequent mitigation measures adopted by governments across the world have had an acute impact on the aviation industry, with significant (but as yet uncertain) repercussions as to the future of the industry. The pandemic caused an unprecedented decline in the number of flights since 2020, which was greater than following the global financial crisis of 2008.~~

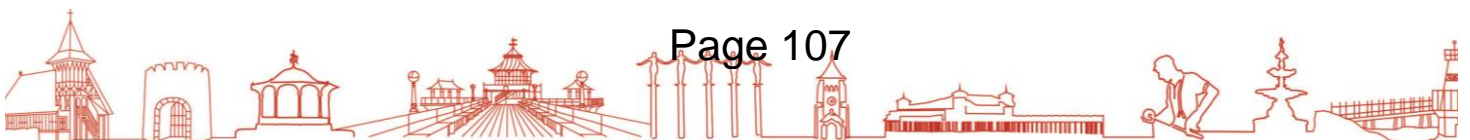
In 2019, the UK Climate Change Act 2008 target for greenhouse gas emissions reductions was increased from at least 80% (from a 1990 baseline) to at least 100% by 2050. More than two thirds of local authorities in the UK have declared their commitment to help delivering the Net Zero Transition through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

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

~~In March 2020, Bristol Airport's application to expand was refused by the Council. The proposal was **Planning permission was granted on appeal in 2022** to increase the operational capacity of Bristol Airport from its cap of 10 million passengers per annum (mppa) up to 12 mppa together with the provision of an additional 3,900 car parking spaces, **including revisions to** ~~It also sought to revise the summer night flying limits. The decision was subject to an appeal submitted by Bristol Airport with the decision issued on 2nd February 2022. The draft policy will be reviewed in the context of that decision. Following a High Court challenge, planning permission was subsequently granted in January 2023.~~~~

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

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



expected to continue work in limiting night and daytime exposure to aircraft noise.

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

This policy makes general provision for the management of future development at Bristol Airport by setting out the criteria for airport-related development within the Green Belt inset. **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 and where there is a need to demonstrate very special circumstances that outweigh the harm to the Green Belt and any other harm. Off-airport parking is dealt with at Policy DP2019.

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

### **Policy LP102: Air Safety**

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

- An extension or alteration to a dwelling house which is for the purpose of enlarging or improving the living accommodation for the benefit of the people living in it, such people forming a single household, or which is for the purpose of a residential annex;
- An extension or alteration to a property (not being a single dwelling house or other residential building) which could not reasonably be expected to increase the number of people working or congregating in or at the property beyond the current level or, if greater, the number authorised by any extant planning permission;
- A change of use of a building or of land which could not reasonably be expected to increase the numbers of people living, working or congregating in or at the property or land beyond the current level or, if greater, the number authorised by any extant planning permission;
- Long-stay and employee car parking (where the minimum stay is expected to be in excess of six hours);
- Open storage and warehouse development (excluding distribution centres, sorting depots and retail warehouses);
- Development of a kind likely to introduce very few or no people onto a site on a regular basis;
- Public open space (excluding children's playgrounds, playing fields or sports grounds), in cases where there is a reasonable expectation of low intensity use;



- Golf courses (excluding clubhouses);
- Allotments; and
- Other forms of development of which, in the opinion of the local planning authority, there is a reasonable expectation of low-density occupation.

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

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

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

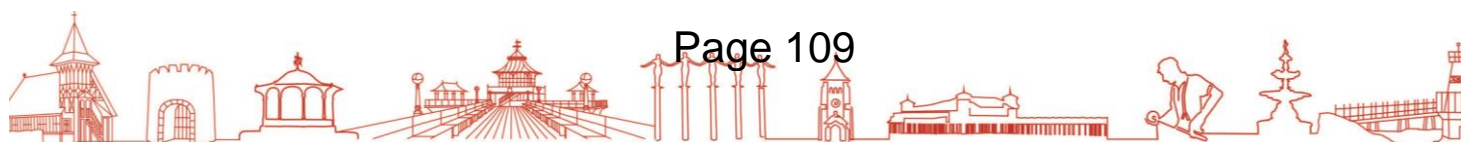
#### Justification

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

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

The outer boundary of the safeguarded area for Bristol Airport is indicated on the Policies Map, this notation is neither the responsibility nor the proposal of ~~North Somerset~~ 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 the PSZ's are situated entirely within the Green Belt, any application within them will also be assessed against Green Belt policy. The revised Guidance advises that the extent of each PSZ, and the associated 1-in-10,000 individual risk contours where applicable, should be indicated on the Policies Map.

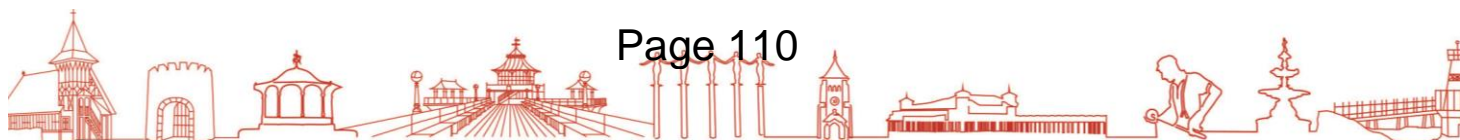
### **Policy LP113: Royal Portbury Dock**

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

~~Development within the port should seek to:~~

**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 major employer will be supported provided that:**

- **The proposed use requires a port location. Changes of use from a port-related use will not be permitted;**
- **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 local highway network serving the port including M5 J19 access, junction capacity, highway safety, public transport access, footways and cycleways;**
- **Benefits to the local economy and community are maximised;**
- ~~Address capacity and public transport and active travel connectivity issues at Junction 19 of the M5;~~



- ~~Improve connectivity and perceived safety of routes for employees to Portishead, Bristol and other local neighbourhoods and further afield by means other than private car, including public transport, including providing or improving high-quality active travel connections;~~
- **Opportunities for renewable energy generation are maximised; and Protect and enhance local ecology; and National and locally important species and habitats are retained and enhanced.**
- ~~Ensure that there will be no significant demonstrable harm to the living conditions of residents of neighbouring settlements.~~

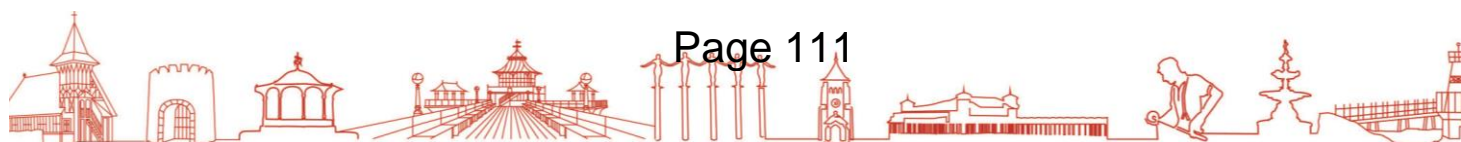
### Justification

**Bristol Port covers a large area on both sides of the River Avon within both North Somerset and Bristol City.** Royal Portbury Dock is a key component of the wider port in Bristol, **the part of the port located to the south of the River Avon within North Somerset which accommodates** handling 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** However, there are climate change and environmental implications related to the port and its operations which need to be taken into account.

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

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

Further development at the port that makes efficient use of land at the Port estate will be supported, particularly where it increases employment opportunities for local people such as from Portishead. Outside the Port estate, Green Belt policy applies and it would be for the developer to demonstrate very special circumstances that outweigh the harm to the Green Belt and any other harm.



## **Policy LP124: 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

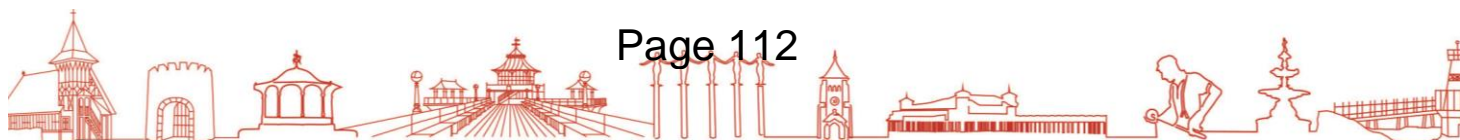
Areas of Local Green Space (LGS) are designated in the adopted Site Allocations Plan. The Council has reviewed the LGS designation and the currently designated sites, in the light of the latest government guidance. The Council considers that most of the sites can be carried forward into this Local Plan, 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.

## **Policy LP135: Preferred Area for mineral working – land at Hyatts Wood Farm, south of Stancombe Quarry**

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

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

- Proposals should be phased to the satisfaction of the Council;
- Relevant development management policies and issues ~~must be met or addressed to the satisfaction of the Council. For example:~~ **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, ~~A~~ancient ~~W~~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.

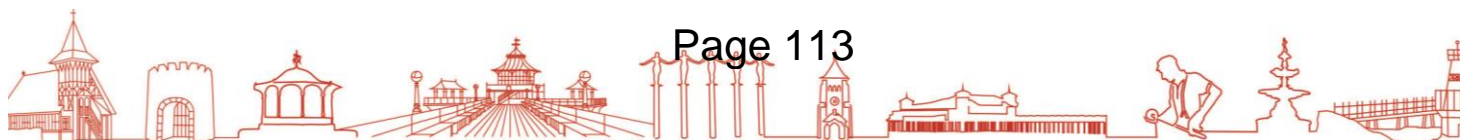
Hyatts Wood Farm would be a further expansion of the quarry following a previous southern extension (on land called The Spinney) for which there was a Preferred Area in the adopted Development Management Policies Plan. Planning permission for mineral working of The Spinney was granted in May 2015 (application 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 2038.

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

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

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



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

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

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

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

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

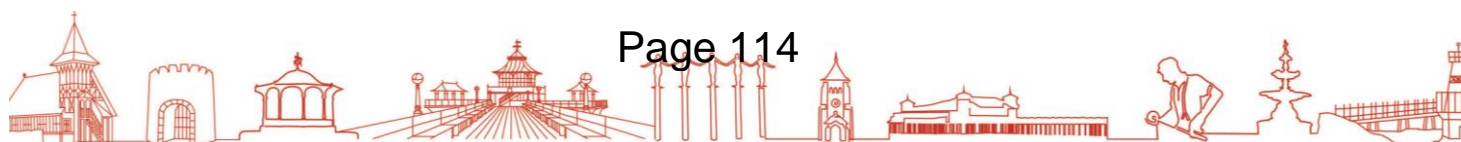
Screening for Environmental Impact Assessment (EIA) will be necessary. If EIA is found to be required, planning applications should be supported by the necessary ecological impact assessment reports. These reports should include assessments on habitats, protected species and notable sites. The scope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

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

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

Planning applications will be subject to all relevant policies in this Plan. Policy DP310 on mineral working is particularly relevant.

The Minerals Safeguarding Area (MSA) for carboniferous limestone (see Policy LP157) 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 LP146: Preferred Area of search for minerals working – land at Downside Farm, south of Freemans Quarry.**

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

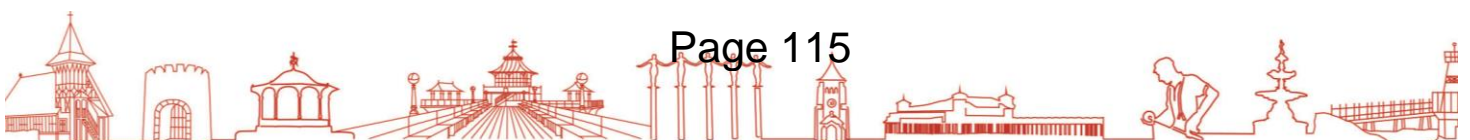
- Proposals should be phased to the satisfaction of the Council;
- Relevant development management policies and issues ~~must be met or addressed to the satisfaction of the Council.~~ For example: **including** living conditions, noise, vibration, air over pressure, public health and safety, dust, biodiversity, 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, ~~A~~ancient ~~W~~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; and
- adequate and appropriate provision for restoration and aftercare must be made, including sustainable use of overburden and waste materials.
- Proposals, including restoration, must meet biodiversity net gain requirements.

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

### Justification

National guidance refers to the importance of planning for a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Mineral planning authorities should plan for the steady and adequate supply of minerals by designation of either Specific Sites, Preferred Areas, or Areas of Search for mineral working. Areas of Search are defined as areas where knowledge of mineral resources may be less certain but within which planning permission may be granted, particularly if there is a potential shortfall in supply.

Downside Farm would be the first extension of Freemans Quarry following the initial establishment of the quarry (granted planning permission March 1996). The quarry is currently working the permitted reserves. The permission requires all mineral extraction to cease in 2026, so working of the quarry beyond that is



likely to be dependent on future planning permission being granted for a time extension to work any remaining reserves.

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

The Council considers that allocation of an Area of Search is more appropriate than a 'Specific Site' or 'Preferred Area' in the absence of detailed geological investigation by Breedon at this stage. Areas of Search are 'areas where knowledge of mineral resources may be less certain'. It would be sensible for Breedon to carry out more detailed investigation to obtain fuller data on the mineral resource on the site and any constraints etc. that may be affecting it.

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

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

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

The Council will need to be satisfied that impacts such 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 DP310 on mineral working is particularly relevant.

The MSA for carboniferous limestone (see Policy LP157) 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.

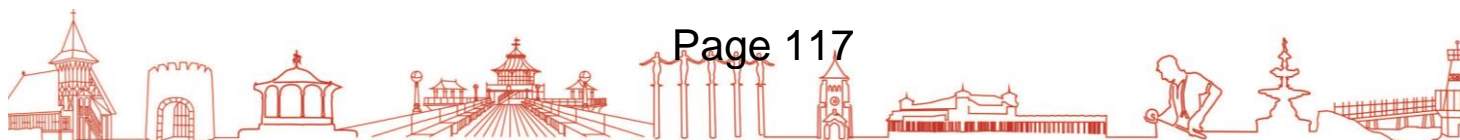
### **Policy LP157: Minerals Safeguarding Area for carboniferous limestone**

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

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

Exempt development is defined as:

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



- Applications for works to trees.

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

#### Justification

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

Policy LP157 is consistent with this, and also with ~~paragraph 212~~ of the NPPF which states 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 3 is consistent with the NPPF. ~~paragraph 210 (d).~~

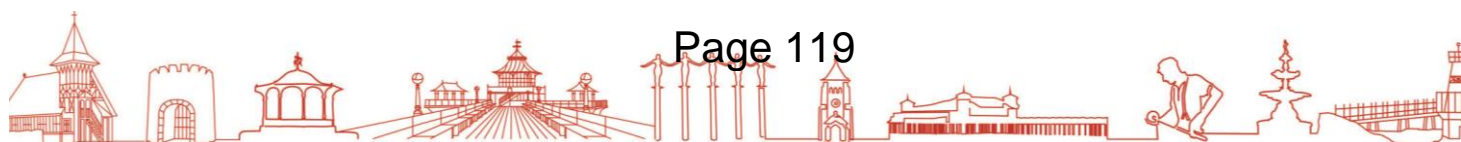
The Council has reviewed the MSA and proposed some amendments to the boundary, largely to reflect the proposed Preferred Area and Area of Search for mineral working.

### **Policy LP16: University of Bristol site in Langford (New policy)**

**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 must:**

- **Strengthen links with the local communities, particular with local schools, to ensure the benefits of having a university campus within the locality are maximised;**
- **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 services to reduce car use;**
- **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.**



- **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 LP17: Wyndham Way (New policy)**

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 employment space. 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. Over the plan period this is expected to deliver up to 350 new homes and an additional 600 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:-

- 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, creates good streets 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, the leisure centre, and Somerset Hall including expansion, possible relocation, or new provision.
- Consideration of the role and location of the proposed rail station and opportunities for associated developments.

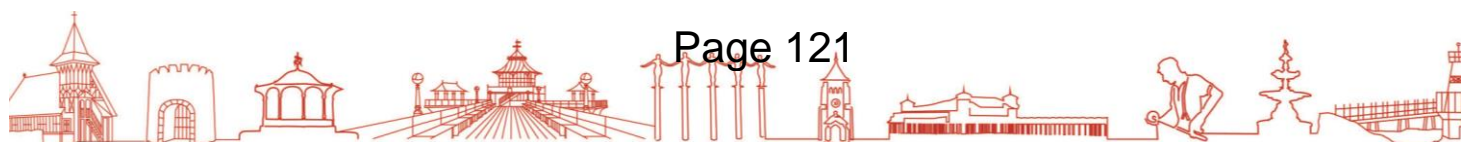
### Justification

Change is expected to be gradual over the period of the Local Plan and could take many forms, however development should accord with the principles as set out in the Wyndham Way Development Framework endorsed by Executive Committee in December 2022 and any subsequent delivery strategy or Supplementary Planning Document. 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 delivering up to 350 homes across the Wyndham Way Development Area and up to 600 new jobs. This will be through development of the 1.1ha 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

The framework includes an 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. A delivery strategy is being commissioned and will further inform planning decisions. Following this a supplementary planning document may be prepared to guide development proposals.

A Neighbourhood Plan for Portishead was made in September 2023. This is aligned to the North Somerset Core Strategy strategic policies which will be/were 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 LP18: Coastal Change Management Areas (New policy)**

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 CCMA's 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.

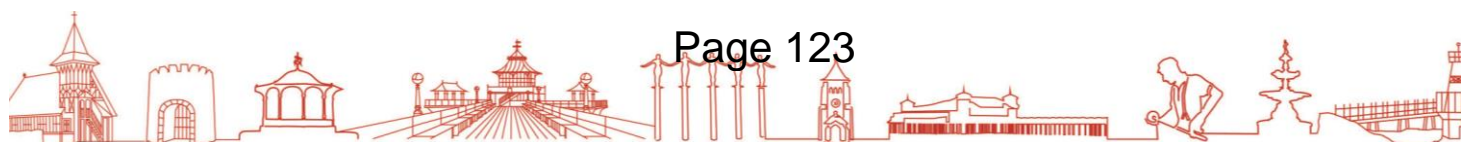
The methodology has also taken account of data on predicted/estimated erosion rates where available, and precautionary buffers where it is not (typically in areas where erosion data is not available, such as areas of hard geology, where predicting erosion rates based on historical retreat distances would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

The policy includes requirements for development within the CCMA's 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 of 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.

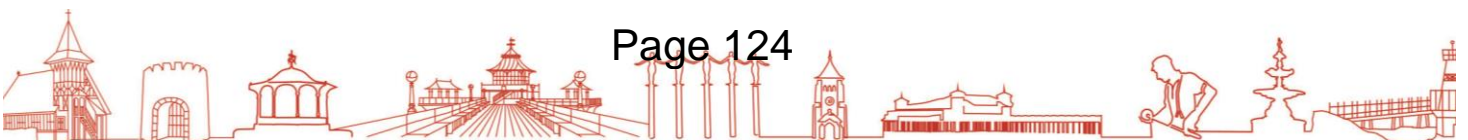
Consistent with the NPPF on flood risk and coastal change, this policy requires that a Coastal Vulnerability Assessment will be required in support of a planning application, demonstrating whether or not the requirements of the NPPF can be met. Developers should agree in advance the scope of a coastal 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 CCMA 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.**

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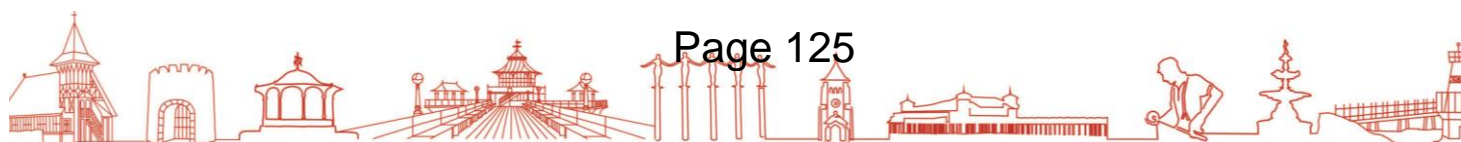
## 5. Development Management Policies

### Design and Place-making

#### **Policy DP1: High quality design**

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

- The siting of all elements of the scheme, soft and hard landscaping, levels, density, form, scale, height, massing, detailing, colour and materials are appropriate and make best use of the characteristics of the site and its surroundings, its heritage and natural value and are appropriate to its use and position within the landscape and/or townscape;
- Building materials and finishes are of a high quality, sustainable, attractive and durable, and appropriate to the context and proposed design;
- The site integrates with the surrounding pattern of streets and paths, provides good links to public green and urban spaces and continues strong characteristic local development patterns where they contribute positively to local character including plot and building frontage widths;
- The proposals incorporate landscape features including trees and hedgerows (with suitable space to reach maturity), which will support biodiversity and access to wildlife corridors and green space and which will future-proof the development against changing climatic conditions and help carbon capture;
- The design creates safe environments for all, that benefit from natural surveillance, visible streets and open spaces, lighting and other security measures. Achieving Secured by Design certification will help to demonstrate how designing out crime has been taken into account;
- The design promotes accessible buildings and spaces;
- ~~The design responds to existing drainage patterns, minimises water and energy consumption and incorporates SuDS as appropriate;~~
- On major developments, the layout should use landmarks, focal points, views, clear routes, lighting, public art and signage in order to assist people to navigate throughout the proposed development, supported, where appropriate, by the production of masterplans and associated design principles. The use of design coding or other similar process should be considered if appropriate to the delivery of the development;
- ~~When~~ ~~re~~ part of a wider proposed development, the design should take into account the future development potential of adjoining sites that are identified for development and not prejudice the comprehensive and coordinated development of a larger site of which it forms part;



- Proposals visible from main approaches into settlements ~~should aim to~~ protect and enhance views from the approach, particularly regarding retention, provision, and/or enhancement of green areas, open spaces, trees and vegetation;
- The design and layout should not prejudice the living conditions for the occupiers of the proposal or that of adjoining occupiers through loss of privacy, overlooking, overshadowing or overbearing impact;
- The proposal should not prejudice the retention of private amenity space and should include high quality and usable private amenity and play space appropriate to the type of proposal and character of the area. This can be provided as gardens for any new separately occupied dwelling, or as private balconies, or communal gardens and roof terraces accessible to all dwellings not provided with their own private space;
- Private areas ~~should~~ create defensible spaces, allowing exclusive access and provide areas for personal use and storage;
- Account is taken of adverse weather conditions particularly in relation to the likely impacts of climate change;
- Provision is made for the storage of waste and recycling materials in secure locations that are an integral part of the design and that enable easy collection from the public highway; and
- Proposals for lighting schemes should not have a harmful impact on the living conditions of residents, significantly increase sky glow, cause glare or light trespass or impact on biodiversity.

Major development proposals should be accompanied by Design and Access Statements, parameter plans and Community Engagement Statements, providing evidence of effective community involvement in the development of the design. Management plans should be submitted for the long-term maintenance of all shared public and private spaces and facilities including private drainage installations and SuDS and services that the developer intends to provide instead of the Council.

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

#### Justification

The ~~National Planning Policy Framework~~ **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, DP1 focusses on the more detailed aspects of design and the requirements for different forms of development to ensure that all proposals respond to their local context and enhance the local environment.



The four Supplementary Planning Documents – Residential Design Guides 1-4 currently provide more detail on various aspects of the policy. These will be reviewed and additional or replacement guidance may be prepared as necessary. **Detailed guidance for developers on how waste management should be addressed in proposals for new developments will be set out in a Waste SPD.**

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

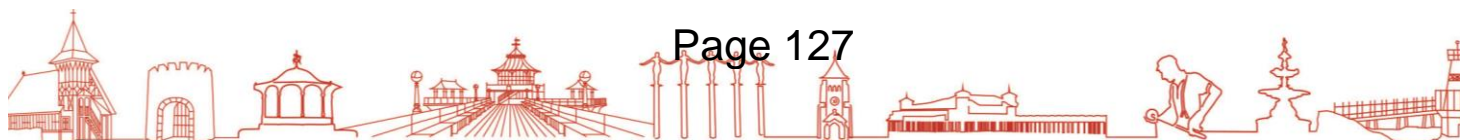
The design and access statement will need to provide sufficient information to identify the main placemaking considerations. A robust design process should be demonstrated which sets out clearly how the characteristics of the site and surrounding area have been considered at the outset and followed through to final design. Proposals should clearly set out how density, layout and design features will respond to the site characteristic in order that a proper assessment can be made of the site capacity and impact on the criteria in this policy. This may include the use of parameter plans.

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

## **Policy DP2: Residential development within settlement boundaries**

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 ~~should be~~ **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. ~~North Somerset~~ **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. ~~North Somerset~~ **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
- ~~Accord with~~ **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:

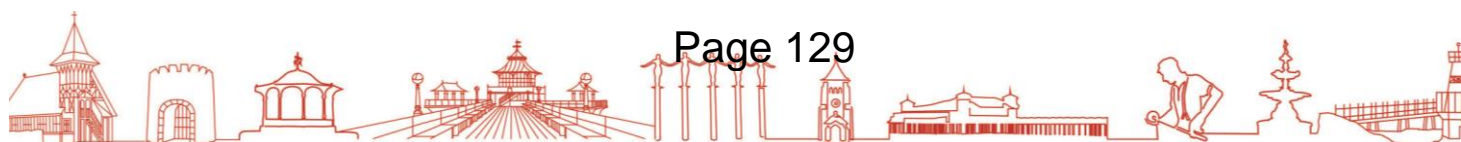
- The proposals will not have a harmful effect on the character and living conditions of residents of the property, adjoining properties and local area;
- A satisfactory standard of accommodation and living conditions is provided and that the proposal does not create an over-intensive use of the site;
- The development will not singularly **by itself** or cumulatively contribute to an unacceptable change in the **mix and** balance of types of properties in one street or area; and
- Parking ~~should accord with the 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 fewer than six people. However, when planning permission is required to convert a house into a HMO ~~we will look carefully at~~ **consideration will be given to** the existing situation within that particular street.

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

### **Policy DP5: Climate change adaptation and resilience**

All development will need to demonstrate that ~~its~~ **the** 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:

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

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



- Consider the availability of water and wastewater management, incorporating measures to improve water efficiency and ~~protect water quality~~ **such as installing water butts, rain gardens and other water reuse features;**
- ~~Consider whether~~ **Demonstrate that** construction materials used are suitable for the lifetime of the development; and
- Will not result in a detrimental impact on air quality.

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

- Protect existing and provide new green and blue infrastructure **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** quality; and
- Protect 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.

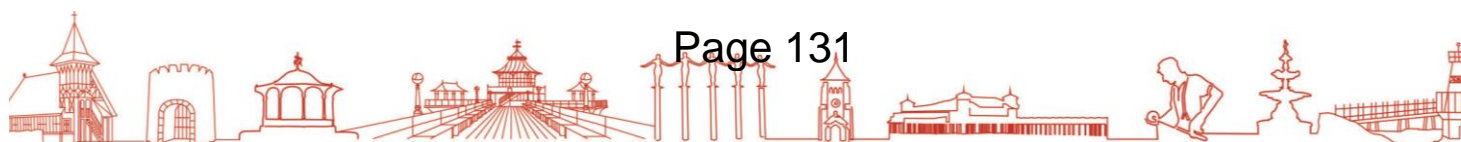
These features must be considered from the outset as part of the overall design of the development.

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

#### Justification

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

Climate change adaptation statements will set out the measures to increase the resilience of that development to climate change. **Climate** changes will include warmer wetter winters, drier summers, more frequent intense periods of rainfall, more extreme weather events and sea level rise. **Thise** **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.



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

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

Much of the evidence provided within the climate change adaptation statement will also relate to other policy requirements. This includes the requirements for minimising flood risk, provision of SuDSs, 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 Pplan.

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

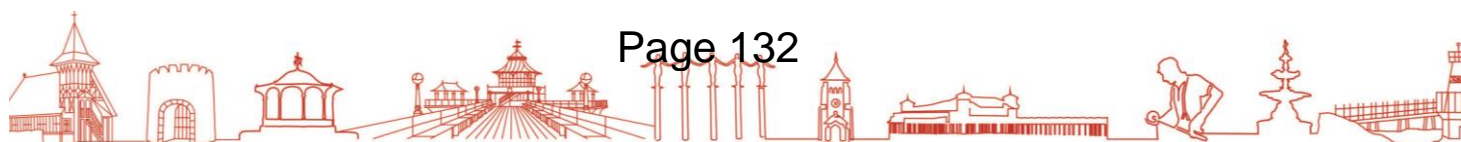
### **Policy DP6: Net zero construction**

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

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

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



**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 is minimised, to be demonstrated through:
  - Space heating demand of less than 15kWh/m<sup>2</sup>/year
  - **Overall** operational energy use of less than 35 kWh/m<sup>2</sup>/year; and
- On-site renewable energy generation is maximised, equivalent to at least the onsite energy demand.

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

#### Net zero operational energy: non-residential

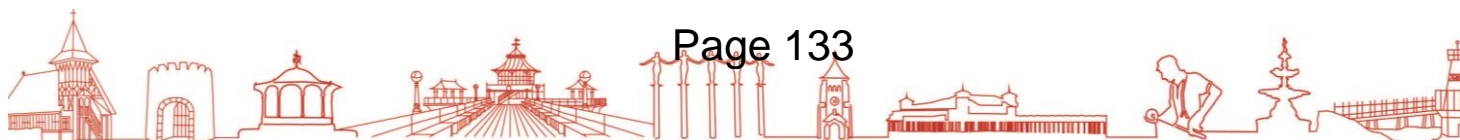
In order to demonstrate net zero operational energy, all new non-residential buildings must demonstrate through an energy statement, that the following have been achieved:

- No use of on-site fossil fuels;
- Energy use is minimised appropriate to the end use;
- On-site renewable energy generation is maximised, equivalent to at least the onsite energy demand; and
- The end users to report their energy use in operation for 5 years post-completion.

Alternatively, compliance can be demonstrated by using BREEAM Excellent level accreditation, with outstanding level for energy use (Credit Ene01). ~~An or through 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 schemes, but if this is not technically feasible, the requirement may be met elsewhere by means of offsite renewable energy generation. The offset mechanism will require prior agreement with the Council.~~



~~The retention of existing buildings will be given preference to the demolition of existing buildings. Retrofitting energy efficiency measures in existing buildings will be supported and significant weight will be given to the benefits of development resulting in considerable improvements to energy efficiency and reduction in carbon emissions in existing buildings. All proposals must demonstrate high standards of insulation.~~

All development must demonstrate measures to minimise potable water use and should aim to achieve an estimated water consumption of no more than 100 litres/person/day. All measures will optimise water use systems and may include rainwater harvesting and other mechanisms for recycling and reusing water on-site. **Standards set out in RIBA 2030 for water efficiency should be followed.**

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 meet these requirements prior to **any** buildings connecting to district heating network.

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

Justification

**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) ~~report~~ **The Sixth Carbon Budget report (2020)** states that the built environment is estimated to **buildings** account for **2317%** of greenhouse gas emissions (both direct and indirect) 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.** Reducing greenhouse gas emissions from the built environment is therefore essential to contribute to the ambition of carbon neutrality by 2030, as set out in the Climate Emergency Declaration. **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).**

~~Using resources efficiently means using the Earth's limited resources in a sustainable manner, whilst minimising impacts on the environment. Resources~~



~~are finite and can only be replenished at a certain rate and efficiency allows more to be created with less input.~~

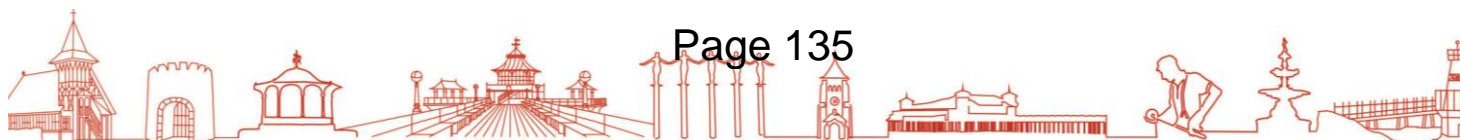
Net Zero Operational energy in this context refers to a building where no fossil fuels are used, all energy use has been minimised and it meets the **total local** energy use target (measured in kWh/m<sup>2</sup>/year) with all energy use generated on or off-site using renewable energy that demonstrates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

Net Zero Embodied Carbon in this context refers to ~~a building~~ **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.** ~~where T~~ the sum total of greenhouse gas emissions and removals over the entire lifecycle ~~are~~ **should be** minimised, meeting local carbon targets (measured in kgCO<sub>2</sub>e/m<sup>2</sup> ~~and with additional 'offsets' equals zero.~~

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

A building's energy use is now considered to be the best measure for net zero compliance, whilst reducing emissions on-site is no longer the best measure of sustainable design. ~~This is because the electricity grid is decarbonising.~~ Total energy use and space heating metric targets are considered to be the best mechanism to model and monitor net zero compliance **because the electricity grid is decarbonising** ~~in new buildings.~~ 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.

~~The s~~**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 also they align to Passivhaus certification standards. The CCC report highlights that we must build new buildings with which are ultra-low carbon, energy, water and climate resilient, and getting design right from the outset is much more cost effective than forcing retrofit later use.** The report recommends a ~~maximum~~ space heating demand of 15-20kWh/m<sup>2</sup>/year by 2025 at the latest. The London Energy Transformation Initiative (LETI) guidance on meeting net zero recommends a maximum ~~limit~~ total energy use of 40 kWh/m<sup>2</sup>/year.



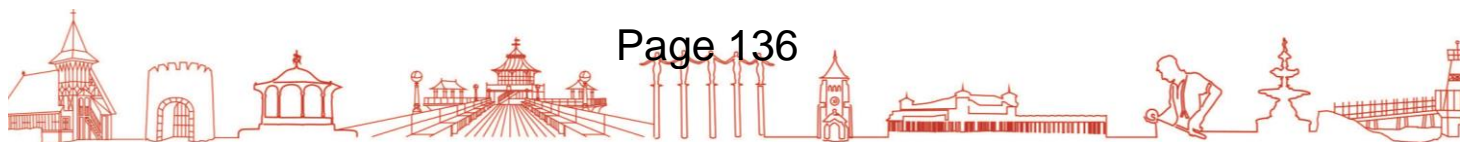
The cost of achieving net zero operational energy for residential buildings was calculated for the Cornwall County Council Climate Emergency DPD, Energy review and modelling (Etude, 2021). This report found that it was technically feasible to meet net zero operational standards with an increased construction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

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

Renewable energy offsetting must only be used where it is demonstrated as not technically viable to meet the residual energy demands through onsite renewable energy generation. This is to ensure that new buildings are as energy efficient as possible and will not need retrofitting in the future. **The 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 kW<sub>p</sub> 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. An update to Creating Sustainable Buildings and Places SPD will set out the process for securing offset credits, where these are required.** The UK Green Business Council guide – Renewable Energy Procurement and carbon offsetting guidance for Net Zero Carbon Buildings should be used to determine the best approach.

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

In order to demonstrate that net zero embodied carbon has been achieved, by 2030, targets for the embodied emissions associated with new development will need to be achieved. Maximum limits for carbon dioxide emissions equivalent per metre squared will be required for residential buildings and different limits





will be set for non-residential buildings, according to their end use. Achieving these targets will need to be demonstrated through an Embodied Carbon Assessment.

The report for the West of England Authorities 'Embodied carbon of domestic and non-domestic buildings', (WSP 2021) demonstrates that significant reductions in embodied carbon can be achieved at no net additional cost. This can be achieved through better design (including durability to replacements), better onsite management (to avoid wastage), better choice of materials (with lower embodied carbon) and through the removal of unnecessary finishes. In order to demonstrate that measures to reduce the risk of the building overheating have been integrated into all developments, the Good Homes Alliance Tool and Guidance – Overheating in New Homes should be used.

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

**The Creating sustainable buildings and places** A Supplementary Planning Document (SPD) will be prepared **updated** to set out how the specific requirements of this policy can be implemented.

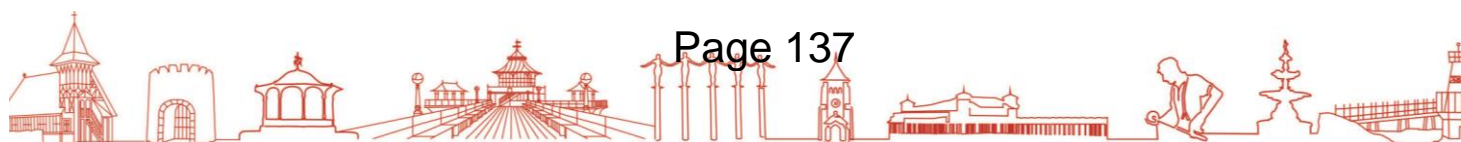
### **Policy DP7: Large scale renewable and low carbon renewable energy**

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

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

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

**Proposals which maximise for energy generation from renewable and low carbon sources including wind turbines, solar photovoltaic arrays, biomass and hydropower (marine, river and tidal) schemes 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 from vibration, noise, shadow flicker, glint, glare and air quality; and**
- **Infrastructure assets including power lines, roads, rail and aircraft safety.**

**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 biodiversity improvements.**

~~Particular support~~ **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. **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.**

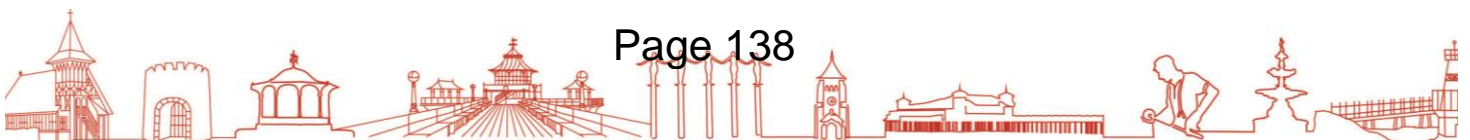
Where community support is identified for a specific technology at a given location, this will be identified as a preferred location for that technology.

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

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

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

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



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

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

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

~~Proposals for development that will host energy intensive activities and are likely to generate excess heat (or power) are expected to be located within 0.5km of a heat demand cluster, as identified on the Policies map. Where wind and solar PV farms are proposed within 0.5km of an identified heat demand cluster, these proposals should investigate providing electricity for powering heat pumps to these areas, as part of a private wire/district heat network.~~

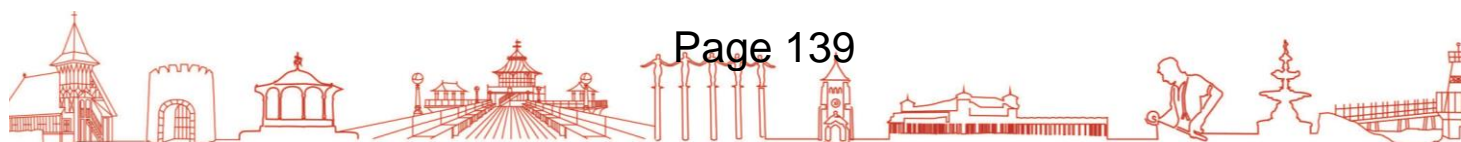
Justification

**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. Fossil fuel-based energy installations will no longer be acceptable.

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

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



The Search Areas identified on the Policies Map show the locations with likely best potential for wind turbine and solar PV developments, once constraints have been applied. These have been reproduced from the Renewable Energy Resource Assessment Report (AECOM, 2021). For wind turbines this will include wind turbines of 500kW (small), 1MW (medium) and 2MW (large) scale wind turbines. The mapping which accompanies the report primarily identify opportunities for large-scale developments of larger than 5MW generation capacity. This is considered to be the minimum size of development that could be financially viable without additional incentives.

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

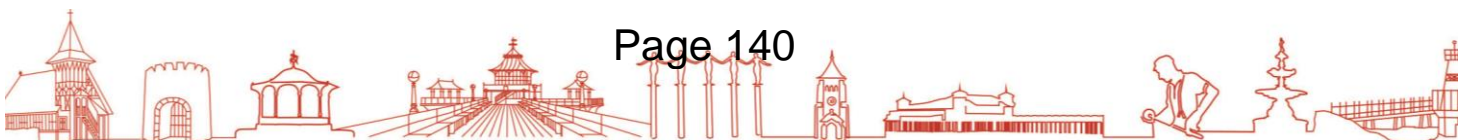
Further consideration will be given to refining the Search Areas, particularly for solar PV developments. This may include excluding areas with issues of grid capacity and landscape sensitivity, Best and Most Versatile Agricultural Land, AONB, Natural England's Solar Impact Risk Zones, flood risk zones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

Community energy projects are particularly encouraged for the wider benefits of involving the local community in local leadership, control, and local engagement. These schemes can be fully owned/ controlled by the community or through a partnership with commercial or public sector parties. Community energy projects can include community-owned renewable electricity installations such as solar PV panels, wind turbines or hydroelectric generation.

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

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

**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 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.

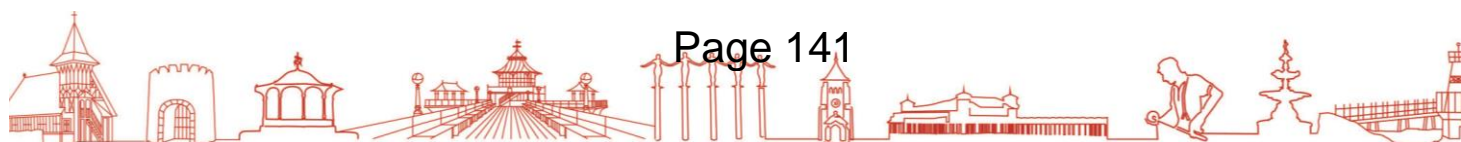
The minimum target density will be 40 dwellings per ha, but this should be higher at accessible locations. In all cases density should respect and complement the character of the surrounding area.

#### Justification

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

The NPPF does not specify minimum density targets and considers that density levels should be set by local authorities to reflect local circumstances. Within North Somerset the target is a minimum of 40 dwellings per ha. **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 ~~we will be looking for~~ **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 other areas, the ecological or heritage~~



~~value of the site may be important and that~~ **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**

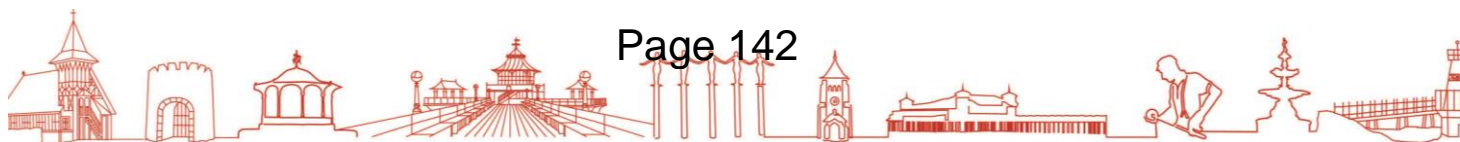
All development must consider its vulnerability to flooding, taking account of all sources of flood risk and the impacts of climate change, ~~up to~~ **assessing at least 100 years ahead from the completion of development** on residential or mixed use sites **comprising residential development and 60 75 years ahead from the completion of development** on non-residential sites.

Applying the Sequential Test where required **in line with the NPPF and the Planning Practice Guidance (PPG)**, proposals for development must seek to avoid development in areas **at of greater risk of flooding from all sources** unless for compatible uses in line with national policy. **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.**

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.

**Residential development proposals for less than 10 dwellings within the settlement boundaries of Weston-super-Mare, Clevedon and Portishead will not be required to provide evidence that they have considered the sequential test but will need to demonstrate that the proposal is safe for its lifetime taking account of the vulnerability of the users, without increasing flood risk elsewhere, and where possible, will reduce overall flood risk.**

Where the 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. **Where either the sequential or exceptions tests are not passed, permission will not be granted.** ~~Where either of these tests are required, development will only be permitted where it is demonstrated with clear evidence submitted with the planning application, that the tests are satisfied.~~ The search for alternative sites **should be district-wide if the proposal is outside the main towns and** should not necessarily be restricted to sites only capable of accommodating the proposed scale of development, and opportunities to provide development on more than one, sequentially



preferable site should be explored **where practical**. **A more focused search area may be justified taking into consideration the appropriate catchment area for the development proposed. If the proposal is inside one of the main towns, the search area will be the same main town.**

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

~~As a starting point for~~ The assessment of flood risk in relation to any proposed development, **should take into account** the North Somerset Strategic Flood Risk Assessment (SFRA) and its mapping **in addition to mapping provided nationally within the PPG**. ~~should be taken into account.~~

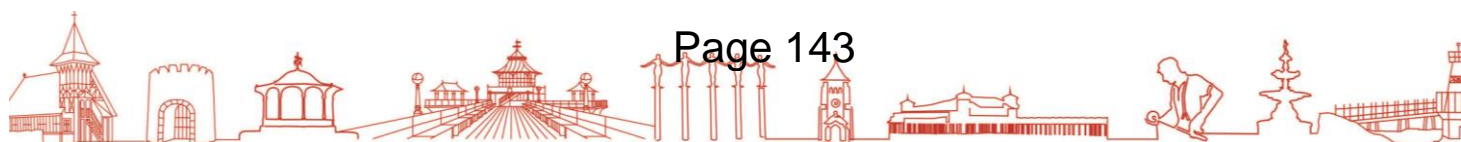
Detailed, site-specific Flood Risk Assessments (FRAs) are required for all development within flood zone ~~2 and 3-3b, zone 3a, and zone 2~~. **In flood zone 1, a FRA is also required on:**

- **sites of 1ha or more,**
  - **sites** that coincide with areas identified as having Areas of Critical Drainage as identified on the SFRA mapping,
  - **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.**
- ~~• The preparation of FRA should take into account national guidance and the North Somerset SFRA. Within flood zone 1, an FRA is required on sites greater than 1ha in area.~~

#### Justification

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

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



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

**The spatial strategy seeks to focus new development within and well-related to the main towns, and the Sustainability Appraisal has demonstrated the wider sustainability benefits of this approach. However, flood risk mapping indicates a higher degree of risk affecting parts of Weston-super-Mare, Clevedon, and Portishead that largely relates to a tidal risk given the towns' locations along the coast. With predicted sea level rise, this risk becomes greater with existing defenses requiring upgrades in future to maintain appropriate standards of protection.**

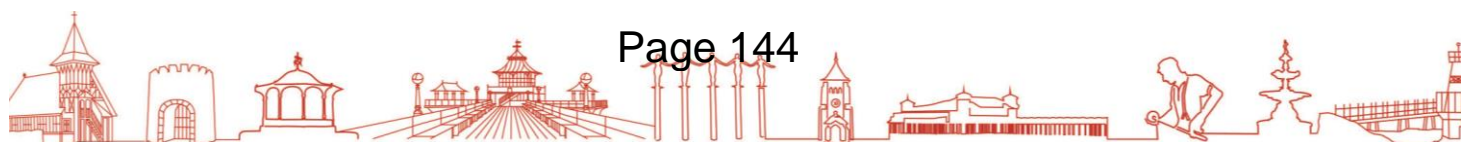
**The Local Plan proposes some larger site allocations in flood risk areas within the towns and these are assessed through the plan making process in relation to the sequential and exceptions test in accordance with national guidance. For development proposals on smaller non-allocated sites, the anticipated cumulative benefits of focusing new residential development within the towns are considered to provide wider sustainability benefits in terms of reuse of previously developed land, proximity to services and public transport. Applicants will still need to prepare an FRA and demonstrate that the development will be safe over its lifetime.**

**This is a specific policy relating to development within the settlement boundaries of three of the main towns. Outside of these towns, and for development proposals other than residential proposals less than 10 units, the sequential test will apply when required.**

### **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), 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.

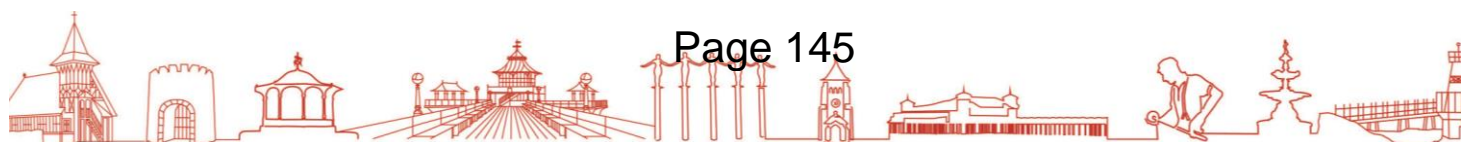
#### Justification

Sustainable drainage **systems** (SuDS) **is are** now required for all major developments and is equally suitable for use in minor developments and is likely to be the only option in some rural areas. **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, historically and culturally distinctive landscape of the North Somerset Levels and Moors;
- It will support improvements to the quality of the river or watercourse, including through the design and treatment of adjacent areas;
- It will enhance the natural resources of the river and offer opportunities for re-naturalisation of the river such as the removal of culverts;
- It enables where possible opportunities for greater public access, including associated tourism and recreational facilities; and
- It provides suitable buffer strips for maintenance activities.

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

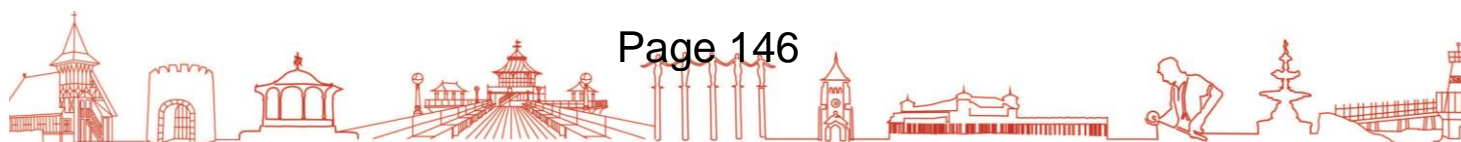
**Consideration of use of natural flood management opportunities will be encouraged.**

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 construction of new buildings shall be regarded as inappropriate development. Exceptions to this are set out in the NPPF.**

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.

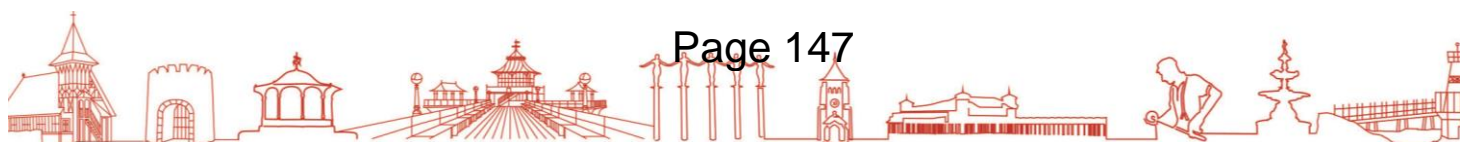
### Limited infilling in villages

**Limited infilling in a village is not regarded as inappropriate development. The Council defines 'limited infilling' as a small number of dwellings in a gap in an otherwise built-up frontage. The term 'village' means villages within the district which have settlement boundaries.**

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

### Extensions, replacement buildings and out-buildings

- An extension will not normally be regarded as disproportionate provided it does not exceed 50% of the gross floor area of the original building.
- **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 ~~more~~ **less** than 50% larger than the gross floor area of the original



building. **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 form 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.**

#### Facilities for outdoor activities

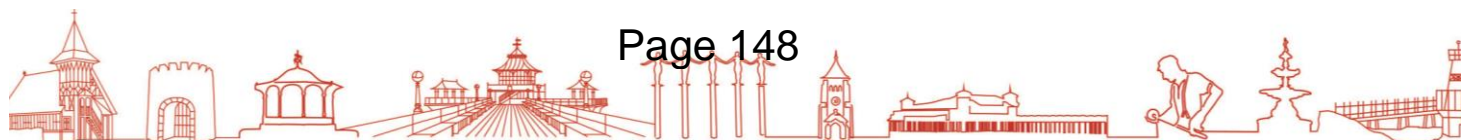
To be considered appropriate, facilities for outdoor sports, outdoor recreation, cemeteries and burial grounds and allotments, proposals should be directly related to the existing or proposed outdoor use and be of a scale and size proportionate to that use. Developments should be sensitively designed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

#### Material change of use

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

#### Renewable energy

Proposals for renewable energy projects will need to demonstrate very special circumstances. Applicants should provide details of the wider environmental benefits associated with increased production of energy including a clear demonstration of how the project contributes to the ambition of carbon neutrality by 2030.



## Justification

This policy augments national policy set out in the NPPF by setting out local definitions and criteria for assessing the appropriateness of any proposal for new building or development within the Green Belt. NPPF defines the construction of new buildings in the Green Belt as being inappropriate development, unless it comprises 'limited infilling in villages' (paragraph 149). The Local Plan defines what limited infilling in villages means in North Somerset.

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

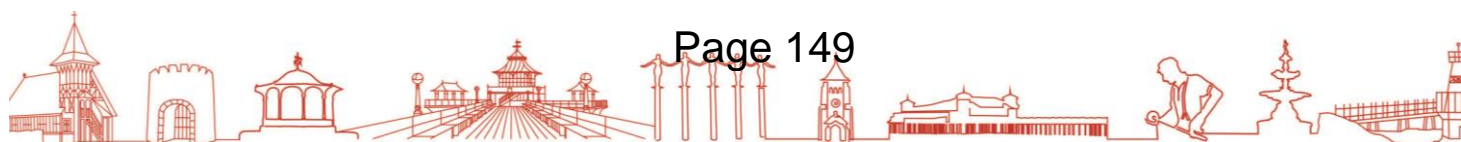
The remaining smaller settlements and hamlets have been assessed as having an open character which contributes to the openness of the Green Belt. Infilling in these locations would be inappropriate development in the Green Belt.

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

### **Policy DP13: Environmental pollution, living conditions, health and safety (New policy)**

**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.**

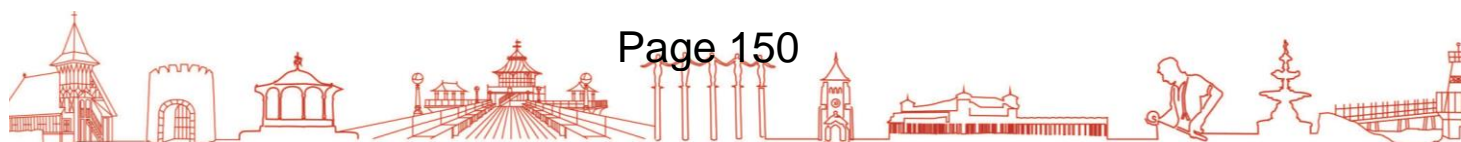
**Facilities for waste management such as landfill sites can attract birds and should therefore not be located where this would cause unacceptable impacts, such as risks to aviation.**

**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 plant 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

### **Policy DP143: Highway safety, traffic and provision of infrastructure associated with development**

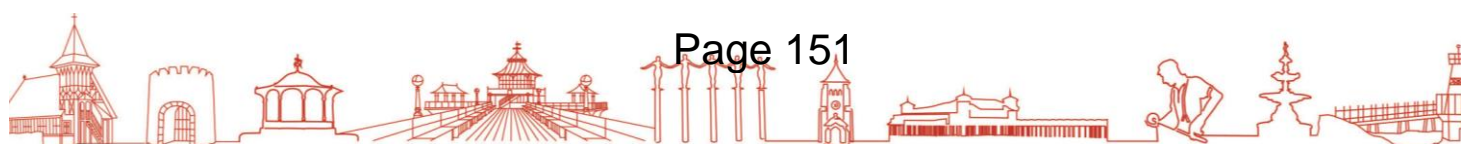
Development will be permitted provided it would not prejudice highway safety or inhibit necessary access for emergency, public transport, service or waste collection vehicles.

Development likely to have a severe residual cumulative impact on **transport links**, traffic congestion or on the character and function of the surrounding area, will only be permitted where acceptable mitigation measures are delivered. All mitigating infrastructure will need to be delivered within an agreed specific timeframe and prior to the aforementioned impact becoming severe. In some circumstances planning permission may be granted subject to the applicant entering into an appropriate legal agreement to deliver or fund the improvements required.

#### Justification

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

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



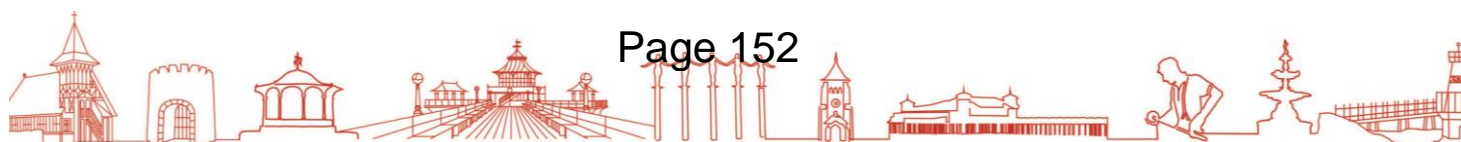
In addition, the effect of additional traffic on the surrounding road system must be taken into account such as where development introduces traffic of excessive volume, size or weight into a network of country lanes, or residential areas. Where there is a detrimental impact and no acceptable countermeasures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

The Local Plan aims to minimise the need to travel and provide attractive travel choices that support a modal hierarchy which prioritises active transport modes to improve quality of life and environmental conditions for local residents and businesses. Its locational strategy aims to place new jobs, services and facilities where they are easily accessible by non-car modes that provide a realistic alternative to the car. Residential development close to key railway stations will help reduce traffic congestion on the local network. Developers must address how they will contribute to the creation and promotion of more sustainable transport patterns through design, and contributions where appropriate. **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, ~~planning permission should~~ **will not be granted** for a development that would **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.** ~~would enable the timing of improvements to be brought forward.~~ To accommodate the road traffic it unavoidably generates, a development will be required to deliver or fund improvements to boost the attractiveness of walking, cycling and public transport, or traffic management measures, in the relevant corridor(s) sufficient to maintain overall road traffic at the otherwise expected level. A development may be required to contribute to funding the improvement of rail freight facilities, even where of no direct benefit to itself, if the resultant reduction in goods vehicles on the highway network would overcome traffic objections.

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





## **Policy DP154: 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.

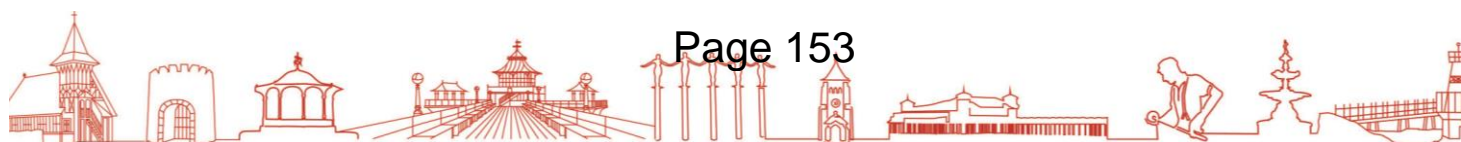
Development will be supported where:

- 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** ~~natural~~ choice over private car use have been included;
- It is well integrated into, protects and enhances existing pedestrian and cycle routes and the public rights of way network (active travel routes);
- It is well connected to the existing settlement through a comprehensive network of walking (particularly pavements) and cycling routes, affording direct and attractive access to community facilities and infrastructure and public transport interchanges such as a bus stop or train station. Routes are well defined, lit and feel safe with natural surveillance wherever possible;
- The design accommodates the needs of people with disabilities and reduced mobility in connection with walking, cycling and access to all types of vehicular transport;
- It provides an appropriate level of safe, secure, accessible and usable parking provision for both cyclists and vehicle users, in line with the adopted standards. Levels of vehicle parking should reflect the accessibility of the site by sustainable modes of transport; and
- The use of electric vehicles (including electric cycles) is supported by providing electric vehicle charging points. ~~with regard to the requirements set out by the Council.~~

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

Residential development will be expected to ensure that safe and appropriate pedestrian/cycling links to local facilities, including schools, are designed to the required standard. ~~or suitable mitigation will be required.~~ **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 CO<sub>2</sub> emissions will rise by a further 22% by 2036 if we don't act, increasing the risk of droughts, floods and extreme heat globally and in the South West.

Consequently, North Somerset and the other four authorities in the West of England have declared climate emergencies and are urgently working on action plans to mitigate this. Prioritising active travel will be an important part of North Somerset's carbon reduction action planning.

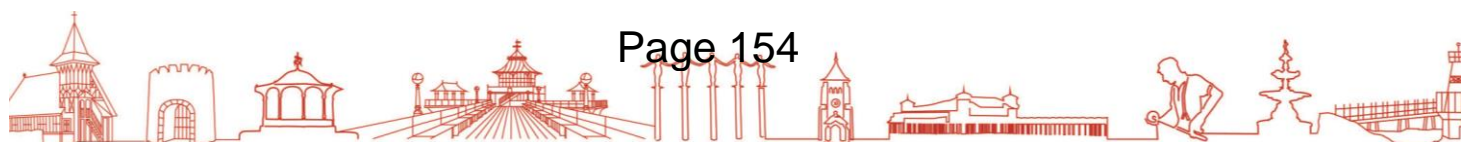
Current private vehicle trips and predicted growth represents a significant challenge in meeting national and local carbon reduction targets. It is not expected that mass take-up of low emission vehicles will solve the problem alone, nor will it solve the challenges of capacity, congestion, deteriorating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

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

New communities with poor accessibility 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 will be consulted on relevant schemes.**

## **Policy DP165 Active Travel Routes**

Existing and proposed active travel routes will be safeguarded. Development proposals that would reduce, sever or adversely affect their use or attractiveness, or prejudice the planned development of the network will not be permitted unless acceptable provision is made to mitigate these effects such as through its diversion or replacement. It must be demonstrated that any alternative provision is convenient and safe.

Where appropriate, new development proposals will be expected to provide direct, safe and secure links to existing or proposed **services, facilities and** active travel routes. **Where this is not possible contributions to these connections will be sought instead.**

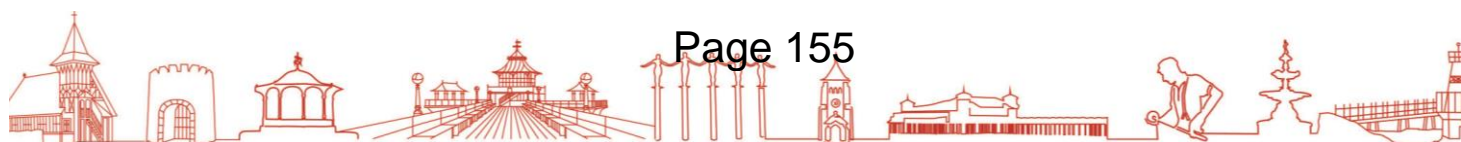
Where a new or improved active travel route is proposed, it shall be designed for use by pedestrians **including those who use mobility aids**, cyclists and where possible for equestrian users, unless appropriate evidence demonstrates that the route should be limited to specific users.

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 **the Schedule 7 of Policy LP10 Transport Infrastructure**. Other routes will be identified in the Active Travel Strategy (incorporating the LCWIP) and guidance provided in SPDs. To facilitate a strong network of active travel routes, the



policy seeks to safeguard routes that are available for walking, cycling and horse riding, or any combination of these activities.

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

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

#### ~~Weston-super-Mare~~

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

#### ~~Clevedon~~

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

#### ~~Nailsea~~

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



**Portishead**

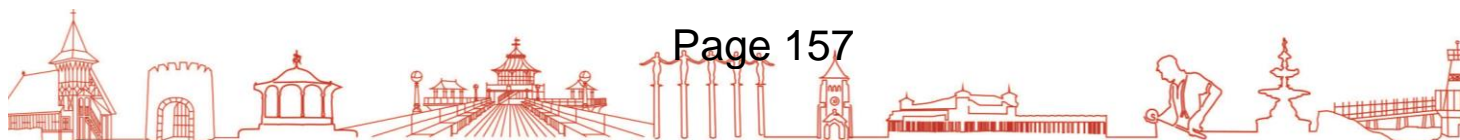
- Harbour Rd to Cabstand via Precinct
- Sheepway reserves path Ashlands
- Bristol Road verges to enable continuous footway
- Path alongside 'the Drain'
- North bridge over Drain to Brampton Way
- Trinity School south west to connect to adopted routes

**Villages & countryside**

- Yatton/Congresbury/Churchill/Winscombe and Sandford to NSG boundary route of former railway line (Strawberry Line path)
- Easton-in-Gordano/Pill Ham Green Hospital site and St Katherine's School
- Easton-in-Gordano/Pill/Portbury Marsh Lane to A369 Motorway Service Area
- Easton-in-Gordano sections at Lodway Close and The Breaches
- Long Ashton/Flax Bourton/Backwell Route parallel to railway and Long Ashton Bypass, avoiding A370
- Congresbury/Churchill/Wrington/Burrington/Blagdon route of former railway path avoiding B3133/A368
- Moor Lane to Chelvey Road
- Festival Way (Parsons Farm) to South Bristol Link (A4174)
- Kingston Seymour/Wick St Lawrence route of former light railway line and sluice crossings
- Clevedon to Nailsea
- Portbury to Clevedon Rd (B3128)
- Nailsea to Wraxall
- Portishead to Clapton Court
- Portishead to Clevedon (Gordano Greenway)
- Portbury Bridleway links
- Banwell bypass to Strawberry Line link
- A38 Active Travel Corridor
- Ashton Vale into Bristol via South Liberty Lane
- Parallel or along Clapton Lane from Portbury village to Portishead
- England Coast Path
- Tyntesfield link to Portbury Lane

**Policy DP176: 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.** Infrastructure improvements to provide



~~direct pedestrian or cyclist access to, and improvement of, bus stops may also be required.~~

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

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

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

#### Justification

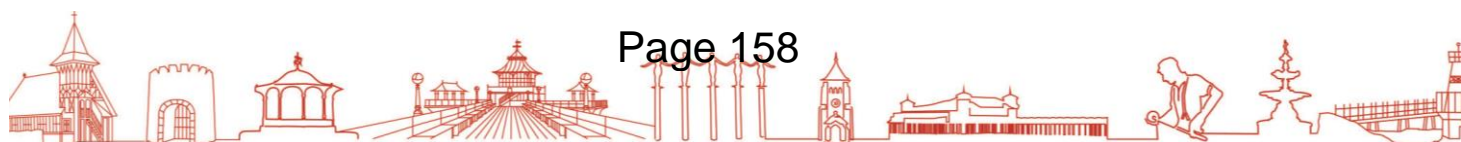
The Council is working in partnership with the West of England Combined Authority and local bus operators to improve bus services for all users and meet the objectives set out in the National Bus Strategy. The West of England Bus Service Improvement Plan (BSIP) sets out ambitious targets to reduce bus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

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

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

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

- Large urban areas (25,000+) [e.g. Weston-super-Mare]: Minimum frequency of 15 minutes.



- Inter urban services [e.g. A370 corridor]: Minimum frequency of 15 minutes.
- Small urban areas (10,000-25,000) [e.g. Clevedon]: Minimum frequency of 30 minutes.
- Medium and large rural areas (1000-10,000) [e.g. Yatton]: Minimum frequency of 60 minutes.
- Small rural area (1000 **or less**) [e.g. Kingston Seymour]: Demand Responsive Transport unless on main public transport corridor.

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

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

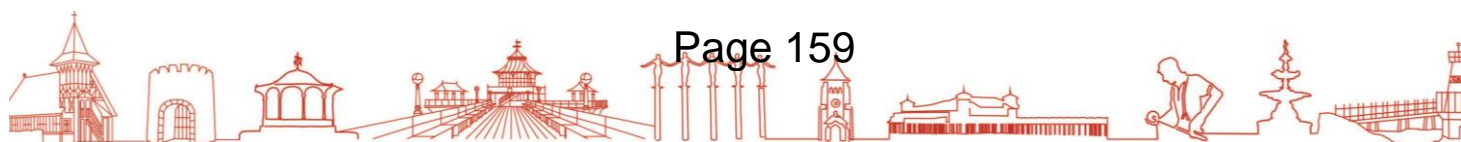
The nearest appropriate bus stops must be compliant with the necessary disability legislation with raised kerbs. In some locations other work will be required in order to make bus stops safe and to be able to install raised kerbs.

### **Policy DP187: Travel Plans**

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

- ~~Major residential, commercial, service and educational developments~~  
**Generate significant amounts of movement;**
- ~~Smaller developments that would generate significant amounts of movement;~~
- ~~New or significantly extended schools;~~
- ~~Development comprising or involving a significant increase in existing car parking provision; at employment, retail or leisure sites, schools, colleges, hospitals or health centres;~~
- ~~Development proposals~~ **Are** in locations where traffic conditions have been identified as a matter of concern by the local highway authority, which may include smaller residential, commercial, service or educational developments below the relevant thresholds; and
- **Are located** ~~Where~~ 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**

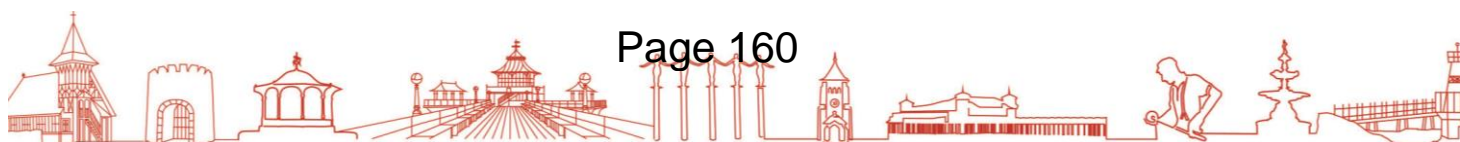
A Travel Plan is a long-term management strategy put in place at the planning application stage to help facilitate travel by sustainable means within and between neighbourhoods and other developments, and to reduce car dependency. They are required for all developments which generate significant amounts 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 is set out in a Travel Plans Supplementary Planning Document. It is an important tool to support delivery of the North Somerset Active Travel Strategy and Climate Emergency Strategic Action Plan, to encourage a greater proportion of trips by active travel modes, shape active travel neighbourhoods, reduce car travel and encourage sustainable travel, especially walking opportunities for journeys less than one mile.**

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

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

~~Indicative thresholds for when a Travel Plan or Travel Plan Statement are required are set out in the SPD and also in the North Somerset Highway Development Design Guide. Thresholds are based on those set out in Appendix B of the Department for Transport Guidance on Transport Assessment March~~





~~2007 and are based on size or scale of development. The threshold for residential developments has been adapted to local needs.~~

In line with **the NPPF National Planning Policy Framework**, North Somerset 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 DP198: Parking**

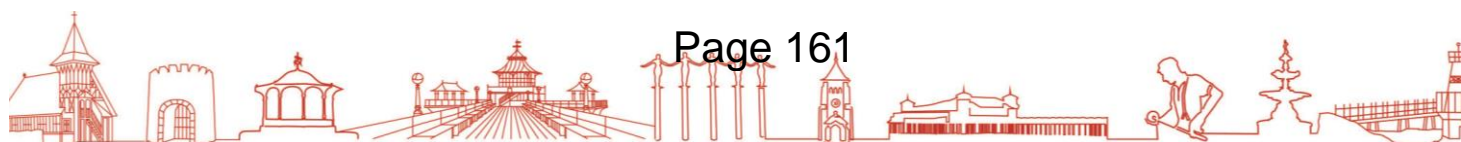
Development proposals should meet the adopted standards for the parking of vehicles and cycles. For any use not covered by these standards, provision will be assessed according to individual circumstances, having regard to the transport objectives of the Council. Regard will be given to the provisions of any submitted Travel Plan.

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

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

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

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



## Car Parks:

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

- Any net resulting increase in on-street parking would not unacceptably harm the character of the area, highway safety or the effective operation of the surrounding highway network; and
- The location has good access to means of travel other than the private car; or
- Under-provision of car parking can be replaced with park & ride or multi-storey spaces, where appropriate; 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 are easily accessible, widely available and offer residents an attractive alternative to reliance on private vehicles, particularly for local trips. However, whilst car ownership levels vary considerably across North Somerset, it is recognised most households in North Somerset will still own a private vehicle and experiences from recent housing developments has shown that providing too few parking spaces can cause a wide variety of issues. These include parking in inappropriate locations, causing obstructions for service and emergency vehicles and creating a nuisance for other residents.

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

In 2017, the government announced its Clean Growth Strategy, pledging to ban the sale of new petrol and diesel cars by 2040 (revised down to 2030 in November 2020). This was followed by the Road to Zero Strategy in 2018 which set out the government's ambition for at least 50% of new car sales to be Ultra Low Emission Vehicles (ULEVs) by 2030, and to develop one of the best Electric Vehicle (EV) infrastructure networks in the world. The NPPF also states local parking standards should consider the need to provide adequate provision of spaces for charging plug in and other ultra-low emission vehicles in safe, accessible, and convenient locations. As such, all new developments are



required to meet the Council's standards for the provision of electric vehicle charging points in both residential and non-residential development. This will support the uptake of ULEVS across North Somerset and help facilitate the Council's ambition to become carbon neutral by 2030.

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

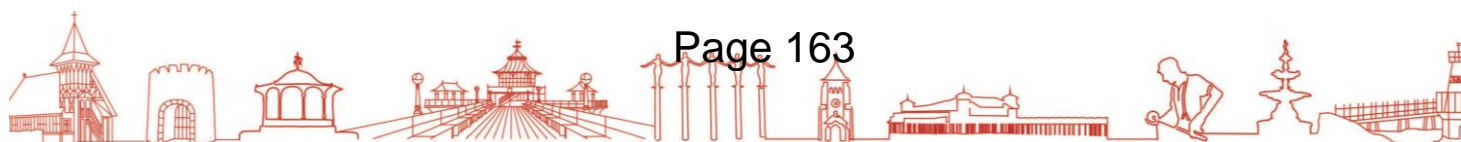
### **Policy DP2019 Airport related car parking**

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

**Any car parking provision should be designed to deliver improved public transport to and from the airport, reducing reliance on private vehicles and** Any additional or replacement airport related parking will only be permitted where it does not undermine the objectives of the Airport Surface Access Strategy objectives.

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

- Are reasonably required to service existing overnight accommodation and proportionate to the size of the accommodation located on the same site as the parking;
- ~~At transport hubs;~~
- Are easily accessible to the ~~Strategic Road Network~~ **main highway network** and along public transport routes, providing a clear walking route to bus stops; and
- Do not have a detrimental impact on the surrounding landscape, **the rural character of the area, the living conditions of residents, highway safety or affect local ecology.**



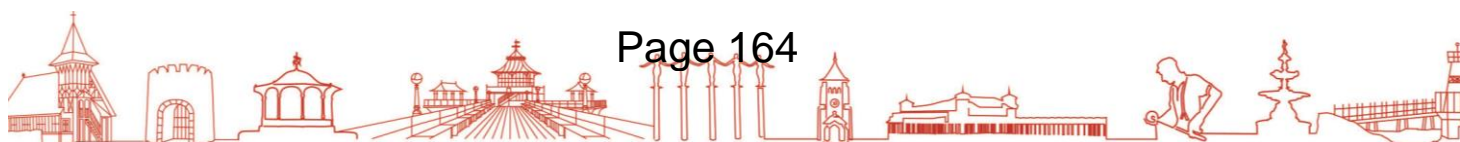
## Justification

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

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 affect local ecology.**

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



## Economic Development

### **Policy DP210 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)) proposals for other uses will only be permitted where it can be demonstrated that the proposed development:

- would not adversely impact the ability to deliver wider economic or sustainability objectives including harming the range or quality of local employment opportunities and land available to meet employment needs over the plan period;
- **or 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 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.

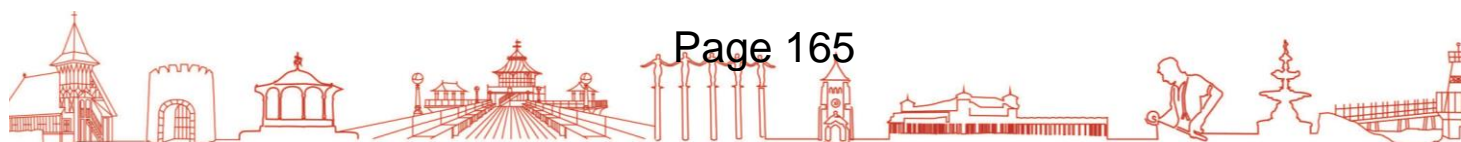
**An Economic Statement will also be required providing the evidence to justify compliance with this policy. Where a business may be displaced through a development proposal, the authority may request that a business relocation strategy, written in consultation with affected businesses, is provided.**

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 (NPPF paragraph 81). This is achieved through ensuring the availability of a wide range of different sites and premises to provide flexibility and choice, in locations which meet business needs and are accessible to the labour force.

Recent changes to use classes have seen the former B1 uses, including office, move to a new E Class that covers a wider range of land uses. Subject to certain limitations and conditions, development in class E may alter to C3 residential use as permitted development. This is limited by the requirement that the cumulative floorspace of the existing use does not exceed 1500sqm, and that the existing use must have been operational for a minimum duration.

~~The p~~**Policy DP21** includes the potential to remove permitted development rights **to convert employment uses to other uses**, and this could be attached to consented business proposals. **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 DP224 Visitor attractions**

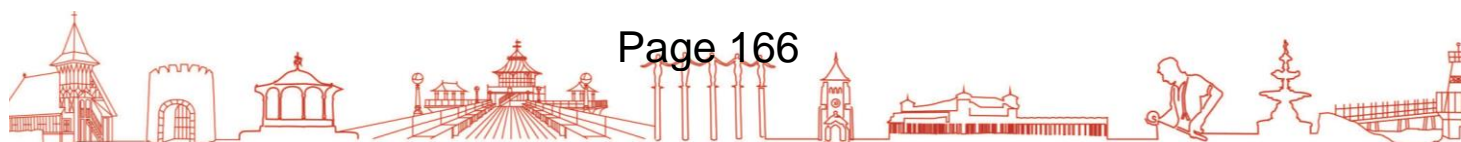
Across the district new improved and replacement visitor facilities will be supported provided that they:

- Are of high quality design, are of an appropriate scale and have no adverse impact on the natural and historic environment and character of the area;
- ~~Are sustainable and s~~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 ~~additionally~~ proposals should be located so as to support the development of a vibrant modern seafront and town centre.

#### Justification

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



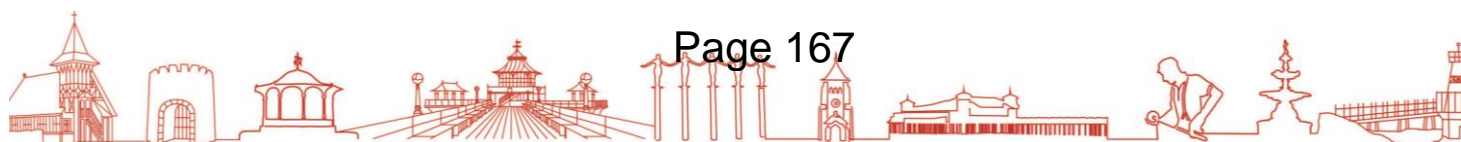
The coastal location of Weston-super-Mare has traditionally been the focus for visitors ~~on holiday~~, although attractions such as Puxton Park, **the** Grand Pier, Noah's Ark Zoo Farm and Tynesfield are also important. Visitor expectations are changing and there is a role for raising the quality of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

Changes to ~~post-Brexit~~ farming policy and support payments are likely to result in an increasing number of farmers and landowners looking to diversify their businesses and potentially include visitor accommodation, camping and glamping. More experience based visitor attractions focused on outdoor activities and the natural environment are seen as key areas for growth. By their very nature such attractions may need to be sited in a rural rather than urban locations.

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

~~North Somerset~~ **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.

Both Brexit and the COVID 19 pandemic have caused significant challenges within the visitor economy from recruitment of workforce to business closures and redundancies. The North Somerset Visitor Economy Action Plan published in 2021 aims to put in place initiatives to redress this. ~~Staycations have been~~ **were** made increasingly popular by the pandemic and additional appropriate high quality visitor accommodation such as 3\* and above hotels, family accommodation, quality budget accommodation in rural areas that is suited to outdoor based activities and camping/glamping sites. These will be supported to meet these changing demands. ~~where they~~ **Proposals must** meet climate change objectives and have no adverse impact on environmentally sensitive areas such as the Mendip Hills AONB **and areas at risk of flooding** ~~flood~~-risk and ~~they~~ minimise the development of permanent structures and hardstandings



## **Policy DP232 Visitor accommodation**

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

### Justification

The geographical location of North Somerset makes it an attractive tourist destination. Its combination of coastal setting, beautiful countryside, accessibility via the M5 and Bristol Airport, and close proximity to Bristol, the City of Bath, Cheddar Gorge, Wells and the rest of Somerset, as well as Devon and Cornwall, make it a versatile location which could appeal to a wide tourist market.

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

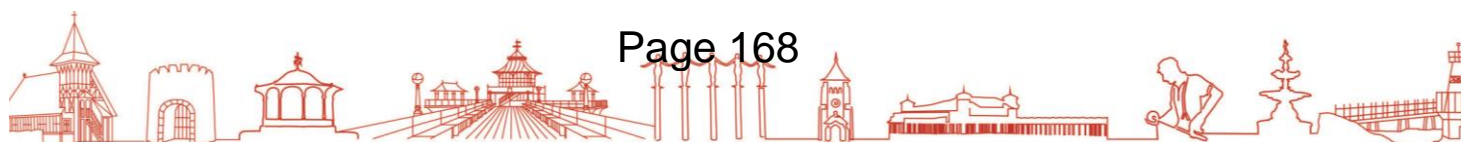
The tourism focus for North Somerset is to promote and enhance its role as a centre for regional and sub-regional activities and events, protect existing visitor facilities, capitalise on its outstanding natural environment through its sustainable promotion of outdoor activities and pursuits and emphasis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

Ensuring the provision of a range of good quality visitor accommodation is key to sustaining North Somersets tourist industry and attracting visitors to the district for long breaks and annual holidays. **Staycations were made increasingly popular by the pandemic and additional appropriate high quality visitor accommodation such as 3\* and above hotels, family accommodation, quality budget accommodation in rural areas that is suited to outdoor based activities and camping/glamping sites will be supported to meet these changing demands.**

Policy DP623 sets out ~~our~~ **the** approach to visitor accommodation in the countryside and to proposals for camping and caravanning.

## **Policy DP243 Town Centres**

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





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

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

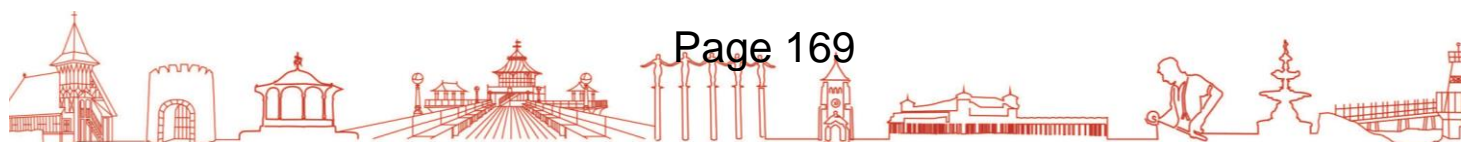
~~Justification~~

~~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.** which are at different stages of preparation. These placemaking studies will inform future iterations of the policy in relation to specific requirements and policy approaches.~~

**Weston-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.

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

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

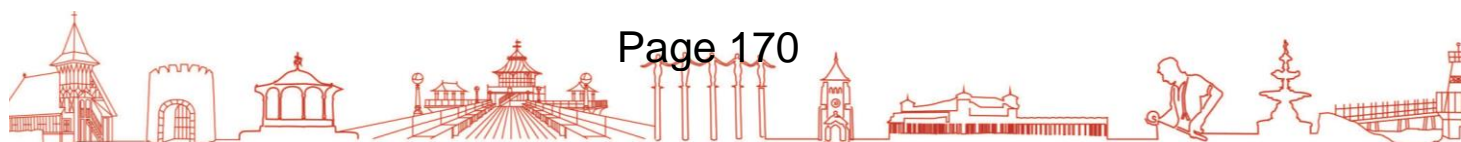
**The Weston-super-Mare placemaking strategy** sets out a vision and ambition for a ten-year programme of project delivery to help Weston become a healthier, greener, and more prosperous place to live, work and enjoy. It recognises the longer-term effects of the pandemic on the town centre and visitor 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.

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

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



~~Within Weston Town Centre Priority will be given to the re-use of underused sites.~~

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

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

### **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.**

**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.**

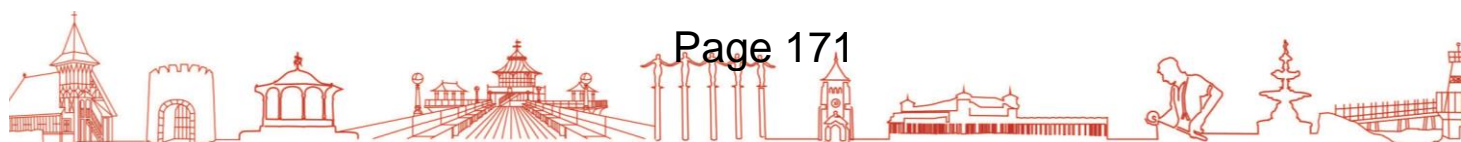
### **Portishead**

**The Wyndham Way Development Area designation provides a framework for development adjacent to the northern part of the town centre area. One of the objectives for redevelopment within the Development Area is to 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 with increased 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.**

### **Policy DP254: District centres**

Within the district centres at Worle High Street, Locking Castle, Queensway and Hill Road, Clevedon as defined on the Policies Map **and set out in schedule 6**, proposals which increase the range of shopping and other appropriately scaled town centre uses will be supported.

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

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

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

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

#### Justification

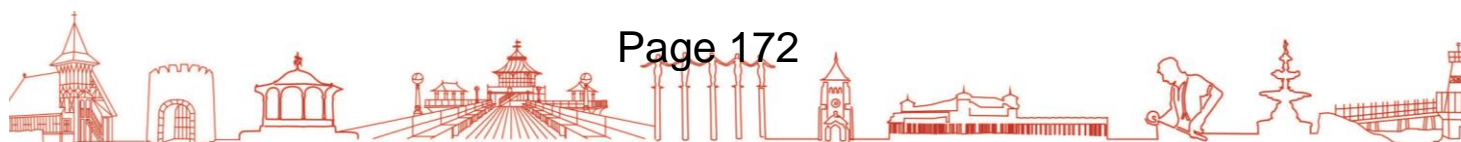
The district centres provide a range of shopping and other local services to the surrounding neighbourhood areas and the objective is to maintain and where possible expand the range of local shops and services serving these neighbourhoods.

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

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

### **Policy DP265: Local centres**

Within the local centres as defined on the Policies Map **and set out in schedule 6**, proposals for new small scale retail development which is appropriate to the scale of the settlement or neighbourhood will be supported.



Proposals for a net additional floorspace over 300m<sup>2</sup> will not normally be acceptable unless it can be demonstrated there is no adverse impact on the viability, vitality and character of other centres.

Proposals for other appropriately scaled town centre uses such as local services **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, ~~and 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

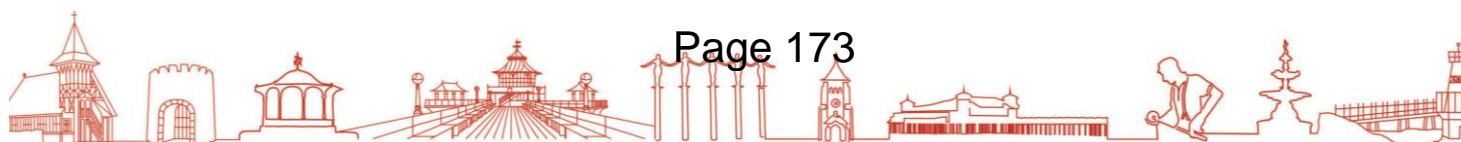
The primary function of these centres is for local shopping, although several, particularly in the rural areas, function as the hub for a range of community, commercial and retail functions. It is important to maintain the viability and vitality of these local centres for the communities they serve whilst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

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

### **Policy DP276: 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 Ea) of the **Use Class Order**. Other class E uses may be appropriate where they:

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



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

#### Justification

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

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

All the town centres are subject to placemaking strategies.

### **Policy DP287: Retail Parks**

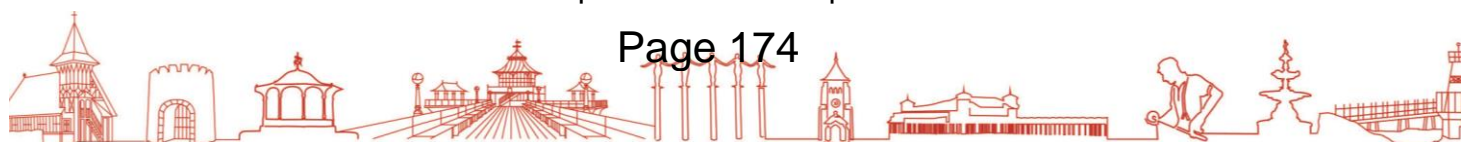
Land at the retail parks is allocated for large scale retail uses over 500m<sup>2</sup> (gross). Within the retail parks as defined on the Policies Map, all retail proposals (E(a) uses) will be required to:

- Provide robust justification setting out their specific locational requirements for a retail park location;
- Demonstrate that the sequential approach to retail proposals (E(a) use class) has been applied and no other suitable location is available; and
- Demonstrate, for schemes over 2,500sqm (gross) of retail floorspace, that proposals do not harm the viability and vitality of any identified town or local centre through the submission of an impact assessment.

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

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

Within these areas all developments will be required to:



- Make a significant improvement to the overall built form of the area by the use of high-quality design of buildings, layout and landscaping;
- Demonstrate that a co-ordinated approach has been developed with other retailers and businesses to ensure an improved layout of buildings and spaces including shared use of car parking and pedestrian links between buildings and the surrounding areas; and
- **Include** improvements to the public realm ~~are included~~ in the proposals.

Justification

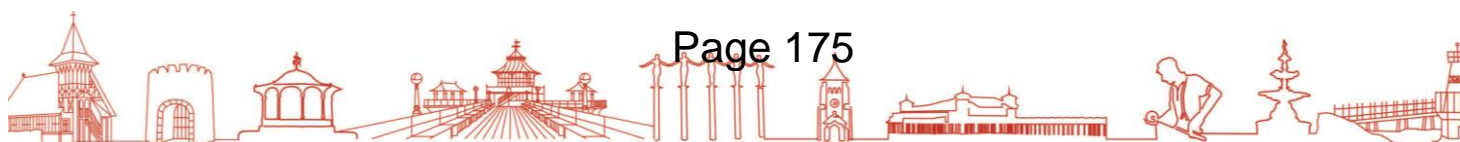
The policy approach seeks to provide a balance between ensuring that residents have the opportunity to access a range of retailing opportunities whilst at the same time including safeguards to protect the role and function of other centres. They provide the opportunity for large scale retail units which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

**Policy DP298: Sequential approach for town centre uses**

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

A sequential test will be required for retail developments. **The following table sets out the size threshold and location for when a sequential test will be required.** ~~—as specified in the following tables.~~

Retail proposals			
Size of proposal	Sequential preference and tests required		
	First priority: No Sequential Test required	Second Preference: Sequential Test required	Third Preference: Sequential Test required
Under 200m <sup>2</sup>	No sequential test or impact assessment is required		
Retail Uses (Use Class Ea)			
Weston-super-Mare			



200m <sup>2</sup> -299m <sup>2</sup>	Primary shopping area or District Centre or Local Centre	Elsewhere within the town centre or adjacent to other centres	
300m <sup>2</sup> -499m <sup>2</sup>	Primary shopping area or District Centre	Elsewhere within the town centre or adjacent to other centres	
Over 500m <sup>2</sup>	Primary Shopping area	Defined retail parks	Elsewhere within the defined town centre
Portishead			
200m <sup>2</sup> -299m <sup>2</sup>	Primary Shopping area or local centre	Elsewhere in town centre or adjacent to local centre	
Over 300m <sup>2</sup>	Primary shopping area	Elsewhere within the town centre	
Clevedon			
200m <sup>2</sup> -499m <sup>2</sup>	Primary shopping area or district centre	Adjacent to town or district centre	
Over 500m <sup>2</sup>	Primary shopping area	Adjacent to town or district centre	Retail Park at Strode Road
Nailsea			
Over 200m <sup>2</sup>	Within Town Centre	Adjacent to the town centre	

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



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

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

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

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

#### Justification

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

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

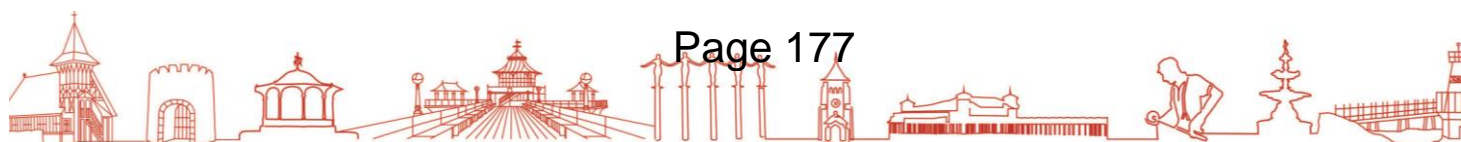
This policy sets out how the sequential test will be applied and when sequential and impact assessments will be required. The assessment is based on the size of the proposal.

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

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

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

- Within the town centre boundary
- At Hill Road district centre



- Strode Road retail park

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

### **Policy DP3029: Control of non-mineral development**

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

Justification

There is a risk of mineral operations being impaired (such as adversely affected or highly restricted) by encroachment of non-minerals development, with associated implications, such as potential for noise problems etc. This might apply to building of dwellings close to them, for example.

The NPPG on minerals paragraph 018 ~~seems to~~ 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 DP3029 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.

**A 500m buffer zone relating to the policy is drawn around active limestone quarries on the Policies Map, but with the exception of Durnford quarry as that is not expected to continue mineral extraction beyond 2022.**

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

### **Policy DP310: 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.

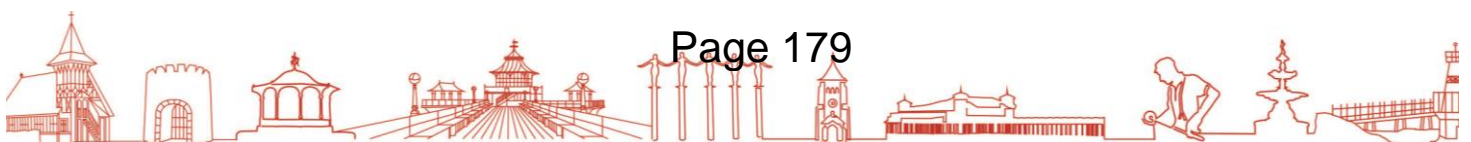
Adequate measures must be taken to ensure minimum waste of resources during extraction and processing, and that any waste material generated is used for a productive purpose where economically viable or, where this is not possible, safely disposed of.

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

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

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

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

The policy includes a need criterion. The Council will have regard to factors such as the landbank for crushed rock, land allocations and the deliverability of existing permitted reserves, in considering the need issue for planning applications. The Local Plan includes some allocated areas for mineral working, notably to facilitate extensions to existing quarries; (see policies LP135 and LP146). The Council will monitor the landbank annually and aim to maintain a ten-year landbank, as indicated in policy SP12.

Oil and gas development, including hydraulic fracturing, is subject to a very robust system of regulation, of which the requirement for planning permission from the local authority is only one part.

The regulation system covers a wide range of issues such as the potential impacts listed in the policy. The regulation system includes (for on-shore development) the requirement for the would-be operator to secure a Petroleum Licence (PL) from the government (Department of Energy and Climate Change), as the first stage in a multi-stage process. The PLs give exclusive rights for exploration and extraction of oil and gas resources to the licence



holder within a defined area. However, PLs do not give consent to drill or undertake any other form of operations.

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

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

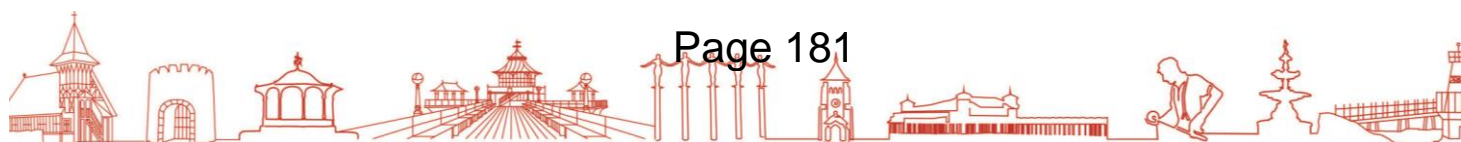
### **Policy DP32: Waste management facilities (New policy)**

**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 as 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, not adversely affect the living conditions of residents or result in unacceptable environmental impacts. Priority will be given to previously developed land.**
- **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 bottom ash and char which can be used for various purposes; for instance bottom ash can be used for producing recycled aggregate.

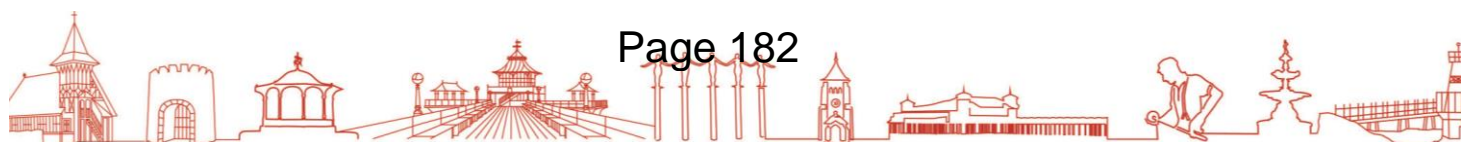
Construction, Demolition and Excavation (CDE) waste can be processed to produce recycled aggregate. Existing minerals sites such as quarries can be suitable locations for doing this, particularly as they may already be well screened and have buffers to reduce noise. However, for reasons of practicability, 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 replacement site for Backwell's existing household waste recycling centre off Church Town and for a replacement waste transfer station in Weston-super-Mare in 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 application 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.

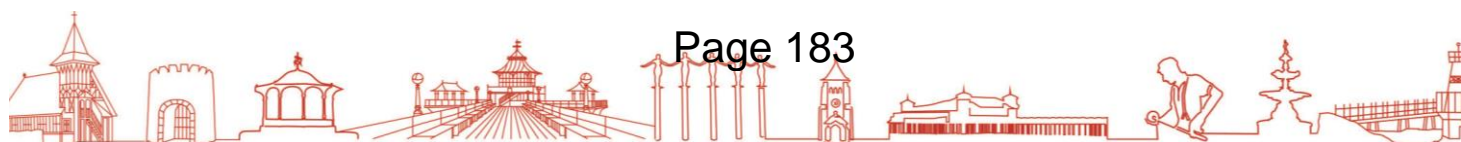
### **Policy DP33: Disposal of waste by landfill or land raise (New policy)**

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, a demonstrable improvement in the quality of the land, and 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.

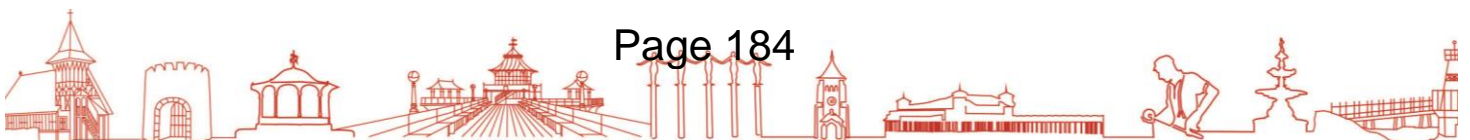


### **Justification**

**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.**

DRAFT





## Historic and Natural Environment Policies

### Policy DP344: Green infrastructure

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

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

Proposals will, where appropriate, ensure that green infrastructure:

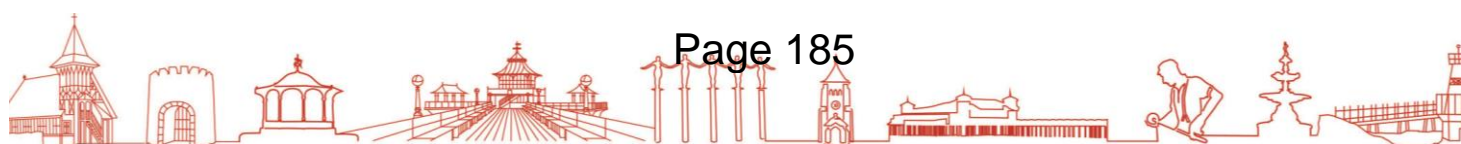
- Is multi-functional;
- Integrates sustainable drainage infrastructure;
- Is part of a connected green and/or blue infrastructure network;
- Retains and incorporates important wildlife or heritage features **and public rights of way**;
- Maximises the opportunity to respond to climate change and meet 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 ~~North Somerset~~ **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 National Planning Policy Guidance (NPPG) states that GI is a natural capital asset providing multiple benefits including enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk (Natural environment section paragraph 005).

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

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

The North Somerset Climate Emergency Strategic Action Plan identifies the need to replenish carbon stores in the district. GI is relevant since it involves providing and maintaining areas of vegetation and trees. The Action Plan refers to the need to develop and implement the North Somerset Council Green Infrastructure Strategy (GIS). **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, and partly reflect the WENP Nature Recovery Network (NRN). The NRN includes a West of England map, showing existing broad woodland, grassland and water habitats, the woodland, grassland and water strategic networks which could be enhanced, and specific locations where there are opportunities to improve these types of habitats regarding connectivity etc.



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

Policy DP344 requires new development to provide for GI, taking account of its nature and scale. Even small scale developments could enhance GI by including green open space with trees, perhaps safe blue infrastructure such as shallow ponds, as part of sustainable drainage systems. They could also include natural solutions such as green roofs covered with vegetation, which provide sound and heat insulation for buildings, and absorb rainwater, so reducing flood risk.

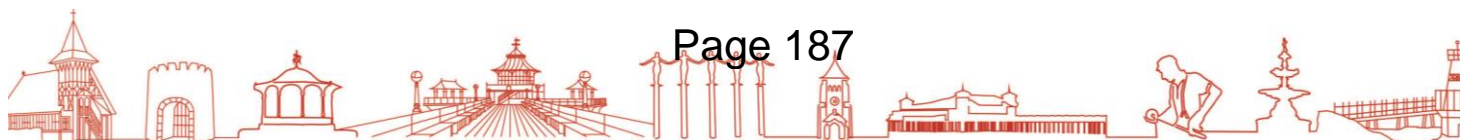
There is greater scope for larger developments of 10 dwellings or more, which will need to make provision for multifunctional GI which respects and enhances the character and distinctiveness of the area. This will be particularly important if the site affects the strategic GI network identified in the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

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

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

### **Policy DP352: 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.** ~~Where appropriate,~~ **Proposals should seek to minimise impacts on biodiversity and maximise benefits from use of appropriate measures** such as ~~conserve the local natural environment~~ by retaining, protecting, enhancing and linking existing wildlife habitats **having regard to the North Somerset Green Infrastructure Strategy,** by incorporating retained habitats sensitively into the development through appropriate design, and by ensuring that such retained and enhanced habitats are managed appropriately. Where necessary, longer term management will be achieved through suitable planning conditions **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 Nailsea, Backwell and Wolverhill (north of Banwell) and at other locations.**

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

~~The Severn Estuary SAC, SPA and Ramsar site is defined on the Policies Map. Any proposals that could affect the sensitive bird species and other habitats and species of the Estuary will need to carry out adequate surveys and assessments of the cumulative, in combination and offsite impacts (such as drainage, disturbance, runoff and impacts on managed realignment) of the scheme.~~

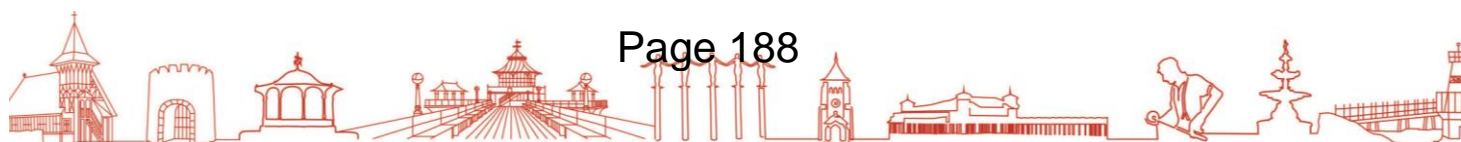
Development within or in proximity to a Site of Special Scientific Interest (SSSI) or National Nature Reserve that is likely to have a direct or indirect adverse effect on its biodiversity or geological interest would not normally be permitted.

Local Nature Reserves and Local Sites

Development will not normally be permitted which would result in the loss in extent or otherwise have a significant adverse effect on Local Nature Reserves or ~~Local Sites (locally designated Wildlife Sites and Geological Sites)~~, **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.

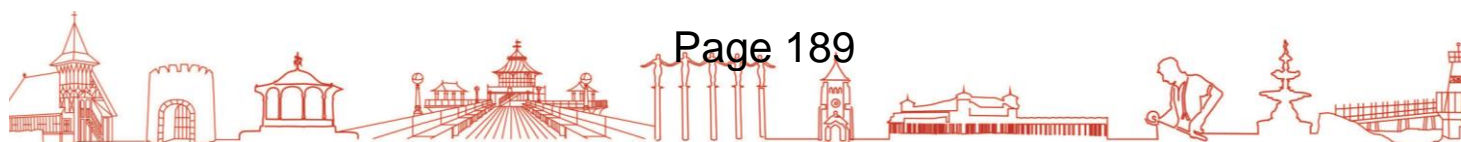


**For all development proposals where biodiversity could be adversely affected, developers** should ensure that, where appropriate, provision is made for:

- 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** ~~(to include~~ veteran trees), native hedgerows, watercourses, ponds, rhynes, other wetland habitats such as reedbeds, botanically diverse grasslands, traditional orchards, geological features, and other major natural features, habitats or wildlife corridors and buffers, and their protection during construction work;
- Protection of ecosystem resources including measures to ensure no detriment to water quality;
- Compensatory provision, within the site itself, or immediate vicinity if practicable, ~~of at least equivalent biodiversity value,~~ where the loss of habitats or features of importance to wild flora and fauna is unavoidable, **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 ~~wherever possible and~~
- Measures to link habitats within the development and also ~~that~~ **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 as part of the submitted application. This will include:

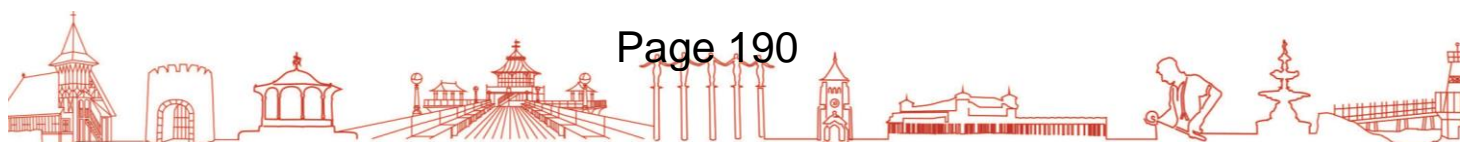


- Site context information provided by a local records data search of designated sites, legally protected and notable species in proximity;
- A description of the biodiversity interest of the site, to include current land use and including, where applicable, regard for **proximity of any Strategic Nature Areas 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.**
- ~~Where necessary effective lighting design to avoid artificial light spill to wildlife habitats/corridors to avoid impacts on light-averse wildlife.~~

#### Justification

North Somerset contains four 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 Habitats Regulation 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.**



**HRA will need to consider the likelihood of significant effects on the European sites, including in-combination effects. For example, for the Severn Estuary site, the HRA will need to consider 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 is likely to 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.**

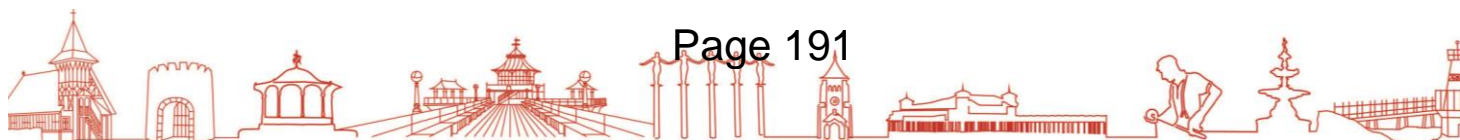
The Council's North Somerset and Mendip Bats SAC Guidance on Development Supplementary Planning Document (SPD) explains how development activities can impact the SAC and the steps required to avoid or mitigate any impacts. ~~A Bat Consultation Zone around maternity and hibernation horseshoe bat roosts identifies bands within which differing requirements apply, notably for bat surveys.~~ It is important to protect greater and lesser horseshoe bat navigation and foraging habitats (including key habitats for insect prey such as cattle grazed pastures and wetlands). This will help ensure that roosts continue to be viable and maintained in 'favourable condition' and that populations of horseshoe bats are maintained. Horseshoe bats are known to be light sensitive requiring unlit, intrinsically dark navigation routes and foraging habitats.

**Where a development requires offsite mitigation for greater 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.

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

**Sites of Special Scientific Interest (SSSI) and National Nature Reserves are sites of national importance. The policy indicates that development likely to have a direct or indirect adverse effect on its biodiversity or**



geological interest of such sites would not normally be permitted. Consistent with the NPPF para 180b, 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 and great crested newt.

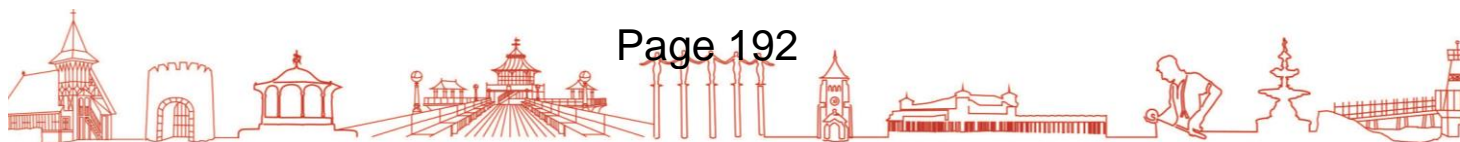
The overall **A key aim of the policy** is to contribute to the international and national objective to halt loss of biodiversity, by the protection and creation of key habitats and the maintenance of linked, coherent ecological networks, so that populations of species are not isolated and thereby made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

Important ecological networks in North Somerset include the network of rhyes (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.

**The Green Infrastructure policy refers to the importance of the Nature Recovery Network and improving the quality and connectivity of wildlife**





habitats such as woodlands, grasslands and wetlands and the North Somerset Green Infrastructure Strategy which identifies opportunities for delivering improvements, drawn up with regard to the West of England Nature Recovery Network.

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 DP363: Biodiversity Net Gain**

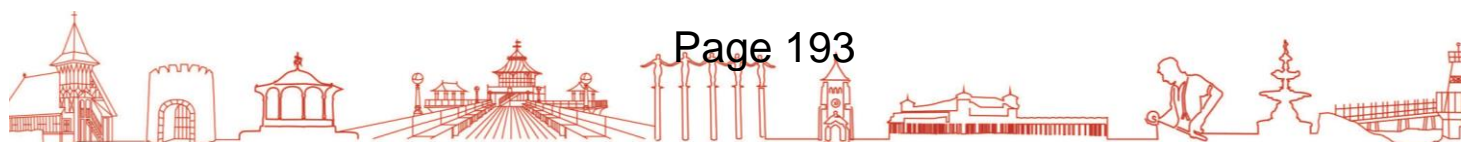
Development (except exempt development) must demonstrate at least a 10% net gain for biodiversity, accounted for in a biodiversity net gain (BNG) plan.

Where BNG is to be delivered the biodiversity net gain plan is likely to include a management plan, particularly for larger developments, setting out how habitats will be managed and monitored, with funding and reporting for a minimum of 30 years. Legal agreements are likely to be necessary, particularly where BNG is to be delivered through an offsetting scheme.

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 Natural England 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 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, where appropriate, support the enhancement and delivery of the water, grassland and woodland strategic networks, and the wetland, grassland and woodland connectivity opportunities identified in the North Somerset Green Infrastructure Strategy which references the West of England Nature Recovery Network. Where protected species are affected by the development, BNG provision



should have regard to the need for mitigation for this, notably concerning location and type of habitats to be provided.

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

Justification

Biodiversity Net Gain (BNG) 'is the achievement of measurable gains for biodiversity through new development and occurs when a development leaves biodiversity in a better state than before development' (WoE BNG Guidance). It requires developers to demonstrate an increase in biodiversity value compared to the pre-development baseline is an approach to development that leaves the natural environment in a measurably better state than it was 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.**

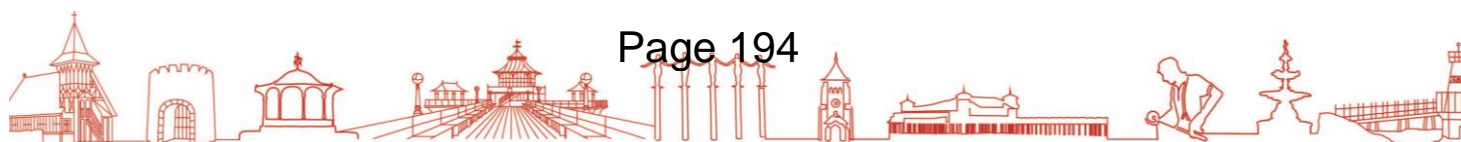
The NPPF paragraph 174 states that planning policies and decisions 'should contribute to and enhance the natural and local environment by...(d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'.

Biodiversity net gain and enhancement of ecological networks also complies with the Council's Green Infrastructure Strategy, which includes the objective of 'improved and better-connected ecological networks: protect, enhance and expand coherent, thriving and resilient ecological networks that deliver net gains in biodiversity and ecosystem services'.

The exceptions (for which a BNG assessment is not needed) are:

- ~~Permitted Development as defined in The Town and Country Planning (General Permitted Development) (England) Order 2015).~~
- ~~Householder applications as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010.~~

BNG assessments and their outcomes, **set out in a biodiversity gain plan**, 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.**

Biodiversity net gain is calculated by deducting the pre-development biodiversity value (the baseline) of land affected, from the predicted post-development biodiversity value.

Sufficient new habitat or habitat enhancement should be created, on or off site, to result in a 10% gain. BNG can be achieved in various ways, and might include planting hedgerows or trees along existing public rights of way, as green corridors, for example.

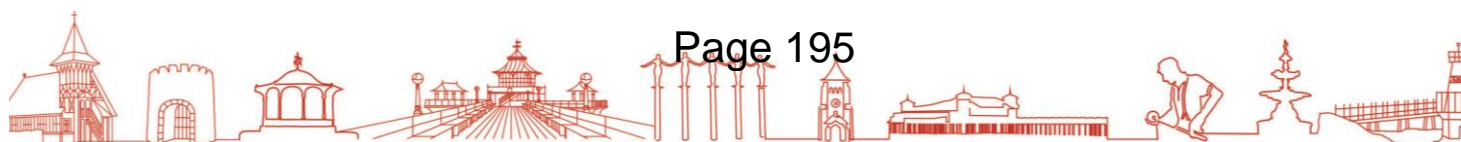
DEFRA and Natural England produced a Biodiversity Metric **4.0** ~~3.0~~ **in July 2021** and this, (or any subsequent version) should provide a suitable methodology for the calculation **for most developments, and a Small Sites Metric (SSM) for use on small development sites in some circumstances (such 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 a biodiversity net gain plan, including data and maps showing habitats affected and proposed.** , preferably completed by a suitably qualified ecologist, accompanying the planning application. The assessment will be checked by the Council's ecologists or its appointed representatives. This should aid collation and reporting of overall biodiversity change in North Somerset.

Developers should liaise with the Council on requirements. It is likely that the Council will prepare a Supplementary Planning Document (SPD) on BNG, setting out more detailed guidance.

The pre-development biodiversity (baseline) value of a habitat on a site is calculated at the time of the planning application submission. It takes account of the type of habitat, its distinctiveness and condition, strategic location, (perhaps within an area identified for biodiversity enhancement in a Local Plan or Nature Recovery Network), and degree of connectivity.

Similar factors are considered for calculating the post development value, but with allowances for risks regarding difficulty, uncertainty etc. involved in creating new habitat and achieving net gain.

The Environment Act (Schedule 14) allows planning authorities to ascertain a site's habitats and their condition on 30th January 2020 (when the Bill entered Parliament). They could use aerial imagery or data sets from that time. They can thus recognise any habitat degradation, such as clearance of a site, which has occurred since then, and take the earlier (predegradation) habitat state as the baseline value.



~~When offset sites are used for BNG, (where some or all of the BNG is provided off the development site itself) the calculation will need to consider the existing biodiversity value of the offset site.~~

~~Loss of most priority habitat is expressly 'unacceptable' in the metric and bespoke compensation for the loss of priority habitat is likely to be required. Any planning permission granted will require the developer to provide a mechanism, to deliver the BNG, via planning conditions or planning agreements.~~

~~Developers must secure adequate funding and management for the creation and/or enhancement of habitats needed to deliver BNG. Particularly for larger developments the BNG assessment may need to include a management plan detailing this over the long term. Post-development monitoring may be required (likely for high/moderate distinctiveness habitat).~~

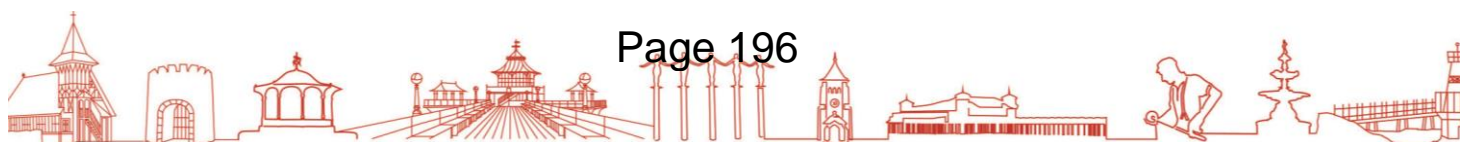
~~Typically for larger developments the developer can nominate a delivery agent to deliver the habitats required for BNG, which might be the Council or a management company to provide/manage the habitat or habitat bank. This funding/management will cover a minimum of 30 years of management, with costs paid directly to the delivery agent.~~

**Any existing requirements regarding protected species and designated sites should be prioritised in planning and designing measures to mitigate for proposed development. Enhanced and/or new habitat provision aimed at meeting those requirements can be counted in the BNG calculation but can only be used to achieve no net loss.**

**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.**

**In line with the mitigation hierarchy set out in paragraph 180 of the NPPF, Policy DP36 requires that developers should firstly aim to avoid, then minimise, then mitigate for, adverse impacts on biodiversity on site, before resorting to off-site mitigation. However, developers may be able to demonstrate that there are clear overriding benefits in providing supporting habitat for species away from the development (perhaps where species are sensitive to disturbance), in which case off-site mitigation may also be acceptable.**

**The policy indicates that where off-site mitigation is required, suitable locations close to the development site will normally be preferred. The design of new development including measures to achieve BNG should aim, where appropriate, to support the delivery of the Nature Recovery**



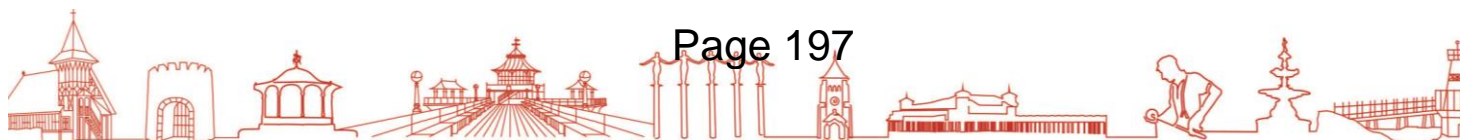
**Network, particularly the strategic networks and connectivity opportunities identified in the North Somerset Green Infrastructure Strategy which reflects the West of England Nature Recovery Network. However, where protected species are affected by the development, BNG provision should have regard to the need for mitigation for this, notably concerning location and type of habitats to be provided. For example, for greater and lesser horseshoe bats the delivery of onsite or offsite mitigation (North Somerset Nature Parks being the preferred route), the mitigation must firstly meet the requirements of the Habitat Evaluation Procedures to determine the habitat units required. This can be used to demonstrate no net loss for a site but cannot be included in the 10% net gain calculation.**

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

### **Policy DP374: Trees, and 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** throughout 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);
  - (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 ~~both~~ **the** protection of existing trees, ~~and~~ woodland **and hedgerows as well as** ~~and~~ new planting. Proposed developments will be expected to demonstrate that they adhere to the procedures and principles set out in British Standard 5837 (Trees in relation to design, demolition and construction – Recommendations) **and 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 and 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 **the Trees and Woodland SPD. supplementary guidance.**

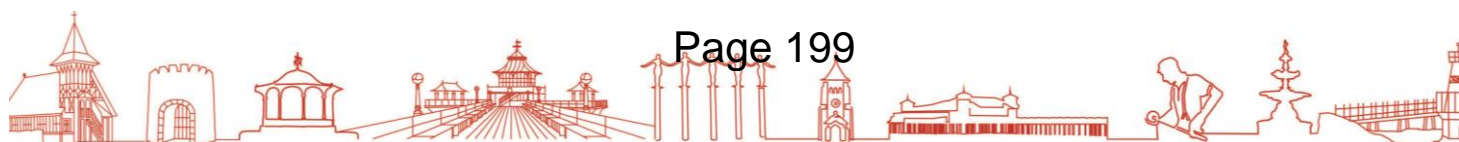
### **Policy DP385: Landscape**

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.

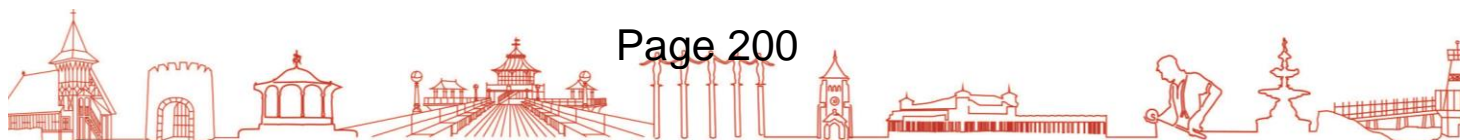
#### Justification

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 the Countryside Agency/English Nature's National Character Areas (Bristol, Avon Valleys and Ridges; Severn and Avon Vales; Mendip Hills; Somerset Levels and Moors). These give a broad indication of the landscapes of the district which range from the carboniferous limestone uplands of the Mendips to the level, wet pasturelands of the levels and moors.

At a more detailed level the district's landscape character is described in the Landscape Character Assessment Supplementary Planning Document which was adopted in 2018. It shows that North Somerset is characterised by a diversity of landscapes represented by the following 11 landscape types, (which are broken down into 31 landscape character areas):

- 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.

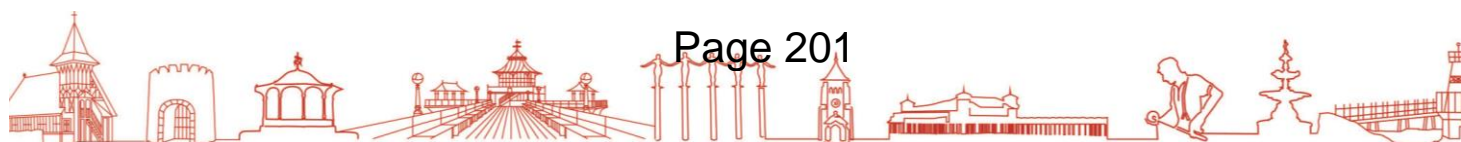
When considering development proposals, the Council will take account of the character of the landscape and will resist development that would have an unacceptable adverse impact on the landscape character or quality of the area in which it is sited.

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 paragraph 185** states that planning policies and decisions should aim to 'identify and protect areas of tranquility 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 which have an absence of buildings and human presence, for example an absence of noise and visual intrusion from major infrastructure such as motorways and A roads, urban areas and airports.



The policy also refers to adopting outdoor lighting which minimises obtrusive light particularly where dark skies are an important feature of the area.

Where required the applicant should set out in any supporting documents such as the Design and Access Statement, that regard has been taken of the local landscape and how this has been incorporated into a final design solution. This may need to be supported by photomontages or similar visuals. Where relevant it should cover the impact on the tranquility of an area, and an assessment of whether the proposal would result in light pollution.

### **~~DP36: Green spaces not designated as Local Green Space~~ (incorporated into new DP50: Protection of Open Space)**

### **Policy DP397: Mendip Hills Area of Outstanding Natural Beauty**

Development proposals affecting the Mendip Hills Area of Outstanding Natural Beauty (AONB) must conserve and enhance its landscape and scenic beauty and enhance its wildlife and cultural heritage, taking into account the economic and social well-being of the area.

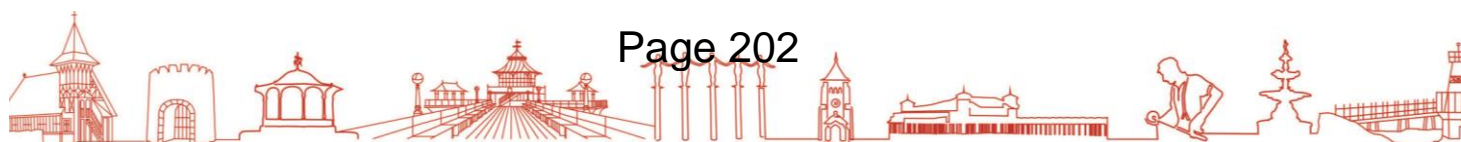
Major development will not be permitted other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.

Development which would have an adverse impact on the landscape, setting and scenic beauty of the Mendip Hills AONB, including views into and out of the AONB, will not be permitted unless in exceptional circumstances and where it can be demonstrated that it is in the public interest. All development will be controlled, through the use of planning conditions, to ensure it would minimise any detrimental effect to the natural beauty of the AONB.

Proposals which meet the economic needs of local communities and meet demand for recreation will still need to be consistent with the conservation of that natural beauty. Particular attention will be given to the siting, scale, size, character, design, materials and landscaping of the proposed development, views to and from the AONB, as well as conservation of wildlife and cultural heritage.

Outdoor lighting schemes will not be permitted in the AONB unless it has been demonstrated that there will be no adverse impact from obtrusive light. Particular care will be taken in those parts of the AONB where dark skies are an important feature of the area. The impact of indoor lighting such as roof lights and large windows will also be considered. Any planning development being considered within the AONB should also have regard for the public rights of way network.

Wherever possible new roads and major infrastructure proposals should be kept away from the AONB and, where they would be likely to affect it, proposals



should demonstrate the need for development and that the siting and design would do as little damage to the environment as practicable.

### Justification

Areas of Outstanding Natural Beauty (AONBs) are areas of fine landscape quality, of such great variety in character and extent that there is a national interest in protecting them. The primary objective of designation is conservation of the natural beauty of the landscape. The **NPPF National Planning Policy Framework** states that 'great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and AONBs, which have the highest status of protection in relation to these issues' (paragraph 176).

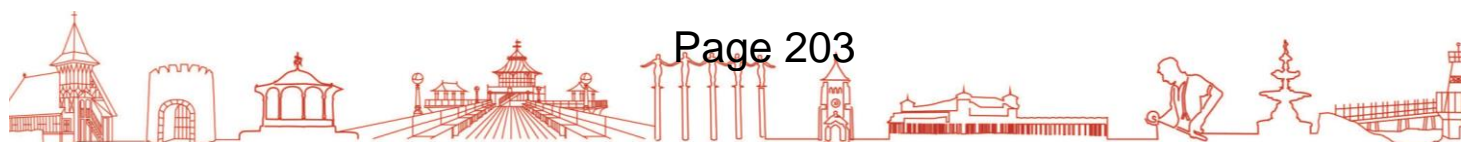
The Mendip Hills AONB, designated in 1972, covers 206 sq km, and is divided between the administrative areas of North Somerset, Bath and North East Somerset, Mendip and Sedgemoor. AONB designation confers few additional powers on local authorities. However, application of this policy should help to protect and where possible enhance the landscape and natural beauty of the Mendip Hills AONB.

The council has had regard to the Mendip Hills AONB Management Plan and Delivery Plan 2019-2024, in preparing the policy. That is consistent with the **PPG National Planning Practice Guidance**.

### **Policy DP4038: Built Heritage**

Development proposals affecting Conservation Areas and listed buildings must demonstrate that:

- Existing buildings, features, hard and soft landscape that contribute to their special character have been retained;
- New development will not cause harm to the existing character and appearance of the Conservation Area and wherever possible positively enhance it;
- New development affecting the setting of a Conservation Area or listed building preserves those elements of the setting that make a positive contribution and, where possible, better reveals the significance of the conservation area or listed building;
- Past unsympathetic development whether previously authorised or not has been removed or the harm caused repaired;
- Development conforms to published guidance as set out within Conservation Area Character Appraisals and Management Plans; and
- Any changes made to listed buildings, inside and out, and to their curtilage, respect their architectural significance, historic features, and context.



Development will be expected to preserve and where appropriate enhance the character, appearance and special interest of Conservation Areas and listed buildings and their settings.

**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.**

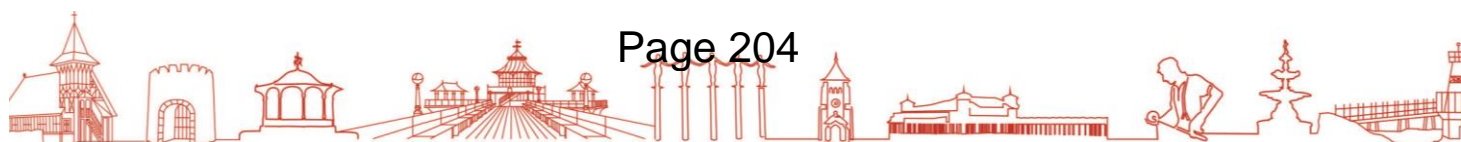
**The Council will require a heritage impact assessment to accompany planning applications which have the potential to harm a non-designated heritage asset and/or its setting.**

#### Justification

There are 32 Conservation Areas in North Somerset, the aim of which is to protect local distinctiveness. There are also 1,077 listed buildings, designated for their architectural and historic interest.

Before considering proposals involving new buildings or redevelopment involving demolition within Conservation Areas or to listed buildings, the Council will request that detailed plans and elevations showing the effect of the proposed development on the setting of the site, for example adjacent buildings, walls, trees and other important features, are provided in support. Applicants will be expected to justify their proposals and show why works, which would affect the character of the conservation area or listed building, are desirable or necessary.

Proposals for change of use within conservation areas will be permitted where they are consistent with maintaining their viability, character or appearance.



This policy is designed to safeguard conservation areas from inappropriate development or change that may be detrimental and to encourage development that can make a positive contribution to the preservation or enhancement of these areas.

Permission for the demolition or redevelopment of a building of individual merit or group value will be exceptional. The implementation of any consent for demolition will only be granted where there is clear and convincing evidence that all reasonable efforts have been made to retain existing uses or introduce new viable uses and following the letting of a contract for approved redevelopment.

**Heritage assets, whether designated or not, are an irreplaceable resource. Of all the heritage assets in North Somerset, the majority are not protected by statutory legislation, and are therefore known as ‘non-designated heritage assets’. There are many non-designated heritage assets recorded within the North Somerset Historic Environment Record, comprising archaeological sites, findspots and buildings of local and regional significance.**

**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 the following criteria:**

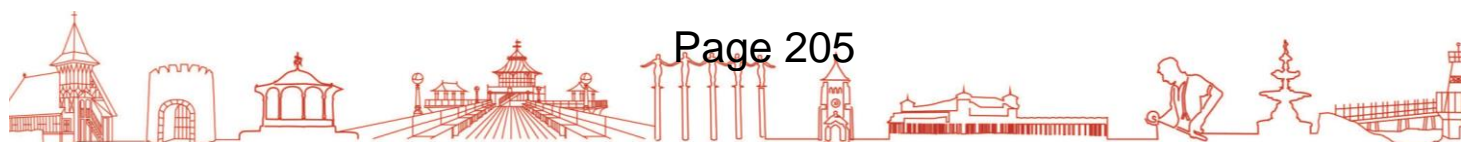
- **Aesthetic (designed and casual – the visual elements of an asset).**
- **Communal (commemorative or social – the meaning of a place, and people relate to it through experience or memory).**
- **Historical (associative or illustrative – how a place in the present can connect us to past people, events).**
- **Evidential (the potential of a place to provide evidence about past human activity)**

**Not all sites of national importance have been designated and the Council will seek to protect both designated and non-designated sites of national importance and their settings.**

Proposals for demolition, or for significant undergrounding of services, must also comply with Policy DP4139: ~~Archaeology & Non-Designated Heritage Assets~~ in relation to archaeological assessment and/or recording of the building or structure.

## **Policy DP4139: Archaeology and non-designated heritage assets**

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.

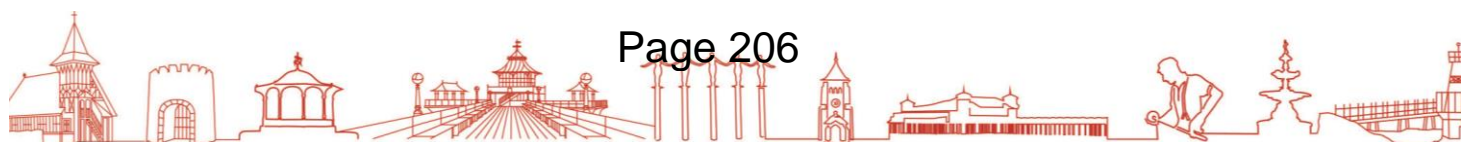
In cases where the Council decides that it is not necessary to preserve archaeological remains, developers will be required to make appropriate and satisfactory provision for the excavation and recording of the remains before development commences, which may be attached as conditions if planning permission 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 DP40.**

~~Non-Designated Heritage Assets and Local Heritage List~~

~~Proposals affecting non-designated heritage assets, must consider their significance and whether they warrant protection, where possible, from removal or inappropriate change, including harm to their setting.~~



The Council will require a heritage impact assessment to accompany planning applications which have the potential to harm a non-designated heritage asset and/or its setting.

### Justification

Scheduled Monuments are designated for their nationally important archaeology. There are 68 Scheduled Monuments in North Somerset, ranging from prehistoric burial monuments and hillforts to post-medieval collieries.

Archaeological remains can be both above and below ground and can include buildings, landscapes and sites, as well as other types of heritage assets.

Early consultation with the Council's archaeologist will aid in mitigating potential harm to archaeology and impact on delivery of development proposals.

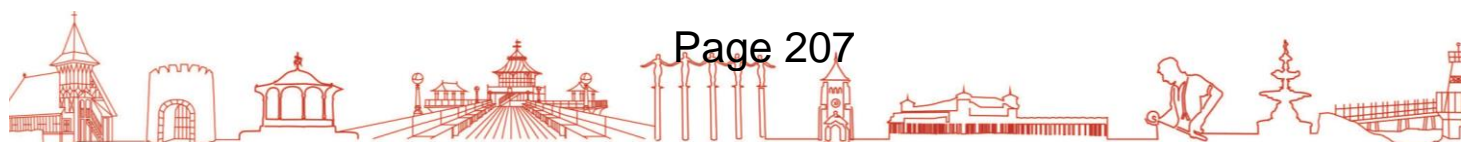
The National Planning Policy Framework planning practice guidance describes non-designated heritage assets as 'buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets'.

Heritage assets, whether designated or not, are an irreplaceable resource. Of all the heritage assets in North Somerset, the majority are not protected by statutory legislation, and are therefore known as 'non-designated heritage assets'. There are many non-designated heritage assets recorded within the North Somerset Historic Environment Record, comprising archaeological sites, findspots and buildings of local and regional significance.

North Somerset Council also has a Local Heritage List which enables local communities to celebrate the unique history that can make an area special. All assets on this list are material considerations in the planning process. Assets are added to the list when they meet the following criteria:

- Aesthetic (designed and casual – the visual elements of an asset).
- Communal (commemorative or social – the meaning of a place, and people relate to it through experience or memory).
- Historical (associative or illustrative – how a place in the present can connect us to past people, events).
- Evidential (the potential of a place to provide evidence about past human activity)

Not all sites of national importance have been designated and the Council will seek to protect both designated and non-designated sites of national importance and their settings.



## **Policy DP420: 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

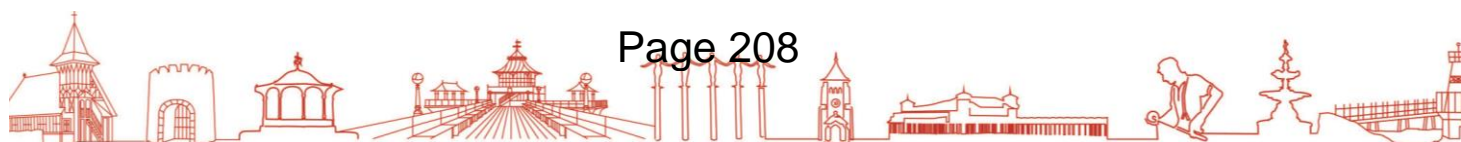
The main purpose of designation of historic parks and gardens is to celebrate designed landscapes of note and encourage appropriate protection. There are 8 Registered Historic Parks & Gardens in North Somerset, and 58 unregistered Parks and Gardens.

Historic Parks and Gardens are an important part of North Somerset's heritage. They may illustrate some aspect of the park or garden's history or of the history of gardening or horticulture, have an association with a particular person or event or form the setting for a building of historic interest. They are important in historical and landscape terms.

Historic England has compiled a Register of Parks and Gardens of Special Historic Interest in England with the intention that public knowledge of their existence will help protect them from development pressures. No additional planning controls apply to parks and gardens in the register nor are existing planning or listed building controls affected.

Historic Parks and Gardens are often under threat of unsympathetic development or other activities and the Council will resist proposals that would destroy or harm the character or appearance of these sites, including their setting.

**~~DP41 Coastal erosion and marine management (Incorporated into new policy LP20: Coastal Change Management Areas)~~**





## Life Prospects Policies

### **Policy DP432: Affordable housing (including rural exception schemes)**

~~The affordable housing target for North Somerset 2023-2038 will be 4,802 dwellings.~~

Affordable housing provision will be sought to meet local needs on all developments of 10 dwellings or more dwellings (or on sites of 0.5 hectare or above), and 5 dwellings or more within the Area of Outstanding Natural Beauty.

**Developments will be expected to provide 35% affordable housing on greenfield sites and 20% on previously developed land. If these requirements cannot be met this will need to be fully justified with clear evidence set out in a viability assessment. This assessment must demonstrate that all grant funding sources have been fully explored.**

~~The Council will seek a minimum 40% affordable housing from eligible developments. A minimum of 25% of all affordable housing units secured through developer contributions should be First Homes. The remaining affordable housing will be provided as 90% social rented and 10% shared ownership.~~

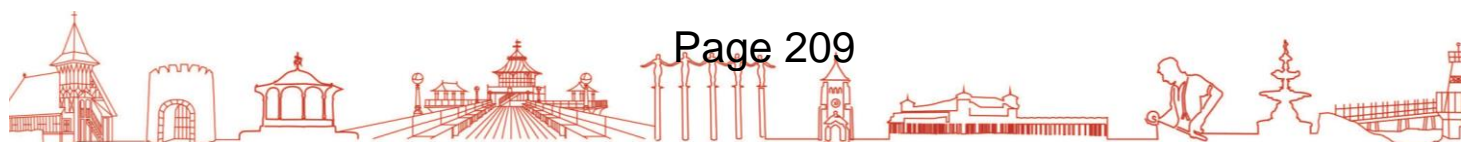
The precise size and type of affordable housing to be provided on individual sites will be determined through negotiation, guided by the Local Housing Needs Assessment, data from the housing needs register and local housing needs surveys. **The Council will seek to achieve 25% of affordable housing as First Homes in compliance with national policy. Where this is secured the remaining 75% should be provided as 90% social rented and 10% shared ownership. In cases where it is agreed that First Homes will not be provided the mix should be 77% social rented and 23% shared ownership.**

~~Where a site is unable to deliver the affordable housing required by the policy, it will be subject to detailed financial viability assessment.~~

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 to meet local needs will be supported where:

- The development meets an identified local need demonstrated by an up-to-date needs survey or other evidence;
- The development is supported or initiated by the local community;



- The site search has followed a sequential approach with priority given to sites within settlement boundaries, sustainability principles, and avoiding sensitive locations;
- The scale of development is appropriate for the location; and
- The affordable housing is provided in perpetuity.

### Justification

Affordable housing is defined as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers) and which complies with one or more of the following definitions:

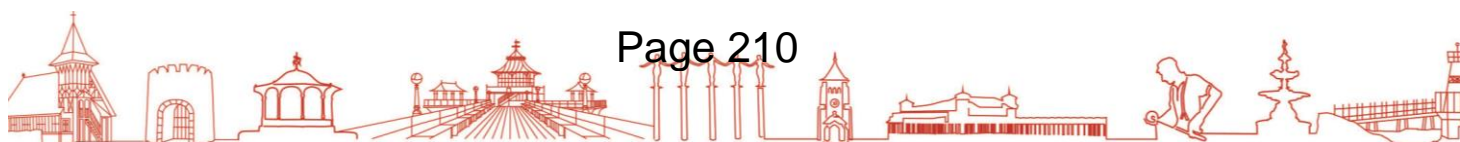
- Affordable housing for rent.
- Starter homes.
- Discounted market sales housing.
- Other affordable routes to home ownership.

~~The West of England Local Housing Needs Assessment (ORS June 2021) provides the evidence for North Somerset relating to the plan period 2023-2038. The figures are 2020 based and the study will need to be refreshed as the government's housing need calculation is adjusted on an annual basis.~~

~~In 2020 the standard method calculation identified a minimum local housing need figure of 20,475 over the plan period (this reduced to 20,085 in 2021). The population projected need identified in the study was 13,295 dwellings. This means that the minimum housing need figure in effect provides 7,180 dwellings for additional inward migration.~~

**The North Somerset Local Housing Needs Assessment (ORS 2023) provides the evidence for North Somerset relating to the plan period 2024-2039. This indicated that total affordable housing need over the plan period is expected to be 5,547 dwellings equivalent to 38.5% of overall need. 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 (2023) illustrated how challenging affordable housing delivery is in North Somerset. This concluded that within Weston town centre there was likely to be 0% (assumed to be PDL), in outer Weston 20% (10% PDL) and elsewhere in the district 30% (20% PDL). 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 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.

Where proposals cannot deliver the 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 components of need are summarised as follows:

	Affordable housing need			Total affordable housing	Total market housing	Total housing
	Unable to afford market rent		Affordable home ownership			
	Social rent	Affordable rent				
Local housing need	2,445 <b>2,845</b>	925-1,232	1,553 <b>1,470</b>	4,923 <b>5,547</b>	15,551 <b>8,874</b>	20,475 <b>14,902</b>
% local housing need	11.9% <b>19.7%</b>	4.5% 8.5%	7.6% <b>10.3%</b>	24.0% <b>38.5%</b>	76.0% <b>61.5%</b>	100%
% total affordable	49.7% <b>51.3%</b>	18.8% <b>22.2%</b>	31.5% <b>26.5%</b>	100%	-	-

~~Based on the evidence provided by the LHNA, the Council will seek affordable housing contributions of 40% from development sites. This is expected to address current affordable housing need (1151 dwellings) and housing needs expected over the plan period (2,203 dwellings).~~



The threshold for contributions is taken from government guidance in relation to 'major development' of 10 or more dwellings or site areas of 0.5ha or more. Within designated rural areas the Council may set a lower threshold of 5 units or fewer. Within North Somerset this relates to the Mendip Hills Area of Outstanding Natural Beauty where there are affordability issues and very few larger development opportunities. Within this area the threshold will be 5 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.

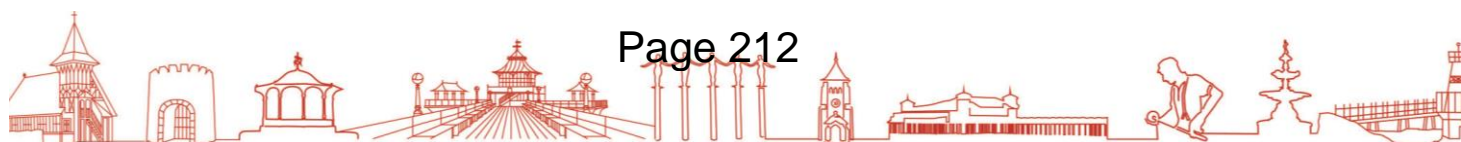
The government requires that a minimum of 25% of all affordable housing units should be First Homes. First Homes are included within the definition of affordable housing and must be discounted by a minimum of 30% against the market value and subsequently, **and** the first sale of the home must be at a price no higher than £250,00. **In the event that national policy removes the legal requirement for First Homes, the Council may choose to review its preferred tenure mix, in line with the most up-to-date LHNA and viability information.**

Whilst the Council recognise First Homes as a low-cost home ownership product, similar to discounted market sale, the preferred option for LCHO is shared ownership, based on values, costs, affordability and demand in North Somerset.

To afford a First Home, a buyer in North Somerset would need to have a higher-than-average income, a larger deposit and to raise a larger amount of borrowing than required for a shared ownership home of similar value.

The proposed tenure split between social rented and shared ownership reflects the LHNA evidence. Many affordable homes are available for families and local school places are key to ensuring that families do not need to travel to secure a local education.

**The current affordable housing tenure split of 77% rented and 23% 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.**



If First Homes are introduced as an affordable housing obligation, to maintain the supply of affordable rented and meet the recognised demand for shared ownership dwellings as an intermediate housing option that meets the affordability criteria in the district, a tenure split of 90% affordable rented and 10% shared ownership will be sought, although this does reduce the delivery of affordable rented dwellings.

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.

Detailed delivery of the policy will be set out in a new Affordable Housing SPD.

Given the affordable housing problems facing rural communities and the lack of sustainable opportunities to develop, the Council will support the delivery of rural exceptions sites for 100% affordable housing to meet identified local community needs. When assessing potential sites, it is important to balance the need for affordable housing with sustainability principles and other planning considerations. This may mean that the site assessment may conclude that affordable housing is best provided in a higher order settlement to meet the needs of the surrounding rural areas. Rural exceptions sites will be acceptable adjacent to settlement boundaries or elsewhere adjacent to the main body of the settlement.

### **Policy DP443: Gypsies, Travellers and Travelling Showpeople**

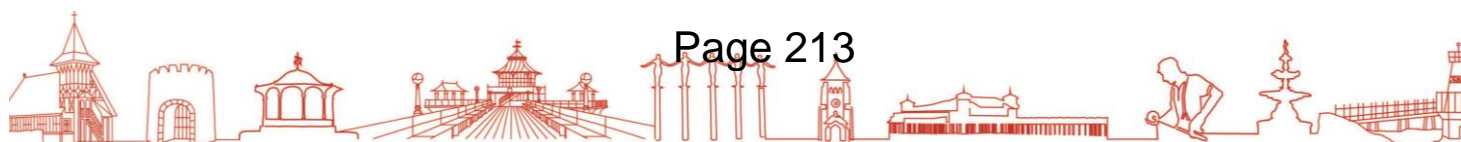
Suitable sites will be have been identified to meet the needs of Gypsies, Travellers and Travelling Showpeople as set out in the North Somerset Gypsy and Travellers Accommodation Assessment and any subsequent reviews.

The following 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 4 pitches

Longer term need will be met through provision of a site(s) as part of the Wolvershill Strategic Development as set out in LP1.

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 and facilities;
- Screening of the site, visual and landscape impact;
- Impact on the character and amenities of adjacent property and the local area;
- Provision of appropriate services and infrastructure;
- Safe pedestrian and vehicular access into and out of the site;
- Adequate provision for parking, turning and servicing;
- Adequate provision for storage and maintenance where needed for Travelling Show people;
- Easy access to the major road network, particularly accessibility to M5 junctions for transit sites;
- Preference given to brownfield sites; and
- Sites are inappropriate in the Green Belt.

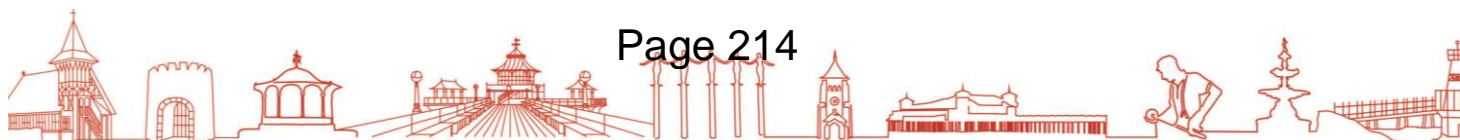
### Justification

National planning policy for Gypsy, Travellers and Travelling Showpeople is set out in the **NPPF National Planning Policy Framework** 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) (**2022**) (~~2017~~) identified the need for **114 22** additional residential pitches for Gypsies and Travellers and **2 4** additional plots for Travelling Showpeople within North Somerset up to 204236. ~~An update to the GTAA due to be published in 2022 will identify the need for additional residential pitches for Gypsies, travellers and travelling showpeople.~~ **Over the plan period this equates to 103 pitches and 4 plots. In the short to medium term this 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.**

**Provision of pitches to meet the longer term need will be explored through the provision of a sites(s) at the Wolverhill Development.**

**Planning applications for further pitches** These will be guided by the criteria-based policy and may take the form of either extensions to existing sites, or new sites. **If sufficient finances are available and suitable sites available, the Council will seek to provide pitches.**



While Gypsy and ~~€~~Travellers are different to ~~€~~Travelling ~~s~~Showpeople, their site requirements raise similar issues, so the locational requirements are addressed in the same policy. The criteria set out in the policy will be used to guide the approach.

The policy will apply throughout the district. ~~and planning applications from the Gypsy community will be encouraged.~~ Future needs for Gypsies, ~~€~~Travellers and ~~€~~Travelling ~~s~~Showpeople will be assessed through need assessments and will be used to justify future provision. ~~If sufficient finances are available and suitable sites available, the Council will seek to provide pitches.~~

### **DP44 Accessible and adaptable homes (incorporated into DP46: Housing type and mix)**

#### **Policy DP45: Residential Space Standards**

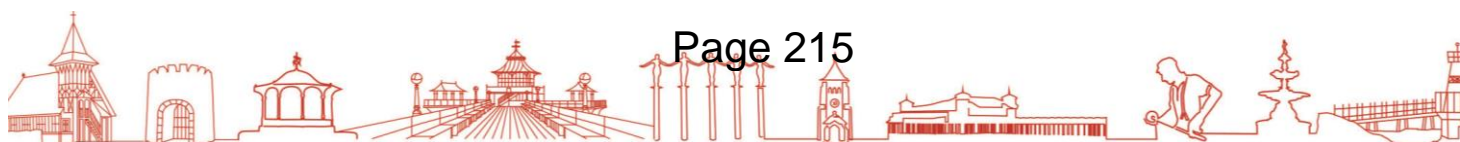
Planning applications for new residential development (including residential extensions, residential conversions and residential accommodation falling outside Use Class C3) should meet the Nationally Described Space Standards (NDSS). All rooms which are additional to the main living spaces will be regarded ~~ing~~ as having the potential to serve as a bedroom and as such will be required to meet the NDSS regardless of the description on the planning application.

Residential conversions should meet the NDSS. However, where it is genuinely not practical to fully meet the standards due to limitations caused by the existing structure of the building, and where the overall design and standard of accommodation provided by the scheme is of a high quality, this will be taken into consideration when determining the application.

#### Justification

It is important to ensure that new homes are of an adequate size and layout to provide high quality, functional homes that meet the needs of a wide range of people and take into account how those needs might change over time. This should apply to development at all scales, from large strategic sites down to infill development.

The increasing pressure to deliver homes leads to increased pressure to deliver smaller homes. This could result in housing that is unacceptable in terms of internal space because it doesn't offer appropriate living standards or meet the national aim that everyone should have access to a decent home. The pressure to make efficient use of land, and the fact that higher density development is to be encouraged, makes it particularly necessary to ensure that the internal living environment of new homes is acceptable.



The government introduced a nationally described space standard in March 2015. Local authorities had the option to adopt the nationally described space standards or have no space standard at all; space standards cannot be set locally. The Council carefully considered the local need for space standards and the viability impact of taking such an approach and decided to adopt the nationally described standards in the previous Local Plan. It is felt that this approach should be continued but the wording of the policy has been made more specific to ensure space standards are being properly met.

This will ensure that new developments are designed and built to provide adequate, flexible space for occupants. It will be important to ensure that designs maximise the useable space within housing, through functional layout, and provide scope to adapt and modify housing to meet future requirements.

The policy has also been extended to include conversions to ensure that any new homes provided as a result of the conversions of existing buildings are also of an adequate size and provide a decent quality of accommodation and standard of living for the future occupiers.

## **Policy DP46: Housing Type and Mix Homes for all**

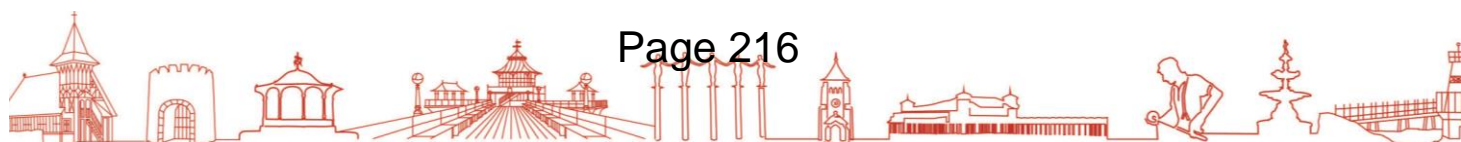
### Housing mix

New residential development is required to deliver a wide choice of homes to meet a range of accommodation needs as set out in the **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:**

- **Older persons accommodation such as retirement accommodation or mainstream housing which is designed for older people such as properties suitable for downsizing;**
- **A proportionate and appropriate mix of 1, 2, 3 and 4+ bed homes to meet local needs. 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**
- **Self-build and custom build plots based on the local need identified on the Council's self-build register**

~~Developments of 100 dwellings or more will be required to include provision for older persons accommodation such as in the form of retirement accommodation or supported independent living~~





Within Nailsea on major development schemes no more than 20% of the proposed dwellings should be 4 bedrooms or more (after taking account of the affordable housing requirements).

#### Self-build, and custom build and community-led housing

Proposals for self-build and custom housebuilding will be supported. On development sites of 100 homes or more will be expected to make provision self-build and custom build plots based on the local need identified on the councils self-build register. 5% of the total homes should be made available for sale as serviced self-build and custom housebuilding plots. For phased developments, self-build plots must be delivered and serviced at the earliest stage possible.

Plots must be made available and priced and marketed appropriately as self-build or custom build plots for at least 18 months.

#### Community-led housing

Proposals for community-led housing will be supported **due to** because of the benefits they are expected to bring in terms of community cohesion, permanent affordability and sustainable development.

#### Supported Accommodation

The Council will seek to ensure there is an appropriate range and supply of residential accommodation for people with specialist and vulnerable needs.

#### Accessible and adaptable homes

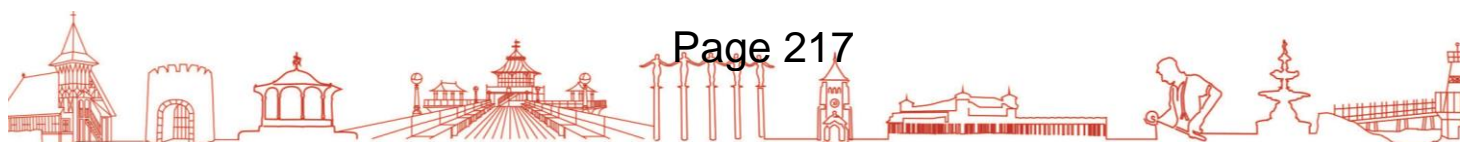
**All new dwellings will be required to meet Building Regulations M4(2) standard ('accessible and adaptable dwellings') and 5% of affordable dwellings will be required to meet Building Regulations M4(3) standard ('wheelchair user dwellings').**

**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 makes homes accessible and adaptable.**

On residential development sites of 10 dwellings or more the following proportions of accessible and adaptable homes will be required:

For market housing within a scheme 50% of homes will be required to meet Building Regulations M4 (2) category 2 standard (to be 'accessible and adaptable dwellings') and a further 10% will be required to meet Building Regulations M4 (3) category 3 ('wheelchair user dwellings').

For affordable housing within a scheme 80% of homes will be required to meet



~~Building Regulations M4 (2) category 2 standard (to be 'accessible and adaptable dwellings') and a further 20% will be required to meet Building Regulations M4 (3) category 3 ('wheelchair user dwellings'). These targets reflect the standards set out in Building Regulations 2010 Approved Document Part M: Access to and use of buildings and will apply to any subsequent legislation on making homes accessible and adaptable.~~

~~These targets reflect the standards set out in "Building Regulations 2010 Approved Document Part M: Access to and use of buildings" and will apply to any subsequent legislation on making homes accessible and adaptable.~~

Separate detailed policies within this plan cover **affordable housing**, older persons accommodation, ~~g~~**Gypsy**, ~~†~~**Traveller** and ~~†~~**Travelling s**Showpeople, accessible homes and **residential** space standards.

### Justification

The types, sizes and tenures of homes required to meet needs are identified through the West of England Local Housing Needs Assessment (LHNA). This includes accommodation needs of families, older people, people with disabilities, service families, people wishing to build their own home and students.

The Council will have regard to the findings of the LHNA when determining the right balance of homes in new developments and applicants are encourage to discuss housing mix at an early stage.

From the Local Housing Needs Assessment we know that in our district over the 15-year period ~~20243-398~~ there will be:

- ~~• An overall growth of 12,000 households.~~
- ~~• Single person households are just over a third of the overall household growth (3,800) with the majority (2,140) being single people aged over 75.~~
- ~~• Couples without dependent children represent almost a tenth of the growth (1,100) and are comprised of 4,510 households over 65, offset against a reduction of 3,450 in younger age groups.~~
- ~~• Families with dependent children comprise two fifths of the overall household growth (4,900).~~
- ~~• Other types of household contribute a further 2,200 households.~~
- ~~• Overall, 82% of the household growth is for households aged over 65, suggesting homes meeting older persons requirements are a priority.~~
- An overall growth of 13,800 households.
- Single person households represent almost a third of the overall household growth (4,200, 30%) with almost three fifths of these (2,390, 57%) being single persons aged over 65;
- Couples without dependent children represent a relatively small proportion of the growth (1,400, 10%);



- Families with dependent children make up over two fifths of the overall household growth (5,900, 43%);
- Other types of household contribute a further 2,300 households. These include multigeneration living, student households and Houses in Multiple Occupation (HMOs).

The LHNA states that provision of homes to meet older person requirement should be a priority. **Policy DP47: Older Persons Accommodation sets out how the need for older persons housing will be met over the plan period.** ~~and this policy requires residential developments of over 100 dwellings to contribute towards meeting that need.~~

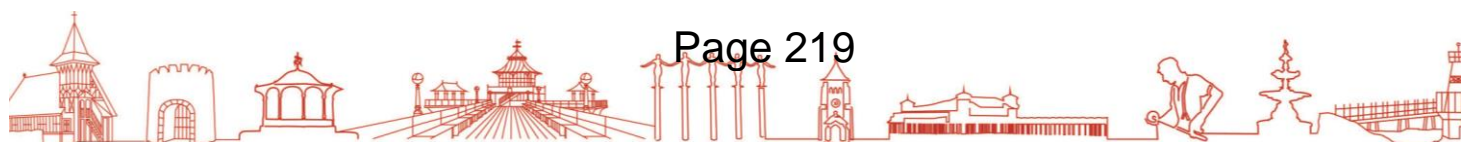
A flexible housing stock will help meet the wide range of accommodation needs so we will expect new homes to be flexible, accessible, adaptable and age friendly and have included relevant policies within this plan to ensure the delivery of this mix of homes. New homes should support the changing needs of individuals and families at different stages of life.

**The requirement for all homes to be accessible and adaptable reflects the government's intention to incorporate M4(2) standard into building regulations and ensures more choice, particularly for older people, to live independently for longer which reduces the pressure on the care system. The Local Housing Need Assessment identifies that the number of households likely to need wheelchair adapted housing in North Somerset is likely to increase by 850 over the plan period and the need is notably higher for people living in affordable housing. This is reflected in the policy requirement.**

In most cases the accommodation needs of different groups will be met as part of the general housing supply within the overall assessed housing need (use class C3 dwelling houses) through a mixture of different tenure, size and designed homes. Exceptions to this include residential care or nursing homes and traveller accommodation.

Self-build and custom housebuilding is a key element of the government's agenda to increase supply and tackle the housing crisis. Self-build and custom housebuilding is defined in the Housing and Planning Act as '...the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.'

As required by the Self Build and Custom House Building Act 2015, a register is kept of individuals and associations who have expressed an interest in acquiring serviced plots for self and custom build. The intention of the Act is that local planning authorities grant suitable development permission for serviced plots to match demand on their register, although there is no mechanism for ensuring applications come forward.



Community-led housing projects can be delivered through a number of approaches, including group self-build and cohousing. Community led housing requires that meaningful community engagement occurs throughout the process, with the local community group or organisation ultimately owning or managing the homes to the benefit of the local area/ specified community group. It can provide many benefits, for example enabling communities to deliver projects that meet local needs, giving greater social benefits including community support for older people.

Some of our community need accommodation that caters for their specific needs. This is often for more vulnerable members of our society, such as those who are homeless, people with physical or mental health issues, people with learning difficulties, people with substance misuse problems, young people at risk, ex-offenders and those at risk of domestic violence. These groups often needing specialist housing which offers on-site support. This includes hostels, refuges, residential institutions and other supported or specialist housing.

In determining the appropriate use class for self-contained facilities, the Council will consider whether the development will be a registered location with the Care Quality Commission, the degree of care, and the proportion of units for which care is likely to be available. In some cases a development may be deemed to provide units within both the C2 and C3 Use Classes and some may be deemed to be 'sui generis'.

To create inclusive communities, this type of accommodation should be located in accessible areas with links to public transport and local facilities.

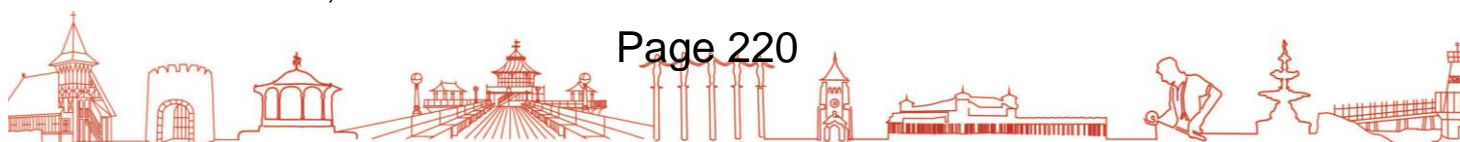
Where a proposal for supported residential accommodation involves the conversion of an existing dwelling, regard should be given to Policy DP4: HMOs and residential subdivisions. Other relevant policies will be taken into account when considering if a proposal is appropriately located, for example impacts upon transport, local amenity and the character of an area.

### **Policy DP47: Older Person Accommodation**

The Council will seek to ensure there is a sufficient supply and range of housing and accommodation suitable **to meet the needs of** for older people.

Development proposals to meet the specific accommodation needs of older people will be supported where the development:

- Demonstrates that it will contribute towards meeting an identified need within the area and is targeted towards the needs of local residents;
- Is accessible to public transport, shops, services, community facilities, and social networks appropriate to the needs of the intended occupiers;
- Will be suitable for the intended occupiers in terms of the standard of facilities, the level of independence and the provision of support and/or care;



- Provides appropriate facilities for carers and visitors; and
- Provides internal and external communal space as appropriate, including space that gives residents the ability to grow plants and food.

The Council will seek an element of affordable housing provision for older persons as part of appropriate market-led developments for older people.

Proposals that will result in the loss of residential accommodation for older people will be resisted unless:

- The existing provision is surplus to identified needs within the district;
- The existing provision is incapable of meeting contemporary standards for the support and/or care required and appropriate alternative provision is available and has been secured for the occupants; or
- The loss is necessary to enable the provision of accommodation for older people which is better able to foster independent living and meet changes in the support and care needs of the occupants.

Where the Council is satisfied that development involving the loss of accommodation for older persons is justified, the priority will be for an alternative form of supported housing or general housing (Use Class C3) including an appropriate amount of affordable housing.

### Justification

The Local Housing Needs Assessment identifies that for North Somerset the number of over 75s in North Somerset is projected to increase by approximately 10,100 with 5,700 of those over 85 over the period 2020-2035. The assessment states that 'overall, 82% of the household growth is for households aged over 65, suggesting homes meeting older persons requirements are a priority.'

The Local Housing Need Assessment also identifies that there is already a shortfall in the provision of housing for elderly people with an unmet need of just over 4,500 homes currently in the district.

As a result of these findings North Somerset has commissioned an Older Persons Housing Needs Assessment to provide more detailed evidence of the accommodation needs of older people in the district over the plan period. and this policy will be updated to reflect the findings of this study.

It is likely that there will need to be a wider mix of housing and accommodation options for older people aged 55 or over. This will include supporting people to live well in their own homes, but also requires the provision of a mix of purpose-built housing types and tenures that will facilitate 'downsizing'/'rightsizing', creating a climate where moving in later life becomes a realistic and positive choice. The availability of a range of suitable accommodation options for older



people can help release family accommodation, improve quality of life and reduce the need for residential care.

In addition, some older people require levels of care not normally provided at home (such as a result of a fall or a hospital admission). More specialist forms of housing for older people, including extra care housing, have the potential to provide the level of support needed to help people to remain part of the community and maintain independence for longer through the integration of accommodation and care. The availability of such housing can help reduce hospital admissions and enables discharge of older people from acute hospital beds.

From a land use planning perspective, specialist housing/accommodation for older people will include development falling within both Use Classes C3 and C2. Examples of the types of housing and accommodation that will be covered by this policy include:

- Age restricted occupancy housing commonly known as retirement housing (Use Class C3) – accommodation where an age restriction is placed on occupants who live independently in self-contained homes.
- Warden assisted housing (Use Class C3) – clusters of accommodation where people live independently in self-contained homes where a warden is contactable between specified times to manage communal areas and may check on residents. Sometimes a communal meeting lounge and gardens are provided.
- Sheltered housing – clusters of accommodation where people live independently in self-contained homes where low intensity support is available, sometimes on site (usually within Use Class C3). Often with a communal meeting lounge, guest room and gardens.
- Extra-care/assisted living homes (also known as close care, very sheltered or continuing care housing) – independent living in purpose built self-contained homes but designed to enable a range of care needs to be provided as occupiers' needs increase, with on-site care facilities available (up to 24 hours). On-site facilities may also provide support for older people in the wider community. Shared lounges, dining areas and other social and leisure facilities are sometimes provided. Extra-care/assisted living homes normally fall either within Use Class C2 or C3, this varies depending on the level of care provided and whether overnight care is available.
- Residential/nursing homes (including end of life/hospice care and dementia care) where higher intensity care is available 24 hours – commonly bedsit rooms with shared lounges and eating – this may involve residential care only, nursing homes staffed by qualified nursing staff, or dual-registered care homes where medical assistance is provided to occupiers that need it (care homes are usually within Use Class C2).



Development that attracts additional care users into the district is likely to have a significant impact on Council resources. The Council will therefore expect development proposals for housing and accommodation for older people to be supported by evidence demonstrating that they are targeted towards and will contribute towards meeting the district's identified needs. The Council will require, as a minimum, that the accommodation is marketed and made available for sale or rent within the district for a period of at least 6 months before it is marketed more widely.

### **Policy DP48: Residential annexes**

Proposals for residential annexes will be permitted within settlement boundaries provided that they are of a good quality design and do not cause significant adverse impacts on the living conditions of adjoining occupiers.

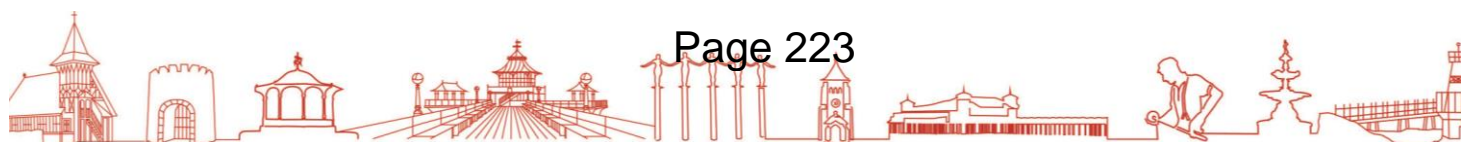
Outside settlement boundaries annexes will only be permitted where:

- They have a functional link with and be ancillary to the principal dwelling. This means that the occupants of the annexe would rely on facilities within the main dwelling or would require the support of its occupants or vice versa;
- They are in the same ownership as the principal dwelling and remain as such;
- They are within the curtilage of the principal dwelling and share its vehicular access;
- They are well related to, **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 a curtilage annexe and principal dwelling; and
- Be of a scale subservient to the principal dwelling and comply with the Council's normal design standards.

Parking for residential annexes should meet the Council's parking standards.

#### Justification

Residential annexes provide a way of supporting older people or other family members who need limited support to live relatively independently but with relatives on hand to provide care as required.



Within settlement boundaries, subject to other policies in the plan, in particular those regarding design and 'garden grabbing', annexes will be permitted as conversions, extensions or in the form of new detached buildings within the grounds of existing dwellings.

However, there is concern that the promotion of residential annexes in the countryside could lead to unsustainable development in isolated or rural locations if annexes are subsequently sold or let as separate residential dwellings. In order to address these concerns applicants must demonstrate that the proposed use is for a family member who needs ongoing support.

Proposals for residential annexes in the countryside should not exceed 50% of the size of the existing dwelling at the time the application is submitted. Stricter controls are likely to apply regarding the size of proposed extensions in the Green Belt.

All annexes both in the towns, villages and countryside would need to comply with design standards set out in the plan and ~~North Somerset~~ 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 200 dwellings or more or sites of 4ha or more and for non-residential developments sites with a floor space of 10,000m<sup>2</sup> or more and for other developments where the proposal is likely to have a significant impact on health and well-being.

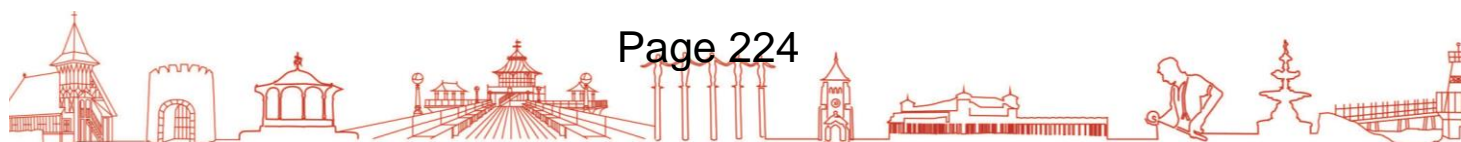
The type of HIA required will be confirmed by ~~North Somerset~~ the Council in consultation with the developer. The selected type will be appropriate to the scale of the development and the potential impact on health and wellbeing.

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 National Planning Policy Framework~~ (2021) recognises that planning policies and decisions should aim to achieve healthy, inclusive and safe places.

~~National Planning Policy Practice~~ Guidance (005-Reference ID:53-005-20190722)-states that 'it is helpful if the Director of Public Health is consulted on





any planning applications (including at the pre-application stage) that are likely to have a significant impact on the health and wellbeing of the local population or particular groups within it. This would allow them to work together on any necessary mitigation measures. A health impact assessment is a useful tool to use where there are expected to be significant impacts. Information gathered from this engagement will assist local planning authorities in considering whether the identified impact(s) could be addressed through planning conditions or obligations.'

HIAs give valuable information not only about potential effects of proposed development on health, but also how to manage them. It therefore provides the opportunity to change the design or other elements of a proposed development to protect and improve health. Changing a proposal as a result of a HIA means that not only is its implementation more likely to promote healthy lifestyles, but it is also less likely to cause ill-health in the community, with the consequential benefits for individuals and the wider economy and the longer-term savings to health and social care budgets.

It is important that health and a proposal's impacts on health are considered at an early stage in the planning process. HIAs should be undertaken as part of the pre-application process so as to inform and influence the proposal that is finally submitted as a planning application.

This means that adjustments can be made at the planning stage to maximise positive health impacts and to minimise the adverse effects. HIA should be seen as an iterative process rather than a one-off event. It will normally include the stages which should be set out with a timeline in any Planning Performance Agreement that has been entered into with the local planning authority.

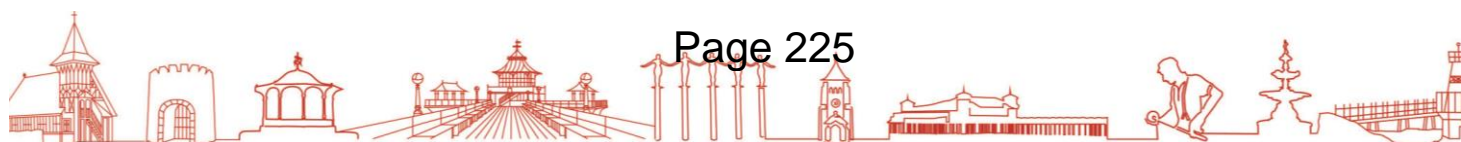
When determining the health impacts of a development regard should be had to the information contained in the North Somerset Joint Strategic Needs Assessment and the North Somerset Health and Wellbeing Strategy **2021-24**.

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 including for those with disabilities**;



- The layout and design include features to facilitate combining other community needs within the same site unless this is agreed to be inappropriate; and
- The proposal would not prejudice the living conditions of neighbouring properties.

In all cases proposals for main town centre uses will need to demonstrate that a sequential test has been applied, giving priority to sites within town or district/local centres, or failing this sites on the edge of these centres. Proposals for out-of-centre sites will only be acceptable where the above criteria are met and there is no significant adverse effect on the vitality and viability of the relevant centres. An exception to this are uses such as schools which require a specific location within a catchment area. **Where schools are located outside settlement boundaries proposals for new educational facilities or related uses will be supported within the site.**

**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; 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.

Proposal for additional facilities should be well-related to proposed users and accessible by a choice of transport modes. Some facilities may not be



appropriate within settlements given the character of the development or the impacts which may be generated such as traffic movements. Where appropriate the Council will have regard to the sequential test approach as set out in NPPF.

**Recreation facilities will normally be provided within towns and villages and will be required as part of major new developments. Nonetheless with the population increasing being housed in urban areas pressure on the countryside for formal and informal recreation is likely to increase. Urban fringe locations can often suffer from a proliferation of such uses which results in a change in the character of the area.**

**The policy aims to ensure that access to the countryside for sport and recreation is provided for the local population, that it is conveniently located, that it does not result in a proliferation of buildings in one area, that the character of the countryside is protected and that the impact is not harmful to neighbouring properties, farms or road safety.**

**The policy aims to locate activities close to the need. However, it is recognised that some activities would cause disturbance to local residents and could be better located distant from built up areas (such as clay pigeon shooting, motorsports). Similarly, some activities have specific locational requirements.**

~~**DP51 Provision of educational, sporting, leisure, cultural or community facilities to meet the needs of new development**~~

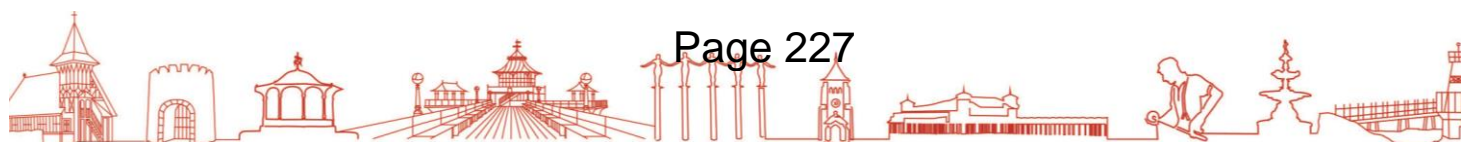
~~**DP52 Protection of existing educational, sporting, leisure, cultural or community facilities**~~

### **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 for an existing facility, the replacement will be available for use before use of the existing facility is lost.
- Where the site or building is genuinely redundant/surplus to requirements for its uses. 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.
  - The Council, through consultation with relevant Council departments, town/parish councils, service providers and voluntary groups, etc. is satisfied that there is no demand for any appropriate form of community facility in the vicinity.
- Where the partial development of the site will secure the retention and improvement of the remainder of the site for community use;
- Where proposals relate to the intensification of community use; or

Designated community assets shall be retained in community use.

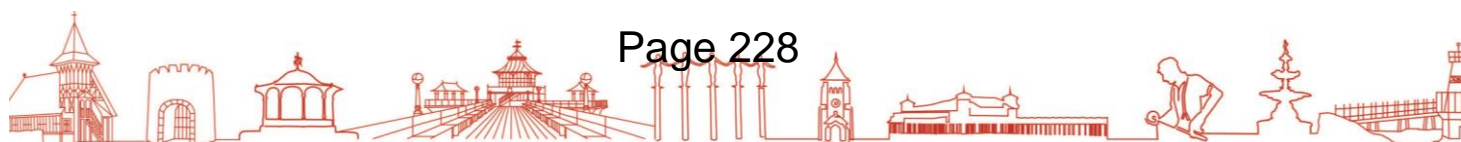
#### Justification

The policy reflects the importance of community facilities and the need to protect them from development except where certain criteria apply. This approach **reflects** ~~supports paragraph 93 of the NPPF.~~ **This policy should also be read in conjunction with policy DP52 Protection of open space and recreation.**

Where a community facility is genuinely redundant or surplus to requirements the policy requires evidence to demonstrate that attempts to rent/dispose of the property for community uses have failed. This includes evidence that the facility has been marketed for at least 6 months at normal market value for such uses. In addition, if the Council considers it appropriate, a business plan shall be produced identifying the extent and combination of usage and charges necessary to make the facility profitable.

### **Policy DP52: Protection of open space and recreation (New policy)**

**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.

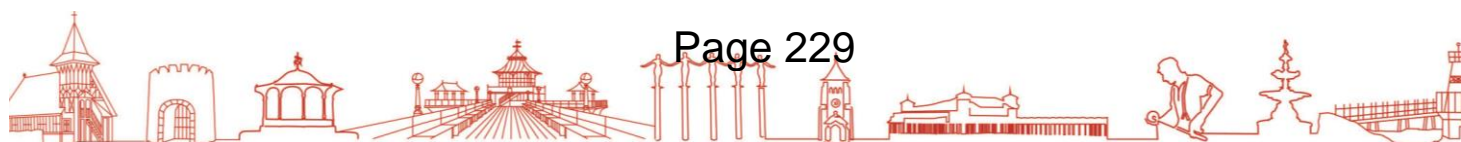
Development proposals affecting other green and blue spaces will only be permitted provided they do not adversely affect areas which make a worthwhile contribution to the amenity and/or the character, setting and visual attractiveness of an area.

### 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 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
- 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

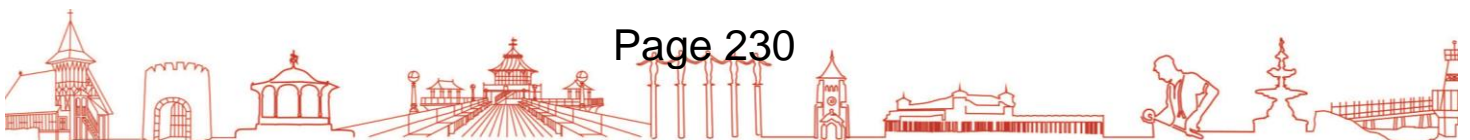


that had greater emphasis on the recreational value of the open space, whilst natural greenspace would have more detail on the ecological values. If the open space is multi-functional in terms of acting as a buffer/aesthetic value as well as being of ecological value, then an assessment would be expected 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, usable, recreation and biodiversity benefits.

DRAFT



## Countryside Policies

### **Policy DP53: Best and most versatile land**

Proposals involving more than 20 ha of land not allocated for development (or smaller parcels which cumulatively could lead to the loss of 20ha or more) for non-agricultural use on current or land last used for agricultural will be required to demonstrate that the land is not within Grade 1, Grade 2 and sub-Grade 3a of the Classification. Permission would only be granted on land within these higher grades if:

- It can be demonstrated that it would be practicable to return the land to its former quality if the development took place; or
- No other land of a lower quality is available and the sustainability benefits of the proposal clearly outweigh the loss of the agricultural land.

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:

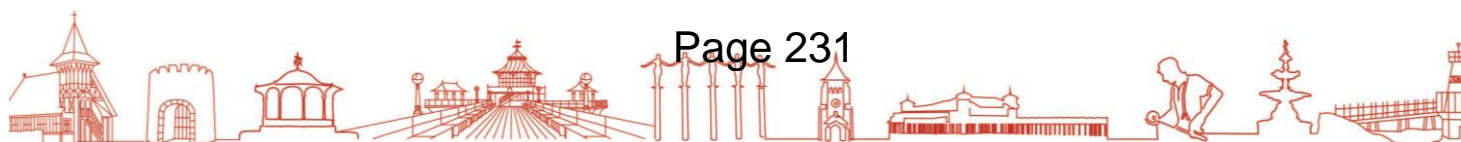
#### **Grade 1 and 2 BMV land**

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 1 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
- 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 states that planning policies should 'recognise the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile land (paragraph 174).

Maps available on the Natural England website detail areas likely to contain land in of the higher quality values (Grades 1,2 and 3a). Full survey work is not uniformly available therefore where proposals fall within these areas applicants will need to demonstrate that a full survey has taken place and the proposed site is not within grades 1, 2 or 3a.

**The Best and Most Versatile (BMV) land falls within grade 1,2 and 3a of the ALC. 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.**

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

For some uses it may be possible to return the land to productive agricultural use without any loss of quality, should the proposed use no longer be required. For example, solar farms or similar. Suitable measures will be put in place to ensure this could be achieved.

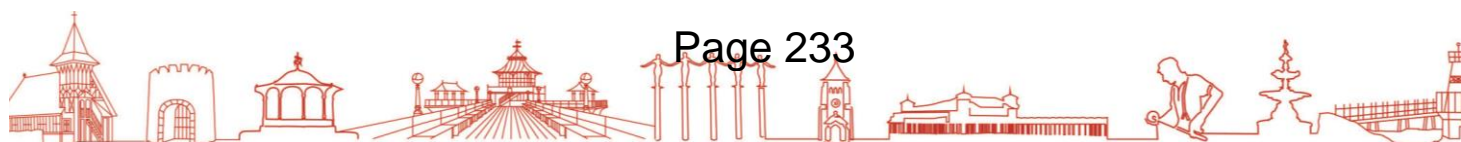
~~Only where it can be demonstrated that no land of a lower quality is available, and the sustainability benefits of the proposal outweigh the loss of best and most versatile agricultural land will permission be granted.~~

The 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 6 months at a realistic price that reflects the agricultural tie.

#### Justification

Farmers are encouraged to diversify their activities and supplement their income from enterprises other than normal food production. In some cases, this may lead to demand for on-site residential accommodation for non-agricultural enterprises (for example, where livestock are kept as part of a leisure or tourism-based enterprise). As with proposals for farm dwellings, both the need for such dwellings and the viability of the enterprise must be adequately demonstrated.

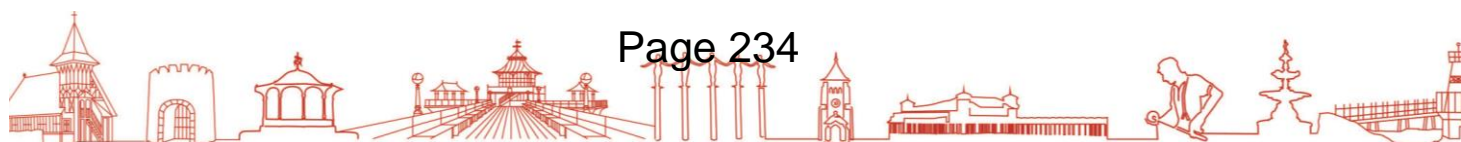
Within the Green Belt, new dwellings (other than replacement dwellings) outside settlement boundaries will not normally be permitted except for the purposes of agriculture or forestry and it would be inappropriate to make a further exception for other rural uses.

#### Establishing need

Applicants will be required to submit an appraisal justifying an exception to the general policy of restraint. To ensure a high quality and impartial assessment, appraisals are best prepared by a member of the British Institute of Agricultural Consultants or other consultants demonstrating qualifications and experience in the subject area.

The appraisal should provide the following information:

- Existing accommodation on the unit and how it is occupied, the purpose of the new dwelling and how important it is for the operation of the unit;
- Whether the new building is necessary rather than convenient, such as must it be on site rather than in a nearby village;
- The justification for a particular site, when there may be other more appropriate sites in planning terms;



- The recent history of the unit, including recent severance and details of any dwellings on the unit that have been sold or converted for non-agricultural occupation;
- Where a new unit is to be formed, proof that the enterprise will be permanent and economically viable.

Applications are often received for dwellings associated with new enterprises. In certain instances, a financial test will be applied in order that further evidence of the genuineness of stated intentions can be provided. In such circumstances, where need is established temporary planning permission will normally be granted for a residential mobile home. Such temporary planning permissions will extend to two or three years depending on the circumstances of the enterprise. In order to receive consent for a permanent dwelling then the enterprise would have to be proven viable and assessed against the rural workers dwellings policy. In appropriate circumstances, a condition may be attached restricting the occupation of a dwelling until works necessary for the establishment of the enterprise have been completed.

#### Design considerations

If the need for a dwelling is established, then it is important to ensure that any adverse effects relating its scale, design, size are addressed. Dwellings should therefore be well-related to existing buildings and where possible share an existing vehicular access. They should not exceed a size necessary to meet normal family requirements and accommodate minor ancillary office facilities.

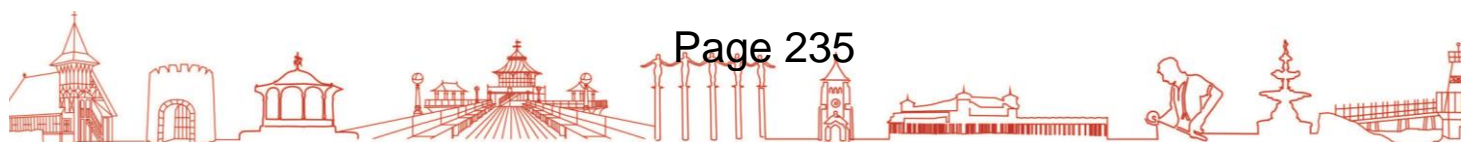
Any proposals above 150 square metres gross external floor space would not normally be acceptable and would need to be fully justified. Proposals for the size, siting and landscaping of the curtilage should also ensure that the impact on the landscape is acceptable.

#### Occupancy conditions

When granting permission under this policy, where appropriate, an occupancy condition will be imposed not only on the dwelling itself, but also on any existing dwellings on the unit which are under control of the applicant and do not have occupancy conditions. This will help to protect rural areas from inappropriate residential development pressures.

In recent years there has been a steady number of applications to remove occupancy conditions, while at the same time applications for new agricultural dwellings are still being received. The Council requires that before an application for removal of an occupancy condition is approved it must be demonstrated that there is now no need for the dwelling on the unit, or in the locality, and that a genuine and unsuccessful attempt has been made to sell the dwelling with the condition attached.

In determining such applications regard will be had to:



- Evidence of existing demand or lack of demand for agricultural workers within a radius of at least five miles from the property;
- Whether there are any vacant agricultural dwellings within this area and the number of recent applications in the locality for agricultural dwellings;
- Evidence of efforts to dispose of the dwelling, whether it has been advertised, how frequently, for how long and whether the asking price reflected the occupancy condition.

### **Policy DP55 Agriculture and land based rural businesses**

Planning permission will be granted for agricultural or forestry development on existing and new holdings, or development for the purposes of farm based and other land-based rural businesses or diversification provided that:

- The proposals are necessary for and ancillary to the use of land for viable agricultural or land-based rural businesses purposes;
- The re-use of existing buildings on the holding is given priority over new buildings and only where no suitable buildings are available will new development be acceptable;
- In the case of diversification proposals, there is sufficient certainty of long term benefit to the farm business as an agricultural operation, that other rural businesses and the character and appearance of the countryside are not adversely affected; and
- The siting and design of the building respects its rural setting and does not harm the character of the landscape.

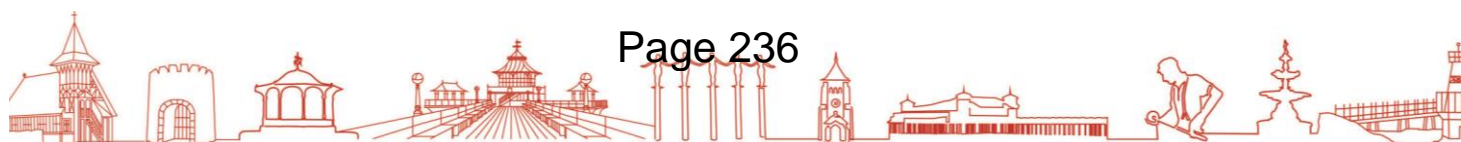
If the proposal involves a new or emerging business the application will need to be supported by evidence to demonstrate that the business will be capable of being economically sustained in the long term.

#### Justification

New farm buildings can have a major impact on the countryside, especially in prominent or open locations. Care therefore needs to be taken with the size, form, siting, design, colour, materials and landscaping of new farm buildings in order to reduce their impact on the countryside. The Council has adopted supplementary planning guidance on agricultural buildings in the Mendip Hills AONB and this will be reviewed.

Farm diversification activities can contribute to the local economy by providing opportunities for employment or recreation for residents and visitors and by resulting in increased patronage for local shops and services. Such activities, where they come within planning control, will generally be supported provided that the character and appearance of the countryside are not harmed.

New buildings for the purposes of agriculture are acceptable in the Green Belt, however those for other purposes, including farm-based diversification, are strictly controlled.



Proposals for recreation and tourism-based diversification should seek to provide links to and enhancement of the surrounding public rights of way and public access network.

## **Policy DP56 Equestrian development**

Permission for equestrian development will be permitted provided that either individually or cumulatively:

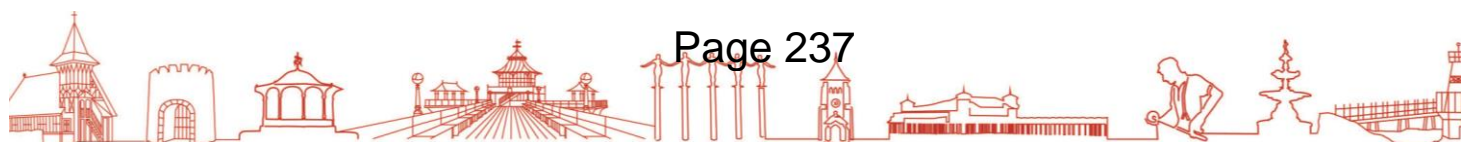
- They do not harm the landscape or settlement character of the area;
- In areas at risk of flooding, the proposals pass the sequential test and can demonstrate through a flood risk assessment that they are safe and would not increase flood risk elsewhere;
- New buildings, shelters or arenas are located near existing farmsteads or groups of buildings but do not adversely impact on living conditions of properties.
- Developments outside settlements will not be permitted unless it can be demonstrated that they are sited and designed to be as unobtrusive as possible;
- The scale, design, colour and material of any new building (preferably of timber construction) or structure has regard for the rural setting and need to minimise light pollution in the countryside;
- There is no harm to identified ecological or heritage assets;
- There is no pollution of surrounding land and watercourses;
- Proposals will need to demonstrate that they would not prejudice highway safety; and
- Sufficient routes are available nearby where riding activities can take place without conflicting with the free flow of vehicular or pedestrian traffic or with pre-existing outdoor activities.

### Justification

The scale of horse related development varies from a single family pony in a small paddock with a field shelter to large commercial establishments such as riding schools, studs, livery yards or racing stables. The scale of the proposal will affect the possible impacts. This will be considered in assessing the application.

When assessing proposals for horse related development the impact on the landscape, traffic generation and highway safety will be the primary considerations.

Equine enterprises are an accepted land use in the countryside, however badly located or designed buildings or a proliferation in one area can have a significant effect on the landscape. In assessing the landscape impact regard will be had to buildings, hard standings, jumps, field boundaries, access ways and landscaping. Within the Mendip Hills Area of Outstanding Natural Beauty (AONB) additional care will need to be taken of the sensitive landscape and the existing SPD will be reviewed.



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

### **~~Policy DP57 Recreational use in the countryside (Policy deleted and merged with DP50: New community facilities, open space and sports pitches)~~**

### **Policy DP578: 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;
- 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 **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.

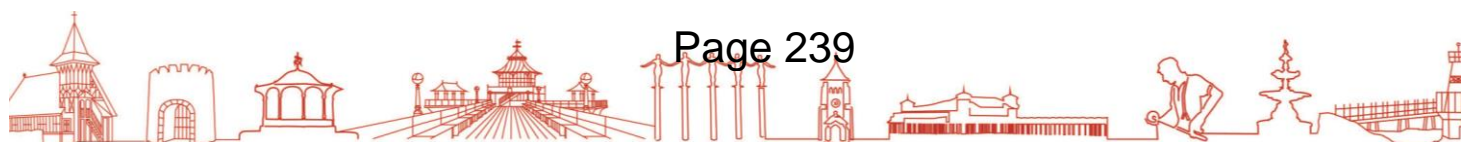
In principle, the replacement of an existing permanent dwelling on a similar 'one for one' basis is unlikely to harm the character of the countryside. However, siting, design and materials must all be appropriate to the location. Special regard should be paid to the use of appropriate building materials. 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 DP589: Conversion or re-use of rural buildings**

The conversion or re-use of rural buildings will be permitted providing that:

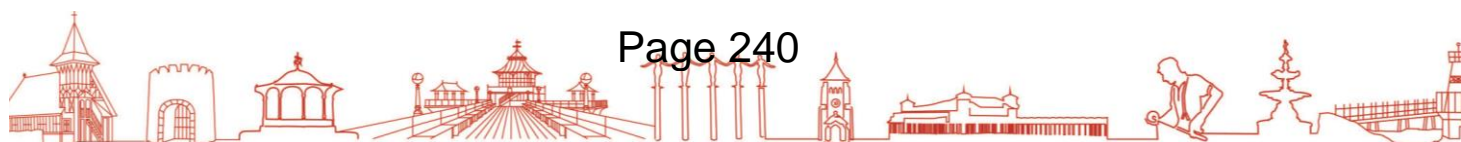
- The type and scale of use does not harm the countryside setting and that access to the proposal does not compromise access or safety on rural roads;
- They are of permanent and substantial construction and capable of conversion without major or complete reconstruction;
- The proposal would result in 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, 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 200m<sup>2</sup> 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.

**If planning permission is granted for the conversion or reuse of a rural building and subsequently it is found that this is not implementable, the existing consent shall carry limited weight in justifying a new structure.**





**This policy does not apply to residential outbuildings.**

## Justification

Government policy encourages the re-use and adaptation of rural buildings which can assist the rural economy by helping to meet the demand for workspace for rural businesses or by providing holiday accommodation. **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.**

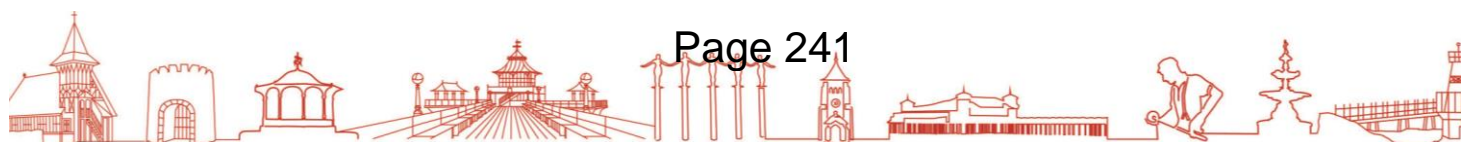
**Many existing buildings are located in relatively less sustainable locations.** However, **Where** buildings are remote from main roads and settlements will require particular consideration in terms of **will be given to** the potential for visual intrusion associated with re-use and the access and 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 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 DP48 Residential Annexes**

### **Policy DP5960 Previously developed land in the countryside**

The partial or complete redevelopment of previously developed land outside settlement boundaries will be supported provided the physical impact of the development is commensurate with the previous development, the type and scale of development does not harm the countryside setting and that access to the proposal does not comprise access or safety on rural roads.

Residential use will be permitted if:

- It can be demonstrated that all attempts to secure an employment or alternative use have been unsuccessful; and
- The location is close to an existing settlement with a good range of facilities and services.

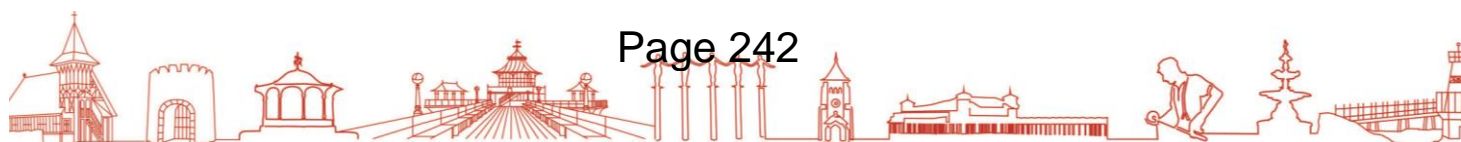
Retail uses other than proposals that are strictly ancillary to the main use or proposals under 200m<sup>2</sup>, will not be permitted.

All development on previously developed land in the countryside should ensure:

- The character and appearance of the countryside is not harmed;
- Existing structurally sound buildings on the site which contribute to the rural character of the area are maintained and converted;
- The materials, form, bulk and general design of new buildings are in keeping with their surroundings;
- The location has safe and convenient access to the highway network and would not result in a significant adverse impact;
- There are no significant adverse impacts on living conditions of adjoining occupiers or uses; and
- Redevelopment would bring significant local environmental, economic or social benefits.

Justification

The policy aims to ensure the most appropriate and sustainable re-use of land and buildings that are no longer required for their former use. It gives priority to economic uses over residential use in the countryside and ensures the enhancement of the site. Where an economic use cannot be found and sites



are well located to an existing settlement with facilities and services, housing may be appropriate. Previously developed land is defined in the NPPF. Examples include garden centres which have a retail function, petrol filling stations and employment uses. It does not include land which is, or has been, used for agriculture and so does not apply to nurseries or horticultural sites. Residential gardens are not covered by this policy. Sites in the Green Belt and the AONB will also need to comply with those policy tests.

## **Policy DP604 Employment on green field land in the countryside**

Development proposals for new buildings for business use (Use Classes B2, B8 or E(g)) on previously undeveloped sites outside settlements will only be permitted where no suitable redevelopment sites or redundant rural buildings suitable for re-use are available and:

- The proposal relates to processing locally grown produce or other land based rural business;
- The location has safe and convenient access to the highway network and would not result in a significant adverse impact;
- ~~It~~ **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.

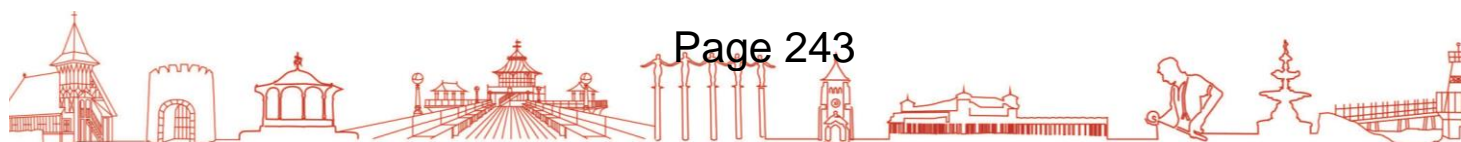
Retailing, other than farm shops, small scale village stores, proposals under 200m<sup>2</sup>, or proposals that are ancillary to the main use, will not be permitted.

~~The character and appearance of the countryside must not be harmed and the materials, form, bulk and general design of new buildings will need to be in keeping with their surroundings.~~

### Justification

While the overall approach is to steer development to the most sustainable locations where there is good access to the workforce, markets and public transport opportunities, the need to also support existing businesses in the countryside is recognised. This policy therefore sets out the circumstances where new development will be acceptable in principle.

New buildings are inappropriate in the Green Belt other than for the exceptions specified in the **NPPF National Planning Policy Framework** or in very special circumstances.



## **Policy DP612 Existing businesses in the countryside**

Replacement buildings, extensions to buildings, ancillary buildings or the intensification of use for existing businesses, located outside settlements will be permitted provided that:

- The scale of the proposal is not harmful to the character and appearance of the countryside;
- The materials, form, bulk and general design of buildings are in keeping with their rural surroundings;
- There is no significant adverse impact on living conditions of adjoining occupiers; and
- The proposed development has safe and convenient access to the highway network and would not result in a significant adverse impact.

The re-use of existing buildings is given priority over new development and only where no suitable buildings are available will new development be acceptable.

Proposals to extend outside the curtilage into surrounding countryside will need to be fully justified and not be harmful to the character and appearance of the countryside.

Retailing, other than proposals that are strictly ancillary to the main use or proposals under 200m<sup>2</sup>, will not be permitted.

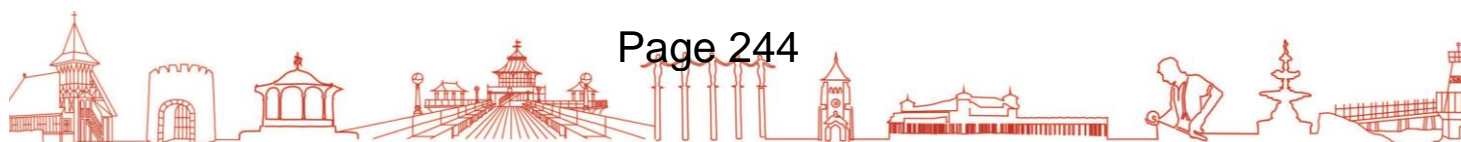
### Justification

The policy aims to support the expansion of existing rural businesses providing development does not unacceptably harm its rural location.

The NPPF supports sustainable growth and expansion of all types of business and enterprise in rural areas. Although the Council is committed to sustaining and enhancing the rural economy, it is also recognised that this needs to be balanced against protecting the landscape value and biodiversity of the countryside, as well as the character of the smaller settlements and villages. The Council's preference is therefore for the re-use of existing buildings outside settlement boundaries.

There may be instances where new buildings, outside the Green Belt, are acceptable to allow an existing business to expand provided that they are of a design and scale appropriate to their rural surroundings. The Council may need to evaluate whether or not it is beneficial to the rural economy for the business to expand or intensify in the same location or whether any detrimental effect on the character of the area would outweigh these benefits.

This policy does not apply to the conversion of redundant rural buildings which is covered by a separate policy and proposals for extensions or alterations to buildings located in the Green Belt should also comply with Green Belt policies.



## **Policy DP623 Visitor accommodation in the countryside including camping and caravanning**

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

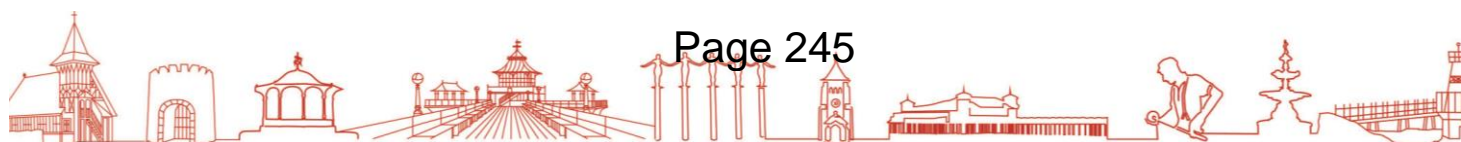
- There are no other existing buildings suitable for conversion;
- The proposal is set within the well-established curtilage of an existing building and is located adjacent to that building;
- The development will not result in an adverse effect on the landscape or settlement character of the area due to the proliferation of tourist accommodation;
- The building is capable of proving a high standard of tourist accommodation in accordance with a national quality assessment scheme;
- The scale of the proposal is not harmful to the character and appearance of the countryside;
- The proposal would result in an enhancement of the immediate setting, and the impact of external facilities (curtilage treatment, parking) is minimal and landscaping respects the local rural character; and
- The materials, form, bulk and general design of buildings are in keeping with their rural surroundings.

Proposals for new or extended touring and static caravan outside the Green Belt and AONB will be permitted provided that:

- The proposal respects the scale, form, materials and design of any existing buildings and does not harm the character of the surrounding area;
- The re-use of existing buildings is given priority over new development and only where no suitable buildings are available will new development be acceptable; and
- Proposals are sited so as to minimise their visual and landscape impact, and extensions to existing sites that are considered intrusive must include environmental improvements to the existing site.

All visitor accommodation should:

- Not have a significant adverse effect on the living conditions of adjoining occupiers or adversely affect the operation of working farms; and
- Ensure there is safe and convenient access to the highway network and will not result in significant adverse impacts; and
- **Ensure** ~~Lighting should be~~ **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
- **AThey** are easily accessible in relation to existing facilities and services.

#### Justification

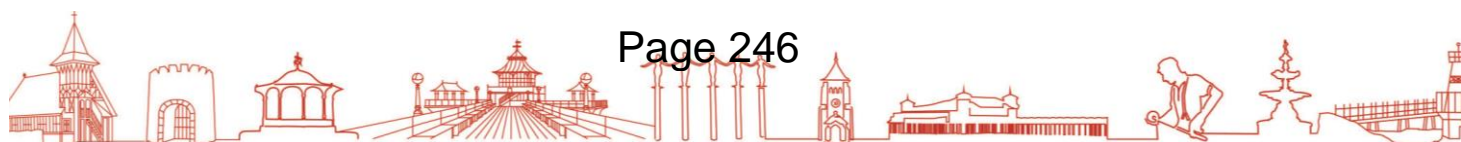
The NPPF supports sustainable rural tourism that benefits businesses in rural areas, communities, visitors and which respects the character of the countryside. This includes the provision and expansion of appropriately located tourist and other visitor facilities to meet identified needs which aren't 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 where increased. Caravan refers to any building that is designed to be lived in and can be transported by road in one or two sections. The term 'caravan' covers traditional touring caravans, static caravans and mobile/park homes, including log cabins which can be transported by road. When a twin-unit mobile home/log cabin is joined on-site it must remain divisible for transport.

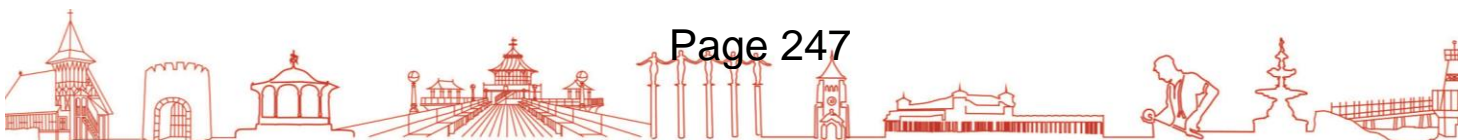
Caravan and camping sites are not considered to be appropriate in the Green Belt. In the Mendip Hills Area of Outstanding Natural Beauty great weight will be given to conserving landscape and scenic beauty in accordance with national guidance. In other locations the policy supports sensitively designed and sited developments which avoid harm to the character of the surrounding area.

Given their potential impact on the landscape and the importance of raising the standard and therefore attractiveness of accommodation in the district, the strategy is to encourage investment in and retention of the most appropriately located sites. The re-use of existing buildings will also help to protect the countryside from further sporadic development.



Consideration will also need to be given on the impact of development through extension to existing or new sites where these are located within areas identified as being liable to flooding.

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## Delivery Policies

### **Policy DP634: 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 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.**

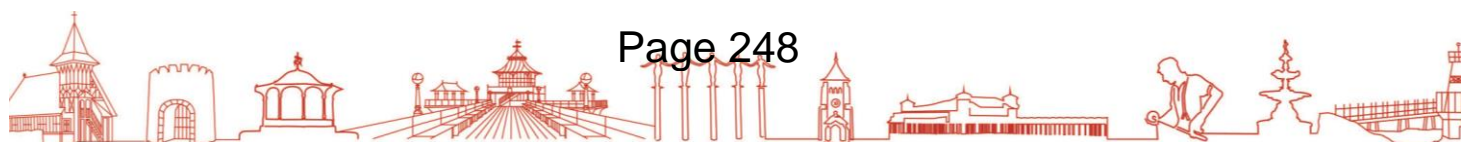
Development proposals will be expected to provide a contribution towards the cost of infrastructure. Subject to statutory processes and regulations, contributions may be collected towards:

- 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.

Contributions will be collected through S106 contributions and the Community Infrastructure Levy.

#### Justification

The creation of vibrant and sustainable new communities requires the delivery of a range of infrastructure delivered in step with new development. This will include the transport infrastructure required to encourage walking and cycling, new or enhanced public transport, the provision of education, community, health and recreational facilities, public open space and green infrastructure and connection to utilities and **superfast broadband access to ensure good digital connections to new homes, offices and community facilities within North Somerset.**



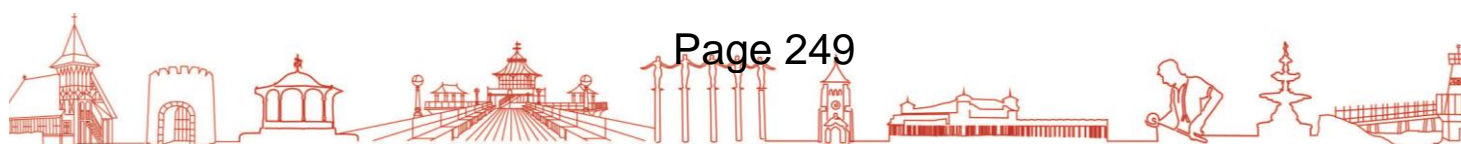


**Development contributions will be sought to meet children and young people’s educational and play needs on new developments. Depending on the extent of the needs, any shortfall and the scale of development proposed, contributions could be required for secondary, primary and special schools as well 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.



## Schedule 1: Proposed large sites for residential development

This schedule **forms part of Policy LP2: Housing, employment and mixed use allocations** and sets out the proposed housing allocations 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.** Specific requirements for each site, including transport and highways requirements, will be finalised as plan-making progresses, following responses to this consultation and more detailed analysis of all the sites. Some requirements have started to be identified and are listed on this table, but the list is not comprehensive and more specific site requirements will be added. **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 proposed residential allocations can be viewed on the **emerging Policies Map**.

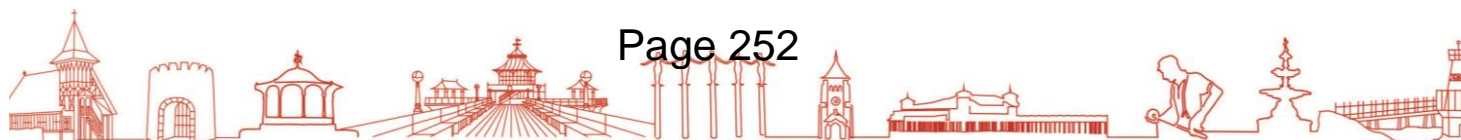
Site location	Indicative Capacity	Comments	Planning status	Site requirements
<b>Strategic growth locations</b>				
Wolvershill (north of Banwell)	2,800	Proposed new strategic growth area	No current consent	<ul style="list-style-type: none"> <li>See policy LP1: Strategic location: Wolvershill (north of Banwell)</li> <li><b>Development capacity is likely to not exceed 2800 and may be slightly less subject to further masterplanning and site-specific assessment.</b></li> </ul>
Yanley Lane (Woodspring golf course)	2,500	Proposed new strategic growth area	No current consent	<ul style="list-style-type: none"> <li>See policy LP2: Strategic location: Yanley Lane (Woodspring golf course).</li> </ul>
<b>Total</b>	<b>5,300</b>			
	<b>2,800</b>			
<b>Wider Weston-super-Mare area</b>				



Site location	Indicative Capacity	Comments	Planning status	Site requirements
Land west of Hutton	400 <b>20</b>	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>A new footway to Hutton.</li> <li>A new 250m footway along Oldmixon Road to allow safe walking access to Broadoak Secondary School.</li> <li><b>Low density development considered appropriate at village edge.</b></li> </ul>
Elm Grove Nursery, Locking	50 <b>35</b>	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>Active travel improvements required along Elm Tree Road to link in with foot/cycleway on A371.</li> <li><b>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</b></li> <li><b>Additional pedestrian access to be secured from eastern boundary of site</b></li> </ul>
<b>Total</b>	<b>450</b>			
<b>Weston-super-Mare</b>				
Parklands Village	3,330 <b>2,894</b>	Carried forward from the Site Allocations Plan	Partially consented	<ul style="list-style-type: none"> <li>Further details in Weston Villages Supplementary Planning Document.</li> </ul>
Winterstoke Village	4,552 <b>1,356</b>	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Further details in Weston Villages Supplementary Planning Document.</li> </ul>
Locking Road Car Park	230	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Pedestrian and cycle access from all sides. Secure pedestrian/ cycle access to north.</li> <li>Main vehicular access from Locking Road is preferred if feasible.</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
Former Leisuredome allocation/ <b>Parklands site B (phase E)</b>	216 <b>400</b>	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>land to be safeguarded through the site for a strategic cycle route (M5 agricultural bridge route)</li> </ul>
Weston Rugby Club	200	Proposed new allocation, urban intensification opportunity	Extant planning permission	<ul style="list-style-type: none"> <li>New clubhouse and changing facilities for the Rugby Club, offices and a GP surgery to be provided as part of any redevelopment.</li> <li>Active travel improvements (safe crossing points) at Francis Fox roundabout and Sunnyside North/A370 junction or contribution to an approved scheme in this area.</li> </ul>
Land west of Winterstoke Road	134	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Loss of sports pitch needs to be addressed.</li> <li>Layout to have regard to industrial units to the south and railway line to the west.</li> <li>Access off Winterstoke Road.</li> <li>Improvements to Winterstoke Road cyclepath, widening and priority.</li> <li>Contribution to Broadway roundabout improvements, including active travel provision.</li> </ul>
Westacres Caravan Park	125	Carried forward from the Site Allocations Plan	Extant planning permission	
Sunnyside Road	120	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Active travel improvements (safe crossing points) at Francis Fox roundabout and Sunnyside North/A370 junction or contribution to an approved scheme in this area.</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
Land north of Oldmixon Road	419	Carried forward from the Site Allocations Plan	Extant planning permission	
Woodspring Stadium, Winterstoke Road	100	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>Improvements to Winterstoke Road cyclepath, widening and priority.</li> <li>Contribution to Broadway roundabout improvements, including active travel provision.</li> </ul>
Gas Works	95	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Francis Fox roundabout improvement contribution and Sunnyside North/A370 junction or contribution to an approved scheme in this area.</li> </ul>
Dolphin Square	80	Carried forward from the Site Allocations Plan	No current consent	
Land west of Trenchard Road	75	Proposed new allocation	Extant planning permission	
Police Station/Magistrates Court/Victoria Church/Roselawn	70	Carried forward from the Site Allocations Plan	No current consent	
<b>Anson Road</b>	<b>70</b>	<b>Proposed new allocation</b>	<b>Resolution to grant consent</b>	
Land at Bridgwater Road	60	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Pedestrian and cycle improvements towards Uphill.</li> </ul>
Scot Elm Drive	57	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Direct link to the pedestrian and cycle path to east.</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
Former Bournville School site	48	Carried forward from the Site Allocations Plan	<del>Extant</del> <del>planning permission</del> <b>No current consent</b>	<ul style="list-style-type: none"> <li>• Direct access to existing cycle and pedestrian facilities.</li> </ul>
Lynton House Hotel	40	Carried forward from the Site Allocations Plan	Extant planning permission	
Knightstone Road Hotels	40	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>• Improved pedestrian links to west.</li> </ul>
Former Sweat FA site, Winterstoke Road	37	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>• Vehicular and pedestrian access off Bridge Road and to south with pedestrian and cycle access through site.</li> <li>• Layout and design to have regard to working garage to the west.</li> <li>• Health and Safety Executive to be consulted.</li> <li>• Contaminated Land Assessment Required.</li> <li>• Higher standard of surface water attenuation and run off required.</li> </ul>
Former Police Depot, Winterstoke Road	36	Proposed new allocation, urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li>• Frontage set-aside for a right turn lane into Stuart Road and foot/cycleway widening.</li> </ul>
Nightingale Close, Mead Vale	<del>34</del> <b>29</b>	Carried forward from the Site Allocations Plan	<del>No current consent</del> <b>Extant planning permission</b>	<ul style="list-style-type: none"> <li>• Redevelopment to retain commercial uses and include <del>34</del> <b>29</b> residential units.</li> <li>• Pedestrian and cycle improvements to mitigate loss of parking.</li> <li>• <del>Higher standard of surface water attenuation and run off required.</del></li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
Land at Wilson Gardens/Scot Elm Drive	30	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>• Vehicular access off adjacent roundabout.</li> <li>• Regard to be had to hedgerows/watercourses and nature reserve to north-west.</li> </ul>
Dauncey's Hotel, Claremont Crescent	28	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>• Conversion of part of hotel, remainder of hotel to remain.</li> <li>• Active travel improvements to Birnbeck Road</li> </ul>
38-40 Birnbeck Road	26	Proposed new allocation	Extant planning permission	
Land adjacent to Diamond Batch	20	Proposed new allocation	Extant planning permission	
Former TJ Hughes, High Street	49 32	Carried forward from the Site Allocations Plan	Extant planning permission  <b>No current consent</b>	
Land at Atlantic Road South	18	Carried forward from the Site Allocations Plan	Extant planning permission	
Land to the rear of Locking Road	12	Carried forward from the Site Allocations Plan	No current consent	
69-71 Locking Road	44	Proposed new allocation	Extant planning permission	
Madeira Cove Hotel	10	Proposed new allocation	Extant planning permission	

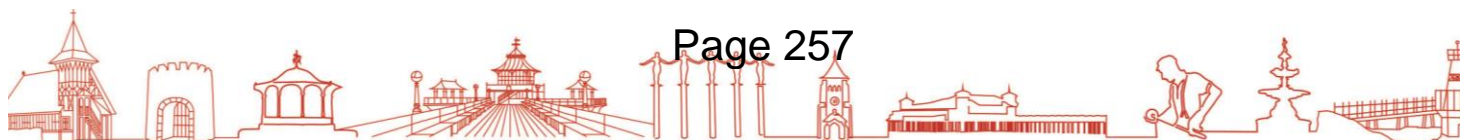


Site location	Indicative Capacity	Comments	Planning status	Site requirements
Plum Tree Farm, off Summer Lane	8	Carried forward from the Site Allocations Plan	Extant planning permission	
<b>Total</b>	<b>6,980</b> <b>6,243</b>			
<b>Clevedon</b>				
Land off Millcross	70	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Mix of 2-3 storey development appropriate.</li> <li>Direct access onto cycleway to west and south.</li> <li>Direct access onto public footpath LA22/46/90 to east.</li> <li>Improvements to active travel provision.</li> </ul>
Land at 173-175 Kenn Road	54	Proposed new allocation	Extant planning permission	
Land north of Churchill Avenue	44	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Part of site to be given over to improved play/public open space facilities.</li> <li>Access via Wordsworth Road.</li> <li>Strode Rd, improvements to cycle provision.</li> </ul>
Great Western Road	39	Proposed new allocation – urban intensification opportunity	No current <b>Extant planning permission</b>	<ul style="list-style-type: none"> <li>Pedestrian and cycle improvements and cycle storage.</li> </ul>
<b>Castlewood</b>	<b>120</b>	<b>Proposed new allocation – urban intensification opportunity</b>	<b>No current consent</b>	





Site location	Indicative Capacity	Comments	Planning status	Site requirements
2-6 Bay Road	19	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Nursing home premises to be converted.</li> <li>Improved connectivity to Hill Road district centre for active travel modes.</li> </ul>
<b>Total</b>	<b>226</b>			
	<b>292</b>			
<b>Nailsea</b>				
Land South of Nailsea	600	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</li> <li>The need for additional primary education capacity is to be considered, including the possibility of a new school on site if required.</li> </ul>
Land at North West Nailsea	450 75	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</li> <li>Capacity of 450 dwellings considered a maximum.</li> <li><b>No development to take place within areas of site at risk of future flooding</b></li> <li>Spine Road running through site (from Pound Lane to Watery Lane) required.</li> <li>Pylons to be removed.</li> <li>Undergrounding of 132kv line on northern boundary.</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>• Transport Assessment required.</li> <li>• <del>The need for additional primary education capacity is to be considered, including the possibility of a new school on-site if required.</del></li> <li>• Relocation or replacement of Fryth Way sports pitch.</li> <li>• Where possible retention of Tree Preservation Order trees.</li> <li>• Retention of strong hedge boundaries especially to the north.</li> <li>• PROW links to Causeway View.</li> <li>• Coal Mining Risk Assessment required.</li> <li>• Protection of adjacent Tickenham, Nailsea and Kenn Moor Site of Special Scientific Interest.</li> <li>• Comprehensive approach to mitigation to protect water quality and drainage in respect of the SSSI.</li> </ul>
Youngwood Lane	450  399	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>• <del>Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</del></li> <li>• <del>Proposals must demonstrate effective coordination with neighbouring developers to ensure the site is developed appropriately as part of a wider strategic growth area in line with policy LP3: Nailsea and Backwell.</del></li> <li>• A transport corridor is required to be</li> </ul>



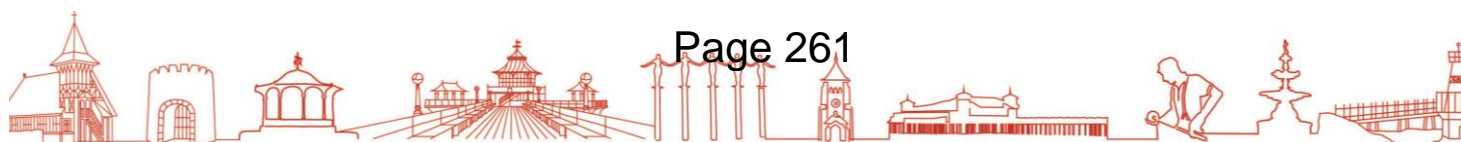
Site location	Indicative Capacity	Comments	Planning status	Site requirements
				<p>safeguarded through the site reflecting the outline planning consent, and future reserved matters phases to be coordinated with any neighbouring proposals.</p> <ul style="list-style-type: none"> <li>• Trees to be retained as part of an open space feature /corridor.</li> <li>• Requires retention of strong hedge boundaries throughout the site.</li> <li>• Pedestrian links to footpath on northern boundary.</li> <li>• Vehicular access from western boundary.</li> <li>• Transport Assessment required.</li> <li>• Ecological issues to be addressed on a strategic basis as part of any future wider development.</li> <li>• Proposals will require a Coal Mining Risk Assessment.</li> </ul>
West of Engine Lane	471 <b>109</b>	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>• <del>Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</del></li> <li>• Access off Engine Lane.</li> <li>• Strong hedge boundaries to be retained where practicable. Where this is not possible, replacement hedgerows should be provided.</li> <li>• Footpath on western side of Engine Lane.</li> <li>• Transport Assessment required.</li> <li>• Replacement or improved sport facilities required.</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>Proposals will require a coal mining assessment.</li> </ul>
Land south of The Uplands	52	Carried forward from the Site Allocations Plan	<p><del>No current consent</del></p> <p><b>Extant planning permission</b></p>	<ul style="list-style-type: none"> <li>Access off The Uplands.</li> <li>Requires retention of strong hedge boundaries especially on southern boundary.</li> </ul>
Weston College Site, Somerset Square	28	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Redevelopment site to deliver A1/A3 units at ground floor level and residential above.</li> <li>Public cycle parking provision and car club.</li> </ul>
Trendlewood Way	24	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Retention of wooded area fronting Trendlewood Way required.</li> <li>Coal Mining Risk Assessment Required</li> </ul>
Land east of Youngwood Lane	14	<b>Proposed new allocation</b>	<b>Extant planning consent</b>	
West End	6	Carried forward from the Site Allocations Plan	Extant planning permission	
<b>Total</b>	<b>1,781 701</b>			
<b>Portishead</b>				
Old Mill Road Wyndham Way Broad Location	350	Proposed new allocation – urban intensification opportunity	No current consent	<ul style="list-style-type: none"> <li><b>Mixed use urban renewal to include new homes, town centre uses and net increase in employment space</b></li> <li><b>Development to conform to the principles of the Wyndham Way Development Area Framework and Policy LP17</b></li> <li><del>Mixed use redevelopment.</del></li> <li><del>Detailed mix of uses to be</del></li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
				<p>determined following Wyndham Way placemaking study being prepared in consultation with residents and businesses.</p> <ul style="list-style-type: none"> <li>Improvements to High Street and Gordano Road, Harbour Road corridor for active travel modes.</li> </ul>
Harbour Road/Gordano Gate	93	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Development must include some employment floorspace.</li> <li>Footpath links required to new railway station.</li> <li>Layout to have regard to land required for new railway station</li> <li>Improvements to High Street and Gordano Road, Harbour Road corridor for active travel modes.</li> </ul>
Land south of Clevedon Road	80	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>Active travel links to High Street and Gordano Road, Harbour Road corridor.</li> </ul>
Site V2 Harbour Road	26	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Residential development above ground floor commercial use.</li> <li>Improvements to High Street and Gordano Road, Harbour Road corridor for active travel modes.</li> </ul>
Land south of Downside	23	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Access through Downside.</li> <li>Requires retention of strong hedge boundaries and trees to the west.</li> <li>Improvements to High Street and Gordano Road, Harbour Road corridor for active travel modes.</li> </ul>
<b>Total</b>	<b>-572</b>			
	<b>492</b>			
<b>Backwell</b>				
Grove Farm	600	Proposed new	No current	<ul style="list-style-type: none"> <li><b>Development to include a new primary school.</b></li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
	<b>515</b>	allocation	consent	<p>Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</p> <ul style="list-style-type: none"> <li>The need for additional primary education capacity is to be considered, including the possibility of a new school on site if required.</li> </ul>
Land east of Backwell	500	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>Site is part of a wider area being considered for strategic growth. Development of the site should have regard to strategic transport or other infrastructure required for the wider development in line with policy LP3: Nailsea and Backwell.</li> <li>The need for additional primary education capacity is to be considered, including the possibility of a new school on site if required.</li> </ul>
Land at Moor Lane	20	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Vehicular access through The Briars.</li> <li>Landscaping/buffer strip/POS alongside railway boundary.</li> <li>Requires retention of strong hedge boundary to Moor Lane and on western boundary.</li> <li>Balancing pond required in NW corner.</li> <li>Coal Mining Risk Assessment required.</li> </ul>
Land at Farleigh Farm	125	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li></li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
Land west of Rodney Road	65	Proposed new allocation	Extant planning permission	•
<b>Total</b>	<b>1,120</b>			
	<b>705</b>			
<b>Yatton/Claverham</b>				
Land at North End, Yatton	154 47	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>• Requires retention of existing hedgerows/trees.</li> <li>• Vehicular access off roundabout.</li> <li>• Open space required in north-eastern corner of site.</li> <li>• Contribution required to comprehensive surface water strategy.</li> <li>• Contribution required to road safety/ congestion solutions in the wider area.</li> </ul>
Yatton Rugby Club, Yatton/Moor Road, Yatton	160 60	Proposed new allocation (including site e Carried forward from the Site Allocations Plan)	No current consent <b>Extant planning permission</b>	<ul style="list-style-type: none"> <li>• Access to combined site via North End.</li> <li>• Layout to respect Grange Farm (Listed Building).</li> <li>• No development in the orchard.</li> <li>• Landscape Buffer alongside Stowey Rhyne.</li> <li>• Contribution to comprehensive surface water strategy.</li> <li>• Contribution to road safety/ congestion solutions in the wider area.</li> <li>• Replacement/relocation of rugby club and playing pitches.</li> <li>• Active travel permeability across this and adjacent sites.</li> <li>• Pedestrian/ cycle crossing of North End Road.</li> <li>• Contribution to Strawberry</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
				Line extension to Clevedon and "Connected Yatton".
Former UTAS site, Bishops Road, Claverham	69	Carried forward from the Claverham Neighbourhood Plan	Extant planning permission	
Land north of Egret Drive, Yatton	8	Proposed new allocation	Extant planning permission	
Rectory Farm, Yatton	100	Proposed new allocation	Extant planning permission	
<b>Total</b>	<b>394</b>			
	<b>207</b>			
<b>Banwell</b>				
Land west of Wolvershill Road	54	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li>3m set safeguarded strip along site frontage for future active travel improvements.</li> </ul>
Land south of Knightcott Gardens	37	Proposed new allocation	Partially consented  Extant planning permission	<ul style="list-style-type: none"> <li>Active travel link to High Street to north and improvements to pedestrian provision.</li> </ul>
Land at Western Trade Centre	10	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li>Active travel provision improvements on route into Banwell</li> </ul>
<b>Total</b>	<b>101</b>			
<b>Bleadon</b>				

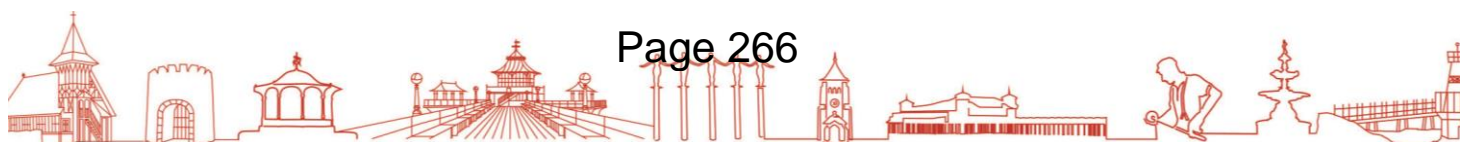




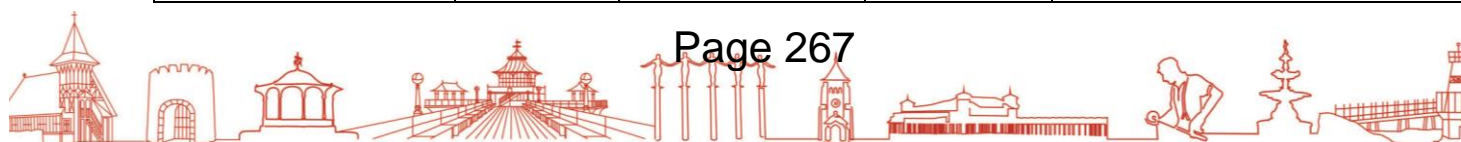
Site location	Indicative Capacity	Comments	Planning status	Site requirements
Bleadon Quarry	42	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>• 500 square metres of employment floorspace at entrance of the site.</li> <li>• Traffic calming measures on Bridge Road.</li> <li>• Pedestrian link along Mulberry Lane.</li> <li>• Improvements to PRow to link into existing footways in Purn Lane/ Southridge Heights via Purn Hill.</li> </ul>
Land off Purn Way	14	Proposed new allocation	<del>No current consent</del> <b>Extant planning permission</b>	<ul style="list-style-type: none"> <li>• PRow improvements from site to link onto existing footways in Purn Lane/ Southridge Heights via Purn Hill.</li> </ul>
<b>Total</b>	<b>56</b>			
<b>Churchill</b>				
Land east of Ladymead Lane	70	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>• Land East of Ladymead Lane, Land North of Pudding Pie Lane, Pudding Pie Lane (West) and Land South of Jubilee Lane to be master planned together and consider cumulative traffic impacts and access arrangements particularly in relation to Ladymead Lane.</li> <li>• Access to new development off Pudding Pie Lane.</li> <li>• Active travel provision improvements</li> <li>• Contribution towards improved Active travel connection to Churchill School</li> <li>• Contribution for mitigations at A368/A38 Churchill Junction</li> </ul>
Land north of Pudding Pie Lane	65	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>• Land East of Ladymead Lane, Land North of Pudding Pie Lane,</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
				<p> 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.</p> <ul style="list-style-type: none"> <li>• Access to new development must come off Stock Lane via Pudding Pie (East) development or Pudding Pie Lane if former is not possible.</li> <li>• Active travel provision improvements</li> <li>• Contribution towards improved active travel connection to Churchill School</li> <li>• Contribution for mitigations at A368/A38 Churchill Junction</li> </ul>
Land south of Bristol Road	38	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>• <del>Vehicular access off A38</del></li> <li>• <del>Retention of strong hedge boundaries.</del></li> <li>• <del>Views to AONB to be retained wherever possible.</del></li> <li>• <del>Higher standard of surface water attenuation and reduction in existing flood risk required.</del></li> </ul>
Pudding Pie Lane (West)	35	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>• Land East of Ladymead Lane, Land North of Pudding Pie Lane, Pudding Pie Lane (West) and Land South of Jubilee Lane to be master planned together and consider cumulative traffic impacts and access arrangements particularly in relation to Ladymead Lane.</li> <li>• Access to new development must come off Pudding Pie Lane.</li> </ul>



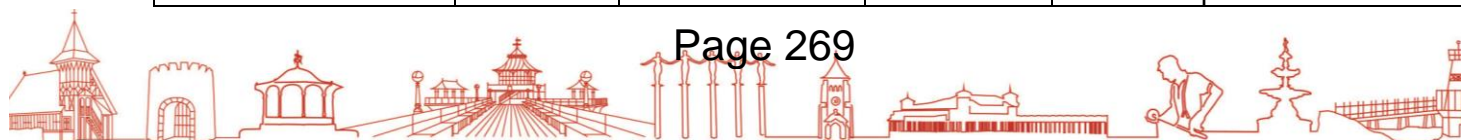
Site location	Indicative Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>• Active travel provision improvements</li> <li>• Contribution towards improved active travel connection to Churchill School</li> <li>• Contribution for mitigations at A368/A38 Churchill Junction</li> <li>• Retention of existing hedgerows required.</li> <li>• Layout to address overlooking issues from neighbouring properties.</li> <li>• Links to Public Right of Way on eastern boundary.</li> </ul>
Pudding Pie Lane (East)	28	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>• <del>Vehicular access off Stock Lane.</del></li> <li>• <del>Central open space.</del></li> <li>• <del>Retention of existing hedgerows required.</del></li> <li>• <del>Landscape buffer on Jubilee Lane boundary to the north.</del></li> <li>• <del>Cycloway/Pedestrian link onto Pudding Pie Lane and Stock Lane in north-eastern corner of site.</del></li> </ul>
Land south of Jubilee Lane, Churchill	21	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>• Land East of Ladymead Lane, Land North of Pudding Pie Lane, Pudding Pie Lane (West) and Land South of Jubilee Lane to be master planned together and consider cumulative traffic impacts and access arrangements particularly in relation to Ladymead Lane.</li> <li>• Access to new development must come off Pudding Pie Lane.</li> <li>• Active travel provision improvements</li> <li>• Contribution towards improved active travel connection to Churchill School</li> <li>• Contribution for</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
				mitigations at A368/A38 Churchill junction
<b>Land south of Bristol Road and north of Bath Road</b>	<b>68</b>	<b>Proposed new allocation</b>	<b>Resolution to grant consent</b>	
<b>Land at Dinghurst Road, Churchill</b>	<b>25</b>	<b>Proposed new allocation</b>	<b>Extant planning permission</b>	
<b>Total</b>	<b>257</b>			
	<b>284</b>			
<b>Claverham</b>				
<b>North Field, Claverham Works, Claverham</b>	<b>24</b>	<b>Proposed new allocation</b>	<b>Extant planning permission</b>	
<b>Total</b>	<b>24</b>			
<b>Congresbury</b>				
<b>Pineapple Farm</b>	<b>90</b> <b>70</b>	<b>Proposed new allocation</b>	<b>No current consent</b>	<ul style="list-style-type: none"> <li>Retain and enhance public right of way through site.</li> <li>Active travel provision improvements to link into local facilities.</li> <li><b>No development to take place in areas at risk of flooding</b></li> </ul>
<b>Woodhill Nurseries</b>	<b>60</b>	<b>Proposed new allocation</b>	<b>No current consent</b>	<ul style="list-style-type: none"> <li>Enhance public right of way to provide pedestrian access onto A370.</li> <li>Pedestrian and cycle crossing facilities at Smallway Jct. (no current facility at junction)</li> </ul>
<b>Land off Wrington Lane</b>	<b>50</b>	<b>Carried forward from the Site Allocations Plan</b>	<b>Extant planning permission</b>	<ul style="list-style-type: none"> <li>Access to be confirmed through planning consent.</li> <li>Traffic management /calming/pedestrian safety measures on Wrington Lane required.</li> <li>Existing hedgerows to be</li> </ul>



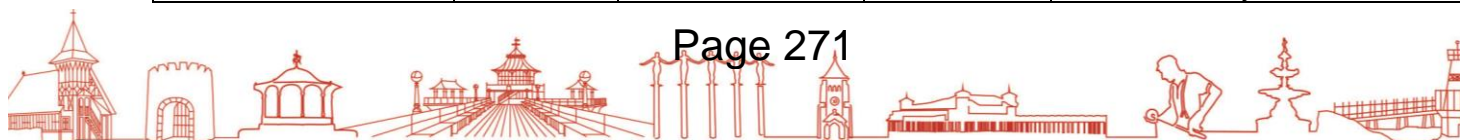
Site location	Indicative Capacity	Comments	Planning status	Site requirements
				retained. <ul style="list-style-type: none"> <li>Layout to minimise landscape impact.</li> </ul>
Land east of Smallway	25	Carried forward from the Congresbury Neighbourhood Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Pedestrian and cycle crossing facilities at Smallway Jct. (no current facility at junction)</li> </ul>
Land south of Cadbury Garden Centre	21	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Vehicle access off A370.</li> <li>Access arrangements to be confirmed through planning application, ensuring that they do not prejudice any future highway junction improvements.</li> </ul>
Land south of Station Road adjoining Church Farm	20	Carried forward from the Congresbury Neighbourhood Plan	No current consent	<ul style="list-style-type: none"> <li>Active travel provision improvements to link into local facilities and Strawberry Line.</li> </ul>
Land to the north of Bristol Road	20	Carried forward from the Congresbury Neighbourhood Plan	No current consent	<ul style="list-style-type: none"> <li>Right turn lane required on A370 to access the site.</li> <li>Active travel provision improvements</li> </ul>
Land south of Station Road	13	Carried forward from the Congresbury Neighbourhood Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Active travel provision improvements to link into local facilities and Strawberry Line.</li> </ul>
<b>Total</b>	<b>299</b>			
	<b>238</b>			
<b>Sandford</b>				
Land at Mead Farm	30	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>Direct active travel access onto Strawberry Line.</li> <li>Contribution to the development of the</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
	<b>35</b>			Strawberry Line.
Land west of Sandford	18	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>Relocation of bus stop required to access the site.</li> <li>Direct active travel access onto Strawberry Line and public right of way.</li> <li>Contribution to the development of the Strawberry Line.</li> </ul>
Land north of Greenhill Road	16	Carried forward from the Site Allocations Plan	Extant planning permission	
F Sweeting and Son site	16	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Improved footpath links to Sandford required.</li> <li>Regard to nature conservation importance of Towerhead Brook.</li> <li>Active travel provision improvements to link into local facilities and Strawberry Line.</li> </ul>
Land south of Greenhill Lane	<b>49</b>	<b>Proposed new allocation</b>	<b>Resolution to grant consent</b>	
<b>Total</b>	<b>80</b>			
	<b>84</b>			
<b>Winscombe</b>				
Woodborough Farm	145 <b>83</b>	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Main vehicular access onto Woodborough Road.</li> <li>Secondary vehicular access to Church Road.</li> <li>Footpath links to Strawberry line and other surrounding Public Rights of Way.</li> <li>Central open space feature.</li> <li>Retention of mature trees/TPO's and hedge boundaries.</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
Broadleaze Farm	74	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>• Direct active travel access onto the Strawberry Line.</li> <li>• Design/layout to minimise impact on the AONB and Strawberry Line.</li> <li>• Fluvial flood risk associated with Towerhead Brook must be addressed.</li> <li>• Noise impact assessment required re: adjacent depot.</li> <li>• Retention of hedgerows.</li> <li>• Regard to be had to nature conservation interests in relation to the Strawberry Line and Towerhead Brook.</li> </ul>
West of Hill Road	30	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>• Access must be wide enough to allow 2 vehicles to pass plus a footway.</li> <li>• Contribution to the development of the Strawberry Line.</li> <li>• Active travel provision improvements to link into local facilities and Strawberry Line.</li> <li>• Direct access onto the Strawberry Line desirable and to be investigated.</li> <li>• Noise impact assessment required re: adjacent depot.</li> <li>• Regard to be had to nature conservation interests in relation to the Strawberry Line</li> </ul>
Land at <b>Coombe Farm and</b> Shipham Lane	28 <b>68</b>	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>• No development within the AONB.</li> <li>• Design to minimise impact on the AONB.</li> <li>• Retention of hedgerows.</li> <li>• Vehicular access off Shipham Lane or through land to the south (Coombe Farm).</li> <li>• Contribution to the development of the Strawberry Line.</li> </ul>

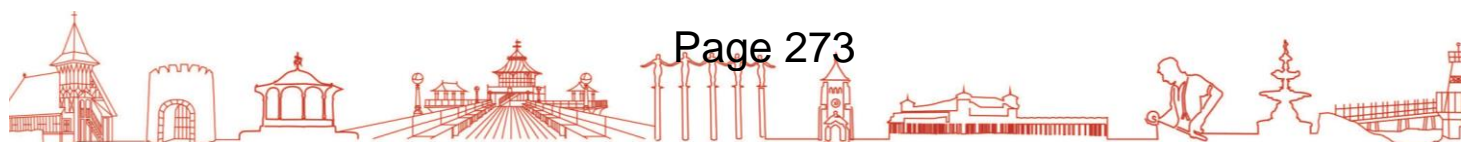


Site location	Indicative Capacity	Comments	Planning status	Site requirements
				<ul style="list-style-type: none"> <li>Active travel provision improvements to link into local facilities and Strawberry Line.</li> <li>Active travel crossing improvements at junction of Shipham Lane, Ilex Lane and Sandford Road.</li> <li>Provision of footway to Sandford Road from site.</li> <li><b>Provision of ramp to Strawberry Line at Homefield Close</b></li> </ul>
Land at Coombe Farm	24	Carried forward from the Site Allocations Plan	No current consent	<ul style="list-style-type: none"> <li>Design to minimise impact on the AONB.</li> <li>Retention of hedgerows/pond.</li> <li>Vehicle access off Sandford Road.</li> <li>Retention of on-site trees.</li> <li>Active travel provision improvements to link into local facilities and Strawberry Line.</li> <li>Provision of ramp to Strawberry Line at Homefield Close</li> </ul>
Former Mooseheart Lodge	14	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li></li> </ul>
<b>Total</b>	<b>301</b>			
	<b>269</b>			
<b>Other settlements</b>				
Barrow Hospital (1), Barrow Gurney	66	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Footpath links to Long Ashton to be provided/improved.</li> <li>Removal of trees to be minimised.</li> <li>Habitat Regulation Assessment required.</li> </ul>
	59			
Barrow Hospital (2), Barrow Gurney	14	Carried forward from the Site	Extant planning	<ul style="list-style-type: none"> <li>Footpath links to Long Ashton to be provided/improved.</li> <li>Removal of trees to be</li> </ul>



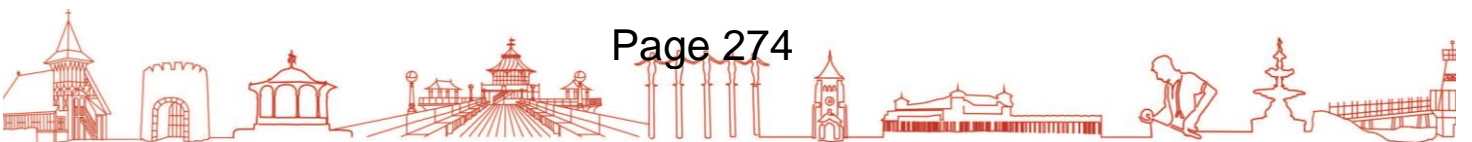


Site location	Indicative Capacity	Comments	Planning status	Site requirements
		Allocations Plan	permission	minimised. <ul style="list-style-type: none"> <li>Habitat Regulation Assessment required.</li> </ul>
Unit C, Estune Business Park, Long Ashton	24	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li>Active travel provision improvements to link into local facilities.</li> </ul>
Unit A, Estune Business Park, Long Ashton	18	Proposed new allocation	Extant planning permission	<ul style="list-style-type: none"> <li>Active travel provision improvements to link into local facilities.</li> </ul>
Tickenham Garden Centre, Tickenham	32 14	Carried forward from the Site Allocations Plan	Extant planning permission	
Golden Acres Fruit Farm, Tickenham	18	Proposed new allocation	Extant planning permission	
Land at Cox's Green, Wrington	45	Carried forward from the Site Allocations Plan	Extant planning permission	<ul style="list-style-type: none"> <li>Vehicular access off Havyatt Road.</li> <li>Design/layout to minimise visual impact of the scheme.</li> <li>Retention of existing hedgerows.</li> <li>Improved footpath access to village.</li> <li>Open space requirements to be fixed through planning application.</li> </ul>
Land north of Colliter's Way	215	Proposed new allocation	No current consent	<ul style="list-style-type: none"> <li>No vehicular access off Colliters Way.</li> <li>Active travel links to all local roads and public rights of way.</li> <li>Active travel provision improvements to link into local facilities.</li> <li>To coordinate development with land in Bristol City.</li> <li>To ensure development does not compromise the requirements of LP2.</li> </ul>



Site location	Indicative Capacity	Comments	Planning status	Site requirements
<b>Gatcombe Farm, Wrington</b>	<b>38</b>	<b>Proposed new allocation</b>	<b>Extant planning permission</b>	
<b>Total</b>	<b>432</b>			
	<b>382</b>			
<b>GRAND TOTAL</b>	<b>18,046</b>			
	<b>12,933</b>			

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## Schedule 2: Proposed Employment Sites

This schedule forms part of Policy LP2: Housing, employment and mixed use allocations and sets out the proposed employment allocations for the Local Plan. Sites are proposed for uses within the B2, B8, and E(g) classes.

All proposed employment sites can be viewed on the emerging [Policies Map](#).

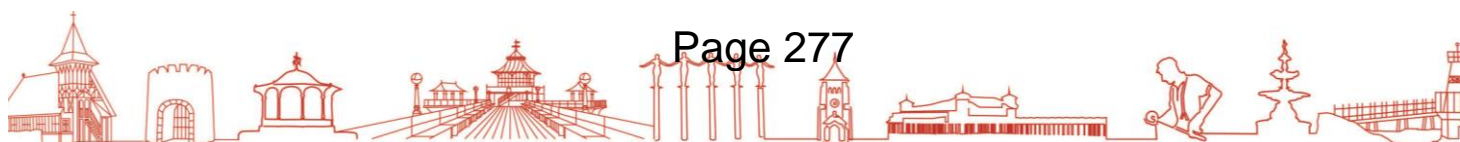
Site location	Site area (hectares)	Comments
<b>Edge of Bristol</b>		
Yanley Lane (Woodspring golf course)	9.8	Proposed new allocation
<b>Total</b>	<b>9.8</b>	
<b>Weston-super-Mare</b>		
Haywood Village Business Quarter	17.7 <b>21.50</b>	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site A	0.30	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site B	3.0	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site C	0.37	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site D	1.67	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site E	1.82	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site F	0.47	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site G	0.31	Carried forward from Site Allocations



Site location	Site area (hectares)	Comments
		Plan, with adjusted boundary
Parklands Village site H	0.57	Carried forward from Site Allocations Plan, with adjusted boundary
Parklands Village site I	0.12	Carried forward from Site Allocations Plan, with adjusted boundary
Wolvershill (north of Banwell)	<del>41.3</del> <b>6.5</b>	New proposed allocation as a component part of the Wolvershill Strategic Location (Policy LP1). Specific site boundaries to be confirmed through detailed masterplanning.
West Wick Business Park	<b>5.30</b>	Carried forward from Site Allocations Plan
Summer Lane, North of A370	2.54	Carried forward from Site Allocations Plan, with adjusted boundary
Moor Park, A371	1.23	Carried forward from Site Allocations Plan, with adjusted boundary
Aisecombe Way	<b>0.50</b>	Carried forward from Site Allocations Plan
<b>Total</b>	<del><b>47.2</b></del> <b>43.2</b>	
<b>Other towns</b>		
<del>Clevedon 5/20 Kenn Road Business Park</del>	<del>2.1</del>	<del>Carried forward from Site Allocations Plan, with adjusted boundary</del>
<del>Land at Nailsea and Backwell</del>	<del>8.1</del>	<del>New proposed allocation (See Policy LP3)</del>
<b>Land to the west of Kenn Road</b>	<b>8.20</b>	<b>Carried forward from Site Allocations Plan</b>
<b>Land to the east of J20, Clevedon</b>	<b>25.00</b>	<b>New allocation including new eastern connection to J20 or the M5. Allocation of employment land is for</b>

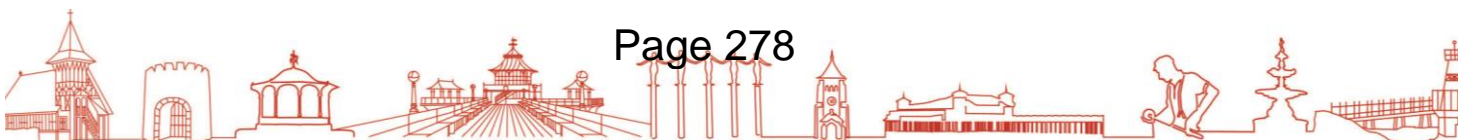


Site location	Site area (hectares)	Comments
		25ha but the allocation area is larger reflecting the requirement to connect to J20 and other associated works required. Active travel links will also be required. Site allocation primarily for distribution, logistics, and warehousing space to meet medium to longer term space requirements.
Gordano Gate Portishead	1.10	Carried forward from Site Allocations Plan
Wyndham Way Development Framework Area (excluding the Gordano Gate allocation)	3.75	<p>Redevelopment of existing commercial premises to provide high density mixed use spaces. No specific allocation is shown on the policies map for this site, 3.75 hectares of employment land delivering 600 new jobs is expected to come forward as part of the Wyndham Way Development Framework Area designated under policy LP17.</p> <p>The number of jobs in the area is expected to be net positive at each stage, with new space being delivered before existing sites are developed. Depending on the extent of sites which come forward and the development dynamics, the area could deliver up to 600 new jobs over the Plan period.</p> <p>Designed to integrate with surrounding town, marina, proposed railway station and town centre through orientation of buildings, creation of green pedestrian/cycle corridors.</p> <p>Skills opportunities and apprenticeships secured through the planning process to help local people access new jobs.</p>
<b>Total</b>	<b>44.3</b>	<b>38.05</b>



Site location	Site area (hectares)	Comments
<b>Villages</b>		
Park Farm, Yatton	0.42	Carried forward from Site Allocations Plan
Estune Business Park, Long Ashton	0.38	Carried forward from Site Allocations Plan
<b>Total</b>	<b>0.8</b>	
<b>GRAND TOTAL</b>	<b>69.1 81.28</b>	

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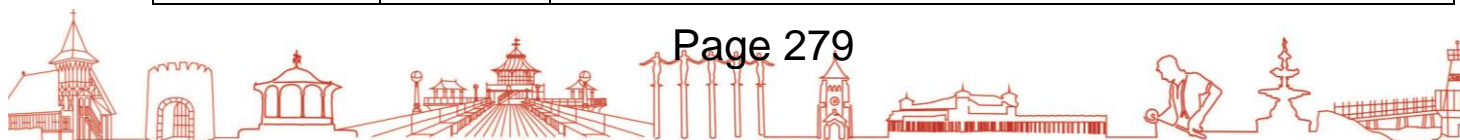


## Schedule 3: Proposed Local Green Space

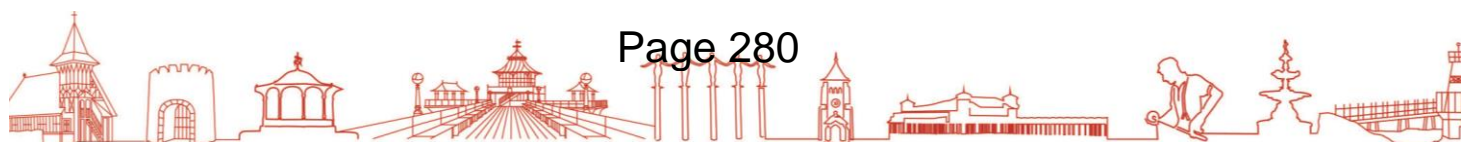
This schedule forms part of Policy LP12: Local Green Space and sets out the proposed Local Green Space designations for the Local Plan

All proposed Local Green Space allocations can be viewed on the Policies Map.

Location (in order by parish)	Site area (hectares)	Justification
<b>Abbots Leigh</b>		
Abbots Pool, Abbots Leigh	3.91	<ul style="list-style-type: none"> <li>Area with lake amidst woodland, with bridleway and footpaths. Used for informal recreation. Wildlife Site.</li> <li>On HER (the council's Historic Environment Record): archaeological site: Abbots Pool and 2 pools to north medieval; C20 fishponds.</li> </ul>
<b>Backwell</b>		
Farleigh Fields, Backwell	8.85	<ul style="list-style-type: none"> <li>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.</li> <li>On HER, there is an archaeological site within the northern field (Neolithic stone slab).</li> </ul>
Backwell Lake	5.42	<ul style="list-style-type: none"> <li>Attractive area with lake and surrounding grass and trees. Wildlife Site and Local Nature Reserve. Used for informal recreation.</li> <li>No records on HER.</li> </ul>
Park adjacent to West Leigh Infants School, Backwell	1.17	<ul style="list-style-type: none"> <li><b>Attractive public open space, with some trees, integral footpaths. Includes children's play area.</b></li> <li><b>HER shows some monuments: marl pits and cropmark of possible prehistoric building.</b></li> </ul>
<b>Banwell</b>		
Banwell recreation ground, Westfield Rd,	1.22	<ul style="list-style-type: none"> <li>Recreation ground, with boundary trees. Used for recreation.</li> <li>No record on HER.</li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
Banwell		
Riverside Green, Banwell	0.53	<ul style="list-style-type: none"> <li>Grass open space, some trees, play area. Used for informal recreation.</li> <li>HER shows archaeological site: site of Daniel Day's House, Riverside, 1815.</li> </ul>
<b>Blagdon</b>		
The Rocks common land, Blagdon	0.36	<ul style="list-style-type: none"> <li>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.</li> <li>HER shows archaeological site, old quarry at Street End, post medieval quarry</li> </ul>
<b>Churchill</b>		
Land west of Rowan Way Churchill	1.51	<ul style="list-style-type: none"> <li>Grass space with trees, used for informal recreation. No records on HER.</li> </ul>
<b>Clevedon</b>		
Salthouse Fields, Clevedon	3.89	<ul style="list-style-type: none"> <li>Iconic grass space, used for recreation, alongside Marine Lake and Severn estuary.</li> <li>HER: Includes archaeological site: site of C17 saltworks, also Victorian promenade sea defences, C19.</li> </ul>
Wains Hill (Poets Walk), Clevedon	4.55	<ul style="list-style-type: none"> <li>Attractive hill, grass with some treed areas, near Severn estuary. Used for informal recreation, (walking etc). Local Nature Reserve and Wildlife Site.</li> <li>HER shows site is a scheduled monument, with some archaeological sites (points); eg. slight univallate hillfort, and Wains Hill hillfort (Iron Age).</li> </ul>
Church Hill, Clevedon	4.40	<ul style="list-style-type: none"> <li>Attractive hill, grass and treed areas, near Severn estuary. Used for informal recreation, (walking etc). Local Nature Reserve and Wildlife Site.</li> <li>HER: Includes archaeological sites (points) ridge and furrow, Church Hill; post medieval mining on south side of Church Hill; C19 Lookout tower, Church Hill.</li> </ul>
Alexandra Gardens, Clevedon	0.81	<ul style="list-style-type: none"> <li>Attractive well treed area with more open grassed part to south. Crossed by footpaths.</li> <li>HER: Unregistered park or garden; archaeological site, C19 municipal park.</li> </ul>





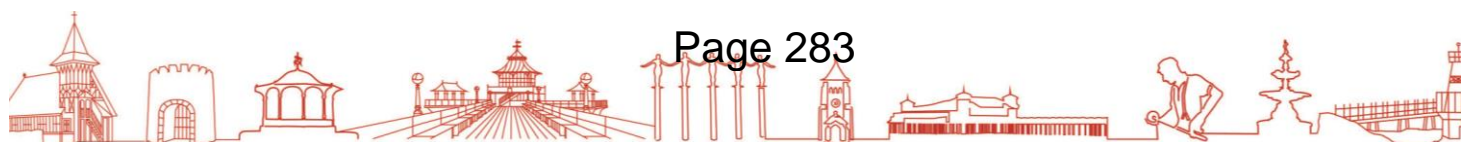
Location (in order by parish)	Site area (hectares)	Justification
Pier Copse, Clevedon	0.44	<ul style="list-style-type: none"> <li>• Attractive grassed but well treed area. HER: Unregistered park or garden.</li> </ul>
Herbert Gardens, East of Herbert Road, Clevedon	1.21	<ul style="list-style-type: none"> <li>• Attractive area well treed on boundaries. Used for informal recreation.</li> <li>• HER: Unregistered park or garden; archaeological site, C19 municipal park.</li> </ul>
Dial Hill, Clevedon	4.64	<ul style="list-style-type: none"> <li>• Hill including densely wooded slopes crossed by footpaths, more open at top.</li> <li>• HER: number of archaeological sites, (points) including old C19 quarries, late prehistoric lynchets, Iron Age, site of C19 reservoir, site of C19 limekiln, etc</li> </ul>
Strawberry Hill, Clevedon	11.86	<ul style="list-style-type: none"> <li>• Long area of woodland crossed by public footpaths. Wildlife Site.</li> <li>• HER: some archaeological sites, including stone mace head, a flint knife, Neolithic/ Bronze Age, etc.</li> </ul>
Land at Old Park Road, Clevedon	0.3	<ul style="list-style-type: none"> <li>• Attractive woodland in residential area. No records on HER.</li> </ul>
Land at Green Beach, Clevedon	0.75	<ul style="list-style-type: none"> <li>• Attractive grassed area with some trees and ornamental gardens overlooking Severn estuary. Used for informal recreation.</li> <li>• HER: unregistered park and garden; includes archaeological sites: late C19 municipal park; Golden jubilee bandstand, 1887.</li> </ul>
Sunhill Park, Sunnyside Road, Clevedon	0.56	<ul style="list-style-type: none"> <li>• Area of dense trees with more open central area next to community centre. Attractive. Used for informal recreation.</li> <li>• HER: Unregistered park or garden; archaeological site; early C20 garden, now municipal park.</li> </ul>
Highdale Hill, Clevedon	1.16	<ul style="list-style-type: none"> <li>• Attractive area with woodland and some more open areas to west, crossed/bounded by public footpath.</li> <li>• HER shows archaeological sites: Christ Church and Highdale Farm; scatter of stones to north and west of Highdale Farm.</li> </ul>
Land near M5 and River Blind Yeo,	7.01	<ul style="list-style-type: none"> <li>• Largely linear open space alongside M5 and River Blind Yeo. Used for informal recreation. Also contributes to townscape. Includes play area near Hazell Close.</li> </ul>



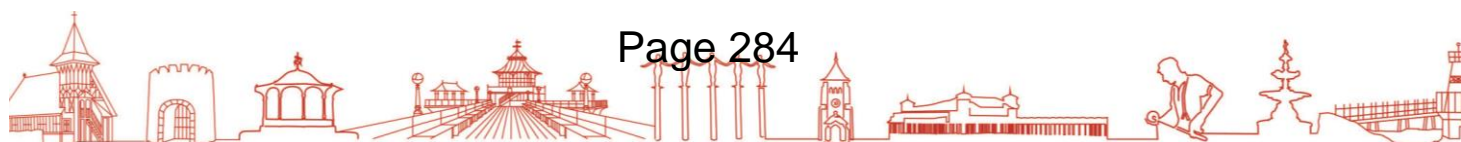
Location (in order by parish)	Site area (hectares)	Justification
along south east and southern edge of Clevedon		<ul style="list-style-type: none"> <li>No records on HER.</li> </ul>
Land at Crabtree Path, Clevedon	0.21	<ul style="list-style-type: none"> <li>Grassed area with some boundary trees. Used for informal recreation. No records on HER.</li> </ul>
Marshalls Field, Clevedon	3.49	<ul style="list-style-type: none"> <li>Grass open space part bounded by River Land Yeo, with some boundary trees. Part bounded by a raised cycle/walkway to west.</li> <li>No record on HER. Used for informal recreation.</li> <li>A “Neighbourhood open space” on the Council’s Parks and play areas web site, maintained by the Council.</li> </ul>
North east of Walton Park Hotel, Clevedon	2.27	<ul style="list-style-type: none"> <li>Grassed area with woodland, overlooking Bristol Channel. Used for informal recreation.</li> <li>On HER: unregistered park or garden (Walton gardens and park, late C19 park).</li> <li>HER also shows archaeological site: old quarries and tramway at cliff top, Walton St Mary, C19 quarry).</li> </ul>
Millennium Orchard, Clevedon	0.30	<ul style="list-style-type: none"> <li>Community orchard, accessible to the public and used for community events like wassailing etc. No records on HER.</li> </ul>
Grass space with play area, at Teignmouth Road/ Beaconsfield Road junction.	0.35	<ul style="list-style-type: none"> <li>Grass area, a few trees, and adjoining play area. Used for informal recreation. No records on HER.</li> </ul>
Cherry Avenue play area	0.22	<ul style="list-style-type: none"> <li>Grass open space for informal recreation. No records on HER.</li> </ul>
Land at Walton Road in front of Conygar Close	0.27	<ul style="list-style-type: none"> <li>Attractive grass area with trees used for informal recreation. HER shows archaeological site: site of Walton Park station, c 907-1940.</li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
Westbourne housing estate open spaces	0.90	<ul style="list-style-type: none"> <li>Grass areas with trees amidst housing. Visual amenity and informal recreation. No records on HER.</li> </ul>
Land, including walk, north of former Hangstone Quarry, running from junction of Victoria Road with Old Church Road.	0.24	<ul style="list-style-type: none"> <li>Attractive area including ornamental garden, with grass and treed areas as part of walk. HER shows some archaeological sites just outside boundary, including Pleistocene bone deposits and Roman pottery from cave, at the quarry.</li> </ul>
<b>Congresbury</b>		
Congresbury Millennium Green, Congresbury	2.63	<ul style="list-style-type: none"> <li>Comprises attractive grass spaces either side of river.. Larger northern area has some mature trees on boundary, and includes public footpaths and play area. Used for informal recreation. Southern area includes community orchard. HER shows archaeological site:, site of tannery east of the Ship and Castle, C18.</li> </ul>
Recreation area adjoining King George V Jubilee playing field, Congresbury	0.47	<ul style="list-style-type: none"> <li>Grass recreation area with play equipment. No record on HER.</li> </ul>
Land at St Andrew's Church, Congresbury	0.8	<ul style="list-style-type: none"> <li>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.</li> </ul>
King George V Playing Field, Congresbury	1.29	<ul style="list-style-type: none"> <li>The made Congresbury Neighbourhood Plan allocates this site as LGS, referring to it as 'important as a recreational area'.</li> </ul>



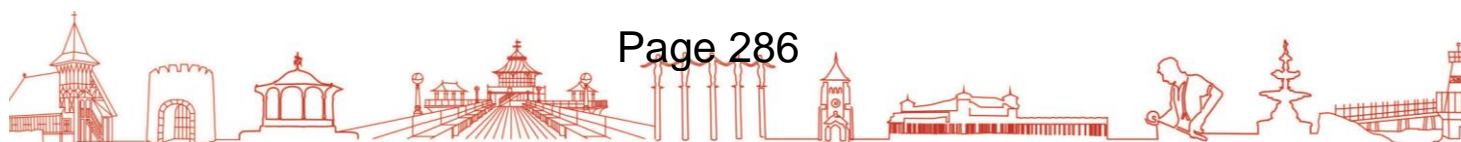
Location (in order by parish)	Site area (hectares)	Justification
Broadstones recreation ground, Congresbury	2.85	<ul style="list-style-type: none"> <li>The made Congresbury Neighbourhood Plan allocates this site as LGS, referring to it as 'important as a recreational area'.</li> </ul>
<b>Locking</b>		
Locking Green, Locking	0.74	<ul style="list-style-type: none"> <li>Grassed open space including and bounded by trees. Includes play area. Used for recreation.</li> <li>HER: within broad archaeological site for core settlement of Locking.</li> </ul>
South of Anson Road, near Parklands Village, Locking parish	1.38	<ul style="list-style-type: none"> <li>Grass open space with boundary trees. Includes play area. Used for recreation.</li> <li>No record on HER</li> </ul>
<b>South of Cruikshank Grove and McCrae Road, Parklands Village</b>	<b>1.54</b>	<ul style="list-style-type: none"> <li><b>Attractive grass areas with mature trees, and tree belt. Potential for informal recreational use.</b></li> <li><b>Some monuments on HER:</b></li> <li><b>Barracks; nissen hut; covered way; military building; blast wall; spoil heap; practice trench; path; road; operations block; officers mess, at former RAF Locking Second World War.</b></li> <li><b>Site of Guardroom, 20th Century.</b></li> <li><b>CSEC church, 20th Century.</b></li> <li><b>Site of "gate guardian aircraft" in November 1971.</b></li> <li><b>Pillbox, Cold War.</b></li> <li><b>Site of RAF Locking Station HQ to c.1965</b></li> </ul>
<b>South of Post Office Road Parklands Village</b>	<b>1.98</b>	<ul style="list-style-type: none"> <li><b>Attractive flat grass area with tall mature trees, including horse chestnuts. Used for informal recreation. Includes attractive ground level memorial to former RAF camp.</b></li> <li><b>Some monuments on HER:</b></li> <li><b>Barracks; nissen hut; covered way; military building; blast wall; spoil heap; practice trench; path; road; operations block; officers mess at former RAF Locking Second World War.</b></li> <li><b>War memorial, RAF Locking, 20th century.</b></li> </ul>
<b>SE corner of Parklands Village (SE of Bowen Rd, S</b>	<b>8.33</b>	<ul style="list-style-type: none"> <li><b>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.</b></li> </ul>



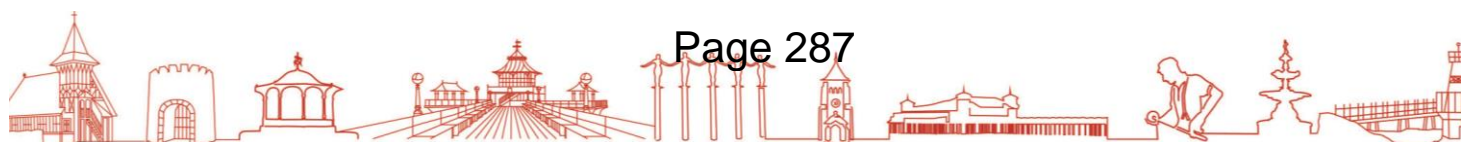
Location (in order by parish)	Site area (hectares)	Justification
of Mannoek Gardens and S of Farnborough Road )		<p><b>View of attractive former water tower. Mainly flat but some interesting slight changes of level.</b></p> <ul style="list-style-type: none"> <li>• <b>Some monuments on HER:</b></li> <li>• <b>Barracks; nissen hut; covered way; military building; blast wall; spoil heap; practice trench; path; road; operations block; officers mess at former RAF Locking, Second World War.</b></li> <li>• <b>Site of display aircraft plinth (Spitfire, Gnat, etc) 1962-1996, Second World War to late 20th century.</b></li> <li>• <b>Pillbox, Second World War.</b></li> <li>• <b>Officers' mess. RAF Locking, site, early 20th century to 21st century.</b></li> </ul>
<b>Long Ashton</b>		
Land at village hall, Long Ashton	2.01	<ul style="list-style-type: none"> <li>• Open space used for recreation. Includes play area.</li> <li>• No records on HER.</li> <li>• LGS in the Long Ashton Neighbourhood Plan 2014-2033, which has now been made.</li> </ul>
Birdwell Recreation Ground (Lampton Road), Long Ashton	0.21	<ul style="list-style-type: none"> <li>• Grass open space used for recreation. No records on HER.</li> <li>• LGS in the Long Ashton Neighbourhood Development Plan 2014-2033, which has now been made.</li> </ul>
Peel Park, Long Ashton	2.55	<ul style="list-style-type: none"> <li>• Grass open space used for recreation.</li> <li>• LGS in the Long Ashton Neighbourhood Development Plan 2014-2033, which has now been made.</li> </ul>
Long Ashton cricket ground, Long Ashton	1.50	<ul style="list-style-type: none"> <li>• Cricket ground. LGS in the Long Ashton Neighbourhood Development Plan 2014- 2033, which has now been made.</li> </ul>
Land north east of Long Ashton	298.01	<ul style="list-style-type: none"> <li>• Very large site including land at Ashton Court Estate. LGS in the Long Ashton Neighbourhood Development Plan 2014-2033, which has now been made.</li> </ul>
<b>Ashton Hill Plantation, Long Ashton</b>	<b>61.10</b>	<ul style="list-style-type: none"> <li>• <b>Local Wildlife Site (Ashton Hill Plantation). Attractive woodland . Crossed by public footpath (PROW).</b></li> <li>• <b>HER includes some monuments, including Site of Kencot</b></li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
(including Cook's Wood, Shipley Brake and George's Hill Plantation).		Cross, and Old limekiln and small quarries, George's Hill.
Fenn's Wood, Long Ashton.	2.56	<ul style="list-style-type: none"> <li>Local Wildlife Site (Fenn's Wood). Attractive woodland. No PROW but Parish Council indicate informal recreational use.</li> </ul>
The Ironwood.	17.71	<ul style="list-style-type: none"> <li>Attractive woodland crossed by PROW.</li> <li>On HER includes monuments (points) such as ironstone mine and rabbit buries at Keeds Wood</li> </ul>
Hanging Hill Wood (west of A4174)	5.49	<ul style="list-style-type: none"> <li>Local Wildlife Site (Hanging Hill Wood.) Crossed by public footpath (PROW). Attractive woodland.</li> </ul>
Linear woodland east of A4174	1.45	<ul style="list-style-type: none"> <li>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.</li> </ul>
Leigh Woods National Nature Reserve north to Long Ashton parish boundary.	39.72	<ul style="list-style-type: none"> <li>Part of a wildlife site (Avon Gorge and Leigh Woods) and part of Avon Gorge SSSI and SAC, which is of international importance for wildlife. Comprises attractive woodland crossed by PROW.</li> <li>HER shows area to include Stokeleigh Camp: a promontory fort in Leigh Woods, and a number of monuments (points) such as an old quarry.</li> </ul>
Dawson's Walk	5.07	<ul style="list-style-type: none"> <li>Yes. Area of mainly trees, some grass, crossed by footpaths. Includes pond and streams. Attractive, used for informal recreation.</li> <li>HER shows it includes monuments: site near Dawsons Walk by railway line, of WW2 unexploded bomb.</li> <li>Wildlife Site: Dawsons Walk and Lye Brook</li> </ul>
South of	1.23	<ul style="list-style-type: none"> <li>Area of grass, trees, shrubs crossed by footpaths. Includes pond and streams. Attractive, used for recreation.</li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
Theynes Croft		<p>Includes part of Local Wildlife Site: Dawsons Walk and Lye Brook.</p> <ul style="list-style-type: none"> <li>Includes monuments on HER: Site of Brook Farm (or Mill Farm); Mill Ashton Brook; Medieval to Victorian Mill cottages.</li> </ul>
West of Well Close, (north of Theynes Croft),	0.32	<ul style="list-style-type: none"> <li>Area of grass and trees, crossed by footpaths. Attractive, used for informal recreation.</li> </ul>
South of Gardeners Walk	0.2	<ul style="list-style-type: none"> <li>Area of grass, trees, shrubs crossed by footpaths. Attractive, used for recreation. Includes “natural” wooden play equipment.</li> <li>On HER part of a deserted medieval village, north of Lower Court Farm</li> </ul>
Reservoir by Ashton Brook, south of Long Ashton.	2.03	<ul style="list-style-type: none"> <li>Reservoir fringed by attractive trees, with footpath (non-PROW) adjoining.</li> <li>Wildlife site (A370 (Long Ashton By-pass site) and Ashton Brook.).</li> <li>Parish Council state: Historically part of the old long Ashton Research Centre, a tranquil space that attracts local wildlife</li> </ul>
<b>Nailsea</b>		
Scotch Horn Park, Nailsea	3.7	<ul style="list-style-type: none"> <li>Attractive park with landscaped grounds. Includes play area and skateboard park. Used for recreation.</li> <li>On HER the Nailsea glassworks Scheduled Monument just extends far enough south to include a small area on north edge of park.</li> </ul>
Land south of Bibury Close, Nailsea	0.35	<ul style="list-style-type: none"> <li>Rectangular grass area with some trees. Used for informal recreation.</li> <li>No records on HER. Part of Trendlewood Community Park</li> </ul>
Nowhere Wood and land west of Bibury Close, and north of Avening Close,	3.1	<ul style="list-style-type: none"> <li>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.</li> <li>HER shows the site of the quarry as an archaeological site (site of C19 quarry)</li> <li>Part of Trendlewood Community Park</li> </ul>

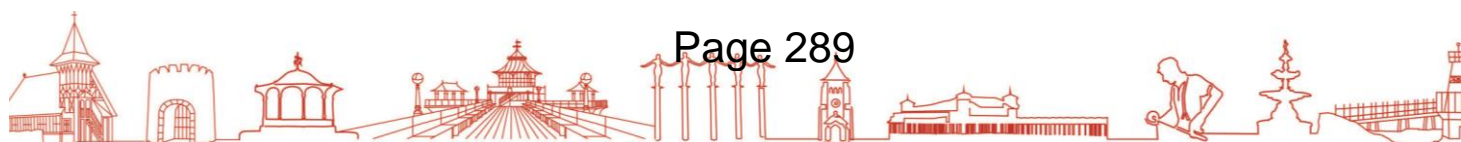


Location (in order by parish)	Site area (hectares)	Justification
Nailsea		
Land, north of Chelvey Rise, east of Trendlewood Way, Nailsea	0.38	<ul style="list-style-type: none"> <li>• Long shaped area of grass and trees. Used for informal recreation. No records on HER.</li> <li>• Part of Trendlewood Community Park</li> </ul>
Land south of Turnbury Avenue and land south of Fowey Close, Nailsea	1.93	<ul style="list-style-type: none"> <li>• Linear space on south east edge of Nailsea used for informal recreation. No records on HER.</li> <li>• Part of Trendlewood Community Park</li> </ul>
Land at junction of Blackthorn Way and Nailsea Park, Nailsea	1.04	<ul style="list-style-type: none"> <li>• Grass area south of Blackthorn Way, with scattered trees and tree group. Used for informal recreation.</li> <li>• HER: 4 archaeological sites:                             <ul style="list-style-type: none"> <li>• tented camp for British troops in WW2 pre 1941, Nailsea Park;</li> <li>• site of WW2 hutted camp, c1941-43, Nailsea;</li> <li>• site of WW2 USA coloured troops camp, 1943-5, Nailsea Park;</li> <li>• coal mine shaft and spoil heap, Nailsea Park, post medieval coal mine.</li> </ul> </li> </ul>
Land to east of Hawthorn Way, west of Trendlewood Way, opposite Cedar Way, Nailsea	0.94	<ul style="list-style-type: none"> <li>• Elongated area of grass with scattered trees and tree group. Used for informal recreation.</li> </ul>
Nightingale Gardens, Nailsea	2.44	<ul style="list-style-type: none"> <li>• Open space used for recreation, crossed by paths. Partly bounded by trees.</li> </ul>
Hannah More Park, Nailsea	1.12	<ul style="list-style-type: none"> <li>• Grassed open space with trees and play area, used for recreation.</li> </ul>
Rhyne View open space,	0.49	<ul style="list-style-type: none"> <li>• Grassed area used for recreation.</li> <li>• No record on HER.</li> </ul>





Location (in order by parish)	Site area (hectares)	Justification
Nailsea		
Stockway North nature reserve, Nailsea	0.27	<ul style="list-style-type: none"> <li>• Attractive area with woodland, and public access.</li> <li>• Though called a nature reserve it is not a designated Wildlife Site. Used for recreation like pond dipping.</li> <li>• No record on HER.</li> </ul>
Glassworks site, east of garage to Royal Oak inn, Nailsea	0.39	<ul style="list-style-type: none"> <li>• Historic interest as scheduled ancient monument, (Nailsea glassworks).</li> </ul>
Middle Engine Pit, Caversham Drive, Nailsea	0.37	<ul style="list-style-type: none"> <li>• 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).</li> </ul>
Nowhere Lane (East End Pit) Nailsea	0.25	<ul style="list-style-type: none"> <li>• Includes former coal tip ("tump") of historic interest, well treed.</li> <li>• On HER as archaeological site: site of East End Pit, Trendlewood Way, post medieval coal mine.</li> </ul>
The Perrings open space, Nailsea	1.70	<ul style="list-style-type: none"> <li>• Grassed open space used for informal recreation. Includes play area.</li> <li>• HER shows site of old quarry, post medieval in SE corner.</li> </ul>
West of Sedgemoor Close, Nailsea	1.80	<ul style="list-style-type: none"> <li>• Open space with trees, used for informal recreation. No records on HER.</li> </ul>
Necott's Meadow, north of Backwell Lake, west of Bucklands End, Nailsea	0.99	<ul style="list-style-type: none"> <li>• A Wildlife Site and Local Nature Reserve. Includes grassland, a pond, higher land and trees.</li> <li>• HER shows archaeological site: site of WW2 home guard trench and post on north boundary.</li> </ul>
Moorend Spout nature reserve	2.39	<ul style="list-style-type: none"> <li>• 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.</li> </ul>



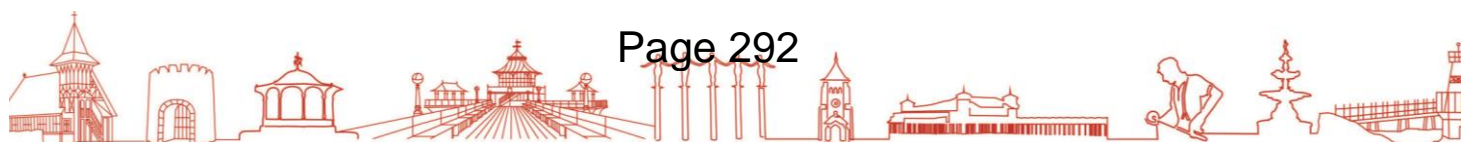
Location (in order by parish)	Site area (hectares)	Justification
		Crossed by public footpath. No records on HER.
<b>Pill and Easton-in-Gordano</b>		
Yew Tree Gardens, Easton in Gordano/Pill	0.38	<ul style="list-style-type: none"> <li>Grassed open space, bounded by hedgerows and trees. Used for recreation. Includes play area.</li> <li>No records on HER.</li> </ul>
Crockern Pill, Easton in Gordano/Pill	0.20	<ul style="list-style-type: none"> <li>Grassed open space, adjoining the historic pill leading to the River Avon, (which has been used by mariners since before the C15th).</li> <li>HER: some archaeological sites including site of C19 dry dock, Pill, and site of C19 boat breakers yard, Pill, etc.</li> </ul>
Watchhouse Hill, Easton in Gordano/Pill	10.94	<ul style="list-style-type: none"> <li>Hill area of grassland and woodland, adjacent to the River Avon. Crossed by paths (including Public Right of Way). Used for informal recreation.</li> <li>HER: includes part of an unregistered park and garden (late C18 pleasure grounds and park, Ham Green Hospital); also some archaeological sites; e.g. boundary stone; site of Ham Green Farm, palaeolithic flint flake, Ham Green Farm.</li> <li>Listed under “open space” on the Council’s Parks and play areas web site.</li> <li>Watchhouse Hill is “owned and managed by North Somerset Council as public open space for its nature conservation and amenity value”, (paragraph 3.3.2 of Watchhouse Hill Management Plan 2013-17, by North Somerset Council.)</li> </ul>
Victoria Park, Easton in Gordano/Pill	0.22	<ul style="list-style-type: none"> <li>Grass area with trees.</li> <li>HER: archaeological site: Victoria Park, Pill, C19 park.</li> </ul>
Land north of Macrae Road, Ham Green, Easton in Gordano/Pill	1.16	<ul style="list-style-type: none"> <li>Grass open space with avenue of trees. Suitable for informal recreation.</li> <li>No record on HER.</li> </ul>
<b>Portbury</b>		
Conygar Hill, Portbury	2.13	<ul style="list-style-type: none"> <li>Hill of historic interest (scheduled monument) adjoining Portbury village, with footpath.</li> <li>Wildlife Site.</li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
		<ul style="list-style-type: none"> <li>HER: Includes scheduled monument (slight univallate hillfort on Conygar Hill.) Also includes archaeological sites like core settlement (Portbury enclosure) and flight of strip lynchets (medieval), Portbury.</li> </ul>
<b>Portishead</b>		
Lake Grounds, Portishead	10.96	<ul style="list-style-type: none"> <li>Grassed area with lake and trees, adjacent to Severn Estuary. Used for informal recreation.</li> <li>HER: Unregistered park or garden C20 municipal park dominated by Marine Lake; also archaeological site: Lake Grounds c1905- 10 Park.</li> </ul>
Eastwood and Battery Point, Portishead	10.92	<ul style="list-style-type: none"> <li>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.</li> <li>HER: Battery Point has a number of archaeological sites, eg. Gun battery at Portishead fort rebuilt 1864, dismantled 1914, WW2 observation platform, 1940, etc. Eastwood has some too, such as Iron Age hillfort; old limekiln C19, etc.</li> </ul>
Central Park, Port Marine, Portishead	0.94	<ul style="list-style-type: none"> <li>Attractive landscaped grassed area with ornamental gardens, including statues. Used for informal recreation.</li> <li>HER: includes archaeological site on periphery: site of Baileys Mill Portishead Dock, 1890s-1950s, cattle field mill.</li> </ul>
Land at Newhaven Road, Portishead	1.21	<ul style="list-style-type: none"> <li>Area of grass open space and woodland to north. Includes small play area, with linking path. Used for informal recreation.</li> <li>No records on HER.</li> </ul>
Welly Bottom, Portishead	1.48	<ul style="list-style-type: none"> <li>Long area of mixed woodland and grassed open space, crossed by public footpath. Used for informal recreation.</li> <li>No records on HER.</li> </ul>
Land at Fedden Village, north of Nore Road, west of Glenwood Rise, Portishead	5.36	<ul style="list-style-type: none"> <li>Includes attractive open space associated with grade 2 listed Portishead Nautical National School, overlooking Severn estuary. Also includes woodland.</li> <li>HER shows the listed building.</li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
Portishead Golf Course	11.44	<ul style="list-style-type: none"> <li>• Golf course sloping down towards Severn Estuary.</li> <li>• 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.</li> <li>• No records on HER.</li> </ul>
Kilkenny Fields, Portishead	8.39	<ul style="list-style-type: none"> <li>• 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.</li> <li>• A “Neighbourhood open space” on the Council’s Parks and play areas web site, maintained by the Council.</li> </ul>
Land at Blackdown Road, Portishead	2.7	<ul style="list-style-type: none"> <li>• Long grassed area, high lying, between residential areas. Crossed by public footpath. Used for recreation.</li> <li>• HER: 2 archaeological sites (points): site of post medieval stone; flint scatter at Nore Road, Neolithic/Bronze Age.</li> <li>• A “Neighbourhood open space” on the Council’s Parks and play areas web site, maintained by the Council.</li> </ul>
Land at St Peter’s Church, Portishead	0.92	<ul style="list-style-type: none"> <li>• 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.</li> <li>• HER refers to listed tomb of John Hobbes to west of Medieval Churchyard Cross; and archaeological site: the site of a post medieval dwelling house 40m south of the church.</li> </ul>
Land at The Vale, Portishead	1.85	<ul style="list-style-type: none"> <li>• Landscaped grassed open space with trees and pond. Attractive, used for informal recreation.</li> <li>• No records on HER.</li> </ul>
Land at The Russets, Portishead	0.23	<ul style="list-style-type: none"> <li>• Grass area with trees crossed by footpaths, used for informal recreation. No records on HER.</li> </ul>
Linnet Gardens, The Finches, Ashlands,	0.68	<ul style="list-style-type: none"> <li>• Open space, with trees. Used for informal recreation. No records on HER.</li> </ul>



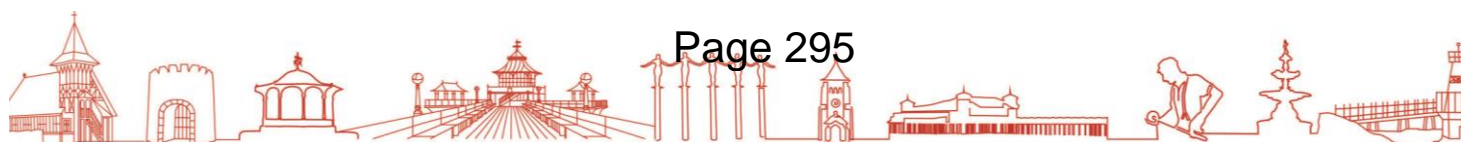
Location (in order by parish)	Site area (hectares)	Justification
Portishead		
Land at Stonechat Green, Ashlands, Portishead	0.70	<ul style="list-style-type: none"> <li>• Open space, with trees and playground.</li> <li>• Used for informal recreation. No records on HER.</li> </ul>
Merlin Park, Portishead	4.28	<ul style="list-style-type: none"> <li>• Recreational space with play area, boundary trees. No record on HER.</li> </ul>
Land north of Hawthorn Close, Portishead	2.49	<ul style="list-style-type: none"> <li>• Woodland visible from footpath off Hawthorn Close and from roads to north. Contributes to townscape. Crossed by public footpath.</li> <li>• HER shows archaeological site (point): site of hydraulic ram, C19.</li> </ul>
Land north of Denny View, Portishead	1.3	<ul style="list-style-type: none"> <li>• Woodland visible from roads. Contributes to townscape.</li> <li>• HER shows archaeological site (point): remains of landscape garden of Bruton Manor C19.</li> </ul>
Woodhill between Pier Road and Woodhill Park, Portishead	0.64	<ul style="list-style-type: none"> <li>• Wooded area. Attractive, helps break up urban fabric.</li> <li>• HER: 2 archaeological sites both on peripheral locations: post medieval stone, and site of light AA Portishead VP 508 (4) (1 Bofurs gun).</li> </ul>
<b>Field with Play Area, Underwood Road, Portishead</b>	<b>0.38</b>	<ul style="list-style-type: none"> <li>• <b>Carried forward from made Portishead Neighbourhood Plan; site LGS1</b></li> </ul>
<b>Slade Road West Portishead</b>	<b>0.78</b>	<ul style="list-style-type: none"> <li>• <b>Carried forward from made Portishead Neighbourhood Plan; site LGS2</b></li> </ul>
<b>Potager Garden Portishead</b>	<b>0.07</b>	<ul style="list-style-type: none"> <li>• <b>Carried forward from made Portishead Neighbourhood Plan; site LGS3</b></li> </ul>



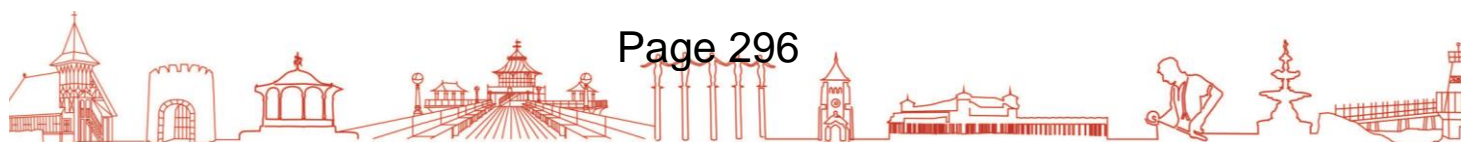
Location (in order by parish)	Site area (hectares)	Justification
Mead Road play area Portishead	0.25	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS4</li> </ul>
Tommy Broom Memorial and Green Space	0.46	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS5</li> </ul>
Memorial Garden Brampton Way. Portishead	0.03	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS6</li> </ul>
Viewing point Woodlands Rd and Royal Inn Portishead	0.42	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS7</li> </ul>
Sorrel Gardens	0.2	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS8</li> </ul>
Marjoram Way Playing Field	0.31	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS9</li> </ul>
The Park	0.09	<ul style="list-style-type: none"> <li>Carried forward from Portishead Neighbourhood Plan; site LG10</li> </ul>
Paper Mill Play Area	0.19	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LG11</li> </ul>
Halletts Way Park	0.32	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS12</li> </ul>
Brampton Way Playground	0.22	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS13</li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
Winford Close	0.25	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS14</li> </ul>
Weatherly Drive / Nightingale Rise Play Park	1.44	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS15</li> </ul>
Charlecombe Rise	0.65	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS16</li> </ul>
Avon Way Play Park	0.26	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS17</li> </ul>
Black Nore Lighthouse Green Space	0.40	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS18</li> </ul>
Village Quarter Ecology Park	1.40	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS19</li> </ul>
Heron Gardens	0.83	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS20</li> </ul>
Spanish Steps	0.23	<ul style="list-style-type: none"> <li>Carried forward from made Portishead Neighbourhood Plan; site LGS21</li> </ul>
<b>Tickenham</b>		
Village recreation area by village hall	0.5	<ul style="list-style-type: none"> <li>Recreation area including grass area and area with play equipment. No records on HER.</li> </ul>
<b>Uphill</b>		
Donkey Field, Uphill	1.39	<ul style="list-style-type: none"> <li>Attractive grassed area with trees, woodland to rear. Wildlife site.</li> <li>No records on HER.</li> </ul>

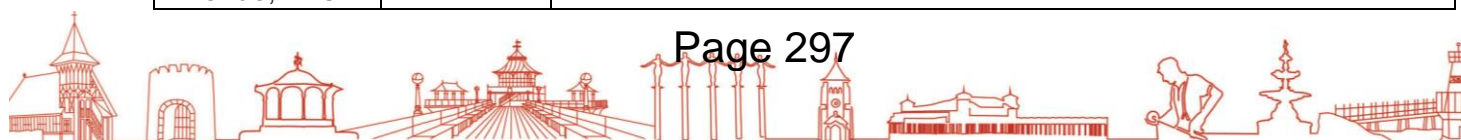


Location (in order by parish)	Site area (hectares)	Justification
Uphill Recreation Ground, New Church Road, Uphill.	0.73	<ul style="list-style-type: none"> <li>Grass space with boundary trees. Includes play area and seating. Used for recreation.</li> <li>No records on HER.</li> </ul>
Uphill Hill, Uphill	18.35	<ul style="list-style-type: none"> <li>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).</li> <li>HER: Includes several archaeological sites, such as core settlement of Uphill Old Church, site of quarry at Folly Lane, site of Folly House, remains of WW2 searchlight battery, E of St Nicholas Church; C19 limekilns and Bronze Age Round Barrows etc.</li> </ul>
<b>Weston-super-Mare</b>		
Grove Park, W-s-M	3.15	<ul style="list-style-type: none"> <li>Visually attractive, with landscaped grounds. Also value for recreation, historic interest.. On HER: Registered historic park and garden, several archaeological sites, including C19 Grove Park</li> </ul>
Ashcombe Park, W-s-M	13.46	<ul style="list-style-type: none"> <li>Visually attractive, value for recreation, historic interest. On HER: Registered historic park and garden, several archaeological sites, including Ashcombe Park, c1912.</li> </ul>
Ellenborough Park West, W-s-M	1.85	<ul style="list-style-type: none"> <li>Visually attractive with trees. Value for recreation. Wildlife interest (SSSI and Wildlife Site). HER refers to Ellenborough Park archaeological site, 1855.</li> </ul>
Ellenborough Park East, W-s-M	1.17	<ul style="list-style-type: none"> <li>Visually attractive with trees. Value for recreation. Wildlife interest (Wildlife Site). HER refers to Ellenborough Park archaeological site, 1855.</li> </ul>
Clarence Park West, W-s-M	3.73	<ul style="list-style-type: none"> <li>Attractive park with landscaped grounds and trees. Value for recreation HER: Unregistered park or garden; archaeological site, Clarence Park, late C19 park.</li> </ul>
Clarence Park East, W-s-M	2.76	<ul style="list-style-type: none"> <li>Attractive grass space with boundary trees. Value for recreation.HER: Unregistered park or garden, archaeological site, late C19 municipal park.</li> </ul>
Beach Lawns, W-s-M	5.48	<ul style="list-style-type: none"> <li>Long areas of grass along sea front. Attractive and important in townscape. Also value for recreation, including use for events. Wildlife Site. HER: unregistered park or garden.</li> </ul>

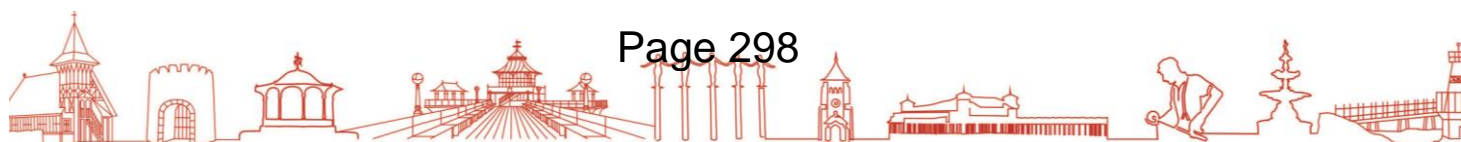




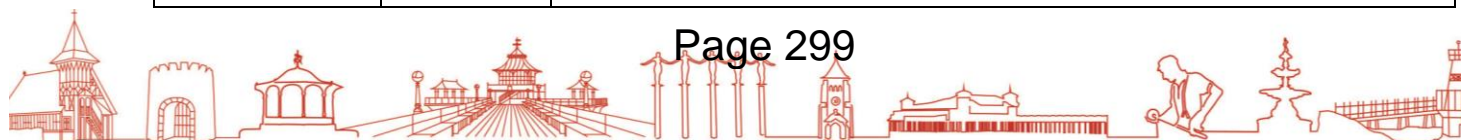
Location (in order by parish)	Site area (hectares)	Justification
Prince Consort Gardens, W-s-M	0.73	<ul style="list-style-type: none"> <li>Ornamental gardens overlooking Severn Estuary, with grass space, some trees and seating. Attractive, value for informal recreation.</li> <li>HER: unregistered park or garden; municipal gardens created 1870s</li> </ul>
Walford Avenue, W-s-M	10.89	<ul style="list-style-type: none"> <li>Area of mainly open grass with some trees, crossed by cycleways. Includes playground. Used for recreation. Also helps break up urban fabric.</li> <li>HER: some archaeological points; eg. Roman occupation NE of Priory School, site of dwelling, Banwell 1815.</li> <li>A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council</li> </ul>
Castle Batch, W-s-M	8.21	<ul style="list-style-type: none"> <li>Grassed area, with numerous boundary trees and some trees on scheduled monument. Used for informal recreation. Crossed by public footpaths.</li> <li>HER: includes motte in north centre, a scheduled monument.</li> <li>A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council.</li> </ul>
Land north of St Andrew's Bowls Club, south east of Ullswater Close, east of Baildon Crescent, W-s-M	1.03	<ul style="list-style-type: none"> <li>Grassed area. Used for recreation. Includes play area. A few trees. Crossed by paths.</li> <li>No records on HER.</li> </ul>
Land at The Tips, Broadway, W-s-M	1.34	<ul style="list-style-type: none"> <li>Grass play area surrounded by woodland. Attractive area. HER: archaeological site: The Tips railway spoil heap, 1840s.</li> </ul>
Coronation Estate play area, W-s-M	0.35	<ul style="list-style-type: none"> <li>Grassed play area amidst area of housing. Used for informal recreation. No records on HER</li> </ul>
Land at Shrubbery Terrace/ Shrubbery Avenue, W-s-	0.34	<ul style="list-style-type: none"> <li>Attractive grass space with well treed area towards south. Includes play area. Called "Shrubbery Park".</li> <li>HER: unregistered park or garden.</li> </ul>



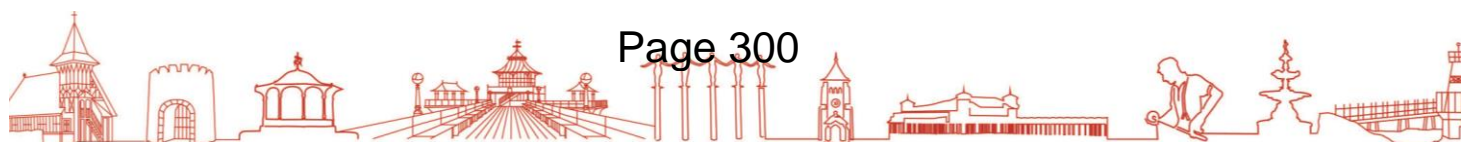
Location (in order by parish)	Site area (hectares)	Justification
M		
Eastfield Park, W-s-M	0.66	<ul style="list-style-type: none"> <li>• Attractive park, grass and well treed area.</li> <li>• HER: unregistered park or garden; archaeological site:1870s park.</li> </ul>
Land at Spring Terrace, W-s-M	0.59	<ul style="list-style-type: none"> <li>• Grass area with some boundary trees. No records on HER.</li> </ul>
Land at Old Bristol Road, W-s-M	0.25	<ul style="list-style-type: none"> <li>• Attractive grass space with trees, clearly visible from adjoining roads. No records on HER</li> </ul>
Land at Almond Close, W-s-M	0.4	<ul style="list-style-type: none"> <li>• Grass area. Used for recreation. No records on HER.</li> </ul>
Land to the rear of Willow Gardens, St Georges, W-s-M	0.28	<ul style="list-style-type: none"> <li>• Grass open space with play area. Used for recreation. Some boundary trees. No records on HER.</li> </ul>
Lynch Farm near Savernake Road, W-s-M	4.22	<ul style="list-style-type: none"> <li>• 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.</li> <li>• A "Neighbourhood open space" on the Council's Parks and play areas web site, maintained by the Council.</li> </ul>
Land west of Beechmount Drive, W-s-M	0.91	<ul style="list-style-type: none"> <li>• Largely sloping area, much of it well treed, particularly visible from Broadway and Beechmount Close. Important for townscape.</li> <li>• No records on HER.</li> </ul>
Jubilee Park including land at Windwhistle Lane, W-s-M	4.17	<ul style="list-style-type: none"> <li>• Grass area subdivided by footpaths, used for recreation. Includes tree groups especially on boundary. No records on HER.</li> </ul>
The Potteries Millennium Green, W-s-M	0.49	<ul style="list-style-type: none"> <li>• Grassed open space partly bounded by trees, with seats. Crossed by footpaths. Includes play area. Used for recreation. No records on HER.</li> </ul>



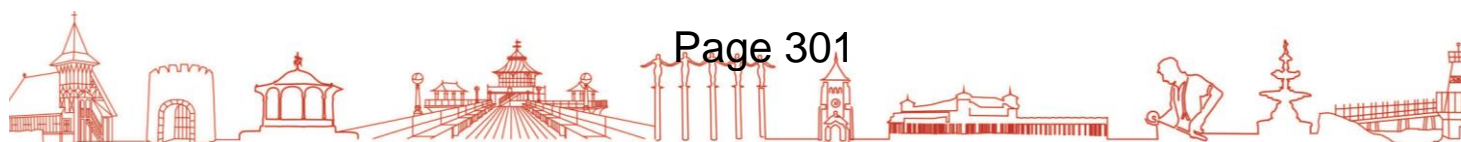
Location (in order by parish)	Site area (hectares)	Justification
West of Summer Lane, Locking Castle, (west to Moor Lane, W-s-M)	6.14	<ul style="list-style-type: none"> <li>• Attractive area alongside railway which includes lake for fishing with lakeside trees and footpaths. Used for informal recreation. Includes Wildlife Site.</li> <li>• HER: archaeological site: Railway borrow pit at Banwell Road bridge ,1840s (north east end of site).</li> <li>• A “Neighbourhood open space” on the Council’s Parks and play areas web site, maintained by the Council</li> </ul>
Ebdon Grounds, south of Buttercup Crescent, W-s-M	0.29	<ul style="list-style-type: none"> <li>• Grass open space fringed by trees. Used for informal recreation. No records on HER.</li> </ul>
Land at Railway Triangle, (Worle Moor), Locking Castle, W-s-M	3.16	<ul style="list-style-type: none"> <li>• Attractive grassed area, including trees, particularly alongside paths. Includes play area and pond. Used for informal recreation.</li> </ul>
Silverberry Road, W-s-M	1.51	<ul style="list-style-type: none"> <li>• Grass area used for recreation. Numerous trees on boundary. No records on HER.</li> </ul>
Cemetery, south of Bristol Road Lower, W-s-M	7.1	<ul style="list-style-type: none"> <li>• Historic cemetery with grass and trees. Attractive. On HER, archaeological sites include Milton Road cemetery,1856, and Bronze age cremations; pottery.</li> <li>• Though a cemetery, normally not appropriate for LGS designation, the particular qualities of this site are considered to warrant an exception. (These include the fact it is a historic cemetery on the HER.) The site has a path through it.</li> </ul>
Land at Bransby Way, Locking Castle, W-s-M	0.58	<ul style="list-style-type: none"> <li>• Open space south west of local centre, Locking Castle, Weston super Mare. Used for informal recreation.</li> <li>• No records on HER.</li> </ul>
Plumley Park, Locking Castle (SW of Moor Lane railway bridge), W-s-M	5.74	<ul style="list-style-type: none"> <li>• Open space alongside railway with footpath. Includes small lake, a Wildlife Site. Used for informal recreation.</li> <li>• No records on HER.</li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
Land at Lynchmead Farm, adjoining Bluebell Road, W-s-M	1.33	<ul style="list-style-type: none"> <li>Grass open space with footpath around. Surrounded by housing. Used for recreation. No records on HER.</li> <li>A “Neighbourhood open space” on the Council’s Parks and play areas web site, maintained by the Council.</li> </ul>
<b>Runway Park, Haywood, W-s-M</b>	<b>1.13</b>	<ul style="list-style-type: none"> <li><b>Grass open space crossed by paths, some trees, with linear pond. Attractive. Includes play area. Used for informal recreation.</b></li> <li><b>No records on HER.</b></li> </ul>
<b>Winscombe</b>		
Winscombe Millennium Green, Winscombe	1.89	<ul style="list-style-type: none"> <li>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).</li> <li>HER: archaeological site: site of Winscombe station, 1869.</li> </ul>
<b>Wraxall and Failand</b>		
Land north of Vowles Close, bordering north east edge of Nailsea.	5.39	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Wrington</b>		
Play area and Glebe Field off Church Walk, Wrington	0.3	<ul style="list-style-type: none"> <li>Grass space with tree groups, play area. Used for recreation.</li> <li>HER: site is within broad archaeological site of Wrington core settlement.</li> </ul>
The Old Quarry off Wrington Hill, Wrington	1.3	<ul style="list-style-type: none"> <li>Woodland with site of former quarry, used for informal recreation. Wildlife Site.</li> <li>HER: includes archaeological sites: disused post medieval quarry in Prestow Wood, and C19 limekiln at Wrington Hill</li> </ul>

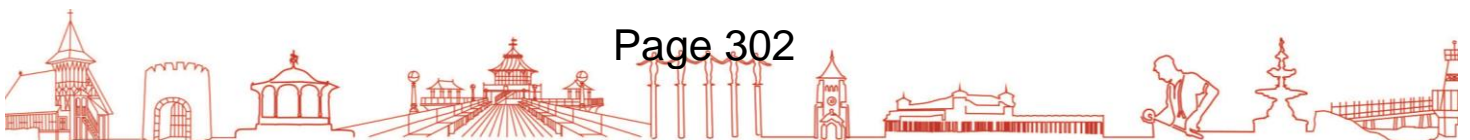


Location (in order by parish)	Site area (hectares)	Justification
Land at the junction of Alburys with West Hay Road, Wrington	0.25	<ul style="list-style-type: none"> <li>Attractive area of grass and trees, suitable for informal recreation.</li> <li>No records on HER.</li> </ul>
Land at Redhill (Church Road/ Redhill (A38) junction)	0.28	<ul style="list-style-type: none"> <li>Attractive area with grass and trees, crossed by footpaths, used for informal recreation. Maintained by and on behalf of the community.</li> <li>No record on HER</li> </ul>
<b>Recreation ground next to village hall, Redhill</b>	<b>0.59</b>	<ul style="list-style-type: none"> <li><b>Area for informal recreation</b></li> <li><b>No record on HER</b></li> </ul>
<b>Yatton</b>		
Claverham Playground, Broadcroft Close, Claverham	0.28	<ul style="list-style-type: none"> <li>Grass space with play area, some boundary trees. Used for recreation. No records on HER.</li> </ul>
Village green, off Church Road	0.23	<ul style="list-style-type: none"> <li>Attractive grass areas near church. Subdivided by footpaths and with some ornamental planted borders. Includes seats.</li> <li>HER has 3 archaeological sites.</li> </ul>
St Mary's church yard	1.1	<ul style="list-style-type: none"> <li>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</li> <li>HER: Listed buildings: Church of St Mary; churchyard cross 6m south of church porch.</li> </ul>
Gang Wall, Yatton	1.44	<ul style="list-style-type: none"> <li>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).</li> </ul>



Location (in order by parish)	Site area (hectares)	Justification
North of Chestnut Drive, Claverham	2.32	<ul style="list-style-type: none"> <li>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'.</li> </ul>

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## Schedule 4: Proposed Community Facilities

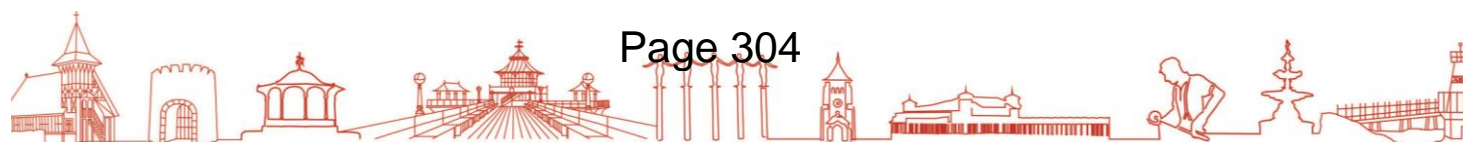
This schedule forms part of Policy LP3: Educational, sporting, leisure and community use allocations and sets out the proposed allocations for the Local Plan

The proposed community facility allocations can be viewed on the Policies Map.

Site location	Uses	Comments
<b>Primary schools</b>		
Land to the south of Church Lane, Backwell	Primary school playing fields	Carried over from Site Allocations Plan
Land next to the Village Hall, Kewstoke	Primary school replacement site	Carried over from Site Allocations Plan Higher level of surface water attenuation and reduction in existing flood risk required.
Land at The Batch, Yatton	Primary school replacement site	Carried over from Site Allocations Plan. Higher level of surface water attenuation and reduction in existing flood risk required.
Winterstoke Village East (former Weston Airfield)	New primary school	Carried over from Site Allocations Plan.
Parklands Village North	New primary school	Carried over from Site Allocations Plan.
Parklands Village Central	New primary School	Carried over from Site Allocations Plan.
Land fronting Drove Road roundabout, Weston-super-Mare	New 420 place primary school site with two nursery classes	New allocation as part of the wider master planning of Weston Rugby Club and surrounding area.



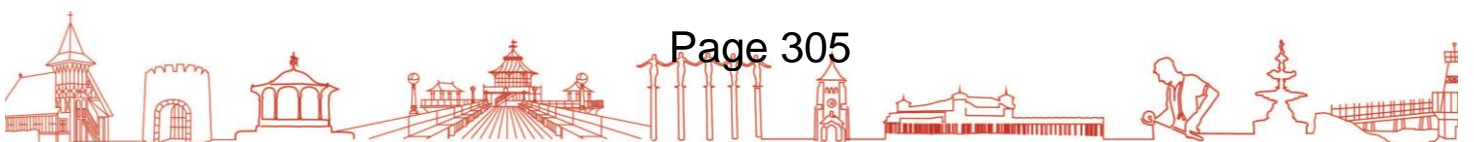
Site location	Uses	Comments
Grove Farm, Backwell	New primary school	Site to be provided as part of wider Grove Farm site
Wolvershill Strategic Site	Three new primary schools	Site boundaries to be confirmed as part of masterplanning. Scope for one of the schools to expand to 630 if required.
<b>Secondary schools and higher education</b>		
Parklands Village— Winterstoke Hundred Academy Extension	New secondary school	Carried over from Site Allocations Plan
Yatton	New secondary school	Site to be determined
Wolvershill Strategic Site	New secondary school	Site boundary to be confirmed as part of masterplanning
<b>Other education provision</b>		
Land adjacent to Brookfield Walk, Clevedon	Expansion of Baytree School with up to 85 place profound and multiple learning difficulties school	Proposed new allocation, subject to outcome of judicial review.
Land at Ladymead Lane, Churchill	Social, Emotional and Mental Health school provision	Proposed new allocation
<b>Allotments</b>		
Maltlands, Railway Triangle, Locking Castle, Weston-super-Mare	Allotments	Carried over from Site Allocations Plan.
<b>Other community facilities</b>		
Land adjacent to	Car park	New allocation for extension to existing car





Site location	Uses	Comments
village hall, Portbury		parking area

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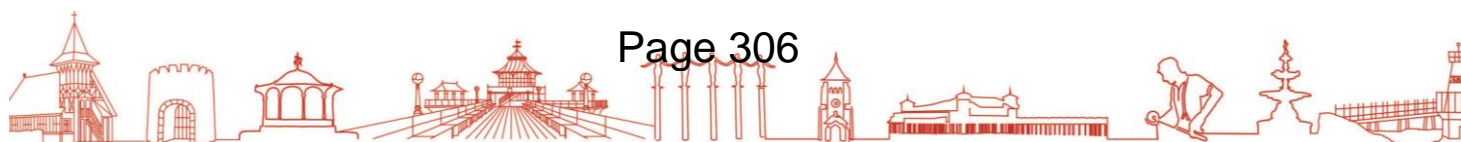


## Schedule 5: Settlements with settlement boundaries

This schedule forms part of Policy LP4: Settlement Boundaries and sets out the proposed settlement boundaries for the Local Plan.

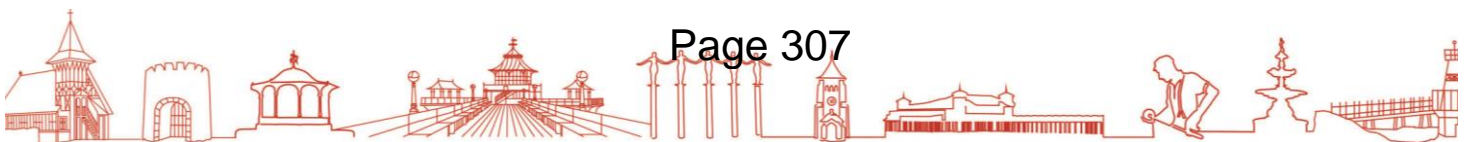
The proposed settlement boundaries can be viewed on the Policies Map.

<b>Settlement</b>	<b>Proposed Settlement Boundary status</b>
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
Winscombe	Retained and reviewed existing boundary.
<b>Wolvershill</b>	<b>New strategic development location</b>
Wrington	Retained and reviewed existing boundary.



Yatton	Retained and reviewed existing boundary.
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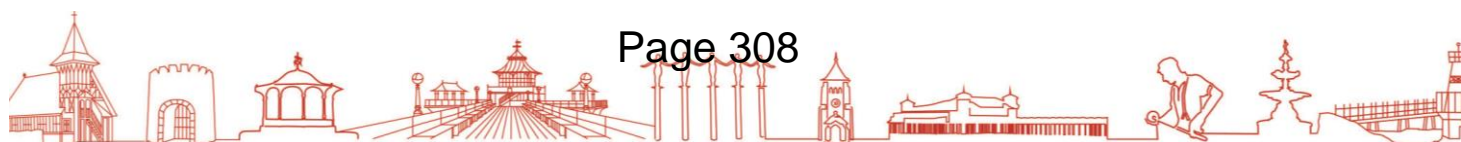


## Schedule 6: Town, District and Local Centres (New schedule)

This schedule forms part of Policy LP5: Town Centre Hierarchy and sets out the proposed town, district and local centres for the Local Plan.

The proposed town, district and local centres can be viewed on the Policies Map.

<b>Town Centres</b>
Weston-super-Mare
Clevedon
Portishead
Nailsea
<b>Primary Shopping Areas</b>
Weston-super-Mare primary shopping area
Clevedon primary shopping area
Portishead primary shopping area
Nailsea primary shopping area
<b>District Centres</b>
Clevedon (Hill Road)
Locking Castle, Weston-super-Mare
Queensway, Weston-super-Mare
Worle High Street
<b>Local/Village Centres</b>
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
<b>Outside Weston-super-Mare</b>
Backwell
Banwell
Churchill
Congresbury
Long Ashton
Pill
Portishead West Hill
Winscombe
Wrington
Yatton



**Proposed local centres**

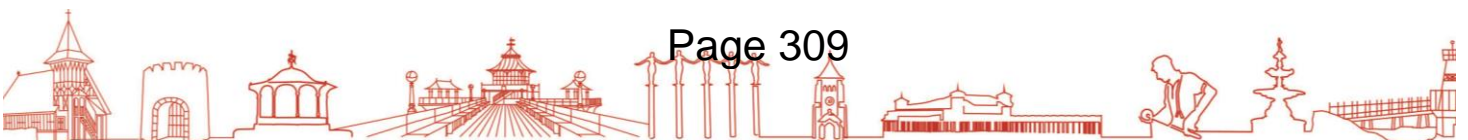
Wolvershill (north of Banwell) - Local centre to be provided within wider Wolvershill strategic allocation (Policy LP1) with location to be agreed through masterplanning.

**Retail parks**

Weston-super-Mare out of town retail area

Flowerdown retail park

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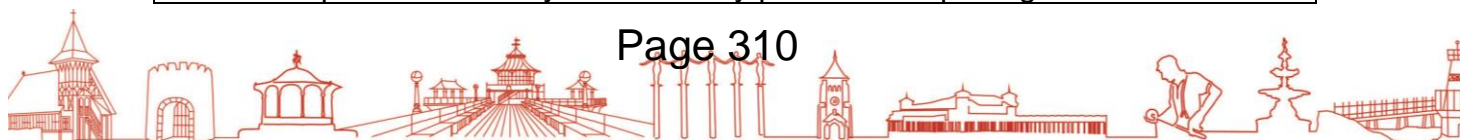


## Schedule 7: Transport Infrastructure, allocations and safeguarded routes (New schedule)

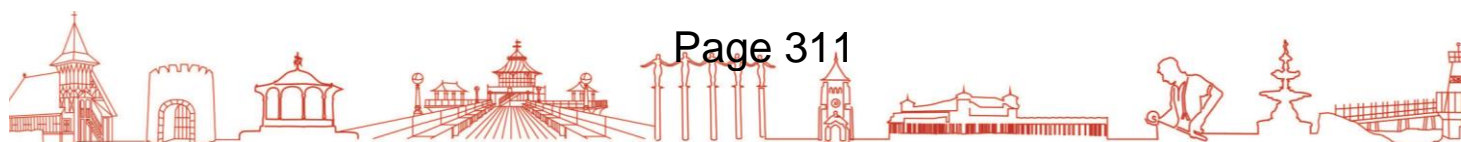
This schedule forms part of Policy LP8: Transport infrastructure, allocation and safeguarding and DP16: Active Travel Routes. It sets out the proposed transport allocations and safeguarded routes for the Local Plan.

The proposed transport infrastructure, allocations and safeguarded land can be viewed on the Policies Map.

<b>Proposed major transport schemes.</b>
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
J21 Capacity Improvements Northbound
Wolvershill Road / Churchlands Way, Weston-super-Mare
Re-opening Portishead Passenger Rail Line including new 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
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).
New highway connection and active travel links to Junction 20 of the M5 to new business site allocated on 'Land to east of J20, Clevedon' (detailed alignments to be confirmed)
<b>Motorway junction buffers</b>
M5 Junction 19 buffer
M5 Junction 20 buffer
M5 Junction 21 buffer
<b>Railway safeguarding and future potential widening</b>
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
<b>Extension and re-opening of railway station platforms</b>
Weston-super-Mare railway station – bay platform re-opening

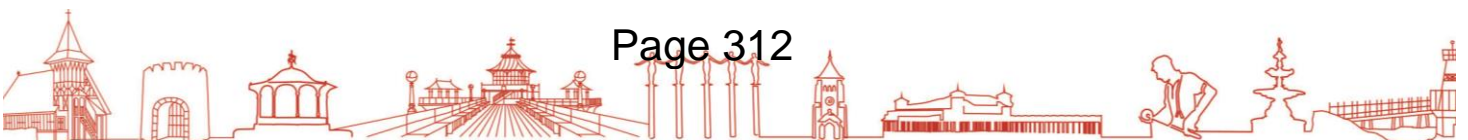


Weston Milton railway station
Worle railway station
Yatton railway station
Nailsea Backwell railway station
<b>Transport hubs at railway stations</b>
Weston-super-Mare railway station
Weston Milton railway station
Worle railway station
Yatton railway station
Nailsea Backwell railway station
<b>Active travel routes</b>
<b>Weston-super-Mare</b>
<b>Brean Down Way (Uphill Marina to the River Axe)</b>
<b>Herluin Way to Locking Road Link</b>
<b>Hayward Village: Moor Lane to Hutton Moor Lane</b>
<b>Hayward Village: Haywood Village central active travel route</b>
<b>Hayward Village: Moor Lane towards Flowerdown and A371</b>
<b>Hayward Village: A371 to Flowerdown</b>
<b>Hayward Village: Cross Rhyne Bridleway (Winterstoke Road to Moor Lane)</b>
<b>Hayward Village: Airfield Bridge Link</b>
<b>Hayward Village: Cross Airfield Link, The Runway</b>
<b>Parklands Village: A371 to Grumblepill Rhyne Route</b>
<b>Parklands Village: Grumblepill Rhyne Route</b>
<b>Parklands Village: Locking Head Drove to Flowerdown</b>
<b>Parklands Village: A371 to Parklands Educate Together Primary</b>
<b>Parklands Village: Parklands east to west alignment</b>
<b>Parklands Village: Link through Mead Fields</b>
<b>Parklands Village: Parklands North South Link</b>
<b>Parklands Village: Parklands to Wolvershill</b>
<b>Clevedon</b>
<b>Wick Road to Yeo Bank Lane (Tutshill Ear). Strategic cycle route between W-s-M and Clevedon.</b>
<b>Strawberry Line Extension: Clevedon/Kenn/Yatton</b>
<b>Gordano Greenway: Strategic cycle link between Clevedon and Portishead.</b>
<b>Lower Strode road to Hazel Close. Path to connect Strawberry Line to Clevedon</b>
<b>Nailsea</b>
<b>Clevedon to Nailsea via the Moors. Strategic cycle link between Nailsea and Clevedon.</b>
<b>Portishead</b>
<b>North Bridge, Brampton Way</b>
<b>Villages</b>
<b>Strawberry Line Extension: Yatton to south of Winscombe</b>
<b>Strawberry Line Extension: Congresbury to Blagdon</b>
<b>Easton-in-Gordano/Pill: Marsh Lane to A369 Motorway Service Area</b>



<b>Festival Way Strategic cycle route - Long Ashton/Flax Bourton/Backwell.</b>
<b>Royal Portbury Dock Bridleway access under M5</b>
<b>Royal Portbury Dock Road Underpass</b>
<b>Marsh Lane Underpass</b>
<b>Pill to Bristol Link along River Avon</b>
<b>Banwell Bypass</b>
<b>A371 through Banwell, Eastermead and Towerhead to Sandford</b>

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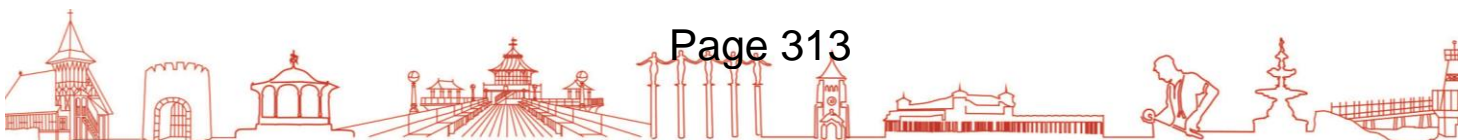




## Schedule 8: Gypsy and Traveller Sites (New schedule)

This schedule forms part of Policy DP44: Gypsies, Travellers and Travelling Showpeople and sets out the proposed 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.

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.
Land to the west of Heathfield Park, south of A370	4 pitches	New allocation	Appropriate flood mitigation measures will be required.



## Appendix 1: Glossary

**20 minute communities:** The 20-minute neighbourhood concept aims to produce compact and connected places offering a range of services to meet most people's daily needs. It involves the creation of attractive, safe, walkable environments that invite people of all ages to travel actively for short distances to use day-to-day facilities such as shops, school, community, employment and health and wellbeing facilities, green spaces.

**Absolute zero carbon:** Eliminating all carbon dioxide emissions without the use of offsets.

**Active Travel:** Travel that includes only those forms of transport that require active use of the human body for example walking, **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) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

(b) Starter homes: is as specified in [sections 2 and 3 of the Housing and Planning Act 2016](#) and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

(c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.



(d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to government or the relevant authority specified in the funding agreement.

**Airport Related Uses:** Uses could include the following: further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies; airside airport related retail and catering facilities. public and staff car parking; public transport facilities and enhanced services in accordance with airport travel plan; other facilities for general aviation; cargo facilities, including bonded warehousing and associated infrastructure; aviation maintenance facilities; training centres for airlines and related services.

**Authority Monitoring Report (AMR):** A report submitted to the government by local planning authorities assessing progress with and the effectiveness of the Local Development Framework.

**Area of Outstanding Natural Beauty (AONB):** An area designated for its national landscape beauty value. The primary purpose is to conserve and enhance the natural beauty of the landscape. North Somerset contains part of the Mendip Hills AONB.

**Biodiversity Action Plan (BAP):** A strategy prepared for a local area with the objective of conserving and enhancing biological diversity.

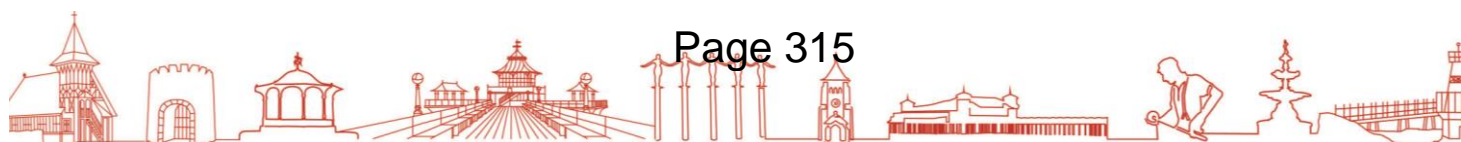
**Biodiversity Net Gain:** Delivery of measurable improvements for biodiversity by creating or enhancing habitats in association with development.

**Bioenergy:** Energy that is made from biomass or biofuel.

**Biomass:** Organic material of biological origin (plant or animal), used as fuel to produce electricity or heat. This will include wood, energy crops or animal waste from farms.

**Blue Infrastructure:** Streams, ponds, canals and other water bodies.

**Carbon offset:** Emission reductions or removals achieved by one building or asset can be used to compensate (offset) emissions from another building or asset



**Carbon Neutrality:** All carbon emissions are balanced with offsets based on carbon removals or avoided emissions.

~~**Carbon Sequestration:** The process by which carbon dioxide is removed from the atmosphere and incorporated as 'Biogenic Carbon' in 'Biomass', by plants/materials through photosynthesis and other processes associated with the carbon cycle.~~

**Climate change adaptation:** Putting measures in place to prepare for climate change.

**Combined heat and power (CHP):** An efficient way of generating electricity and heat simultaneously which can be used, for example, for district heating schemes.

**Community Facility Use:** 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 and allotments. Utilities and other telecommunications infrastructure are also included. This definition also includes land or buildings listed as 'community assets' in accordance with the Assets of Community Value.**

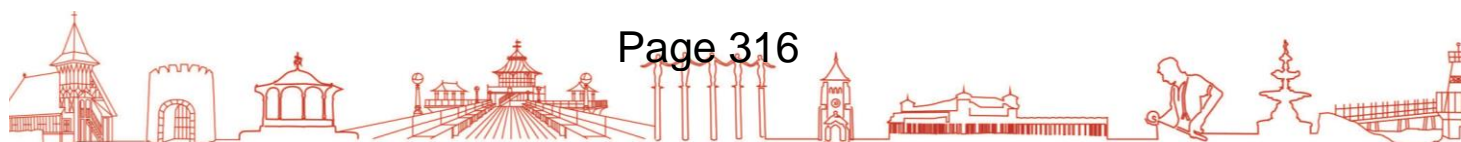
**Community Infrastructure Levy (CIL):** A charge which development will pay to help fund infrastructure needed to support development in the area.

**Comparison retail floorspace:** This term describes the retail of goods which include: clothing and footwear; furniture, furnishings and household equipment (excluding non-durable household goods); medical and pharmaceutical products, therapeutic appliances and equipment; and educational and recreation equipment and accessories. It specifically does not include the wholesale of goods.

**Conservation Area:** Designated areas of special architectural or historic interest, whose character and appearance it is desirable to preserve or enhance.

**Custom build:** Custom build homes are those where individuals work with a specialist developer to help deliver their own homes.

**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.

**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** . They include the Core Strategy and other documents such as the Sites and Policies Plan. **This Local Plan once adopted will supersede the Core Strategy and Sites and Policies plans and become the primary DPD for North Somerset.**

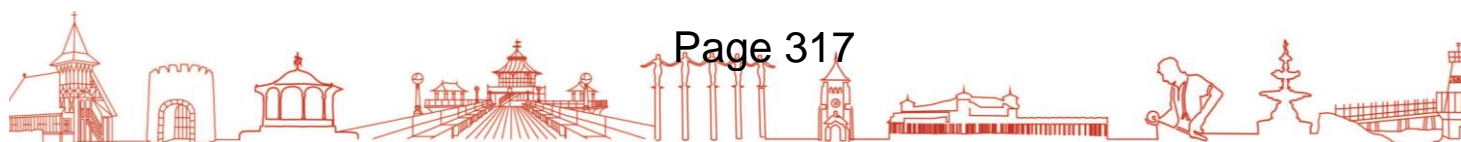
**Economic development:** Economic development includes development within the B Use Classes, public and community uses and main town centre uses. It also includes uses that provide employment opportunities, generate wealth or produce or generate an economic output or product.

**Embodied Carbon 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.

**Employment Land Survey:** An annual review of employment development, monitoring activity on sites which have been allocated for employment use and other proposals.

**Environmental Impact Assessment:** A procedure to be followed for certain types of projects to ensure the decisions are made in the full knowledge of any likely significant effects of the environment. North Somerset Sites and Policies Plan 168 AB.

**Exceptions 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.

**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.

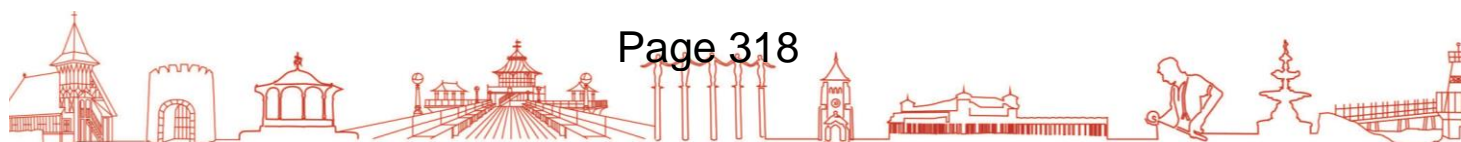
**Greenhouse Gases (GHG):** Both natural and man-made constituents of the atmosphere, that absorb and emit radiation at specific wavelengths within the spectrum of infrared radiation emitted by the Earth's surface, the atmosphere, and clouds. The most prevalent gases are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC's), perfluorocarbons (PFC's), and sulphur hexafluoride (SF<sub>6</sub>).

**Green infrastructure (GI):** Green infrastructure comprises the strategically planned and delivered network of high quality green spaces and other environmental features and includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

**Habitat Regulations Assessment (HRA):** Any plan or programme which could affect sites of international importance for wildlife will be subject to the Habitats Directive and will require an HRA. This involves assessing whether the plan is likely to have any significant effect on the site. If so, a full Appropriate Assessment will have to be undertaken to assess in detail the likely effects.

**Health Impact Assessment:** A tool used to identify the health impacts of a proposal and to develop recommendations to maximise the positive impacts and minimise the negative impacts, while maintaining a focus on addressing health inequalities.

**Heritage Asset:** Is defined in the NPPF as 'a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage



asset includes designated historic assets and also assets identified by the local planning authority (including local listing).

**Historic Park and Garden:** A park or garden of special historic interest, designated by Historic England.

**Infilling:** The infilling by one or two residential units of a small gap in an otherwise built-up residential frontage.

**Infrastructure Delivery Plan:** A document identifying future infrastructure and service requirements identified by the Council and other service providers needed to support the delivery of the ~~Core Strategy~~ **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.

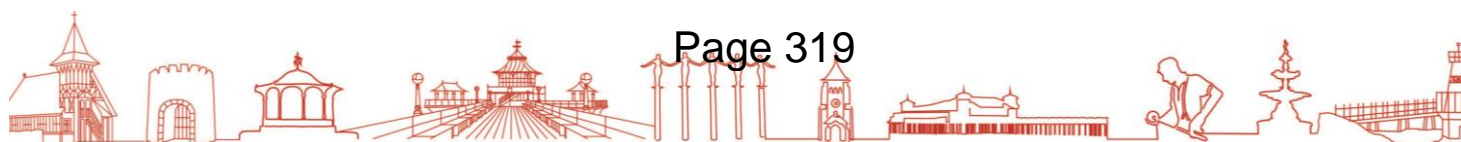
**Local Green Space:** Protected green areas of particular importance to local communities, holding a particular local significance regarding beauty, historic significance, recreational value, tranquillity or richness of wildlife.

**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.

**Major Development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015 .

**Minerals Safeguarding Area:** An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

**Mobility Hub:** Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all.

**National Nature Reserve:** Area designated with the aim of securing protection and appropriate management of the most important areas of wildlife habitat, and to provide a resource for scientific research. All National Nature Reserves are SSSIs. North Somerset Sites and Policies Plan 170 AB

**National Planning Policy Framework (NPPF):** Document setting out the government's planning policies for England and how they are expected to be applied.

**Nature 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 carbon:** All carbon dioxide emissions are reduced in line with the Paris Agreement 1.5°C trajectory, with residual emissions offset through carbon removals or avoided emissions.

**Net Zero Embodied Carbon building:** Where the sum total of greenhouse gas emissions and removals over the entire lifecycle are minimised, meets local carbon targets (such as kgCO<sub>2</sub>e/m<sup>2</sup>) and with additional 'offsets', equals zero.

**Net Zero 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/m<sup>2</sup>/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'.

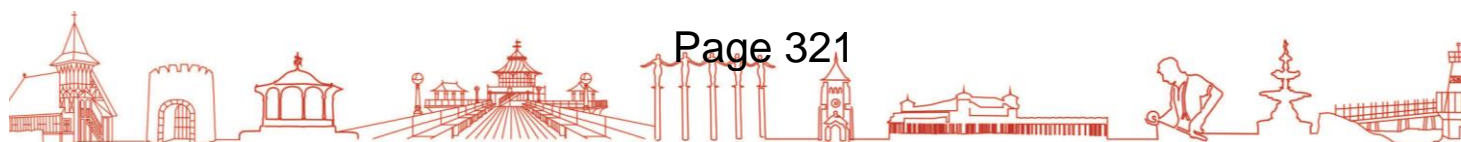
**Net Zero Whole Life Carbon building:** Where the sum total of all related greenhouse gas emissions, both operational and embodied, over the entire life cycle are minimised, meet local carbon, energy and water targets, and with residual 'offsets', equals zero.

**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.

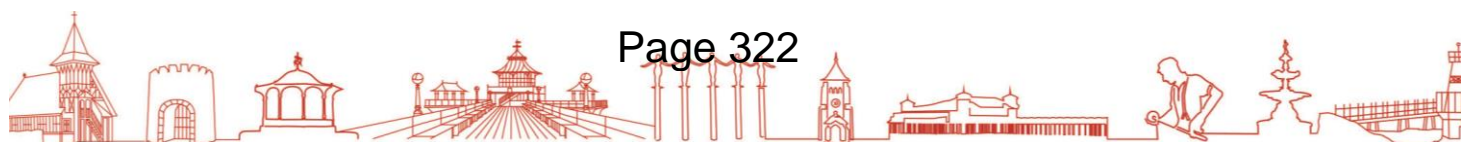
**Planning obligation:** A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**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.

**Private wire 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.



**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).

**Rural building:** All buildings outside of settlement boundaries other than permanent dwellings (including associated garages and outbuildings used for residential purposes within the curtilage of a dwelling) and buildings on existing or safeguarded employment sites, quarry or waste sites. Primarily this is likely to be agricultural buildings.

**Rural Exception Sites:** Sites within rural areas which wouldn't otherwise be released for housing to be developed to meet identified local affordable housing needs.

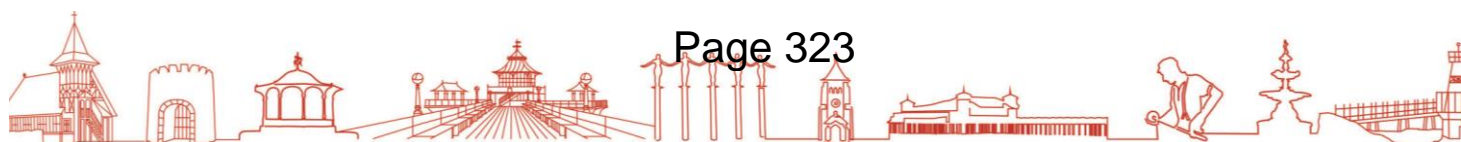
**Scheduled Monument:** Archaeological sites, monuments or buried remains of national importance, designated by the government.

**Section 106 Agreement:** Section 106 of the 1990 Town & Country Planning Act allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. They are used to support the delivery of services or infrastructure such as transport, recreation, education and affordable housing. Once adopted CIL will partially replace and supplement the S106 system, but S106 agreements will continue for site-specific mitigation of development.

**Self Build:** Self-build is when someone directly organises the design and construction of their own new home.

**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.

**Settlement Boundary:** The area of a settlement within which specific development policies apply. Settlement boundaries do not necessarily include all of the town or village, and are defined on the Policies Map.



**Site of Special Scientific Interest (SSSI):** A site identified under the Wildlife and Countryside and Rights of Way Act 2000 as an area of special interest by reason of its flora, fauna, geological or physiographical features.

**Social rented:** Affordable rented housing owned and managed by local authorities and Registered Providers.

**Special Area of Conservation (SAC):** A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.

**Special Protection Areas (SPA):** Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

**Strategic Environmental Assessment (SEA):** A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European SEA Directive requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.

**Strategic Gap:** Areas of land which are protected from development between particular settlements which play an important role in helping to retain their separate identity and character.

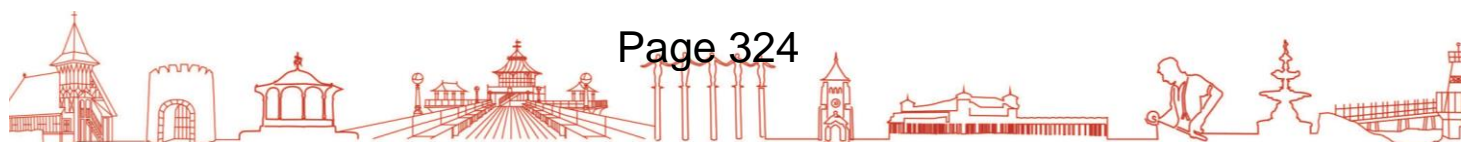
**Strategic Nature Areas (SNAs):** Landscape scale areas of land that have been selected by Biodiversity South West as being important areas for the conservation and expansion of particular habitat types. These areas form part of the South West Nature map.

**Strategic Site:** Large site allocation relating to policies LP1 and LP2 which 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.

**Town Centre Uses:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Transport Assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will be need to be taken to deal with the anticipated transport impacts of the development.

**Transport Hub:** Park and ride facilities

**Transport Statement:** A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

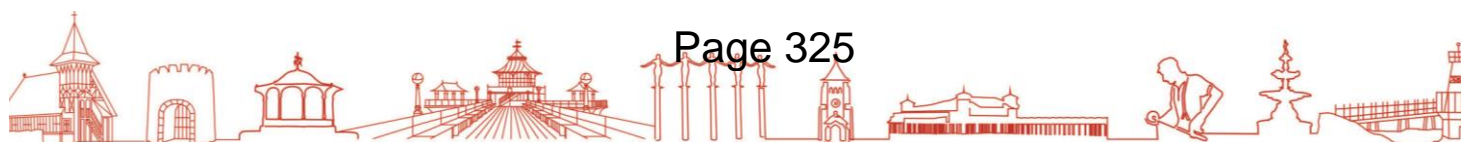
**Urban Heat Island:** Where a built up urban area experiences much warmer temperatures than nearby rural areas.

**Use Classes Order:** The Town & Country Planning (Use Classes Order) 1987 (as amended) specifies various classes of use for buildings or land. Within each class the use for another purpose of the same class does not require planning permission.

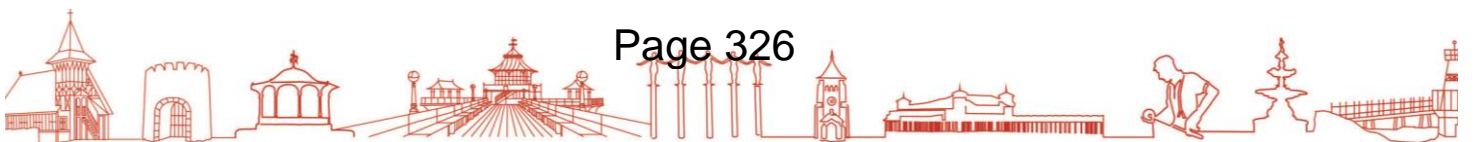
**West of England:** A geographic area comprising the North Somerset Council, Bristol City Council, South Gloucestershire Council, and Bath and North East Somerset Council administrative areas.

**Wheeling:** Where people require wheelchairs, mobility scooters and other wheel-based mobility aids to move around.

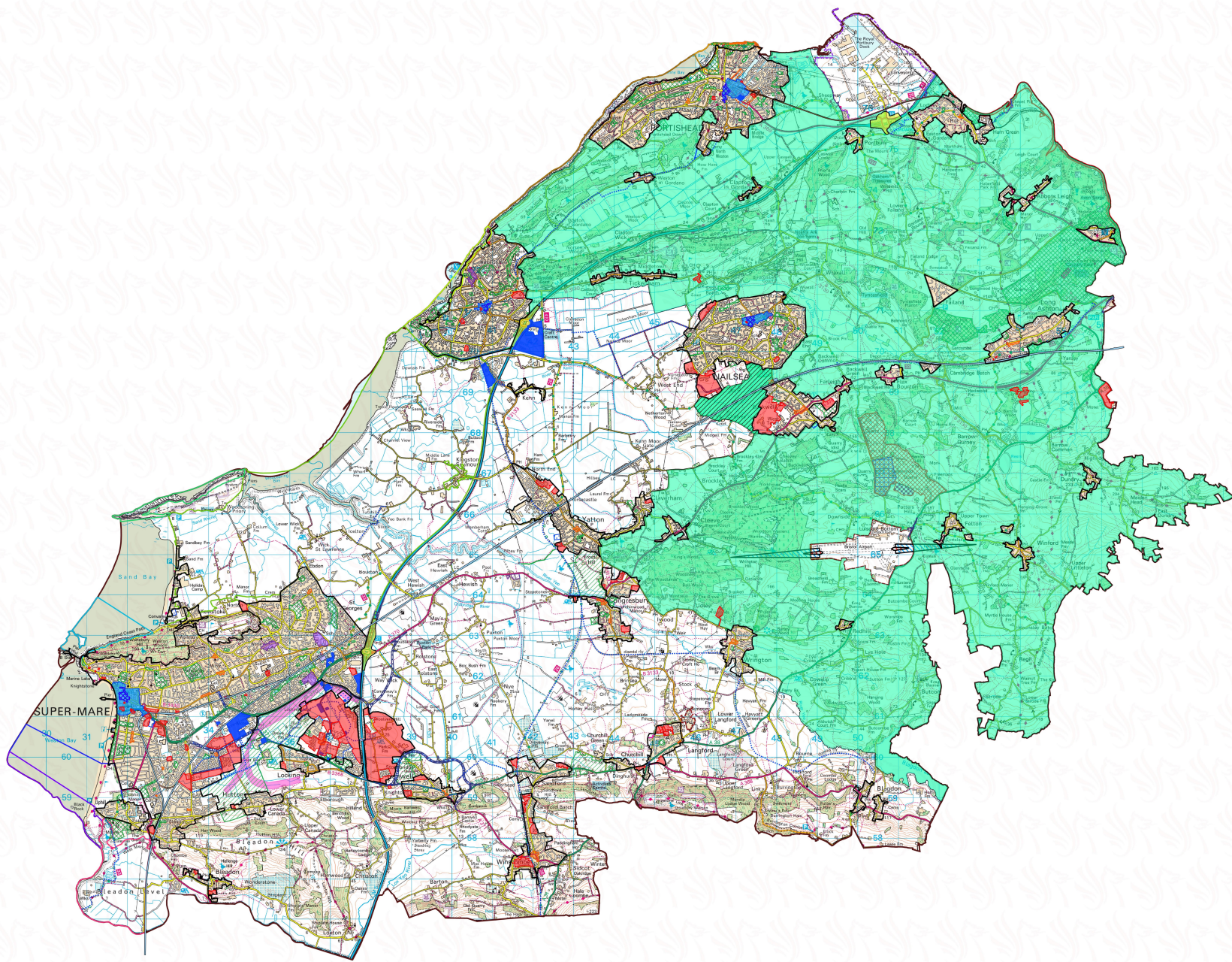
**Whole Life Carbon of a building:** The sum total of all building -related greenhouse gas emissions and removals, both operational and embodied over the entire lifecycle including its disposal.



DRAFT



- Settlement Boundaries
- Proposed Residential Sites
- Proposed Employment Sites
- Retail**
- Primary Shopping Area
- Weston Out of Town Retail Area
- Town Centre
- District Centre
- Local Centre
- Transport**
- Bristol To Taunton Existing Railway 10 Metre Buffer
- M5 Junction 19 Buffer
- M5 Junction 20 Buffer
- M5 Junction 21 Buffer
- Major Transport Scheme
- Proposed Portishead Railway Station and Car Park
- Proposed Railway Line
- Railway Station Car Park Expansion
- Transport Hub
- Active Travel Route
- Community**
- Primary Schools
- Proposed allotments
- Proposed secondary schools and higher education
- Other
- Other education provision
- Gypsy and Traveller Sites
- Green Belt**
- Proposed new Green Belt
- Green Belt
- Strategic Maps
- Local Open Space
- Air Safety**
- Air safety
- Individual Risk Contour
- Public Safety Zone
- Bristol Airport
- Royal Portbury Dock
- Wyndham Way Area
- Bristol University (Langford)
- Minerals**
- Minerals Safeguarding Area - Limestone
- Preferred Area for minerals working
- Area of Search for minerals working
- Coastal Change Management Areas**
- CCMA 1
- CCMA 2
- CCMA 3
- CCMA 4
- CCMA 5
- CCMA 6
- CCMA 7
- CCMA 8
- CCMA 9
- CCMA 10
- CCMA 11



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# **Report to the Executive Committee**

**Date of Meeting: 18 October 2023**

**Subject of Report: Bus Service Improvement Plan – Update**

**Town or Parish: All**

**Officer/Member Presenting: Councillor Hannah Young, Executive Member for Transport and Highways**

**Key Decision: YES**

**Reason:** The BSIP project will result in the Local Authority incurring expenditure or making savings of £500,000 or over and be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the Local Authority.

## **Recommendations**

This report asks the Executive Committee to approve the following recommendations:

1. Approve the communications and engagement approach for the BSIP capital programme, as outlined in section 4.
2. Approve the WEST Brand to replace the existing 'TravelWest' sub-regional transport branding, effective immediately.
3. Approve the delegation of decisions about adjustments to BSIP grant allocation against work packages to the Executive Member for Highways and Transport and s151 officer. This is due to the tight delivery timescales required within the BSIP and members should note that allocations will be guided by a set of recommendations resulting from the recent BSIP prioritisation study undertaken 12 months into the BSIP Revenue programme. All allocations will be within the existing grant envelope.

4. Approve that officers submit an Expression of Interest by 20 October for the Zero Emission Bus Regional Areas (ZEBRA) scheme and a bid for this funding by 15 December. Delegates future decisions relating to bidding and award to the Executive Member for Highways and Transport (with advice from Director of Place, and S151 officer) including to submit an EOI and bid for up to £10m financial value. Officers will subsequently seek approvals to increase the BSIP programme and any relevant council budgets by up to that amount if the bidding is successful.
5. Agrees to delegate to the Executive Member for Highways and Transport (with advice from Director of Place and Monitoring Officer) any updates to the BSIP MOU between WECA and NSC (which was agreed at Executive on 18<sup>th</sup> February 2023) to set out roles and responsibilities to reflect the management of the Enhanced Partnership for the West of England area.

## 1. Summary of Report

- 1.1. North Somerset Council's Bus Service Improvement Plan (BSIP) is a forward thinking and innovative public transport investment programme which is being delivered in partnership with the West of England Combined Authority and bus service operators through an 'Enhanced Partnership' model. North Somerset have a **capital allocation of £48m** that is being invested in infrastructure to improve the efficiency of bus services. The West of England Combined Authority (WECA) and North Somerset Council have a **joint revenue allocation of £57m** which is invested in service initiatives that improve bus services and the passenger experience across the region.
- 1.2. Delivery of the BSIP grant-funded work has progressed at pace over the past 12 months, and has included revenue investment in fares packages, demand responsive transport (DRT) in the WESTlink service, enhancements to existing bus services, and completion of the first 2 capital funded schemes in North Somerset. Details of the remaining 16 schemes are included in Section 4.

### Capital Infrastructure Consultation Plans (recommendation 1)

- 1.3. The aims of the £48m grant award for transport and highway infrastructure is to increase reliability of journey-times for buses along key routes (decreasing average journey-times overall) and therefore to allow bus operators to reduce costs and increase frequency of bus services. These changes, accompanied by improved bus interchanges and stops, are needed in order to grow passenger confidence and patronage levels and make services commercially sustainable to run by the end of the project funding period. This is vital to ensure services are able to continue running, serving and connecting our communities.
- 1.4. This will be delivered through the following proposed measures, agreed as the basis for the grant funding award:

- Bus traffic signal priority and enforcement along all the key bus routes or at delay hotspots including 17 further key bus priority schemes. The first seven of these schemes are being delivered in 2023/24 financial year and the remaining schemes are being consulted upon during the same period.
  - Investment in around 150 new modern bus shelters and stop improvements plus delivery of three new interchanges in our key towns, an improved interchange in Worle, and several smaller hubs elsewhere.
  - A series of other improvements aimed at helping people to access public transport.
- 1.5. The measures to deliver the BSIP have been brought previously to Full Council and Executive Committee and delivery is embedded in the BSIP grant acceptance signed by North Somerset Council. The schemes (listed in section 4) will result in changes to the highway network and local infrastructure. It is important that local stakeholders and communities understand the proposed changes and are able to influence their development at appropriate times. This report seeks the approval of the strategic communications and engagement approach as set out in the Details section of the report from paragraph 4.43 to ensure that public engagement is a priority.

#### West of England Transport Brand (recommendation 2)

- 1.6. As set out in the BSIP strategy and grant application, officers have been taking forward work on an updated brand identity for multi-modal transport across the West of England area. A 'Transport Brand Update' document sets out the proposed approach to a joint transport brand across the West of England and North Somerset area, which is currently using the 10-year-old 'TravelWest' branding.
- 1.7. This workstream is focussed on simplifying the passenger experience, make it easier to navigate the network and increase usage of public transport, micro-mobility and active modes.
- 1.8. The document sets out the vision for a single transport brand under the new name 'WEST', the benefits of a coordinated brand, the branding works to date, examples of how 'WEST' will be used in practice, the scope of new branding application, budget and next steps. Executive are asked to review this appended document and approve the new 'WEST' brand on behalf of North Somerset Council.

#### BSIP Prioritisation Study (recommendation 3)

- 1.9. BSIP revenue delivery has been underway for 12 months and at this milestone a Prioritisation Study has been undertaken, in partnership with consultants KPMG. The KPMG report was triggered by the amended guidance given by DfT to BSIP authorities around spending on supported bus services earlier this year. This committee report sets out the findings of

the KPMG study and recommendations in the Details section of the report from paragraph 4.9 and in Appendix 2.

- 1.10. The KPMG study includes an assessment of the relative value for money of the five key revenue-funded initiatives already implemented. Given the urgency of the review activity now triggered, timescales for tendering of services and BSIP grant timescales (to March 2025) this report asks committee to delegate decisions related to the existing BSIP grant allocation where adjustments in the value of work packages is between £3.9m-7.15m to the Executive Member for Highways and Transport and S151 Officer where these would otherwise be made by Executive Committee.

Delegations were previously approved for BSIP decisions that relate to Annex 4 and the Enhanced Partnership. The DfT PAR (Project Adjustment Request) processes, which are founded on VfM assessment, will also need to be completed. If required officers would be able to report changes retrospectively to Executive Committee via regular finance reporting or in BSIP update reports.

#### ZEBRA funding (recommendation 4).

- 1.11. ZEBRA is the Zero Emission Bus Regional Areas (ZEBRA) scheme. A funding round was launched on Friday 8 September 2023. Sections 4.32-4.38 of the report sets out the requirements of the bidding process, the timescales and our approach.
- 1.12. The funding available through ZEBRA bidding is integral to the BSIP and needs to be delivered as a core part of the BSIP programme. Objective 4 of the adopted BSIP commits to delivery of high vehicle standards and “progress to zero emission buses through bids for Government funding when available”.
- 1.13. Actions to deliver a zero-emission bus fleet formed part of the Council’s original bid submission for BSIP grant, however this section of the bid was not awarded by DfT, with the requirement that authorities instead apply for funding separately under the ZEBRA grant system.
- 1.14. It is likely to be delivered through operators in partnership with the council but is currently unclear exactly who will hold the funding.
- 1.15. Given the urgency and importance of this bidding opportunity and the scale of the work, officers will secure expert advice to support the formulation of the bidding documents and evidence to maximise opportunities and consider appropriate business plans, with funding for this support to be applied from BSIP allocations.
- 1.16. This report seeks approval for officers to submit an Expression of Interest by 20 October for the Zero Emission Bus Regional Areas (ZEBRA) scheme and a bid for this funding by 15 December for up to £10m financial value. The report also recommends delegation of bidding to the Executive Member for Highways and Transport and relevant officers.
- 1.17. Further approvals will be required and sought if successful, including to increase the capital programme.

Enhanced Partnership (EP) Management (recommendation 5).

- 1.18. The governance and management arrangements for BSIP are under regular review in order to maximise efficiency and best value.
- 1.19. The MOU between WECA and NSC will require updating in line with BSIP governance. The original MOU was approved by Executive Committee on 18 February 2023. This report seeks approval for decisions about further amendments to be delegated to the Executive Member for Highways and Transport and relevant officers.
- 1.20. As part of the permanent arrangements for the EP management it is proposed that EP Management roles for the West of England area (covering both WECA and NSC transport authorities' areas) be created alongside supporting administration and monitoring/evaluation capacity. This will enable our statutory duties under the EP to be delivered.
- 1.21. North Somerset Council proposes to vest the statutory responsibility of EP Manager in the existing permanent revenue funded role of Public Transport Team Manager. This existing post is evaluated as grade 12 and the duties of the EP Manager are believed to be consistent with the job evaluation of this role at this level. As this role is part of the current establishment, there are no future financial impacts for NSC.
- 1.22. The EP business as usual structure and resourcing is required from February 2024 when the BSIP project provisions transition to business-as-usual resourcing. As the EP is permanent but the BSIP grant is not, it is advised that additional resources for administration and monitoring will be required after the BSIP grant funding ceases. Any costs and liabilities related to this will be managed as part of the BSIP exit strategy and will represent future growth bids to the Council to be considered via the council's normal financial planning processes. Any unavoidable funding growth will need to be met from matching savings proposals or increased budgets. A BSIP exit strategy will consider the following:
  - Income and regulations around appropriate use and investment of income
  - Staffing requirements to meet the new permanent statutory responsibilities of the Enhanced Partnership including network management, information strategy, passenger experience, monitoring and reporting, Infrastructure investment and maintenance e.g. for shelters/stops.
  - Future bidding
  - Bus services investment strategy (considering VfM, social value assessments and trajectory to commerciality)
  - Resourcing of the initiatives we are signed up to in national and local policy and the EP
  - Other Government funding such as Bus Service Operators Grant (BSOG) and COVID-19 bus service support grant (CBSSG)
  - Use of S106 or CIL
  - Our strategic future relationship with the Combined Authority

## 2. Background

- 2.1. The Bus Service Improvement Plan in North Somerset is undertaking to make public transport a genuinely reliable, cost-effective, convenient, viable alternative. The programme prioritises infrastructure improvements and service investment over 2.5 years. It includes new bus shelters, bus interchanges for Clevedon, Nailsea and Portishead, an improved passenger experience, more environmentally friendly vehicles, improved fares and ticketing, a coordinated branding and information approach across the West of England and North Somerset area, shorter journey times, more reliable services and measures to help people access public transport at the beginning and end of their journeys.
- 2.2. The BSIP funding grant was confirmed by letter from the Department for Transport (DfT) on 24 November 2022 and for this financial year on 29 August 2023. This confirmed the allocation in full of a) capital funding award of £47,983,000 allocated to North Somerset Council, and b) revenue funding award of £57,505,498 allocated jointly to the West of England Combined Authority (WECA) and North Somerset Council (NSC). The jointly signed Memorandum of Understanding for public transport between WECA and NSC sets out our approach to joint working and governance of the resources and programme. We have supplemented this with a Communications Protocol.

### **BSIP – The case for change**

#### **District-wide ‘save minutes to save buses’**

- 2.3. We need to make our bus services more reliable and reduce the amount of time it takes to operate them. The fundamental aim is that at the end of the short term BSIP grant funding the commercial services are self-sustaining without ongoing subsidies from the Council and that we can retain the bus service frequencies and routes that our communities want and need.
- 2.4. A significant change in the cost of operating buses occurs if we can reach a point where a bus and driver can be removed from the operational cycle whilst retaining the same frequency of bus services.
- 2.5. To do this we need to build the BSIP bus priority infrastructure schemes. Small time savings in each location add up to very significant impacts on the long-term bus service operating costs along whole corridors (which is how buses are planned).
- 2.6. Reliability of bus services is the most important thing for our communities. Our BSIP target is 95% by 2027, whilst performance is currently at 80% - bus priority schemes will support us to do better. Incremental changes to our network are an important way for us to deliver this improvement.
- 2.7. The other side of the coin is that we need to build patronage – to get more people riding buses more often. This income is the other part of the equation that makes the buses commercially sustainable without scarce revenue top-up funding being needed from the Council.

- 2.8. The council are contracting service enhancements totalling £5.2m from the BSIP revenue funding:

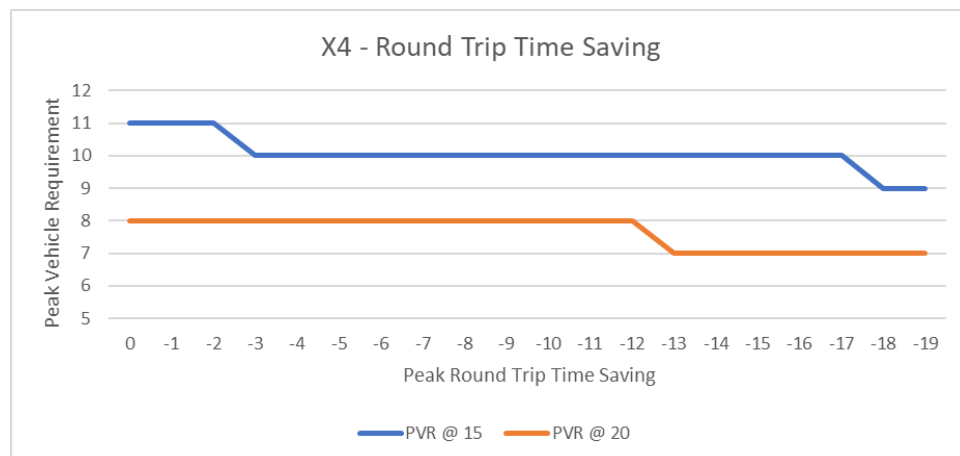
<b>Service</b>	<b>Year 1</b>	<b>Year 2</b>	<b>BSIP Total</b>
X1	854.7	791.4	1,646.10
X4	607.2	423.4	1,030.60
X5	434	382.9	817
X6/X7	377.8	234.9	612.7
X8	265.2	189.6	454.8
Weston Town	435.8	227.2	663
All	2,974.70	2,249.40	5,224.20

- 2.9. Without making these changes to our highways and our behaviours, we stand to lose the improved services we have now as we are unable to fund services at this level after the BSIP grant ends.
- 2.10. The other issue is that if we don't create sustainable commercial services that can stand on their own two feet, then the Council will have to make hard choices about whether it spends its money on supporting the main corridor commercially operated services (to increase their hours of operation or frequencies), or if it puts its money into the non-commercial 'supported services' which are run for social reasons to connect communities in places that are not commercially viable (including DRT).
- 2.11. At the moment, BSIP is funding socially necessary 'supported services' in NSC totalling £170k (these differ from the commercially operated service enhancements above). Failing to deliver the infrastructure improvements and associated efficiencies risks loss of both commercial uplifts and supported services. With the improved commercial and supported services across the district we have seen strong patronage growth. Network-wide since April 2023 we have seen 19% growth, but in the inter-urban corridors we have seen a 24% increase. Patronage is being boosted by the package of more frequent and reliable services and lower fares. This proves that people need and want to use local bus services in our district. To lock this in we need to complete the journey time and reliability improvements.
- 2.12. As well as patronage growth and bus priority schemes there are other factors that can affect journey times. These include boarding and unloading times, parking, how easy it is for buses to get into/out of bus stops, the capacity of buses and how this relates to demand at different times of the day. The BSIP programme includes action on all of these issues but none of them make the level of difference that patronage growth and journey time savings can achieve on a corridor.
- 2.13. Keeping traffic moving is vital as more bus passengers means fewer cars on the road, which is vital for those that have no other choice for their journey. In the new Local Plan, the council is not planning to deliver lots of major new highway improvements like those seen in the past. The emphasis is on infrastructure that aligns with our commitment to reduce carbon and this means car use reducing by 40%. If we fail to achieve mode shift onto bus and other options, the effect will be increasing traffic on a network with fewer options and limited space. The choices we make

- around investing in bus services beyond BSIP will directly affect traffic and congestion on the network in the longer term.
- 2.14. We are currently enhancing and supporting bus services totalling £5.2m over 2 years and we need to take advantage of this once-in-a lifetime opportunity to create a sustainable bus network by April 2025. The Council cannot find this money going forward, so we stand to lose bus services if we don't deliver the infrastructure improvements that create faster more reliable bus services.
- 2.15. The paragraphs below discuss the key services on the three main corridors that BSIP infrastructure changes are focussed on.

### Portishead to Bristol corridor.

- 2.16. The X4 service operates between Portishead and Bristol every 20 minutes.
- 2.17. X4 with a 20 min frequency: At this 20 min frequency, information from the operator shows that a 13 min round trip time saving through bus priority (i.e. average 6.5 minutes in each direction) would allow the same frequency to be delivered with one less vehicle (reducing from 8 to 7 vehicles). There are incremental savings in running costs for each minute saved but when removing a vehicle there is very significant change in cost of providing the service.



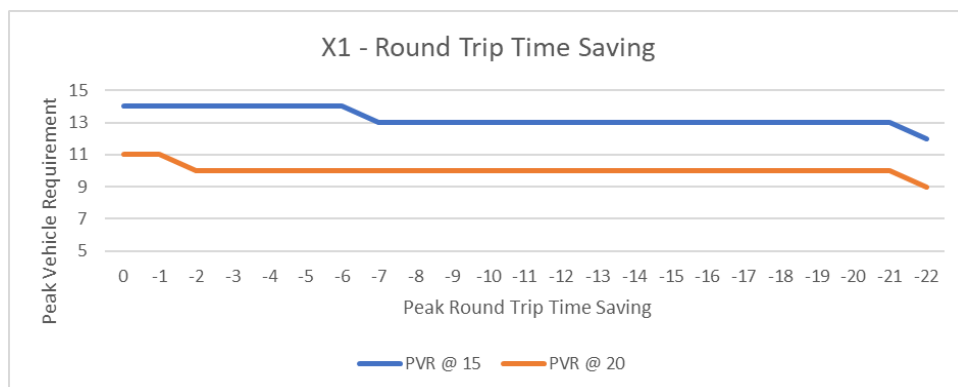
- 2.18. The 20 min frequency is only possible through BSIP revenue funding support of £887k and this means in April 2025 an increase in revenue costs and a reduction in operating costs needs to be delivered for the service to continue at the same frequency otherwise it is likely the service will revert back to the previous 30 minute frequency.
- 2.19. Alternatively, to retain a 20 minute frequency the Council would have to continue providing funding for the service in the range of £80-380k, which it does not have.
- 2.20. Our updated estimates across this corridor is an 8 minute time saving, but only if we deliver all schemes along the route. The schemes around J19 and on Rownham Hill/ Abbots Leigh Road are the most important to create this time saving.
- 2.21. Bristol's schemes through Cumberland Basin and along Hotwell Road are expected to deliver a further 5 mins of time saving. Adding the Bristol and



- North Somerset route time savings together results in a 13 min saving and means it should be possible to save a vehicle.
- 2.22. Very small reductions in the anticipated benefits along the corridor would compromise the ability to save a vehicle reducing significantly the level of operational cost saving at the end of the BSIP grant and therefore the future level of service for our communities or an unsustainable cost to the Council.
- 2.23. X4 with a 15 min frequency: Patronage growth has been strong, vehicles are often full at peak times indicating that there is a need to add further capacity to meet demands. Due to this patronage growth, a further improvement in frequency to 15 minute is being considered for April 2024. We want to ensure that our communities that have started using the bus can continue to do so after BSIP.
- 2.24. The analysis shows that we only need to deliver an additional 3 minute time round trip saving (i.e. average 1.5 minutes in each direction) for this to be delivered with 2 additional buses rather than 3 additional buses.
- 2.25. Beyond this an 18 min journey time saving would be required to save a further bus, which even with the expected savings in Bristol looks unlikely with the current proposals. It could be that other proposals could be bought forward which might achieve the additional saving required.
- 2.26. However, the aim is that the patronage growth and some operational cost savings is sufficient secure the service moving forward. If we increase the frequency to every 25 minutes then the cost to retain this would be £140k after the BSIP grant ends.

### WSM to Bristol (A370).

- 2.27. A similar picture exists for the X1 service between WsM and Bristol. This is currently operating at a 15 min frequency; however this is only possible due to BSIP financial support totalling around c. £725k per year. To secure the service commercially it will need a mixture of patronage growth and cost reduction.



- 2.28. A small journey time improvement can provide modest benefits, however if 7 minutes can be saved from the round-trip journey time – this enables us to keep a 15 min frequency with one less bus.
- 2.29. If 22 minutes could be saved from the round trip journey time a second bus would be saved.

- 2.30. Currently the schemes proposed in North Somerset are expected to deliver a 15-minute saving with the Bristol sections delivering a further 5 mins (the same schemes benefiting the X4 in Bristol also benefit the X1). This delivers a 20-minute journey time saving in total, or just short of the saving required to remove two vehicles.
- 2.31. Patronage growth of 31.6% year-on-year has already been delivered in 2023 through this more attractive service and frequency, with buses often full. If both the patronage growth and cost saving are not delivered then the cost to the Council to maintain the 15 min frequency is £740k when the BSIP grant ends in 2025.
- 2.32. The alternative would be to drop the frequency to 20 mins then that would be made possible using fewer vehicles than was historically the case - only a 2 min saving is required on the round trip journey time to save a vehicle. A 22 min journey time saving is required to save a second vehicle (the same as the 15 min frequency).

### **A38 corridor.**

- 2.33. The highway improvements that BSIP will deliver on the A38 at Barrow Gurney and Lime Kiln roundabout, as well as the traffic signal upgrades in various locations will deliver an operational cost reduction that should allow us to retain the current 12 min frequency. This only requires a 1 min journey time reduction.
- 2.34. Our plans include a higher frequency of 7.5 mins, and to deliver this a 4 min journey time reduction is required. This requires delivery of all the proposed schemes on the corridor, which deliver a 5 min saving over the whole corridor.

### **Transformational Funding**

- 2.35. This funding package offers a transformational level of funding, eclipsing anything previously seen in public transport in the history of North Somerset Council. The investment enables the council to address the decline of the public transport market resulting from the COVID pandemic and represents a genuine opportunity to deliver on 2030 net zero carbon reduction targets, by improving the effectiveness of public transport to a level that creates a viable alternative to the use of private vehicles. This report examines the delivery and effectiveness to date of BSIP initiatives delivered over the past 12 months and makes recommendations as to how we move forward in delivery over the coming 18 months.
- 2.36. The grant will enable the council to rapidly transform the efficiency and effectiveness of bus services across the North Somerset area, by delivering on a range of integrated work in the following areas:
- Network and services
  - Fares and ticketing
  - Passenger experience
  - Enhanced partnership and integration
  - Infrastructure

2.37. Our Bus Service Improvement Plan document, which is our local delivery plan, sets out our ambitious targets. This has recently been updated to reflect the grant and Enhanced Partnership. This includes targets to:

- reduce bus journey times by 10%
- ensure 95% of services run on time
- return to pre-pandemic patronage by 2025 and continuing to grow beyond that,
- increase passenger satisfaction
- aim for all buses to be zero emission by 2030.

2.38. The BSIP delivery plans work together to deliver our aims:

- Make the bus convenient - taking our residents where they want to go at the times, they need to travel by extending the current network, enhancing frequencies, and optimising services.
- Make our public transport network co-ordinated – by providing a recognisable and consistent brand across the area, easy access to information, integrated ticketing across operators and enabling simple connections across modes and services.
- Deliver a positive customer experience – by bringing our bus stops up to a high quality and consistent standard, delivering new accessible and environmentally friendly buses, offering a value for money and affordable service for all, including some targeted fares reductions; also ensuring that people are provided with the right information as and when they need it, all so that buses are an easy-to-use and a natural choice.

2.39. The BSIP objectives are set out in the table below:

1	High mode share for buses of overall travel market	Good access to bus services and a positive contribution to decarbonisation plans and air quality improvements, and sustainable housing and employment growth
2	High quality bus service	Cohesive, comprehensive, and simple route network including co-ordinated radial and orbital services in urban areas with easy interchange between them
3	High quality waiting environment	Bus stops, bus stations and interchanges to be accessible, safe, and inclusive by design with good facilities
4	High vehicle standards	Progression to zero emissions through bids for Government funding when available, and Euro VI emission standard in the meantime
5	High level of passenger satisfaction	Bus Passenger Charter to set out what standards passengers can expect, including punctuality, vehicle cleanliness, accessibility, proportion of services operated
6	High quality information	Consistent, distinctive and readily-identifiable branding for the whole public transport network on all media
7	Low fares, simple ticketing, and easy means of payment	Low flat fares, daily and weekly capping, delivered via contactless payment, EMV and m-ticketing and support provided to multi-operator ticketing

2.40. The Enhanced Partnership (EP) is a delivery mechanism for the BSIP. The EP Plan and Scheme were legally 'made' in February 2023 following a process set out in law which includes statutory consultations. The EP is in two parts; the Plan (EPP) sets out the objectives and a clear vision of the improvements that we aim to deliver, reflecting the BSIP, and the EP Scheme (EPS) is a delivery plan and contains a legally binding set of commitments by the local transport and highways authorities as well as the

bus operators to ensure we jointly achieve the EP Plan objectives. The EP Governance has been established since making the EP and the processes of updating both EPP and EPS have been followed. Further detail on the EP is set out in paragraphs 4.59-4.74 of this report.

2.41. The overarching timescales for the BSIP award are as follows:

<b>Date</b>	<b>Activity</b>
Q1 2023	Enhanced Partnership adoption and legal making. BSIP grant draw down. Capital and Revenue scheme commencement.
31 March 2025	All BSIP DFT revenue funded schemes delivered.
30 September 2025	All BSIP DFT capital funded schemes delivered.

2.42. Delivery of the BSIP grant has progressed at pace over the past 12 months. Delivery includes:

- Fares package 1 from September 2022 which capped single fares across the district
- Launch of the WESTlink demand responsive transport service from April 2023 – the largest scheme of its type nationally, which offers flexible routed minibuses that provide links to strategic corridor services and local trips where no other buses operate.
- Bus service changes have been made in both April and September 2023, which address significant gaps in the service network (albeit not being universally positive for all communities) the latest changes involving a significant re-design of the Weston-super-Mare network.
- Fares Package 2 was implemented from August 2023, and included the current Birthday Fares offer (providing a month of free travel during applicants' birthday month) as well as a Care Leavers package which will operate from October 2023.
- Delivery of the first BSIP capital schemes nationally including at Long Ashton Bypass.

### 3. Policy

3.1. The national Government's *Bus Back Better – a National Bus Strategy for England* is consistent with the following NSC and West of England policies & plans:

- The West of England Bus Service Improvement Plan
- The North Somerset Council (NSC) Corporate Plan 2020-24
- The West of England Bus Strategy (2020);
- The West of England Joint Local Transport Plan 4 (JLTP4) (2020);
- The emerging NSC Local Plan 2038.

3.2. In particular, the proposals in this report directly support the council's corporate priorities, with particular emphasis on transport decarbonisation and contribute to the council's aim to deliver net zero emissions.

- 3.3. The Executive is advised that policy updates will be brought forward over the coming year in relation to the following related policy documents:
- The West of England Bus Service Improvement Plan. Annual updates of the BSIP are required from local transport authorities as part of *Bus Back Better*. The next annual update will be completed in December 2023, and the approvals have been delegated to the Executive Member for Highways and Transport by Executive Committee in February 2023.
  - The West of England Bus Strategy (2020) will be refreshed following completion of the AssessWest study (which is being funded by BSIP grant);
  - The West of England Joint Local Transport Plan 4 (JLTP4) is required to be updated in draft form by Summer 2024 in line with the new Local Transport Plan and Quantified Carbon Reduction guidance, which is still awaited from Department for Transport.

## 4. Details

- 4.1. This section of the report provides detail relating to each of the decisions requested from Executive Committee.
- 4.2. The Executive is advised that a separate BSIP report is being brought to the same meeting. That report covers the award of a Design and Build contract to enable the delivery of the next tranche of capital bus priority improvements. This is under separate title in accordance with our council processes for procurement documents.

### Brand update (Recommendation 2)

- 4.3. The supporting 'Transport Brand Update' document sets out the proposed approach to a joint transport brand across the West of England and North Somerset area in order to simplify the passenger experience, make it easier to navigate the network and increase usage of public transport.
- 4.4. The document sets out the vision for a single transport brand under the new name 'WEST', the benefits of a coordinated brand, the branding works to date, examples of how 'WEST' will be used in practice, the scope of new branding application, budget and next steps.
- 4.5. Executive are asked to review this document and approve the new 'WEST' brand on behalf of North Somerset Council.
- 4.6. The brand implementation will be agreed and signed off by CA and NSC Directors (through a Director's Decision Notice) in line with existing BSIP programme delegations.
- 4.7. Costs for implementation in relation to the BSIP are included in the funding allocations previously approved. New work to align branding across all modes will be incorporated by officers in future bids as appropriate. Accordingly rebranding and brand alignment will only be possible in relation

to the BSIP elements, and the vision will not be fully met unless future bids for other funding are successful

#### 4.8. See Appendix 1: Transport Brand Update

### **BSIP Prioritisation Study (Recommendation 3)**

- 4.9. Following the first year of the BSIP grant funding, officers have commissioned a Value for Money review and assessment to ensure we are able to understand the impacts of the delivery to date and make appropriate recommendations on prioritisation of the grant moving forward.
- 4.10. In May 2023, the DfT issued updated guidance relating to the allocation of BSIP funding which provided local authorities additional flexibility to use existing BSIP funding to support existing services, which was previously only allowed if a trajectory to commerciality by the end of the programme was shown. In considering whether to redirect BSIP funding, the DfT have stated that LTAs need to consider:
- Whether the routes under consideration for support would provide better value for money compared to previous plans
  - Whether the routes under consideration for support are likely to become sustainable in the longer term
- 4.11. The DfT have not imposed a limit on the amount of BSIP funding which could be redirected to support existing supported services, but a Project Adjustments Request (PAR) is required to be submitted to DfT. This will be automatically approved by DfT if the request is for less than 10% of the total BSIP funding. Where the request is greater than 10%, the DfT will consider the request in greater detail.
- 4.12. Below we set out the main report outcomes, which officers will use to prepare a set of recommendations and initiatives that reflect on this learning (and that follow the Governments updated guidance on BSIP spending). Once approved by the Executive Member for Highways and Transport, we will then need to take an updated programme to the DfT for their approvals. All DfT Change Request approvals are founded on VfM assessment which principally considers a fixed formula Benefits Cost Ratio Assessment.
- 4.13. This report includes a review of BSIP funding and distribution in this context and has delivered an assessment of the following:
- BSIP Performance to date – an understanding of how initiatives are performing since their introduction, noting many of the initiatives are still in their infancy and therefore it is likely that insights will be limited as this point in time
  - BSIP Financial Review – analysis of the BSIP funding profile to understand what funding could be available to redistribute to BSIP initiatives
  - Prioritisation framework – development of a prioritisation framework to assess BSIP initiatives including a quantitative assessment based on

DfT value for money methodology, and a supporting qualitative assessment to provide a recommended prioritisation of initiatives when redistributing funding identified

- Review of the previously developed Supported Bus Services Evaluation Framework

- 4.14. Further to this assessment, recommendations for initiatives will be developed by officers, and in North Somerset this report seeks approval that those decisions be delegated to the Executive Member for Highways and Transport and S151 Officer given the short timescale remaining for the grant delivery. It is likely that grant funding in both the CA and NSC areas may be recommended to be redistributed to other BSIP initiatives in the range of £3.9m to £7.15m. This range relates to the performance of initiatives, which changes their cost, the potential to reallocate some funds. The budget and spend for BSIP are kept under continual review so this is a snapshot at the present time.
- 4.15. The summary below assesses the performance to date of the key initiatives rolled out. It is recognised that there is limited data to assess the initiatives on given their recent roll-out dates, however the early performance will provide an indication of the potential growth in bus usage they can drive.
- 4.16. The BSIP programme is delivering a wide range of initiatives that fall under 4 key headings:
- Network & Services – which covers the provision of enhancements to existing services to increase frequencies to improve the level of services for the customer, two new supported bus services, grant funding opportunities for local bus operators through WESTlocal, a review of the region's bus network and the region wide demand responsive transport system, WESTlink
  - Fares & Ticketing – covers three main fares packages to encourage increased patronage
  - Passenger Experience – improvements to information at bus stops, on bus and via apps, including a new region wide brand and the roll out across the network
  - Enhanced Partnership – create a partnership arrangement across buses between all stakeholders, including residents of the region, operators and public bodies.
- 4.17. The initiatives that have been rolled out, the roll out dates and summary of the performance to date is set out below. Five key initiatives have been delivered in BSIP to date, for which we hold some data to assess performance. Each of these key initiatives are considered below:
1. Fares Package 1 – launched on 25<sup>th</sup> September 2022 and largely built around the flat fares of £2 single for adults and £1 for children
  2. WESTlink – Demand Responsive Transport (DRT) services launched on 3<sup>rd</sup> April 2023
  3. Enhanced frequencies of existing bus services – launched on 3<sup>rd</sup> April 2023

4. Two supported bus services, 522 and 525 – launched on 3<sup>rd</sup> April 2023 (both in the wider WECA area)
  5. Fares Package 2 – birthday bus offer launched on 3<sup>rd</sup> July 2023
- 4.18. Fares Package 1 has shown good growth of patronage from launch with a peak in late May 2023 that was 53% higher than the baseline. Correspondingly, the subsidy paid to the operators is some 10% lower than when the scheme was introduced whilst relative to the baseline, tickets sold were 53% higher. The subsidy per passenger is therefore falling at a faster rate than expected.
  - 4.19. WESTlink has struggled with the national driver recruitment issue with the number of vehicles on the road being an average of 70% of the 30 that were contracted. This figure has improved since late Summer and is now closer to the capacity. Patronage levels have grown significantly since launch, ranging from 179% in the southern zone, to over 300% in the northern zone, with the opportunity for further growth as the driver situation improves. Growth rates have been more significant at of 340% and 303% for the Future Transport Zone and North areas respectively. With a larger population in the South zone there are differing vehicle numbers deployed (16 vehicles in the South zone, 8 vehicles in the North Zone and 6 vehicles in the FTZ). Patronage levels as a proportion of vehicles in operation shows that when journeys are proportionate to vehicle numbers, the North and South are performing at relatively similar levels in recent weeks. The service is still in its infancy and with increased vehicle numbers due to be added and continued marketing, there is opportunity for growth.
  - 4.20. Enhanced frequencies have been delivered on 5 key corridors across the region, with an, on average, 33% increase in frequencies. Patronage growth on these services have been positive with performance in the range of the original high forecast scenario.
  - 4.21. Supported services have been delivered with BSIP funding in April 2023. Their performance differs significantly. The 522 follows the route of a former bus service, so is showing stronger patronage, 525 is a new service that shows far lower patronage levels. Even with these differences, they both currently remain reliant on supported funding. There is an acknowledgement that these services provide social value over and above the funding issue. Both services are under a 2-year contract, with the aim is to make them commercially viable by March 2025.
  - 4.22. Fares package 2 is the most recently launched initiative, so the data is correspondingly less available. For the first month the number of applications received averaged about 2,000 a week, with a steady increase in usage across the month from 6,411 journeys per week at commencement to 13,421 by the end of August. More data will emerge over the coming months.
  - 4.23. BSIP finances were approved by DfT in November 2022, with a baseline budget of £57.5m forecast against specific initiatives. Funding for year 1 of



the programme was not received until February 2023, so year 1 spend has been correspondingly low. Revenue funding is a joint award to the West of England Combined Authority and North Somerset Council and both Local Transport Authorities must agree spending plans.

4.24. Due to the variability of the initiatives within BSIP, forecasts are continually updated with live data. At the moment, this shows a forecast underspend of £1.25m. Work has also been undertaken to look at forecasts for all initiatives and this has identified that potential funding of between £3.9m and £7.15m could become available for re-allocation to other BSIP initiatives. This forecast is a range and not a definitive value.

4.25. The report has developed a 'Prioritisation Framework.' This is based on a range of criteria, including a quantitative assessment using government guidance to assess a Benefits Cost Ratio (BCR) to ensure value for money and a qualitative assessment against a range of criteria. The qualitative assessment criteria are:

- Does it fit within the wider vision of BSIP and the West of England network;
- How does the intervention impact key social groups;
- Is the intervention sustainable within the funding period;
- Is the intervention deliverable within the funding period.

● - Limited contribution/ potential ● - Some contribution/ potential ● - Strong contribution/ potential

The table below sets out the results of the prioritisation framework for BSIP funding. The following slide provides a discussion of the assessment.

Options	Step 1: Quantitative assessment	Step 2: Qualitative assessment				Prioritisation
		Criteria 1: Network Vision	Criteria 2: Socio-economic considerations	Criteria 3: Sustainability	Criteria 4: Deliverability	
Fares	High	●	●	●	●	1
Enhanced services	High	●	●	●	●	2
DRT	Poor-Medium*	●	●	●	●	3
Passenger experience	Medium	●	●	●	●	4
Supported Services	Poor-Low**	●	●	●	●	5

\*There is significant uncertainty over the value for money for DRT largely driven by uncertainty surrounding patronage. If the service is successfully delivered and promoted, and patronage levels grow, the Benefit Cost Ratio (BCR) could approach £2 for every £1 spent. At present, patronage levels are low as the service has only recently been introduced.

\*\* Supported Services show a range of value for money depending on cost and patronage. BCRs are typically between 0.6 and 1.2 with a small number of services showing BCRs above 2.

4.26. The Prioritisation Framework concludes that:

- **Fares initiatives are ranked 1st.** Fare initiatives provide the highest value for money and perform well against the other criteria, especially socio-economic impacts during the 'cost of living' crisis. The track record with Fares Package 1 is strong, with fare changes generating substantial new patronage.
- **Enhanced services are ranked 2nd.** These services provide high value for money as the investment benefits relatively higher numbers

of passengers. The initiative also aligns well with other criteria, including the network vision and deliverability. Early indications from the first package of service enhancements show greater than expected patronage growth.

- **DRT is ranked 3rd.** The expected value for money for DRT services is uncertain as use of the service is still uncertain. If patronage levels continue to increase and services are effectively promoted, the service could provide 'medium' value for money. DRT services fit with the network vision, have positive socio-economic impacts, and are easy to deliver. They are however likely to need on-going financial support. Given benefits including flexibility and cost efficiency, DRT services have advantages over fixed route supported services.
- **Passenger experience is ranked 4th.** The BSIP includes a package of measures to increase awareness of service availability and improved customer information. The initiatives have historically provided a good return on investment and feature in Transport Focus's list of factors driving passenger satisfaction. As a result, they are expected to provide 'medium' value for money and align well with the other prioritisation criteria.
- **Supported services are ranked 5th.** Supported services are likely to generate good socio-economic impacts but given cost inflation they are increasingly likely to need long term funding and may take time to procure through open tender. As a result of low patronage levels, supported services are expected to provide poor to lower value for money. Where patronage levels are higher, value for money is also higher.

4.27. Based on this analysis, there is a good case to reallocate available funding to fares initiatives and enhanced services. Initiatives to improve passenger experience and provide DRT services are currently fully funded, but funding for these will need to be bolstered if additional services were introduced or changes made to existing operations. This work will need to be done at pace due to the time constraints of the programme to March 2025.

4.28. Whilst new supported services are likely to provide lower value for money there remain strong social reasons to invest, especially where DRT is unable to provide an alternative. In the recent past, driver shortages have constrained service expansion, but those constraints are reportedly easing so a more even balance between fares reductions and service enhancements may be possible. NSC are investing BSIP funding in the supported services below:

- £90k per annum X10
- £45k per annum Service 10
- Proposed service 10A (Worlebury area) is to be designed but is estimated in the range of £45k per annum
- Service 126 is yet to be contracted but has a cost of up to £250k per annum. This is proposed as a cross boundary with Somerset Council who are also co-funding 50:50 with Somerset. The NSC liability would be £125k per annum.

4.29. Based on this information, the proposal is to initially set out funding allocations using the remaining funding in the range between £3.9m and £7.15m is to be allocated to:

- £1.25m underspend set out above is already allocated to supported services and requires no further approvals. From this allocation North Somerset are committing the services listed above and in the CA area this will largely be used to fund extensions for the 522 and 525 BSIP funded supported services.
  - However, in North Somerset, further to those specific allocations we do not wish to see further supported services being provided in the NSC area during the BSIP period as this will create an unmanageable 'cliff edge' spend that is unsustainable at the end of the BSIP period.
  - Any funding to deliver supported bus services would need to show value for money in line with the DfT criteria, plus show a clear reflection and prioritization by residents of the region. This would require public engagement that would be used for this and future funding.
- Further fares initiatives (such as for young people, apprentices and those with a disability)
- Enhancements to existing bus services either through increased frequencies, service introductions or appropriate route changes
- Significant changes to how *WESTlink* operates, in response to our learning to date and feedback from users. This may include:
  - Changes to how the service operates, such as investigating options into smaller local zones / services;
  - Changes to the zones to improve efficiencies;
  - Improve linkages with the wider bus network;
  - A wider promotional campaign;
  - The detail of this will be worked up in partnership with stakeholders over the Autumn.
- We will also further develop initiatives that focus on building patronage. In the North Somerset area this will likely be through intensive marketing and communications activities and Personalised Travel Planning with communities, as well as focussed campaigns in partnership with operators and businesses.

These priorities will be agreed in partnership between NSC and WECA. Detailed costing, feasibility and procurement work is required to detail and progress these initiatives.

4.30. These proposals will ensure that we meet the needs of the people of our region through a mixed package of new bus services, enhancements to

existing services and fares offers to encourage increased patronage, thereby both strengthening the commerciality of the network and reducing car use to improve congestion and air quality.

- 4.31. We will continue to manage the transition to business as usual after BSIP and do not want to lose the services or see significantly increased fares. Further decisions will be taken in respect of the council's budget plans at a later date in order to manage this potential 'cliff edge'. Clearly until such budget plans and decisions are made there can be no premature commitment to future services or fare levels.
- 4.32. Any decisions on finances for BSIP cannot be made without the approval of our partner WECA and DfT as appropriate.
- 4.33. Officers will develop detailed proposals that deliver on the aims and objectives of BSIP and provide VfM within the financial allocation. We will need to secure expert advice to support the formulation of a package of suitable proposals and any amendments to current proposals that maximises opportunities and consider appropriate exit strategies for post-BSIP arrangements. These proposals will seek to ensure that we meet the needs of the people of our region through a mixed package of new bus services, enhancements to existing services and fares offers to encourage increased patronage and DRT improvements, thereby both strengthening the commerciality of the network and reducing car use to improve congestion and air quality.
- 4.34. In considering the viability of proposals officers are mindful that the bus market remains in steep recovery. Recent tender rounds have seen significantly inflated costs and in the case of some routings, no tenders have been received. We are still seeing operator delivery issues in terms of driver and vehicle availability across the sub-region. This will directly impact on what it is possible to deliver in terms of new or amended transport services.
- 4.35. Given the urgency of the review activity, tendering of services and BSIP grant timescales (to March 2025) this report asks committee to delegate decisions related to the existing BSIP grant allocation where adjustments in the value of work packages is between £3.9m-7.15m to the Executive Member for Highways and Transport and S151 Officer where these would otherwise be made by Executive Committee. Delegations were previously approved for BSIP decisions that relate to Annex 4 and the Enhanced Partnership. The DfT approvals processes, which are founded on VfM assessment, will also need to be completed. If required officers would be able to report changes retrospectively to Executive Committee via regular finance reporting or in BSIP update reports.
- 4.36. In September 2023, we were informed by DfT that funding for supported and enhanced services could be used to extend bus service provision to March 2026. We intend to price to utilise this flexibility and given the late change to the BSIP rules, will ask for this flexibility across the programme.

4.37. Officers will write to DfT to ask for an extension of BSIP funding to March 2026. The ask will relate this ask to the changing guidance from the Department for Transport which was issued 14 months into a 36-month delivery programme. This change has caused significant work and subsequent delays to programme implementation. Time and funding have been spent on re-consideration and review rather than delivery of the grant as awarded. Furthermore, tendering short-term services is typically extremely poor value for money and is counter to the long-term market recovery that is core to the West of England BSIP strategy and national policy in 'Bus Back Better'. Tenders prepared now for new services implemented in April 2024 (the next service change date) would not operate for a sufficient period to build sustainable viable products. Fares packages and media promotions are important in bolstering service sustainability and contracts should not be extended without this wider support.

#### **ZEBRA bidding (Recommendation 4).**

4.38. Action to deliver progress toward a zero-emission bus fleet was part of the Council's original bid submission to the BSIP grant. This part of the bid was not awarded by DfT, with the requirement that authorities instead apply for funding separately under the ZEBRA grant system. The ZEBRA grant funding bidding round was launched on Friday 8 September 2023. ZEBRA is the Zero Emission Bus Regional Areas (ZEBRA) scheme. A funding round was launched on Friday 8 September 2023.

This report seeks approval for officers to submit an Expression of Interest by 20 October for the Zero Emission Bus Regional Areas (ZEBRA) scheme and a bid for this funding by 15 December for up to £10m financial value. The report also delegates future decisions relating to bidding to the Executive Member for Highways and Transport. Future approvals will be sought from committee to increase the programme if bidding is successful.

- 4.39. The drivers for decarbonising our fleets are:
- Taking action on the Council's declared climate emergency to deliver net zero by 2030, which is an ambitious target. Many operators have likewise made their own commitments for zero emission fleets and this grant supports operator and council ability to deliver on these pledges
  - Removal of diesel emission vehicles from our communities improves air quality
  - New technologies, such as electric vehicles, require higher up-front capital investment costs, however longer-term whole life savings can be made
  - This will benefit the passenger experience, providing new buses with the latest technology and features, reducing vibration, noise and pollution

4.40. ZEBRA1 provided 1,300 zero emission buses (ZEBs) via £270M in funding support to 16 Local Transport Authority areas outside London. In February 2020 the Government committed to rolling out 4,000 ZEBs. Learning and best practice from ZEBRA1 has included the partnerships between operators and authorities, bus manufacturing development, lessons about the supporting infrastructure and challenges in differing areas, such as for rural communities. Key challenges for this sector that have been exposed include the high up-front capital costs, knowledge of options to decarbonise the sector and the rural challenge.

4.41. The goals for ZEBRA2 are:

- To address the barrier of high up-front capital costs
- To support either battery electric or hydrogen fuel cell buses
- To ensure that a range of LTAs get experience of introducing ZEBs

4.42. LTAs will be required to apply for funding. Joint proposals are accepted. A Green Bus Tool will need to be populated. Funding is being made available to:

- Fund 75% of the cost difference between a ZEB and a standard conventional diesel bus with the same passenger capacity
- Fund up to 75% of the capital expenditure incurred for infrastructure purchase and installation.
- The additional 25% is expected to be covered by bus operators or investors. This report does not request match funding for this bid.
- The total pot of £129M capital funding will be split across two financial years (2024/5 £89M and 2025/6 £40M).
- Authorities must have an Enhanced Partnership in place.
- Joint bids need not be with geographically neighbouring authorities.
- LTAs can be part of multiple bids but can only be the lead bidder for one bid.

4.43. The prioritisation of bids will be in the following order determined by the lead bidder:

- Rural LTAs classified under the Government's Rural/Urban Classification as 'Mainly Rural', 'Largely Rural' or 'Urban with Significant Rural' (£25M ringfenced). *NSC is eligible in this category, however, note that for rural categorisation to apply all the LTAs need to qualify.*
- LTAs that have not received ZEBRA1 funding. *WECA and NSC are both eligible in this category.*
- LTAs that received ZEBRA1 funding

4.44. The timeline for ZEBRA2 funding set out by DfT is shown below:

<i>Event</i>	<i>Date</i>
Scheme launch	8 September 2023
Expression of Interest registered with DfT. Deadline to notify the DfT of intention to apply. LTAs may submit questions to the DfT only after this date.	4pm 20 October 2023

<b>Application deadline</b>	<b>4pm 15 December 2023</b>
Q&A session on proposal with reviewers for all applicants	w/c 15 January-22 January 2024
DfT reviews and makes funding decisions	March 2024
Funding for financial year 23/24 awarded to successful LTAs.	By March 2024
Orders placed for ZEBs	31 January 2025
Funding for financial year 24/25 awarded to successful LTAs	By March 2025

- 4.45. A range of assessment criteria will be used by the DfT to consider bids and the bidding ask has significant resource implications. The Council must set out a strategic case for investment that details the case for change, community benefits, wider decarbonisation benefits, EQIA, innovation, value for money, risk assessment, deliverability (which covers a range of factors including subsidy, cost, Governance, project plans and monitoring and evaluation plans). A key part of the assessment of both bus and minibus bidding is the Green Bus Tool which is a spreadsheet-based tool used to quantify the key benefits and costs of the proposal to invest in ZEBs.
- 4.46. Given the urgency and importance of this bidding opportunity and the scale of the work Executive Committee approve officers to secure expert advice to support the formulation of the bidding documents and evidence to maximise opportunities and consider appropriate business plans, with funding for this support to be applied from BSIP allocations.

### **Scheme Engagement for Capital Schemes (Recommendation 1).**

- 4.47. Local engagement will be undertaken for the remaining programme of capital infrastructure schemes for BSIP during 2023/24 and 2024/25. The Council will be engaging with key stakeholders over the course of the programme, sharing designs and providing updates regarding scheme delivery. This follows a series of communications already undertaken with local stakeholders including Town and Parish Councils and Ward Members.
- 4.48. The capital schemes engagement planning sits within the overarching “BSIP Communications, Behaviour Change and Engagement Strategy”, which is being finalised. This sets out the conditions to ensure:
- We promote and support BSIP overarching aims and objectives
  - Ensure public, staff and stakeholders understand the BSIP programme, the benefits, how to get involved and (if relevant) take action
  - Provide opportunities in advance of formal decisions to test and develop proposals with stakeholders – particularly seldom heard and those with protected characteristics (as identified in the Equality Act)
  - Build strong, evidence-based support among key influencers leading to modal shift and behaviour change
  - Plan for and mitigate potential reputational risks through open conversations, keeping audiences informed and opportunities to shape decisions

- Sets out campaign planning – fares package, infrastructure, WESTlink, enhanced services etc
  - Link to NCS corporate plan and CA Business Plan aims and objectives
- 4.49. The methods of our engagement will vary dependent on the type of scheme, with each campaign plan to be signed off by the BSIP SRO and Head of Communications.
- 4.50. The highest level of engagement will be to work with the local community and key stakeholder to co-develop a scheme that meets the needs of those who use and are affected by it the most and which also delivers on the objectives and terms of the BSIP grant. This approach can include community workshops, digital events, media work and online consultation options and therefore requires significant levels of resource to facilitate. It is not possible or appropriate in every location.
- 4.51. In some locations it will be appropriate to deliver a relatively high level of engagement and we will meet with community leaders and offer engagement opportunities either face-to-face or online. This approach will also include an online engagement option for the local community to put their views forward and for reporting of changes that could be made to schemes as a result.
- 4.52. For smaller schemes such as bus stops or shelters, or where the potential to make changes to schemes is more limited, we will be open with communities about our plans, but our communications will be more informative. We will follow statutory processes and use a variety of media. We will still offer the opportunity to engage with the council, but more on an individual basis than through large community groups.
- 4.53. The engagements will be phased between now and early 2025 to enable all schemes to be delivered by Autumn 2025 as per the terms of the BSIP grant. In a few cases, there will be more than one round of engagement as designs are progressed and further updates or more detailed discussion is made possible.
- 4.54. As noted above this report relates to the separate BSIP report being taken to Executive Committee on 18 October 2023 which covers the award of the associated Design and Build contract to enable the design and delivery of the next tranche of capital bus priority improvements, upon which we will be engaging. The remaining schemes proposed in the programme are:

<b>BSIP Scheme</b>
Martcombe Road
Portbury Hundred
Weston Village and Long Ashton parking restrictions
Wood hill
Rownham Hill
Southern Way



Queensway, World
Backwell
Ettlingen Way
Tickenham Road
Worle High Street
Churchill
Lime Kiln Roundabout
Smallway
Transport Hubs - Worle, Nailsea, Portishead and Clevedon
First and Last Mile
Smaller hubs and interchange facilities
Bus stop improvements

- 4.55. The schemes listed above have been through the following gateways:
- Approved for inclusion in the BSIP strategy adopted by North Somerset Council and WECA
  - Approved for inclusion in the BSIP bid approved by NSC and WECA for submission to DfT
  - Listing in the DfT grant award Annex 4, which the Council has formally accepted (meaning the grant is contingent on their delivery)
  - North Somerset Council Executive Committee resolutions in February 2023 for their inclusion in the Design and Build contract tendering (which brings associated elevated risk and cost of non-delivery) and noting the contract award for the Design and Build is being brought to this committee meeting as the conclusion of this programme.
  - The schemes also feature within the consulted, statutory and legally binding EP

Any changes to the principle of the scheme and its' associated deliverables would we need to be requested to DfT via their Project Adjustment Request process and also be re-negotiated with operators and the EP Board (being mindful of the costs and lost opportunities associated with this). As the BSIP and EP improvements are designed on a corridor basis any reduction in journey time savings in North Somerset's area will also have consequences for our neighbouring authorities in Bristol City Council (LHA) and WECA (LTA), as the corridors for bus services crosses into the Bristol City area, with resultant cost implications.

- 4.56. Communications and engagement plans for each scheme will be developed further within this framework, once the design and build contractors are on board.
- 4.57. Consultation and engagements will focus on ensuring the public, staff and stakeholders understand the different stages of the BSIP programme, the benefits it will bring and how to get involved.
- 4.58. We'll build public, staff and stakeholder confidence in delivery of the programme and ensure we learn from others, including through public feedback.

- 4.59. Opportunities will be provided in advance of any formal decisions to test and develop proposals for bus service improvements with stakeholders (including communities), partners and local authority staff and residents with differing experiences of bus services and from differing socio-economic backgrounds.
- 4.60. We'll ensure we hear views representative of the population as a whole, and lead targeted engagement work within seldom heard groups and those with protected characteristics (as identified in the Equality Act) and ensure their feedback is considered as part of formal Equality Impact Assessments
- 4.61. Strong, evidence-based support will be built among key influencers to support engagement.
- 4.62. Strategies will plan for and mitigate potential reputational risks through open conversations, keeping audiences informed and opportunities to shape decisions.
- 4.63. Simultaneously, officers will continue to engage formally through Council processes including regular Leader and Executive Member for Transport and Highways Executive briefings, and by bringing reports and updates to Members including through Scrutiny panels and working groups. The last update on BSIP capital schemes was given to TCC on 26 July and provided Members with a comprehensive overview of the Bus Service Improvement Plan capital programme, explaining the background and wide range of proposals covered by this project. Officers explained areas where formal decisions would be required and covered all aspects of the capital programme including schemes currently in delivery, Design and Build contract and schemes, procurement processes, hubs, shelters, stops, the proposed engagement strategy, ANPR strategy and enforcement, BSIP and EP Governance, reporting and DfT processes.

#### **Enhanced Partnership Management (recommendation 5)**

- 4.64. The Enhanced Partnership has been legally made across the West of England. This is a permanent change to the partnership arrangements for bus travel between the local authorities and the bus operators and is a substantial programme of ongoing work that requires resourcing permanently. No dedicated funding has been provided to support resourcing.
- 4.65. As the EP is a permanent statutory legal arrangement, the West of England Combined Authority and North Somerset Council propose to establish a permanent EP Manager role for the West of England area (covering both WECA and NSC transport authorities' areas).
- 4.66. This report seeks a delegation to the Executive Member for Highways and Transport and relevant officers to approve updates to the BSIP MOU that was agreed at Executive on 18 February 2023 and suitable Inter Authority

Agreements to sets out roles that reflect the management of the Enhanced Partnership for the West of England area.

- 4.67. A permanent EP Manager role for the West of England area (covering both WECA and NSC transport authorities' areas) will be created alongside supporting administration and monitoring/evaluation capacity. This will enable our statutory duties under the EP to be delivered.
- 4.68. Within North Somerset Council it is proposed some of these responsibilities be vested in the current vacant post of the Public Transport Team Manager which is an existing permanent and revenue base funded role. Following agreements, the Job Description and Person Specification will be updated in partnership with WECA and amended to reflect the revised sub-regional responsibilities.
- 4.69. Subject to the necessary processes (which are out of scope of this report) being completed the Public Transport MOU and Inter-Authority Agreements between the Combined Authority and North Somerset Council will be updated to incorporate these arrangements.
- 4.70. The significant duties of Statutory EP Management will require more than a single officer. There will be significant calls on time and resources from existing policy and operational teams. The EP business as usual structure and resourcing is required from February 2024 when the BSIP project provisions transition to business-as-usual resourcing. As the EP is permanent but the BSIP grant is not, it is noted that additional resources for administration and monitoring will be required after the BSIP grant funding ceases. Any costs and liabilities related to this will be managed as part of the BSIP exit strategy. A BSIP exit strategy will need to be considered within the parameters of the council's medium term financial planning process but will focus on some of the following issues:
- Income and regulations around appropriate use and investment of income
  - Staffing requirements to meet the new permanent statutory responsibilities including network management, information strategy, passenger experience, monitoring and reporting, Infrastructure investment and maintenance e.g. for shelters/stops.
  - Future bidding
  - Bus services investment strategy (considering VfM, social value assessments and trajectory to commerciality)
  - Resourcing of the initiatives we are signed up to in national and local policy and the EP
- 4.71. The BSIP is being delivered through the mechanism of the Enhanced Partnership (EP) rather than a franchise. Our BSIP states that "Delivering the initiatives outlined in our BSIP is best achieved by collaboration between local transport authorities and operators. That is why the West of England Combined Authority and North Somerset Council are working in partnership with local bus operators and highway authorities to develop an Enhanced Partnership (EP)". In the West of England this builds on our

strong track record of success in working with bus operators to deliver public transport initiatives – such as the Greater Bristol Bus Network, BathRider and AvonRider ticket schemes, Bath Transport Package, Weston-super-Mare public transport interchange and metrobus.

- 4.72. The role of the EP Manager is to administrate and lead both the delivery plan and a governance mechanism which helps the relevant authorities and partners work together to deliver the outcomes of the BSIP. The EP contains analysis and objectives for the following:
- Analysis of local bus services
  - Passenger experience
  - Bus journey speeds
  - Interventions
  - Review mechanisms
  - Geography of the scheme (the West of England area)
  - Competition test
- 4.73. The EP Manager will be responsible for the EP Plan (EPP) which sets out the objectives and a clear vision of the improvements that the EP is aiming to deliver, and the EP Scheme (EPS) which is a delivery plan. These are a legally binding set of commitments by LTAs, LHAs and Bus Operators to achieve the EP Plan objectives. The EP document and its associated Enhanced Partnership Schemes have been updated to reflect the scope of the DFT funding. Funded commitments are included in the EP Scheme wherever possible, for example reflecting the scope of the BSIP and CRSTS funding awards to the Councils to which bus operators have made a general commitment to making proportionate improvements. The EP commits both parties to a range of policy and operational actions. For NSC this includes through strategic planning, parking management and pricing, enforcement and road-space reallocation.
- 4.74. Bus Operators are expected to benefit from unprecedented investment in local bus infrastructure and services. The EP Deal totals £512.5M incorporating £407m of CRSTS (WECA capital), £48m (BSIP NSC capital) £57.5m (BSIP shared WECA/NSC revenue). In return operators are expected to share the investment risk by committing to their own investment (over and above the status quo) in fares, services and vehicles. The EP Manager role will lead on negotiations with operators.
- 4.75. In future Bespoke Variation Arrangements will be made as capital schemes progress through the design and consultation stages, and operators make improvement to services to reflect savings in their operating costs. The EP Manager role will lead on negotiations with operators and as the programme of infrastructure will be completed via BSIP funding first in North Somerset this supports the role being located here.
- 4.76. Review.
- The EP Plan has no end date but will be reviewed jointly by the West of England Combined Authority and North Somerset Council every year in conjunction with the annual reviews of the BSIP.

- The EP Plan will be reviewed every year after it has been made, where possible, in conjunction with the annual review of the BSIP.
- The EP Scheme will be reviewed twice a year by the EP Advisory Panel - once after completion of the annual review of the BSIP and once after reporting of progress towards the BSIP targets.
- The outcome of reviews and any recommendations arising therefrom will be reported to the EP Board, where decisions can be taken to amend the scheme according to Bespoke Variation Arrangements. Reviews will consider how well the EP Plan and EP Scheme are working, progress towards targets and general factors affecting the local bus market.
- In addition to formal reviews, the EP Advisory Panel will give bus users and stakeholders an avenue to bring issues to the attention of the LTAs, LHAs and Bus Operators.

4.77. The EP Governance process set out in the EPS notes that:

- Amendments to the EP Plan or Scheme will be considered by the EP Advisory Panel
- Decisions to amend the EP Scheme will be taken by the EP Board
- If the EP Board decides the EP Plan should be amended, the statutory process is triggered (Section 138O, Transport Act 2000).

## **5. Consultations**

- 5.1. There has been substantial public consultation and engagement in the development of the West of England Bus Strategy and BSIP, and subsequently the EP is currently completing its statutory consultation processes, prior to being legally made.
- 5.2. The project team have undertaken engagement with stakeholders on the package of the first seven infrastructure schemes. The engagement report is published online. Further engagement will be undertaken on the other schemes listed in the BSIP and EP, and for which DfT funding has been secured, as appropriate and in accordance with Council processes. This report sets out plans for further engagement and consultation with communities.
- 5.3. In advance of bringing proposals to this committee, officers attended TCC Scrutiny Panel to discuss the BSIP revenue workstreams and the BSIP capital programme on 20 July and 26 July respectively.
- 5.4. The Transport Act (2000) lays out a statutory process for making the EP Plan and Scheme, with steps for both Councils and operators. An EP is created through a series of detailed negotiations in accordance with section 138F of the Transport Act 2000. Bus operators and Local Highway Authorities (LHAs) were engaged in the preparation of the plan. The revised EP passed a mandatory consultation with the affected bus operators and statutory bodies in January 2023 and was made in February 2023.

## 6. Financial Implications

- 6.1. The BSIP funding is allocated across three financial years 2022/23 to 2024/25 as below, with the profile for each funding year set out in the following table:

Financial Year	Revenue (£)	Capital (£)	Total (£)
<b>2022/23</b>	5,553,871	6,660,000	12,213,871
<b>2023/24</b>	29,750,134	20,513,000	50,263,134
<b>2024/25</b>	22,201,493	20,810,000	43,011,493
<b>Total</b>	<b>57,505,498</b>	<b>47,983,000</b>	<b>105,488,498</b>

- 6.2. The funding arrangements for the joint BSIP were confirmed in a letter from the DfT on the 24 November 2022, significantly later than anticipated. The total joint award of £105,488,498 – split into a specific capital award for North Somerset of £47,983,000, and a joint NSC/WECA revenue allocation of £57,505,498.
- 6.3. The DfT has provided a specific North Somerset capital investment fund over 3 years. The majority of this investment is to deliver the bus priority corridors to support the regional bus network as per the table below.

Capital costs	Total project costs (£)
Bus Priority – A38	7,835,000
Bus Priority – Portishead to Bristol	5,240,000
Bus Priority – Clevedon	7,570,000
Bus Priority – WSM routes	1,880,000
Bus Priority – WSM to Bristol corridor	13,305,000
Other infrastructure and ticketing	12,153,000
<b>Total costs</b>	<b>47,983,000</b>

- 6.4. This now forms part of the Councils capital programme and will be monitored through the Councils capital governance process. Following the award of the design and build contract a detailed review of all project costs over the life of the programme is being carried out which will result in a further project adjustment request.
- 6.5. Indicative allocations of the BSIP revenue funding are to be based on population shares (ONS 2021 Census) of 22.5% for North Somerset and 77.5% for the West of England Combined Authority. The table below shows the indicative funding for across the various work packages.

Annex 4 allocations	Indicative total project costs (£)	Indicative NSC project costs (£)

Fares support	21,466,858	4,830,043
Ticketing reform	110,000	24,750
Bus service support	27,348,640	6,153,444
Marketing	5,700,000	1,282,500
EP delivery LTA costs	2,700,000	607,500
Other infrastructure	180,000	40,500
<b>Total costs</b>	<b>57,505,498</b>	<b>12,938,737</b>

- 6.6. The joint revenue funds are pooled and held by WECA with most of the revenue spend being delivered by a joint central team. As outlined in sections 4.10 - 4.38 a prioritisation study has taken place to ensure we are able to understand the impacts of the delivery to date and make appropriate recommendations on prioritisation of the grant moving forward. The results of the study show will help progress towards zero emission buses. This was one of the key objectives of the BSIP.
- 6.7. If the council is successful in the EOI stage then this report seeks approval to delegate the submission of a funding bid of up to £10m to the Executive Member for Highways and Transport with advice from Director of Place, and S151 officer. The grant funding will only fund 75% of the cost difference between a ZEB and a standard conventional diesel bus and 75% of the costs incurred for infrastructure and installation. The remaining costs will be covered by operators or investors.

## 7. Legal Powers and Implications

- 7.1. North Somerset Council are both the highway and local transport authority and so have the legal powers to amend the highway and transport network, under the Council's powers as Local Highway Authority (Highways Act 1980).
- 7.2. Enhanced Partnerships are enshrined in the Transport Act 2000 (as amended by the Bus Services Act 2017). Government has published detailed guidance on the statutory process to develop an EP and on its expectations for Bus Service Improvement Plans. The guidance is being followed and reflects the draft Enhanced Partnership Plan attached.

## 8. Climate Change and Environmental Implications

- 8.1. The adopted BSIP and proposed Enhanced Partnership plan and schemes will provide a system to formally improve the existing bus network. If the aims are achieved then there will be a significant behaviour change in the district, specifically an increase in the proportion of trips by bus, replacing trips otherwise undertaken by the more polluting (and less space-efficient) single occupancy petrol/diesel cars.

- 8.2. The EP and BSIP contain legally binding environmental standards starting with Euro VI minimum emissions standards across the entire region's bus fleet by the end of 2023, and a road map to introduce zero emissions buses starting as early as 2025, with full zero emissions by 2035. Bidding for ZEBRA funding will specifically support the decarbonization of the bus vehicle fleet and support the infrastructure development and investment required to deliver these enhancements.
- 8.3. All specific infrastructure projects will undertake a more detailed environmental assessment.

## 9. Risk Management

- 9.1. The risks associated with implementation of the recommendations and appropriate mitigations are:

<b>Risk</b>	<b>Mitigation</b>
Potential loss of discretionary funding from Government to support commercial bus operators and our bus service contractors during recovery from the pandemic.	Adopt EP and proposed Schemes to meet the ambitions of the national bus strategy.
Insufficient revenue budget in longer-term to maintain enhanced bus network after the initial Transformation Funding ends in 2025.	<ol style="list-style-type: none"> <li>1. Maintain regular dialogue with bus operators through the EP Governance mechanisms. Use our regional joint evaluation tool to help prioritise bus revenue support if necessary.</li> <li>2. Robustly monitor new or improved services to ensure corrective action is taken.</li> <li>3. Promote the network to build patronage and reduce the need for public subsidy</li> <li>4. The EP contain mechanisms to formally postpone, vary or cancel elements of the Partnership.</li> </ol>
Insufficient revenue budget to maintain enhanced bus network if demand recovers more slowly than anticipated.	<ol style="list-style-type: none"> <li>1. Maintain regular dialogue with bus operators through the EP. Use our evaluation tool to help prioritise bus revenue support if necessary.</li> </ol>



	<ol style="list-style-type: none"> <li>2. Invoke Adjustment mechanisms to re-align resources.</li> <li>3. Consider alternative funding sources and re-investment of any revenues generated such as enforcement.</li> </ol>
Ability to recruit and retain staff.	The council will seek to recruit staff to support the delivery of the BSIP programme by aligning the grades with the equivalent of those in the WECA. Where inability to recruit persists we will seek external resources and amend our delivery models.
Disruption to the network during construction.	The capital works will be co-ordinated to ensure that the disruption to the network is minimised. This will include using a communications team to inform all the relevant parties of the schedule of works.
Community opposition to the changes disrupts and delays the programme significantly.	Development of an appropriate engagement plan and communications, as set out in this report.
Loss of services at the end of the BSIP grant due to failure to deliver infrastructure schemes that secure journey time, reliability and operational cost savings for bus services.	<ol style="list-style-type: none"> <li>1. Evidence based decision making (see paragraphs 2.3-2.33 in this report)</li> <li>2. Delivery of an approved communications and engagement strategy</li> <li>3. Following council processes to seek additional funding in line with the requirements of the MTFP.</li> </ol>
Unsustainable cost pressures at the end of BSIP due to failure to deliver infrastructure schemes that secure journey time, reliability and operational cost savings for bus services.	

## 10. Equality Implications

- 10.1. An Equality Impact Assessment has been undertaken on the BSIP Grant Application and individual EQIAs are being undertaken to inform investment decisions in each work package area.
- 10.2. One of the key drivers of the national bus strategy 'Bus Back Better' is to improve accessibility for all. This includes the need to improve the access to bus information for residents with sight or hearing impairments, physical accessibility improvements in getting to bus stops, the waiting and boarding facilities at stops and interchanges and also the vehicles themselves, such

as consistent local branding of stops and services, up to date accessible timetable and route information at bus stops, same evening and weekend frequencies as day time, simplified ticketing and easy payment options, and more marketing campaigns to promote existing and new routes. Furthermore, one of the actions for national government as part of the strategy is to review eligibility for free bus travel for disabled people to ensure that the strategy helps to improve the equality of opportunity and help disabled people participate fully in public life.

- 10.3. The Bus Service Improvement Plan (BSIP), includes several key objectives, including but not limited to:
- high quality bus service.
  - high quality waiting environment.
  - high vehicle standards.
  - low fares, simple ticketing and easy means of payment
- 10.4. More specific attributes are contained under each objective, including:
- Bus stops, bus stations and interchanges to be accessible, safe, and inclusive by design with good facilities.
  - Good pedestrian/wheeling accessibility to adjacent residential areas and passenger destinations.
  - Full accessibility with ample areas for pushchairs and luggage in addition to the wheelchair space and audio/ visual next bus stop announcements
  - Setting a basic minimum standard of accessibility to network from rural areas.
  - Easy access to information via Travelwest website and app, including times, accessibility information, fares, and live running.
- 10.5. These are just some of the objectives and attributes set to be included within our BSIP and reflected in future EP schemes, that show the level of commitment to improving equality and accessibility to a vastly improved bus network, all through the direction of the national bus strategy.

## 11. Corporate Implications

- 11.1. The adoption of the proposed BSIP Funding and EP provides a flexible mechanism to deliver the ambitions of the adopted BSIP. This also means the council is jointly responsible for the delivery of the services as per the terms of the Enhanced Partnership commitments <https://www.westofengland-ca.gov.uk/wp-content/uploads/2023/07/West-of-England-EP-Scheme-V3.0-27-June-2023.pdf> , meaning there will be 'no return' to a situation where services are planned on a purely commercial basis with little or no engagement with, or support from, LTAs.
- 11.2. More focused to NSC Corporate policies, the national bus strategy (via our more specific BSIP for North Somerset and the West of England) set out a new long-term vision and action plan to achieve a cohesive network of attractive, high quality bus services to kickstart a new era for bus travel as

an option for all. The adoption of the Enhanced Partnership provides the flexible mechanism to deliver the ambitions of the BSIP aligned with our Corporate Plan priorities of being:

- Open (with the open sharing of bus data helping to improve bus services further including accessibility and journey planning);
- Fair (by significantly improving equality and accessibility to and on the bus network).
- Green (with the more people using the bus instead of private car, this has a huge potential to save significant carbon and other greenhouse gas emissions).

11.3. More specifically, the NSC Corporate Plan 2020-24 sets out to achieve ‘A transport network that promotes active, accessible and low carbon travel’ and by 2023, to see ‘More people using the bus network, and improvements in reliability and passenger satisfaction’. Through delivering showcase bus corridors, as well as other measures that are detailed in the BSIP and proposed EP schemes, the Corporate Plan aims to see:

- An increase in bus patronage
- An increased range of effective and frequent services.
- The delivery of at least Three new showcase corridors by 2025, and.
- Measures to enable the unhampered movement of buses.

11.4. Adopting the proposed Enhanced Partnership provides the necessary legal mechanism to delivering a joint Bus Service Improvement Plan (BSIP) with WECA and bus operators and preparing a joint Enhanced Partnership (EP) would be consistent with and add further weight to our Corporate Plan aims for bus service improvements shown above.

## **12. Options Considered**

12.1. The alternative of a franchise has been discussed and discounted as a viable short term delivery model as part of the BSIP submission, this would also require specific approval from the Secretary of State. The collaborative approach taken with the Enhanced Partnership has resulted in genuine innovation and improvements outweighing the need to consider this approach within this paper and during delivery of the BSIP.

## **13. Authors:**

- Bella Fortune – Head of Transport & BSIP
- Carl Nicholson – Head of Passenger Transport
- Rob Thomson – Head of Infrastructure (BSIP)
- Maria Davidson – Project Accountant

## **2. Appendices:**

- Appendix 1: Transport Brand Update [Appendix 1](#)

- Appendix 2: KPMG Prioritisation and Value for Money Review [Appendix 2](#)

## **14. Background Papers:**

- Executive Report of 18th February 2023
- Executive Report of 22nd June 2022
- Executive Report of 23rd June 2021
- Executive Report EXE 54 20th October 2021
- The West of England Bus Service Improvement Plan
- The national bus strategy: Bus Back Better (March 2021)
- National Bus Strategy: Bus Service Improvement Plans (May 2021)
- Guidance to all local authorities and bus operators (Department for Transport, May 2021)
- The West of England Bus Strategy (June 2020)
- The West of England Joint Local Transport Plan (JLTP4) (March 2020)
- Bus Services Act 2017 – New powers and opportunities
- Guidance on Enhanced Partnerships
- Guidance on Franchising Schemes
- DFT Annex 4 Draft Submission 03/05/2022
- DFT Annex 4 Draft Submission 10/2022
- BSIP Award Letter
- BSIP Funding Summary (DFT annex 4)

# Transport Branding

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- Vision for single transport brand
- Benefits
- Brand evolvment
- Proposed brand
- Example of new transport brand
- Scope
- Budget
- Next steps

# Vision for a single transport brand for the West of England area



## Current situation

- We have a range of differing brands for the various transport partners and operators in the region
- Includes: hire bikes, e-scooters, demand responsive transport, buses, trains, park & ride, and Travelwest information service and ticketing

## Problem to be addressed

- The different operator branding and visual identities makes the network disjointed and hard to navigate
- Steps being taken to join up the transport networks using ticketing/MaaS etc require a mechanism (brand) to do this effectively

## Proposed solution

- By creating one consistent, coherent transport brand, we will simplify user experience and make it easier to navigate the network. In turn, this will increase engagement and uptake of public transport.

# Commitments under current programmes

## City Region Sustainable Transport Settlement:

- “A single transport brand for the West of England that will cover all Transport Operations and local transport services across the region promoting local identity, loyalty and accountability.”

## Bus Service Improvement Plan:

- “Our ambition is that local bus services will form an integral part of a single, comprehensive public transport network under a common brand that will be easily identifiable. Buses will be heavily promoted and marketed to residents and visitors.”
- As part of the Enhanced Partnership there was a commitment that by October 2023, branding is finalised and early roll-out of branding on new and upgraded infrastructure will begin.
- Enhanced Partnership operator requirement was that by 31st March 2025, all buses (other than those exempt) must be readily identifiable as part of the branded local public transport network.



# Benefits from consolidated brand

Benefit	From
Increased use of public transport	Improved ability to navigate the transport network.
Improved user experience	Simple, clear and consistent branding.
Improved interconnections between transport modes	Future Transport Zone programme and micro mobility initiatives .
Greener transport network	Modal shift leading to greater use of public transport over private cars.
Improved public perception of the wider transport network in the West of England	Increased visibility and awareness of public transport across the region and realisation of the huge investment and developments to improve the network.
Improved loyalty, confidence and trust	Users having a better understanding the public transport network available to them.
Demonstration that we are future facing	Communicating a clear vision to become a sustainable transport network and aiming to help meet the region's net zero target.

# What has happened to date?

- Competition for WEST logo design (February 2022)
- Stakeholder meetings with Unitary Authorities
- Branding consultant, Chaos developed designs further
- Presentation and workshop from Chaos with representatives from across the Unitary Authorities
- Chaos stood down from work (September 2022)
- Local branding agency McCann appointed to continue work (Nov 2022)
- WESTlink launch, work on travel brand paused

# Logo competition evolvemement

1. Public competition short list



Metro **WEST**  
Citylines **WEST**  
**WEST** Bus  
**WEST** Bikes

2. Initial brand refinement



3. Proposed brand with sub brands

**WEST**

**WEST** link

**WEST** scoot

**WEST** bike

# Proposed brand- WEST

- West of England Sustainable Transport (WEST).
- Strong and bold, the brandmark when seen by itself is an acronym.
- The lettering is contemporary and vibrant.
- Suggests movement and is subtly tree/leaf like. Reflecting sustainability and our netzero aims.
- The arrow points west and can be used on its own to point to information in communications.
- Works well for sub-branding.

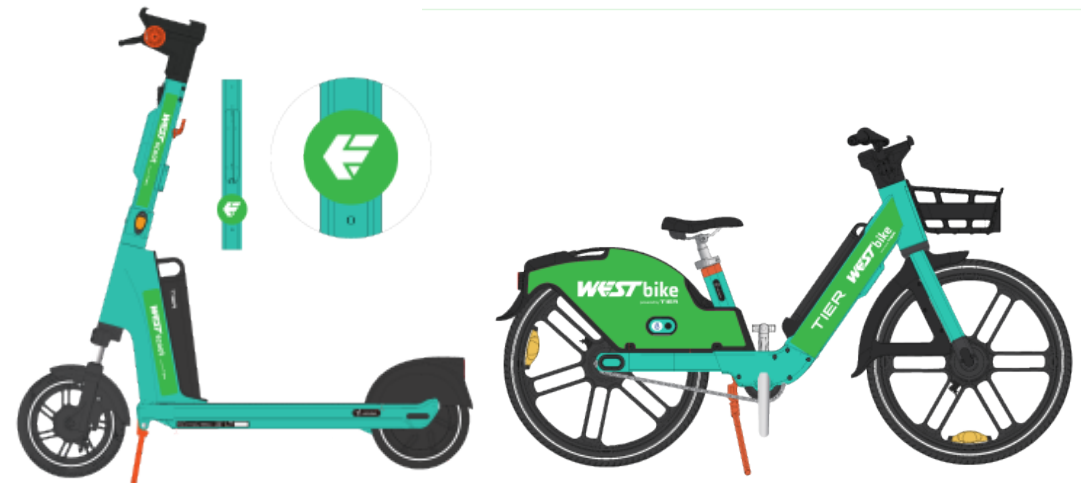
The logo consists of the word "WEST" in a bold, green, sans-serif font. The letter 'E' is stylized with a white arrow pointing to the left, and the letter 'T' has a white triangle at its base, suggesting a tree or leaf.The logo consists of the word "WEST" in the same green, bold, sans-serif font as above, followed by the word "link" in a smaller, lowercase, green, sans-serif font.

# Branding examples applied to assets

## WESTlink - in service



## Micro mobility service: scooters, bikes and cargo bike - mock ups



# Scope of new branding application

Category	Proposed elements to have new branding applied	
<b>Public media</b>	<ul style="list-style-type: none"> <li>• Travelwest information website [<i>website to remain but branding to evolve for consistency</i>]</li> <li>• Travel cards</li> <li>• Route maps</li> <li>• Mobile app</li> </ul>	<ul style="list-style-type: none"> <li>• Social media</li> <li>• Newsletter</li> <li>• Media campaign</li> </ul>
<b>Roadshow assets</b>	<ul style="list-style-type: none"> <li>• Gazebos</li> <li>• Flags</li> <li>• Trike</li> <li>• Maps</li> </ul>	<ul style="list-style-type: none"> <li>• Leaflets</li> <li>• Uniforms and branded clothing</li> <li>• Cycling related items</li> </ul>
<b>Revising ticketing</b>	<ul style="list-style-type: none"> <li>• Physical ticket branding for paper and season passes</li> </ul>	<ul style="list-style-type: none"> <li>• Mobility app</li> </ul>
<b>Buses</b>	<ul style="list-style-type: none"> <li>• Bus branding and potentially new livery</li> <li>• Bus shelters</li> <li>• Bus stop signs</li> <li>• Bus timetables</li> </ul>	<ul style="list-style-type: none"> <li>• Realtime passenger information signs</li> <li>• Travel cards</li> <li>• Tap-on tap-off ticketing</li> </ul>
<b>Park &amp; ride</b>	<ul style="list-style-type: none"> <li>• Buses</li> <li>• Signage</li> </ul>	<ul style="list-style-type: none"> <li>• Shelters</li> <li>• Timetables</li> </ul>
<b>Train stations</b>	<ul style="list-style-type: none"> <li>• Running-in boards</li> <li>• Welcome posters</li> </ul>	<ul style="list-style-type: none"> <li>• Onward travel posters</li> </ul>
<b>Cycling [TBC]</b>	<ul style="list-style-type: none"> <li>• Cycle hangers</li> <li>• Cycle route wayfinding</li> </ul>	
<b>Future Transport Zones infrastructure and information</b>	<ul style="list-style-type: none"> <li>• Mobility hubs</li> <li>• E-scooters</li> <li>• E- hire bikes</li> </ul>	<ul style="list-style-type: none"> <li>• Cargo bikes</li> <li>• Real-time travel information</li> <li>• Wayfinding</li> </ul>
<b>Electric vehicle charge points [TBC]</b>	<ul style="list-style-type: none"> <li>• Charge points / charging lampposts planned (256-no)</li> </ul>	

# Budget

- Funding for branding is allocated from a number of existing programmes
- Allocations will be apportioned based on the elements requiring branding and shared where common needs are identified

Fund	Allocation
BSIP	£2.5million allocated for branding over three years
CRSTS	£1.6million for branding allocated over five years
Future Transport Zones	Branding included within main development budget but potential to share some branding development costs
Active Travel Fund	£1million for deployment of cycle hangers which will include updated branding
Green Recovery Fund	For installation of electric vehicle charge points

# Decisions required

To be reviewed for decision	Decision required	Decision
<p><b>WEST branding</b> WEST branding has already been introduced as part of WESTlink.</p> <p>Confirmation of the WEST branding and proposed sub branding is required. (Micromobility service (scooters, e-bikes and cargo bikes) are due for release this autumn with WEST branding)</p>	<p>Confirmation on use of WEST branding - including proposed logo, font, sub brands</p>	<p>Approved at directors meeting 31st August 2023</p>
<p><b>WEST transport branding scope</b> To apply new branding to all transport types identified in these slides and attached PID.</p>	<p>Confirmation in principle for scope for proposed branding - final details TBC</p>	



# Timeframes for approval

- 31 August 2023 - Directors approval to use WEST as the transport brand with sub-branding agreed
- 13 September - CEO review and approval
- 6 October [TBC] - Committee review

# Next steps

- Formal agreement of branding
  - Reviewed at Directors meeting 31st August
  - Raised for final approval at CEO meeting 13th September
- Rollout programme for implementation
- Finalise costs
- Review and approval for final plans
- Return to Heads of Comms with proposed Marketing and Comms campaign for review

# BSIP Prioritisation

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*Final report*  
8 September 2023

**WORKING DRAFT**

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# Executive Summary

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# Overview






In May 2023, the DfT issued updated guidance relating to the allocation of BSIP funding which provides local authorities the flexibility to use existing BSIP funding to support existing services, which was previously only allowed if a trajectory to commerciality by the end of the programme was shown.

On this basis, the report has considered the following:

- **BSIP Performance to date** - an understanding of how initiatives are performing since their introduction, noting many of the initiatives are still in their infancy and therefore it is likely that insights will be limited as this point in time
- **BSIP Financial Review** - analysis of the BSIP funding profile to understand what funding could be available to redistribute to BSIP initiatives. This section includes a discussion on potential alternative revenue sources beyond BSIP
- **Prioritisation framework** - development of a prioritisation framework to assess BSIP initiatives including a quantitative assessment based on DfT value for money methodology, and a supporting qualitative assessment to provide a recommended prioritisation of initiatives when redistributing funding identified
- **Recommended option** - recommendation for how identified funding could be redistributed to BSIP initiatives

# BSIP Performance to date

The figure below provides a summary of the performance of BSIP initiatives to date, noting that some of the initiatives are very new and the data available for assessment is therefore limited. That said, there are some emerging trends.

Initiative	 Fares Package 1 (£2 fares)	 WESTlink	 Enhanced Services	 Supported Services	 Fares Package 2 (Birthday fares)
Roll out date	25 September 2022	3 April 2023	3 April 2023	3 April 2023	3 July 2023
Performance Summary	Steady patronage and revenue growth. Strong performance from Adults and Single ticket.	Strong patronage per vehicle in the North & South. Service has not been fully operational due to driver shortages but increase in operations in recent weeks.	Patronage growth on most services compared to pre enhancement levels. Funding needed £0.31m lower than forecast due to strong performance.	Patronage growth in both the 522 and 525 services. Despite decreasing cost per journey, there is a significant gap between revenues and costs.	Upward trend of patronage since introduction but low levels of conversion to applications is noted throughout.

# BSIP Financial Review

We have conducted an analysis to present a range of potential funding that may be available to re-distribute to other initiatives.

The analysis has considered various information including the current assumptions driving the forecast and the RAG spend confidence.

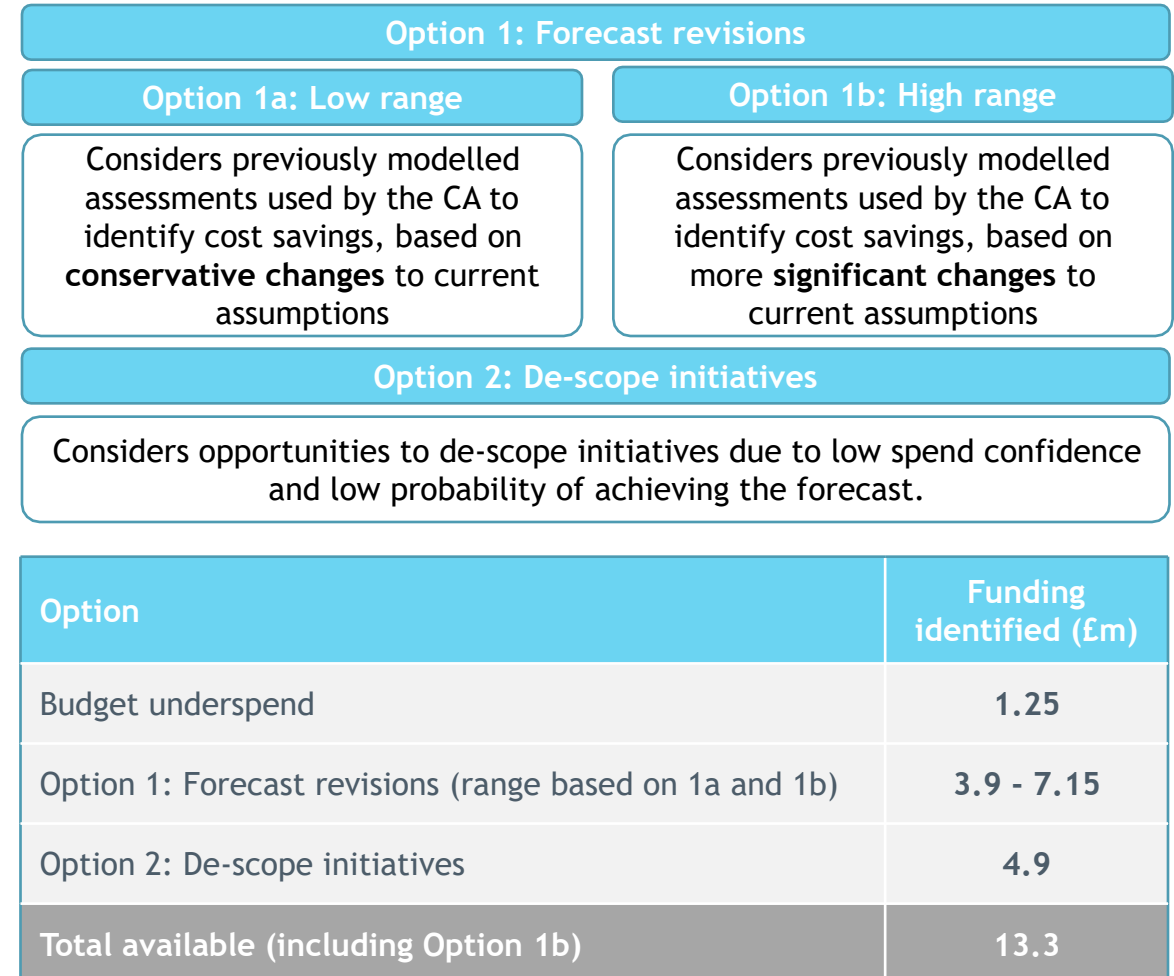
Our initial review identified a budget underspend of £1.25m in the current forecast, with the forecast totalling £56.25m compared to the BSIP budget of £57.5m. As such, £1.25m is our base position for the financial review.

We have developed two options for the redistribution of funding as set out in the figure on the right, these are:

- Option 1: Forecast revisions
- Option 2: De-scope initiatives

Option 1 and 2 are mutually exclusive, and as such they can be delivered individually or together. If Option 1 is taken forward, there are two sub-options and a choice must be made between Option 1a and Option 1b.

As such, the range of funding available is £1.25m - £13.3m.





# Prioritisation Framework

We have developed a two step prioritisation framework.

Step 1 includes a DfT style value for money assessment, providing a BCR for each of the options assessed.

Step 2 will consider the results of Step 1 in the context of other important criteria as set out in the figure on the right.

Using the findings from both steps, we prioritise options to support the redistribution of funding identified under the Financial Review.





## Step 1: Quantitative assessment

Value for money assessment with a BCR as the key output

VfM Category	BCR
Very High	$\geq 4$
High	2 - 4
Medium	1.5 - 2
Low	1 - 1.5
Poor	0 - 1
Very Poor	$\leq 0$

## Step 2: Qualitative assessment

Qualitative assessment of other relevant criteria using a RAG assessment

	Criteria	Description
	<b>Criteria 1:</b> Network vision	Does the proposed intervention support the delivery of the West of England's network vision (see slide 44 for detail)?
	<b>Criteria 2:</b> Socio-economic considerations	How does the proposed intervention impact key social groups (see slide 45 for detail)?
	<b>Criteria 3:</b> Sustainability	Does the intervention have a trajectory to sustainability by the end of the funding period?
	<b>Criteria 4:</b> Deliverability	Is the intervention deliverable within the funding period?

# Recommended Option

● - Limited contribution/ potential ● - Some contribution/ potential ● - Strong contribution/ potential

The table below sets out the results of the prioritisation framework for BSIP funding. The following slide provides a discussion of the assessment.

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Options	Step 1: Quantitative assessment	Step 2: Qualitative assessment				Prioritisation
		Criteria 1: Network Vision	Criteria 2: Socio-economic considerations	Criteria 3: Sustainability	Criteria 4: Deliverability	
Fares	High	●	●	●	●	1
Enhanced services	High	●	●	●	●	2
DRT	Poor-Medium*	●	●	●	●	3
Passenger experience	Medium	●	●	●	●	4
Supported Services	Poor-Low**	●	●	●	●	5

\*There is significant uncertainty over the value for money for DRT largely driven by uncertainty surrounding patronage. If the service is successfully delivered and promoted, and patronage levels grow, the Benefit Cost Ratio (BCR) could approach £2 for every £1 spent. At present, patronage levels are low as the service has only recently been introduced.

\*\* Supported Services show a range of value for money depending on cost and patronage. BCRs are typically between 0.6 and 1.2 with a small number of services showing BCRs above 2.

# Conclusions (1/2)

We have reviewed BSIP finances and identified a range of funding that could potentially be reallocated between BSIP initiatives. Following a change in rules, funding can now be allocated to supported services.

We have completed a prioritisation exercise to determine how best to spend funding that may become available. This exercise considered expected value for money, alignment to the CA's vision for bus services, socio-economic impacts, likelihood of financial sustainability, and deliverability within the BSIP period. The findings of this exercise are:

- **Fares initiatives are ranked 1<sup>st</sup>.** Fare initiatives provide the highest value for money and perform well against the other criteria, especially socio-economic impacts during the 'cost of living' crisis. The track record with Fares Package 1 is strong, with fare changes generating substantial new patronage.
- **Enhanced services are ranked 2<sup>nd</sup>.** These services provide high value for money as the investment benefits relatively higher numbers of passengers. The initiative also aligns well with other criteria, including the network vision and deliverability. Early indications from the first package of service enhancements show greater than expected patronage growth.
- **DRT is ranked 3<sup>rd</sup>.** The expected value for money for DRT services is uncertain as use of the service is still uncertain. If patronage levels continue to increase and services are effectively promoted, the service could provide 'medium' value for money. DRT services fit with the network vision, have positive socio-economic impacts, and are easy to deliver. They are however likely to need on-going financial support. Given benefits including flexibility and cost efficiency, DRT services have advantages over fixed route supported services.

# Conclusions (2/2)

- **Passenger experience is ranked 4<sup>th</sup>.** The BSIP includes a package of measures to increase awareness of service availability and improved customer information. The initiatives have historically provided a good return on investment and feature in Transport Focus's list of factors driving passenger satisfaction. As a result, they are expected to provide 'medium' value for money and align well with the other prioritisation criteria.
- **Supported services are ranked 5<sup>th</sup>.** Supported services are likely to generate good socio-economic impacts but given cost inflation they are increasingly likely to need long term funding and may take time to procure through open tender. As a result of low patronage levels, supported services are expected to provide poor to low value for money. Where patronage levels are higher, value for money is also higher.

Based on this analysis, there is a good case to reallocate available funding to fares initiatives and enhanced services. Initiatives to improve passenger experience and provide DRT services are currently fully funded. Whilst new supported services are likely to provide poor or low value for money there may be strong social reasons to invest, especially where DRT is unable to provide an alternative. In the recent past, driver shortages have constrained service expansion but those constraints are reportedly easing so a more even balance between fares reductions and service enhancements may be possible.

# Section 1: Introduction

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# Problem Statement

The West of England Combined Authority (CA) and North Somerset Council (NSC) published their joint Bus Service Improvement Plan (BSIP) to the Department for Transport (DfT) in October 2021. The DfT allocated indicative funding for three years to March 2025 in April 2022.

In May 2023, the DfT issued updated guidance relating to the allocation of BSIP funding on the basis that they recognised the change in context since the initial guidance for BSIP was introduced, with some areas of the country still facing significant challenges with rising costs and lower patronage.

The updated guidance provides local authorities the flexibility to use existing BSIP funding to support existing services, which was previously only allowed if a trajectory to commerciality by the end of the programme was shown.

The DfT have not imposed a limit on the amount of BSIP funding which could be redirected to support existing services, but a Project Adjustments Request (PAR) is required to be submitted to DfT. This will be automatically approved by DfT if the request is for less than 10% of the total BSIP funding. Where the request is greater than 10%, the DfT will consider the request in greater detail.

Given the existing BSIP Programme has been agreed with the CA's Enhanced Partnership partner, NSC, a redirection of funding would also require approval from NSC.

In considering whether to redirect BSIP funding, the DfT have stated that LTAs need to consider the following:

- Whether the routes under consideration for support would provide better value for money compared to previous plans
- Whether the routes under consideration for support are likely to become sustainable in the longer term

As such, this report includes a review of BSIP funding and distribution in this context.

# Approach

The report is structured as follows:

## (1) Introduction

Summary of the problem statement and approach in this report

## (2) BSIP Overview

Summary of the BSIP objectives and interventions

## (3) BSIP Performance to-date

A review of BSIP initiatives to date to understand performance since roll out

## (4) BSIP Financial Review

A review of BSIP spending to date and forecasting for the remaining funding period to understand how much of the budget could be available to be re-distributed

## (5) Prioritisation Framework

Development of a prioritisation framework that allows comparison of the value of different types of initiatives

## (6) Options Development

Development of options for BSIP funding re-distribution which will be prioritised using the developed framework

## (7) Options Assessment

Application of the prioritisation framework to the options

## (8) Recommended Option/s

Recommended allocation of identified available funding across the options prioritised

# Section 2: BSIP Overview

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# Our Vision for Services

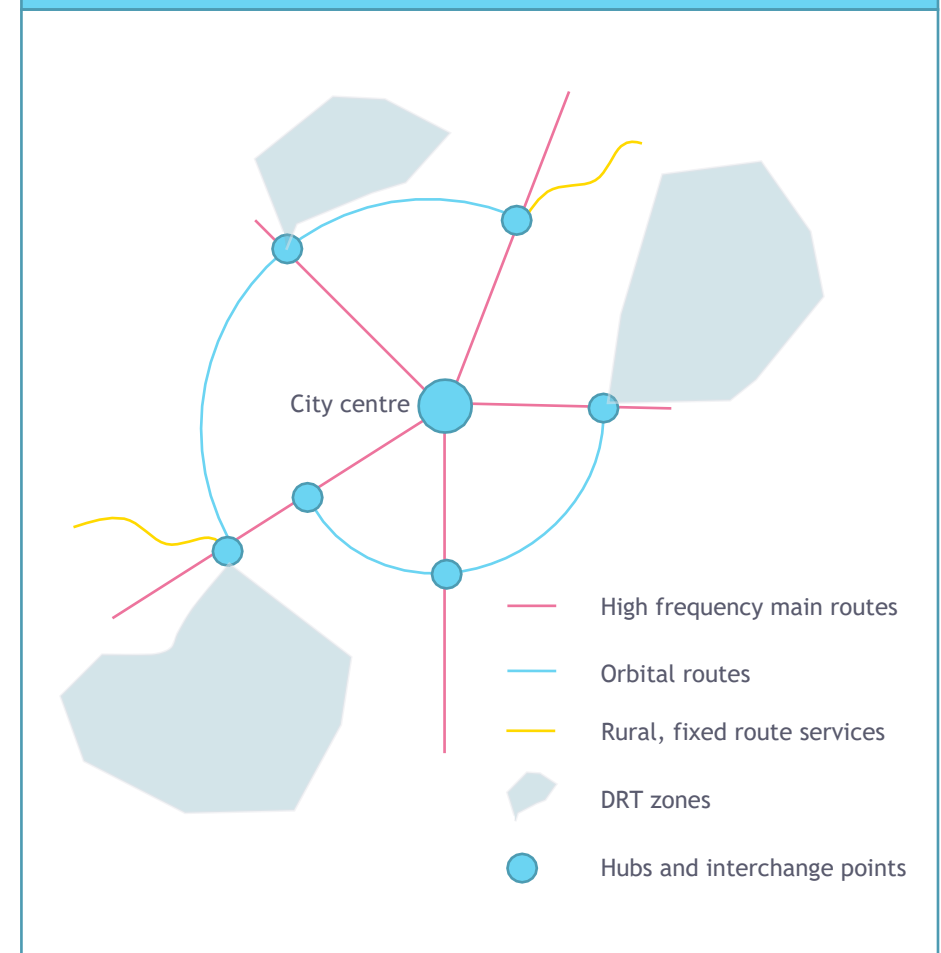
We have set ambitious plans to enhance the region's transport network. By 2036, we will deliver a well-connected sustainable transport network that works for residents, businesses, and visitors across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural ways to travel.

Our vision is for a bus service that people can depend on, with quick and reliable services that combine to form a simple to understand and easy to use network. Services will be accessible for everyone, they will be safe and comfortable, and offer value for money to passengers and to the taxpayer.

This means:

- Making the bus convenient - taking our residents where they want to go at the times, they need to travel by extending the current network, enhancing frequencies, and optimising services.
- Making our public transport network co-ordinated - by providing a recognisable and consistent brand across the area, easy access to information, integrated ticketing across operators and enabling simple connections across modes and services.
- Delivering a positive customer experience - by bringing our bus stops up to a high quality and consistent standard, delivering new accessible and environmentally friendly buses, offering a value for money and affordable service for all, including some targeted fares reductions; also ensuring that people are provided with the right information as and when they need it, all so that buses are an easy-to-use and a natural choice.

Figure 1: Illustration of vision



# BSIP Objectives

The BSIP vision for a bus service that people can depend on is underpinned by the following objectives:

1	High mode share for buses of overall travel market	Good access to bus services and a positive contribution to decarbonisation plans and air quality improvements, and sustainable housing and employment growth
2	High quality bus service	Cohesive, comprehensive, and simple route network including co-ordinated radial and orbital services in urban areas with easy interchange between them
3	High quality waiting environment	Bus stops, bus stations and interchanges to be accessible, safe, and inclusive by design with good facilities
4	High vehicle standards	Progression to zero emissions through bids for Government funding when available, and Euro VI emission standard in the meantime
5	High level of passenger satisfaction	Bus Passenger Charter to set out what standards passengers can expect, including punctuality, vehicle cleanliness, accessibility, proportion of services operated
6	High quality information	Consistent, distinctive and readily-identifiable branding for the whole public transport network on all media
7	Low fares, simple ticketing, and easy means of payment	Low flat fares, daily and weekly capping, delivered via contactless payment, EMV and m-ticketing and support provided to multi-operator ticketing

# BSIP Interventions

The interventions needed to deliver the BSIP objectives fall into four categories as follows:

## Network & Services

This will focus on delivering an cohesive and high quality bus Network for all the community in the region.

Initiatives in this category include:

- Enhanced Services (A1)
- WESTlink (I1)
- More supported services (I3)

## Fares & Ticketing

This will deliver a simple and easy to use integrated and flexible Ticketing and Fares solution for the region.

Initiatives in this category include:

- Fares Package 1 (C1)
- Fares Package 2 (C3)
- Discount review (C3)
- Multi operator ticket support (D2)
- Multi operator ticket integration support (D3)

## Passenger Experience

The will work to create a bus brand for the region, providing high quality information for bus users and aiming to delivery high level of customer satisfaction.

Initiatives in this category include:

- Brand identity (F1)
- Marketing, promotion and communications (F2)
- Travel guide & journey planning (F3)
- Within journey information (F4)
- Providing network stability (F5)
- Bus Passenger Charter (H1)
- Bus passenger safety audit (H2)

## BSIP Programme Management

This will focus on creating a good service with high quality environment and vehicles alongside our partners for during and after the infrastructure works.

Initiatives in this category include:






- Resource
- Skills training
- Contingency
- Monitoring and evaluation

# Section 3: BSIP Performance to date

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# BSIP Performance to date

The figure below provides a summary of the performance of BSIP initiatives to date, noting that some of the initiatives are very new and the data available for assessment is therefore limited. That said, there are some emerging trends.

Initiative	 Fares Package 1 (£2 fares)	 WESTlink	 Enhanced Services	 Supported Services	 Fares Package 2 (Birthday fares)
Roll out date	25 September 2022	3 April 2023	3 April 2023	3 April 2023	3 July 2023
Performance Summary	Steady patronage and revenue growth. Strong performance from Adults and Single ticket.	Strong patronage per vehicle in the North & South. Service has not been fully operational due to driver shortages but increase in operations in recent weeks.	Patronage growth on most services compared to pre enhancement levels. Funding needed £0.31m lower than forecast due to strong performance.	Patronage growth in both the 522 and 525 services. Despite decreasing cost per journey, there is a significant gap between revenues and costs.	Upward trend of patronage since introduction but low levels of conversion to applications is noted throughout.

The following slides in this section contain more detail on each of the initiatives and the performance since they were rolled out.

# Fares Package 1 - £2 Fares (1/2)

Fares Package 1 was introduced in September 2022 and includes the implementation of a cap on the following fares:

- Adult Single (Bristol and Bath) - £2
- Adult Single (outside Bristol and Bath) - £3.70
- Child Single (All zones) - £1
- Day tickets - £7

Figure 2 illustrates the number of tickets sold and revenue collected relative to the baseline for each between September 2022 and June 2023. The baseline is derived from a weekly average of ticket sales over a 6-month period. Tickets and revenue follow a relatively similar trend over the period, with tickets volumes growing between September 2022 and June 2023. At the peak recorded in w/c 29 May, relative to the baseline, tickets sold were 53% higher than the baseline.

Figure 3 shows the subsidy paid by the CA to the operator to compensate for the revenue loss between September 2022 and June 2023. The graph shows an overall downward trend which reflects the increase in tickets sold as set out in Figure 2. The latest subsidy payment at the end of June is approximately 10% lower than when the scheme was introduced in September 22. The subsidy per passenger is therefore falling at a faster rate. However, further significant patronage growth would need to be achieved to fully offset the need for subsidy to support the scheme.

Figure 2: Number of tickets and revenue (Sept 22 - June 23)

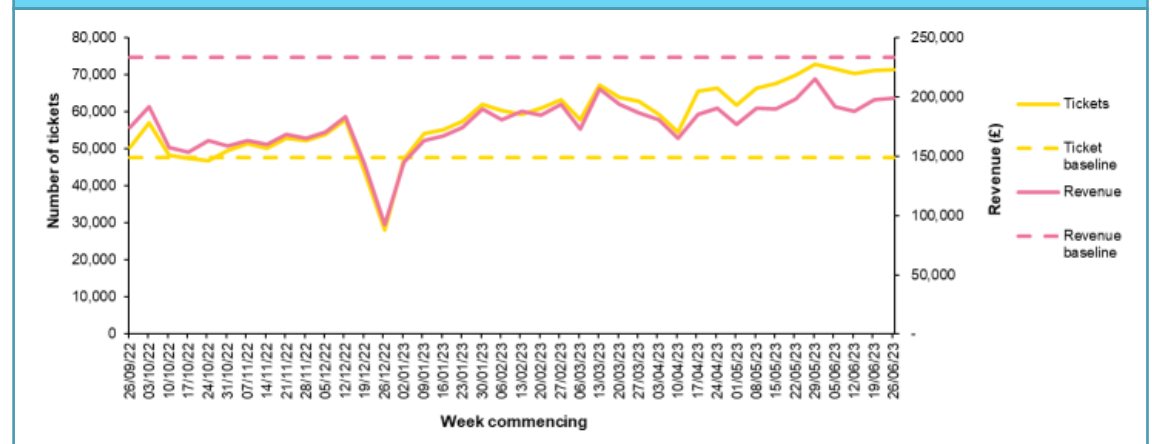
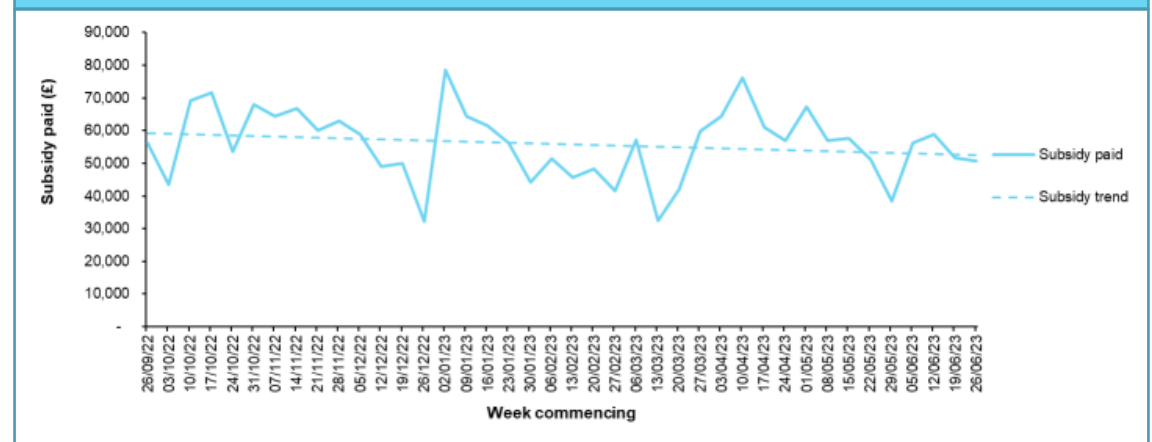


Figure 3: CA Subsidy paid to operators (Sept 22 - June 23)



# Fares Package 1 - £2 Fares (2/2)

We have interrogated the ticket data in greater detail to understand key drivers of growth.

Figure 4 compares the number of tickets sold by passenger type (Adult, Child, and Student) to the baseline between September 2022 and June 2023. As expected, adult tickets form the largest proportion of tickets as seen in the graph. The volume of adult tickets have increased throughout the period and at the peak in May and June 2023, they have grown 100% relative to the baseline. Child tickets have also grown relative to the baseline during the period, peaking at 92% relative to the baseline in May 2023. Student revenue on the contrary is performing below the baseline level - it is possible that this is because the adult £2 fare is currently the lowest fare available and therefore offers the best price for students.

Figure 5 compares the number of tickets sold by ticket duration (Single, Return and Day) to the baseline between September 2022 and June 2023. As expected, single tickets form the largest proportion of tickets as seen in the graph, and have demonstrated significant growth since the start of 2023. Single tickets are now outperforming the baseline by approximately 97% (June 23). Day tickets have decreased due to the baseline which could be because the other subsidised fares offer better value.

Although these charts show patronage growth in key markets, the offer is reliant on the subsidy to operators funded through BSIP.

Figure 4: Number of tickets sold by passenger type (Sept 22 - June 23)

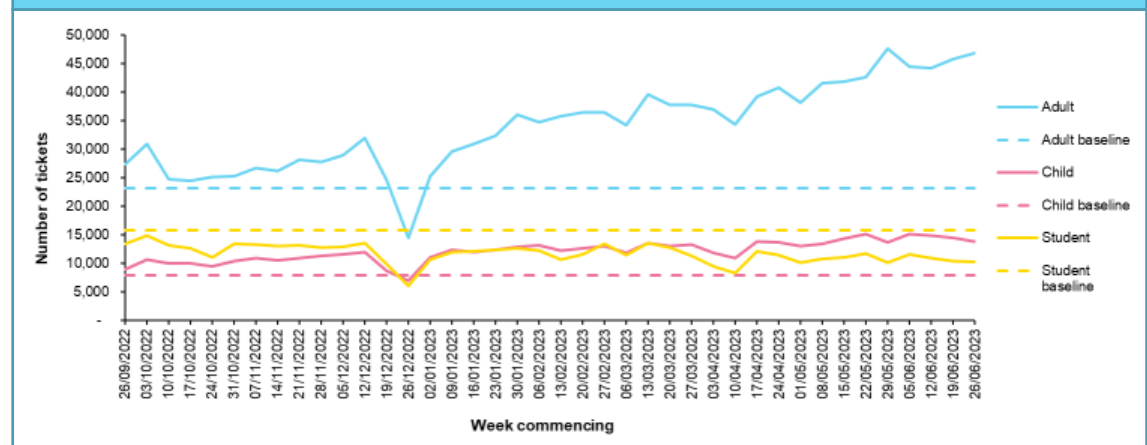
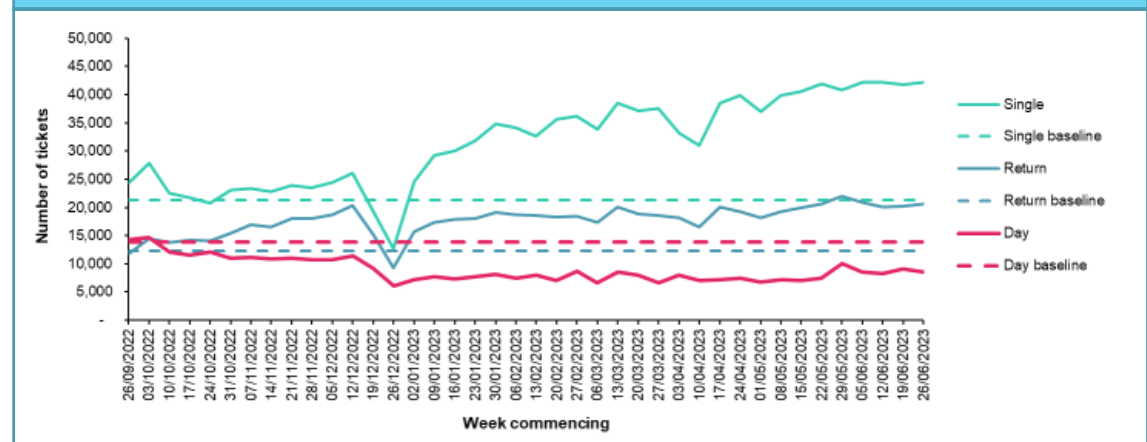


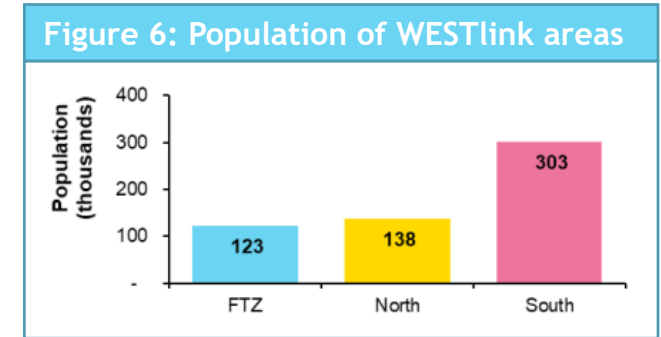
Figure 5: Number of tickets sold by ticket type (Sept 22 - June 23)



# WESTlink (1/2)

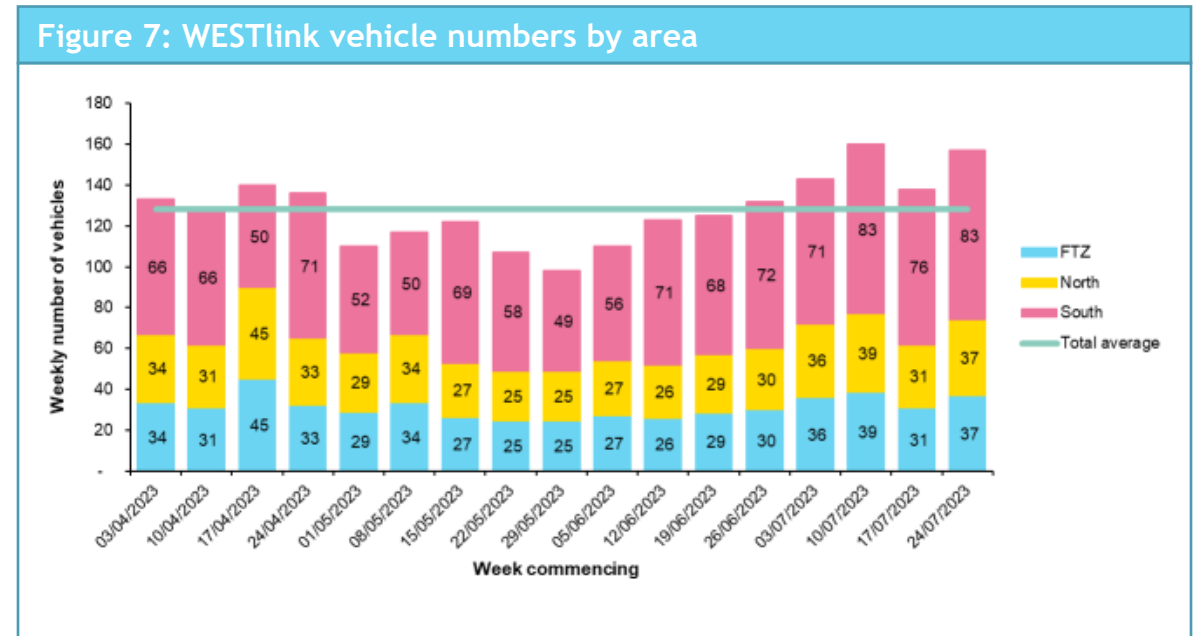
WESTlink was introduced in April 2023 in three zones around Bristol - North, South and Future Transport Zone (FTZ).

Figure 6 provides details of the total population size across the wards where WESTlink operates. As the chart shows, the population is significantly higher in the Southern area, and as such, we would expect the number of vehicles and the levels of patronage to be highest in this area.



The ambition is that at full capacity, there could be 30 vehicles on the road at a given time (equivalent to approximately 180 vehicles per week given the service is reduced on Sundays). However, the service is not yet fully operational due to driver shortages.

Figure 7 sets out the weekly vehicle numbers by area since the scheme was launched until the end of July 2023. On average, there have been 128 vehicles per week, which accounts for approximately 70% of the expected full capacity. However, in recent weeks there has been a ramp up in operations, with 157 vehicles operating in the most recent weekly data available, equating to 87% of expected full capacity.



Given the larger customer base in the Southern area, it is planned that 16 vehicles will operate in that area, with 8 and 6 vehicles in the North and FTZ areas respectively. When the scheme was first launched, due to the shortage of vehicles, the allocation of vehicles was prioritised for the FTZ area.



# WESTlink (2/2)

Figure 8 sets out WESTlink patronage since the introduction of the scheme in April 2023 up to August 2023. The Southern area has seen the highest levels of patronage, with growth of 179% since the service was introduced. Levels of patronage have been lower in both the FTZ and the North, but growth rates have been more significant - with growth of 340% and 303% for the FTZ and North areas respectively.

Given operational differences in the number of vehicles, it is important to consider patronage levels as a proportion of vehicles in operation - Figure 9 sets this out. Figure 9 shows that when journeys are proportionate to vehicle numbers, the North and South are performing at relatively similar levels in recent weeks. FTZ performance has been steady since the scheme was introduced but has seen less growth compared to the North and South zones.

It is also useful to consider patronage levels in the context of the population in each area given the variance in the population that WESTlink is serving - Figure 10 sets this out. Figure 10 shows that the North zone has performed most strongly in the context of journeys as a proportion of population.

To summarise, the South zone is performing most strongly in terms of patronage, but when patronage levels are considered in the context of both vehicle numbers and the population of the area, the North is performing most strongly. The service is still in its infancy and with increased vehicle numbers due to be added and continued marketing, there is opportunity for growth.

Figure 8: WESTlink weekly journeys by area

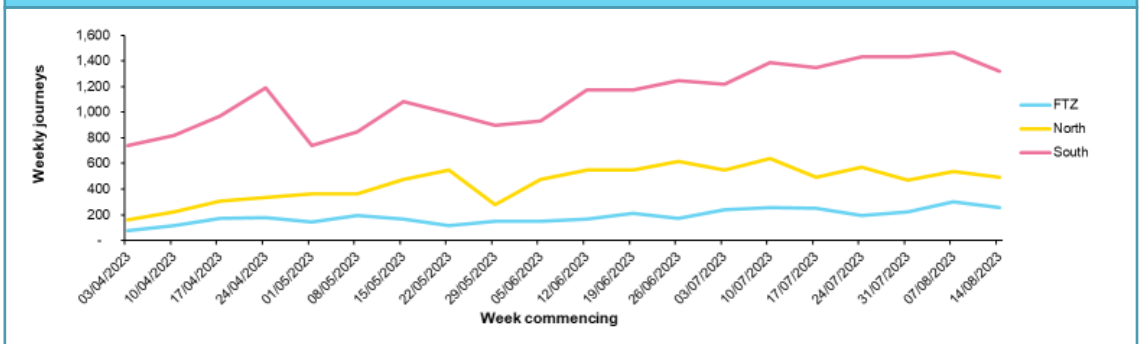


Figure 9: WESTlink weekly journeys per vehicle by area

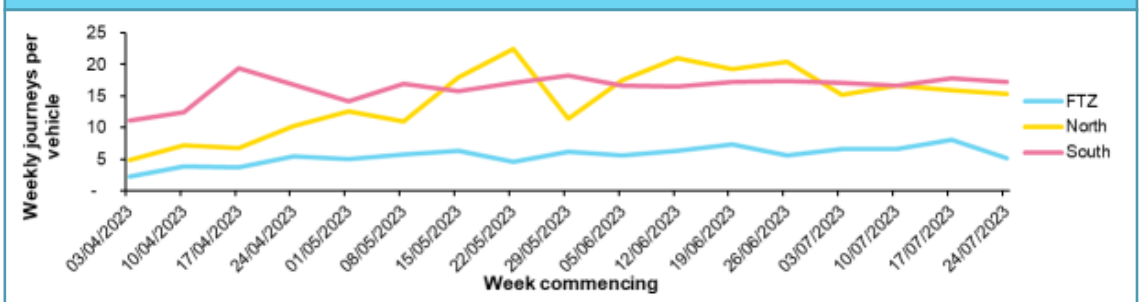
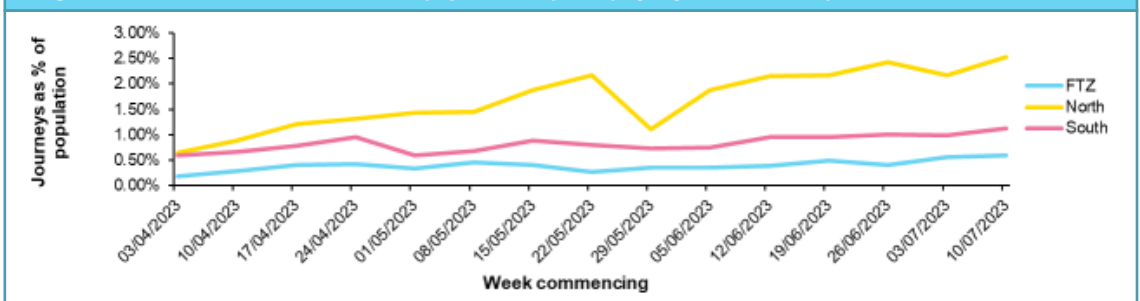


Figure 10: WESTlink weekly journeys by population by area



# Enhanced Services - Overview (1/6)

Since 3<sup>rd</sup> April 2023, an enhanced schedule has been introduced on a number of commercial routes in the West of England.

The table below lists the services and the number of buses per hour pre and post enhancement alongside the growth rate in patronage which is also illustrated in Figure 11.

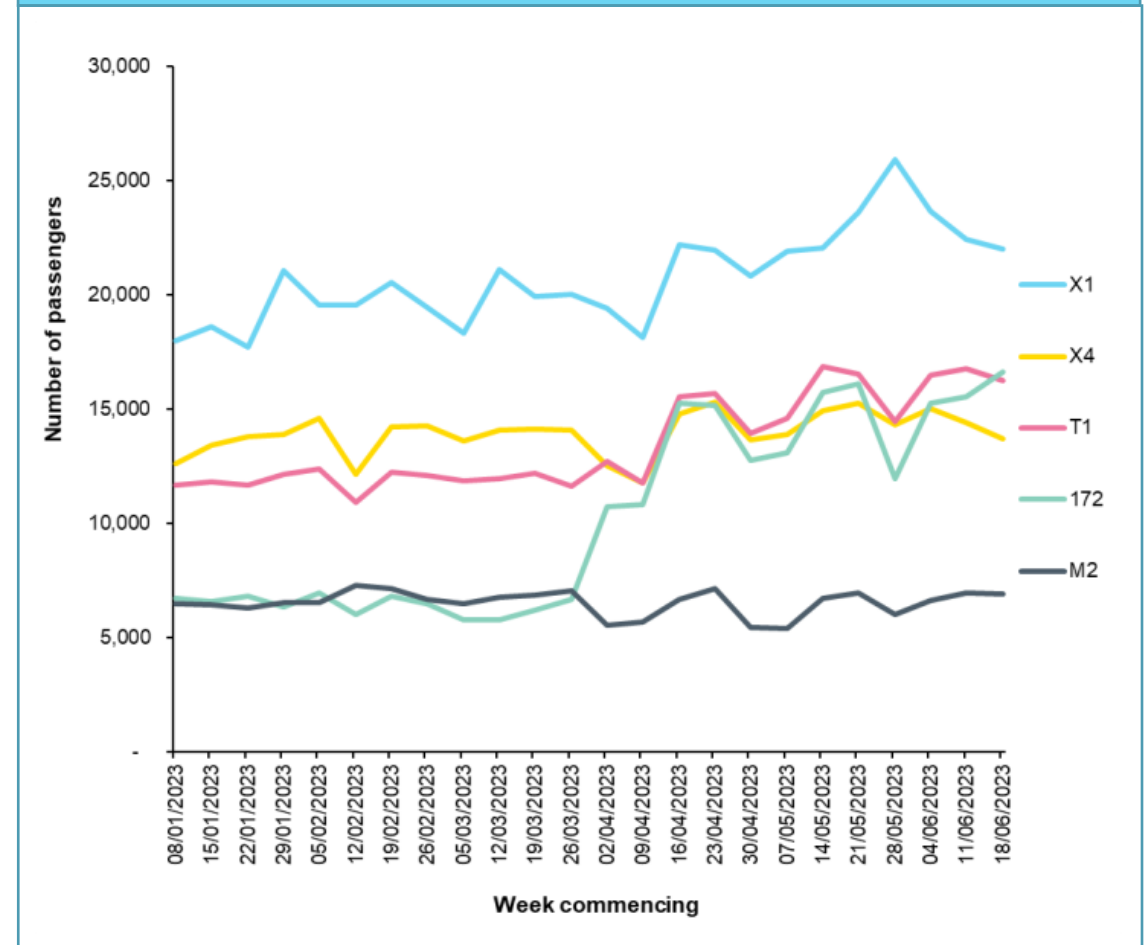
The majority of enhanced services have performed strongly in terms of patronage growth, with performance in the range of the original high forecast scenario.

The significant growth on route 172 has been in part driven by the removal of the 379 service which the 172 effectively replaced, and as such, it is not a direct comparison to the prior year levels.

Service	BPH - pre enhancement	BPH- post enhancement	Patronage growth rate*
X1 Bristol to Weston-Super-Mare	3	4	↑ 12.9%
X4 Bristol to Portishead	2	3	↑ 2.8%
T1 Thornbury to Bristol	2	3	↑ 27.3%
172 Bristol to Bath	3	4	↑ 118.6%
M2 Long Ashton P&R	3	4	↓ 5.4%

\*Calculation based off average weekly patronage in 12 weeks pre and post the enhancement

Figure 11: Patronage on Enhanced Services (08/01/2023 - 25/06/2023)



# Enhanced Services - Overview (1/6)

The top table on the right compares the % change in passenger per scheduled bus hour with the increase in service provision on each of the five enhanced services.

The levels of pax per scheduled bus hour have gone down across services since the enhancements were introduced. This is to be expected as it will take time for demand to grow and result in similar occupancy levels to pre enhancement.

That said, it is encouraging to see the % change in passenger per scheduled bus hour is below the % increase in service provision. For example, given there are 33% extra service provision on the X1 service, there has only been a 10% decrease in passenger per scheduled bus hour, which has been driven by the growth in patronage.

The good performance is further demonstrated by the reduced funding needed. The bottom table on the right sets out the original forecast funding requirement for each service, compared with the required funding based on Q1 performance. The total original funding required for the five services was £1.11m but based on the good performance in Q1, the funding need was £0.31m lower at £792m.

Service	% change in pax per scheduled bus hour	% increase in service provision
X1	-10%	33%
X4	-15%	50%
T1	-11%	50%
172	-24%	33%
M2	-24%	33%

Service	Forecast (£k)	Required (£k)	Difference (£k)	Difference (%)
X1	175.5	178.1	-2.6	-1.5%
X4	137.1	177.7	-40.6	-29.6%
T1	299.9	189.4	110.5	36.8%
172	357.0	152.1	204.9	57.4%
M2	135.0	94.9	40.1	29.7%
	<b>1,104.5</b>	<b>792.2</b>		

# Supported Services - 522 (1/2)

Two new supported services have been introduced as part of the BSIP initiatives - Service line 522 and 525. We consider the performance of both services individually over this slide and the following slide.

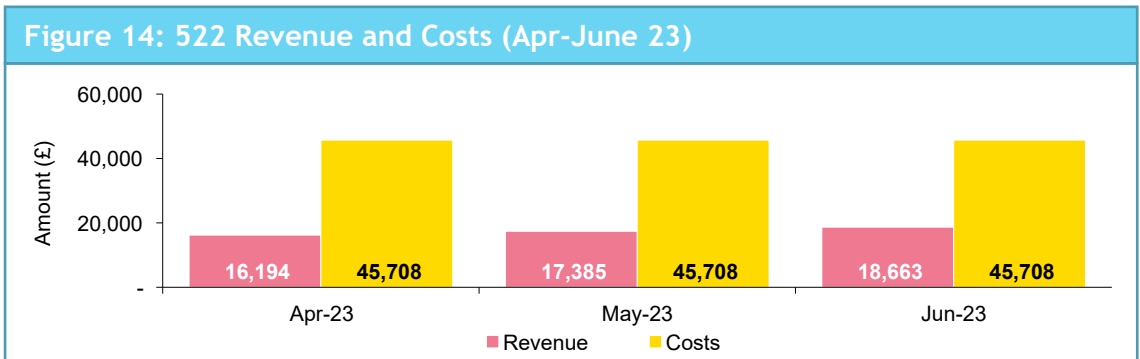
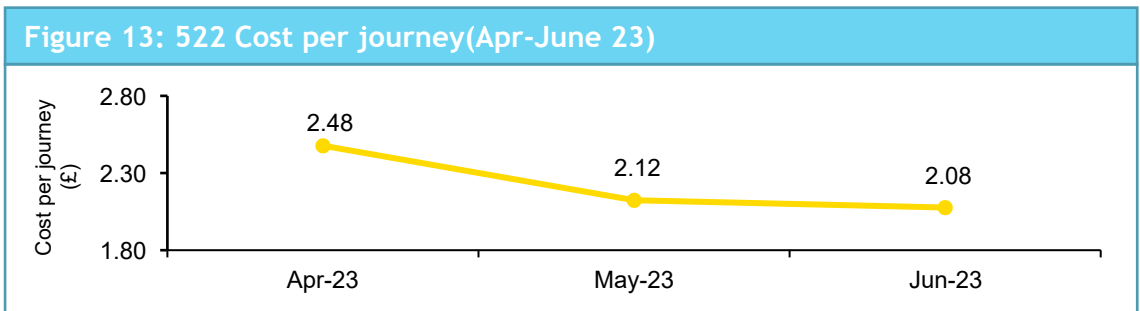
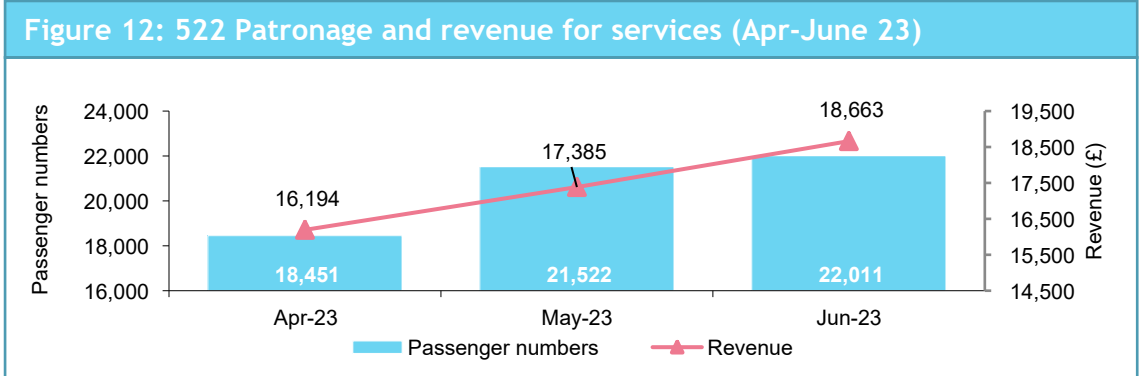
Supported services line 522 was introduced in April 2023. It is a new route between Bristol to Bath via Midsomer Norton, covering 48 miles one way.

Figure 12 shows passenger numbers and revenue throughout the period of April to June 2023. There is a clear increase over this period in both revenue and passengers. The relatively good performance is based on the five vehicles operating on the route and the fact that the service runs in a densely populated area.

Figure 13 sets out the cost per journey. It shows a reduction in the cost per journey over the 3 months since the service was introduced - this is directly linked to the increase in passengers over the same time period.

Figure 14 illustrates the gap between revenue and costs over the same period, with the service making an average loss of £28k per month.

Given these are supported services, there is additional value to consider in relation to the social value that they provide to the community.



# Supported Services - 525 (2/2)

Supported services line 525 was introduced in April 2023. It is a new route between Emerson Green and Yate Shopping Centre, covering 25 miles one way. It is noted that the route is changing in September 2023 to increase the number of potential passengers for the route.

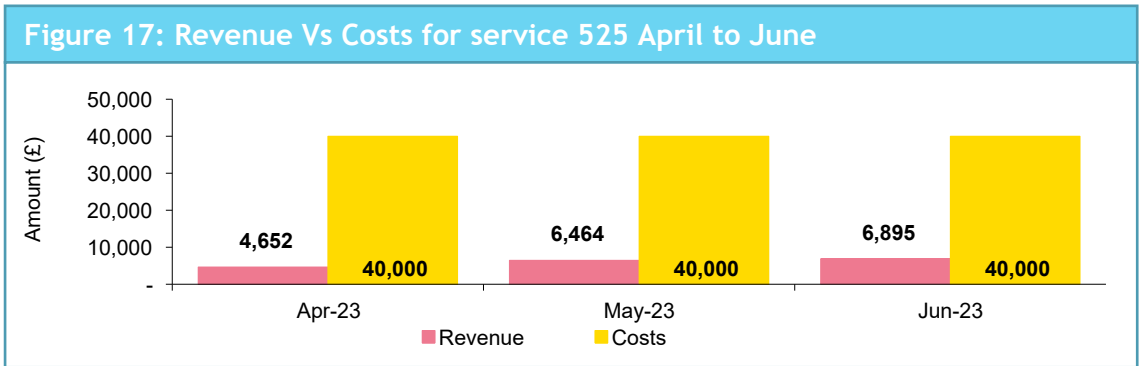
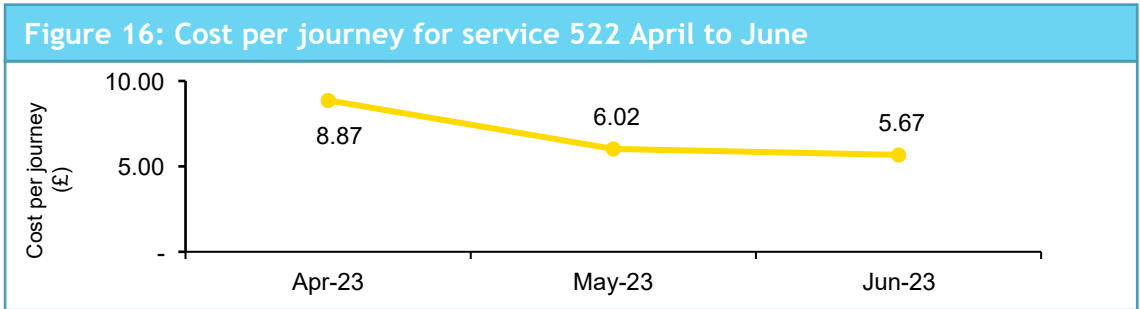
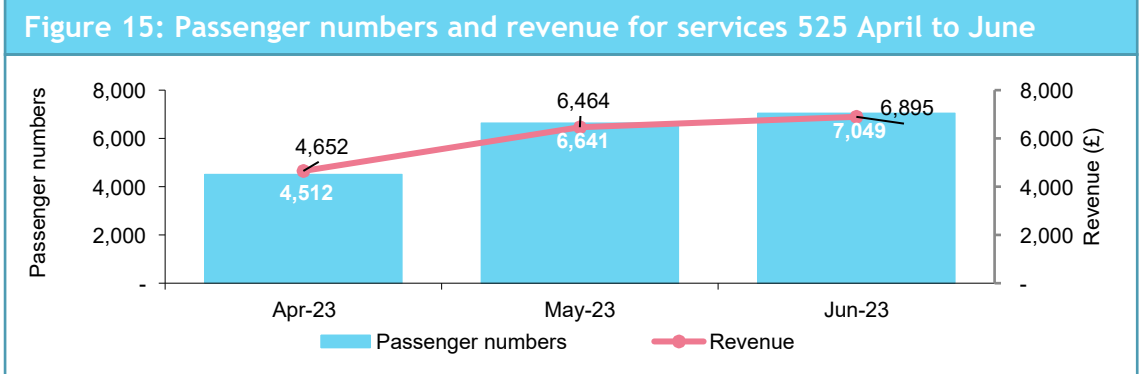
Figure 15 shows passenger numbers and revenue throughout the period of April to June 2023. There is a relatively large increase between April and May, with patronage levelling out in June 2023.

Figure 16 sets out the cost per journey. It shows a reduction in the cost per journey over the 3 months since the service was introduced - this is directly linked to the increase in passengers over the same time period.

Figure 17 illustrates the gap between revenue and costs over the same period, with the service making an average loss of £34k per month.

Given these are supported services, there is additional value to consider in relation to the social value that they provide to the community.

In addition, supported services (522 and 525) that have been added to the timetable using BSIP funding illustrate the variance that exists between supported services. Relatively, 522 is performing more strongly in terms of patronage levels and revenue collection to cover costs. This highlights the difference in commerciality of supported services and this should be considered later in this report as we undertake the prioritisation assessment.



# Fares Package 2 (Birthday fares)

The CA introduced the Birthday fares initiative as part of fares package 2 in July 2023, providing customers the month of July to apply for the birthday pass before the scheme fully commenced in August 2023.

Given the operational period of the initiative to date, the insights on this slide are based on the limited data available to analyse.

Figure 18 shows the number of people that have visited the birthday fares website, subsequent applications that have been made and the conversion rate on that basis. Visitors to the website have fluctuated through the period and the data is too limited to make an assessment on the overall trend. Applications for the pass have been relatively stable during the period which is encouraging given the fluctuation in visitor numbers. However, the conversion rate is relatively low averaging at approximately 22%.

Figure 19 shows the number of journeys using the birthday fare pass since the scheme fully commenced in August 2023. Again, the data is limited, but it is encouraging to see an upward trend in the first four weeks of operation.

The data shows an encouraging start and it is anticipated that marketing as well as word of mouth will support an increased uptake in the scheme over the coming months.

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Figure 18: Birthday website visitors, applications & conversion rate

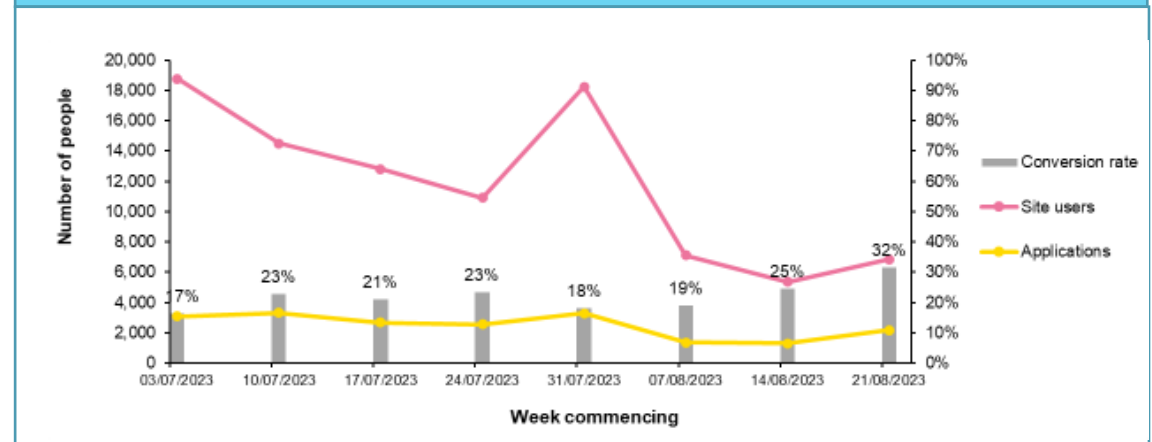
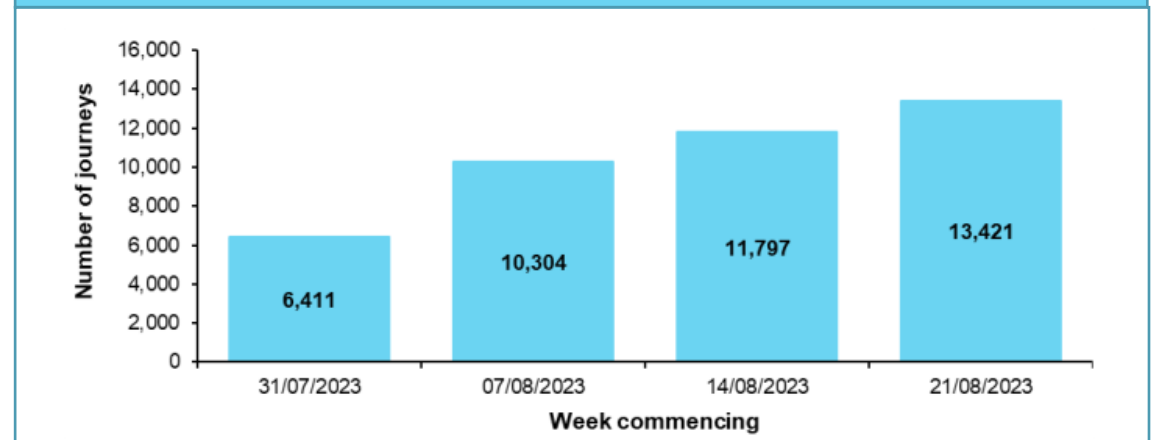


Figure 19: Number of journeys with birthday fare offer (August 2023)



# Section 4: BSIP Financial Review

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# Financial Review Introduction

This section focuses on the following:

1. A review of the BSIP financials in order to provide a view of the BSIP funding that is potentially available to be re-distributed.
2. High level consideration of potential alternative revenue sources to support the BSIP cliff edge in March 2025.

The table below sets out what is included in this report for each of the areas and our emerging conclusions.

Financial review area	Included in this report	Emerging conclusions
BSIP financial review	<p>Analysis of the current forecast spend for BSIP initiatives.</p> <p>Our view of the re-distributable BSIP funding available.</p>	<p>There is an opportunity to re-distribute £1.2m to other initiatives based on the current forecast.</p> <p>We have identified a further £3.9m to £12m of potential funding that may be considered to re-distribute to other initiatives.</p>
Potential alternative revenue sources	<p>Potential mechanisms that could be used by the CA as alternative revenue sources for buses in the West of England.</p> <p>Mechanisms have been RAG rated based on a set of criteria detailed in this section.</p>	<p>Unable to identify clear potential sources of additional funding.</p> <p>Detailed specification and assessment required, including an understanding of the delegated authority of the CA and how this could be applied in developing alternative revenue sources.</p>



# Current Funding Profile (1/2)

The total BSIP funding approved by DfT was £105.5m. Of the full funding amount, the CA was allocated £57.5m as revenue funding and their BSIP partner, NSC was allocated the remainder as capital funding.

The table on the right shows the BSIP revenue funding profile for the £57.5m allocated to the CA across the funding period (FY23-FY25) and split across the four BSIP working groups.

We have reviewed the forecast spend profile which includes actuals spent in FY23. In FY23, only £2.3m of BSIP funding was spent compared to the forecast £5.1m. This is largely due to the fact that funding was only received in February 2023. This underspend has been re-profiled in the remaining two financial years, with the current forecast anticipated final cost (AFC) of BSIP initiatives during the funding period is £56.3m.

Financial Year	Funding (£m)	BSIP Working Groups			
		Network & Services	Fares & Ticketing	Passenger Experience	BSIP Programme
2023	5.1	0.2	1.6	2.8	0.5
2024	30.5	12.9	13.2	2.5	1.9
2025	21.9	11.6	7.3	1.2	1.8
<b>Total (£m)</b>	<b>57.5</b>	<b>24.7</b>	<b>22.1</b>	<b>6.5</b>	<b>4.2</b>
<b>Total (%)</b>	<b>100%</b>	<b>43%</b>	<b>38%</b>	<b>11%</b>	<b>7%</b>

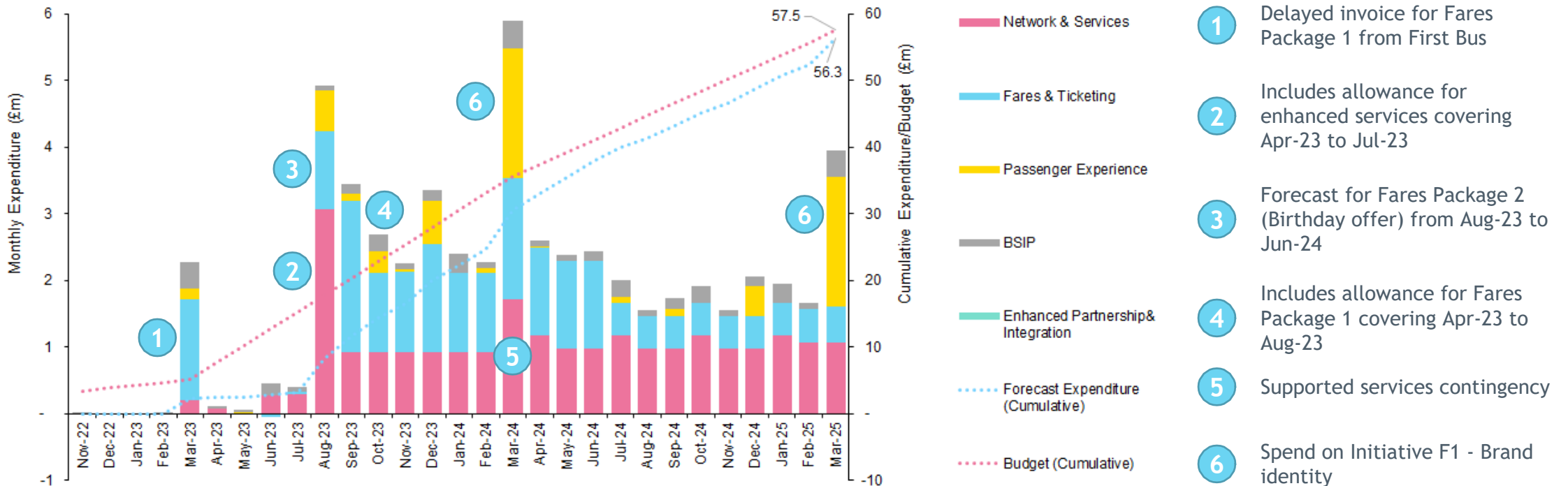
Underspend in each financial year can be moved to a subsequent year without DfT approval. While DfT expects funding to be spent and programmes delivered by FY25, we understand there is also the opportunity to profile BSIP spend into FY26 which will require PAR approval from DfT.

# Current Funding Profile (2/2)

Figure 20 below sets out the monthly profile by BSIP working group provided by the CA and explanation is included in the key for any lumpy expenditure in the spending profile.

The chart indicates a steep ramp-up in expenditure from Q2 FY24. This is driven by initiatives in the Network & Services and Fares & Ticketing working groups which account for c.81% (£45.4m) of the current forecast AFC of BSIP initiatives (£56.3m) during the funding period. This presents £1.2m of budget underspend that can be re-distributed to other initiatives.

Figure 20: BSIP Funding profile (Forecast from Aug-23)



# Financial Review Approach

We have conducted high-level analysis to present a range of potential funding that may be available to re-distribute to other initiatives.

The analysis has considered the following information:

- Assumptions driving the current AFC of initiatives, including spend to date and forecast expenditure;
- The RAG spend confidence;
- Forecast potential savings previously calculated;
- Opportunities to de-scope initiatives; and
- Initiatives with material levels of spend allocation within the current baseline forecast

We have developed two options for the redistribution of funding as set out in the figure on the right, these are:

- Option 1: Forecast revisions
- Option 2: De-scope initiatives.

Option 1 and 2 are mutually exclusive, and as such they can be delivered individually or together. If Option 1 is taken forward, there are two sub-options and a choice must be made between Option 1a and Option 1b.

The results from the assessment are included in the following slide.

## Option 1: Forecast revisions

### Option 1a: Low range

Considers previously modelled assessments used by the CA to identify cost savings, based on **conservative changes** to current assumptions

### Option 1b: High range

Considers previously modelled assessments used by the CA to identify cost savings, based on more **significant changes** to current assumptions

## Option 2: De-scope initiatives

Considers opportunities to de-scope initiatives due to low spend confidence and low probability of achieving the forecast.

# Financial Review Results

Based on these options, and as set out in the table, we have identified funding available for re-distribution ranging from £1.25m - £13.3m.

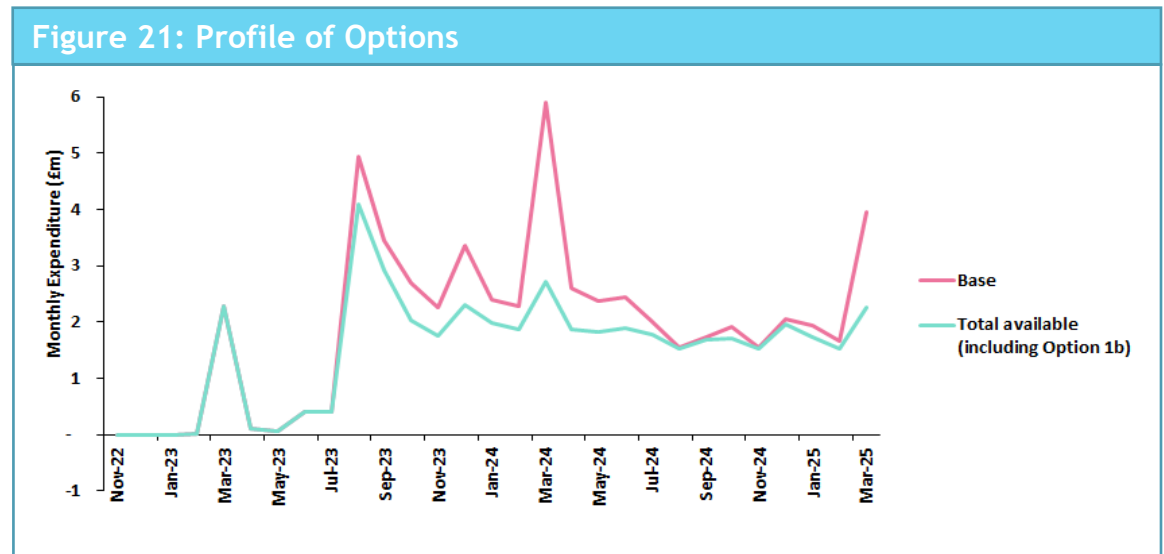
Our initial review identified a budget underspend of £1.25m in the current forecast, with the forecast totalling £56.25m compared to the BSIP budget of £57.5m. As such, £1.25m will be our base position for the financial review.

Detailed information of the analysis undertaken to develop these savings is included in Appendix 1 - Assessment of initiatives.

Based on the analysis, Figure 21 presents the two options alongside the base forecast. A further breakdown by Working Group under each scenario is included in Appendix 1.

Based on implementing both options (option 1b) with total funding of £13.3m, this forecast assumes an average run-rate of ~£2.0m per month between Aug-23 and Mar-25. This is a ~2.8x multiple of average monthly spend incurred between Nov-22 and Jul-23 of ~£700k (after adjusting for some timing related payments), and would require a ramp-up in spending on BSIP initiatives.

Funding identified for options assessed	
Option	Funding identified (£m)
Budget underspend	1.25
Option 1: Forecast revisions (range based on 1a and 1b)	3.9 - 7.15
Option 2: De-scope initiatives	4.9
<b>Total available (including Option 1b)</b>	<b>13.3</b>



# Potential alternative revenue sources beyond BSIP

There are different revenue streams beyond farebox revenue - as currently charged - that could be drawn upon to fund bus services beyond BSIP (March 2025 onwards). These however, are somewhat limited to the following by the level of powers available to the CA:

- Bus fare supplements - focused on differential pricing e.g. popular routes with low price demand elasticities could cross-subsidise less popular routes with higher fares. Difficult to implement through the Enhanced Partnership
- Road charging - measures such as Workplace Parking levies and Air Quality or congestion charging
- Non-transport related charging such as Visitor Taxes and land development mechanisms.

The table below summarises an initial high-level assessment which suggests that none of these option categories are clear potential sources of additional funding - the detailed assessment is in Appendix 2. Further work would be needed to develop their specifications and assessment in more detail, and also understand the delegated authority of the CA and how this could be applied in developing alternative revenue sources.

Criteria	Description	Bus fare supplements	Road charging	Non-transport related
1. Relevance	How likely the mechanism is to target direct or indirect beneficiaries	Directly targets bus users	Targets beneficiaries of road network	Likely limited targeting of bus users
2. Efficiency/ scale	The mechanism's effectiveness at collecting revenues without negative consequences, and the potential order of magnitude of such a contribution.	Contradicts purpose of encouraging bus use	Negative distributional impact on car users, reduces congestion and +ve for environment	Would depend on particular mechanism
3. Feasibility of implementation	The degree to which the mechanism is considered to be practical to implement in the West of England; i.e. what is the political and public perception, are powers in existence or agreeable/likely, and are the costs of implementation reasonable?	Difficult to implement and politically challenging	Practical to implement but politically challenging to deliver	May be politically acceptable but reliant on developments
4. Timing and risk	What are the timing and risk implications i.e. does the mechanism offer revenue upfront & therefore help to reduce debt early on, how volatile/smooth is the funding & how susceptible is it to shocks?	Stable source of revenue but limited scale	Stable source of revenue, could be large scale	Development mechanisms unstable. Visitor tax stable

# Section 5: Prioritisation framework

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# Prioritisation Framework

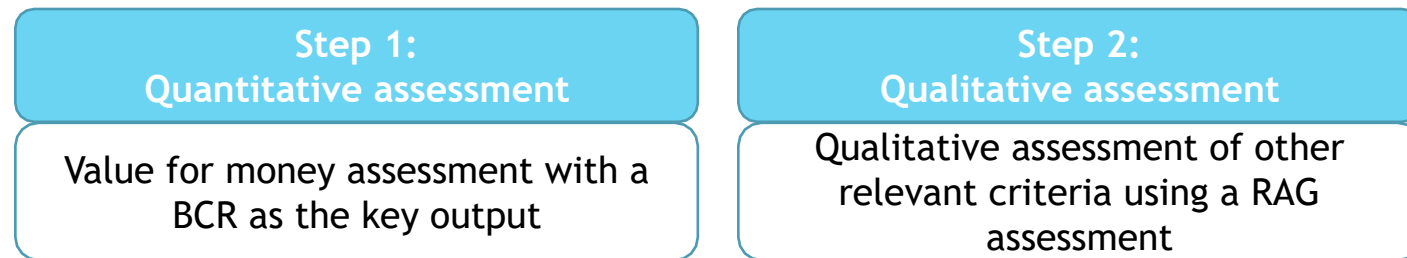
As part of the BSIP Financial Review, we have determined the amount of BSIP funding that is currently available to be re-distributed.

On this basis, we need to determine how best to distribute the identified funding to BSIP initiatives.

In order to do this, we have identified options (i.e. BSIP interventions) and we will demonstrate how funding could be allocated to these options based on a prioritisation framework. To develop the framework, we have:

- Reviewed the previous frameworks developed, namely the frameworks for fares, BSIP allocation, and the Transport levy
- Considered the BSIP objectives and the latest steer from DfT
- Considered potential constraints, e.g. delivery timescales

The framework includes two steps as set out below:



The results of Step 1 will give an initial prioritisation of options based on the BCR result. This will be reconsidered through the lens of the criteria identified as part of the qualitative assessment to provide a rounded view on the prioritisation of options.

Further detail on the approach for each of the two steps are included in the following slides.

# Step 1: Quantitative assessment

The DfT Value for money framework defines ‘Value for Money’ as using public resources in a way that creates and maximises public value.

Public value considers the total well-being of the UK public as a whole and in a transport context this considers economic, social and environmental impacts of a proposal.

As such, Step 1 will include a DfT style value for money assessment to provide a benefit cost ratio (BCR) for each of the options.

Options will be given an indicative prioritisation based on DfT VfM categories set out in the table.





Further detail on our approach and assumptions used to derive our BCR results are included in Appendix 3.

VfM Category	BCR
Very High	$\geq 4$
High	2 - 4
Medium	1.5 - 2
Low	1 - 1.5
Poor	0 - 1
Very Poor	$\leq 0$



# Step 2: Qualitative assessment

As part of Step 2, further consideration will be given to the prioritisation based on a qualitative assessment including the criteria below. Each of the options will be RAG rated against the criteria, with a description of the scoring mechanism included in the table below.

Criteria	Description	Rationale for inclusion in framework	Red	Amber	Green
 <b>Criteria 1: Network vision</b>	Does the proposed intervention support the delivery of the West of England's network vision (see slide 44 for detail)?	A holistic view of the network is required to support BSIP objectives to deliver a bigger, better and sustainable bus network	Limited contribution to network vision	Some contribution to network vision	Strong contribution to network vision
 <b>Criteria 2: Socio-economic considerations</b>	How does the proposed intervention impact key social groups (see slide 45 for detail)?	The socio-economic importance of buses for vulnerable groups is recognised and it is important to consider the impact of interventions on specific groups.	Limited positive impact on key Socio-economic groups	Some positive impact on key Socio-economic groups	Strong positive impact on key Socio-economic groups
 <b>Criteria 3: Sustainability</b>	Does the intervention have a trajectory to sustainability by the end of the funding period?	A key purpose of BSIP is to introduce commercially sustainable measures to grow the bus network, and as such, it is important to consider if there is the potential for the intervention to be sustainable in the future	Limited potential to become sustainable in the future	Some potential to become sustainable in the future	Strong potential to become sustainable in the future
 <b>Criteria 4: Deliverability</b>	Is the intervention deliverable within the funding period?	The CA have less than two years to spend the BSIP funding, and as such, consideration needs to be given to whether the interventions are deliverable within the funding period	Limited potential to deliver within the BSIP funding period	Some potential to deliver within the BSIP funding period	Strong potential to deliver within the BSIP funding period

# Section 6: Options development

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# Options development

We use the framework to assess the following options for BSIP funding:

## Supported Services

This option considers allocating more funding to supported services which provide socially necessary services, often filling gaps in the timetable during the am and pm, and connecting rural areas with key services.

## Fares

This option considers allocating more funding to fares changes which can help stimulate demand, growing the network.

## Enhanced Services

This option considers allocating more funding to enhanced frequencies on existing commercial bus services along key corridors to support the network vision for the West of England.

## DRT

This option includes allocating more funding to WESTlink which was rolled out in April 2023 to provide demand responsive transport in rural areas of the West of England.

## Passenger experience

This option considers allocating more funding to target the overall experience of customers across all bus services. This includes consideration of initiatives relating to brand identity, marketing, promotion and communications, travel guides and journey planning, and real time information.

# Section 7: Options assessment

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# Step 1 - Quantitative assessment

We have undertaken a value for money assessment in line with DfT guidance to calculate a benefit cost ratio (BCR).

Details of the methodology and the detailed results are included in Appendix 3.

The table on this slide sets out the results from the assessment, including:

- BCR based on user + non user impacts
- BCR based on user + non user + wider impacts

Based on the BCR including wider impacts, the table includes the DfT category as per the DfT guidance included on slide 38.

Options	BCR (user + non-user)	BCR (user + non-user + wider impacts)	DfT category	Prioritisation
Fares	3.89	5.4	High	1
Enhanced services	2.41	2.95	High	2
WESTlink (DRT)	0.27 to 1.64	0.31 to 1.91	Poor-Medium*	3
Supported Services	0.87	0.98	Poor-Low**	4
Passenger experience	1.62	1.85	Medium***	5

\*There is significant uncertainty over the value for money for DRT largely driven by uncertainty surrounding patronage. If the service is successfully delivered and promoted, and patronage levels grow, the Benefit Cost Ratio could approach £2 for every £1 spent. At present, patronage levels are low as the service has only recently been introduced.

\*\* Supported Services show a range of value for money depending on cost and patronage. The assessment for supported services is an average across services. BCR values for individual services range between 0.6 and 1.2 with some services exceeding a BCR of 2.

\*\*\* The BCR estimate for passenger experience has low confidence due to limited data and dated assumptions.

# Step 2- Qualitative Assessment (1/4)

The table below assesses each of the options against **Criteria 1 - Network Vision** in line with the approach set out on slide 39.

● - Limited contribution/ potential ● - Some contribution/ potential ● - Strong contribution/ potential

Network Vision	Fares	Enhanced Services	Supported Services	DRT	Passenger Experience
<b>Make the bus convenient</b> - taking our residents where they want to go at the times, they need to travel by extending the current network, enhancing frequencies, and optimising services.	●	●	●	●	●
<b>Make our public transport network co-ordinated</b> - by providing a recognisable and consistent brand across the area, easy access to information, integrated ticketing across operators and enabling simple connections across modes and services.	●	●	●	●	●
<b>Deliver a positive customer experience</b> - by bringing our bus stops up to a high quality and consistent standard, delivering new accessible and environmentally friendly buses, offering a value for money and affordable service for all, including some targeted fares reductions; also ensuring that people are provided with the right information as and when they need it, all so that buses are an easy-to-use and a natural choice.	●	●	●	●	●
<b>Overall assessment</b>	●	●	●	●	●

# Step 2- Qualitative Assessment (2/4)

● - Limited contribution/ potential ● - Some contribution/ potential ● - Strong contribution/ potential

As part of **Criteria 2 - Socio-economic considerations**, consideration needs to be given to the impact the options would have on the following demographic categories:

- Income distribution
- Children: proportion of population <16
- Young adults: proportion of population 16-25
- Older people: proportion of population 70+
- Population with disability
- Households with access to a car

Discussion of these impacts for each of the options is considered in the table on the right in line with the framework set out on slide 39.

Options	Discussion of socio-economic impacts	RAG rating
Fares	<ul style="list-style-type: none"> <li>• Targeted fares offer can support specific groups, for example youth discounts</li> <li>• Although universal fares offers will be available to all, this will support more vulnerable groups as well</li> </ul>	●
Enhanced services	<ul style="list-style-type: none"> <li>• Services don't specifically target improvements for specific groups but generally enhancing services will support households that rely on bus services and don't have access to a car</li> </ul>	●
Supported Services	<ul style="list-style-type: none"> <li>• Fixed route services often fill gaps in the timetable, particularly in the early am and late pm, which are important to ensure access to services</li> <li>• More rural services can provide a lifeline for certain groups</li> </ul>	●
DRT	<ul style="list-style-type: none"> <li>• Given it targets rural areas where bus services can be limited, it can provide a lifeline for those without access to a car</li> </ul>	●
Passenger experience	<ul style="list-style-type: none"> <li>• General promotional initiatives will not target specific groups unless specific campaigns are rolled out. Similarly, improving journey planning/information and network stability is not targeted at more vulnerable groups.</li> </ul>	●

# Step 2- Qualitative Assessment (3/4)

● - Limited contribution/ potential ● - Some contribution/ potential ● - Strong contribution/ potential

As part of **Criteria 3 - Sustainability**, consideration needs to be given to the ongoing sustainability of these types of interventions given the purpose of BSIP funding.

Discussion of future sustainability for each of the options is considered in the table on the right in line with the framework set out on slide 39, drawing on insight from the assessment of BSIP initiatives to date.

Options	Discussion of sustainability	RAG rating
Fares	<ul style="list-style-type: none"> <li>The Fares Package 1 initiative has generated significant patronage growth and as a result reduced the subsidy cost per passenger, but further growth is needed for the fares offers to be sustainable in the long term</li> </ul>	●
Enhanced services	<ul style="list-style-type: none"> <li>Service enhancements on key routes have observed good patronage growth, with the required subsidy substantially below forecast. Further growth in patronage will be needed to make the enhancements commercially sustainable but initial results demonstrate the potential for long term growth</li> </ul>	●
Supported Services	<ul style="list-style-type: none"> <li>Given the nature of supported services, and their primary purpose to provide services to groups that rely on bus services to access key amenities, it is highly unlikely that they can be commercially sustained due to low levels of demand to support ongoing costs</li> </ul>	●
DRT	<ul style="list-style-type: none"> <li>Given the lack of the maturity of the scheme it is difficult to assess the potential to cover costs in the future. If the scheme was promoted there are indications that patronage will grow but the service is unlikely to be commercially viable. It will however provide a more flexible and more cost effective alternative to fixed route supported services</li> </ul>	●
Passenger Experience	<ul style="list-style-type: none"> <li>Initiatives promoting the bus brand is expected to generate a better return on investment through higher patronage. Similarly, improvements to overall experience will increase the likelihood of using the bus service over other modes.</li> </ul>	●



# Step 2- Qualitative Assessment (4/4)

● - Limited contribution/ potential ● - Some contribution/ potential ● - Strong contribution/ potential

As part of **Criteria 4 - Deliverability**, consideration needs to be given to the deliverability of the options given the timescales for spending the BSIP funding.

Discussion of the deliverability for each of the options is considered in the table on the right in line with the framework set out on slide 39.

Options	Discussion of deliverability	RAG rating
Fares	There are limited time constraints associated with delivering fares changes in that the offer could be valid for a short period of time and therefore deliverable during the funding period.	●
Enhanced services	Additional enhanced services are relatively quick to deliver as they do not need to be tendered.	●
Supported Services	Given there is less than two years to spend BSIP funding, it would be challenging to deliver additional supported services during that time as the tendering process would mean the services could only be supported for a year, which is likely to be unattractive to operators and as such, costs are likely to be higher.	●
DRT	The new DRT service was mobilised within two months of funding being allocated to the CA. There are two established suppliers who are currently working towards operating at planned capacity. There is potential to renegotiate and extend current contracts swiftly.	●
Passenger experience	Dependent on the type of initiative as brand identity and marketing can be delivered relatively quickly but within journey information and journey planning tools could take more time to deliver.	●

# Section 8: Recommended option/s

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# Assessment summary

● - Limited contribution/ potential ● - Some contribution/ potential ● - Strong contribution/ potential

The table below sets out the results of the assessment of options for BSIP funding based on the prioritisation framework.

Options	Step 1: Quantitative assessment	Step 2: Qualitative assessment				Prioritisation
		Criteria 1: Network Vision	Criteria 2: Socio-economic considerations	Criteria 3: Sustainability	Criteria 4: Deliverability	
Fares	High	●	●	●	●	1
Enhanced services	High	●	●	●	●	2
DRT	Poor-Medium*	●	●	●	●	3
Passenger experience	Medium	●	●	●	●	4
Supported Services	Poor-Low**	●	●	●	●	5

# Conclusions (1/2)

We have reviewed BSIP finances and identified a range of funding that could potentially be reallocated between BSIP initiatives. Following a change in rules, funding can now be allocated to supported services.

We have completed a prioritisation exercise to determine how best to spend funding that may become available. This exercise considered expected value for money, alignment to the CA's vision for bus services, socio-economic impacts, likelihood of financial sustainability, and deliverability within the BSIP period. The findings of this exercise are:

- **Fares initiatives are ranked 1<sup>st</sup>.** Fare initiatives provide the highest value for money and perform well against the other criteria, especially socio-economic impacts during the 'cost of living' crisis. The track record with Fares Package 1 is strong, with fare changes generating substantial new patronage.
- **Enhanced services are ranked 2<sup>nd</sup>.** These services provide high value for money as the investment benefits relatively higher numbers of passengers. The initiative also aligns well with other criteria, including the network vision and deliverability. Early indications from the first package of service enhancements show greater than expected patronage growth.
- **DRT is ranked 3<sup>rd</sup>.** The expected value for money for DRT services is uncertain as use of the service is still uncertain. If patronage levels continue to increase and services are effectively promoted, the service could provide 'medium' value for money. DRT services fit with the network vision, have positive socio-economic impacts, and are easy to deliver. They are however likely to need on-going financial support. Given benefits including flexibility and cost efficiency, DRT services have advantages over fixed route supported services.

# Conclusions (2/2)

- **Passenger experience is ranked 4<sup>th</sup>.** The BSIP includes a package of measures to increase awareness of service availability and improved customer information. The initiatives have historically provided a good return on investment and feature in Transport Focus's list of factors driving passenger satisfaction. As a result, they are expected to provide 'medium' value for money and align well with the other prioritisation criteria.
- **Supported services are ranked 5<sup>th</sup>.** Supported services are likely to generate good socio-economic impacts but given cost inflation they are increasingly likely to need long term funding and may take time to procure through open tender. As a result of low patronage levels, supported services are expected to provide poor to low value for money. Where patronage levels are higher, value for money is also higher.

Based on this analysis, there is a good case to reallocate available funding to fares initiatives and enhanced services. Initiatives to improve passenger experience and provide DRT services are currently fully funded. Whilst new supported services are likely to provide poor or low value for money there may be strong social reasons to invest, especially where DRT is unable to provide an alternative. In the recent past, driver shortages have constrained service expansion but those constraints are reportedly easing so a more even balance between fares reductions and service enhancements may be possible.

# Appendix 1: Financial review supporting information

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# Assessment of initiatives (1/2)

The table below includes the assessment of each of the initiatives under the three options identified and illustrates how the total savings under each option were developed, alongside the respective total spend from Aug-23 included in the base forecast.

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BSIP Initiative	BSIP Working Group	Description	Base Forecast £m	Option 1: Forecast revisions		Option 2: De-Scope Initiatives Savings £m	Rationale
				Option 1a: Low range £m	Option 1b: High range £m		
A1 - Ambitions to deliver a high frequency, accessible bus network	Network & Services	Enhanced Commercial Services	£10.4m	£0.9m	£0.9m		Base forecast assumes a medium-case growth scenario as set out in the Enhanced Services Director's Decision Notice. The notice indicates a high-growth scenario is the likely outcome which is reflected in Option 1a and 1b.
I1 - DRT services to complement bus network	Network & Services	VIA - 2 year tendered contract WeDRT - 2 year tendered contract	£6.4m	£0.25m	£0.25m		Services have only been running at 70% (Jun-23) due to lack of buses available. Option 1a and 1b assumes 80% in Aug-23 and increasing to full capacity by Nov-23.
C1, C2 - Fares reductions, discounts and simplification package	Fares & Ticketing	Fares Package 1- First Bus	£6.9m	£0.25m	£0.25m		Base assumes demand growth of 12.5%. Options 1a and 1b assume a more conservative growth rate of 10%.
C1, C2 Fares Package 2 (birthday fares and care leavers)	Fares & Ticketing	Fares Package 2: Birthday Offer (inclusive of supplier costs)	£9m	£2.5m	£5.75m		Base forecast assumes 100% take up of current users and 12% growth above that which requires ~400k journeys per month. As current weekly journeys are ~11k, Option 1a assumes a 80% take up scenario. Option 1b is a more conservative scenario, assuming 40% take up in light of current conversion rates being c20%.
I3 - More supported services	Network & Services	Supported services contingency	£1.6m			£0.575m	Option 2 only retains £1m which is allocated for NSC services due to start from Sept-23.
I3 - More supported services	Network & Services	WEST local	£2.0m			£0.75m	15 applications have been received to-date. The funding requirement has not been requested and is subject to further clarifications and discussions with applicants. Option 2 assumes ~£80k spend from Jan-24 onwards.

# Assessment of initiatives (2/2)

BSIP Initiative	BSIP Working Group	Description	Base Forecast £m	Option 1: Forecast revisions		Option 2: De-Scope Initiatives Savings £m	Rationale
				Option 1a: Low range £m	Option 1b: High range £m		
C1, C2 Fares Package 2 (birthday fares and care leavers)	Fares & Ticketing	Fares Package 2: SAM Care Leavers Dev cost Fares Package 2: Care Leavers	£1.7m			£0.25m	Updated forecast received on 5 Sep, excluding a 10% allowance for contingency. In the absence of information, an optimistic assumption of 26% growth in FY25 and 100% take-up has been retained.
C1, C2 - Fares reductions, discounts and simplification package	Fares & Ticketing	Fares Package 3 /contingency	£1.7m			£1.7m	The package is yet to be agreed therefore has a high probability to be de-scoped.
F2 - Marketing, promotion and communications F3 - Travel guides and journey planning F4 - Within journey information	Passenger Experience	All items within the initiatives	£3.8m			£1.2m	Potential for partial (20%) de-scope on majority of marketing and promotions initiatives. Spend on fares package 3 and contingency excluded in Option 2.
F1 - Brand identity	Passenger Experience	Initiative F1 - Brand identity	£2.5m			£0.425m	Option 2 assumes ~£100k spend from Aug-23 onwards.
<b>Total potential funds for re-distribution by option</b>			<b>£46.0m</b>	<b>£3.9m</b>	<b>£7.15m</b>	<b>£4.9m</b>	

We have considered £46m of the total forecast of £56.25m. The remaining £10.25m (including £3.25m of actuals at July 2023) has not been considered in our detailed review of individual initiatives.

The following slides provides a graphical view of the spending profile if all funds identified in the table above were redistributed.

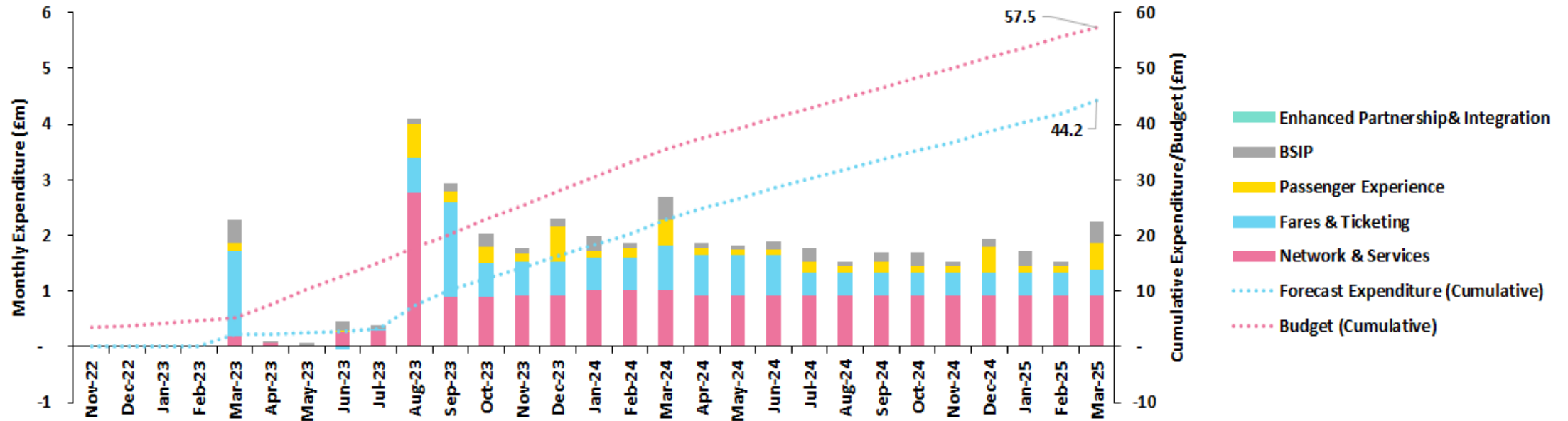


# All funding redistributed

The figure below sets out the funding profile based on redistributing all the funding identified which totals £13.3m.

The forecast for Aug-23 includes an allowance for enhanced services covering Apr-23 to Jul-23. This forecast assumes an average run-rate of ~£2.0m per month between Aug-23 and Mar-25, which would require a ramp-up in spending on BSIP initiatives compared to current levels.

Figure 22: Adjusted funding profile



# Appendix 2: Out of scope funding mechanisms

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# Potential alternative revenue sources beyond BSIP

There are a range of different revenue streams beyond farebox revenue that could be drawn upon to fund bus services beyond BSIP from March 2025 onwards. Not all of these are relevant for buses, or specifically supported services (for example mechanisms tied to land value capture are most likely out of scope).

The following slides in this section provide an early consideration of some relevant mechanisms (where there is a low level of relevance, we have still included some mechanisms in this early assessment for completeness).

Further work needs to be done to assess the nature of the powers of Combined Authority to implement some of these measures, their acceptability as well as their ability to deliver additional funding over and above the transport levy and beyond BSIP.

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Criteria	Description	Green	Amber	Red
1. Relevance	How likely the mechanism is to target direct or indirect beneficiaries	High relevance	Medium relevance	Low relevance
2. Efficiency/scale	The mechanism's effectiveness at collecting revenues without negative consequences, and the potential order of magnitude of such a contribution.	High effectiveness	Medium effectiveness	Low effectiveness
3. Feasibility of implementation	The degree to which the mechanism is considered to be practical to implement in the West of England; i.e. what is the political and public perception, are powers in existence or agreeable/likely, and are the costs of implementation reasonable?	High feasibility	Medium feasibility	Low feasibility
4. Timing and risk	What are the timing and risk implications i.e. does the mechanism offer revenue upfront and therefore help to reduce debt early on, can the cashflow legally be borrowed against, how volatile/smooth is the funding and how susceptible is it to shocks?	Low risk	Medium risk	High risk

# Funding mechanism assessment (1/4)

The following slides set out an assessment of potential funding mechanisms against the criteria detailed in the previous slide.

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Mechanism	Beneficiary	1. Relevance	2. Efficiency / scale	3. Implementation	4. Timing and risk
Supported services fare supplement	Service user	Directly targets users of the bus services which benefit from any additional funding.	May be revenue losing if fares are set too high and reduce demand. Also potentially goes against purpose of including low demand routes	CA has authority to set fares	Given potential demand effects, unlikely to be borrowable against
Cross subsidising fare supplement	Network user	Users benefiting from high value routes help pay - through additional fares - for low value routes	Economically efficient - user pays principle - although likely to be counter-productive in reducing demand for buses	Difficult to implement through the EP	May be stable enough to borrow against, could contribute to long term decline in bus demand
Workplace parking levy	Road user	Commuters pay more to drive instead of taking the bus	Rejected by other CA due to low revenue base. Incentives improve congestion and air quality. working from home attitudes may have negative affect on demand	CA has authority to set levy, complex and costly but other CAs are considering	May be stable enough to borrow against

# Funding mechanism assessment (2/4)

Mechanism	Beneficiary	1. Relevance	2. Efficiency / scale	3. Implementation	4. Timing and risk
Community parking levy	Road user	All drivers (including those on the share services routes) pay to drive instead of taking the bus,	Reasonable scale depending on supplement level, leisure travel may be disincentivised. Incentives improve congestion and air quality, leisure travel may be disincentivised	CA has authority to set levy, might be more politically difficult if it effects low income areas. Complex and costly to set up.	May be stable enough to borrow against
Air quality / congestion pricing	Road user	All drivers in key urban areas, cross subsidising routes in other areas.	Very significant revenue raiser and effective at reducing congestion and air quality issues in key areas. Could have some disincentive on travel to areas	Very politically controversial requires significant community consultation. Has not been successful in other CAs outside of London where it is being extended. CA does have the powers to implement.	Can be borrowed against
Council tax precept	Residents in local area	All residents in areas wanting shared services contribute to transport services they value but do not heavily all use.	Scale would be sufficient depending on precept rate but might need to be justified through larger programme	Politically controversial, would probably need larger programme to justify which would effect scale.	Can be borrowed against and is stable.

# Funding mechanism assessment (3/4)

Mechanism	Beneficiary	1. Relevance	2. Efficiency / scale	3. Implementation	4. Timing and risk
Visitor / tourism levy / hotel tax	Visitor / potential service user	Unless routes are frequented by tourists	Scale would be sufficient, but might need to be justified through larger programme	Requires new powers and HMT resistant in the past, but other CAs are considering. Might require larger programme of transport investments to justify / improvements for the travel sector	Potentially could be borrowed against, is seasonable and volatile
Business rates supplement	Businesses in local area	Businesses unlikely to benefit, but do contribute to areas wellbeing	Scale would be sufficient, but might need to be justified through larger programme	Powers exist for the Mayor to implement a BRS (although would need additional legislation to activate). The legislation currently stipulates that a ballot of affected businesses is required. Politically would need to be part of a larger programme	Can be borrowed against and is fairly stable.

# Funding mechanism assessment (4/4)

Mechanism	Beneficiary	1. Relevance	2. Efficiency / scale	3. Implementation	4. Timing and risk
Mayoral tax precept	Residents in all of CA	General societal (non-use) value placed on low demand routes	Scale would be sufficient, but might need to be justified through larger programme	Powers exist for the Mayor to implement. Politically would need to be part of a larger programme and could be difficult given recent increases in council tax. Has been done in other CAs	Can be borrowed against and is fairly stable.
SIT/CIL (and other land/development related mechs)	Developers in local area	Usually reserved for schemes that create additional development	Likely to create scale on its own, but might effect development potential in area. Also shared services unlikely to lead to additional development or uplift so more than likely to reduce development overall.	Powers exist, however politically difficult if not linked to wider programme, and potential pushback from developers if there are current viability issues	Can be borrowed against, however not a very stable revenue source
MCIL	Developers in all of CA				
Employer Transport Levy	Employers	Employers unlikely to benefit from shared service	Sufficient Scale. Payroll tax burden generally has negative effect on wages in the longer-term, but is also seen as a relatively efficient tax due to the low responsiveness of labour to changes in wages.	There is precedent in Paris, where a 0.3% payroll levy is in place. But could be politically difficult and no powers currently exist to implement	Could potentially be borrowed against

# Summary of funding mechanism assessment

The table below sets out a summary of the assessment included in the previous slides.

Mechanism	1. Relevance	2. Efficiency / scale	3. Feasibility of implementation	4. Timing and risk
Shared services fare supplement	Green	Pink	Green	Pink
Cross subsidising fare supplement	Yellow	Yellow	Pink	Yellow
Workplace parking levy	Yellow	Yellow	Yellow	Yellow
Community parking levy	Yellow	Yellow	Yellow	Yellow
Air quality / congestion pricing	Yellow	Green	Pink	Green
Council tax precept	Yellow	Yellow	Pink	Green
Visitor / tourism levy / hotel tax	Pink	Yellow	Yellow	Yellow
Business rates supplement	Pink	Yellow	Yellow	Green
Mayoral tax precept	Pink	Yellow	Pink	Green
SIT/CIL (and other land/ development related mechs)/MCIL	Pink	Pink	Pink	Pink
Employer Transport Levy	Pink	Yellow	Pink	Yellow

More detailed consideration of funding options to support the BSIP cliff edge may be considered in due course.



# Appendix 3: Value for Money Assessment

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# Introduction

- It is generally recognised that good local bus services are an essential part of vibrant, sustainable communities. Buses connect people to jobs and customers to businesses, they provide access to education and essential services, promote social inclusion and provide environmental improvements by encouraging a switch from private to public transport.
- This ability to generate wider economic, social and environmental benefits means that there is a clear rationale to increase the supply of local bus services above the levels determined by the commercial market. Where these wider benefits exist, LTAs can improve market efficiency by targeting investment and support to expand supply and/or keep fares lower than they would otherwise be.
- At the same time, LTAs have a responsibility to spend well and to make sure that they deliver value for money from expenditure. This means looking carefully at the costs and benefits of investments to make sure scarce resources are allocated to the right activities.
- In this context, it is important that decision-makers understand the value of local bus services in order to make the right investment decisions and to maximise the benefits of public policies to society.
- This Appendix describes the findings of an economic appraisal of five LTA initiatives:
  - Fares reduction
  - Expanding supply for commercial services
  - Expanding supply for supported services
  - Expanding supply for DRT services
  - Passenger experience

# Methodology

## Analytical framework

The complex changes to local bus markets brought about by government interventions are assessed under the analytical framework set out in the adjacent diagram.

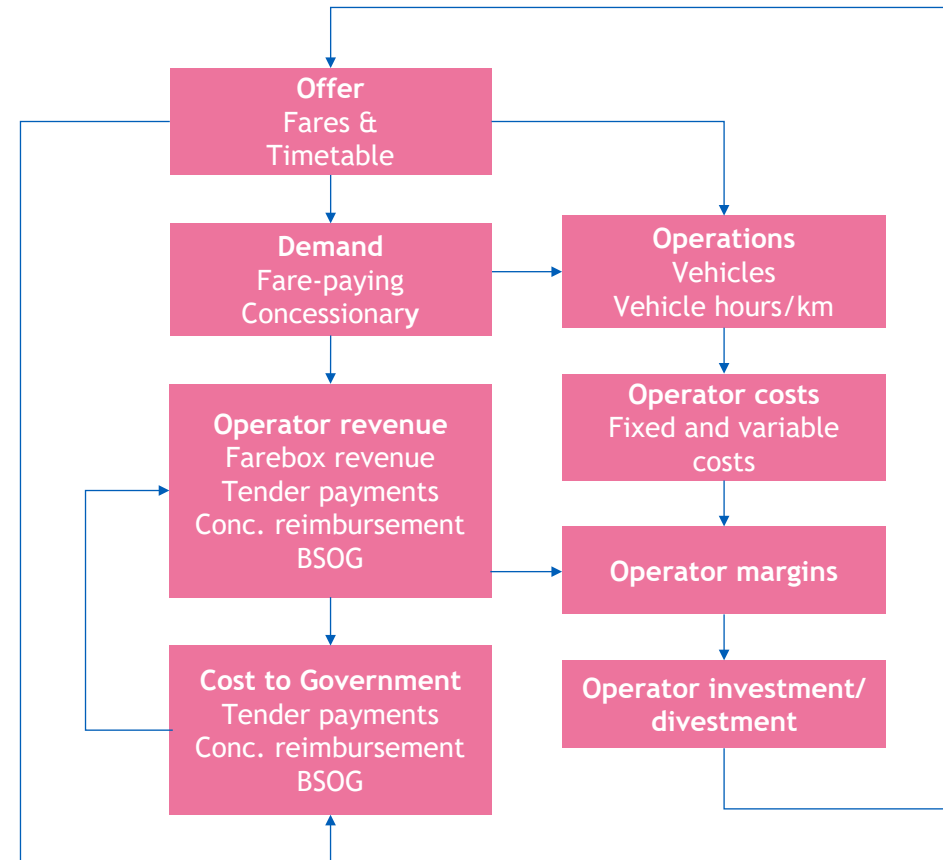
The framework includes analysis of demand and revenues, operator costs and cash flows between the government, local authorities and bus operators.

The analysis is split by geography and market type (commercial, supported, DRT) and passenger type (fare paying, concessionary).

The analytical framework drives the inputs to the appraisal framework (see following slide).

The analysis is largely based on a combination of published data for the West of England including Bath and North East Somerset, Bristol City and South Gloucestershire for 2021/22 (the latest year of published data) together with CA data on supported and DRT services.

## Analytical framework



# Methodology (1/4)

## Appraisal framework

Whilst frequent, reliable and affordable local bus services are not an end in themselves, they enable individuals to take employment, participate in education and take better care of themselves - activities which are clearly important to individual and community well-being.

It is easy to think of examples where local bus services enable participation in voluntary work or training. It is also easy to think about the positive physical and mental well-being impacts gained by older and disabled people enjoying a more active lifestyle made possible through concessionary travel on local bus services. The challenge is in assigning a value to the contribution that local bus services have on making these activities possible.

In taking a holistic view of the relationship between local bus service connectivity and economic, social and environmental outcomes, we can begin to understand the wider social implications of transport policy and investment decisions. To that end the appraisal framework includes the following categories of costs and benefits:

- Impacts on bus passengers from changes to fares and service quality.
- Impacts on other members of the community through changes to highway congestion, air quality, noise and transport safety.
- Wider economic impacts in the longer term from increased participation in economic activities with increased levels of employment and increased levels of productivity.
- Wider social impacts arising from increased participation in education, healthcare and other social activities leading to improvements to mental and physical wellbeing.
- Costs and benefits falling to bus operators in the form changes to operating costs and revenues.
- Changes to Government taxes and expenditure as a result of changes in infrastructure investment, changes in direct and indirect taxes, expenditure on concessionary travel and revenue support in the form of BSOG.

# Methodology (2/4)

The value for money estimates are forward looking. They look at the potential benefits we might reasonably expect from a £1 of support for each initiative. It is not an evaluation of the initiatives that have been implemented to date (see Section 2), it is an assessment of the expected benefits for a broad set of initiatives that might be implemented in the future.

An illustration of the appraisal approach is show below with reference to an increase in bus service miles.

- Following an increase in service miles, customers benefit from lower waiting times. The lower waiting times will likely generate growth in patronage. The primary benefits of the increase in service miles are the value of waiting time saving for existing and new customers.
- For commercial services, operators would see an increase in revenue from the new customers, but they would also see an increase in operating costs (running more service miles). The LTA would therefore need to provide a subsidy to operators. For supported and DRT services, operators would simply be contracted to run additional service miles.
- The cost of the initiative is the value of the payment to operators and the benefit is the value of reduced waiting time for existing and new customers. There are wider economic, social, and environmental benefits to take account of, but most of the benefits are customer benefits. The more people using the service, the greater the benefit of the expenditure.

# Methodology (3/4)

## Demand modelling

The demand model is the driver of the modelling framework. Changes in demand for bus services lead to economic benefits, changes in revenue and changes in costs as a result of service level changes.

The model is based on a demand curve, where the price of travel is the generalised cost of travel. This model keeps the impact of fare changes and the impact of generalised journey time changes separate:

$$\text{Generalised Cost} = \text{Fare} + \text{Generalised Journey Time}$$

Changes in either element of generalised cost will affect demand. The magnitude of the impact on demand is determined by the elasticity of demand for the relevant elements of generalised cost:

$$\text{Change in Demand (\%)} = \text{Fare elasticity} \times \text{Change in Fare (\%)} + \text{Generalised Travel Time elasticity} \times \text{Change in Generalised Journey Time (\%)}$$

Changes in demand directly drive any changes in revenue. Revenue is calculated as demand multiplied by fare for each individual geographical area. Concessionary travel reimbursement reflects both changes in fares and demand.

Benefits and disbenefits are experienced by those directly affected by the policy and also by others who have acquired some sort of benefit as a result of the policy. The benefits are grouped as follows: bus-user benefits, non-bus-user benefits, private sector provider impacts and wider impacts. In addition, there is a financial impact for the Government who funds the policy and supports bus services through BSOG and concessionary fares.

Fare and Generalised Journey Time elasticities of demand are taken from a recent literature review published by DfT (see table at the end of this section).

# Methodology (4/4)

## User benefits

User benefits are formed of two separate elements:

- Fare benefits: the change in fares enjoyed by all passengers who are affected by policy, including generated passengers. This is calculated using the rule of a half:  
$$\text{Fares benefits} = \frac{1}{2} \times \text{change in fare} \times (\text{Demand under Do Minimum} + \text{Demand under Do Something})$$
- Generalised Journey Time (GJT) benefits: the change in generalised journey time caused by changes in frequency, in-vehicle time and delay times. This is also calculated using the rule of a half and values of time as included in TAG A1.1 according to the following formula:

$$\text{GJT benefits} = \frac{1}{2} \times \text{change in GJT} \times \text{Value of Time} \times (\text{Demand under Do Minimum} + \text{Demand under Do Something})$$

## Non-User benefits

Non-user benefits are calculated on principles set out in the Department for Transport's appraisal guidance (TAG unit A5.4). We have assumed a diversion factor of 31% for the number of miles travelled by a car driver as a result of an increase in the number of bus miles travelled.

## Wider impacts

Include proportionate values described in "The 'true value' of local bus services"

<https://www.buscentreofexcellence.org.uk/resources-collection/the-true-value-of-local-bus-services>

# Fare reductions

## Fare reductions

Universal fare reductions generate £3.89 of benefit for each £1 of government expenditure based on user and non-user benefits. If wider impacts are also taken into account, the benefit cost ratio increased to £5.40

Operators are taken to be no-better and no-worse off from providing a discount. Potential revenue reductions are fully compensated by the Authority.

The benefit associated with fares subsidy are generally high where fare reductions are expected to generate significant new patronage. If new revenues are captured through a gain-share mechanism (as now) this will offset the cost of the subsidy.

**Table 1: Fare reduction appraisal for each £ of expenditure**

	£
<b>User benefits</b>	
From fare change	3.48
From service change	0.00
<b>Non-user benefits</b>	
Decongestion, Safety, Local Air Quality, Noise, Greenhouse Gases	0.32
Option and non-use value value	0.03
Reduced fuel tax revenue	-0.13
<b>Wider impacts</b>	0.00
Employment and education	0.63
Health and wellbeing	0.48
Volunteering	0.40
<b>Bus operator benefits</b>	0.00
Change in operating profits	0.20
<b>Cost to Government</b>	0.00
(tender, BSOG, concessionary fares, subsidy)	1.00
<b>BCR (user + non-user)</b>	3.89
<b>BCR (user + non-user +wider impacts)</b>	5.40

Note: Estimates are based on a modelled 10% reduction in fares and adjusted to show the benefit value per £ of expenditure.



# Commercial service enhancement

## Commercial service enhancement

Increased service frequency for commercial services generates £2.41 of benefit for each £1 of government expenditure based on user and non-user benefits. If wider impacts are also taken into account, the benefit cost ratio increased to £2.95

Operators are taken to be no-better and no-worse off from providing a discount. Potential revenue reductions are fully compensated the Authority.

The expected benefit from enhancing commercial services is relatively high at £2.95 because commercial services have relatively high “load factors”. Each £ spent provides a benefit relatively high numbers of new and existing customers.

**Table 2: Commercial service appraisal for each £1 of expenditure**

	£
<b>User benefits</b>	
From fare change	0.00
From service change	2.34
<b>Non-user benefits</b>	
Decongestion, Safety, Local Air Quality, Noise, Greenhouse Gases	0.11
Option and non-use value value	0.01
Reduced fuel tax revenue	-0.05
<b>Wider impacts</b>	0.00
Employment and education	0.22
Health and wellbeing	0.17
Volunteering	0.14
<b>Bus operator benefits</b>	0.00
Change in operating profits	0.00
<b>Cost to Government</b>	0.00
(tender, BSOG, concessionary fares, subsidy)	1.00
<b>BCR (user + non-user)</b>	2.41
<b>BCR (user + non-user +wider impacts)</b>	2.95

Note: Estimates are based on a modelled 10% increase in service miles and adjusted to show the benefit value per £ of expenditure.

# Supported service enhancement

## Supported service enhancement

Increased service frequency for supported services generates £0.87 of benefit for each £1 of government expenditure based on user and non-user benefits. If wider impacts are also taken into account, the benefit cost ratio increased to £0.98

The expected benefit from enhancing supported services is lower than that for commercial services as supported services carry much less patronage. The journey time benefits are experienced by fewer people.

Analysis shows some supported services have higher benefit cost ratios (BCRs) than others. The ranges are typically between 0.6 and 1.2 with services with high levels of patronage showing BCRs over 2.

The estimated BCRs are lower than those estimated by DfT at 2.0 due to patronage levels falling and tender costs increasing.

**Table 3: Supported service appraisal for each £1 of expenditure**

	£
<b>User benefits</b>	
From fare change	0.00
From service change	0.52
<b>Non-user benefits</b>	0.00
Decongestion, Safety, Local Air Quality, Noise, Greenhouse Gases	0.02
Option and non-use value	0.00
Reduced fuel tax revenue	-0.01
<b>Wider impacts</b>	0.00
Employment and education	0.04
Health and wellbeing	0.03
Volunteering	0.03
<b>Bus operator benefits</b>	0.00
Change in operating profits	0.34
<b>Cost to Government</b>	0.00
(tender, BSOG, concessionary fares, subsidy)	1.00
<b>BCR (user + non-user)</b>	0.87
<b>BCR (user + non-user +wider impacts)</b>	0.98

Note: Estimates are based on a modelled 10% increase in service miles and adjusted to show the benefit value per £ of expenditure.

# DRT service enhancement

## DRT service enhancement

The expected benefit from enhancing DRT is currently lower than the benefits from supported services as DRT services currently have a passenger load factor (total patronage/total vehicle miles) which is 12% of that for supported services and 6% that of commercial services.

If DRT patronage levels were to increase so that load factors were two thirds of that of supported services, the BCR would increase from 0.27 to 1.64 for user and non-users and 0.31 to 1.91 when wider impacts are included.

Key to the success for DRT is patronage growth.

**Table 4: DRT service appraisal for each £1 of expenditure**

	Low £	High £
<b>User benefits</b>		
From fare change	0.00	0.00
From service change	0.24	1.57
<b>Non-user benefits</b>		
Decongestion, Safety, Local Air Quality, Noise, Greenhouse Gases	0.01	0.06
Option and non-use value value	0.00	0.01
Reduced fuel tax revenue	0.00	-0.02
<b>Wider impacts</b>	0.00	0.00
Employment and education	0.02	0.11
Health and wellbeing	0.01	0.08
Volunteering	0.01	0.07
<b>Bus operator benefits</b>	0.00	0.00
Change in operating profits	0.02	0.03
<b>Cost to Government</b>	0.00	0.00
(tender, BSOG, concessionary fares, subsidy)	1.00	1.00
<b>BCR (user + non-user)</b>	0.27	1.64
<b>BCR (user + non-user +wider impacts)</b>	0.31	1.91

Note: Estimates are based on a modelled 10% increase in service miles and adjusted to show the benefit value per £ of expenditure.

# Passenger experience

## Passenger experience

The BSIP includes a package of measures to increase awareness of service availability and improve knowledge while travelling. These include: brand identity; marketing, promotion and communications; travel guide & journey planning; within journey information; and a bus passenger charter.

Research undertaken for DfT\* provides customer valuation for many of these journey attributes including: the provision of in-journey information and a passenger charter. The valuation is shown as equivalent journey time savings. Given the age of the research, the customer benefit has been adjusted and capped at a value of 15 pence per journey.

Given the age of the research, and the lack of detail on the delivery of the improvements, confidence in the value for money estimate is low.

\* AECOM (2009) The Role of Soft Measures in Influencing Patronage Growth and Modal Split in the Bus Market in England

**Table 5: Passenger experience appraisal for each £1 of expenditure**

	£
<b>User benefits</b>	
From fare change	0.00
From service change	1.03
<b>Non-user benefits</b>	
Decongestion, Safety, Local Air Quality, Noise, Greenhouse Gases	0.05
Option and non-use value value	0.01
Reduced fuel tax revenue	-0.02
<b>Wider impacts</b>	0.00
Employment and education	0.10
Health and wellbeing	0.07
Volunteering	0.06
<b>Bus operator benefits</b>	0.00
Change in operating profits	0.55
<b>Cost to Government</b>	0.00
(tender, BSOG, concessionary fares, subsidy)	1.00
<b>BCR (user + non-user)</b>	1.62
<b>BCR (user + non-user +wider impacts)</b>	1.85

Note: Estimates are based on a customer benefit (willingness to pay) at 15 pence per journey and adjusted to show the benefit value per £ of expenditure.

# Record of assumptions

**Table 6: Data sources**

Input	Source
Number of passenger trips	DfT Bus Statistics, Table BUS01
Average revenue per passenger	DfT Bus Statistics, Table BUS04
Operating cost	DfT guidance on concessionary fares (2016) and DfT Bus Statistics, Table BUS05
Vehicle miles travelled	DfT Bus Statistics, Table BUS02
Number of Vehicles	DfT Bus Statistics, Table BUS06
Government support for bus services	DfT Bus Statistics, Table BUS05

**Table 7: Behavioural parameters**

Input	Value	Source
<b>Generalised Journey time</b>		
In-vehicle-time Elasticity	-0.6	RAND Europe and SYSTRA (2018)
Value of time (pence per minute)	9.0	TAG A1.1
Wait Time value of time factor	2.00	TAG A1.3
<b>Fares factors</b>		
Fare elasticity - Fare paying	-0.8	RAND Europe and SYSTRA (2018)
Fare elasticity - Concessionary Pass	0.0	

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## North Somerset Council

### Report to the Executive

**Date of Meeting: 18 October 2023**

**Subject of Report: Bus Service Improvement Plan (BSIP) - Contract Award of Design and Build Contractor**

**Town or Parish: All**

**Officer/Member Presenting: Cllr Hannah Young, Executive Member for Highways and Transport**

**Key Decision: YES**

**Reason:** The total contract value is more than £500,000.

### Recommendations

1. It is recommended that the Bus Service Improvement Plan (BSIP) Design and Build contract be awarded to Alun Griffiths (Contractors) Ltd (Company No. 01493003), at an expected contract value of £15.4m. The duration is 23 months to October 2025.

### Summary of Report

- 1.1 In May 2022 the Department for Transport (DfT) awarded North Somerset Council an indicative £47.8 million in capital funding, to spend entirely on bus infrastructure schemes within North Somerset by October 2025. This award will enable the council to rapidly transform the efficiency and effectiveness of bus services across the North Somerset area, by delivering:
  - Bus traffic signal priority along all the key bus routes or delay hotspots;
  - 17 bus priority schemes;
  - 3 new interchanges and one upgraded bus interchange in our key towns;
  - Investment in new modern bus shelters;
  - Integration of cycling facilities at key bus stops.
- 1.2 This funding package offers a transformational level of funding, eclipsing anything previously seen in public transport in the history of North Somerset Council. The investment enables the council to address the decline of the public transport market due to the COVID pandemic and represents a genuine opportunity to deliver on 2030 net zero carbon reduction targets, by improving the effectiveness of public transport to a level that creates a viable alternative to the use of private vehicles.
- 1.3 The grant will enable the council to rapidly transform the efficiency and effectiveness of bus services across the North Somerset area, by delivering on a range of integrated work across network and services, fares and ticketing, passenger experience and the Enhanced Partnership.

- 1.4 The North Somerset Council-only capital grant will be focussed on delivery of reliably faster buses, which are cheaper to operate, meaning fewer resources (drivers and vehicles) are required to operate the same service. This results in either the possibility of enhancing service frequency or lowering the cost requirements to run a service, resulting in more sustainable and reliable bus services (essential to grow passenger confidence and patronage levels).
- 1.5 Our Bus Service Improvement Plan document, which is our local delivery plan, sets out our ambitious targets. This has recently been updated to reflect the grant and Enhanced Partnership. This includes targets to:
- reduce bus journey times by 10%;
  - ensure 95% of services run on time;
  - return to pre-pandemic patronage by 2025 and continuing to grow beyond that;
  - increase passenger satisfaction;
  - aim for all buses to be zero emission by 2030.
- 1.6 The capially funded elements of BSIP are intended to work in conjunction with initiatives using the funding aspect of the BSIP grant - £57M awarded to North Somerset Council and the West of England Combined Authority who are working together on this initiative. BSIP is governed by an Enhanced Partnership between North Somerset, the Combined Authority, the other Highway Authorities in the West of England area, the bus operators, and other key stakeholders. It is intended that through the EP process, capital and revenue investment from NSC and WECA is reciprocated by commensurate improvements to services through investment from the operators.
- 1.7 The indicative funding was subject to a final DfT outline review of the proposed schemes which concluded in June 2022 and resulted in the confirmation of funding in November 2022. Due to the later anticipated confirmation of funding, a change request has been submitted and accepted by the DfT to extend the deadline for delivery of investment to October 2025.
- 1.8 In order to deliver North Somerset's Bus Service Improvement Plan (BSIP) capital funded schemes, a variety of contractual arrangements are required. 7 of the 17 agreed bus priority schemes outlined in paragraph 1.1 are being delivered by the existing highways term maintenance contractor. This is defined as phase 1. The 10 remaining bus priority schemes, listed in paragraph 3.3, required a commissioning plan, which was approved by Full Council in July 2022.
- 1.9 A full procurement process has taken place as defined in the agreed commissioning and procurement plans. Details of this process and the outcome are outlined in paragraphs 3.9 to 3.23. This report seeks approval to award the contract for a Design and Build contractor to deliver 10 bus priority schemes as recommended by the procurement process outcome.



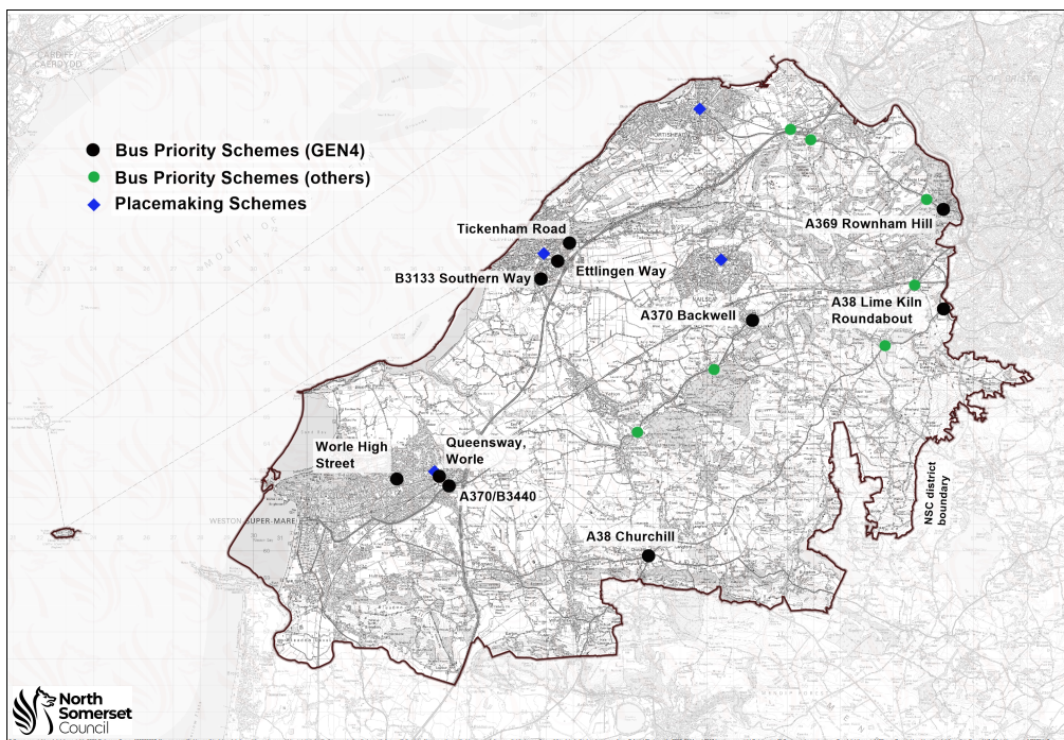
## Policy

- 2.1 The provision of key enabling infrastructure and improvements to the transport network widely supports the Corporate Plan objectives and priorities, most specifically within the priority of a Thriving and Sustainable Place.
- 2.2 The BSIP programme also supports the following Core Strategies:
  - To be a carbon neutral council and area by 2030
  - A transport network which promotes active, accessible, and low carbon travel
- 2.3 The BSIP plan and funding will enable the council to expand its public transport network with efficient, cost-effective mass transit options benefiting all areas of North Somerset and its residents, by providing sustainable alternatives to the use of private vehicles to access education, health, employment, and socially necessary trips.

## Details

### Introduction

- 3.1 The BSIP capital schemes are focused on providing bus priority schemes on three key corridors in North Somerset, consisting of the A38, A369 and A370, as well as Weston-super-Mare and Clevedon towns. There are 17 bus priority schemes in total, with an initial 7 schemes being delivered by the council's Highways Term Maintenance and Schemes Contractor.
- 3.2 The location of all bus priority schemes are shown in the map below:



- 3.3 This contract award relates to a second phase of 10 bus priority schemes to be delivered by an appointed design and build contractor (labelled GEN4 on the map above) at the following locations: **Page 457**

- Queensway, Worle
- A370/B3440 junction;
- A370 Backwell signals;
- Worle High Street;
- A369 Rownham Hill;
- B3133 / Southern Way / Central Way roundabout;
- Ettlingen Way roundabout;
- Tickenham Road;
- A38 Churchill junction;
- A38 Lime Kiln Roundabout.

- 3.4 The appointed contractor will be responsible for the preliminary design, detailed design and construction of the above bus priority schemes, including where necessary but not limited to, the design and construction of all temporary works, road space and traffic management activities.
- 3.5 The duration of this contract is approximately 23 months, to the end of October 2025.
- 3.6 The total contract value is approximately £15.4 million.

### **Governance**

- 3.7 A Commissioning Plan was approved by Full Council on 12 July 2022.
- 3.8 A Procurement Plan was approved by the Executive Member for Transport and Highways, advised by the Assistant Director Neighbourhoods and Transport and the Head of Strategic Procurement on 12 September 2022.

### **Market Engagement**

- 3.9 The Hampshire Generation 4 – Civil Engineering, Highways and Transportation Collaborative Framework (Lot 3) has the following 4 contractors:
- Hochtief
  - Milestone Infrastructure
  - Volker Fitzpatrick
  - Tarmac / Alun Griffiths
- 3.10 An engagement session was held with framework suppliers from the GEN4 framework on 12 October 2022. Following this session, a questionnaire was sent to all suppliers to gauge interest in the opportunity and seek opinions on aspects of the tender, for example tender periods and price/quality weightings. A further engagement session was held on 8 December 2022 to share more information about the tender opportunity, such as concept designs, ahead of the mini competition.
- 3.11 During the tender period, two more focused presentations were held with framework contractors in response to tender clarifications. A presentation with more detail about a specific contract clause (X22) was held on 25 May 2023 and a presentation around stakeholder management plans was held on 5<sup>th</sup> July.

### **Award Criteria**

3.12 The following weightings were applied to the evaluation:

- 30% Price
- 60% Quality
- 10% Social Value

3.13 Price had a weighted score of 30%, which was broken down into the design stage (60%) and construction stage (40%). Furthermore, each of the stages was calculated as a combination of the activity schedules, fee percentages and preliminary discounts.

3.14 Quality had a weighted score of 60% and the following scoring matrix was used for the quality evaluation of bids:

<b>Score</b>	<b>Classification</b>	<b>Award Criteria</b>
5	Excellent	A response that inspires confidence; specification is fully met and is robustly and clearly demonstrated and evidenced. Full evidence as to how the contract will be fulfilled either by demonstrating past experience or through a clear process of implementation.
4	Good	A response supported by good evidence/examples of the Bidders' relevant ability and/or gives the Council a good level of confidence in the Bidders' ability. All requirements are met and evidence is provided to support the answers demonstrating sufficiency, compliance and either actual experience or a process of implementation.
3	Satisfactory	A response that is acceptable and meets the minimum requirement but remains limited and could have been expanded upon.
2	Weak	A response only partially satisfying the requirement with deficiencies apparent. Not supported by sufficient breadth or sufficient quality of evidence/examples and provides the Council a limited level of confidence in the Bidders' ability to deliver the specification.
1	Inadequate	A response that has material omissions not supported by sufficient breadth and sufficient quality of evidence/examples. Overall the response provides the Council with a very low level of confidence in the Bidders' ability to deliver the specification.
0	Unsatisfactory	No response or response does not provide any relevant information and does not answer the question.

3.15 Bidders were required to answer five quality questions which were scored against the above matrix. The quality assessment covered the following topics:

<b>Quality Sub-Criteria</b>	<b>Weighting</b>
Project Delivery Approach and Management	30%
Programme and Phasing	20%
Risk Management Approach	15%
Sustainability, Carbon Reduction and Biodiversity including Traffic Management	20%
Stakeholder Management	15%
	<b>100%</b>

### **Procurement Procedure and Publishing Information**

- 3.16 A mini competition on the GEN4 Framework was published on the council's e-procurement system ProContract on 11 April 2023. The submission deadline was 14 July 2023, extended from 16 June 2023 following requests from bidders.
- 3.17 Of the four Lot 3 suppliers on the GEN4 Framework, one supplier opted out prior to the publication of the mini competition. The remaining three suppliers were invited to bid for the BSIP design and build opportunity. Two suppliers submitted a bid.

### **Evaluation Panel Members**

- 3.18 The evaluation panel was as follows:
- Head of Infrastructure (BSIP)
  - Infrastructure Delivery Manager – BSIP Bus Priority Schemes
  - BSIP NEC Project Manager
  - Procurement Support Consultant (AECOM)
  - Climate Emergency Project Manager (climate emergency question only)
- 3.19 The moderation was facilitated by the Procurement Officer (BSIP).

## Evaluation Outcome

3.20 The submissions received were evaluated as follows:

	<b>Alun Griffiths</b>	<b>Supplier 2</b>
<b>Quality Score</b>	46.20%	49.80%
<b>Price Score</b>	30.00%	24.70%
<b>Social Value Score</b>	7.05%	7.50%
<b>Total Score</b>	83.25%	82.00%

3.21 It is therefore proposed that the contract is awarded to Alun Griffiths (Contractors) Ltd.

### Social Value

3.22 Social Value was evaluated by the Social Value Portal and included the submission of commitments against the Themes, Outcomes and Measures (TOMs model) as well as submission of a Delivery Plan.

3.23 Alun Griffiths (Contractors) Ltd have submitted the following Social Value commitments, which will form part of the contract and will be monitored throughout the delivery of the design and build contract:

<b>Measure</b>	<b>Unit</b>	<b>Target Number</b>
No. of direct local employees (FTE) hired or retained on the contract	no. people FTE	1.25
No. of local people (FTE) on contract employed through your supply chain	no. people FTE	26.06
No. of employees (FTE) hired on contract who are long term unemployed (1+ yrs)	no. people FTE	2
No. of mothers returning to work (FTE) hired on the contract	no. people FTE	1
No. of employees (FTE) hired on the contract who are NEETs	no. people FTE	2
No. of staff hours spent on local school and college visits (inc. prep. Time)	no. staff hours	152
No. of hrs supporting unemployed people into work	no. hrs (total session duration)	108
No. of weeks spent on meaningful work placements (unpaid)	no. weeks	24
Total amount (£) spent in local supply chain through the contract	£	3730000
No. of hours volunteering time provided to support local community projects	no. staff volunteering hours	480
Savings in CO2e emissions on contract achieved through de-carbonisation	tCO2e	100

## **Contract Management**

- 3.24 Day to day contract management will be undertaken by the Head of Infrastructure, the Infrastructure Delivery Manager and the NEC Project Manager for the BSIP bus priority schemes. An Employer's Agent will be appointed to work with NSC to oversee the delivery of the bus priority schemes by the appointed Design and Build contractor.
- 3.25 The use of Key Performance Indicators (KPIs) will be used as a tool to measure performance of the contractor. These will be based around the core principles of time, cost and quality but will also link back to the quality element of the original submission.
- 3.26 Monthly bespoke reports will be produced by the contractor to monitor their progress against the key criteria in addition to the measurement requirements that form part of the NEC contract. The monthly highlight report will detail various areas including the following:
- Progress against Programme
  - Change (Cost, Time and Scope)
  - Forecast (Cost and Programme/Time)
  - Risks and Issues
  - Performance – Social Value and KPIs
  - Stakeholder
  - Opportunities and Decisions Required
  - Social Value commitments
- 3.27 Formal monthly meetings will be held to monitor progress and review risks and issues to the project. The progress of the project will be summarised in a highlight report and presented to the Project Board. The project and contract management approach will be formalised through the project delivery manual and the governance model used on other major projects for reliability and consistency in approach.
- 3.28 The Project Board structure will be undertaken in accordance with the agreed BSIP project management and board protocols and processes.

## **Consultation**

- 4.1 NSC stakeholders who have been consulted to date include:
- Leader of the Council
  - Executive Member for Transport and Highways
  - Place Director and Directorate senior colleagues
  - Internal Place Directorate teams
- 4.2 There has also been ongoing engagement with Department for Transport to determine the requirements of the schemes and funding.
- 4.3 Early engagement with the Gen4.3 Framework suppliers took place on 12 October to ascertain suppliers' capacity and appetite to bid for this contract. A further supplier engagement session will be held in December 2022, prior to publishing the opportunity in January 2023.

- 4.4 An engagement session was held with the Transport, Climate and Communities Policy and Scrutiny Panel on 26 July 2023.
- 4.5 A detailed communications and engagement plan is being developed to support the delivery of the projects through the D&B contract.

## Financial Implications

### Costs

- 5.1 The contract is to include Early Contractor Involvement (ECI) and be phased. The tendered Phase 1 value is £2,664,611, this is a set Target Price.
- 5.2 The Phase 2 tendered estimate value is £10,861,401 including 5% tendered discount to prelims and 6.25% reduction in programme. The total for both phases is £13,526,012.
- 5.3 A 14% contingency of £1,893,642 has been applied to these tendered prices. The 14% figure was reached by using the Government guidance on Optimism Bias 2004 as updated in 2021. This was then calculated as a percentage of the total allowing 20% on material elements and 5% on prelim elements.
- 5.4 The total expected value of the contract is therefore £15,419,654. A breakdown of the costs associated with each project is shown below:

Scheme	Phase 1 £	Phase 2 £	Contingency £	Total £
Queensway Worle / A370 B3440	365,693	2,449,636	394,146	3,209,475
B3440 / Junction 21	44,432	291,077	46,971	382,480
A370 Backwell Signals	239,223	747,611	138,157	1,124,991
Worle High Street Bus Gate	168,942	485,682	91,647	746,271
A369 Rownham Hill	299,708	1,539,828	257,535	2,097,071
B3133 Southern Way / Central Way Roundabout	327,840	1,405,983	242,735	1,976,558
Ettlingen Way Roundabout / M5 Junction 20	156,744	312,738	65,728	535,210
Tickenham Road / Northern Way / All Saints Lane	327,546	925,129	175,374	1,428,049
A38 Churchill Signals	382,103	1,340,579	241,176	1,963,858
A38 Lime Kiln Roundabout	352,380	1,363,138	240,173	1,955,691
	<b>2,664,611</b>	<b>10,861,401</b>	<b>1,893,642</b>	<b>15,419,654</b>

## Funding

- 5.5 The Department for Transport awarded North Somerset Council £47,983,000 in November 2022 to fund the BSIP capital programme of works including the BSIP Bus Priority Schemes which this contract will deliver.
- 5.6 The budgets within cost centre KDT150 allocated to the 10 projects to be delivered by the D&B contract total £25,195,000.

Scheme	Budget £
Queensway Worle / A370 B3440	£6,650,000
B3440 / Junction 21	Included above
A370 Backwell Signals	£1,030,000
Worle High Street Bus Gate	£1,650,000
A369 Rownham Hill	£2,050,000
B3133 Southern Way / Central Way Roundabout	£2,050,000
Ettlingen Way Roundabout / M5 Junction 20	£1,300,000
Tickenham Road / Northern Way / All Saints Lane	£4,150,000
A38 Churchill Signals	£4,900,000
A38 Lime Kiln Roundabout	£1,415,000
<b>Total budget</b>	<b>£25,195,000</b>

- 5.7 Overall, the D&B contract is within the available budget for this aspect of the BSIP programme. The allocated budgets on some individual schemes currently exceed the estimated costs, however these are offset by lower costs than forecast elsewhere. Project budgets will be adjusted across the whole of the BSIP programme to reflect the outcomes of the tender.
- 5.8 These revised scheme budgets will be subject to review and approval by the BSIP Governance Board prior to a Project Change Request being submitted to the Department for Transport.
- 5.9 A full schedule of changes will also be reported to Capital Programme, Planning and Delivery Board with a full outline of risks, contingency and mitigation measures available on the programme of works.

## Legal Powers and Implications

- 6.1 The Gen4 Framework was compliantly procured in accordance with the Public Contracts Regulations 2015 and NSC was eligible to access this framework.
- 6.2 The appointed contractor will sign the NEC4 Engineering Construction Contract (ECC) Option C for the Design and Build contract.
- 6.3 The procurement process was compliant with the Public Services (Social Value Act) 2012 by ensuring it seeks additional social value during the tender process.



## Climate Change and Environmental Implications

7.1 The wider BSIP programme, including the bus priority schemes identified above, will contribute to the reliability and attractiveness of the public transport network, with the aim of reducing car journeys within North Somerset and beyond. The BSIP has ambitious targets to:

- Reduce bus journey times by 2% by 2025 and by 10% by 2030;
- Achieve 95% of services running on time, defined as being no more than 1 minute early or 5 minutes late, by 2030;
- Return to pre-pandemic patronage levels by 2025 and grow patronage by at least 24% from that level by 2030;
- Increase passenger satisfaction to 89% for 2025 and 95% for 2030;
- Aim for all buses to be zero emission by 2030.

7.2 Bidders were asked a quality question around sustainability, carbon reduction and biodiversity including traffic management, which was worth 15% of the quality score. The proposed contractor provided good evidence of delivering carbon reduction and Biodiversity Net Gain for similar projects and also provided good solutions for climate change adaptation, which gives the council a good level of confidence in their ability in this area.

## Risk Management

8.1 The key risks to project delivery are identified below:

Risk	Mitigation
Inflation is a significant area of risk and uncertainty for contractors at the moment, who could price higher than inflation to reflect this.	NSC will take on the inflation risk, which has been factored into the scheme budgets. This mitigates against paying higher than inflation due to uncertainty.
Design and build costs are higher than anticipated because only concept designs were provided in tender pack.	The contract contains a mechanism to control cost increases.
A single stage design and build contract does not have a break clause between the design and build stages.	Phasing is an important factor for this contract and a break clause would have made the contract less flexible. Sectional completion was utilised in the contract instead. Costs will be managed through a clear activity schedule and change control approach in the Scope.
Contractor Underperformance	Employers Agent and additional NSC staff employed to manage Contractor and ensure adequate performance
Programme Extension moving the works outside the agreed funding window	Contract is explicit in stating the funding window.

## Equality Implications

Have you undertaken an Equality Impact Assessment? Yes

- 9.1 An initial Equality Impact Assessment for the BSIP Programme has been completed. A full Equality Impact Assessment is being developed for the various schemes which will be delivered through the Design & Build contract.

## Corporate Implications

10.1 The NSC Corporate Plan 2020-24 sets out to achieve 'A transport network that promotes active, accessible and low carbon travel' and by 2023, to see 'More people using the bus network, and improvements in reliability and passenger satisfaction'. Through delivering showcase bus corridors, as well as other measures that are detailed in the BSIP and proposed EP schemes, the Corporate Plan aims to see:

- An increase in bus patronage
- An increased range of effective and frequent services.
- The delivery of at least three new showcase corridors by 2025, and.
- Measures to enable the unhampered movement of buses.

## Options Considered

11.1 Prior to procurement, the following routes to market were considered:

1. **Open Procedure** – This was not considered a suitable option for the project, due to the time constraints and a large supplier base, which could have generated a large number of submissions and would have been time consuming to administer and evaluate the tender. Also, suppliers may have been discouraged from bidding if the likelihood of success did not justify the costs associated with preparing and submitting a bid.
2. **Restricted Procedure** – Shortlisting suppliers after an initial selection process would have enabled the project team to focus on the evaluation of a more limited number of suppliers. As the chances of success are increased for those shortlisted suppliers, there may have been more interest in the opportunity from the market as suppliers would have had more confidence in their chances of success. However, it would have been a more time-intensive procurement route and unfortunately there was insufficient time in the programme to undertake a restricted tender.
3. **Single-Supplier Framework** – Whilst single-supplier frameworks have previously been used for this type of project and it can be a time-efficient process, it was not the preferred route to market, due to a lack of competition between suppliers and concerns about achieving value for money.
4. **Multi-Supplier Framework** – This provided the benefits of a quicker route to market with pre-qualified suppliers while still ensuring competition between suppliers to achieve better value for money for the council.

11.2 Option 4 was therefore the preferred option and six multi-supplier frameworks were considered for the Design and Build tender. Following a workshop facilitated by the Procurement Team, the Hampshire County Council Generation 4 Civil Engineering, Highways and Transportation Collaborative Framework (Lot 3) was chosen as the preferred route to market.

11.3 There were several benefits to the GEN4 Framework, including known contractors, some of whom have contracts in the South West, and a lower contractor levy fee. It was hoped that contractors with a presence in the South West would find the opportunity attractive as it would not be prohibitively expensive for them to mobilise in our area, and that mobilisation costs should not be so high as to make their bid uncompetitive.

**Authors:**

Alice Griffin – Procurement Officer  
Miranda Huntley – Procurement Manager  
Maria Davidson – Project Accountant  
Rob Thomson – Head of Infrastructure (BSIP)  
James Padgham – Infrastructure Delivery Manager  
Aidan O’Leary – BSIP NEC Project Manager

**Appendices:**

None

**Background Papers:**

- [Commissioning Plan for BSIP Project](#)
- [Procurement Plan for the Design and Build of BSIP Bus Priority Schemes](#)
- West of England Bus Service Improvement Plan
- DfT Confirmation of funding for North Somerset and WECA

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## North Somerset Council

### Report to the Executive

**Date of Meeting: 18 October 2023**

**Subject of Report: Contract award for Highway Surfacing**

**Officer/Member Presenting: Executive Member for Highways and Transport - Cllr Hannah Young**

**Key Decision: YES**

#### **Reason:**

The value of the contract award is over £500,000

#### **Recommendations**

To award the contract for highway surfacing to JOHN WAINWRIGHT AND CO LIMITED (company number 00073151) for a term of 4 years.

### **1. Summary of Report**

- 1.1 The Council has a legal duty under the Highways Act 1980 to maintain its respective sections of the highway network under section 41. This includes responsibility for maintaining, managing and, where necessary, improving the network.
- 1.2 The council achieves this through a combination of reactive, cyclical, and planned works and delivers the plan with a combination of capital and revenue funding and through several different contractual arrangements.
- 1.3 At the Full Council meeting on 8 November 2022 members made the following resolution:
  - To progress the highway reactive and cyclical maintenance work package via direct contract award under Public Contract Regulations 2015 (regulation 12) exemption to North Somerset Environment Company for an initial term of 7 years commencing 1 April 2024.
  - Create two single provider frameworks for:
    - **Surfacing (the subject of this report)**
    - and Surface Dressing
  - Create a Dynamic Purchasing System (DPS) of 3 lots as follows:
    - Civils
    - Structures
    - Surface treatments
- 1.4 Details of previous supporting decisions:
  - [Commissioning Plan for the Future Highways Delivery Model](#) presented by the Executive Member for Highways and Transport at the Full Council meeting held on Tuesday 8 November 2022.

- DP545 Highways procurement plan – single provider framework for Surfacing works agreed by the Executive Member for Highways and Transport on 02 May 2023.

1.5 Following market engagement and an initial self-selection stage, bidding for the contract opened on 10 July 2023 and closed 8 August 2023. Out of the five submissions received, two suppliers retracted their tenders due to internal resourcing conflicts.

The remaining three were scored on the grounds of:

- Price 50%
- Quality assessment 40%
- Social value 10%

1.6 The evaluation panel concluded that the successful bidder offered the best in terms of value for money and service delivery alignment with the council's objectives.

1.7 The contract value of this decision is £14m (£3.5m per annum) for the 4-year term.

1.8 To maximise the mobilisation period the contract award for surfacing needs to be agreed on 18 October 2023.

1.9 The contract will be awarded using the NEC4 Engineering and Construction Short Contract (ECSC) and in line with the documents set out in the Invitation to Participate in Negotiations (ITPN).

## 2. Policy

2.1 Under the Highways Act 1980, as the local Highway Authority, North Somerset Council has a legal duty to maintain its respective sections of the highway network under section 41. This includes responsibility for maintaining, managing and, where necessary, improving the network.

2.2 This is supported by the council's corporate plan:

Aims	Priorities
A thriving and sustainable place	To be a carbon neutral council and area by 2030 A transport network that promotes active, accessible, and low carbon travel
A council which empowers and cares about people	Partnerships which enhance skills, learning and employment opportunities
An open and enabling organisation	Engage with and empower our communities. Manage our resources and invest them wisely. Embrace new and emerging technology and make the best use of our data and information. Provide professional, efficient, and effective services. Collaborate with partners to deliver the best outcomes

## 3. Details

3.1 Quality

Tenderers were required to provide responses to 11 Quality Questions set out in the ITPN. These questions covered;

#### Section 1 – Mandatory

- TUPE
- Pensions
- Code of Practice on Workforce
- CDM Function

#### Section 2 – Strategic

- Vision and Overview
- Experience and Capability
- Organisational Structure and Contract Governance

#### Section 3 – Service Delivery

- Core Activities

#### Section 4 – Contract Management

- NEC4 Experience
- Contract Management and Cost Control
- Supply Chain Management

The evaluation panel assessed these responses in line with Appendix 4 of the ITPN.

The successful bidder scored highly across all sections of their Quality Submission. Their responses to each of the questions within the Quality Submission inspired confidence, fully met the specification and clearly demonstrated their ability as an organisation to deliver this contract.

### 3.2 Price

The 3 offers have been analysed in line with the evaluation criteria set out in Appendix 3 of the ITPN.

Out of the three completed tender submissions, Wainwrights scored the highest in terms of competitive contract pricing.

The weighting of 50% was applied to the Tenderer's score to give the Tenderer's Final Price Score.

### 3.3 Social value

In accordance with the council's social value policy, 10% of the overall weighting of the tender submission was for bidders to propose their tangible social value commitments.

Tenderers were required to submit their social value submission via the social value portal. Volume 8 of the tender pack provided guidance and support on how to complete this.

- Wainwrights provided a comprehensive offer within their social value submission. These included:
  - Promoting local skills and employment opportunities.

- Supporting growth of responsible regional business through helping Voluntary Community Social Enterprises achieve net zero targets
- Encourage healthier, safer and more resilient communities through supporting local community groups with initiative such as litter picks and community projects
- Commitment to reduce environmental impacts of operations and become net zero by 2040
- Promote social innovations to protect the environment though initiatives such as planting trees in North Somerset

Due to the commercially sensitive nature of the procurement process and evaluation, further information, including the documents referenced above are available from the Procurement Team on request.

### 3.4 Scoring overview

<b>Overall Evaluation</b>			
<b>Evaluation</b>	<b>Tenderer 1</b>	<b>Tenderer 2</b>	<b>Wainwrights</b>
Quality	11.10	31.60	36.30
Social Value	8.00	6.00	9.00
Price	36.80	39.30	39.70
<b>Overall Evaluation</b>	<b>55.90</b>	<b>76.90</b>	<b>85.00</b>
<b>Rank</b>	<b>3</b>	<b>2</b>	<b>1</b>

## 4. **Consultation**

External:

- RedRay (expert consultancy)
- Milestone (existing service provider)
- Bidders for the Surfacing contract

Internal:

- Executive Member
- CLT/ Informal Executive
- TCC Scrutiny Panel oversight for the Future Highway Service Delivery Programme
- Highway Services
- Procurement
- Legal
- Finance
- Climate Emergency

## 5. **Financial Implications**

### **Costs**

It is anticipated that the single provider framework will cost £14m (£3.5m per annum) for the 4 year duration of the contract.



	£
<b>Year 1</b>	3.5m
<b>Year 2</b>	3.5m
<b>Year 3</b>	3.5m
<b>Year 4</b>	3.5m

There is no minimum spend which enables flexibility to deliver within our approved funding envelope up to this value.

An affordability assessment has been carried out which shows the costs under the new framework contract are c10% less than our current arrangement due to directly commissioning from a provider as opposed to commissioning through a tier one contractor. This aligns to the overall business case for the new highways service delivery model which aimed to reduce the amount of capital borrowing required to deliver highways maintenance.

## **Funding**

The contract spend will be funded from the Transport and Infrastructure Capital Works programme. The works programme is approved via a separate decision.

This contract will contribute towards providing the mechanism to deliver against relevant schemes identified within this programme.

Funding comes from a range of sources including;

- Integrated Transport Block Funding (grant funding)
- The Pothole Fund (grant funding)
- Highway Maintenance Block – Needs and Incentive funding (grant funding)
- NSC Capital Funding (capital borrowing)

The anticipated expenditure through the contract is likely to vary from year to year depending on budgets and priorities. The capital budget is approved as part of the capital strategy report and is dependant on the amount of grant funding received.

## **Inflation**

In submitting pricing schedules, tenderers were asked to price at July 2023 prices for all cost components. Wainwright's prices will be adjusted by inflation to adjust the prices to the starting date of the contract and further adjusted annually in accordance with the conditions of contract.

The base date for the indices was 1 July 2023

The inflation adjustment dates will be

- Service Year 1 – 28 February 2024
- Service Year 2 – 28 February 2025
- Service Year 3 – 28 February 2026
- Service Year 4 – 28 February 2027

The indices that will be used are the Price Adjustment Formulae Indices for Highways Maintenance Series 4, prepared by BCIS online.

It should be noted that as the contract price increases for inflation, the amount of works that can be delivered reduces if the overall capital grant funding does not increase. This will be considered when the works programme is produced.

## **6. Legal Powers and Implications**

- 6.1 Under the Highways Act 1980, as the local Highway Authority, North Somerset Council has a legal duty to maintain its respective sections of the highway network under section 41. This includes responsibility for maintaining, managing and, where necessary, improving the network.
- 6.2 The Singler Provider Surfacing Framework Agreement will be procured in line with Public Contract Regulations 2015. The Contract we will use will be the NEC4 Engineering and Construction Short Contract (ECSC).
- 6.3 The procurement process will be compliant with the Public Services (Social Value Act) 2012 by ensuring it seeks additional social value during the tender process.

## **7. Climate Change and Environmental Implications**

- 7.1 In February 2019 the Council declared a Climate Emergency and an Ecological Emergency in November 2020 and pledged to provide the leadership to enable North Somerset to become carbon neutral by 2030.
- 7.2 The largest part of the Council's carbon footprint is from what we procure. The highways contract is currently the Council's second largest contract by value and has a significant carbon footprint. Therefore, it's essential that the highways contract contributes to delivering the Council's carbon reduction target.
- 7.3 The Key objectives of this project and resulting contract can be linked to the Council's procurement strategy.
  - Spending decisions that consider and minimise whole life cycle CO<sub>2</sub>e emissions associated with the delivery of goods, works and services, recognising that in some cases this will need to be reflected in budgets.
  - Spending decisions that consider and improve the resilience of Council services and infrastructure, to the impacts of a changing climate.
  - Suppliers who embrace the aims of the Council's Environmental Policy, Climate Change Strategy and Climate Emergency declaration and by doing so promote higher environmental standards between businesses and other customers.

## **8. Risk Management**

- 8.1 A full risk register has been produced. No significant (red) risks have been identified, only two amber:
  - Funding reductions
    - Mitigation: The anticipated expenditure through the contract is likely to vary from year to year depending on budgets and priorities. The programme of works will be adjusted to match this.
  - Commercial management of the contract
    - Mitigation: Appointment of an internal function created to support delivery of the Capital Works Programme and training in NEC4 Contract

Management for all staff. We are exploring using a contract management system to manage contract process.

Based on the information received from the existing service provider, the Council is of the opinion that TUPE does not apply to these frameworks. TUPE has been covered within the quality submission should this position change.

## **9. Equality Implications**

Have you undertaken an Equalities Impact Assessment? Yes.

### **Staff equality impact summary**

9.1 As part of this work an internal function will be created to support delivery of the capital works programme, this is estimated to be an additional 4 FTE's created and will be subject to a formal HR process.

## **10. Corporate Implications**

10.1 The provision of this single provider framework to deliver surfacing will provide improvements to the highways network and widely supports the Corporate Plan objectives and priorities, most specifically the priority of a Thriving Sustainable Place.

10.2 The delivery of this programme will require input and support from a wide range of council teams, including legal, human resources and finance.

## **11. Options Considered**

No other options have been considered. This contract has been procured in line with the Commissioning Plan agreed at Full Council in November 2022 and Procurement plan agreed by the Executive Member of Highways and Transport on 02 May 2023.

### **Author:**

Tash Hardy  
Project Manager, Business Development Unit

Peter King  
Lead Engineer, Highway Operations

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## North Somerset Council

### Report to the Executive

**Date of Meeting: 18 October 2023**

**Subject of Report: MTFP & Revenue Budget Update**

**Town or Parish: All**

**Officer/Member Presenting: Mike Bell, Leader of the Council**

**Key Decision: No**

### Reason:

This is an update report and no decisions are being taken at this point to incur expenditure or make financial savings

### Recommendations

The Executive is asked to note the report which provides a further update on the council's medium term financial planning activities for the period 2024-2028, including the development of savings strategies that may be used to close the budget gap.

#### 1. Summary of Report

This report provides an update with regards to the next stage within the council's medium term financial planning process, covering a new 4-year period to 2027/28, which was last considered by the Executive in September 2023.

At that time the council had a budget gap of **£50m** for the 4-year period to 2028, with **£17m** of this relating to the 2024/25 financial year. This report provides details of the savings strategies that are currently being considered and developed and which may be used to close the budget gap.

#### 2. Policy

There is a legal requirement to prepare and approve a robust revenue budget for the 2024/25 financial year, along with relevant council tax bandings and rates. The financial planning process will work towards delivering these outcomes which will culminate in a report being presented to Council in February 2024.

However, the council does not look at its financial plans in isolation or on an annual basis, but instead looks at decisions that need to be considered alongside other work plans and strategies and taken across a 4-year horizon.

The council's MTFP supports the on-going provision of services for the people of North Somerset, within the context of the priorities and ambitions for the area, as set out within the Corporate Plan which is refreshed every four years. The MTFP identifies the likely costs

and pressures that the council will face and matches these against the anticipated income and resource allocations over the period. To ensure that it is robust the Plan must integrate a range of financial strategies and highlight the key risks inherent within our budget planning processes.

The council has an annual net revenue budget of £210m for the 2023/24 financial year and also a capital investment programme for the period 2023-2029 based around the needs and ambitions described within the Capital Strategy, which totals over £440m.

### 3. Details

#### 3.1. Reminder of the MTFP process, timeline and September 2023 position

The Executive considered a report in September 2023 which updated the core assumptions within the MTFP. This included a forecast of how much we will need to spend to continue to deliver services over the next 4 years and also how much money we think that we will receive to pay for them.

The table below provides an updated summary of the financial position at that time, which builds on the current revenue base budget (excluding town and council parish precepts).

MEDIUM TERM FINANCIAL PLAN SUMMARY 2020-2028	APPROVED BUDGET		FUTURE MTFP PROJECTIONS			
	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	2027/28 £000
<b>- Resources - Grants, C. Tax &amp; Business Rates</b>	<b>179,090</b>	<b>202,766</b>	<b>212,358</b>	<b>217,480</b>	<b>223,866</b>	<b>230,472</b>
- Current Budget - base spending position	171,317	179,090	202,766	212,358	217,480	223,866
- Budget pressures, increased spending	16,172	35,873	26,823	19,139	15,832	16,503
- Remove covid & other one-off impacts	-4,242	-1,777	0	0	0	0
- Savings proposals and increased income	-4,157	-10,420	0	0	0	0
<b>- Revised / Forecast Spending Level</b>	<b>179,090</b>	<b>202,766</b>	<b>229,589</b>	<b>231,497</b>	<b>233,312</b>	<b>240,369</b>
<b>- Budget Gap / (Surplus)</b>	<b>0</b>	<b>0</b>	<b>17,231</b>	<b>14,017</b>	<b>9,446</b>	<b>9,897</b>
<b>Actual Council Tax Increase:</b>	<b>2.99%</b>	<b>4.99%</b>				
- North Somerset Council Services	1.99%	2.99%				
- Adult Social Care Precept	1.00%	2.00%				
<b>Indicative Council Tax Increase, based on Govt Capping Limits:</b>			<b>4.99%</b>	<b>2.99%</b>	<b>2.99%</b>	<b>2.99%</b>
- North Somerset Council Services			2.99%	1.99%	1.99%	1.99%
- Adult Social Care Precept			2.00%	1.00%	1.00%	1.00%

The table shows that the council will need to identify savings of £50m over this period, with £17m being required next year.

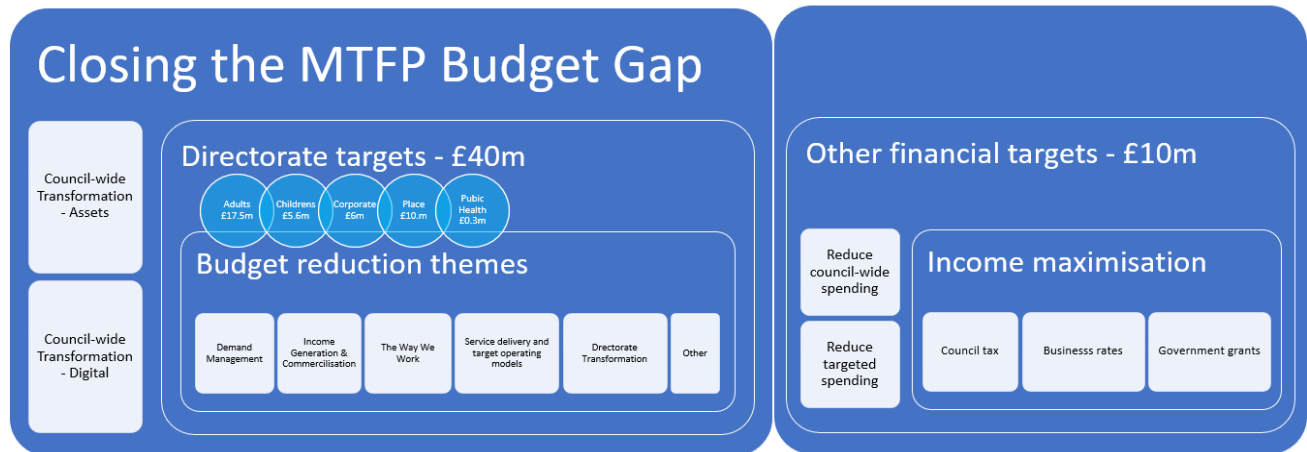
The MTFP timetable currently assumes that high level savings strategies and principles will be developed and shared in October with more detailed proposals being published in December alongside the equality impact assessment summaries. Further consultation and discussion on these proposals will take place during the year before the draft budget is considered by the Executive at the meeting in February 2024.

#### 3.2. Approach to closing budget gap and development of savings strategies

Since the last report was considered officers and members have been working together to develop a range of savings strategies and principles that could be included within the next stage of the MTFP process however, all are acutely aware of how challenging this will be because we know that the financial plans are being developed against a backdrop of

sustained inflationary pressures and also after budget reductions have been needed in each of the past 10 years.

The graphic below shows how the council has developed an overarching strategy to close the **£50m budget gap** across the four-year period by allocating financial targets to specific areas of the budget, with an emphasis on maximising its resource base (£10m) as well as focusing on the net costs to deliver services (£40m).



The council recognises that transformation of services and how they are delivered will be an essential part of being able to close the budget gap in the next few years and so has identified two corporate themes that are likely to be present in future proposals for many of the directorates. It is intended that officers will join up thinking to ensure that all transformational ideas are channelled together to ensure that there are consistent, collaborative and cohesive plans for these areas.

The two main transformation themes are linked to;

- The council’s **asset** base – i.e. what physical assets are being used in the delivery of services, how suitable are they to meet the service need, what is their condition, are they in the right place, are there any alternative options that could be considered?
- **Digital** – i.e. how is technology being used to deliver services and could this be changed to make financial savings. This is relevant in all areas of the council and is just as appropriate to support elderly residents to live independently in their homes for longer; as it is to implement Chatbot type robotics within a support service environment.

There will also be a series of key themes that will be used by directorates to categorise and group some of their savings proposals, each with supporting principles so that they are applied consistently across the council and can be shared with residents to help them understand our budget plans. The savings themes are described in more detail below;

- **Demand management** - trying to reduce the rising costs and demand for services where possible and where appropriate.

This may include enhancing prevention services in the first instance to avoid or delay the requirement for further complex services to be provided, or perhaps by introducing measures to filter demand requests through a portal or gateway to ensure that services are prioritised to those most in need. Alternative service

provision could also be offered alongside reductions in service level if conditions improve over time.

Some demand management ideas could be linked to changes in outcomes, for example if the council was able to increase the amount of waste that is recycled then it might be possible to make financial savings on disposing of the residual waste that is not recycled.

It is important to note that all statutory services will retain budgets that are affordable and robust as they will be linked to business modelling forecasts and can potentially be benchmarked with others. We have introduced 'cost and volume' models in areas such as social care, waste services and home to schools' transport, as these can clearly link projected numbers and volumes of activity or service provision, with the costs that are paid to providers and suppliers;

- **Income generation and commercialisation** – the council recognises that it needs to take a commercial approach to decision-making in respect of the services that we deliver to the public. This means that we will actively encourage and support changes that make sure that our services are delivered efficiently and economically as possible; and also ensure that customers contribute a realistic price through any fees and charges that they may be required to pay each year.

In this area decisions could be taken on a service-by-service basis to ensure that 'full cost recovery' principles are put into place although this may be broadened in other parts of the council to ensure that the best and most appropriate decisions are made to maximise income levels for those services. For example, there are instances where the council could lose income by inflating the annual charge each year and so may choose to defer a price increase in that service, instead choosing to increase fees by more in other areas that can accommodate an increase.

We do recognise that in some cases changes for our customers in these areas may be difficult to understand, but we can no longer afford to subsidise discretionary services when there are people who really do need to receive statutory services such as care in their homes or children who need to be protected and looked after;

- **The way we work** – this is a broad theme which looks to introduce principles relating to how we work to deliver services to our residents and making sure that they are as efficient as possible. This may mean that we maximise the use of digital technology, change working practices, look at staffing levels, the use of agency staff and also whether it is possible to use of volunteers in other areas. Commissioning and procurement related activities have the potential to reduce costs significantly.
- **Service delivery and target operating models** – work that the council does in some areas is fairly specialised and cannot be easily replicated or bought in from other providers whereas there are some services where it may be possible to consider an alternative approach to delivery, whether this be through a strategic partnership, a transfer of services or working in collaboration with others (internally or externally) to reduce overhead costs. The council has seen several successful examples of this, e.g. procurement, internal audit and information governance which means that it could be possible to look at other options across the council;
- **Directorate transformation** – each directorate has a range of bespoke services that could be transformed as a result of making a conscious change of some sort. It is anticipated that the majority of transformation initiatives will deliver cashable savings



that can be used to close the budget gap, but in some cases other benefits could be achieved and reinvested.

#### **4. Consultation**

The government, through its legislative framework, clearly expects that local authorities will be able to demonstrate that they have in place mechanisms to ensure that 'representatives of local people' are being appropriately informed, consulted or involved in services, policies or decisions that affect or interest them.

There are many aspects of service delivery which impact on our residents, customers and other stakeholders and members of the public, and so we recognise that it is the council's responsibility to ensure that any changes we make to them through the budget, need to be considered and consulted upon. Failure to do so adequately could result in aspects of the budget being subject to legal challenge.

The council has launched an extensive process in respect of refreshing the Corporate Plan and consulting on the budget which will drive how we deliver and fund services over the next four years. The initial period of consultation is due to finish shortly and an update will be provided within future update reports.

Internal consultation on the council's budget plans will also take place through the scrutiny process, and this will ensure that all members are sighted on the plans and have an opportunity to feed in their own thoughts and ideas.

#### **5. Financial Implications**

Financial implications are contained throughout the report – no specific decisions are being considered within this report.

#### **6. Legal Powers and Implications**

The Local Government Act 1972 lays down the fundamental principle by providing that every local authority shall make arrangements for the proper administration of their financial affairs including balancing their budgets each year from within their own resource allocations, although further details and requirements are contained within related legislation.

The **setting of the council's budget** for the forthcoming year, and the ongoing arrangements for monitoring all aspects of this to ensure that the councils spending is within the approved limits, is an integral part of the financial administration process.

Further requirements are contained within the Local Government Act 1988, Section 114 (3) which provide for instances whereby the chief finance officer of an authority makes a judgement that the expenditure of the authority in a financial year is likely to exceed the resources available. The transparency of the MTFP process ensures that all relevant decision makers have access to information required to support financial decisions that need to be taken to enable them to balance the budget each year.

#### **7. Climate Change and Environmental Implications**

Whilst there are no specific climate related impacts to note at this stage, it is clear that climate and environmental related implications will be at the forefront of our thinking when

considering underlying service policies, priorities and strategies associated with the revenue budget, as well as through formulating capital investment plans and determining options to make reductions in our energy usage and associated costs to ensure a more sustainable future. It will be important to ensure that future business cases clearly articulate the carbon impacts that will materialise so that the council can understand how these will contribute to net carbon goals.

## **8. Risk Management**

In setting the revenue and capital budgets, the council must take into account the known key financial risks that may affect its plans and these will either be explicitly provided for within the base budget or be offset and held against the unallocated contingency budget or the council's general fund working balance.

The council recognises that known risks, together with the unconfirmed, but anticipated timeframes surrounding funding settlements, does attract a high degree of risk in terms of making specific decisions around its financial planning. However, it is important to recognise that the Corporate Plan and MTFP are vital tools to help align effort across the organisation to ensure that services are all pulling in the same direction so that it can be prepared for whatever the outcomes of national policy turn out to be.

Officers will continue to test the impact of varying key assumptions in the medium term financial strategy to assess the sensitivity of the ranges of indicative budget figures. This informs decisions about the level of working balances needed to provide assurance as to the robustness of the budget estimates.

Future MTFP reports will provide a list of the key risks that have been identified as part of the process and set within the council's risk management matrix.

## **9. Equality Implications**

In considering its vision, ambitions and financial planning the council is mindful of its Public Sector Equalities Duties to have due regard to the need to:

- eliminate unlawful discrimination
- advance equality of opportunity; and
- encourage good relations between groups.

As per previous years, we will undertake thorough Equality Impact Assessments, (EIA), for all significant budget savings proposals that are incorporated within the MTFP and budget plans. The timeline currently anticipates that initial savings proposals will be published in December 2023 along with a high-level EIA to understand whether they are likely to pose a High, Medium or Low risk if they were to be delivered. Further analysis will then be undertaken on those areas where the impacts are deemed to be Medium or High to see if mitigations can be incorporated to improve the outcomes and impacts for service users.

## **10. Corporate Implications**

The Corporate Plan and MTFP, along with the supporting financial monitoring processes and performance management framework are vital tools to help align effort across the organisation and ensure that services are all focused on delivery to agreed community and organisational priorities.

With continuing financial pressures and demands for services, it is essential that the councils' limited resources continue to be prioritised and allocated in line with the identified priorities. The refresh of the Corporate Plan will inform the future ambitions of the council.

## **11. Options Considered**

None at this stage – the council is legally required to set a balanced budget and to implement a robust financial framework to ensure that spending is aligned to available resources and all available options to achieve this are considered within the details shared above. Whilst the MTFP process works towards that outcome, this report does not include any specific recommendations or decisions as they will come later in the process.

### **Author:**

Melanie Watts, Head of Finance, [melanie.watts@n-somerset.gov.uk](mailto:melanie.watts@n-somerset.gov.uk)

Amy Webb, Director of Corporate Services, [amy.webb@n-somerset.gov.uk](mailto:amy.webb@n-somerset.gov.uk)

### **Appendices:**

None

### **Background Papers:**

Exec Report – February 2023, Medium Term Financial Plan and Revenue Budget 2023/24

Exec Report – September 2023, Medium Term Financial Plan Update report 2024-2028

Council Report – February 2023, Council Tax Setting 2023/24

Transport, Climate and Communities Policy and Scrutiny Panel Report – July 2023, MTFP planning

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## North Somerset Council

### Report to the Executive

**Date of Meeting: 18 October 2023**

**Subject of Report: Capital Strategy for the period 2024-2028 and Capital Budget updates for 2023/24**

**Town or Parish: All**

**Officer/Member Presenting: Mike Bell, Leader of the Council**

**Key Decision: YES**

#### **Reason:**

The values contained throughout this report are over £500,000 and impact on all communities across North Somerset.

#### **Recommendations**

The Executive is asked to:

1. Note the proposed timeline, process and considerations for developing the 2024/25 Capital Strategy,
2. Approve the amendments to the 2023/24 capital programme as detailed in Appendix 2,
3. Recommend to Council approval of the following:
  - a. An increase in the Banwell Bypass scheme of £11.9m as per July 2023 Council meeting COU041, which provided an agreement in principle subject to the council securing additional funding toward the scheme. (This being a £9.9m addition to the programme and a transfer of £2m from A38/MRN project),
  - b. An increase in the capital programme of £12m for additional spending on the Banwell Bypass scheme following the additional grant allocation from Homes England.

### **1. Summary of Report**

The Capital Strategy is an annual document that outlines the council's approach to capital investment over the short, medium, and longer term and gives a high-level overview of how capital expenditure activity contributes to the provision of local public services within the area together with the impact this will have on the council's asset base and financial position.

This report provides information on the process and timeline that will be used to develop the 2024/25 Strategy along with updates on the current capital programme.

## **2. Policy**

The Prudential Code for Capital Finance in Local Authorities was developed by the Chartered Institute of Public Finance and Accountancy (CIPFA) to support local authorities in taking decisions in capital investments.

Key objectives within this Code are to ensure that local authorities capital investment plans are affordable, prudent, and sustainable, and that associated treasury management decisions are taken in accordance with good professional practice and that local strategic planning, asset management planning and proper option appraisals are fully supported.

The Code requires Council to approve an annual capital strategy as part of its budget setting process. The purpose being to demonstrate that capital expenditure and investment decisions are in line with service objectives, and that the plans are affordable and sustainable, with the resulting revenue impacts fully integrated within the annual budget setting process.

## **3. Executive Summary of our Capital Strategy**

### **3.1 Executive summary**

North Somerset Council continues to have ambitious plans for investment in the region which will deliver sustainable projects with tangible benefits to our communities. Alongside plans for infrastructure, housing, and economic generation we also need to maintain Council schools and assets and ensure these are fit for the future. Our capital programme must be affordable over the long term and align with our vision to be Open, Fair and Green.

The Capital Strategy that will be presented to the Executive in February 2024 will outline how we will make the best use of our finite resources, how we will prioritise investment needs and opportunities and how we will approach funding these projects to deliver sustainable outcomes.

However, given the backdrop of the current economic and financial uncertainties it is likely that future investment priorities for the council will be limited and focused upon those areas of strategic importance, and which have been allocated external funding or those which meet our core objectives, which will include any health and safety or statutory obligations and requirements.

Whilst the Strategy will describe some of the key projects we will be working on, the programme will continue to be developed over time and additional projects added when supporting plans and business cases are finalised and further funding identified.

### **3.2 Introduction - overview of the current capital programme**

Although the Capital Strategy is a forward-facing document it can be seen that the council's current investment plans are already extensive – over recent years we have developed a capital programme which now totals £442m and covers the five-year period 2023 to 2028.

A listing of the full capital programme is included in Appendix 1 although this section provides a brief overview of the key headlines.

There are approximately 180 different schemes and projects being delivered across the district although there are 6 live projects that account for approximately 69% of the total spending within the programme.

These are often described as ‘major’ schemes and spending on them during this period is likely to reach almost £303m; they include;

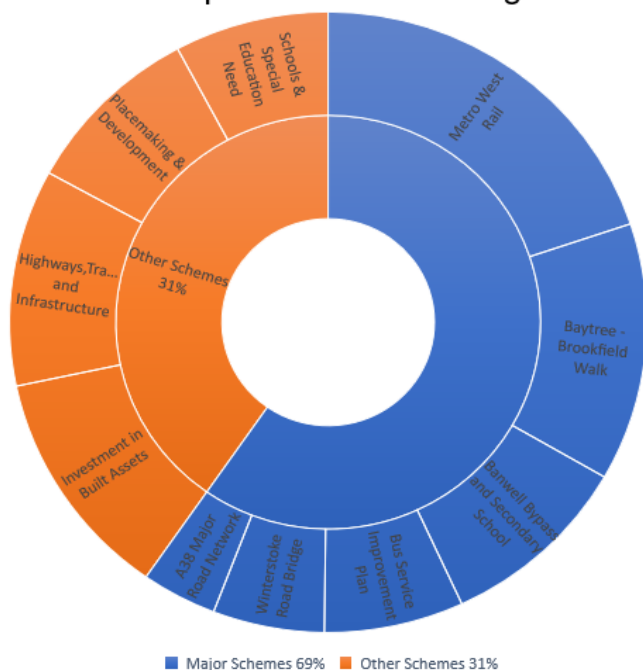
- £120m Metro West Rail project in Portishead
- £ 87m Banwell Bypass and secondary school
- £ 47m Bus Service Improvement Plan (BSIP)
- £ 23m A38 Major Road Network improvements
- £ 17m Winterstoke Road Bridge in Weston
- £ 9m Baytree Special School in Clevedon

Spending on ‘other’ schemes accounts for the remaining 31% of the programme which totals £139m and is made of c.170 projects and schemes.

This investment can be grouped into several key themes, for example;

- Schools and special educational needs, largely expanding provision to meet the needs of children within our communities,
- Investment in built assets, which includes offices, leisure facilities, libraries, housing,
- Highways, transport and infrastructure, which includes a combination of annual maintenance programmes as well as new active travel and parking projects,
- Place-making and development, which includes delivering the council’s Levelling Up and Shared Prosperity initiatives, supporting developments at Locking Parklands, Clevedon and Uplands in Nailsea
- Other schemes include investment to support delivery of council services, including investing in technology and systems or replacing waste collection vehicles.

2023/24 Capital Investment Programme



Not all capital projects are significant in terms of their financial value, but they still make a difference and deliver improved outcomes, whether these are directly to the communities who use the facilities as well as to the environment.

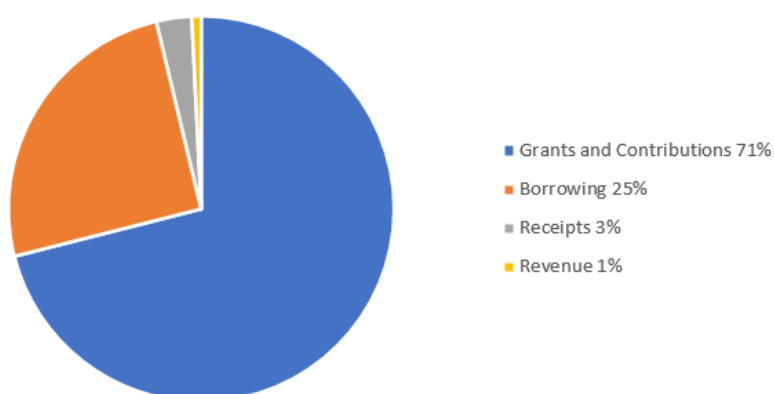
For example, the current programme will bring improvements to play areas, coast paths and the seafront / beach areas all of which can improve the lives, health and well-being of residents.

It will also look to deliver investment in natural flood management solutions as well as the purchase of an Eco Bus to support the library outreach service.

When looking at the investment programme it is important to understand how the spending plans will be funded and where the money will be coming from, because the council must ensure that all decisions relating to capital are fully integrated into the annual revenue budget. Calculations have to be carried out to show that spending plans are affordable and sustainable into the future.

As can be seen from the chart below, the majority of funding for the current capital programme is due to come from external grants and contributions (£314m), although a quarter of the programme (i.e., £111m) will be financed from borrowing. The repayment of this borrowing will be reflected within the council's medium term financial plan (MTFP) and future revenue budget calculations.

Funding the 2023/24 Capital Programme



Although the council approves an annual capital strategy, it operates a rolling programme which means that ongoing approvals and changes can be made during the year should they be required. Since the capital programme was agreed by Executive in February 2023 there have been a number of changes to the programme, in relation to additions, rephasing, realignments and reductions. A summary of these is shown in the table below, with the full details included in Appendix 2.

NORTH SOMERSET COUNCIL CAPITAL PROGRAMME SUMMARY OF CHANGES TO BUDGETS	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	2027/28 £000	TOTAL £000
Original approved capital expenditure budget 2022/23(@P9);	112,753	81,468	50,394	35,376	0	279,991
Movements approved during 2022/23 in quarter 4 (Jan-March)	1,337	0	0	0	0	1,337
Planned Additions to the capital Programme - Executive, Feb 2023	67,867	53,496	13,922	8,282	3,600	147,168
Slippage of approved budgets from 2022/23 (Out-turn position)	41,092	0	0	0	0	41,092
Additions < £1m - per scheme	2,472	266	0	0	0	2,737
Additions > £1m - per scheme - Winterstoke Road Bridge	5,156	0	0	0	0	5,156
Additions > £1m - per scheme - Banwell Bypass	0	0	21,905	0	0	21,905
Rephasing of the spend profile	(31,761)	15,958	15,802	0	0	(0)
Realignments / reductions	(24,422)	(17,844)	(5,590)	(7,650)	(2,000)	(57,506)
	<b>174,495</b>	<b>133,345</b>	<b>96,433</b>	<b>36,008</b>	<b>1,600</b>	<b>441,881</b>

### 3.3 Changes to Banwell Bypass

One of the most significant changes within the current capital programme is the increase to the Banwell Bypass scheme, which was initially fully funded by a grant from Homes England. A report was recently considered by members to advise of the impact that inflationary pressures were likely to have on the project costs and as well as the delivery timeframes for the scheme.



The report approved by members allocated council resources of £11.9m, although subject to further funding being identified from other sources. Since that time Homes England have confirmed that they are willing to provide the additional £12m of funding needed to complete the project and also extend the timelines linked to the original funding offer to meet revised plans.

Recommendation 3 of this report therefore seeks approval to amend the capital programme budgets to include both of these sums within the Banwell Bypass scheme.

### 3.4 Looking ahead for the 2024/25 capital strategy

The draft capital strategy will be considered by the Executive in February 2024 alongside the revenue budget, both of which need to be balanced in terms of affordability.

Executive	06/09/2023	18/10/2023	06/12/2023	07/02/2024
Report type:	Information	Information	Information	Decision
Report purpose:	Introduce the MTFP for new 4-year period 2024-2028	Progress update report - aligned with corporate plan activity	Progress update report	Submission of 2024/25 Revenue Budget to Council for approval
	Scene setting re broader context, challenges and opportunities; sharing core assumptions for resources and spending plans	Include savings strategies and principles being considered over 4 year period	Present draft budget for 2024/25 along with list of savings plans	Directorate budget allocations for 2024/25 along with final list of savings plans
	Also share range of updated budget gaps for scenarios and MTFP timeline		Share updated budget gap 2025-2028 and progress	Reminder of updated budget gap 2025-2028
Report purpose:	-	Share draft principles linked to the council's Capital Strategy	-	Submission of 2024/25 Capital Strategy to Council for approval
Report purpose:	-	-	-	Approval of Fees & Charges for 2024/25

As can be seen from the timeline above, this is an interim report to ensure that the council has an opportunity to share its plans in advance of any significant or strategic decisions being taken.

When complete, it is anticipated that the draft capital strategy will reflect the following considerations:

- Understanding of the key priorities which will influence future investment and spending plans within communities following the refresh of the **Corporate Plan**. Extensive consultation and engagement activities are planned and have started to be delivered to ensure that all residents have the opportunity to feed in to develop the corporate plan for the next four-year period and also input into the council's budget process,
- The report will also consider the integration with other policies and strategies which may be updated as a result of the corporate plan refresh, including but not limited to, the Climate Emergency Strategy, Digital & Customer Services Strategy, Local Plan and the Local Transport Plans,
- Reviewing and updating the **Strategic Asset Management Strategy** which is focused on understanding our asset base to prioritise investment on those assets which are required to core support service delivery within our communities and mitigate risk by divesting of those assets which do not meet these outcomes.
- Given the scale of the current programme, the economic climate and ongoing inflationary pressures, as well as the council's overall financial position, the draft

Strategy will also need give due consideration to a range of financial impacts both in terms of spending and also funding - this is likely to include;

- **Spending plans** – what are the expected outcomes as a result of the planned investment, how have the cost plans been drawn up, are they supported by evidence and a business case, do they contain sufficient provision for fees as well as direct costs, what procurement routes are being considered, does the budget include any contingencies, what are the key risks and mitigation measures,
  - **Funding** - how will the new spending plans be funded, have we received grant notifications, are there any conditions that need to be considered, does the council need to borrow to fund the investment,
  - **Affordability and alignment with the MTFP** – have the revenue impacts of any borrowing been included within the MTFP, what do the prudential indicators show, have any ongoing maintenance requirements been reflected within the revenue budget,
  - **Capacity of staff** – does the council have sufficient capacity to deliver the planned new investment, i.e., technical specialists, project managers, project sponsors, financial, legal, procurement and comms support.
- An update of the current programme, to include any re-phasing of timescales, budget movements within schemes (virements) or deletions from the programme.

Capital strategy related activity will be overseen by the Transport, Climate and Communities Policy and Scrutiny Panel alongside other financial planning matters.

### 3.5 Monitoring of the Current Capital Programme

The capital programme covers the period up to 2028/29, with particular focus and attention given for the 3-year period 2023-2026 as much of the proposed spending is planned for this timeframe. The programme covers all aspects of the councils' services and has been built up in several phases following different stages of approval.

Appendix 1 provides details of all schemes currently included within the latest programme – the summary shows that the overall programme totals **£441.881m**, with **£174.495** of investments across north somerset expected to be delivered during the current financial year.

The capital programme is fully funded which means that the council has identified resources to cover all of the planned spend that will be incurred over the next few years. At this time the council expects to receive £313.946m of grants and contributions from external stakeholders to fund specific schemes which is an extremely positive outcome as this is in addition to the investment that the council can afford to deliver. The schedule does show that the council will need to borrow £111.395m to fund projects within the programme; the annual costs associated with this will need to be fully reflected within the council's revenue budget and medium term financial plans.

The monitor shows the budgets currently allocated to each project, how much has been spent in-year and how the project will be financed when it has been delivered. The table

also includes an assessment for each project which is aligned to the council's risk management framework. Those projects without an assessment at this stage are either yet to be started or are awaiting their assessment to be validated by the Capital Programme, Planning and Delivery Board (CPPD) and will be included within future reports.

A significant focus of the CPPD Board has been to ensure that spending plans are more accurately aligned within our financial reporting. This improvement within the governance framework not only enables readers to understand delivery plans, it also ensures that resources and the associated financial implications are fed through each of the council's strategies.

Notes are provided below to indicate the reasons that a capital project may have been given a Red RAG status at this time;

- SEND Interventions linked to the safety valve (SV) programme – the council initially received a block of grant funding for SEND intervention activities. Work has taken place to allocate the single block of funding across a range of individual projects so that plans for each area are transparently shared, governed and monitored. An adjustment to one of the individual budgets is outstanding as the budget is showing as a negative value and so it has been set to Red as a reminder to complete this action.
- Spending on private sector renewals – the budget for the year has been set at £12k and the monitoring to date shows committed expenditure of £61k has been incurred. The Red status indicates that a review of the project will be undertaken to inform future actions or decisions.
- Clevedon Seafront – the council has experienced a number of issues with the delivery of the project which are being independently reviewed – the Red status reflects the current position.
- Spending on A371 Safer Roads – this scheme was due to be finalised during the previous financial year and so no budget remains however, the monitoring to date shows committed expenditure of £10k has been incurred. The Red status indicates that a review of the project will be undertaken to inform future actions or decisions.
- A38 Major Road Network – this scheme has temporarily been flagged as Red for review purposes, partly because there has been a delay in receiving information on funding from the government. This has recently been received and it is anticipated that a report will be presented to the CPPD Board to understand and potentially reset the project parameters.
- Birkett Road Railings – this scheme is currently under review at CPPD to assess the value for money and viability of the scheme, prior to any contract award notices.

**Appendix 2** lists out all of the changes which have been reflected within the programme during the current financial year, which require retrospective approval from the Executive.

A small number of these changes have been the subject of individual reports to the Executive in recent months due to their scale, or as a result of procurement and commissioning plans, whilst others of a smaller scale have been through the director or Section 151 governance decision making process in accordance with financial regulations.

One of the most significant changes in financial terms relates to the re-profiling of budgets, as noted above, to ensure that they are aligned to realistic spending plans, although this will not change the overall spending levels within the programme.

The other material item of note relates to the Banwell Bypass scheme, which is referred to in section 3.3.

#### **4. Consultation**

The council is currently carrying out extensive consultation and engagement activity with residents and a wide range of stakeholders so that it can refresh the Corporate Plan priorities for the next four-year period. The results of the first phase of this process will be used to underpin the vision, priorities and commitments that will support service delivery across the council and all associated processes, including the development of the Capital Strategy.

#### **5. Financial Implications**

Financial implications are contained throughout the report.

#### **6. Legal Powers and Implications**

The Local Government Act 1972 lays down the fundamental principle by providing that every local authority shall make arrangements for the proper administration of their financial affairs, although further details and requirements are contained within related legislation.

The Council has adopted the Chartered Institute of Public Finance and Accountancy's Treasury Management in the Public Services: Code of Practice 2022 Edition (the CIPFA Code) which requires it to approve a Capital Strategy before the start of each financial year. Under this guidance, the role of the (Full) Council is to:

- Set the budget and capital programme, including debt and investment interest, and the repayment of capital (also known as the Minimum Revenue Provision)
- Approve the Capital Strategy
- Approve the Treasury Management Strategy
- Approve a series of Prudential Indicators Under the Local Authorities (Functions and Responsibilities) (England) Regulations 2000, local authorities must not delegate the approval of an annual strategy to any committee or person.

The role of the Executive will be to consider these strategies, and, if appropriate, recommend them for approval by full Council in February 2024.

#### **7. Climate Change and Environmental Implications**

Climate and environmental related implications continue to be at the forefront of the council's thinking when considering the underlying Corporate Plan and service strategies as well as detailed capital investment plans.

The council has identified climate as one of its main investment priorities and has previously developed a combined approach which puts this at the centre of plans by seeking to invest in new projects which entirely meet the climate vision, aims and objectives as their core theme. However, in addition to this, the council has also sought to progress the concept of 'additionality' by ensuring that climate related issues are recognised, considered, and incorporated into planned investments in other areas of priority spending.

The council believes that it is important to fully consider climate issues within the design and scope of other spending proposals which means that it can begin to embed climate

considerations and outcomes through a broader range of capital investments across the council. For example, when replacing a roof on a building, solar panels or other energy efficiency measures should be considered at the same time.

It is also important to understand and monitor the impacts that our capital investment programme will have in terms of contributing towards carbon reduction targets so that we can be sure to reach our net zero goals. Work has been started so that information on these aspects can be shared alongside other project updates.

## 8. Risk Management

In setting the capital budgets for the future the council must consider the known key financial risks that may affect its plans, and these will either be explicitly provided for within the base budget or be offset and held against the unallocated contingency budget or the council’s general fund working balance.

Whilst there are several inherent risks within the Capital Strategy, the top 2 risks are: -

	Inherent risk score (likelihood)	Inherent risk score (impact)	Inherent risk score	Mitigations	Residual risk score (likelihood)	Residual risk score (impact)	Residual risk score
Capital delivery issues within the context of the current economic climate / rising inflation impacting on costs	5 (almost certain)	4 (severe impact on cost forecasts and funding pressures)	<b>HIGH</b>	Embed a culture of fully costed, evidence-based business plans prior to approval, supported by effective procurement processes	4 (likely given inflation uncertainties and timing delays between concept, approval and delivery)	4 (impact on cost pressures and funding pressures)	<b>HIGH</b>
Capital grants and funding streams not known / susceptible to change	5 (almost certain)	4 (important to know financial envelope before commitment made)	<b>HIGH</b>	Lobby government to request that funding allocations shared prior to the start of the financial year	3 (possible)	4 (important to know financial envelope before commitment made)	<b>HIGH</b>

## 9. Equality Implications

There are many aspects relating to the investment priorities within the council’s capital strategy, as well as the delivery of the individual capital projects within the overall programme, which impact on our residents, customers and other stakeholders and members of the public, and so we recognise that it is our responsibility to ensure that any investments we make through the capital budget, may need to be considered and consulted upon. There are no specific equality implications to note at this time although capital projects will be assessed at an individual level through the approvals processes.

## 10. Corporate Implications

The Corporate Plan and MTFP are vital tools to help align effort across the organisation and ensure that services are all are focused on delivery to agreed community and organisational priorities. With continuing financial pressures and demands for services, it is essential that the councils' limited resources continue to be prioritised and allocated in line with the identified priorities and changes reflected within the budget where required.

## **11. Options Considered**

Council is required to formally approve a Capital Strategy for 2023/24 and this could be undertaken as a multi-year strategy or a stand-alone annual process. Given that the council already has an existing capital programme which covers a multi-year period it is proposed that new projects for 2024/25 and beyond will be added to that when future reports are drafted.

### **Author:**

Amy Webb, Director of Corporate Services & Section 151 Officer

E: [amy.webb@n-somerset.gov.uk](mailto:amy.webb@n-somerset.gov.uk)

Melanie Watts, Head of Finance

E: [melanie.watts@n-somerset.gov.uk](mailto:melanie.watts@n-somerset.gov.uk)

Lisa Smith, Principal Capital Accountant

E: [lisa.smith@n-somerset.gov.uk](mailto:lisa.smith@n-somerset.gov.uk)

### **Appendices:**

Appendix 1 Monitoring of the 2023/24 Capital Programme

Appendix 2 Changes to the 2023/24 Capital Programme

Appendix 3 Capital Strategy & Asset Requirements

### **Background Papers:**

Reports presented to the Executive:

- Capital & Treasury Management Strategy reports 2023/24 (February 2023),
- Budget monitoring report 2023/24 (September 2023)
- MTFP and Revenue Budget reports (September 2023)
- Banwell Bypass report, July 2023

MONITORING OF 2023/24 CAPITAL PROGRAMME							
CAPITAL PROGRAMME	RAG Rating	APPROVED BUDGET					TOTAL APPROVED BUDGET £
		2023/24 Profiled Spend £	2024/25 Profiled Spend £	2025/26 Profiled Spend £	2026/27 Profiled Spend £	2027/28 Profiled Spend £	
Adult Social Services		1,233,167	300,000	0	0	0	1,533,167
Childrens Services		28,489,265	12,085,585	2,997,735	0	0	43,572,585
Housing		8,732,668	3,581,237	1,500,000	1,500,000	1,500,000	16,813,905
Corporate Services		8,437,677	3,407,238	2,516,000	3,066,000	100,000	17,526,915
Place		127,602,254	113,970,651	89,419,222	31,442,000	0	362,434,127
<b>TOTAL SPENDING</b>		<b>174,495,031</b>	<b>133,344,711</b>	<b>96,432,957</b>	<b>36,008,000</b>	<b>1,600,000</b>	<b>441,880,699</b>
<b>CHILDRENS SERVICES</b>							
Breach Classes - additional primary school places		2,082,747	2,500,000	0	0	0	4,582,747
Clevedon Secondary School		500,000	1,000,000	2,992,735	0	0	4,492,735
Land for Yatton Secondary		0	2,000,000	0	0	0	2,000,000
St Josephs demountable	G	1,302	0	0	0	0	1,302
Banwell Primary School	G	766,726	0	0	0	0	766,726
Monitoring of Party Wall - Banwell Primary School		0	500,000	0	0	0	500,000
Kewstoke - Roof and other school updates	G	1,708,427	0	0	0	0	1,708,427
Golden Valley Primary - Fire escape & H&S	A	281,288	0	0	0	0	281,288
Haywood Village Primary - Green Agenda Planning (De		0	500,000	0	0	0	500,000
Central Secondary - additional secondary school places		557,927	0	0	0	0	557,927
HIF - WHAE School	A	7,663,913	0	0	0	0	7,663,913
Ravenswood Primary School - Roof	G	14,326	0	0	0	0	14,326
Baytree Special School - Brookfield Walk Clevedon	G	8,957,998	0	0	0	0	8,957,998
Churchill Social Emotional & Mental Health - reloca	G	450,000	0	0	0	0	450,000
Churchill Social Emotional & Mental Health - interir	A	1,032	0	0	0	0	1,032
Social Emotional & Mental Health School Clusters	G	117,132	0	0	0	0	117,132
School SEND Interventions - Safety Valve	R	118,500	-336,750	0	0	0	-218,250
SEND / Safety Valve - Churchill Primary - Upgrade	A	196,478	0	0	0	0	196,478
SEND / Safety Valve - Hans Price Academy - NG	A	125,115	0	0	0	0	125,115
SEND / Safety Valve - Broadoak Academy - NG	A	150,115	0	0	0	0	150,115
SEND / Safety Valve - Crockerne Primary - NG	A	120,115	0	0	0	0	120,115
SEND / Safety Valve - Milton Park Primary - RB	A	205,115	0	0	0	0	205,115
SEND / Safety Valve - Locking Primary - RB	A	722,000	0	0	0	0	722,000
SEND / Safety Valve - Meadvale/Springboard (Ea	A	34,400	0	0	0	0	34,400
SEND / Safety Valve - Early Years - TBA		150,000	115,600	0	0	0	265,600
SEND / Safety Valve - Meadvale - NG		0	125,000	0	0	0	125,000
SEND / Safety Valve - Hans Price Academy - RB	A	305,698	0	0	0	0	305,698
SEND / Safety Valve - Hannah Moore - RB		0	850,000	0	0	0	850,000
SEND / Safety Valve - Worle Secondary - RB	A	985,000	0	0	0	0	985,000
SEND / Safety Valve - VLC Milton		0	1,400,000	0	0	0	1,400,000
SEND / Safety Valve - BLANK		0	0	0	0	0	0
SEND / Safety Valve - Christchurch - NG	G	0	830,000	0	0	0	830,000
SEND / Safety Valve - St Andrews Primary NG		30,765	86,735	0	0	0	117,500
SEND / Safety Valve - Gordano NG	G	-3,500	145,000	0	0	0	141,500
SEND / Safety Valve - Portishead Primary NG	G	0	115,000	0	0	0	115,000
SEND / Safety Valve - VLC Oldmixon	G	0	1,231,111	0	0	0	1,231,111
Ravenswood replacement de-mountable building		150,000	0	0	0	0	150,000
Baytree (The Campus) - works including roof		535,000	5,000	5,000	0	0	545,000
Replacement VLC Site(s) in Weston		100,000	918,889	0	0	0	1,018,889
Carlton Centre - internal works	A	133,251	0	0	0	0	133,251
Devolved Formula Capital	G	71,000	0	0	0	0	71,000
Statutory Compliance	G	1,174,794	100,000	0	0	0	1,274,794
Childrens Centre - Rolling Maintenance Program	G	82,601	0	0	0	0	82,601
		<b>28,489,265</b>	<b>12,085,585</b>	<b>2,997,735</b>	<b>0</b>	<b>0</b>	<b>43,572,585</b>

MONITORING TO 31 JULY 2023			Approved Funding				
Actual Spend £	Orders £	TOTAL COSTS £	Borrowing £	Grants & Contributions £	Reserves & Revenue £	Capital Receipts £	TOTAL APPROVED FUNDING £
55,000	441,945	496,945	0	1,533,168	0	0	1,533,168
7,389,740	6,276,238	13,665,978	5,559,624	38,012,963	0	0	43,572,587
918,000	352,289	1,270,289	421,498	8,857,406	0	7,535,000	16,813,904
481,388	670,946	1,152,334	13,491,998	3,098,401	275,224	661,291	17,526,914
4,637,497	9,203,008	13,840,505	91,922,139	262,444,915	3,216,455	4,850,611	362,434,121
<b>13,481,626</b>	<b>16,944,426</b>	<b>30,426,052</b>	<b>111,395,259</b>	<b>313,946,854</b>	<b>3,491,679</b>	<b>13,046,902</b>	<b>441,880,694</b>
0	0	0	0	4,582,747	0	0	4,582,747
1,807	0	1,807	0	4,492,735	0	0	4,492,735
0	0	0	0	2,000,000	0	0	2,000,000
0	0	0	0	1,302	0	0	1,302
178,324	223,504	401,828	438,966	327,760	0	0	766,726
0	0	0	500,000	0	0	0	500,000
26,213	744,236	770,449	1,708,427	0	0	0	1,708,427
7,274	226,920	234,194	0	281,288	0	0	281,288
0	0	0	500,000	0	0	0	500,000
0	0	0	0	557,927	0	0	557,927
4,994,114	898,387	5,892,502	0	7,663,914	0	0	7,663,914
1,256	0	1,256	14,326	0	0	0	14,326
2,025,708	3,778,549	5,804,258	0	8,957,999	0	0	8,957,999
0	320,000	320,000	350,000	100,000	0	0	450,000
3,034	0	3,034	1,032	0	0	0	1,032
6,347	5,011	11,358	117,132	0	0	0	117,132
53,620	34,997	88,617	0	-218,250	0	0	-218,250
1,211	0	1,211	0	196,478	0	0	196,478
1,315	0	1,315	0	125,115	0	0	125,115
1,148	0	1,148	0	150,115	0	0	150,115
1,399	0	1,399	0	120,115	0	0	120,115
1,536	0	1,536	0	205,115	0	0	205,115
1,487	0	1,487	0	722,000	0	0	722,000
0	0	0	0	34,400	0	0	34,400
0	0	0	0	265,600	0	0	265,600
0	0	0	0	125,000	0	0	125,000
0	0	0	0	305,698	0	0	305,698
0	0	0	0	850,000	0	0	850,000
0	0	0	0	985,000	0	0	985,000
81	0	81	0	1,400,000	0	0	1,400,000
0	0	0	0	0	0	0	0
425	4,985	5,410	0	830,000	0	0	830,000
0	0	0	0	117,500	0	0	117,500
0	0	0	0	141,500	0	0	141,500
63	0	63	0	115,000	0	0	115,000
40	0	40	0	1,231,111	0	0	1,231,111
0	0	0	150,000	0	0	0	150,000
0	0	0	545,000	0	0	0	545,000
0	0	0	1,018,889	0	0	0	1,018,889
45,066	33,339	78,405	133,251	0	0	0	133,251
14,393	0	14,393	0	71,000	0	0	71,000
23,324	6,309	29,633	0	1,274,794	0	0	1,274,794
557	0	557	82,601	0	0	0	82,601
<b>7,389,740</b>	<b>6,276,238</b>	<b>13,665,978</b>	<b>5,559,624</b>	<b>38,012,963</b>	<b>0</b>	<b>0</b>	<b>43,572,587</b>

MONITORING OF 2023/24 CAPITAL PROGRAMME								MONITORING TO 31 JULY 2023					Approved Funding				
CAPITAL PROGRAMME	RAG rating	APPROVED BUDGET					TOTAL APPROVED BUDGET £	Actual Spend £	Orders £	TOTAL COSTS 0	Borrowing £	Grants & Contributions £	Reserves & Revenue £	Capital Receipts £	TOTAL APPROVED FUNDING £		
		2023/24 Profiled Spend £	2024/25 Profiled Spend £	2025/26 Profiled Spend £	2026/27 Profiled Spend £	2027/28 Profiled Spend £											
<b>ADULT SOCIAL SERVICES</b>																	
Adult social care accommodation shift		187,024	0	0	0	0	187,024	0	0	0	0	187,024	0	0	187,024		
Aids & Adaptations Equipment	G	300,000	300,000	0	0	0	600,000	0	0	0	600,000	0	0	600,000			
Housing & Technology Fund	G	5,813	0	0	0	0	5,813	0	94	94	5,813	0	0	5,813			
Social Care Projects	G	740,330	0	0	0	0	740,330	55,000	441,851	496,851	740,330	0	0	740,330			
		<b>1,233,167</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,533,167</b>	<b>55,000</b>	<b>441,945</b>	<b>496,945</b>	<b>0</b>	<b>1,533,168</b>	<b>0</b>	<b>0</b>	<b>1,533,168</b>		
<b>HOUSING</b>																	
Disabled Facilities Grants	G	3,279,893	2,081,237	0	0	0	5,361,130	559,319	244,675	803,994	0	5,361,129	0	0	5,361,129		
Other Private Sector Renewal	R	11,709	0	0	0	0	11,709	84,681	56,989	141,670	0	11,709	0	0	11,709		
Social Housing Grants	G	693,498	0	0	0	0	693,498	0	0	0	421,498	272,000	0	0	693,498		
Grant funding of affordable housing - West Wick A	G	29,000	0	0	0	0	29,000	0	0	0	0	29,000	0	0	29,000		
Local Authority Housing Fund (Refugees)		1,953,568	0	0	0	0	1,953,568	0	0	0	0	1,953,568	0	0	1,953,568		
Insulation of park homes	G	480,000	0	0	0	0	480,000	0	50,625	50,625	0	480,000	0	0	480,000		
Repurchase Leasehold Properties	G	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000	274,000	0	274,000	0	0	7,500,000	7,500,000			
First Time Buyer Loan Scheme	G	35,000	0	0	0	0	35,000	0	0	0	0	0	35,000	35,000			
Technology Enabled Care		750,000	0	0	0	0	750,000	0	0	0	0	750,000	0	0	750,000		
		<b>8,732,668</b>	<b>3,581,237</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>16,813,905</b>	<b>918,000</b>	<b>352,289</b>	<b>1,270,289</b>	<b>421,498</b>	<b>8,857,406</b>	<b>0</b>	<b>7,535,000</b>	<b>16,813,904</b>		
<b>CORPORATE SERVICES</b>																	
ICT - Replacement Programme	G	300,138	0	0	0	0	300,138	15,047	107,921	122,968	300,138	0	0	0	300,138		
ICT - Devices - Laptops (break fix & new starters)	G	116,000	116,000	116,000	116,000	0	464,000	63,699	0	63,699	464,000	0	0	0	464,000		
ICT - Networks & Infrastructure	G	612,151	100,000	0	0	0	712,151	92,990	59,917	152,908	712,151	0	0	0	712,151		
ICT - Security Tools	G	50,000	100,000	100,000	100,000	100,000	450,000	0	0	0	450,000	0	0	0	450,000		
ICT - Windows 11 upgrade project	G	50,000	0	0	0	0	50,000	0	0	0	50,000	0	0	0	50,000		
ICT - Changes to ContrOCC - Adult Social Care s	G	250,000	0	0	0	0	250,000	0	0	0	0	250,000	0	0	250,000		
ICT - Jontec Carelink system	G	7,095	700,000	0	0	0	707,095	797	3,012	3,809	707,095	0	0	0	707,095		
ICT - COntrOCC - Provider Portal module	G	150,000	0	0	0	0	150,000	0	48,669	48,669	150,000	0	0	0	150,000		
ICT - Liquidlogic Adults Social care/Childrens syst	A	58,834	0	0	0	0	58,834	50,791	10,825	61,617	58,835	0	0	0	58,835		
ICT - Customer Services	G	150,000	0	0	0	0	150,000	0	0	0	150,000	0	0	0	150,000		
ICT - Digital documentation of Decisions taken	G	80,000	0	0	0	0	80,000	0	0	0	80,000	0	0	0	80,000		
ICT - GIS / Mapping system projects	G	180,000	0	0	0	0	180,000	0	0	0	180,000	0	0	0	180,000		
ICT - Members Device Refresh	G	100,000	0	0	0	0	100,000	0	0	0	100,000	0	0	0	100,000		
ICT - Highways Systems (Confirm, Scanworks, Al	G	300,000	0	0	0	0	300,000	0	0	0	300,000	0	0	0	300,000		
ICT - Information Programme	G	150,000	100,000	0	0	0	250,000	0	0	0	250,000	0	0	0	250,000		
ICT - Agresso Development	G	0	150,000	0	150,000	0	300,000	0	0	0	300,000	0	0	0	300,000		
Phones - Replacement Programme (Android)	G	100,000	300,000	0	0	0	400,000	0	0	0	400,000	0	0	0	400,000		
Devices - Replacement Programme	G	0	420,000	300,000	200,000	0	920,000	0	0	0	920,000	0	0	0	920,000		
Council Chamber - Sound System	A	100,000	0	0	0	0	100,000	105,956	877	106,833	100,000	0	0	0	100,000		
Corporate Asset Management Plan	G	500,000	43,707	2,000,000	2,500,000	0	5,043,707	45,423	64,495	109,919	3,309,298	1,000,000	73,118	661,291	5,043,707		
Strategic Projects in Development	G	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Flax Bourton Mortuary	A	202,106	0	0	0	0	202,106	0	202,106	202,106	0	202,106	0	0	202,106		
Leisure Asset Management Plan	G	500,000	244,531	0	0	0	744,531	63,364	131,637	195,001	696,129	48,401	0	0	744,530		
Accommodation Strategy	A	1,715,684	133,000	0	0	0	1,848,684	43,013	41,487	84,499	1,848,683	0	0	0	1,848,683		
Development Strategy		0	1,000,000	0	0	0	1,000,000	0	0	0	1,000,000	0	0	0	1,000,000		
Commercial Investment Fund - Sovereign Centre		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Decarbonisation of heat (boilers)		1,800,000	0	0	0	0	1,800,000	0	0	0	0	1,800,000	0	0	1,800,000		
Energy efficiency buildings	G	865,669	0	0	0	0	865,669	307	0	307	865,669	0	0	0	865,669		
Rooftop solar pilot		100,000	0	0	0	0	100,000	0	0	0	100,000	0	0	0	100,000		
		<b>8,437,677</b>	<b>3,407,238</b>	<b>2,516,000</b>	<b>3,066,000</b>	<b>100,000</b>	<b>17,526,915</b>	<b>481,388</b>	<b>670,946</b>	<b>1,152,334</b>	<b>13,491,998</b>	<b>3,098,401</b>	<b>275,224</b>	<b>661,291</b>	<b>17,526,914</b>		



MONITORING OF 2023/24 CAPITAL PROGRAMME								MONITORING TO 31 JULY 2023							
CAPITAL PROGRAMME	RAG Rating	APPROVED BUDGET					TOTAL APPROVED BUDGET £	MONITORING TO 31 JULY 2023			Approved Funding				TOTAL APPROVED FUNDING £
		2023/24 Profiled Spend £	2024/25 Profiled Spend £	2025/26 Profiled Spend £	2026/27 Profiled Spend £	2027/28 Profiled Spend £		Actual Spend £	Orders £	TOTAL COSTS 0	Borrowing £	Grants & Contributions £	Reserves & Revenue £	Capital Receipts £	
<b>PLACE</b>															
Clevedon Library	G	16,726	0	0	0	0	16,726	75	-42,820	-42,745	16,727	0	0	0	16,727
Hutton Moor Sport hall roof, wetside AHU & lift	G	500,000	1,211,762	0	0	0	1,711,762	654	0	654	1,711,762	0	0	0	1,711,762
Eco Bus (library outreach vehicle (mobile replacement)	G	0	175,000	0	0	0	175,000	0	0	0	175,000	0	0	0	175,000
Shop Front Enhancement	G	36,926	0	0	0	0	36,926	10,272	9,000	19,272	0	36,926	0	0	36,926
Heritage Action Zone	G	118,202	0	0	0	0	118,202	0	3,202	3,202	0	118,202	0	0	118,202
Churchill Sports Centre	G	600,542	0	0	0	0	600,542	0	0	0	0	130,542	470,000	0	600,542
Nailsea Library Relocation	G	223,105	0	0	0	0	223,105	64,636	71,907	136,543	223,105	0	0	0	223,105
Yatton Library	G	17,285	0	0	0	0	17,285	17,269	0	17,269	0	17,285	0	0	17,285
Joint place-making initiatives - Birnbeck Pier	G	500,000	0	0	0	0	500,000	0	0	0	0	500,000	0	0	500,000
Seafront Investments - (Lighting and Shelters)	G	384,456	0	0	0	0	384,456	56,314	6,432	62,745	324,456	0	60,000	0	384,456
Levelling Up Round 2 - Tropicana, Birnbeck, Mariner	G	3,101,117	3,851,573	0	0	0	6,952,690	14,487	24,410	38,897	0	6,952,690	0	0	6,952,690
LUF - Tropicana	G	2,712,600	928,658	0	0	0	3,641,258	18,256	0	18,256	0	3,641,258	0	0	3,641,258
LUF - Birnbeck	G	1,398,994	1,737,542	0	0	0	3,136,536	5,833	62,283	68,117	0	3,136,536	0	0	3,136,536
LUF - Marine Lake	G	611,030	758,895	0	0	0	1,369,925	12,474	39,563	52,038	0	1,369,925	0	0	1,369,925
LUF - High Street	G	1,532,147	1,902,918	0	0	0	3,435,065	2,770	0	2,770	0	3,435,065	0	0	3,435,065
LUF - Grove Park	G	243,239	302,102	0	0	0	545,341	5,374	2,950	8,324	0	545,341	0	0	545,341
LUF - Wayfinding	G	400,873	497,882	0	0	0	898,755	238	0	238	0	898,755	0	0	898,755
REPF - Grants to Rural Business		106,229	159,342	0	0	0	265,571	0	0	0	0	265,571	0	0	265,571
REPF - Grants to Rural Communities		70,817	106,229	0	0	0	177,046	0	0	0	0	177,046	0	0	177,046
UKSPF - Support to Local Businesses		50,000	0	0	0	0	50,000	0	0	0	0	50,000	0	0	50,000
UKSPF - Support to Local Community & VSCE		29,415	0	0	0	0	29,415	0	0	0	0	29,415	0	0	29,415
Integrated Transport Schemes		125,000	980,000	0	0	0	1,105,000	0	0	0	0	1,105,000	0	0	1,105,000
Maintenance Schemes - funding to be allocated		162,247	2,784,000	0	0	0	2,946,247	0	0	0	12,645	2,933,602	0	0	2,946,247
Pot Hole and Challenge Fund - funding to be allocated		0	2,227,000	0	0	0	2,227,000	0	0	0	0	2,227,000	0	0	2,227,000
<b>Integrated Transport Schemes</b>															
Public Transport Schemes	G	254,624	0	0	0	0	254,624	2,264	-10,338	-8,074	0	254,623	0	0	254,623
Walking	G	96,065	0	0	0	0	96,065	68,081	17,337	85,419	0	96,065	0	0	96,065
Cycling Programme	G	431,445	0	0	0	0	431,445	25,320	410	25,730	0	431,445	0	0	431,445
Safety & Travel Plans	G	545,473	0	0	0	0	545,473	40,585	28,131	68,717	0	545,473	0	0	545,473
Other Schemes	A	218,437	0	0	0	0	218,437	108,509	31,020	139,529	0	218,437	0	0	218,437
Programme Management	G	11,642	0	0	0	0	11,642	78	0	78	0	11,642	0	0	11,642
Cross Cutting Highways & Transport Schemes	G	59,022	0	0	0	0	59,022	91,754	-10,930	80,824	0	59,022	0	0	59,022
Yatton High Street - CC2302	A	565,993	0	0	0	0	565,993	81,600	12,571	94,171	0	565,994	0	0	565,994
Parking Schemes	G	102,806	0	0	0	0	102,806	0	0	0	0	102,806	0	0	102,806
Walking & Cycling (EATF)	A	494,027	0	0	0	0	494,027	45,882	14,887	60,769	45,000	449,027	0	0	494,027
Clevedon Seafront - AT2301	R	-307,477	0	0	0	0	-307,477	18,192	68,784	86,976	0	-307,477	0	0	-307,477
<b>Maintenance Schemes</b>															
Principal Roads	G	1,011,457	0	0	0	0	1,011,457	26,591	134,004	160,595	612,541	398,916	0	0	1,011,457
Non Principal Roads	G	2,877,528	0	0	0	0	2,877,528	118,741	2,107,428	2,226,169	884,688	1,992,840	0	0	2,877,528
Bridges & Structures	G	2,276,760	0	0	0	0	2,276,760	22,054	34,574	56,628	810,695	1,466,065	0	0	2,276,760
Street Lighting	G	295,299	0	0	0	0	295,299	-45,890	0	-45,890	43,219	252,080	0	0	295,299
Traffic Signals	G	159,658	0	0	0	0	159,658	-93,065	87,158	-5,907	76,458	83,200	0	0	159,658
Footways	G	429,174	0	0	0	0	429,174	4,863	100,566	105,429	46,238	382,936	0	0	429,174
Asset Officer	G	85,000	0	0	0	0	85,000	15,788	0	15,788	0	85,000	0	0	85,000
Drainage Schemes within LTP	G	2,224,490	0	0	0	0	2,224,490	212,560	631,024	843,584	24,659	2,199,831	0	0	2,224,490
Cycling Infrastructure	G	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fencing	G	42,883	0	0	0	0	42,883	621	0	621	42,883	0	0	0	42,883
Road Restraint Programme	G	183,721	0	0	0	0	183,721	1,457	9,403	10,860	33,721	150,000	0	0	183,721
Birkett Road Railings	R	225,000	0	0	0	0	225,000	1,046	0	1,046	75,000	150,000	0	0	225,000

MONITORING OF 2023/24 CAPITAL PROGRAMME							MONITORING TO 31 JULY 2023					Approved Funding				TOTAL
CAPITAL PROGRAMME	RAG Rating	APPROVED BUDGET					TOTAL APPROVED BUDGET £	Actual Spend £	Orders £	TOTAL COSTS 409268.16	Borrowing £	Grants & Contributions £	Reserves & Revenue £	Capital Receipts £	TOTAL APPROVED FUNDING £	
		2023/24 Profiled Spend £	2024/25 Profiled Spend £	2025/26 Profiled Spend £	2026/27 Profiled Spend £	2027/28 Profiled Spend £										
NSC Capital Unclassified Roads	G	3,201,639	0	0	0	0	3,201,639	6,371	1,475,736	1,482,107	2,322,321	879,318	0	0	3,201,639	
Wrington Flood Relief Scheme	G	176,794	0	0	0	0	176,794	0	0	0	0	0	176,794	0	176,794	
Street Lighting Lamp Column Replacement	G	81,618	0	0	0	0	81,618	0	0	0	0	76,998	4,620	0	81,618	
Winterstoke Rd Bridge	G	60,112	0	0	0	0	60,112	0	735	735	60,112	0	0	0	60,112	
A371 Safer Roads	A	16,581,173	0	0	0	0	16,581,173	25,339	280,261	305,601	0	16,581,174	0	0	16,581,174	
South Bristol Link Part 1 Claims	R	0	0	0	0	0	0	1,629	8,574	10,204	0	0	0	0	0	
Metro West Core - Subtotal	G	891,785	335,557	0	0	0	1,227,342	46,675	21,563	68,239	0	891,785	335,557	0	1,227,342	
Metro West DCO - subtotal	G	0	24,675,353	50,393,719	30,376,000	0	105,445,072	31,322	201,612	232,934	59,531,000	41,557,351	0	4,356,719	105,445,070	
North South Link	G	13,177,882	1,780,000	0	0	0	14,957,882	391,882	724,954	1,116,835	0	14,957,882	0	0	14,957,882	
Utilities at Parklands Village	G	338,609	0	0	0	0	338,609	3,008	31,219	34,227	0	338,608	0	0	338,608	
WSM Transport Enhancement Scheme (WTCE)	A	0	0	0	0	0	0	-249,244	30,333	-218,912	0	0	0	0	0	
Office for Low Emission Vehicles (OLEV) - subtotal	G	0	0	0	0	0	0	0	6,951	6,951	0	0	0	0	0	
HIF - Banwell Bypass and Infrastructure - subtotal	A	212,508	0	0	0	0	212,508	72,893	15,517	88,410	0	212,508	0	0	212,508	
LG4 (Old LSTF) 2018/19 - sustainable transport	A	16,573,553	27,504,056	35,602,780	0	0	79,680,389	1,485,760	551,849	2,037,609	5,026,803	72,686,388	1,967,197	0	79,680,388	
Weston to Clevedon Cycleway (Tutshill Sluice)	A	69,487	0	0	0	0	69,487	296	0	296	6,994	62,493	0	0	69,487	
Metrobus Contingency/ AVTM	G	679,280	0	0	0	0	679,280	103,038	351,984	455,023	75,746	603,533	0	0	679,279	
Vivacity Traffic Counting Equipment	G	409,653	0	0	0	0	409,653	73,746	0	73,746	409,653	0	0	0	409,653	
HTST Ravenswood School Parking	G	50,000	0	0	0	0	50,000	0	2,316	2,316	0	50,000	0	0	50,000	
Bus Service Improvement Plan	G	250,000	0	0	0	0	250,000	0	0	0	0	250,000	0	0	250,000	
J21 Northbound Slip	G	15,580,623	30,933,328	0	0	0	46,513,951	730,961	1,600,040	2,331,000	0	46,513,951	0	0	46,513,951	
Major Road Network (A38)	A	2,686,561	0	0	0	0	2,686,561	0	0	0	0	2,686,559	0	0	2,686,559	
Avonmouth Bridge Wayfinding	R	21,838,564	911,676	194,402	0	0	22,944,642	22,303	12,061	34,364	22,944,641	0	0	0	22,944,641	
Low Emission Vehicle Provision - Match (grant to be ad	A	0	0	0	0	0	0	54	0	54	0	0	0	0	0	
Beach Recycling Weston Bay	G	45,000	0	0	0	0	45,000	0	0	0	45,000	0	0	0	45,000	
England Coast Path	G	3,050	0	0	0	0	3,050	0	0	0	0	0	3,050	0	3,050	
Weston Marine Lake - Dredging	G	196,756	0	0	0	0	196,756	0	874	874	0	196,756	0	0	196,756	
Portishead Lakegrounds	G	28,021	0	0	0	0	28,021	21,787	2,493	24,280	28,021	0	0	0	28,021	
Clevedon Marine Lake	G	83,275	0	0	0	0	83,275	10,556	19,337	29,893	83,275	0	0	0	83,275	
Play Areas - replacement and upgrade program	G	105,988	0	0	0	0	105,988	956	0	956	105,988	0	0	0	105,988	
Play Areas - Local Match Funding - Skate Parks B	G	253,887	100,000	0	100,000	0	453,887	5,810	112,359	118,169	453,887	0	0	0	453,887	
Purchase of Land to support biodiversity net gain	A	14,486	0	0	0	0	14,486	31,000	0	31,000	0	-20,000	0	0	14,486	
SuperPond	G	300,000	0	0	0	0	300,000	0	0	0	300,000	0	0	0	300,000	
Sea Defences	G	150,000	0	0	0	0	150,000	0	0	0	150,000	0	0	0	150,000	
Natural Flood Management at Various Coombe location	G	435,000	550,000	450,000	500,000	0	1,935,000	0	8,363	8,363	1,935,000	0	0	0	1,935,000	
Public Rights of Way Programme	G	40,000	40,000	40,000	40,000	0	160,000	0	0	0	160,000	0	0	0	160,000	
Parking Schemes	G	100,000	100,000	0	0	0	200,000	0	0	0	200,000	0	0	0	200,000	
Leigh Woods Car Park	A	35,716	0	0	0	0	35,716	0	0	0	35,716	0	0	0	35,716	
Investment in Car Parks	G	0	0	0	0	0	0	5,685	6,375	12,060	0	0	0	0	0	
Purchase of Vehicles - Place	A	200,000	200,000	0	0	0	400,000	0	0	0	400,000	0	0	0	400,000	
Waste Depot	G	639,326	45,778	0	0	0	685,104	475,007	0	475,007	274,057	123,266	287,781	0	685,104	
Waste & Recycling - vehicles and electric vehicle t	G	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
HWRC - Investment Programme	G	2,448,595	9,172,000	306,000	426,000	0	12,352,595	0	221,221	221,221	12,352,595	0	0	0	12,352,595	
The Foodworks SW - Contract Retentions	A	340,367	0	0	0	0	340,367	7,539	0	7,539	340,367	0	0	0	340,367	
Land at Parklands Village	G	481,813	0	0	0	0	481,813	0	126	126	0	481,813	0	0	481,813	
Locking Parklands Health Centre	A	384,527	0	0	0	0	384,527	5,673	0	5,673	0	384,527	0	0	384,527	
CDS - Connecting Devon & Somerset	A	669,672	0	0	0	0	669,672	364,501	34,066	398,567	0	669,672	0	0	669,672	
Weston General Stores	G	200,000	0	0	0	0	200,000	0	0	0	0	100,000	100,000	0	200,000	
Land Release Fund - Churchill Avenue, Clevedon	G	102,765	0	0	0	0	102,765	0	33,029	33,029	0	102,765	0	0	102,765	
Land Release Fund - Uplands, Nailsea	A	350,000	0	0	0	0	350,000	0	0	0	0	350,000	0	0	350,000	
Brownfield Release Sites - Walliscote Place	G	481,020	0	0	0	0	481,020	0	0	0	0	481,020	0	0	481,020	
Tropicana, Magistrates and Wayfinding	G	1,075,000	0	0	0	0	1,075,000	1,972	4,747	6,719	0	1,075,000	0	0	1,075,000	
Summer Lane Flood Relief Scheme	A	0	2,432,321	0	0	0	2,432,321	0	0	0	2,432,321	0	0	0	2,432,321	
	G	354,173	0	0	0	0	354,173	5,293	11,359	16,651	0	324,855	0	29,317	354,172	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		127,602,254	113,970,651	89,419,222	31,442,000	0	362,434,127	4,637,497	9,203,008	14,249,773	91,922,139	262,444,915	3,216,455	4,850,611	362,434,121	

## Changes to the capital programme

ANALYSIS OF CHANGES TO THE 2023/24 CAPITAL PROGRAMME							
	2023/24 Capital Programme Budget £000	2024/25 Capital Programme Budget £000	2025/26 Capital Programme Budget £000	2026/27 Capital Programme Budget £000	2027/28 Capital Programme Budget £000	2028/29 Capital Programme Budget £000	Total Capital Programme Budget £000
<b>APPROVED CAPITAL BUDGETS, FEBRUARY 2023</b>	112,752.634	81,468	50,394	35,376	0		279,991
Adjustments/movements P10 - P12	1,337	0	0	0	0		1,337
<b>Budget as per P12 Outturn</b>	<b>114,090</b>	<b>81,468</b>	<b>50,394</b>	<b>35,376</b>	<b>0</b>		<b>281,328</b>
Planned Additions to the capital Programme - Exec Feb 2023	67,867	53,496	13,922	8,282	3,600		147,168
Slippage of approved budgets from 2022/23	41,092						41,092
<b>TOTAL ORIGINAL CAPITAL BUDGETS</b>	<b>223,049</b>	<b>134,965</b>	<b>64,316</b>	<b>43,658</b>	<b>3,600</b>		<b>469,588</b>
<b>AMENDMENTS TO THE PROGRAMME IN-YEAR;</b>							
<b>Months 1-3 (April to June)</b>							
Realignment - Disabled Facilities Grant	(2,081)						(2,081)
Realignment - Sovereign Centre Investment - to be replaced with business case	(5,000)			(5,000)			(10,000)
Realignment - Breach Classes / Clevedon	(5,365)						(5,365)
Realignment - SEND Interventions / Safety Valve	(1,005)						(1,005)
Realignment - Shop Front Enhancement	(51)						(51)
Realignment - Heritage Action Zone	(116)						(116)
Realignment - CDF unsuccessful bid	(178)	(2,385)	(1,251)				(3,814)
Realignment - Clevedon School (Executive 21 June)		(872)					(872)
Addition - Council decision (COU87) - increase of funding for Winterstoke Road Bridge	5,156						5,156
Addition - Insulation of Park Homes - PHRS069/PHRS038/PHRS0004	480						480
Addition - Rural England Prosperity Fund - DP566	177	266					443
Addition - Public Conveniences - DP561	60						60
Addition - 4 x 4 vehicles - DP529	50						50
Addition - Churchill Sports Centre - S106 use DP37	131						131
Addition - Churchill Sports Centre - DP36	470						470
Addition - supplementary Pot Hole grant funding - DP91	891						891
Addition - Yatton Library Furniture and Shelving - DP477	17						17
Virement - Disabled Facilities Grant / Private Sector Renewal - PHRS068	0						0
Virement - Ravenswood Roof - DP486	0						0
Virement - Tutshill (Pier to Pier Way - DP 2	0						0
Virement - SEND Golden Valley - CY008	0						0
Virement - Technical Adjustment ICT	0						0
Rephase - MetroWest	301	(301)					0
Rephase - LUF - Match funding	(2,032)	(400)	2,432				0
Rephase - Banwell Bypass	(13,854)	484	13,370				0
Rephase - BSIP	(9,113)	9,113					0
Rephase - Breach Classes	(2,500)	2,500					0
<b>Sub Total Months 1-3 (April to June)</b>	<b>(33,564)</b>	<b>8,405</b>	<b>14,552</b>	<b>(5,000)</b>	<b>0</b>	<b>0</b>	<b>(15,607)</b>
<b>Month 4 (July)</b>							
Addition - SEND/Safety Valve KCE3*	146						146
Addition - Automatic Traffic Counters - KDT144 - DP109	50						50
Virement - SEND/Safety Valve KCE3*	0						0
Virement - LTP Maintenance and virement for Birkett Road from KDC173	(0)						(0)
Virement - LTP ITS allocation of grant funds to projects - DP098	0						0
Virement - LTP Maintenance allocation of grant funds to projects	(0)						(0)
Virement - SEND Safety Valve to projects - CY33	0	0					0
Virement - Hutton Moor - DP363	0						0
Rephase - SEND Safety Valve to projects - CY33	(4,562)	4,562					0
Realignment - ICT Projects	(110)	210		(100)			0
Realignment - CPP&DB - Land for Yatton Secondary		(3,000)					(3,000)
Realignment - CPP&DB - Replacement VLC	(900)	(4,081)	(2,000)				(6,981)
Realignment - CPP&DB - Clevedon School	(2,365)	(628)	2,993				0
Realignment - CPP&DB - Asset Management Plans	(5,283)	500	1,000	1,500			(2,283)
Realignment - CPP&DB - Development Strategy		(3,000)					(3,000)
Realignment - CPP&DB - Strategic Projects in Development			(4,000)	(4,000)	(2,000)		(10,000)
Realignment - CPP&DB - Play Areas Replacement & Upgrade program		(50)	(150)	(50)			(250)
Realignment - CPP&DB - Public Rights of Way program			(100)	(100)			(200)
Realignment - CPP&DB - Sea Defences	(262)	150	50	100			38
Realignment - CPP&DB - Waste Depot	(1,705)	(4,688)	(2,132)				(8,525)
Virement - HIF Bypass as per Council Report (£2m)		0	0				0
Addition - HIF Bypass as per Council Report - Internal Funding			9,901				9,901
Addition - HIF Bypass as per Council Report - External Funding			12,004				12,004
<b>Sub Total Month 4 (July)</b>	<b>(14,991)</b>	<b>(10,025)</b>	<b>17,566</b>	<b>(2,650)</b>	<b>(2,000)</b>	<b>0</b>	<b>(12,100)</b>
<b>REVISED 2023/24 CAPITAL PROGRAMME</b>	<b>174,495</b>	<b>133,345</b>	<b>96,433</b>	<b>36,008</b>	<b>1,600</b>	<b>0</b>	<b>441,881</b>

## CAPITAL STRATEGY & ASSET REQUIREMENTS

### 1. External requirements for local authorities

The government recognises that capital investment is essential for enabling local authorities to deliver economic regeneration, housing and school improvements, and to support service transformation and accepts that local authorities are free to determine their own capital strategies and decide how they deliver services on the principle that they are best placed to make the decisions needed to support their local communities.

They have developed a system to regulate capital finance, which is based on the principle of local decision making and accountability and this is contained within the **Prudential Framework** (or Code). This essentially allows councils to borrow and invest without the need to seek prior approval from the government, which is permissive although not without bounds.

The Prudential Code comprises underlying legislation, which local authorities must adhere to, and four statutory codes which they must have regard to. The intent is to drive good decision-making to support local capital delivery in a way that is value-for-money, while constraining excessive risk to the sector.

It is based on core principles of prudence, affordability and sustainability and relies on robust local decision-making and governance. However, since 2020 the government has strengthened the system for local authorities in order to prevent excessive risks and put in place measures to stop local authorities from accessing any PWLB borrowing if they are planning on undertaking investments primarily for yield.

One of the key requirements of the Prudential Code is for each local authority to develop an annual Capital Strategy, to be approved by Council, which should include a specific list requirements and information to support effective decision making, some of which are listed below.

### 2. General principles for capital planning

Definition: capital expenditure is where the Council spends money on assets, such as property or vehicles, that will be used for more than one year. This includes spending on assets owned by other bodies, and loans and grants to other bodies enabling them to buy assets. The Council has some limited discretion on what counts as capital expenditure, for example assets costing below £10,000 are not capitalised and are charged to revenue in-year.

There are some general strategic principles underlying capital planning for all services which are to:

- Integrate capital planning into the council's overall strategic planning, both in general and as part of the Corporate Plan and Budget and the Medium and Long-Term Financial Plans
- Maximise external funding and supplement this with the council's own resources where appropriate, especially where external funding supports the council's priorities.
- Procure the use of capital assets where this is affordable and delivers best value for money to the council, including a robust process for the appraisal and approval of capital projects and programmes.

- Work with partners, including the community, businesses, and other parts of the public and voluntary sector, whilst retaining clear lines of accountability and responsibility.
- Relate capital resources and expenditure planning to asset planning.

### 3. Strategic capital priorities

The council’s vision and priorities continue to shape where capital investment needs to be delivered and these are defined within the Corporate Plan which is currently being updated. In February 2020 it was previously focused around three themes:

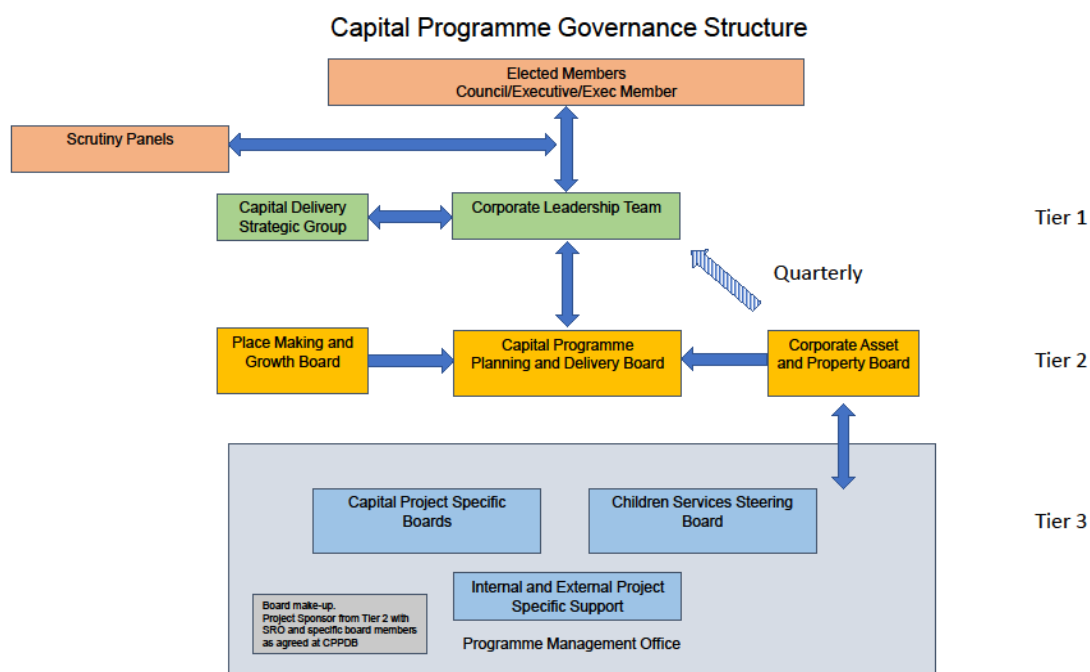
- Open – We will provide strong community leadership and work transparently with our residents, businesses, and partners to deliver our ambition for North Somerset.
- Fair – We aim to reduce inequalities and promote fairness and opportunity for everyone.
- Green- We will lead our communities to protect and enhance our environment, tackle the climate emergency, and drive sustainable development.

### 4. Governance

Capital investment decisions are made in accordance with the council’s financial regulations which are contained within the Constitution. These regulations set out the governance of budget setting, budget monitoring, financial administration, and financial controls, as well as the procedure for approving capital expenditure.

Governance surrounding capital strategy and delivery continues to be developed and refined to ensure that it stays relevant to changes which may occur within the organisation.

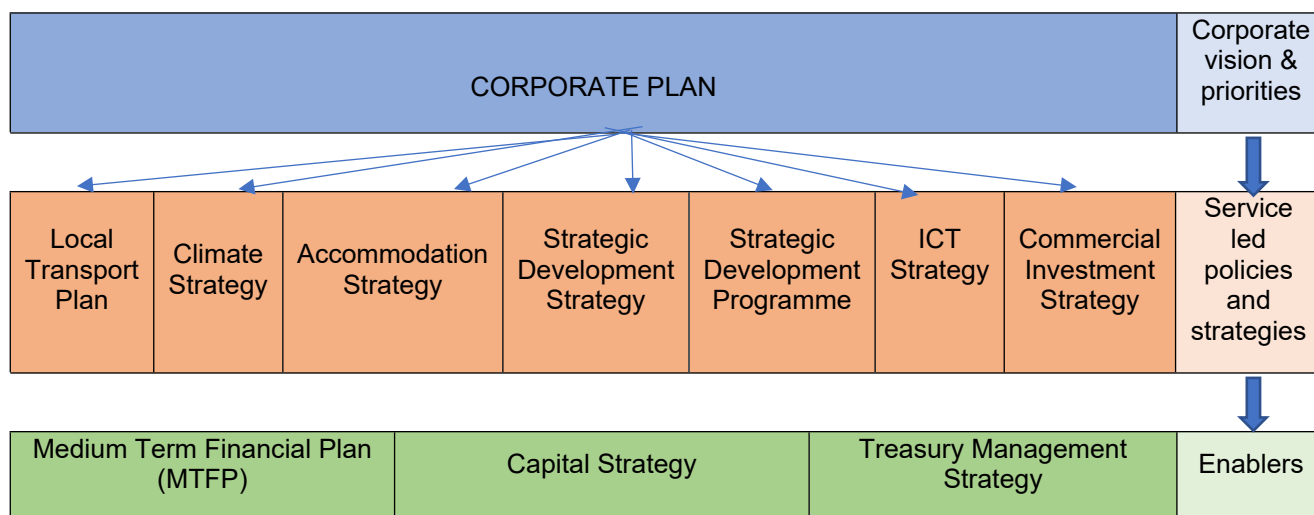
The updated governance framework in respect of capital delivery and programme management, the chart below shows the current proposal which aims to strengthen and improve communication and reporting, and thereby reduce risks.



It matches the council’s priorities and planned service requirements with funding projections and asset management considerations. It is very much an overarching strategic plan, and is closely linked to other key plans and strategies, for example:

- The Corporate Plan – which sets the overall vision, aim and objectives for the council.
- Strategic Asset Management Plan, including the Office Accommodation Strategy – which sets the context for holding, using, and investing in assets.
- Place-making & Strategic Development Strategy – which sets the vision for a programme of investment, divestment, or disposal for our potential development sites.
- The Local Transport Plan – which sets the context of the infrastructure requirements.
- Directorate based Service Delivery Plans - which sets the context for Schools, Place Adult Social Care requirements.
- Digital and ICT Strategy – which sets the context of the council’s ICT requirements as an enabler to facilitate Directorate Services Plans
- The Capital Programme – details the planned expenditure and resources.
- The Medium-Term Financial Plan (MTFP) – integrates associated revenue impacts.
- The Treasury Management Strategy – integrates financing and cashflow implications.

The Capital Strategy and its relationships with other Plans and Strategies is depicted below.



#### 4.1 Capital Programme: Planning and Delivery Board

This officer board will ensure quality, consistency of approach and co-ordination across the Capital Programme as part of the Council’s Capital Strategy. It will oversee the operational, risk and financial performance of capital projects which align to the organisation’s intended outcomes and make recommendations to decision makers. Bringing together programme planning, monitoring and delivery in to one place with a wide range of stakeholders to consider effective investment proposals.

Each directorate has nominated representatives on the board which is currently chaired by the Director of Corporate Services and Section 151 Officer. The board is responsible for making recommendations to decision makers.

#### 4.2 Place-Making & Growth Board (formerly Driving Growth Board)

The main priorities of the driving growth board relate to strategic visioning of the places within North Somerset and putting communities at the centre of planning considerations. This is achieved through revitalising towns to make them more prosperous, facilitating housing developments where required, supporting key infrastructure projects and bringing more growth to the area.

#### 4.3 Capital Programme Approvals

The approval of spend for inclusion within the capital programme is outlined within the councils financial regulations as follows:

- Greater than £5m – Council
- Greater than £1m and less than £5m – The Executive
- Greater than £0.5m and less than £1m – Director, S151 and Executive Member
- Less than £0.5m - Director and S151 approval

All proposals will be considered by the Capital Programme: Planning and Delivery Board prior to any decision.

#### 4.4 Council and the Executive

Council and the Executive are the key democratic decision-making bodies nominated within the Council's constitution. The Council approves the key policy documents and the capital programme as part of the Council's Policy and Budgetary Framework. The Executive recommends priorities, policy direction and the capital programme to the Council for approval. The Executive also approves new inclusions to the capital programme in line with the scheme of delegation and the financial regulations.

### 5. **Service priorities**

Each service has developed their own strategy in line with the Corporate Plan which sets out service priorities over the next few years and identifies the services resource requirement, shaping the capital resources required in the capital programme to fund new assets and maintain existing ones. The individual capital strategies are therefore shaped by each service and set out in several key strategic documents. Climate and environmental issues are not separately listed but are instead integrated into each service led strategy and programme.

#### 5.1 Existing Assets

The suitability and condition of the council's existing assets to meet service requirements are reviewed through:

- **Strategic asset management plan (SAMP)** – the council has previously undertaken a strategic review of its entire asset base with a view to formulating a direction of travel for the future, determining which of the current assets should be held, maintained, or listed as surplus and therefore for potential disposal. The outcomes of this review still need to be considered by the Asset Strategy Board and once complete proposals arising from the SAMP will be considered by council and integrated with the longer-term planning.

This includes portfolio management, estate management, energy efficiency and regeneration strategy.

- **Highways asset management plan** – The Highways Asset Management Strategy sets out the process of asset management and the strategy for maintaining the council’s highways infrastructure. The document sets out the principles for investment in the major asset types including carriageways, street lighting and traffic management and highways structures.

For investment in the management of highway assets we take an asset management approach which balances the need to repair life expired roads/ assets in poor condition with more preventive measures which extend the life of existing assets. We use surveys to provide information on the condition of assets and supplement this with data relating to road safety, traffic volumes, community facilities, customer complaints etc to help determine the final priority of resources. We complete an annual self-assessment for the Department for Transport which checks our approach against 22 criteria. Our most recent assessment showed that we were a level 3 authority for asset management which is the highest level possible.

## 5.2 New Assets

Investment in new assets is likely to fall into one of the following categories;

- **Schools and special educational needs programme** – this area is underpinned by policy created by Children’s services to establish a needs base for local decisions in relation to school place planning and the school’s capital programme. Documents provide the strategic overview of how North Somerset Council, acting as the local ‘Children’s Champion’, and working in partnership with others, will secure sufficient suitable education and training to meet the reasonable needs of all children and young people in its area. The council works with its partners (schools, academies, health and care professionals) with the aim of securing sufficient places for children and young people resident in North Somerset.

Capital allocations come to the council from a range of sources including: Basic Need; Targeted Basic Need; Special Educational Need funding; S106 contributions and Free School Bids. The Department for Education (DfE) may also allocate bespoke funding for priority areas as national priorities dictate. Whilst the Local Authority (LA) receives a small Maintenance Allocation to cover urgent health and safety and condition needs, all schools have earmarked Devolved Capital paid to them to meet the improvement needs of their sites. Smaller academies/academy chains can bid for funds from the Academies Condition Improvement Fund whilst larger academy chains qualify for School Condition Allocations.

- **ICT replacement programme** – New software, ICT hardware and network requirements are routinely identified through the ICT replacement programme in collaboration with the council’s partnership with Agilisys, although the programme is being refreshed to consider further investment in digital and transformation solutions which may deliver revenue budget savings, as well as any changes which may be required as a response to new ways of working.
- **Major projects and infrastructure** - Investment in major projects are drawn from the priorities identified in the Corporate Plan and Joint Local Transport Plan. These



will need to be tested at a strategic level against plan objectives and for deliverability and an initial value for money assessment. In many cases, investment in major projects requires external funding bids and so the criteria for these also influences the order in which projects are bought forward. The largest projects, particularly those above £5m are assessed in detail for value for money, following criteria set by Government, and a cost benefit ratio (BCR) is calculated to measure the return on investment (Benefits/ costs). Government determines that a BCR above 2 provides “high” value for money and is typically used as the minimum threshold for which projects will be funded. For large projects costing less than £5m a BCR is also frequently generated but often using a cheaper and more proportionate methodology. All the major projects currently being promoted or delivered by the council have a BCR above 2.

- **Strategic Development Programme** – A programme of development delivery continues to be updated by the Assistant Director of Place alongside the SAMP work. This creates an investment programme to stimulate growth and achieve place-making objectives. Projects are being developed on council owned land for development to accelerate housing growth across the region, including areas such as Weston, Portishead, Nailsea and the surrounding towns across North Somerset.
- **Better Care Fund** - An annual capital grant is received from Government to resource Disabled Facilities Grants (DFGs) and Social Care capital projects, as part of the Better Care Fund arrangements. DFGs fund adaptations to homes to support disabled people to live independently and their award is mandatory, subject to eligibility criteria being met. The resource requirements for DFGs is therefore demand led. Subject to the demand for DFGs a range of social care capital projects could be supported through the Government grant, including investment in new supported housing, assistive technology and other aids and adaptations.
- **Social Housing Grants** including Affordable Housing – The council’s Housing with Support Strategy and Housing Strategy set out priorities for investing in new supported housing. Focus is also given on the delivery of new affordable homes across the district although this is often through partners who seek to deliver and manage affordable homes, after the council approved a Large Scale Voluntary Transfer (LSVT) of housing stock back in 2006. These investments are usually funded through Section 106 Contributions from developers.

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## North Somerset Council

### Report to the Executive

**Date of Meeting: 18 October 2023**

**Subject of Report: Budget Monitor 2023/24 - Month 4**

**Town or Parish: All**

**Officer/Member Presenting: Mike Bell, Leader of the Council**

**Key Decision: Yes**

### Reason:

Financial values in respect of budget changes are greater than £500,000

### Recommendations

The Executive is asked to;

- i. Note the projected revenue budget forecasts as detailed within the report and also the issues and assumptions that underpin the forecasts,
- ii. Note the financial risks being assessed by the council, which may have an impact on future monitoring reports.

### 1. Summary of Report

This is the second report of the financial year and provides a brief update of the council's revenue budgets after the first four months of the 2023/24 financial year and includes details of the key issues and activities that are likely to have a significant impact on the council's finances during the year. The council has updated its forecast of planned spend for the year and the report details an overspend of **£2.211m**, which equates to 1.05% of the net revenue budget.

This report is still relatively early in the year and so efforts continue to focus upon material areas of the council's budget or those which have identified issues early in the year. The report includes some potential risks that have been identified, as they may feature in future reports should their profiles increase, or the risks are realised and they become real pressures.

Recognising the ongoing impacts that the demand pressures and economic climate is having on the council's financial position, the report also provides a high-level overview of the potential solutions, options or decisions that could be considered in order to balance the budget in the current year.

## 2. Policy

The council's budget monitoring is an integral feature of its overall financial and assurance framework, ensuring that resources are planned, aligned and managed effectively to achieve successful delivery of its aims and objectives, notably the provision of quality services to those within our communities.

The ongoing impacts and risks associated with the broader economic position mean that the council could be exposed to a rapidly changing environment and so understanding the financial consequences and reporting issues through our monitoring framework have become more important responsibilities than before.

## 3. Details

### 3.1. Revenue budget summary – key headlines

Shown below is a summary of the council's financial forecast after the first four months of the year, using information provided by budget managers across the council. This indicates how much the council believes that it will spend on delivering its services by the end of the year, based on the best information available now.

Revenue Budget Monitoring Summary 2023/24					
	Original Net Revenue Budget £000	Month 4 Forecast - July 2023			
		Revised Revenue Budget £000	Forecast Spend to 31 March 2024 £000	Projected Out-turn Variance £000   %	
<b>Service Expenditure Budgets</b>					
Adult Social Services	84,334	85,776	85,534	(242)	-0.28%
Children's Services	30,011	30,115	33,995	3,880	12.88%
Corporate Services	31,241	31,277	31,970	693	2.22%
Place	38,393	38,475	40,249	1,774	4.61%
Public Health & Reg Services	1,374	1,386	1,454	68	4.91%
Sub total - Service Budgets	185,354	187,028	193,202	6,173	3.30%
<b>Other Council-wide Budgets</b>					
Capital Financing & Interest	10,320	10,320	8,039	(2,281)	-22.11%
Precepts & Levies	7,237	7,237	7,237	0	0.00%
Other Non Service Budgets	3,530	3,520	3,543	23	0.64%
Contingency Budget	1,432	1,428	100	(1,328)	-93.00%
Provision for MTFP Risks	375	375	0	(375)	-100.00%
Provision for Additional Pay Costs & Offer above 4%	1,450	1,195	1,195	0	0.00%
Sub total - Non Service Budgets	24,345	24,076	20,113	(3,962)	-16.46%
<b>Total Net Revenue Budget</b>	<b>209,699</b>	<b>211,104</b>	<b>213,315</b>	<b>2,211</b>	<b>1.05%</b>
General Fund Financing Budgets	(209,699)	(211,104)	(211,104)	0	0.00%
<b>NET REVENUE BUDGET TOTALS</b>	<b>0</b>	<b>0</b>	<b>2,211</b>	<b>2,211</b>	<b>1.05%</b>

The table is displayed in the council's standard financial monitoring template and depicts the reported position for each of the 'directorates' in turn, as well as portraying an aggregated picture of all council services.

Key messages and headlines that can be taken from the table are;

- The council's original net revenue budget for the year totals £209.699m (white shaded column)
- The council's revised net revenue budget for the year totals £211.104m (blue shaded column)
- It is forecast that the council will spend £213.315m on delivering services by the end of the year (green shaded column)
- This is £2.211m more than the council has available to spend or had planned to spend when the base budget was approved back in February (yellow shaded columns).

This is the second report to be prepared and shared in respect of the 2023/24 financial year and at an overall level the net overspend is similar to the report considered by the Executive at the meeting in September, which showed a forecast overspend of £2.135m. However, there are changes to some areas of the council's spending plans, which are explained in paragraph 3.2 below.

It is important to recognise that forecasts are made at specific points in the financial year estimates based on the information available at that time and so are likely to continue change over the coming months as more information is gathered, reviewed and assessed. The council will continue to update and refresh these positions and include them within future reports throughout the remainder of the year.

The council has a legal requirement to balance its budget at the end of each year and so it must give consideration of how this overspend would be funded if the position remained unchanged. Section 3.5 of the report describes some of the options and choices available to mitigate this position over the coming months.

### **3.2. Significant budget pressures included within the forecast**

Reports are presented to each Director and their leadership teams on a monthly basis so that they can review and assess the latest projections being made by their budget managers and identify and approve any actions arising or mitigations which may need to be implemented in the future.

An extract of the monthly reporting information from each Director is included within this report and can be found in **Appendix 2**. These summaries fulfil the requirements of the constitution as they provide a detailed breakdown of material financial variances when compared to the budget, that are forecast to occur within each service area.

These summaries do contain many operational challenges within the budgets and analysis of these variances would usually form part of the main body of the report. However, given that the council is forecasting a **net overspend of £2.211m** after releasing its contingency budget and other mitigation measures, this section of the report now provides focus on the **main factors** that are driving the overspend so that the core issues can be understood before future actions can be considered.

Issue	£000	
<b>Service related pressures</b>		
Children's services – placement costs, including disabled children's packages and community support	3,732	Increased
Increase in Waste disposal costs	1,301	Increased
Home to School Transport costs	368	No change
Adults – care in the community support costs	435	Increased
<b>Wider pressures affecting several / all services</b>		
Potential impact of the pay award	1,194	No change
Changes to the delivery plans of budget savings proposals	533	No change
All other variations within the budget (net)	732	
<b>Material mitigations</b>		
Net increase in interest received on investments	-2,687	Increased
Release of the council's contingency budget	-1,328	No change
Release of corporate provisions for pay and budget savings	-1,569	No change
Hold / defer potential future spending within Adults	-500	Increased
<b>Forecast overspend at Month 4</b>	<b>2,211</b>	

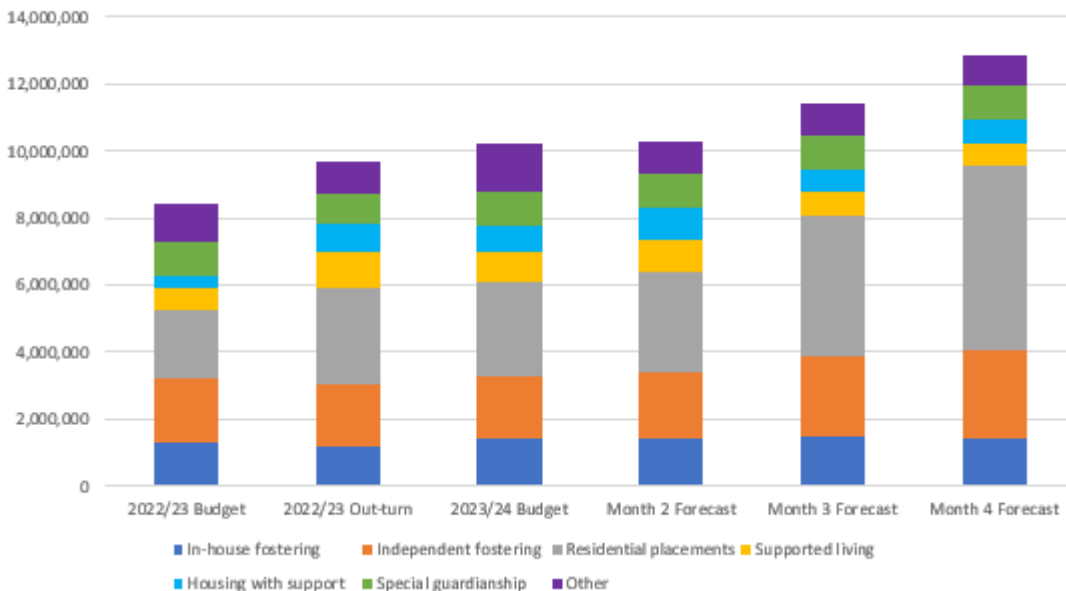
### 3.2.1. Specific service-related pressures

#### Children's services – placement costs

As can be seen from the previous monitor the council recognised an overspend on this area of the budget within its earlier report and has undertaken further work to validate spending plans. The forecast has also been updated to reflect the latest number of children who are currently being looked after and the type of placement and support they are being given. The overall numbers of children, as well as their support package can change depending on the individual circumstances.

Despite increasing the budget for the current year through the medium term financial planning process, the numbers of children requiring support and access to services have continued to rise, as have the complexity of need in some cases which means that an increased over spend for the current financial year is being predicted.

Childrens Placements 2022-2024



The directorate leadership team are currently undertaking a review of planned spending for this area with a view to considering the service requirements and strategies that are likely to be needed for the remainder of this financial year, and into the next and how this will impact on future forecasts. Activities will also look at all aspects of the processes that underpin decisions, from data collection and sharing, procurement framework, to decision making and reporting to see if improvements can be made.

#### Waste services – disposal costs

The initial budget monitoring report for the year indicated that the council would overspend its waste disposal budgets by £1.1m by the end of the financial year, based on assumptions relating to the amount of waste that needs to be disposed of, as well as the price per tonne to dispose of the waste collected.

Over the past few weeks the council has finalised the procurement process for its waste disposal contracts and this has shown that inflation is continuing to impact on the price, increasing it further above budgeted levels. The latest budget forecast for this area is an overspend of £1.3m.

Historically there had been a reduction in residual waste tonnages despite the growing number of properties which resulted in a saving on disposal costs and in previous years this has helped to offset some of the inflation costs.

Unfortunately, the waste service is forecasting for the waste tonnages to plateau and potentially grow meaning that it will no longer be possible to absorb the inflation on the cost of disposal. The council is actively looking into ways that it can encourage residents to recycle more of their waste to reduce disposal costs, which will not only improve the budget position, but it will be better for the environment as less waste would need to go to landfill.

To help the council has recently trialled a new system called Quatro in some parts of the district, which uses a specially designed wheelie bin with four compartments to collect and store recycling and waste materials. The trial bins used a specialist lorry with a unique lift mechanism to match the compartments of the bin with the lorry's collection chambers.

Participants responded positively to the trial overall and feedback showed that the trial bin made it easier for them to sort their recycling and waste. It also stopped recycling from being blown away on collection day, so reduced litter. However, residents using the 370 litre version of the bin found that it was too large which meant that it was more difficult to move on collection day and so future trials may be planned using a 240 litre bin.

### **3.2.2. Mitigations and opportunities**

#### Investment interest

Whilst the majority of economic impacts are creating pressures within the council's financial position, the increase in interest rates is having a positive impact on the amount of money that the council can earn on its surplus cash-flow balances. The month 4 update has revisited earlier forecasts and it is now anticipated that the council will generate at least £2.6m more than the approved budget this year, which will be used to offset some of the pressures described above.

This area will be kept under review to see if further interest can be generated during the latter part of the year.

### **3.3. Significant risks being held and monitored, not included within the forecast**

The council's financial monitoring processes not only capture and forecast projections of income and expenditure, they also assess areas of risk that may materialise at some point during the financial year, or document situations that may require the council to consider providing support or incurring additional expenditure at some point.

This information is collated by each director and shared within their commentaries, copies of which have been included at **Appendix 2** of this report however, a separate table bringing together some of the more material financial risks has also been included. Modelling shows that if all of these risks were to materialise then the council could be exposed to further challenges of c£3.5m in a full financial year.

### **3.4. Balancing the budget**

When setting the budget before the start of each year the council will consider the robustness of the estimates and assumptions, as well as plans and strategies that could be used to deliver a balanced budget should unexpected pressures or events materialise.

The base budget for the current financial year includes several provisions as part of its risk management and mitigation measures which can be used to fund some of the financial pressures including;

- £1.432m General contingency budget
- £1.450m Provision for pay costs linked to changes in the pay structure and increases above 4% pay award
- £0.375m Provision to cover any delays to MTFP savings plans

As can be seen from the summary table in section 3.1, the majority of these provisions have been released and are already included within the net overspend of £2.211m, which means that additional mitigations will be required to reduce the overspend over the coming months. The corporate leadership team are implementing a range of actions within their services such as reducing and deferring discretionary or non-essential spending and reviewing opportunities for greater integration with external partners to share costs and also maximise income streams.

In the event that these measures are not successful then the council could consider drawing on its reserve balances, although whilst reserves do form part of the council's risk management strategies, they can only be used as a one-off measure and once spent would impact on the council's ability to respond to potential pressures in future years.

Whilst these measures focus attention on achieving a balanced budget by the end of the financial year, consideration must also be given to how the pressures and risks described within this report will feed through into the council's medium term financial planning process because if solutions are short-term, then the underlying challenges will remain present and cause continue to cause concern in future years.

### **3.5. Impact on reserves and balances**

#### **3.5.1. General reserves**



The council's general revenue reserve balance at the start of the year was £10.162m, having been increased slightly at the end of the last year following an underspend. This balance equates to 5% of the net revenue budget for the current financial year (excluding town and parish precepts), which is within the parameters of the council's reserves strategy approved as part of the budget setting.

Given that the forecast overspend is currently £2.211m it is recommended that other actions are implemented as soon as possible to reduce the risk of the council needing to draw down funding from this reserve at the end of the financial year. This is because the council is also holding many other risks which are likely to be maintained or even grow and so a reduced general fund reserve balance would not be sustainable to support future years.

### **3.5.2. Earmarked reserves**

The council has a series of other reserves which have previously been ear-marked or ring-fenced for a specific purpose and the overall balance on these has remained at broadly similar levels over the past 18 months, although there have been changes within individual sums.

These reserves do have the potential to be considered as part of mitigating actions against some of the one-off budget pressures noted above, as they form part of the council's overarching financial strategies although it is important to understand why reserves are being held, along with the potential spending profiles and planned outcomes associated with each one.

They are currently being used to;- ensure that financial issues are smoothed across financial years where appropriate, support the council's longer-term financial sustainability; meeting obligations agreed in previous years, support economic recovery, funding service plans, regeneration and place-making investments, deliver corporate plan priorities as well as provide against risk and uncertainty.

### **3.6. Collection Fund**

Each year the council annually levies charges on both residents and businesses through council tax and business rate demands and this locally generated income is used to pay for the services we provide.

This income is reflected within the council's accounts as a 'precept' which is drawn against the **Collection Fund**, which is a ring-fenced arrangement used to administer all council tax and business rate income generated across the North Somerset area. It should be noted that whilst the Collection Fund is administered by the council, monies collected belong to a range of stakeholders, for example;

- Council tax – collected on behalf of North Somerset Council, Avon Fire Authority, the Police and Crime Commissioner for Avon and Somerset and each of the Town and Parish councils
- Business rates – collected on behalf of North Somerset Council (49%), Central Government (50%) and Avon Fire Authority (1%)

The accounting arrangements for the Collection Fund are more complex and are different to other parts of the council's budget and mean that the council will levy and receive the same

fixed annual budgeted sum each year, irrespective of any in-year movements which have arisen.

All surplus or deficit positions generated at the end of each year are transferred into an 'unusable' reserve, shared proportionately across all the preceptors, and then reflected as an actual transaction within the accounts in subsequent years.

This means that although we will closely monitor the financial performance of the collection fund activities in the current financial year, the financial impacts will be felt in future years. A summary of the financial performance for each area is noted below, with further information provided in **Appendix 2**.

## **Council tax**

The forecast at month 4 shows a projected **deficit of £0.584m** in respect of council tax which is a 'net' position made up from the following movements in core assumptions;

- - £0.317m Improved collection rates and lower bad debt provisions
- - £0.122m Lower levels of council tax support being required
- +£0.128m Lower levels of completed housing growth compared to the budget
- +£0.895m Higher numbers of discounts and exemptions being awarded in-year

The main discount being awarded in year continues to be the single person discount which gives a reduction of 25% from the liability for those adult residents who live by themselves. This pattern follows a trend in recent years which has seen significant growth in this area, both at a local and national level. Efforts were made to increase the baseline assumptions when setting the budget for the current financial year although numbers have increased beyond the budgeted change. The council operates an annual review process during the year to ensure that entitlements remain valid and this exercise could change the forecast. Further updates will be provided later in the year.

## **Business rates**

The council's budget for 2023/24 reflected the latest information shared by the Valuation Office in respect of its new Rating List, which came into effect on 1 April 2023. This new List is part of a rolling programme which looks to reassess and update the rateable values for the majority of properties across the country every 3 years.

Over recent months the Valuation Office have revised many of the changes included on the new List for properties located within the South West of England which means that the underlying tax base for North Somerset is different to the approved budget. The impact of these changes are likely to mean that business within the district will pay less business rates, which means that the council will not receive as much income.

The majority of this short-fall will be offset by a compensating grant from the Government as there are processes in place to ensure that revaluation changes should have a neutral impact on local councils, although the monitoring does show that there will be a timing difference for the council because the compensating grant will be received in the current financial year, whereas the deficit on the collection fund will materialise next year. The council will therefore transfer the grant into a smoothing reserve so that it can be matched against the deficit in 2024/25.

There are other movements being forecast for business rates in the year, which contribute towards the total projected **deficit of £1.153m** and details are included at Appendix 2.

### 3.7. Dedicated schools budget

The Dedicated Schools Grant (DSG) is a ring-fenced grant included with the council's overall revenue budget, which must be used to fund the schools' part of the budget.

Much of the grant is directly allocated fund the operational costs associated with schools, although the government also provides other funding within 'blocks' for supporting children with higher needs, early years provision, as well as a small element for central costs.

Although spending on schools' budgets and the DSG grant are included within the councils' annual revenue budget, any surplus or deficit that may arise at the end of each financial year must be held separately to other council services and is transferred into a reserve on the balance sheet, these sums are not included within the general fund balance nor in the financial table in section 3.1.

Over recent years the council, along with many other local authorities have experienced significant pressures within the High Needs block, which is the area of the budget which funds special schools and alternative provision, as well as top-up funding to cover the costs for children with special education needs and disabilities who require additional support in their school and learning environment.

The monitoring for the first four months of the year shows that these pressures are likely to continue until such time as the council's measures and mitigations included within the Safety Valve (SV) improvement programme are implemented and begin to deliver the required outcomes.

<b>DSG Budget Monitoring Summary 2023/24</b>				
	Revised Revenue Budget £000	Forecast Spend to 31 March 2024 £000	Projected Variance £000	Excl DfE SV Funding £000
<b>Extract of budgeted DSG spend &amp; projected in-year pressures;</b>				
Top Up Funding	16,312	20,377	4,065	
Out of County Placements	6,931	8,761	1,830	
SEN equipment & Other costs	634	845	211	
Bespoke Education Packages	1,045	1,517	472	
High Needs, Nurture Groups & SS Contract	1,253	1,285	32	
Sub total re projected in-year (surplus) / deficit			6,610	
<b>Dedicated Schools Deficit - bal b/fwd 1 April 2023</b>			<b>9,685</b>	<b>18,125</b>
Projected overspend for 2023/24			6,610	6,610
Receipt of Safety Valve Funding for year 2			(2,110)	0
<b>Dedicated Schools Deficit - proj c/fwd March 2024</b>			<b>14,185</b>	<b>24,735</b>
Safety Valve Forecast Deficit for 2023/24				24,015
Comparison to Savety Valve agreement - slight behind target				720
				3.0%

This table shows a high-level forecast of the in-year DSG position along with the impact this would potentially have on the cumulative deficit at the end of the year.

The Safety Valve programme is a joint arrangement between the council and the Department for Education who are working together to place schools onto a sustainable financial footing over a five-year period and although the council is reporting an overspend within the DSG budgets, these are broadly in line with the Safety Valve baseline submission, which recognises that the required interventions will take time before they deliver outcomes.

#### **4. Consultation**

The report has been developed through consultation with the council's corporate leadership team, and also with each of the departmental leadership teams. Discussions and briefings on financial matters are an established part of the relationships with directors and Executive Members.

#### **5. Financial Implications**

Financial implications have been included throughout the report.

The detailed values included throughout the report include all of the council's forecast expenditure, income receipts as well and any proposed transfers to or from reserves as this enables a more transparent representation of the council's finances to be shared should any funding decisions or further action required; the values therefore, exclude any technical accounting adjustments such as impairment or depreciation.

#### **6. Legal Powers and Implications**

The Local Government Act 1972 lays down the fundamental principle by providing that every local authority shall make arrangements for the proper administration of their financial affairs including balancing their budgets each year from within their own resource allocations, although further details and requirements are contained within related legislation.

The setting of the council's budget for the forthcoming year, and **the ongoing arrangements for monitoring** all aspects of this to ensure that the councils spending is within the approved limits, is an integral part of the financial administration process.

Further requirements are contained within the Local Government Act 1988, Section 114 (3) which provide for instances whereby the chief finance officer of an authority makes a judgement that the expenditure of the authority in a financial year is likely to exceed the resources available.

#### **7. Climate Change and Environmental Implications**

Both of the reports presented to the Executive at this meeting, in terms of **monitoring of the budget for the current year** and also setting budgets for future years, will be impacted by the ongoing uncertainty surrounding the costs of energy, which does provide an opportunity to highlight these issues.

Whilst there are no specific climate related impacts to note at this stage, it is clear that climate and environmental related implications will be at the forefront of our thinking when considering underlying service policies, priorities and strategies associated with the revenue budget, as well as through formulating investment plans and determining options to make reductions in our energy usage and associated costs to ensure a more sustainable future.

#### **8. Risk Management**

The council's Strategic Risk Register includes two risks associated with the financial planning:

Risk	Inherent risk score	Residual Likelihood	Residual Impact	Residual Risk Score	Comments
Risk that we do not manage budgets effectively in-year, including by not implementing and delivering the savings or transformational projects required to meet the financial challenge	HIGH	4	4	HIGH	This reflects the council-wide position which incorporates many risks with a potential financial impact at the highest level within the matrix
Risk that we are unable to deliver the priorities of the council by not planning to meet the Medium-Term Financial challenge	HIGH	4	4	HIGH	This reflects the current position at this time although it is expected to change as we progress nearer to setting the budget for the years ahead

The council's Corporate Leadership Team routinely review the budget monitoring forecasts as well as significant risks which may emerge from within directorate risk registers or operational activities, which may also have a financial consequence.

In addition, the Corporate Leadership Team also have regular planned session to ensure that they can support the process to share options which will deliver a balanced budget for future years through the development of the Medium Term Financial Plan.

However, given the sustained challenges within the wider economic situation and the uncertainty that this is having on the council's own financial position, it is recognised that such risks have escalated over recent months. The finance service work plan has been updated to reflect more inflationary factors and risks and work is being carried out to understand the impacts that this may bring so that appropriate mitigation can be implemented or alternative options considered.

## 9. Equality Implications

There are no specific equality implications with regard to the recommendations contained within this report although it should be noted that the council has utilised additional Government funding to support vulnerable residents whether appropriate, financial support to those providing essential services, and working in partnership with community groups.

Individual savings proposals incorporated into the revenue budget for the current financial year are supported by an Equality Impact Assessment.

## 10. Corporate Implications

The Corporate Plan and MTFP, along with the supporting financial monitoring processes and performance management framework are vital tools to help align effort across the organisation and ensure that services are all are focused on delivery to agreed community and organisational priorities.

With continuing financial pressures and demands for services, it is essential that the councils' limited resources continue to be prioritised and allocated in line with the identified priorities. The Corporate Plan continues to be reviewed in the light of emerging risks and pressures and steps are being taken to assess timeframes and monitor key outcomes.

## **11. Options Considered**

None – the council is legally required to set a balanced budget and to implement a robust financial framework to ensure that spending is aligned to available resources and all available options to achieve this are considered within the details above.

### **Authors:**

Melanie Watts, Head of Finance, [melanie.watts@n-somerset.gov.uk](mailto:melanie.watts@n-somerset.gov.uk)

Amy Webb, Director of Corporate Services, [amy.webb@n-somerset.gov.uk](mailto:amy.webb@n-somerset.gov.uk)

### **Appendices:**

Appendix 1 Revenue budget details for 2023/24 and summary of virements

Appendix 2 Financial commentaries from each director

### **Background Papers:**

Exec report – February 2023, Medium Term Financial Plan and Revenue Budget update

- September 2023, Budget Monitoring Report 2023/24, Month 3

Council report – February 2023, Council Tax Setting 2023/24

## North Somerset Council

### Report to the Informal Executive

**Date of Meeting: 18 October 2023**

**Subject of Report: North Somerset Safeguarding Adults Board**

**Member Presenting: Teresa Bell-Independent Chair Safeguarding Adults Board**

**Key Decision: No**

**Reason: Safeguarding Adults Board Annual Plan**

**Recommendations: For noting**

### 1. Summary of Report

Safeguarding Adults Boards (SAB) are a Statutory duty under the Care Act 2014. The overarching purpose of an SAB is to help and safeguard adults who draw on care and support needs. The SAB is required to:

- assure itself that local safeguarding arrangements are in place
- assure itself that safeguarding practice is person-centred and outcome-focused
- work collaboratively to prevent abuse and neglect
- assure itself that safeguarding practice is continuously improving and enhancing the quality of life of adults in its area.

The SAB leads adult safeguarding arrangements across its locality and requires assurance on the effectiveness of the safeguarding work of the partner agencies. This will require the SAB to develop and actively promote making safeguarding personal within the local community. The SAB requires assurance that partners are working together to prevent abuse and neglect, such as:

- the safety of adults with care and support needs
- effective interventions with adults who self-neglect
- the quality of local care and support services

#### Highlights from the Annual Report

##### Funding

- North Somerset Council: £34,260
- Avon and Somerset Constabulary: £7,128
- Bristol, North Somerset and South Gloucestershire CCG: £25,150

SARs Published and available [here](#):

- Thematic Review (3 cases of self-neglect)
- Abi and Kim

- Colin

#### Safeguarding within social care and NSC

- Meeting strategic intention to Transitional Safeguarding and Trauma Informed practice:
  - Trauma informed needs assessments lead to a young adult being placed in a more appropriate facility to meet their specific needs
- CQC Rating of NSC contracted services improved from Inadequate to Requires Improvement:
  - Outstanding 1%
  - Good 88%
  - Requires Improvement 10%
  - Inadequate 1%
- Wellness Service
  - Offered as free to residents of North Somerset, over the age of 18
  - Reduces social isolation
  - Signposts people to wider community resources where appropriate
  - Maintain a person's independence in the community
- Long Term Homelessness Solutions
  - Recognising there is not one solution
  - Using a variety of organisations and methods to improve rough sleeping and homelessness across North Somerset

#### Avon and Somerset Police

- Improved approach to Violence Against Women and Girls delivery plan
- HMICFRS PEEL inspection found constabulary to be adequate in the area of protecting vulnerable people
- Offering more training around safeguarding to officers un understanding and recognising adults at risk
- Further training offered around Domestic Abuse, Modern Slavery
- Dementia Safeguarding Scheme reached 8 years

#### BNSSG ICB

- Continuing to develop and provide training for Primary Care colleagues
- Current recruitment of three Deputy Designated roles in strengthening the capacity of the Designated Nurse role
- Further joint working across the SAB and take learning from the recent LGA review, improving methods of enabling increased representation and attendance by health service staff at North Somerset adult safeguarding meetings

#### Changes and Recruitment

Over the last year the NSSAB leadership has changed through successful recruited to a well-equipped permanent Business Manager and a highly experienced Independent Chair who:

- Evaluated the attendance of the Board, subgroups, its efficiency and effectiveness
- Brought a fresh enthusiasm and commitment to the Board to proactively engage the Partnership and drive the objectives within the Strategic Plan
- Introduced new subgroup chairs and refreshed many of their memberships, to ensure a best fit approach



## Subgroups

### Chairs

- Having been refreshed, this subgroup forms a meeting space for all subgroups Chairs to provide centralised updates, voice concerns, generate ideas and build relationships across subgroups

### SAR Committee

- The Business Manager has been very involved with the SAR process, implementing written procedures and processes
- The Chair has recently moved roles and has been replaced with an interim from the BNSSG ICB, Vanessa Colman

### Learning and Development

- Principal Social Worker has taken over as Chair, who has direct involvement with Learning and Development within Adult Social Services
- At present, this subgroup aims to meet more frequently in order to better their momentum, after seeing a membership refreshment

### Adult Exploitation

- Chief Inspector for North Somerset, Jonathan Murray, has newly assumed his role and is now Chair for this subgroup
- Both Chair and co-Chair are working towards solidifying the aims of this subgroup, with guidance from the Board Manager and Chairs subgroup

### Policy and Procedures

- Well established subgroup with firm membership, knowledge and action in place

### Quality and Performance

- Well established subgroup with firm membership, knowledge and action in place

### Communications and Community Engagement

- Newly formed group currently seeking a permanent Chair
- Core attendees have been established and the subgroup aims to meet more frequently at present to gain momentum



Opportunities to interact:

Now that the Board has appropriate commitment and achieved firmer groundwork, there is greater opportunity to engage with the Children’s Board, including work around tackling exploitation and children coming to transitional age. There is also potential to combine Communications and Community Engagement subgroups into one, as well as a more joined approach to training.

- 2. Policy: Adult Safeguarding Policy & Procedures**
- 3. Details: Contained within the report**
- 4. Consultation: Safeguarding Adults Board statutory members**
- 5. Financial Implications: None**
- 6. Legal Powers and Implications: None**
- 7. Climate Change and Environmental Implications: None**
  - a. Risk Management: Contained within the safeguarding adults policy and procedures**
- 8. Equality Implications: None**
- 9. Corporate Implications: None**
- 10. Options Considered: None**

**Author: Jo Purser**  
**Owner: Hayley Verrico**

**Appendices: Safeguarding Adults Annual Report**  
**Safeguarding Adults Strategic Plan**



NSSAB Annual Report - Appendix 1 NSSAB  
2022 - 2023 V2.docx New Strategic Plan 20

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# 2022-2023 ANNUAL REPORT



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## Introduction from the Independent Chair Teresa Bell



Welcome to the NSSAB annual report for 2022/23, a year which encompassed some changes for the Board. I was pleased to be appointed as Independent Chair for NSSAB in September 2022 following a handover from the outgoing Chair, Tony Oliver, who had steered the Board for 6 years, including, of course, during the unique challenges of the pandemic. We welcomed our new Board Manager, Liz Langson, who joined in November 2022. Liz and I have been working closely with Board partners to ensure that the core duties of the Board work effectively, whilst reviewing and refreshing the focus of the Board in the light of current pressures and risks, both locally and nationally.

Our annual report shows what the Board aimed to achieve during 2022 to 2023 and what we have been able to achieve. It provides a summary of who is safeguarded in North Somerset, in what circumstances and why. This helps us to know what we should be focussing on for the future in terms of who might be most at risk of abuse and neglect and how we might work together to support people who are most vulnerable to those risks.

Safeguarding Adults Reviews (SARs) are a statutory duty for SABs when an adult in its area dies as a result of abuse or neglect, whether known or suspected, and there is concern that partner agencies could have worked more effectively to protect the person at risk. During the past year the Board has been overseeing SARs for cases which met the criteria, as well as commissioning a Thematic Review into cases which had a shared theme of self-neglect. The recommendations from these reviews have individual action plans which are monitored by the Board to ensure improvements are made as needed and inform priorities for our business plan.

Partner support for NSSAB is evident in the engagement in the Board's work and a successful development event was held to review and refocus the work of the partnership. The Board's updated strategic plan and priorities are presented in this report.

Discussions have begun about how the Board can engage more directly with people with lived experience, so that their voices inform our priorities and practice. Community engagement will be a particular focus for the year ahead.

I am privileged to be working with such a committed and ambitious partnership in North Somerset to achieve our shared ambitions for making North Somerset a safe place for all residents.

A handwritten signature in black ink that reads "Teresa Bell". The signature is written in a cursive style and is located in the bottom left corner of the page.

## Introduction

North Somerset Safeguarding Adults Board is a statutory body, established by the Care Act 2014.

The Care Act 2014 Statutory Guidance stipulates that:

14.133 - The main objective of a SAB is to assure itself that local safeguarding arrangements and partners act to help and protect adults in its area who meet the criteria set out at paragraph 14.2.

14.2 - The safeguarding duties apply to an adult who:

- has needs for care and support (whether or not the local authority is meeting any of those needs)
- is experiencing, or at risk of, abuse or neglect
- as a result of those care and support needs is unable to protect themselves from either the risk of, or the experience of abuse or neglect.

Safeguarding Adults Boards have three core duties. They must:

- publish a strategic plan for each financial year that sets how it will meet its main objective and what the members will do to achieve this
- publish an annual report detailing what the SAB has done during the year to achieve its main objective and implement its strategic plan, and what each member has done to implement the strategy as well as detailing the findings of any safeguarding adults reviews and subsequent action
- conduct any safeguarding adults review in accordance with Section 44 of the Act.

The annual report summarises the achievements and challenges during the year 2022/23, informs on the Safeguarding Adults Reviews that have been finished and published during the year and outlines the Board's strategic objectives for 2022-2023.

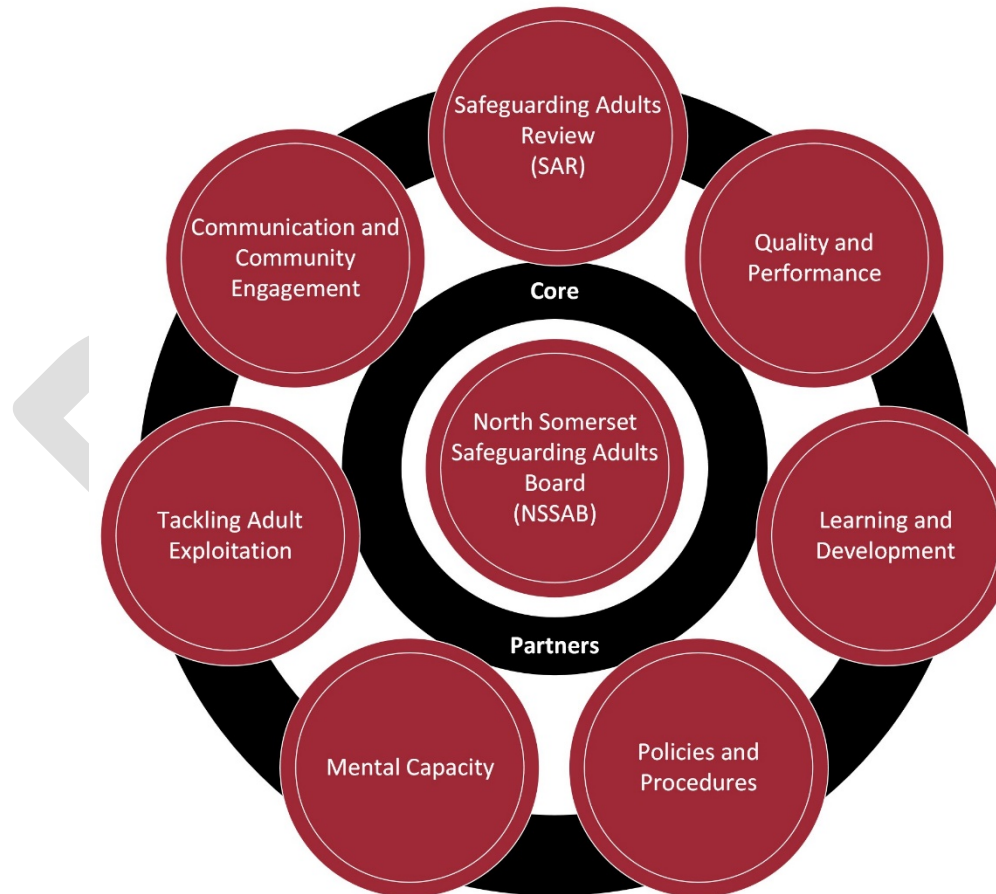


## The Board

The Board meets quarterly and it is supported in its work by subgroups, made up of members from the partnership, of which there are 7:

1. Safeguarding Adults Review
2. Quality and Performance
3. Learning and Development
4. Policies and Procedures
5. Mental Capacity
6. Tackling Adult Exploitation
7. Communication and Community Engagement

The Core Partners group consists of a representative from each of the partnering agencies: North Somerset Council, Avon and Somerset Police, BNSSG ICB. The Board is supported by a Board Manager.



Board Membership was refreshed and currently consists of:

NSSAB Independent Chair	North Somerset Council (NSC), Head of Service Head of Early Intervention and Prevention
North Somerset Council (NSC), Assistant Director, Adult Services and NSSAB Deputy Chair	North Somerset Council (NSC), Trading Standards
NSSAB Manager	North Somerset Council (NSC), Principal SW
NSSAB Business Support Officer	North Somerset Council (NSC), People and Communities
Avon Fire and Rescue	Public Health
Chief Inspector, Avon and Somerset Police	Sirona Care and Health
Partnership Liaison Manager (LSU), Avon and Somerset Police	Alliance, Director of Customer Services
Detective Inspector, Avon and Somerset Police	We Are With You
Voluntary Action North Somerset (VANS) - Voluntary Sector Representative	South Western Ambulance Service NHS Foundation Trust (SWAST)
Avon and Wiltshire Mental Health Partnership NHS Trust (AWP) Safeguarding Lead	Care Quality Commission (CQC)
ICB Designated Professional/Nurse for Safeguarding Adults	North Somerset Council (NSC), Executive Member
North Somerset Weston-Super-Mare Integrated Care Partnership (ICP) Delivery Director	Lay Member / Independent Member
Deputy Director of Nursing and Quality, Bristol, North Somerset and South Gloucestershire Integrated Care Board (BNSSG ICB)	Health Watch
Integrated Care Board (ICB) Head of Safeguarding	Provider Representative - Vacant
National Probation Service	Children's Representative - Vacant
North Somerset Council (NSC), Director, Adult Services	Housing Representative - Vacant
North Somerset Council (NSC), Safeguarding Adults Team Manager	Service User Representative - Vacant

**NHS**  
Bristol, North Somerset  
and South Gloucestershire  
Integrated Care Board



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**Sirona**  
care & health



**NHS**  
South Western  
Ambulance Service  
NHS Foundation Trust



Probation  
Service



South West

we are  
withyou

## The Funding Arrangements of the Board

Funding for the NSSAB is provided by the partner organisations. The budget funds the cost of the Independent Chair, Board Manager, Board Administrator. Presently Safeguarding Adults Reviews are shared equally between the three core partners. The budget for 2023 – 2023 can be seen below:

### Partner contributions:

North Somerset Council	£34,260
Avon and Somerset Constabulary	£7,128
Bristol, North Somerset and South Gloucestershire CCG	£25,150
<b>Total</b>	<b>£66,538</b>

## Safeguarding Adults Reviews (SARs) Summary

The Care Act 2014 sets out a clear legal framework for how local authorities and other parts of the system should protect adults at risk of abuse or neglect. Section 44 of the Act requires Safeguarding Adults Boards (SAB) to undertake a Safeguarding Adult Review (SAR) in specific circumstances and places a duty on all Board members to contribute in undertaking the review, sharing information and applying the lessons learnt.

The law requires local SABs to arrange a SAR when an adult in its area dies as a result of abuse or neglect, whether known or suspected, and there is concern that partner agencies could have worked more effectively to protect the person at risk.

The purpose of a SAR is not to hold any individual or organisation to account as there are other processes available for that purpose; they are about learning lessons for the future. SARs ensure that SABs get the full picture of what happened, so that all organisations involved can improve as a result.

NSSAB has a SAR Committee which meets monthly to consider referrals for a review, the progress of pending SARs, and any other regional/national SARs from which learning can be derived for local partners. Where referrals do not meet the threshold for a SAR, the Committee explores opportunities for alternative learning practices, whether it is the sharing of information, or raising awareness of certain matters.

During 2022 – 23, we published a report of a Thematic Review into three cases involving Self Neglect:

#### Stan, Charlotte, and Philip

NSSAB recognised that there were consistent themes to be analysed and understood in the way in which partners worked together for people who are perceived to be at risk through self-neglect. An independent reviewer, Professor Michael Preston-Shoot, was commissioned to look at the circumstances of three people where self-neglect may have been a contributing factor to their death.

NSSAB has included self-neglect as a priority in its strategic plan and intended that the thematic review should move beyond familiar findings, to focus on what lessons were still to be learned about working with people who self-neglect. It was agreed that reflective chronologies would be requested from the services involved, covering especially the final twelve months of their lives. A reflective learning event was held in which practitioners, operational managers and strategic managers were invited to discuss the evidence-base for working with people who self-neglect. The focus here was to consider alignment of policy and practice in North Somerset with the evidence-base, what enabled alignment and where the obstacles or barriers were to best practice. Recommendations from the review have formed the basis of an action plan aimed at improving future practice.

A further two SARs were progressed towards publication in 2023/2024. These were:

#### Abi and Kim

This review looks at the circumstances surrounding deaths by suicide of two women on an inpatient ward at Cygnet Hospital Kewstoke. A review was originally commissioned in July 2021 after Abi's death. Between the SAB's first contact and the time of the appointment of the review author, Kim died by suicide on the same hospital ward and it was considered appropriate for the reviewer to look at both of these incidents.

As both women died while resident in North Somerset, as this is where the hospital is based, NSSAB have commissioning responsibility for both SARs and S42 enquiries under the Care Act. Specific areas of focus and scope of the SAR aimed to understand the events leading up to the deaths of both Abi and Kim, with a specific focus at the time of the review around the culture, management and relationships of the inpatient ward. It also aimed to consider the practice of out of area placements.

NSSAB worked in partnership with the team from Cygnet Hospital Kewstoke in the review and in developing the resulting action plan.

The review is due to be published in June 2023.

#### Colin

Colin suffered a severe stroke in May 2020 which led to him being hospitalised and later placed in a nursing home, where he was found deceased, having taken his own life in January 2021. During his time at the nursing home, Colin regularly expressed his desire to return home and specifically that he did not wish to be living in a nursing home for people with dementia, because he did not have dementia.

The review scope included consideration of the decision making to place Colin in a nursing home registered for people with dementia and consideration of whether Colin was ever offered the opportunity to realistically contribute to the placement decision.

The review process commenced December 2021 and concluded September 2022. The Executive Summary is to be published in July 2023 and includes recommendations made by the Independent Reviewer and a summary of actions taken by NSSAB partners as a result of the review.

NSSAB wishes to convey again our sincere condolences to the families and friends of those people at the centre of the SARs. We are determined to ensure that the learning from the reviews into their deaths will be embedded to improve partnership working to prevent similar tragic circumstances.

*The publication of our SARs can be found by visiting our NSSAB website here: <https://nssab.co.uk/safeguarding-adult-reviews-sar>*

DRAFT

## Examples of safeguarding work undertaken in Adult Social Services 2022 – 2023

### Adult Social Services – James Wright Safeguarding Adults Manager:

*NSSAB has a strategic intention to develop its approach to Transitional Safeguarding and to ensure that its approach is 'Trauma informed'.*

*Last year, the council undertook a safeguarding enquiry in connection with a young adult. The outcomes for this young person were transformed through a transitional and trauma informed approach.*

*A historical interpretation of the statutory criteria would have resulted in the council making the decision that the young person's care and support needs were relatively minor and therefore did not affect their ability to protect themselves. This is because the young person did not have significant learning disability, mental ill health or physical or sensory impairments. They did however, have a significant history of childhood neglect and abuse.*

*By working together with local adult education provider who knew the young person well, the safeguarding adults officer was able to build a good relationship with them. They identified that as the young person had been through the care system, there was need to take a transitional approach and for the council to act as a parent would. Effectively, we were flexible with our interpretation of what constituted care and support needs. This led to a multi-agency safeguarding plan being put in place.*

*As the safeguarding officer developed a better understanding of the young person's childhood experiences, it became clear that they had experienced significant trauma. Through research and the support of staff within the learning disabilities team with specialist knowledge of trauma informed practice, our approach to enabling the young person to protect themselves fundamentally shifted.*

*Whereas we had at first focussed on accessing education on the subject of maintaining personal safety and making safe decisions, a trauma informed approach dictated that we consider the young person's hierarchy of need. As such, we considered whether the young person first had their basic needs met; food, water, and safe accommodation. We then moved on to consider whether they had safe or nurturing relationships around them. These were important steps in building a foundation; for a trauma informed approach tells us that only once this is in place and secure, would they be able to take more advanced steps toward independence and education in building their ability to make safe decisions and judgements around appropriate relationships.*

*Ultimately a trauma informed care needs assessment led to the local authority agreeing to fund a placement for the young person in a care facility where they are now successfully building the foundations upon which everything else will come. There have been no further safeguarding concerns raised for this young person since. A trauma informed, transitional response has significantly reduced the risk to them, it has achieved their desired outcomes and stopped 'revolving door' referrals.*

## **Adult Social Services – The Quality Monitoring Team – Sharon Cooper Team Manager:**

The Quality Monitoring (QM) Team monitors and assesses care provider performance against North Somerset Council contracts and frameworks, and in line with relevant legislation, guidance and standards. Providers include care homes and domiciliary care services. The team has a programme of annual visits, review visits, as well as carrying out ad hoc or urgent safeguarding visits when required.

It is well-established with knowledgeable and skilled officers who have built up effective professional relationships with providers in North Somerset. Although the team are assessing the quality and safety of the care provision, the QM role is also seen by providers as a supportive one; with the QM officers offering support and guidance to improve services.

The following is feedback received by the team on their interactions.

‘Good to see the positive comments on Home and Grace. We achieved this with your help.’

### **Residential Care Provider**

A number of providers welcome QM visits to help identify areas for improvement prior to any Care Quality Commission (CQC) inspection of services and published ratings.

‘I would just like to say how lovely it has been at all 3 service visits to feel supported by you and relaxed with the process NSC uses for these visits which I feel is a supportive one to care homes rather than a fault-finding mission.’

My staff and residents across my services have all said they enjoy showing off the home and that they do not feel on edge when NSC and yourself visits.

I imagine with you and your team’s roles that sometimes people can feel uneasy or on edge just because of the nature of the role/visit but in fact, all of your team, I have met have been lovely and understood pressures in social care. Each one I have met has been highly supportive over the 9 years I have worked for [provider] and I often feel home managers should use your visits as a dry run for CQC I know this is how I view them.

I love reading your reports as it reminds me of how amazing my team are even on the bad days and reminds me why I love my job.’

### **Residential Care Provider**

A number of providers have received an improved inspection rating from CQC attributable in part to the support that the service has received from the QM Officer. In some instances, the QM team input has assisted providers to make significant improvements in practice to enable them to address organisational safeguarding concerns, ensuring a safer service for service users.

‘I just wanted to pass along some compliments mainly about [QMO].

[QMO] was extremely helpful and supportive while I was working for the [Care home], even though I know by time I joined it was difficult...



Once again, I wish to pass my thanks on and wish you all the best too.'

### **CQC rating improved from Inadequate to Requires Improvement**

The current position regarding CQC ratings of NSC contracted services shows a good quality provider market – based on CQC ratings at Q3 2022 for all providers (n119 rated):

- Outstanding 1%
- Good 88%
- Requires Improvement 10%
- Inadequate 1%

The QM Team are currently trialling a new online electronic platform – Provider Assessment and Market Management Solution (PAMMS), it is part of a regional project to help standardise the quality assessment and rating across Local Authorities and provide information to help manage the provider market.

Work continues to further develop the interface and joint working between the QM Team and the Safeguarding Service to ensure a coherent and effective response to issues identified with local NSC contracted providers. Current processes are working well to ensure a relevant response is made to challenges around the quality and safety of local care services.

### **Achievements and Goals**

#### **Tackling Social Isolation**

The Wellness service aims to help improve and sustain the physical and mental wellbeing of people across North Somerset, allowing them to remain as independent as possible in their own home and communities.

- The Wellness Service is a FREE service to residents of North Somerset over the age of 18.
- The service is provided by Access Your Care in partnership with North Somerset Council.
- The service operates between the hours of 09:00 and 22:00 seven days a week.
- Referrals will be processed between 09:00 and 17:00 Monday to Friday (except bank holidays).

#### **The aims of the Wellness Service are:**

- Checking that a person feels safe and secure
- Maintaining a person's independence in the community

- Reducing social isolation
- Signposting people to wider community resources where appropriate
- Exploring the benefits of Technology Enabled Care (TEC)

People will be offered tiered support dependent upon their desired outcomes.

## Long Term Solutions to Homelessness

Over the past 12 months we have been focussed on implementing long term solutions that can end homelessness. Wherever possible the solution to homelessness should focus on providing permanent homes rather than temporary accommodation. Complex and multiple needs often mean it is much harder to find suitable move-on and off-the-street offers. RSI 5 Funding has been approved along with confirmation of our 3 year ask of £932,477. This allows continuation of services for rough sleeping interventions and lets us focus on upstream prevention with both Outreach and In reach work taking place.

It is recognised that there is no one solution to end rough sleeping, however the following interventions are now active in North Somerset. Milton Row (Curo) Rough Sleeper Project – Low support. 2 HMO's with a capacity of 7 beds for singles.

Housing First (Alliance) – High support. 5 Single flats.

Housing Led (Curo) – High Support. 6 Single flats.

Clarence Park Lodge (YMCA) – Low support. 1 HMO with 3 beds.

Street 2 Settled Partnership – Quarterly Partnership meeting, in the last year the partnership has reviewed and approved a new Charter.

BillyChip offers a unique safe and secure platform which allows the public to directly donate to rough sleepers without the fear of their donation being mis-used for drugs or alcohol. We attempted to get the scheme started at the beginning of 2023, but found few takers amongst the outlets that were approached (1 out of 9). We look forward to welcoming the BillyChip Scheme into North Somerset, with a renewed drive this year.

Somewhere-to-Go – We continue to work closely with STG who provide a day centre for the homeless and rough sleepers, including meals, essential clothing, showers and ablutions. Prior to the covid pandemic they also provided a Night Assessment shelter with 12 beds in a dormitory style setting. We are currently engaging with them to explore options for a SWEPP (Severe Weather Emergency Provision).

### **Three things we are working on to improve to safeguard adults in North Somerset:**

Reviewed the pathway for people reporting safeguarding concerns, ensuring they are received by trained people that can appropriately respond. Supporting decision making in a timely manner and assessment under section 42 where appropriate.

Embedded the centralised safeguarding team, recruitment to posts, development of roles within the team to effectively use resource in managing demand.

Worked effectively with Quality Monitoring regarding whole home safeguarding enquiries.

### **Examples of safeguarding work undertaken by Avon and Somerset Police 2022 – 2023**

#### **Safeguarding Adult Boards – vulnerability update for annual report**

The grip, governance and leadership around vulnerability continues to develop and strengthen to further improve our force response. The governance structure has developed to include regular quarterly meetings at both strategic and tactical levels and quarterly reporting to our Confidence and Legitimacy Committee, and the PCC's Governance and Scrutiny Board. The content of the report is focussed on the priority National Vulnerability Action Plan actions as identified through the last self-assessment process, as well as progress updates on ongoing work and performance deep-dives into several of the vulnerability themes each time, covering all within each 12 month period.

In the last 12 months there has been a review and refresh of the leads for the themes with some staff moving into new positions which has enabled an assessment of the capacity for each theme. This has resulted in growth in the leadership of the DA theme and the introduction of a deputy to the force lead for overall vulnerability being introduced as well to improve capacity.

In the last few months we have developed a joint Vulnerability and VAWG delivery plan of priority actions and activities that we intend to complete within the year. These have been mapped to both the NVAP and VAWG Delivery plan as well as the Police and Crime Plan and several other national plans. Visibility of this is provided to all leads through Qlik which allows the plan to be filtered on any individual action of the NVAP and of the other plans so that activity linked to each action is clearly shown.

Through the vulnerability working groups several cross-theme work packages have been identified and work put in place to progress them. These include a review of Scrutiny Panels, a review of Protection and Civil Orders and scrutiny of the risk assessments we use. These pieces of work are all ongoing and relatively long term but will be reported on in due course with recommendations for improvements that will benefit everyone.

The innovative and ground-breaking work being done by Project and Operation Bluestone as a national pathfinder force for Operation Soteria has underpinned the development of a new National Operating Model for rape investigation which will be launched imminently. As well as

supporting improved service and performance in that specific area, the NOM will provide a benchmark and model for improved investigative standards across other types of vulnerability. The aim is to translate learning from this area across all vulnerability themes to maximise the benefits of this learning.

Our recent HMICFRS PEEL inspection found us to be adequate in the area of protecting vulnerable people. Associated with this is a specific area for improvement (AFI) which will focus some further activity specifically around the supervision of risk assessments and how we deal with Domestic Violence Disclosure Scheme requests. Other AFIs from other parts of the inspection will also cross over into vulnerability and drive further work, specifically ensuring a record is made when a victim withdraws their support and whether an evidence led prosecution is considered, which is one of our identified priority NVAP actions.

### **Training**

To support our Officers in understanding and recognising Adults at Risk they received a SWAY briefing which was produced in January 2023. This bite-sized training briefing included an audio input from our Force Lead for Adults at Risk, an explanation for the term, what is meant by care needs, support in recognising the signs that someone may be at risk and much more. This bite-sized training briefing was sent out to all Inspectors to be shared with Sergeants to organise team and/or individual viewings and so the exact number of viewings is unavailable.

is included the following:

- Audio Introduction from Force Lead for adults at risk D/Supt Lisa Simpson.
- “Who is an adult at risk?” as defined by the 2014 Care Act.
- What is meant by care and support needs? Including The National Eligibility Criteria for those with care and support needs and steps to meet the threshold.
- Recognising the signs that someone might be an adult at risk... Detailing a repeat caller well known to police. Designed to show the victim being dealt with by an officer when they were clearly unable to respond how the officer expected them to. Highlighting what the victim found difficult and how officers’ interaction on attendance could be improved.
- Lack of capacity does NOT mean lack of investigative opportunities. Explanation of What is capacity, including an audio clip from our Mental Health Coordinator Insp Jon Owen.
- How are assumptions about capacity adversely impacting outcomes? Including a link to CPS guidance dealing with suspects and defendants with mental health conditions and disorders.
- The Victim’s Voice. Are you listening? Can you hear? Who can help?
- Professional curiosity. Is the capacity and communication skill to explore and understand what is happening, rather than making assumptions or accepting initial explanations.

In relation to other relevant training, please see the below force wide figures:

Training	Actual number of staff trained	Comment
Relevant staff have undertaken Prevent training (WRAP or equivalent)	36 (Trained 22/23)	All PIP2 Investigators receive prevent training.
Relevant staff have undertaken Domestic Abuse awareness training	116 (Trained 22/23)	40 – PIP 1 Investigator 36 – PIP 2 Investigator 40 - PIP 2 – Supervisors and Managers
Safeguarding leads have awareness of Modern Slavery/Human Trafficking	90 (Trained 22/23)	36 - PIP 2 Investigator 40 – PIP 2 Supervisors/Managers 7 – Modern Slavery Course OIC - 7
Relevant staff have undertaken complex (toxic) psycho awareness training	45 (Trained 22/23)	SCAIDP course
Relevant staff have undertaken self-neglect training	76 (Trained 22/23)	40 – PIP 1 Investigator 36 – PIP 2 Investigator (Vulnerability training, not specifically self-neglect training)
Relevant staff have undertaken MCA/DOLS training		As above
New staff have undertaken safeguarding adults awareness training	445 (Trained 22/23)	40 - PIP 1 Investigator 241 - PCDA 154 – DHEP 10 – Detective Now

In addition, Mental Capacity Act Training is covered in the initial training for PDCA Officers and delivered to all PSCO's in their initial training. Training to other Units/Teams such as Communications and Response is delivered on an ad hoc basis.

### **Dementia Safeguarding Scheme**

A bespoke Dementia Safeguarding scheme to help safeguard people living with dementia is now into its eighth year!

The scheme, has four distinct strands:

- Near Field Communication (NFC) enabled devices allocation (wristbands, hang tags, lanyards with glow in the dark cards)
- Dementia Safeguarding Scheme registration (also known as the Herbert Protocol) via our website
- GPS pendant allocation
- A support group available on Facebook, called 'Avon and Somerset Dementia Forum'

Thanks to charitable funding, 2,000 free 'wearable tech' NFC assistance devices were made available through the scheme from 2020 and over 2,000 have since been allocated through individual applications and to groups.

Over 1,000 people have signed up to the on-line Herbert protocol which means that police have instant access to crucial information such as former addresses and places frequented (along with a photo) if they are reporting missing.

Since 2020 we have secured almost **£18,000 of external funding** to buy **GPS tracking devices** along with **NFC assistance device** for people with dementia who are at risk of becoming a missing person.

This funding has come from a combination of donations from Wessex Water, Bristol Water and Western Power.

The 30 GPS trackers have been supplied by Somerset-based company, MindMe and will be allocated through referrals from our three specialist Missing Person Coordinators.

Current data shows that the **GPS tracking devices have a 96% success rate** at preventing the wearing becoming a missing person and the **NFC devices have a 93% success rate** and preventing the wearing becoming a missing person.

Inspector Stuart King established the bespoke scheme in 2015 and has been able to assist other Police forces and organisations across England, Wales, Scotland and Northern Ireland as well as internationally establish a similar scheme safeguarding people living with Dementia.

### **National and International Recognition (Awards)**

1. In October 2022 Avon and Somerset Police were **recognised by the Bristol Dementia Action Alliance and awarded Silver Status as a Proud Dementia Aware Organisation.**

2. In March 2023 Avon and Somerset Police were **recognised by HMICFRS in the PEEL report for good working practice** with partners to protecting vulnerable people living with dementia.
3. In April 2023 Avon and Somerset Police were the **Winner of the National Alzheimer's Society Awards for being the Largest Dementia Friendly Business nationally**.
4. Also in April 2023 at the same awards Inspector Stuart King was joint **Winner of the National Alzheimer's Society Awards for his Research and Innovation into Dementia** as recognition for his work in establishing and running the Dementia Safeguarding Scheme since 2015 and assisting other forces and organisations to adopt the same scheme.
5. In May 2023 Avon and Somerset Police was the **Winner of the RDID Best RFID/IOT (other industry)** at the prestigious RFID Live trade awards in the USA for their use of GPS and NFC technology to protect and safeguard people living with Dementia.

### DA Matters

To help equip Officers and staff with the necessary skills and knowledge to respond effectively to domestic abuse, 2200 Staff and Officers received the Domestic Abuse Matters Training Programme, delivered by Safe Lives national trainers. Over 50 staff from partner agencies attended, including the CPS, support agencies and IDVA's. A network of DA Influencers has been developed in force to sustain the change in skills, behaviour and attitudes by challenging inappropriate language and behaviour, checking service delivery, giving feedback and congratulating great practice. They will also identify and act on compassion fatigue, burnout and vicarious trauma and respond to abuse within colleagues' personal lives.

### Achievements and Goals

Two things we did well to Safeguarding Adults:

- Improve officers' ability to identify an Adult at Risk at first point of contact and to better understand the investigative and referral options available and where there are no referral pathways work towards a solution.
- Improve understanding of existing referral pathways that could be used when the threshold for safeguarding is not met.

## Bristol, North Somerset, South Gloucestershire (BNSSG)

The BNSSG Integrated Care Board (ICB) safeguarding team continue to support an effective working relationship with the Local Authority and other statutory and multidisciplinary partners within the North Somerset Safeguarding Adult Board. The ICB, as a statutory partner, provides health advice and information to support all aspects of safeguarding, reviews, investigations and interventions in meeting effective safeguarding outcomes and best practice for the North Somerset population. Where additional safeguarding interventions are required to support Care and Nursing Homes the ICB team work proactively with North Somerset Local Authority colleagues and partners to provide a multiagency approach.

### Achievements and Goals

#### **Three things we did well in relation to Safeguard Adults:**

1. Working in partnership with the SAB manager, SAB Chair, and other statutory partners to support reviewing, updating, and implementing SAR policy and processes. This has included utilizing the ICB experience of working with other SAB's across BNSSG and linking SAB managers to inform standardized SAR practice. The requirement to review SAR processes and policy was informed by taking learning and recommendations from a self-neglect thematic review and an individual SAR, completed by North Somerset.
2. The review and improvement of the use of the HEeADSSS in Emergency Departments in Bristol Hospitals has been a positive implementation. HEeADSSS is an acronym for a comprehensive psychosocial assessment tool identifying risk and protective factors and assists health professionals formulate a plan in partnership with a young person. The review of the use of the tool followed the learning and recommendations taken from a DHR completed by North Somerset. This learning indicated a fuller assessment of psychosocial needs of young people entering ED's, during episodes of mental health crisis, would better inform the information sharing and understanding of multiagency agencies involved as the young person returned to the community. The use of the HEeADSSS has met the requirement effectively and continues to be used to support young people attending Emergency departments at Weston General Hospital and across Bristol and South Gloucestershire.
- 3) The ICB have updated safeguarding level 3 training packages for GP and Primary care staff across BNSSG which includes safeguarding adults. The content of the training has been based on the learning from safeguarding issues and trends seen in safeguarding referrals, SARs and DHRs. In North Somerset, this learning has been taken to offer GP Practices bespoke discussions with the ICB Named GP's and each of the GP Practice's link clinical safeguarding leads. This has supported improved GP's understanding of safeguarding processes and increased confidence in engagement in these processes by GP's, who are recognized as valued contributors to safeguarding concerns and enquiries.



### **Three things we are working on to improve safeguarding adults in North Somerset:**

1. Continuing to develop and provide safeguarding adult training for Primary Care colleagues in a variety of forums such as podcasts to enhance the current provision.
2. The ICB are currently recruiting three Deputy Designated roles in strengthening the capacity of the Designated Nurse role. These new roles will enable the ICB to further support participation in the essential work of each of the North Somerset SAB subgroups in developing and implementing best practice for the North Somerset population.
3. The ICB will continue to work with their health partners, North Somerset SAB and take learning from the recent LGA review, in improving methods of enabling increased representation and attendance by health service staff at North Somerset adult safeguarding meetings. This will enable the views and feedback, including the voice of the service user, to be obtained from a wider range of health services and agencies working with people in North Somerset population.

**SAC Data to be added**

DRAFT

## Going Forward to Year 2022-2023

Based on the feedback that we collected through an audit and our yearly development meeting we have been able to understand what the board needs to work on going forward. The NSSAB has had changes in management and leadership in the latter half of 2022 and the board is in a transition period of change and refreshing all processes.

Our business plan will run alongside this strategic plan and will go into more detail around how, by 'listening, learning, challenging and leading' we will achieve our priorities and goals. Below is an overview of what the board will be working on:

- Stable and committed membership.
- Clarity and focus
- Re launching subgroups
- Website changes and updates – more inclusive
- MARM
- Join up with other boards – Children's, safer communities and other SAB's locally
- Re do the constitution and MOU – clear on members roles and responsibilities – have we got the right people on the board.
- Coproduction and being the voice of lived experience into the board.
- Re focus on data
- Review our strategic plan.
- Audits and feedback to be strengthened – feedback included on the website.
- SAR Process re-established.
- Community awareness
- Learning from commissioned SARs.
- Rebuilding partnership relationships
- LGA review of SAB's
- Budget, resources and risks

# NSSAB Strategic Intentions 2023 - 2026





**NSSAB**

## **Strategic Plan 2023 to 2026**

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# Introduction:

## **A word from the Independent Chair, Teresa Bell:**

I am pleased to introduce the Strategic Plan 2023 - 2026 for the NSSAB together with our Business Plan for 2023/2024. They are framed within our 4 strategic intentions: Listening, Learning, Challenging and Leading.

We continue to review our priority areas for action as we consider recommendations from our recent partnership Development Sessions, Safeguarding Adult Reviews, Thematic Reviews, local audits, data from across our partnership and from the views of people with lived experience.

Our partnership needs to find better ways to ensure that we engage with and include all communities across North Somerset, particularly those with lived experience, and this commitment is confirmed in another priority for this year:

Our focus is on ensuring that our partnership is clear about how we will deliver specific actions within identified priority areas and how we will measure our achievements.

In order to ensure that our partnership can deliver on our agreed priorities, we have needed to review and extend our board membership to be more inclusive and to rebuild our sub-group arrangements. Each subgroup now has a chair and deputy chair from across our partnership who will work to deliver their particular part of the business plan. We go into 2023/2024 with renewed confidence in our partnership's strengths and ability to work together to ensure that North Somerset is a safe place to live for everyone.

# What we do and our purpose:

NSSAB is a statutory, multi-agency partnership, which gives strategic leadership for adult safeguarding across the North Somerset. A full list of NSSAB membership can be found [here](#).

The work of the NSSAB is underpinned by legislation in the Care Act 2014, which outlines and directs the core purpose of our board.

The objective of a SAB is to help and protect adults in its area in cases of the kind described in [Section 42\(1\) of the Care Act](#).

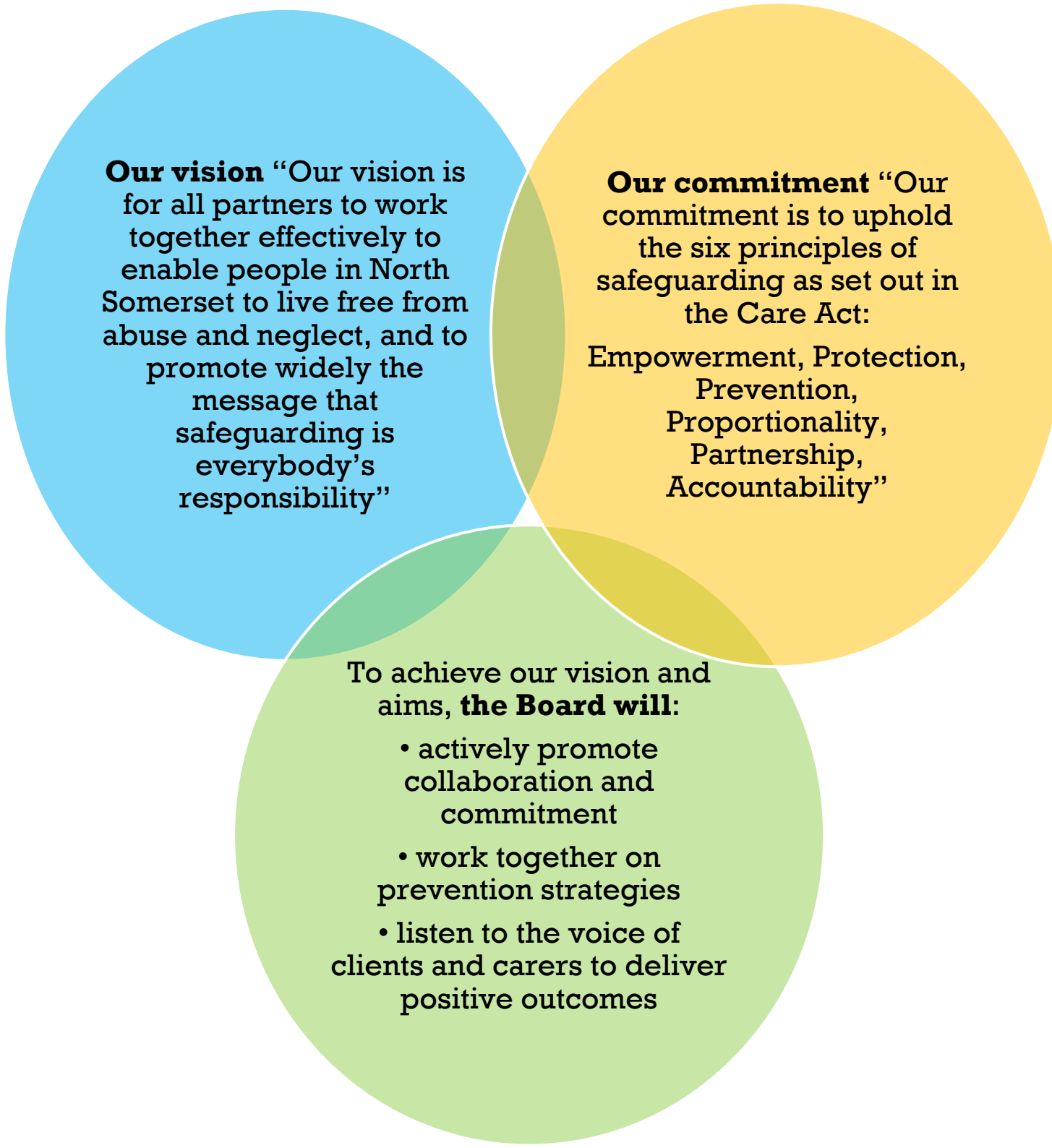
NSSAB has 3 core duties as explained under [14.136 of the care and support statutory guidance](#):

- *it must publish a strategic plan for each financial year that sets how it will meet its main objective and what the members will do to achieve this. The plan must be developed with local community involvement, and the SAB must consult the local Healthwatch organisation. The plan should be evidence based and make use of all available evidence and intelligence from partners to form and develop its plan.*
- *it must publish an annual report detailing what the SAB has done during the year to achieve its main objective and implement its strategic plan, and what each member has done to implement the strategy as well as detailing the findings of any safeguarding adults reviews and subsequent action.*
- *it must conduct any safeguarding adults review in accordance with Section 44 of the Act.*

Everything we do is underpinned by the 6 safeguarding principles [14.13 of the care and support statutory guidance](#):

- **Empowerment** – *People being supported and encouraged to make their own decisions and informed consent.*
- **Prevention** – *It is better to take action before harm occurs.*
- **Proportionality** – *The least intrusive response appropriate to the risk presented.*

- **Protection** - *Support and representation for those in greatest need.*
- **Partnership** – *Local solutions through services working with their communities. Communities have a part to play in preventing, detecting and reporting neglect and abuse.*
- **Accountability** – *Accountability and transparency in delivering safeguarding.*





## **NSSAB Strategic Approach:**

In North Somerset and under the leadership of the NSSAB we want people to be able to live as safely and independently as possible, making their own decisions, taking control of their lives, where communities:

- *have a culture that does not tolerate abuse*
- *work together to prevent harm*
- *know what to do when abuse happens.*

# NSSAB Strategic Intentions 2023 - 2026



<b>Business Plan 2023-2024</b>					
<b>N</b>	<b>Topic</b>	<b>Action</b>	<b>Responsible</b>	<b>Timescale</b>	<b>Successes</b>
<b>Learning:</b> We will ensure that the voices of people with lived experience are at the heart of our work to deliver positive outcomes.					
<b>Listening:</b> Our priorities for action will be evidence based on recommendations from Safeguarding Adults Reviews, practice audits, by listening to the voices of people with lived experience and a clear understanding of where there is risk in North Somerset					
<b>Challenging:</b> We will work constructively in partnership to hold each other to account and to promote, embed and monitor effective multi-agency quality assurance processes to prevent abuse and neglect.					
<b>Leading:</b> Through actively demonstrating and promoting collaboration and commitment to safeguarding.					
1.	Safeguarding Adults Reviews (SAR)	For all outstanding SAR's to be published	Board Manager	April 23 – July 23	That they will be published and accessible on the website.
		To have action plans that are monitored and embedded.	SAR Subgroup and Core Partner Group	All to be completed by the end of July 2023. To then be reviewed quarterly.	To have action plans that can hold people accountable and to ensure changes are made and embedded.

		7 min learning briefs to be developed for all three SAR's that have been published in 2023.	Board Manager and Learning and Development sub group.	To be completed by November 2023 and embedded through learning over the course of 2023 – 2024.	The learning briefs are providing learning and insight to all practitioners.
		Thematic Review: Self Neglect Recommendation Twelve: NSSAB should review its current arrangements for commissioning and undertaking SARs.  For all SAR process and produces to be reviewed and made more robust.	SAR Committee and board manager	July 2023	To have a toolkit that is published and able to support organisations.  This will enable us to embed learning in a timelier way and have a better partnership perspective to take this forward.
2.	Communication and Community Engagement to be created with an aim of hearing the voice of those with lived experience and bring coproduction into the board. It will also have a focus on community communications and ensure safeguarding adults in North Somerset is visible.	To create a group with an ambitious chair and membership.	CCE Chair/ Board Manager	April – May 2023	The group is launched.
		To develop a work plan	Chair CCE	June – July 2023	Work plan is in place

		To work on the development of the website and create a more inclusive site.	Board Manager and CCE Chair	September 2023 – December 2023.	Monitoring of the website and how valuable it is to organisations and public – review data of its use and include a feedback option.  For changes and development to be evidenced by navigating the website.
3.	We need a better focus on coproduction and to bring the voice of lived experience into the board.	To ensure that the board members and chairs of the subgroups have clear direction and support and work on initiatives to achieve this.	NSSAB Board Manager with the Support of all subgroups, particularly CCE.	2023 - 2024	To be able to evidence examples of how we have done this in our annual report for 2023-2024.
		All board members are responsible to aid this development and bring different ways of achieving this.	All members	2023-2024	For people to have brought ideas and explored regularly how we have enhanced the voice of lived experience.

		Reviewing the membership and opening out to VANS, Health Watch and organisations that will support us in this ambition.	Board Manager	April 2023 – June 2023	For better representation on the board.
		To ensure we have more avenues to collect feedback and to ensure we are using all forms of feedback to enhance the way we work.	All members	Throughout the year 2023 – 2024	To be able to evidence feedback and how it had been used.
4.	The relaunch of the Learning and Development subgroup.	To have a new chair and membership to be reviewed	Board Manager	April 2023	To have a chair in place.
		To develop a new ToR and work plan	Chair L & D	June 2023	To be able to have ToR on the website and a work plan that can be viewed.

		To look at new ways of strengthening learning, such as online learning, webinars, podcasts, joint learning opportunities across the local area.	Chair L & D	December 2023.	For this to be reviewed in the subgroup report that is presented in December 2023.
		To work with the other subgroups through the chairs meetings to ensure collaboration and joint working.	Independent Chair and Chairs of Subgroups	To be worked on over the year 2023 – 2024.	For the chairs to feedback that they have achieved this and are able to give example in 2024 development day.
5.	For more partnership working to take place and to work on strengthening our links with other boards/ partnerships	For networking and relationship building to take place ie, Childrens partnerships, other SAB's and CSP.	Board Manager	To be actioned straight away April 2023 and be reviewed in 2024.	For the relationships to be strong and identifiable.
6.	To work with the LGA in a review of BNSSG boards.	To be supportive in to LGA process and ensure all information is accessible.	Board Manager	May 2023 – September 2024	To be able to support in the outcomes of the review and be part of making structural changes if needed.
7.	To review budgets and resources for the board with all funding partners.	To meet with the core partners to review the budget for the NSSAB and to	Core Partners	October 2023	to have a board that can deliver its strategic responsibilities.

		work inline and around the LGA review.			
8.	NSSAB need to recruit to a Business Support Officer (BSO) and strengthen the administration on the board.	To a Job Description and complete recruitment process.	Board manager	April 2023 – June 2024	To have a BSO in place
9.	Feedback from the development day hear that members wanted the board to have more clarity and structure. The NSSAB has been through the recruitment of new leadership and is refreshing how the boards' structure function.	MOU/ Constitution – roles and responsibilities need to be clearer, and all members should be refreshed on their commitments.	Board Manager and Policy and Procedures Subgroup	June 2023	To have the documents on the website and all members to have signed the MOU.
		NSSAB to have a better oversight of the subgroups - relaunching/ recreating/ review terms of reference on all, having a deputy chair on each/ ensuring the chairs have the support they need in the form of regular meetings and connections.	Board Manager and Subgroup Chairs	April 2023 – July 2024	Well-functioning Subgroups Good levels of output Good attendance All have ToR All have co/deputy chairs Evidence of joint work with other boards



10.	To complete our annual report for 2022-2023.	For the report to be completed and signed off	Core Partners, Independent Chair and Board Manager	October 2023	The report to be published and on the website.
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## North Somerset Council

### Report to the Executive

**Date of Meeting: 18 October 2023**

**Subject of Report: Q1 performance and risk update**

**Town or Parish: ALL**

**Officer update: Emma Diakou, Head of Business Insight, Policy and Partnerships**

**Key Decision: NO**

#### **Reason:**

This is an information item.

#### **Recommendations**

The contents of this report are noted.

### **1. Summary of Report**

Our Business Planning Framework is designed to monitor progress against our Corporate Plan priorities and against our vision for an *open, fairer, greener North Somerset*. We do this on an annual basis by developing, implementing, and monitoring Annual Directorate Statements and associated risk registers. These are the business plans for the five council directorates and give the key strategic commitments and key risks for the year ahead. Commitments are both business-as-usual and transformational. Progress against these commitments is monitored by key projects and their milestones. We also monitor a number of Key Corporate Performance Indicators (KCPIs) which give an overview of activity, pace and outcomes.

This paper gives an update on progress against the transformation commitments for each directorate and against the KCPIs that are reported to our Scrutiny Panels. The Executive is asked to note Q1 performance progress using the following framework:

#### Annual Directorate Statement commitments:

- COMPLETE: This has been achieved.
- GREEN: On track with significant delivery.
- GREEN/AMBER: On track but with some issues impacting performance.
- AMBER: There are issues to resolve that are impacting performance.
- AMBER/RED: There are significant issues to resolve that are impacting performance.
- RED: This has not been achieved and/or there are significant issues which do not seem to be resolvable.

#### Key Corporate Performance Indicators:

- GREEN: Target will be achieved this year.
- AMBER: Target will not be achieved this year, but performance is stable.
- RED: Target will not be achieved this year.

**Strategic Risk Register:**

The Executive is also asked to note the Q1 status of our strategic risks using the following risk scoring matrix as included in our Risk Management Strategy. This matrix is applied to all risks before (inherent) and after (residual) mitigating actions are applied.

Fig 1.1: risk scoring matrix

		← Likelihood →				
		Rare	Unlikely	Possible	Likely	Almost certain
Impact	Critical	LOW/MED	MEDIUM	HIGH	HIGH	HIGH
	High	LOW	MEDIUM	MED/HIGH	HIGH	HIGH
	Medium	LOW	LOW/MED	MEDIUM	MED/HIGH	HIGH
	Low	LOW	LOW/MED	LOW/MED	MEDIUM	MEDIUM
	Negligible	LOW	LOW	LOW	LOW/MED	LOW/MED

**2. Policy**

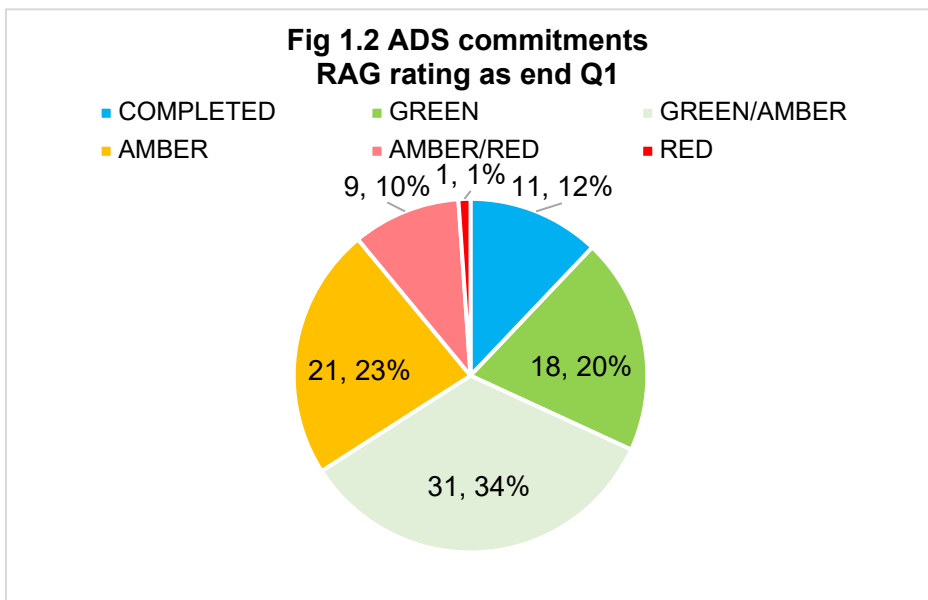
The Corporate Plan is the council’s overarching strategic document. It is the only plan which covers the full range of the council’s responsibilities and is an important tool to help focus our effort and resources on the right things. By prioritising a clear set of commitments, the Corporate Plan also helps residents to hold the council to account for its performance and challenge it to improve. Our Risk Management Strategy sets out how we will manage risk across the organisation including any risks which impact on achievement of our Corporate Plan vision. Annual Directorate Statements show how each directorate will contribute to the aims and priorities in the Corporate Plan for the year ahead. Following on from the publication of the Annual Directorate Statements each year, an Integrated Performance and Risk Management Framework is developed, including risk registers. This framework is updated and reported quarterly.

**3. Details**

As of the end of Q1:

Annual Directorate Statement commitments:

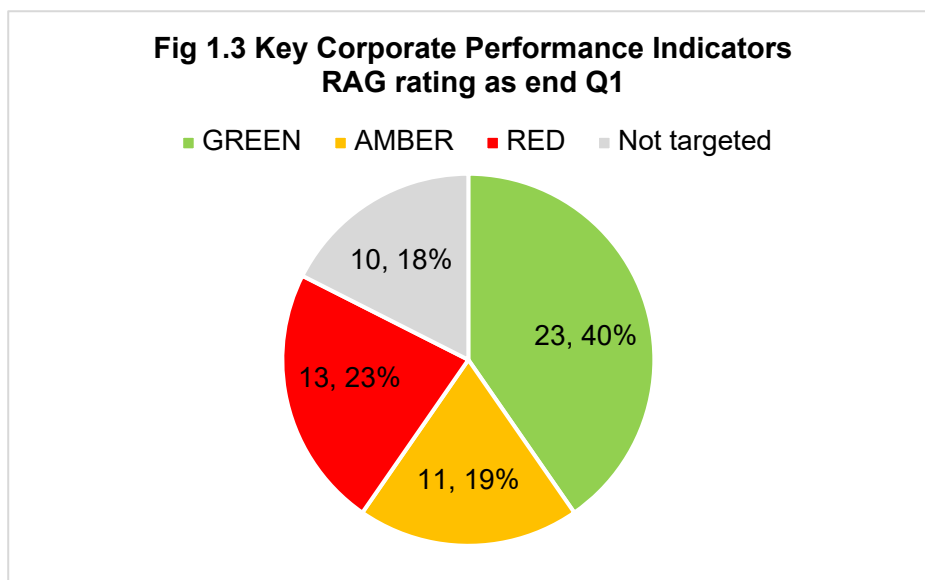
For the Annual Directorate Statement commitments (transformational) that are reportable, 66% were COMPLETED, GREEN or GREEN/AMBER at end Q1, 23% were AMBER, and 11% AMBER/RED or RED (fig 1.2):



For the detail on the Annual Directorate Statement commitments please see appendix one.

Key Corporate Performance Indicators:

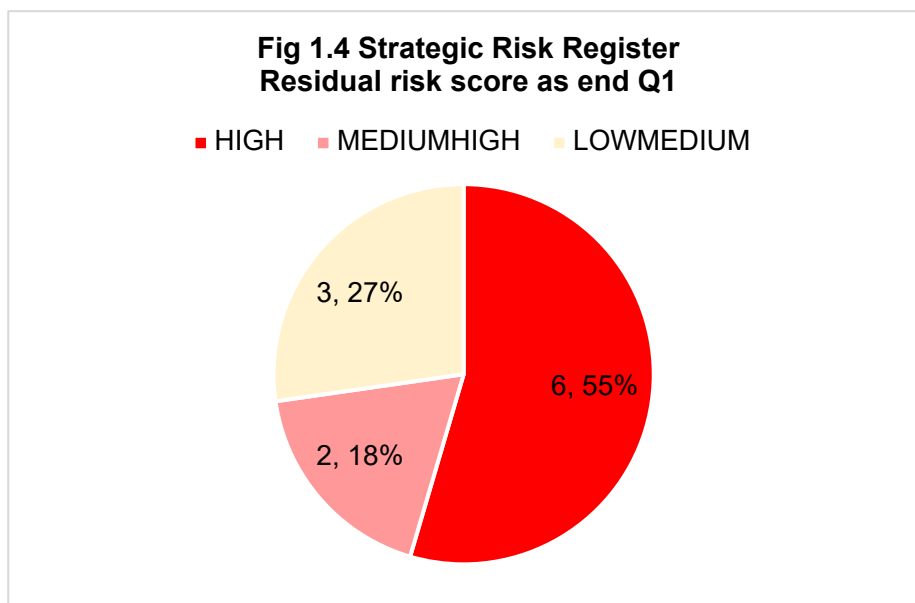
There were 57 reportable KCPIs as of end Q1, 10 were contextual (not targeted), 23 were GREEN, 11 were AMBER, 13 were RED (fig 1.3):



For the full list of KCPIs please see appendix two.

Strategic Risk Register:

There were 11 risks in the strategic risk register at end Q1. After mitigating actions were applied in Q1, 6 risks (55%) remained HIGH (fig 1.4):



For the full list of strategic risks including their inherent and residual risk rating as per the matrix in fig 1.1, please see appendix three.

**4. Consultation**

As part of the Business Planning Framework all tier three managers and above contribute to their Annual Directorate Statement. These are then agreed by Directorate Leadership teams and Corporate Leadership Team.

The views of residents, staff and other stakeholders all helped to shape the development of the Corporate Plan on which the Annual Directorate Statements are based.

## 5. Financial Implications

The Annual Directorate Statements are developed alongside the Medium-term Financial Plan to ensure that the commitments made are within the resource envelope for the year ahead.

Monitoring the effectiveness of our financial management is then embedded within the Annual Directorate Statements. All statements include a business as usual commitment and risk as follows: *Ensure effective financial management across the directorates including a balanced budget at year end and delivery of MTFP savings and Risk that we are unable to deliver the priorities of the council by not planning to meet the medium-term financial challenge and delivering a balanced budget.*

There are no specific financial implications to this report.

## 6. Legal Powers and Implications

Regular performance and risk reporting contributes to the good governance of the organisation. There is a requirement within the council's Business Planning Framework for at least quarterly reporting against our Corporate Plan progress.

## 7. Climate Change and Environmental Implications

All Annual Directorate Statements include an organisational-wide commitment to deliver on the Climate Emergency Strategy and action plan and there is an associated risk within the strategic risk register: *Risk that the council will fail to meet the 2030 net zero target and this will contribute to a negative impact on the wellbeing and or/viability of human, animal and plant health in North Somerset.*

## 8. Risk Management

Risk management is embedded within the Business Planning Framework. Once the commitments have been identified for the year ahead, directorate-wide risk registers are developed. These seek to ensure we are aware of any challenges to achievement of the commitments. They are updated and reported quarterly. A quarterly review is also undertaken of any AMBER/RED and RED commitments to ensure they are captured within the risk registers and if not, included for the following quarter. This ensures there is a clear link between the Corporate Plan and our risk management approach. These directorate risks then feed into the Strategic Risk Register which is also updated and reported quarterly.

There would be a negative impact on corporate governance if regular performance and risk information was not provided to the Executive. The inherent score for this is HIGH. Once mitigating actions are applied (provision of this report and regular quarterly performance review meetings) the risk drops to LOW.

Fig 1.5: risk scoring

	Inherent risk score (likelihood)	Inherent risk score (impact)	Inherent risk score	Mitigations	Residual risk score (likelihood)	Residual risk score (impact)	Residual risk score
Negative impact on corporate governance if performance and risk information is not provided.	5 (almost certain)	4 (high impact on legal duty to provide robust corporate governance)	HIGH	Information provided on a quarterly basis.	1 (rare)	1 (negligible impact on legal duty to provide robust corporate governance)	LOW

## **9. Equality Implications**

All Annual Directorate Statements also include a commitment as follows: *Ensure we are an inclusive organisation, meeting our equalities duties, and exemplifying our values to act with integrity, respect each other, innovate, care and collaborate.*

## **10. Corporate Implications**

Business planning is important to ensure we are achieving the aims and priorities within the Corporate Plan.

## **11. Options Considered**

Regular performance reports contribute to the good governance of the organisation. There is a requirement within the council's Business Planning Framework for at least quarterly reporting against or Corporate Plan progress.

### **Authors:**

Jo Belbin, Senior Business Intelligence Analyst  
Corporate Services  
North Somerset Council  
[jo.belbin@n-somerset.gov.uk](mailto:jo.belbin@n-somerset.gov.uk)

### **Appendices:**

- Appendix one: Annual Directorate Statement commitments
- Appendix two: Key Corporate Performance Indicators
- Appendix three: Strategic Risk Register

### **Background Papers:**

- North Somerset Corporate Plan: [North Somerset Corporate Plan 2020-2024 \(n-somerset.gov.uk\)](https://n-somerset.gov.uk)
- Corporate Plan action plan and strategic risk register: [Microsoft Power BI](#)
- North Somerset Risk Management Strategy: [https://n-somerset.gov.uk/sites/default/files/2023-02/risk\\_management\\_strategy.pdf](https://n-somerset.gov.uk/sites/default/files/2023-02/risk_management_strategy.pdf)
- Adults Annual Directorate Statement 2022-2024
- Corporate Services Annual Directorate Statement 2022-2024
- Children's Annual Directorate Statement 2022-2024
- Place Annual Directorate Statement 2022-2024
- Public Health and Regulatory Services Annual Directorate Statement 2022-2024

## Appendix one: Annual Directorate Statement commitments (as of end Q1 2023/24)

Please note:

- Commitments are 2022 through to 2024 and so some were completed at the end of the last financial year but are included in this report for information.
- Commitments are sorted by commitment type and then the Q1 progress rating (COMPLETED through to RED).

ADS commitment	Q4 progress (2022/23)	Q1 progress (2023/24)	Direction of travel Q4 to Q1
<b>Organisational wide commitments</b>			
We will deliver the Empowering Communities and Reducing Inequalities action plan for 2023/24.	COMPLETED	GREEN	N/A
We will deliver the Customer Services Strategy action plan for 2023/24.	GREEN/AMBER	GREEN	POSITIVE
Ensure effective financial management across the directorates including a balanced budget at year end and delivery of MTFP savings.	COMPLETED	GREEN/AMBER	N/A
We will deliver the Joint Health and Wellbeing Strategy action plan for 2023/24.	GREEN/AMBER	GREEN/AMBER	STABLE
We will deliver the People Strategy action plan for 2023/24.	GREEN/AMBER	GREEN/AMBER	STABLE
We will deliver the Accommodation Strategy action plan for 2023/24 and embed new ways of working across the organisation.	AMBER	GREEN/AMBER	POSITIVE
We will ensure we are an inclusive organisation, meeting our equalities duties, and exemplifying our values to act with integrity, respect each other, innovate, care and collaborate.	AMBER	AMBER	STABLE
We will deliver the Climate Emergency Strategy action plan for 2023/24.	GREEN/AMBER	AMBER/RED	NEGATIVE
We will develop the directorate transformation programmes for 2023/24 linked in to MTFP planning.	RED	AMBER/RED	POSITIVE
We will deliver the Digital Strategy action plan for 2023/24.	RED	RED	STABLE
<b>Adults' directorate commitments</b>			
We will develop a market sustainability plan setting out our local strategy for 2022-2025.	COMPLETED	COMPLETED	N/A
We will undertake a cost of care exercise for Domiciliary Care and Residential Care in line with the Government Policy Paper 'Market Sustainability and fair Cost of Care fund'.	COMPLETED	COMPLETED	N/A



<b>ADS commitment</b>	<b>Q4 progress (2022/23)</b>	<b>Q1 progress (2023/24)</b>	<b>Direction of travel Q4 to Q1</b>
We will undertake a demand modelling exercise.	GREEN	GREEN	STABLE
We will create opportunities for people to have fulfilling activities during the day that meets their care needs and improves their wellbeing.	GREEN	GREEN	STABLE
We will deliver the ConnectED partnership programme, in collaboration with Bristol Council, South Gloucestershire Council and Bristol University (positive behaviour change).	GREEN	GREEN	STABLE
We will further embed an effective transitions pathway.	GREEN/AMBER	GREEN	POSITIVE
We will ensure an effective and robust response to adults safeguarding concerns by establishing a centralised Safeguarding Team.	AMBER	GREEN/AMBER	POSITIVE
We will contribute to the Integrated Care Partnership development and ensure North Somerset has a voice by aligning work across strategies.	GREEN/AMBER	AMBER	NEGATIVE
We will establish a therapy led reablement service, with a Technology Enabled Care first approach for the whole community.	AMBER	AMBER	STABLE
We will establish and then embed PAMMS (Provider Assessment and Market Management Solution).	AMBER	AMBER	STABLE
We will deliver the Adults directorate climate emergency action plan and deliver to timescales.	GREEN	AMBER/RED	NEGATIVE
<b>Children's Services directorate commitments</b>			
We will develop a robust and responsive quality assurance framework to support a learning organisation to include purposeful case audit activity.	COMPLETED	COMPLETED	N/A
We will complete an Exploitation Needs Assessment to inform an Exploitation Strategy.	COMPLETED	COMPLETED	N/A
As part of the Dedicated Schools Grant Management Plan, we will lead the Council's participation in the Department for Educations' Safety Valve Project, to ensure that benefits are maximised.	COMPLETED	GREEN	N/A
We will ensure that refugees resettled in North Somerset are welcomed and supported to make the area their home.	GREEN	GREEN	STABLE
We will embed phase two of the Front Door developments – to include the MASH, missing and exploitation meetings.	GREEN	GREEN	STABLE
We will ensure we provide a comprehensive music education service to children, young people, their families, and schools across North Somerset.	GREEN	GREEN	STABLE
We will achieve permanence for children by ensuring all children in care have clear plans for permanence which are appropriately tracked to avoid drift and delay.	GREEN/AMBER	GREEN	POSITIVE
We will contribute to a mental health and wellbeing needs assessment for children.	GREEN/AMBER	GREEN/AMBER	STABLE

<b>ADS commitment</b>	<b>Q4 progress (2022/23)</b>	<b>Q1 progress (2023/24)</b>	<b>Direction of travel Q4 to Q1</b>
We will develop and deliver an Education Strategy in partnership with key stakeholders.	GREEN/AMBER	GREEN/AMBER	STABLE
We will deliver the SEND improvement plan in partnership with key stakeholders.	GREEN/AMBER	GREEN/AMBER	STABLE
We will deliver the Education Commissioning Strategy including any in-year actions.	AMBER	GREEN/AMBER	POSITIVE
We will seek regular feedback from children and families and use this to inform practice improvements.	GREEN/AMBER	AMBER	NEGATIVE
We will ensure sufficiency of high-quality placements for 2-4 year olds including take up, quality, and training of workforce.	GREEN/AMBER	AMBER	NEGATIVE
We will improve the rigour of monitoring of safeguarding arrangements in schools and settings.	GREEN/AMBER	AMBER	NEGATIVE
We will review of the Family Wellbeing Service offer including consultation with partners Inc. the voluntary sector and the public and publicising across the partnership.	AMBER	AMBER	STABLE
We will ensure focused recruitment of mainstream, specialist fostering and supported lodging carers, and promotion of staying put scheme.	AMBER	AMBER	STABLE
We will reduce the number of children missing education (CME).	AMBER	AMBER	STABLE
We will promote good relationships with parents who are electively home educating their children and young people (EHE).	AMBER/RED	AMBER	POSITIVE
We will ensure all children and young people have meaningful transitions to post-16.	AMBER/RED	AMBER	POSITIVE
We will deliver the Children's directorate climate emergency action plan and deliver to timescales.	AMBER	AMBER/RED	NEGATIVE
We will commission a variety of placements to meet the needs of children and young people.	AMBER/RED	AMBER/RED	STABLE
We will ensure the Virtual School provides the right level of support for those children for whom they have legal responsibility.	AMBER/RED	AMBER/RED	STABLE
<b>Corporate Services commitments</b>			
We will develop and implement a Data Strategy and action plan linked in to the Information Management Strategy.	COMPLETED	COMPLETED	N/A
We will implement a coaching and mentoring scheme.	COMPLETED	COMPLETED	N/A
We will deliver the Communications Strategy Action Plan.	GREEN	GREEN	STABLE

<b>ADS commitment</b>	<b>Q4 progress (2022/23)</b>	<b>Q1 progress (2023/24)</b>	<b>Direction of travel Q4 to Q1</b>
We will deliver the new Healthy Workplaces Accreditation scheme.	GREEN	GREEN	STABLE
We will prepare for elections considering the requirements of the Elections Bill.	COMPLETED	GREEN/AMBER	N/A
We will identify the preferred option for the Support Services Partnership post September 2025 and begin work on delivering that option.	GREEN/AMBER	GREEN/AMBER	STABLE
We will develop a framework for monitoring the Capital Strategy and programme within new governance processes.	GREEN/AMBER	GREEN/AMBER	STABLE
We will review the programme of the capital and software replacement projects.	GREEN/AMBER	GREEN/AMBER	STABLE
We will improve revenue collections via enhanced debt recovery.	GREEN/AMBER	GREEN/AMBER	STABLE
We will review how we recruit staff across the organisation and implement the action plan for improvement.	AMBER	GREEN/AMBER	POSITIVE
We will provide an effective consultation and research framework.	COMPLETED	AMBER	N/A
We will improve how we report on organisation health including HR measures such as mandatory training, sickness absence, disciplinary, grievance and turnover at service levels.	GREEN/AMBER	AMBER	NEGATIVE
We will deliver the actions in the ICT Strategy - 2023/24 delivery plan and review against the IT improvement plan.	AMBER	AMBER	STABLE
We will deliver the actions in the Information Strategy - 2023/24 delivery plan.	AMBER	AMBER	STABLE
We will deliver the Corporate Services directorate climate emergency action plan and deliver to timescales.	RED	AMBER/RED	POSITIVE
<b>Place directorate commitments</b>			
We will enable SEE Monster successfully, including establishing a strong legacy and developing a new delivery model for the Tropicana.	COMPLETED	COMPLETED	N/A
We will deliver the Place elements of the Community Renewal Fund and ensure overall successful programme reporting.	COMPLETED	COMPLETED	N/A
We will develop the Local Flood Risk Management Strategy including engagement with stakeholders and community.	COMPLETED	COMPLETED	N/A
We will finalise the Highways Asset Management Strategy and new Highways Delivery Model.	COMPLETED	COMPLETED	N/A
We will develop a more joined up approach to environmental enforcement and community safety.	COMPLETED	GREEN	N/A

ADS commitment	Q4 progress (2022/23)	Q1 progress (2023/24)	Direction of travel Q4 to Q1
We will review opportunities for wider use of CCTV.	COMPLETED	GREEN	N/A
We will deliver the Bus Service Improvement Plan and set up of the Enhanced Partnership.	GREEN	GREEN	STABLE
We will enable the delivery of genuinely affordable homes across the district.	COMPLETED	GREEN/AMBER	N/A
We will deliver the in-year (2023/24) actions of the Green Infrastructure Strategy including continued roll out of rewilding and developing the opportunities of biodiversity net gain.	COMPLETED	GREEN/AMBER	N/A
We will support sector development (visitor economy, creative industries, rural food and drink, green) working with local, regional and national partners.	GREEN	GREEN/AMBER	NEGATIVE
We will continue to deliver priority projects within Weston Placemaking programme.	GREEN	GREEN/AMBER	NEGATIVE
We will deliver the libraries strategy and any in year actions for 2023/24.	GREEN	GREEN/AMBER	NEGATIVE
We will launch the Capital Programme Management Office as part of the council wide PMO front door ensuring capital projects are successfully delivered.	GREEN/AMBER	GREEN/AMBER	STABLE
We will deliver the Asset Strategy priorities including investment in Town Hall and completion of key business cases for Castlewood, Depots, and Leisure Centres.	GREEN/AMBER	GREEN/AMBER	STABLE
We will progress the Local Plan through consultation, member decisions and submission to Examination.	GREEN/AMBER	GREEN/AMBER	STABLE
We will complete delivery of the Planning Peer Review action plan including introduction of an enhanced pre-application system to enable development proposals.	GREEN/AMBER	GREEN/AMBER	STABLE
We will progress delivery of the Birnbeck Pier project in partnership with RNLI.	GREEN/AMBER	GREEN/AMBER	STABLE
We will complete placemaking strategies for Nailsea, Clevedon and Portishead and agree action plans with town councils and services.	GREEN/AMBER	GREEN/AMBER	STABLE
We will develop the action plan for promoting North Somerset for inward investment and securing investment opportunities through an enabling approach.	GREEN/AMBER	GREEN/AMBER	STABLE
We will support the Local Plan process to secure a robust framework for future employment development in Weston Enterprise Area.	GREEN/AMBER	GREEN/AMBER	STABLE
We will finalise the Corporate Landlord Operating model including new systems, processes, and team structure.	GREEN/AMBER	GREEN/AMBER	STABLE
We will develop and deliver a programme of work to support transport decarbonisation (EV, active travel, parking etc).	GREEN/AMBER	AMBER	NEGATIVE
We will continue to progress delivery of MetroWest.	AMBER	AMBER	STABLE
We will build a pipeline of high-quality homes and commercial space through the council's Development Programme.	AMBER	AMBER	STABLE

<b>ADS commitment</b>	<b>Q4 progress (2022/23)</b>	<b>Q1 progress (2023/24)</b>	<b>Direction of travel Q4 to Q1</b>
We will review and produce options for home to school transport that support educational needs and a move towards sustainable transport and improvement in life skills.	AMBER	AMBER	STABLE
We will continue to progress delivery of key infrastructure projects including Banwell Bypass, Winterstoke Hundred Academy Expansion, Winterstoke Road, and A38 Major Road Network investment.	AMBER/RED	AMBER/RED	STABLE
<b>Public Health and Regulatory Services directorate commitments</b>			
We will deliver health protection in a post covid world.	COMPLETED	COMPLETED	N/A
We will develop new models of service delivery in primary care.	GREEN	GREEN	STABLE
We will develop and implement an action plan from the private rented housing stock condition survey.	GREEN	GREEN	STABLE
We will enable objectives within place-based partnerships to include a focus on improving population health and wellbeing and preventing ill health.	GREEN/AMBER	GREEN/AMBER	STABLE
We will ensure our services (commissioned and provided) are closing the inequalities gap.	AMBER	GREEN/AMBER	POSITIVE
We will develop a research, evidence and evaluation strategy which supports teams across the council.	AMBER	AMBER	STABLE
We will deliver the Public Health and Regulatory Services climate emergency action plan and deliver to timescales.	GREEN/AMBER	AMBER/RED	NEGATIVE

## Appendix two: Key Corporate Performance Indicators (as of end Q1 2023/24) (reportable only)

National benchmarking data is intended to provide a comparison of local data against the latest national data wherever possible. Where the data has not yet been published the latest available data has been given. Local measures cannot be benchmarked. Contextual measures do not have a target.

Please note, measures are sorted by Corporate Plan priority and then theme.

Scrutiny Panel					Measure	Year End 2022/23 (or latest published data)	2023/24				Year-End Target	Year-End Status	Number	National benchmarking England (Eng) South West (SW)
ASH	CYPS	TCC	PEP	Health			Q1	Q2	Q3	Q4				
<b>A thriving and sustainable place</b>														
			✓		The percentage of vacant retail premises in WsM town centre (including the Sovereign Centre)	20.2%	20.3%				Not targeted	Not targeted	128 / 631	Local measure
			✓		The percentage of vacant retail premises in Clevedon town centre	7.2%	8.6%				Not targeted	Not targeted	13 / 152	Local measure
			✓		The percentage of vacant retail premises in Nailsea town centre	15.2%	15.8%				Not targeted	Not targeted	26 / 165	Local measure
			✓		The percentage of vacant retail premises in Portishead town centre	5.2%	6.0%				Not targeted	Not targeted	8 / 134	Local measure
		✓			The percentage of potholes repaired within 28 days	72.0%	64.0%				An increasing trend	RED	331 / 517	Local measure
		✓			The percentage of household waste recycled	60.4%	61.0%				An increasing trend	AMBER	15,386.36 / 25,228.65	Eng 42.1% SW 49.0% (2021/22)

		✓		The percentage of household waste sent to landfill	9.6%	12.7%				A decreasing trend	RED	3,337.06 / 26,221.32	Eng 7.2% SW 5.7% (2021/22)
		✓		Residual household waste sent to landfill (per household) (kgs)	377.49kg	99.04kg				A decreasing trend	AMBER	9,842.29 / 99,380	Eng 498.9kgs SW 442.5kgs (2021/22)
		✓	✓	Total crime incidents	13,717 crimes	2,316 crimes (April/May only)				A decreasing trend	AMBER	N/A	Local measure
		✓	✓	Rate of crime across North Somerset (per 1,000)	63.6 per 1,000	10.7 per 1,000				A decreasing trend	GREEN	N/A	Local measure
		✓		Total domestic abuse incidents	3,288 incidents	904 incidents				A decreasing trend	RED	N/A	Local measure
		✓		Rate of domestic abuse across North Somerset (per 1,000)	15.2 per 1,000	4.2 per 1,000				A decreasing trend	RED	N/A	Eng 31.9 SW 24.9 (2021/22)
		✓	✓	Total anti-social behaviour incidents	2,804 incidents	544 (April/May only)				A decreasing trend	AMBER	N/A	Local measure
		✓	✓	Rate of anti-social behaviour across North Somerset (per 1,000)	13 per 1,000	2.5 per 1,000				A decreasing trend	GREEN	N/A	Local measure
		✓		Number of library loans and renewals (excluding eBooks)	567,290	145,744				An increasing trend	GREEN	N/A	Local measure

		✓		Number of registered library users	37,526	38,014				An increasing trend	GREEN	N/A	Local measure
			✓	Major Planning applications determined within 13 weeks (%)	73.0%	85.7%				A stable or increasing trend	GREEN	12 / 14	Eng 87% SW 82% (2022/23)
			✓	Minor Planning applications determined within 8 weeks (%)	86.5%	94.9%				A stable or increasing trend	GREEN	166 / 175	Eng 83% SW 81% (2022/23)
✓				Number of households in North Somerset living in temporary accommodation	84 households	83 households				A decreasing trend	GREEN	N/A	Per (000s) households NSC 0.86 Eng 2.98 SW 1.69 (Q4 2022/23)
✓				Average length of stay in temporary accommodation (weeks)	13.1 weeks	12 weeks				A decreasing trend	GREEN	N/A	Local measure
✓				More homeless, (or threatened with homeless), households who are prevented from being homeless (%)	Per. 58.4%	64.0%				An increasing trend	GREEN	73 / 114	Local measure
✓			✓	The number of affordable houses delivered through working in partnership	404 homes	36 homes				An increasing trend	RED	N/A	Local measure
<b>A council which empowers and cares about people</b>													
	✓			The number of primary school suspensions expressed as a percentage of the school population	1.0% (2020/21)	1.36% (2021/22)	-	-	-	A decreasing trend	RED	232 / 17,093	Eng 1.42% SW 1.86% (2021/22)



✓				The number of secondary school suspensions expressed as a percentage of the school population	7.9% (2020/21)	10.06% (2021/22)	-	-	-	A decreasing trend	RED	1,378 / 13,692	Eng 13.96% SW 15.68% (2021/22)
✓				Number of children in Elective Home Education	492 children	458 children				Not targeted	Not targeted	N/A	Local measure
✓				The percentage of schools in North Somerset who have a good or outstanding Ofsted rating	87.0%	83.6%				An increasing trend	RED	66 / 78	Local measure
✓				The rate of referrals to Children's social care (per 10,000)	173.2 per 10,000 (2022)	63.48 per 10,000				Not targeted	Not targeted	N/A	Eng 537.7 SW 506.5 (2022)
✓				The percentage of re-referrals to Children's social care	13.2% (2022)	15.8%				Not targeted	Not targeted	15 / 95	Eng 21.5% SW 22.6% (2022)
✓				Assessment timeliness: the percentage of assessments completed within 45 working days	88.2% (2022)	62.5%				An increasing trend	RED	180 / 288	Eng 84.5% SW 81.7% (2022)
✓				The rate of new early help episodes (per 10,000)	233.8 per 10,000	59.04 per 10,000				An increasing trend	AMBER	N/A	Local measure
✓				The rate of Children in Need (per 10,000)	197.2 per 10,000 (2022)	56.48 per 10,000				Not targeted	Not targeted	N/A	Eng 334.3 SW 299.8 (2022)
✓				The rate of children on a Child Protection Plan (per 10,000)	21.7per 10,000 (2022)	26.61 per 10,000				Not targeted	Not targeted	N/A	Eng 42.1 SW 40.5 (2022)
✓				The rate of Children in Care (per 10,000)	46 per 10,000 (2022)	49.48 per 10,000				Not targeted	Not targeted	N/A	Eng 70.0 SW 60.0 (2022)

✓				The percentage of child protection plans started that were a second or subsequent plan	26.7% (2022)	18.6%				A decreasing trend	GREEN	6 / 32	Eng 23.3% SW 25.3% (2022)
✓				The percentage of children in care in long-term placement stability	71.0% (2022)	70.9%				An increasing trend	GREEN	56 / 79	Eng 71.0% SW 71.0% (2022)
✓				The percentage of care leavers in who are in suitable accommodation	87.0% (2022)	92.5%				An increasing trend	RED	111 / 120	Eng 88.0% SW 89.0% (2022)
✓				The percentage of care leavers who are in education, employment, or training	53.0% (2022)	53.7%				An increasing trend	GREEN	65 / 121	Eng 55.0% SW 56.0% (2022)
			✓	Claimant count for those on out of work benefits in North Somerset (aged 16-64 years, %)	2.4%	2.2%				A decreasing trend	GREEN	2,085 / 124,000	Eng 3.8% SW 2.5% (June 2023)
			✓	Claimant count for those on out of work benefits in North Somerset (aged 18-24 years, %)	3.7%	3.7%				A decreasing trend	AMBER	505 / 13,330	DNA
✓				The number of people in permanent care home placements age 18 - 64	179 people	183 people				A decreasing trend	RED	N/A	Local measure
✓				The number of people in permanent care home placements age 65+	777 people	802 people				A decreasing trend	RED	N/A	Local measure
✓				The number of people we're helping with crisis support (rate per 10,000)	14.15 per 10,000	14.52 per 10,000				A decreasing trend	AMBER	N/A	Bristol, 7.19 SGlos, 5.07 BANES, 5.75 (June 2023)
<b>An open and enabling organisation</b>													

		✓		The net business rates physically received within North Somerset (£)	£60,833m	£19,994m				An increasing trend	GREEN	N/A	Local measure
		✓		The net council tax physically received within North Somerset (£)	£156,188m	£50,308m				An increasing trend	GREEN	N/A	Local measure
		✓		The overall percentage rate of in-year sundry debt collection	95.4%	95.0%				An increasing trend	GREEN	10,971,377 / 115,526,494	Local measure
		✓		The number of level 2 complaints (ALL)	108 complaints	19 complaints				A decreasing trend	AMBER	N/A	Local measure
		✓		The percentage of upheld Ombudsman complaints (ALL)	31.0%	33.0%				A decreasing trend	AMBER	3 / 9	Local measure
		✓		The percentage of customer satisfaction via telephone	99.6%	99.6%				An increasing trend	GREEN	1,482 / 1,488	Local measure
		✓		Call abandonment rate (Unmet demand) (%)	5.1%	3.5%				A decreasing trend	GREEN	TBC	Local measure
		✓		Time taken to process housing benefit new claims (days)	6 days	7.8 days				A decreasing trend	AMBER	N/A	Eng 20 days SW 18 days (2022/23)
		✓		Time taken to process housing benefit change events (days)	3 days	3.87 days				A stable or decreasing trend	AMBER	N/A	Eng 6 days SW 5 days (2022/23)
		✓		Staff turnover remains within agreed thresholds	11.5%	2.8%				A decreasing trend	GREEN	43 / 1,512	Local measure
		✓		Sickness absence remains below 8 days per FTE	6.52 days per FTE	7.35 days per FTE				A decreasing trend	GREEN	N/A	Local measure

		✓		Completion of ALL FOIs within 20 working days (%)	86.7%	93.3%				An increasing trend	GREEN	252 / 270	Local measure
		✓		Completion of ALL SARS within one calendar month (%)	61.3%	20.0%				An increasing trend	RED	4 / 20	Local measure
		✓		Resolution of ICT Incidents within agreed SLA (%)	99.1%	99.2%				An increasing trend	GREEN	3,053 / 3,079	Local measure
		✓		Resolution of Service Requests within agreed SLA (%)	99.2%	99.0%				An increasing trend	GREEN	4,164 / 4,205	Local measure

**Appendix three: Strategic Risk Register (as of end Q1 2023/24)**

Risk	Risk ref	Q4 (2022/23) residual score	Q1 inherent score	Q1 mitigating actions	Q1 residual score	Q4 to Q1 direction of travel	Risk treatment
PRINCIPAL RISK: There is a pandemic event which negatively impacts on the health and wellbeing of the residents of North Somerset.	S-RISK01	LOWMED	MED	Continued use of Local Resilience Forum and national guidance and planning processes. Close working with UK Health Security Agency around scenario planning.	LOWMED	STABLE	ACCEPT
PRINCIPAL RISK: There is a malicious attack against people and/or buildings in North Somerset or surrounding areas which is a risk to life and limb.	S-RISK03	N/A	MED	Cross directorate work preparing for Martyn's Law and other protective measures.	LOWMED	N/A	ACCEPT
PRINCIPAL RISK: There is a disaster event impacting people and/or buildings in North Somerset or surrounding areas which is a risk to life and limb.	S-RISK04	N/A	MED	Strong working with the Local Resilience Forum in planning for response. Review at CLT of capacity and capability to be carried through during 2023/24.	LOWMED	N/A	ACCEPT
PRINCIPAL RISK: There is coastal flooding in North Somerset which negatively impacts on people,	S-RISK05	N/A	HIGH	Local Flood Risk Management Strategy has been published. Pilot project with DEFRA being	HIGH	N/A	ACCEPT

Risk	Risk ref	Q4 (2022/23) residual score	Q1 inherent score	Q1 mitigating actions	Q1 residual score	Q4 to Q1 direction of travel	Risk treatment
businesses, and communities in North Somerset.				prepared to increase flood awareness in high risk Weston communities.			
PRINCIPAL RISK: There is a cyber-attack which damages the infrastructure of North Somerset Council and impacts on the organisation's ability to carry out our statutory duties.	S-RISK06	HIGH	HIGH	Continued cyber training and phishing training rolled out across the organisation. Ongoing strategic cyber risk sessions held.	HIGH	STABLE	ACCEPT
There is a local risk that the council will fail to meet the 2030 net zero target, and this will contribute to a negative impact on the wellbeing and or/viability of human, animal and plant health in North Somerset.	S-RISK02	HIGH	HIGH	Deliver Climate Emergency Action Plan. Create and adopt path to net zero with clear quantified timelines, resources, and data. Adopt adaptation plan.	HIGH	STABLE	ACCEPT
The council is not able to balance its budget due to demand on services and achievement of MTFP savings.	S-RISK07	HIGH	HIGH	Budget monitoring and financial controls in place, risk register and reporting. Consider use of reserves and Medium-term Financial Plan process.	HIGH	STABLE	ACCEPT
The council is unable to deliver capital projects within the approved resource envelope either due to unmanageable cost increases and/or lack of governance.	S-RISK08	N/A	HIGH	Review of capital budget sponsored by executive, decisions required to prioritise and determine scope (so, ceasing some activity).	HIGH	N/A	ACCEPT
There is a widening of the inequality gap in North Somerset, or we are not able to reduce the current gap, leading to poorer life outcomes for vulnerable residents including life expectancy.	S-RISK09	N/A	HIGH	Development of Council wide health inequalities action plan underway. Based on role we can play but recognising wider impacts e.g. cost of living crisis and national policy.	MEDHIGH	N/A	ACCEPT
The council is not able to successfully recruit when needed leading to capacity issues in key areas which impact on the delivery of statutory services, key projects,	S-RISK10	HIGH	HIGH	Recruitment team now in place, focus on children's social care.	MEDHIGH	POSITIVE	ACCEPT

Risk	Risk ref	Q4 (2022/23) residual score	Q1 inherent score	Q1 mitigating actions	Q1 residual score	Q4 to Q1 direction of travel	Risk treatment
and/or increases workloads on existing staff.							
The condition of our corporate estate/assets pose an increasing financial, operational, and reputational risk.	S-RISK11	N/A	HIGH	Complete SAMP assessments. Deliver programme of improvements / adaptations / depostals. Prioritise those with greatest health and safety and service delivery risks.	HIGH	STABLE	ACCEPT

## North Somerset Council

### Report to the Executive

**Date of Meeting: 18 October 2023**

**Subject of Report: Draft Calendar of Executive Meetings 2024/25**

**Town or Parish: None**

**Officer/Member Presenting: Assistant Director Legal & Governance and Monitoring Officer**

**Key Decision: No**

### Reason:

The proposal does not incur expenditure or make savings of £500,000 or over and is not significant in terms of its effect on two or more wards.

### Recommendations

That the Executive approves a draft calendar of Executive meetings for the 2024/25 Municipal Year.

### 1. Summary of Report

The report sets out suggested dates for Executive meetings for 2024/25.

### 2. Policy

None

### 3. Details

3.1 As required under the Constitution, the municipal calendar is approved each year at the Annual Council meeting in May. To allow councillors and officers to plan ahead and to give members of the public as much notice as possible of forthcoming meetings, the aim is to have a draft municipal calendar for 2024/25 in place before the end of 2023. It is proposed to submit a draft municipal calendar to Council in November for approval. The draft calendar will be subject to final approval at the Annual Council meeting in May 2024 but will provide provisional dates well in advance.

3.2 Before submitting a draft calendar to Council, the Executive is asked to consider draft dates for its own meetings for 2024/25. Executive meetings are still livestreamed and also available to view after the meeting, continuing to provide accessibility to meetings and improved openness and transparency around the decision-making process.

3.3 Further consideration is being given to holding meetings at alternative venues and times subject to the additional costs and resourcing associated with facilitating meetings in the community and given the greater accessibility offered by livestreaming meetings.

3.4 On the assumption that the number of Executive meetings remains at six and having regard to dates and times in 2023/24, the following dates and times are suggested.

**Executive** (all meetings to be held on Wednesdays at 2.30pm or 6.00pm as noted below at the Town Hall or other venue in the community to be decided)

19/06/24 – 6.00pm

11/09/24 – 2.30pm

16/10/24 \* - 2.30pm

04/12/24 \* - 2.30pm

05/02/25 \* - 2.30pm

30/04/25 – 6.00pm

*[\* Denotes meeting required at this point to accommodate the budget process]*

#### **4. Consultation**

Executive Members and senior officers have been consulted on proposed dates.

#### **5. Financial Implications**

Any decision to hold meetings at venues other than the Town Hall will incur additional costs in respect of venue and/or audio equipment hire and ICT support and will require additional resourcing.

#### **6. Legal Powers and Implications**

None

#### **7. Climate Change and Environmental Implications**

Livestreaming physical meetings continues to provide for other interested parties to watch meetings online thereby avoiding the need to travel to the Town Hall. Active travel to and from physical meetings would reduce the environmental impact associated with journeys to and from the Town Hall.

#### **8. Risk Management**

None

#### **9. Equality Implications**

Have you undertaken an Equality Impact Assessment? No

The livestreaming of Executive meetings has increased accessibility and opened up the decision-making process to a wider audience.

#### **10. Corporate Implications**

None

#### **11. Options Considered**

As contained within the report.

#### **Author:**

Hazel Brinton

Committee Services Manager, Democratic and Electoral Services

Tel: 01275 884811



**Appendices:**

None

**Background Papers:**

Municipal Calendar 2023/24

Minutes of the Executive 19/10/22

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