

Public Document Pack

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Date: Tuesday, 2 March 2021

****Virtual Meeting**

Dear Sir or Madam

The Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel – Wednesday, 10 March 2021, 2.30 pm – Virtual Meeting via Microsoft Teams

A meeting of the Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel will take place as indicated above. Councillors will be sent a Teams Meeting invitation to place the meeting in their Calendar and can then access the meeting from the link in that calendar item.

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

<https://youtu.be/K4CK4JdWBt4>

The agenda is set out overleaf.

Yours faithfully

Assistant Director Governance and Monitoring Officer

To: John Crockford-Hawley (Chairman), Peter Crew (Vice-Chairman), Mike Bird, Steve Bridger, Gill Bute, Sarah Codling, Mark Crosby, Karin Haverson, Steve Hogg, Huw James, Patrick Keating and Richard Tucker.

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. **Public Discussion (Standing Order SSO 9 as amended by SSO 5A)**

To receive and hear any person who wishes to address the Panel on matters which affect the District and fall within the remit of the Panel. The Chairman will select the order of the matters to be received.

Please ensure that any submissions meet the required time limits and would take no longer than five minutes to read out.

Requests and full statements must be submitted in writing to the Head of Legal and Democratic Services, or to the officer mentioned at the top of this agenda letter, by noon on the day before the meeting.

2. **Apologies for absence and notification of substitutes**

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 Chamber in respect of a declaration, he or she should ensure that the Chairman 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** (Pages 5 - 8)

25 November 2020, to approve as a correct record (attached).

5. **Matters referred by Council, the Executive, other Committees and Panels (if any)** (Pages 9 - 14)

6. **North Somerset Local Plan** (Pages 15 - 24)

7. **Wyndham Way Study (Portishead) Area** (Pages 25 - 70)

8. **North Somerset Parking Standards Supplementary Planning Document (SPD) Review** (Pages 71 - 150)

9. **SPEDR Panel Work Plan - March 2021** (Pages 151 - 156)

Exempt Items

Should the Strategic Planning, Economic Development and Regeneration Policy

and Scrutiny Panel 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 Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel 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 Chairman.

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

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Minutes

of the Meeting of the

Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel Wednesday, 25th November 2020

held in the Virtual Meeting.

Meeting Commenced: 14:30 Meeting Concluded: 16:05

Councillors:

P John Crockford-Hawley (Chairman)

P Peter Crew
P Richard Tucker
P Steve Bridger
P Gill Bute
P Sarah Codling
P Mark Crosby
P Karin Haverson
P Steve Hogg
P Huw James
P Patrick Keating

P: Present

A: Apologies for absence submitted

Also in attendance: Councillor Geoff Richardson.

Officers in attendance: Jenny Ford, Jane Harrison, Alastair Shankland (Place);
Mike Rigall, Leo Taylor, Brent Cross (Corporate Services)

SPR Election of the Vice-Chairman (Agenda Item 1)

10

Resolved: that Councillor Peter Crew be elected Vice-Chairman.

SPR Declaration of disclosable pecuniary interest (Standing Order 37)

11

None.

SPR Minutes of the Meeting held on 22 July 2020 (Agenda Item 5)

12

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

SPR 13 Urban renewal activity across North Somerset (Agenda Item 7)

The Head of Development presented an overview of the report, which provided an update on urban renewal activity across North Somerset. This included placemaking strategies, economic development and business support, and Local Plan allocations and the delivery of brownfield sites.

Queries for clarification and comments were received from Members as follows (officer replies in italics):

- What was happening with the Weston College land in Nailsea? *Officers were in discussion with the various parties about the potential options.*
- Members were happy to see that the partnership working with town councils was in place, and felt that the approach to treating town councils as equals would provide successful results. It was also important for the Strategic Planning, Economic Development and Regeneration Panel (SPEDR) to be made aware of how town councils were responding to the participation events.
- What would be needed to start off the placemaking strategy in Clevedon? *The Head of the Place Directorate had regular meetings with town councils, and this would be put on the agenda for her next meeting with Clevedon Town Council.*
- What was the route to starting similar conversations with Weston Town Council? *There was to be a Weston Placemaking digital event the week after the present meeting, to which Weston Town Council had been invited.*

Concluded: that the report be received, and Members' comments provided to officers in the form of minutes.

SPR 14 Junction 21 Enterprise Area new vision (Agenda Item 8)

The Head of Economy presented the report, and asked SPEDR Members for input into the key questions that officers were researching about the future for the Junction 21 Enterprise Area.

The following questions and comments were received from Members:

- Members sought clarification on what was meant by 'quality jobs', what 'hybrid space' referred to, and more detail on the Foodworks food and drink innovation centre. *Quality jobs would be provided by engaging with businesses on upskilling their work forces, and by providing support to employers on e.g. the living wage. Hybrid space referred to a mixed use site and the site at Worle Station was used as an example – it had spaces for a high-tech data centre, a furniture supply company and a T-shirt company, among others. Foodworks had workspace units for food and drink businesses as well as space for them to grow into; it had four test kitchens for rent in the innovation centre; an update including more detail could be brought to SPEDR.*
- Members requested more detail on what had been happening at the Avoncrest site, and suggested an alternative use as an urban woodland. *Although the land was owned by North Somerset Council, Homes England had bought out the previous leaseholder and was*

working with North Somerset Council on technical studies etc. As the land was heavily contaminated from its former use as a landfill site, remediation would be required. It was emphasised that any alternative use would require the relocation of the 700 houses that had been allocated to the site under the Local Plan. In addition, even use as a woodland, if including public access, would be likely to require remediation.

- It was suggested that it would be useful if the new vision included links to south-east Wales, particularly Monmouthshire, instead of focusing solely on building links to the west and south. *The strengthening of links to south-east Wales would be investigated.*
- Some Members were concerned about the mention of Free Ports, as they were concerned that these carried a lot of risk and could lead to a reduction in social and planning standards. *Any Free Port would be private sector led, and the idea was still in the research phase.*
- What was unique about the Gravity enterprise zone at Bridgwater? *It was very large – over 600 acres, and was being constructed on the previous BA ordinance centre. It was being purpose-built to include high levels of green infrastructure. Because of its size, it would be beneficial for businesses at the Junction 21 Enterprise Area to work with companies based at the site.*
- Could job creation be linked to the need to retrofit houses in Weston-super-Mare for energy efficiency, and the green economy more generally? *The Employment and Skills Strategy had a theme around green skills. This was being actively worked on in conjunction with Weston College.*
- Were funds for development and employment accessible now that the Council would not be able to join the West of England Combined Authority (WECA) in the next few years? *There were various funds available, but there was less control by the Council over how the funds could be spent. All relevant funds were being applied for.*

Concluded: that the report be received, and Members' comments provided to officers in the form of minutes.

SPR The Panel's Work Plan (Agenda Item 9)

The Democratic Services Officer presented the Panel's Work Plan and asked for Members' input into areas to focus on.

It was suggested that the ASH Housing Issues Group, who were interested in examining social housing in North Somerset, should work jointly with SPEDR. The Head of Development informed Members that the affordable housing enabling team was now part of her team and would be able to provide reports as needed.

In the light of the request for more information about Foodworks, it was suggested that the Head of Economy could provide a written briefing to the Panel, with a site visit and a possible formal SPEDR meeting at the centre to follow in due course.

Concluded: that the work plan be updated, picking up actions and discussion outcomes from the present meeting.

Chairman

Council

23 February 2021

Draft Extract

COU Motions by Members (Standing Order No. 14)
153 End our Cladding and EWS1 Scandal (Councillor Keating) (Agenda Item 6 (1))

Having earlier declared an interest in this item, Councillor James took no part in the debate.

In introducing his Motion, Councillor Keating referred to the significant number of low and mid-rise buildings in North Somerset and the residents and leaseholders who through no fault of their own were being left in limbo as a result of the cladding scandal. He referred to the wording of the motion as published with the agenda papers and proposed it be amended to refer the matter to the Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel rather than to the Executive, and to ask the Chief Executive to write to Government to express Council's concerns.

Motion: Moved by Councillor Keating and seconded by Councillor Charles

"Council notes that:

- a. Following the human tragedy of the 2017 Grenfell Tower fire taking 72 lives blamed on Aluminium Composite Material (ACM) cladding, this has rightfully led to a focus on fire safety in buildings across the country.
- b. The Government banned the use of all combustible materials on the walls of new high rises in November 2018 (MHCLG, Government bans combustible materials on high-rise homes, 29 November 2018) meaning the problem has now extended beyond ACM cladding to buildings decorated with other materials that could be flammable - including balconies, and wooden panels. However, it did not legislate for building owners to take action or provide sufficient compensation funds to cover all situations.
- c. In parallel, the Royal Institution of Chartered Surveyors (RICS) and the UK Council of Mortgage Lenders agreed the industry External Wall System fire review and certification process resulting in what is known as an EWS1 form. Only circa 300 professional fire safety engineers nationally are qualified to issue these - creating a bottleneck across the country including in the West of England.

- d. In North Somerset, there are a significant number of low and mid-rise buildings. These are mostly limited to traditional builds, however there are a concentration of buildings with non-traditionally built dwellings – particularly around Portishead Marina.
- e. Without an EWS1 form, many lenders are now refusing to provide mortgages. As there is no Government legislation forcing owners to produce EWS1 forms or to take remedial action, many leaseholders are having to battle with owners whether their Local Authority, Housing Associations or private landlords. Remediation costs are also skyrocketing in the £100Ks and many owners are forcing this back on leaseholders via financially ruinous service charges – including impacting those in shared ownership.
- f. Subsequently, residents and leaseholders through no fault of their own are being left in potentially ruinous limbo unable to mortgage properties, re-mortgage and therefore unable to buy and sell.
- g. Additionally, residents are living in fear in homes with no idea if they are safe. This is fundamentally holding up people's lives, costing our residents money they shouldn't have to pay and leaving a huge mental health impact.

Council therefore

(1) calls on the Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel to establish policy recommendations on the following points and to report back, in all urgency, to a future meeting of the Council:

- a. Sign up the Council to the End Our Cladding Scandal campaign: endourcladdingscandal@gmail.com.
- b. Continuing providing advice and support to provide assistance to all North Somerset residents associations regardless of housing tenure i.e. Council, Housing Association, Shared Ownership or private. The aim being to assist such resident associations in lobbying developers, building owners and claiming Government funds to urgently rectify their buildings. This support should be proactive rather than reactive.
- c. Work in partnership with the West of England Combined Authority and LEP to redeploy and upskill surveyors and suitable professionals as appropriate, in order to perform more EWS1 assessments. The aim being to accelerate remediation and certification. This may also have a longer-term benefit to increasing higher value job opportunities in North Somerset in partnership with Weston College's Institute of Technology.
- d. Work in partnership with all local private building owners and Housing Associations to act immediately in rectifying issues and achieve EWS1 certification – noting that some of these owners may not be the original developer and therefore will need the Council's assistance to engage and trace such developers or other routes to remedy to avoid any cost to their Leaseholders.
- e. Explore ways to delay approving planning applications from developers where the applicant has outstanding snagging or EWS1 certification issues in North Somerset and include a condition to be discharged on all future planning applications to provide an EWS1 form before first occupation.

- f. Explore ways to expediate Planning Applications, Support, and a Design Guide for communities effected by ESW1 forms and cladding issues.
- g. Lobby and work with the MPs, Ministry of Housing Community and Local Government to:
 - i. Devolve powers to local authorities like North Somerset in order to have jurisdiction over enforcing remediation of housing of all tenures and to target relevant compensation funds from Central Government to where it can actively support affected residents best.
 - ii. Adopt the sensible recommendations of the Housing, Communities and Local Government Select Committee that the EWS1 process could be reformed to urgently revise and implement a process (at no cost to leaseholders) that offers clarity to lenders, insurers and peace of mind for homeowners and buyers to reinstate re-mortgaging and property sales provided there is no immediate danger.
 - iii. Adopt the 10 asks of the 'End Our Cladding Scandal' campaign; and

(2) asks the Chief Executive to write to Government to express our concerns about the support provided to our residents affected by the cladding scandal and to highlight the particular circumstances in North Somerset.”

Seven members signalled their support for a debate on the Motion.

Councillor Keating spoke in support of his Motion and urged all members to support it.

Resolved: Council notes that:

- a. Following the human tragedy of the 2017 Grenfell Tower fire taking 72 lives blamed on Aluminium Composite Material (ACM) cladding, this has rightfully led to a focus on fire safety in buildings across the country.
- b. The Government banned the use of all combustible materials on the walls of new high rises in November 2018 (MHCLG, Government bans combustible materials on high-rise homes, 29 November 2018) meaning the problem has now extended beyond ACM cladding to buildings decorated with other materials that could be flammable - including balconies, and wooden panels. However, it did not legislate for building owners to take action or provide sufficient compensation funds to cover all situations.
- c. In parallel, the Royal Institution of Chartered Surveyors (RICS) and the UK Council of Mortgage Lenders agreed the industry External Wall System fire review and certification process resulting in what is known as an EWS1 form. Only circa 300 professional fire safety engineers nationally are qualified to issue these - creating a bottleneck across the country including in the West of England.
- d. In North Somerset, there are a significant number of low and mid-rise buildings. These are mostly limited to traditional builds, however there are a concentration of buildings with non-traditionally built dwellings – particularly around Portishead Marina.
- e. Without an EWS1 form, many lenders are now refusing to provide mortgages. As there is no Government legislation forcing owners to produce EWS1 forms or to take remedial action, many leaseholders are having to battle with owners whether their

Local Authority, Housing Associations or private landlords. Remediation costs are also skyrocketing in the £100Ks and many owners are forcing this back on leaseholders via financially ruinous service charges – including impacting those in shared ownership.

f. Subsequently, residents and leaseholders through no fault of their own are being left in potentially ruinous limbo unable to mortgage properties, re-mortgage and therefore unable to buy and sell.

g. Additionally, residents are living in fear in homes with no idea if they are safe. This is fundamentally holding up people's lives, costing our residents money they shouldn't have to pay and leaving a huge mental health impact.

Council therefore

(1) calls on the Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel to establish policy recommendations on the following points and to report back, in all urgency, to a future meeting of the Council:

- a. Sign up the Council to the End Our Cladding Scandal campaign: endourcladdingscandal@gmail.com.
- b. Continuing providing advice and support to provide assistance to all North Somerset residents associations regardless of housing tenure i.e. Council, Housing Association, Shared Ownership or private. The aim being to assist such resident associations in lobbying developers, building owners and claiming Government funds to urgently rectify their buildings. This support should be proactive rather than reactive.
- c. Work in partnership with the West of England Combined Authority and LEP to redeploy and upskill surveyors and suitable professionals as appropriate, in order to perform more EWS1 assessments. The aim being to accelerate remediation and certification. This may also have a longer-term benefit to increasing higher value job opportunities in North Somerset in partnership with Weston College's Institute of Technology.
- d. Work in partnership with all local private building owners and Housing Associations to act immediately in rectifying issues and achieve EWS1 certification – noting that some of these owners may not be the original developer and therefore will need the Council's assistance to engage and trace such developers or other routes to remedy to avoid any cost to their Leaseholders.
- e. Explore ways to delay approving planning applications from developers where the applicant has outstanding snagging or EWS1 certification issues in North Somerset and include a condition to be discharged on all future planning applications to provide an EWS1 form before first occupation.
- f. Explore ways to expediate Planning Applications, Support, and a Design Guide for communities effected by ESW1 forms and cladding issues.
- g. Lobby and work with the MPs, Ministry of Housing Community and Local Government to:

- i. Devolve powers to local authorities like North Somerset in order to have jurisdiction over enforcing remediation of housing of all tenures and to target relevant compensation funds from Central Government to where it can actively support affected residents best.
- ii. Adopt the sensible recommendations of the Housing, Communities and Local Government Select Committee that the EWS1 process could be reformed to urgently revise and implement a process (at no cost to leaseholders) that offers clarity to lenders, insurers and peace of mind for homeowners and buyers to reinstate re-mortgaging and property sales provided there is no immediate danger.
- iii. Adopt the 10 asks of the 'End Our Cladding Scandal' campaign; and

(2) asks the Chief Executive to write to Government to express our concerns about the support provided to our residents affected by the cladding scandal and particular circumstances in North Somerset.

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North Somerset Council

REPORT TO THE STRATEGIC DEVELOPMENT, ECONOMIC DEVELOPMENT AND REGENERATION POLICY AND SCRUTINY PANEL

DATE OF MEETING: 10 MARCH 2021

SUBJECT OF REPORT: NORTH SOMERSET LOCAL PLAN

TOWN OR PARISH: ALL

OFFICER/MEMBER PRESENTING: MICHAEL REEP, PLANNING POLICY MANAGER

KEY: NO

REASON:

RECOMMENDATIONS

To consider the issues arising from and feedback received on the Challenges and Choices stages of the North Somerset Local Plan and make recommendations to Executive Committee in respect of the approach to be taken to the selection of the preferred spatial strategy and key issues identified in the report.

1. SUMMARY OF REPORT

1.1 The Council consulted on the initial stages of the Local Plan in 2020. Consultation on Challenges took place 22 July to 2 September and Choices 2 November to 14 December 2020.

1.2 The next stage of the plan making process is to consider the preferred spatial strategy which provide the framework for the assessment of the broad locations to meet the growth requirements (housing and employment). This will reflect the local plan's vision and strategic priorities, informed by the evidence and the response to consultation.

1.3 This report sets out some of the main issues identified which will need to be considered by Executive Committee in April, and Panel members are asked for their views.

2. POLICY

2.1 The Local Plan will provide the land use framework for the delivery of the key outcomes of the Corporate Plan and the Council's Economic Plan.

3. DETAILS

3.1 The Local Plan will provide a positive vision for the future of North Somerset, a framework for addressing housing needs 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.

3.2 Government guidance states that 'plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures' (NPPF paragraph 149). The Council has declared a climate emergency and a nature emergency. The local plan needs to respond to this and demonstrate how this has helped to shape our objectives and proposals.

3.3 Consultation on the critical issues facing North Somerset over the plan period (2023-2038) took place in Summer 2020 through the Challenges for the future document and including the proposed vision and strategic priorities. This was followed in Autumn 2020 by the Choices for the future document which confirmed our priorities and set out four broad spatial development alternatives for discussion. Links to the Choices and Challenges consultation documents and the consultation statements which set out the details of the response received are set out in the Background Papers at the end of the report.

3.4 The Local Plan vision was consulted upon in Challenges and was broadly supported.

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

3.5 In Choices we fed back on the response received to Challenges and set out how the local plan would address the identified key issues:

- Importance of climate change: *We will ensure that the local plan reflects climate change principles.*
- Locate new houses near jobs and services: *Prioritising growth at sustainable places.*
- Don't build in the flood plain: *Avoid areas at highest risk of flooding.*
- Prioritise brownfield land: *Supports regeneration and likely to be close to facilities.*
- Encourage active travel: *Make walking and cycling the preferred and most attractive option.*

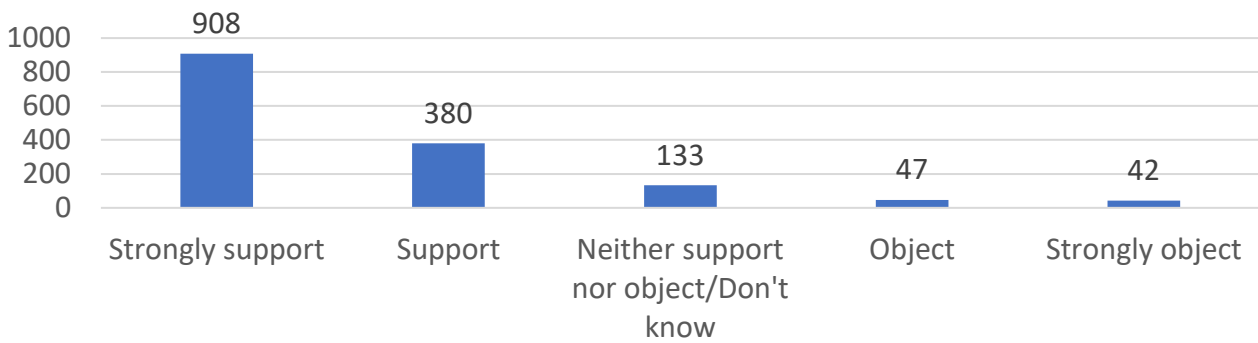
- More genuine affordable housing: *Encourage a variety of tenures and types.*
- Better design: *Excellent design becomes the norm.*
- Green Belt: *Depending on the agreed approach, parts may need to be reassessed.*

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

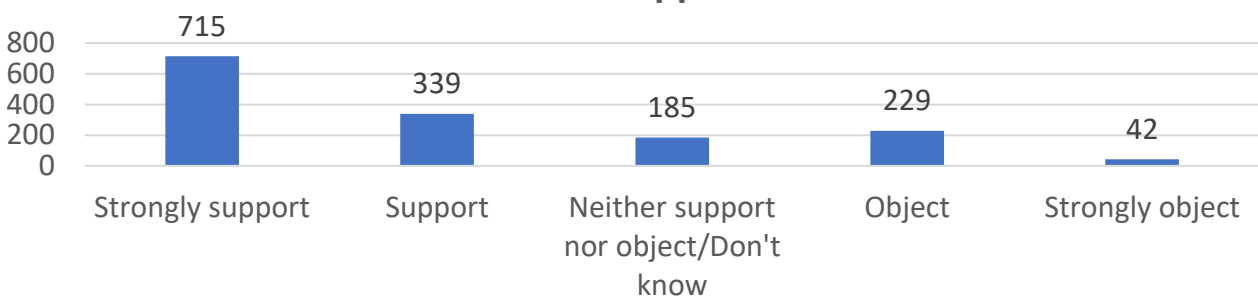
- To promote sustainable development and address the climate emergency.
- To deliver the zero carbon ambition by maximising the opportunities for low carbon development and the use of renewable energy.
- To develop new and existing communities in a way which enhances health and wellbeing, reduces inequalities 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 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.

3.7 The Choices consultation focused on alternative approaches to the broad distribution of growth (housing and employment). This included a structured questionnaire which helped to highlight whether respondents (individuals and organisations) supported or objected and their reasons. There was clear support for an approach which maximises the use of brownfield land in the towns (60% strongly support, 25% support) and that new housing should avoid locations which are at risk from flooding (47% strongly support, 22% support).

Question 1: Do you support an approach which maximises the use of brownfield land in the towns?



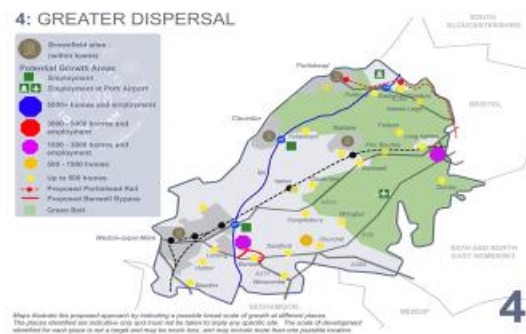
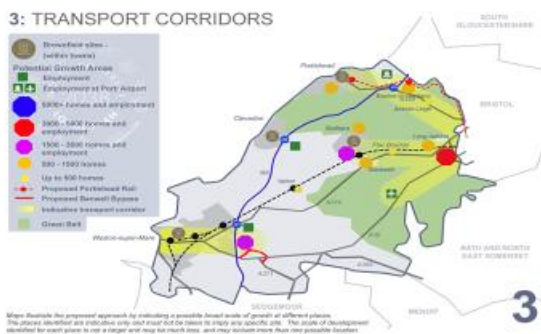
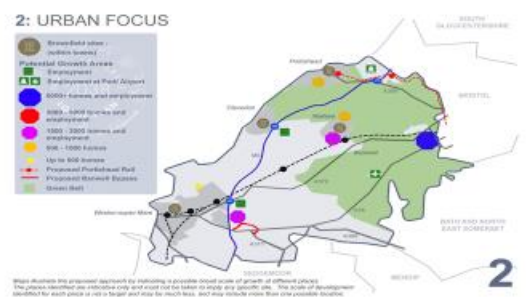
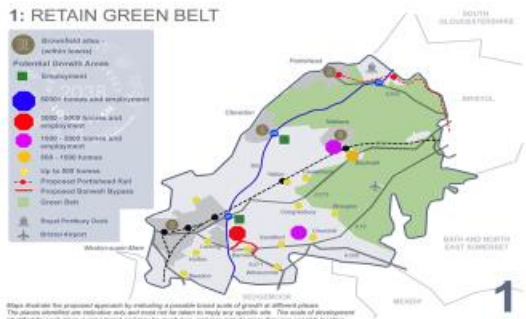
Question 2: New housing development should avoid locations which are at risk from flooding. Do you support this approach?



3.8 Choices consultation presented four alternative approaches for identifying how the new growth could be accommodated. 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. The approaches avoided the use of areas at risk of flooding for residential in accordance with the identified strategic priorities.

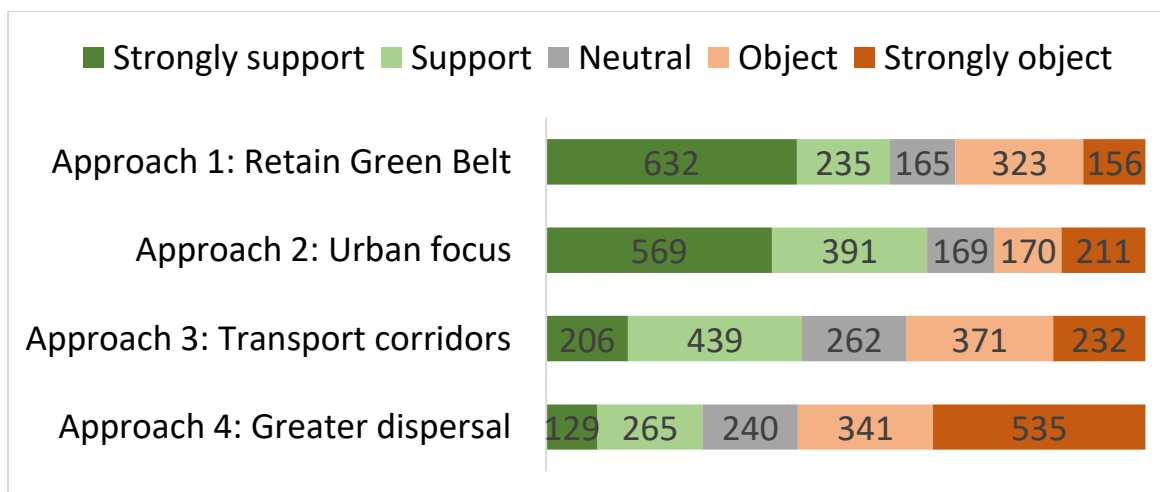
1. Retain Green Belt: This avoided the use of Green Belt.
2. Urban Focus: This maximised the amount of growth close to the four towns as well as locations well related to the Bristol urban area. It results in a relatively small number of large strategic sites.
3. Transport Corridors: This focused growth on existing or potentially enhanced public transport corridors into Bristol and Weston.
4. Greater Dispersal: This identified a large number of smaller development locations.

These were illustrated by the following diagrams:



3.9 The Sustainability Appraisal of the four approaches (see background documents) concluded that Urban Focus performs best against the sustainability objectives and Greater Dispersal the worst. An approach which, all other things being equal, seeks to locate development closer to a wide range of services, facilities and jobs and public transport opportunities tends to score better in relation to a range of sustainability objectives.

3.10 The response to consultation of the four approaches is summarised in the following diagram. It is important to emphasise that this exercise was not a referendum; the purpose was to help us understand the advantages and disadvantages, how well they reflected our vision and priorities and therefore how they might inform the preferred spatial strategy. Overall, taking 'strongly support' and 'support' together, Urban Focus was just ahead, although Retain Green Belt was very close behind and scored better in terms of 'strongly support'. Transport Corridors was roughly 50/50 in terms of overall support/objection. Greater Dispersal was clearly the least well supported.



3.11 There is a clear alignment between our Local Plan vision and priorities, the climate and ecological emergency objectives, the technical studies, the overall response to engagement and government guidance on delivering sustainable development. This can be summarised in terms the following key principles:

- Maximise brownfield and redevelopment opportunities at the towns.
- Prioritise locations close to the greatest range of services, facilities and job opportunities and public transport opportunities.
- Avoid sensitive areas, including land at risk of flooding.

3.12 The next stage is to identify the preferred spatial strategy. This is likely to be a hybrid of the four approaches presented as part of the Choices consultation but based on the principles set out above. A clear spatial strategy is important as it will provide the framework for the scale and distribution of the growth required. This will enable the broad locations to be identified which are best placed to deliver the growth in accordance with the strategy, and provide the context for the preparation of the Consultation Draft Local Plan containing the detailed policies and allocations for consultation at the end of 2021.

3.13 At this point in the plan making process the assessment of the evidence and the response to consultation has highlighted a number of key issues which will need to be taken into account as part of the development of the preferred spatial strategy. These are summarised below.

Housing challenge and delivery

One of the key challenges we will face is over the potential delivery of the overall housing requirement within the plan period and how much can be delivered at large strategic sites.

Issues to consider:

- Large sites can have lengthy lead in times and may require complex and expensive infrastructure which needs to be delivered in step with development.
- The amount of growth on large sites which can be delivered is likely to be challenged and there will be pressure to identify a greater variety of types and sizes of site (a more dispersed approach) to provide short term supply and avoid market absorption issues.
- The government's housing requirement at 1,365 dwellings pa is significantly higher than the current Core Strategy requirement of 1,049 dwellings pa and significantly in excess of the current completion rate which averages 808 dwellings pa. This is likely to increase calls to release a much wider variety of locations, regardless of how well they fit with the spatial strategy and our priorities.

Minimising travel by car

Issues to consider:

- With a move to electric vehicles and more working from home, should we allow more development in villages?
- While electric vehicles are preferable to conventional vehicles in terms of their carbon contribution, they use scarce resources in their construction, and still cause congestion, accidents and produce particulates.
- It is important to prioritise walking and cycling on all new developments for physical and mental health reasons (such as planning for 10/15 minute neighbourhoods).

- The majority of workers cannot work from home. While village locations are likely to provide access to local facilities, it is important to locate growth where as many trips as possible can be made by alternative modes, including access to effective public transport.

Employment provision

Issues to consider:

- How should we plan for jobs post-pandemic – more opportunities to work from home with less commuting, different ways of working?
- We need to ensure jobs are provided at accessible locations for workers, suppliers and customers.

Creating sustainable communities and delivering high quality design.

Issues to consider:

- What are people's aspirations post-pandemic? How do we deliver greener, more sustainable lifestyles?
- It is important to ensure that all new development of whatever scale or wherever it is located meets our objectives for high quality design. This is an aspiration which can be applied to strategic locations at the towns as well as in rural locations.

How much growth is appropriate in the rural areas?

Issues to consider:

- There will be the need for some development at villages but this must be proportionate. Growth should perhaps be restricted to addressing local needs or other specific opportunities?
- More dispersed development is less sustainable and infrastructure provision is less effective.
- The rural areas must not be seen as the contingency for growth that cannot be delivered elsewhere in more sustainable locations.

Use of land at risk of flooding.

Issues to consider:

- Government advice is that plans must take into account the current and future impacts of climate change and direct development away from areas at the highest risk of flooding.
- It is possible to develop on areas of flood risk subject to the sequential and exception tests set out in government guidance and this has taken place in North Somerset.
- Flood mitigation is likely to be expensive and climate change is predicted to increase the risks in the future.
- On flood risk areas within the towns where there are wider sustainability benefits in terms of maximising the use of brownfield and other underused land in locations which are often protected by sea defences.

Use of Green Belt.

Issues to consider:

- The government attaches great importance to Green Belts and once established, they should only be altered in exceptional circumstances.
- We must demonstrate that we have examined fully all other reasonable alternatives before identifying Green Belt locations. This includes maximising the use of brownfield and underused land, optimising densities in towns and other locations well served by public transport and after liaison with neighbouring authorities.
- If exceptional circumstances exist to consider Green Belt locations as part of the spatial strategy, then these should perhaps be limited in number to minimise the impact on the Green Belt and focused on the most sustainable locations well related to the urban areas and public transport opportunities.

The Panel is asked to consider these and any other issues in the context of the development of the Council's preferred spatial strategy.

4. CONSULTATION

4.1 Consultation and engagement will be undertaken throughout the plan-making process in accordance with the Council's Statement of Community Involvement.

5. FINANCIAL IMPLICATIONS

The Local Plan will be progressed using existing budgets.

6. LEGAL POWERS AND IMPLICATIONS

6.1 The North Somerset Local Plan is a statutory development plan. Local plans are prepared under the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

7.1 The new local plan play an important role in defining and delivering the Councils' 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 proposals potentially leading to less sustainable development solutions.

9. EQUALITY IMPLICATIONS

9.1 The local plan will be subject to an equalities impact assessment.

10. CORPORATE IMPLICATIONS

10.1 The new planning framework 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 None - SPEDR has an important role to play in advising on policy approaches and the scrutiny of the emerging development plan.

AUTHOR

Michael Reep, Planning Policy Manager. 01934 426775.

BACKGROUND PAPERS

Challenges for the future consultation document.

<https://www.n-somerset.gov.uk/sites/default/files/2020-07/Local%20Plan%202038%20-%20Challenges%20for%20the%20Future.pdf>

Challenges consultation statement.

<https://www.n-somerset.gov.uk/sites/default/files/2020-10/Local%20Plan%202038%20Consultation%20Statement%20October%202020.pdf>

Choices for the future consultation document.

<https://www.n-somerset.gov.uk/sites/default/files/2020-11/North%20Somerset%20Local%20Plan%202038%20challenges%20and%20choices%20part%20two%20-%20Choices%20for%20the%20future.pdf>

Choices consultation statement.

<https://www.n-somerset.gov.uk/sites/default/files/2021-02/Choices%20Consultation%20Statement.pdf>

Choices sustainability appraisal interim report.

<https://www.n-somerset.gov.uk/sites/default/files/2020-11/sustainability%20appraisal%20-%20interim%20report.pdf>

Choices alternative approaches methodology paper.

<https://www.n-somerset.gov.uk/sites/default/files/2020-11/alternative%20approaches%20methodology%20paper.pdf>

Strategic Housing Land Availability Assessment interim report

<https://www.n-somerset.gov.uk/sites/default/files/2020-11/strategic%20housing%20land%20availability%20%E2%80%93%20interim%20report.pdf>

North Somerset Council

REPORT TO THE STRATEGIC PLANNING AND ECONOMIC DEVELOPMENT AND REGENERATION POLICY AND SCRUTINY PANEL

DATE OF MEETING: 10TH MARCH 2021

SUBJECT OF REPORT: WYNDHAM WAY STUDY (PORTISHEAD) AREA

TOWN OR PARISH: PORTISHEAD

OFFICER/MEMBER PRESENTING: ALEX HEARN

KEY DECISION: NO

RECOMMENDATIONS

- I. For members to consider and support the partnership approach for the preparation of the Wyndham Way Study Area Stage 1 report
- II. To consider the policy and commercial issues presented by the exercise
- III. To consider and support the overall intended Stage 2 process for the preparation of a Development Framework

1. SUMMARY OF REPORT

The council has been working collaboratively with Portishead Town Council, Aberdeen Standard Investments and local business representatives to consider the challenges and opportunities of a reservoir of brownfield land adjacent to the forthcoming MetroWest station and to prepare for a future masterplanning exercise.

The Stage 1 fact finding exercise gathered technical evidence, public views and precedent studies to help the Steering Group shape a vision and set of principles. The Steering Group has now 'signed off' this stage and documentation will be published.

It is now intended that a Stage 2 development framework is prepared through further and deeper engagement that can act as guidance for future planning applications and inform the preparation of the new North Somerset Local Plan.

2. POLICY

The commitments to actively engage with local communities and to prepare a new Local Plan is set out in the council's Corporate Plan.

The National Planning Policy Framework and the council's current Development Plan both support the mixed-use development of accessible brownfield land that is close to public transport or where there are planned improvements in place.

It is therefore important that a plan is developed to consider the implications of future phased development proposals for a mix of uses to support good policy and decision making in the face of increasing government expectations for residential development and growing developer interest in the area.

3. DETAILS

Context and purpose

The number of homes Portishead grew by circa 60% between 2001 and 2019 with major developments at the Marina and Port Marine. The rate of change has caused concern in relation to infrastructure capacity and delivery, most notably in relation to the long-promised Portishead Rail and the impact this has had on congestion and localised residential parking.

A 2017 outline planning application for a retail and leisure-led but mixed-use development at Old Mill Road light industrial estate submitted by Aberdeen Standard Investments generated significant local objection. Reasons for this can be summarised as the principle of more development and impact upon local business tenants of ASI. NSC officers also expressed concern about the quality of the scheme, particularly the extent to which it properly connected with the local context.

The impending delivery of Portishead Rail through the MetroWest programme and its impact on value and future of a significant area of brownfield land in the Wyndham Way area means that it is important to prepare guidance that can support the preparation of better-quality development proposals by the market and better-coordinated decision making by the local planning authority.

With these contextual issues in mind, in late 2019 NSC officers facilitated exploratory discussions between Portishead Town Council and Aberdeen Standard Investments to explore the potential of a partnership to take a fresh look at the opportunity across the whole Wyndham Way area (not just Old Mill Road), engage locally and prepare a vision or framework for the future of the area.

It was also agreed that Aberdeen Standard Investments would formally withdraw their planning application for the Old Mill Road area, which was done in September 2020.

The exercise would have to dovetail with the shift between two NSC local plans and engage with the Town Council's Neighbourhood Plan for the whole of Portishead.

It was agreed a partnership structure would be created led by a Steering Group. A new multi-disciplinary consultant team was to be procured and an process of early engagement be introduced to publish the intention of the collaborative process and listen to locally expressed views.

The Steering Group would oversee the preparation of a Stage 1 evidence base report supported by early but largely passive public engagement, a study area boundary, a vision and objectives and then principles and strategy for the area; followed by a Stage 2 that could include more propositional exercises supported by proactive local engagement.

Procurement and consultant team

A project brief for the Stage 1 work was agreed between Portishead Town Council, North Somerset Council and Aberdeen Standard Investments and a competitive procurement exercise was undertaken to appoint a lead consultant.

Architects and Urban Designers Allies and Morrison were appointed to lead on the preparation of workshop material and for content in the Stage 1 report, including convening the submission of technical work from other technical consultants to cover environmental considerations, movement and transport and development viability.

Engagement and communications specialists Social were appointed to develop the engagement and consultation strategy (including the creation of a project website) and planning and regeneration consultants Tulley Bunting advised Aberdeen Standard Investments.

Engagement and steering group

In September 2020, Portishead Town Council considered and endorsed a proposal to form a partnership with North Somerset Council and Aberdeen Standard Investments to oversee the project.

A Steering Group was formed consisted of representatives of the three founding partners, but also invited local business including representatives of commercial tenants within the Old Mill Road industrial estate. The three founding partners have agreed a Memorandum of Understanding to confirm the collaborative approach to the project.

A project website was created (www.wyndhamway.co.uk) which included a map-based tool to invite people to make comments about what they like and dislike about the study area, and to comment on the stated intent of the partnership to examine the potential future of the area. As of mid-February 2021, there were around 6000 visits to the website 187 comments lodged in the interactive map while social media posts reached more than 50,000 people.

The Steering Group held workshops to consider technical and non-technical evidence about social infrastructure, transport and movement; ecology, flooding and the climate emergency; and the principles of mixed-use development, particularly in relation to industrial space and residential development being located together.

The Stage 1 Report

The Steering Group endorsed the Stage 1 Report at a meeting on the 25th February 2021. The report is appended to this document and broadly consists of the following sections:

1. **The study area** – with a boundary that includes the brownfield land between the High Street and the Marina which largely comprises of big box retail, surface car parking, the planned new station, light industrial use and emerging residential development. The area also includes Parish Wharf Leisure Centre and Portishead Primary School as growth could have an impact on their capacity as facilities;
2. **Analysis** – the collation of technical and demographic evidence to inform the development of a Vision for the area that could be taken forward in a development framework
3. **A Vision, objectives and key development principles** for the study area – these has been developed around the theme of ‘Connection’ – informed by the benefits of the forthcoming rail connection but critically the role that the development of the study area can play in substantially improving walking and cycling across it to connect existing neighbourhoods in the town and to reduce the need to drive for local journeys

4. **A framework of principles to inform Stage 2** – including the continuation of a shared vision, engagement, deliverability and flexibility, a greener future and engaging with planning policy; and
5. **The route map for delivering the Stage 2 work** – including it being led by NSC but continuing to be supported by project partners and its potential to become part of the planning framework for North Somerset.

Stage 1 is not propositional but does establish principles for preparing a new vision for this part of Portishead which will inevitably generate interest in the policy and commercial implications of change. These would need to be considered in greater detail in Stage 2 of the project.

The principle of development – the study area land is brownfield and much of it is within the designated Portishead Town Centre. The overarching National Planning Policy Framework introduction of major new public transport infrastructure is expected to increase development activity in the area, while structural economic changes derived from the impact of COVID-19 means that there is strong likelihood of development in the next ten to fifteen years.

While planning clearly has a fundamental role to play in shaping and leading change, development happens because of investment decisions and deliverability and viability. Landowners change the use of their land when it makes financial sense to do so. How the planning system and financial and land interests successfully engage with each other is how good and balanced development outcomes are achieved.

Movement and transport – movement infrastructure in and around the study area currently prioritises car use and has resulted in some hostile places to walk and cycle. The area also consists of a significant number of free car parks. Change that encourages modal shift to public transport, walking and cycling often generates concern in places, even when driving for local journeys generates congestion.

Use and density – the sustainable location of the study area means that future development is likely to be mixed use (including the horizontal layering of uses) and provides an opportunity for space for industry, workspace, community space, new social infrastructure and town centre uses. The location would suit a range of development types, including town houses and medium and potentially higher density forms of development.

Infrastructure – Portishead's infrastructure provision for town centre facilities, school places, health services and sports and leisure facilities is considered to be broadly in line with other places in North Somerset. There is ongoing concern about access from the M5, congestion within the town and localised parking challenges, particularly in Port Marine.

Communities in places facing the prospect of growth and change rightly want to understand what infrastructure will be delivered, when, where and how. As with any growth or intensification through the planning process, the delivery of infrastructure will need to be programmed for timely delivery and will require funding and space from a multitude sources including developers, government departments, funding rounds and the local authority.

Climate emergency – some forms of development are considerably more sustainable than others. Those increase access to local facilities and services, public transport, reduce the need to travel by car (particularly for local journeys), introduce green and blue infrastructure and make the most efficient use of land through density can reduce their inherent impact in the environment. High levels of energy efficiency and the use of renewable energy can then reduce the on-going generation of carbon through use and occupation.

COVID-19 – the impacts of lockdowns and restrictions on activity have had profound impacts on the use of space and real estate, particularly on how and where many people work (and therefore commute) and how people shop. Commuting patterns have changed substantially with an increase in home working while the explosion in on line retail and use of local essential retail within walking distance has reduce the value of brick and mortar shops and increased the value of industrial land (due to the fulfilment and distribution of orders).

Next steps and timeframes

Portishead Town Council will formally consider the Stage 1 report at a meeting on the 17th March 2021. Depending on the outcome of the meeting, it is then intended that Stage 2 of the project is taken forward from Spring/Summer 2021 as follows:

- Preparation of the Stage 2 Development Framework will be based on the guiding principles set out in the Stage 1 work;
- Stage 2 will be led by North Somerset Council in its role as Local Planning Authority;
- The current Memorandum of Understanding (MoU) between the Partners will be updated to include the Stage 2 process, with the Partners continuing their steering group role;
- The North Somerset Council as Local Planning Authority will work proactively and collaboratively with the Partners, including NSC in its role as landowner, Portishead Town Council and landowners including ASI;
- The Partners will work proactively and collaboratively to fund, resource and deliver Stage 2;
- The North Somerset Council as Local Planning Authority will prepare the brief, programme, governance structures, and determine the status of the Stage 2 process, in conjunction with the Partners;
- The Partners will review their WWSA landholdings and interests in the context of the principles set out in the Scoping Study to help inform the Development Framework; and
- The Partners will encourage the active participation in the Stage 2 process of other WWSA landowners, as appropriate.

4. FINANCIAL IMPLICATIONS

Stage 1 of the project was funded by Aberdeen Standard Investments. The funding arrangements for Stage 2 are likely to include funding from Aberdeen Standard Investments and North Somerset Council, while other stakeholders who proactively engage in the process may be asked to contribute if it is deemed appropriate.

5. LEGAL POWERS AND IMPLICATIONS

The document is not a planning policy instrument but has been developed with colleagues in planning and the proposals will be used to help inform the council emerging local plan and any new supplementary guidance.

As the Stage 2 exercise will be more propositional in content and process, the council will need to clearly distinguish its roles as the local planning authority, service provider and land owner.

6. EQUALITY IMPLICATIONS

The Steering Group has sought to assemble organisations that represent a broad base of interests, experiences and perspectives through a diversity of gender and sex, age and ethnicity. The Stage 2 exercise will involve proactive public engagement that will seek to hear the views of a greater diversity of voices and will consider the best way to monitor participation.

The Stage 2 work will be subject to an Equalities Impact Assessment.

7. CLIMATE EMERGENCY IMPLICATIONS

Alongside the new local plan, this work will play an important role in defining and delivering the Councils' response to the climate emergency, particularly in Portishead. 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 and maximising public transport and active travel, encouraging green infrastructure and biodiversity and flood risk.

AUTHOR

Alex Hearn

BACKGROUND PAPERS

Appendix 1: Wyndham Way Study Area Stage 1 Report

An aerial map of Portishead town, showing a dense network of streets and buildings, rendered in a light blue color against a darker teal background.

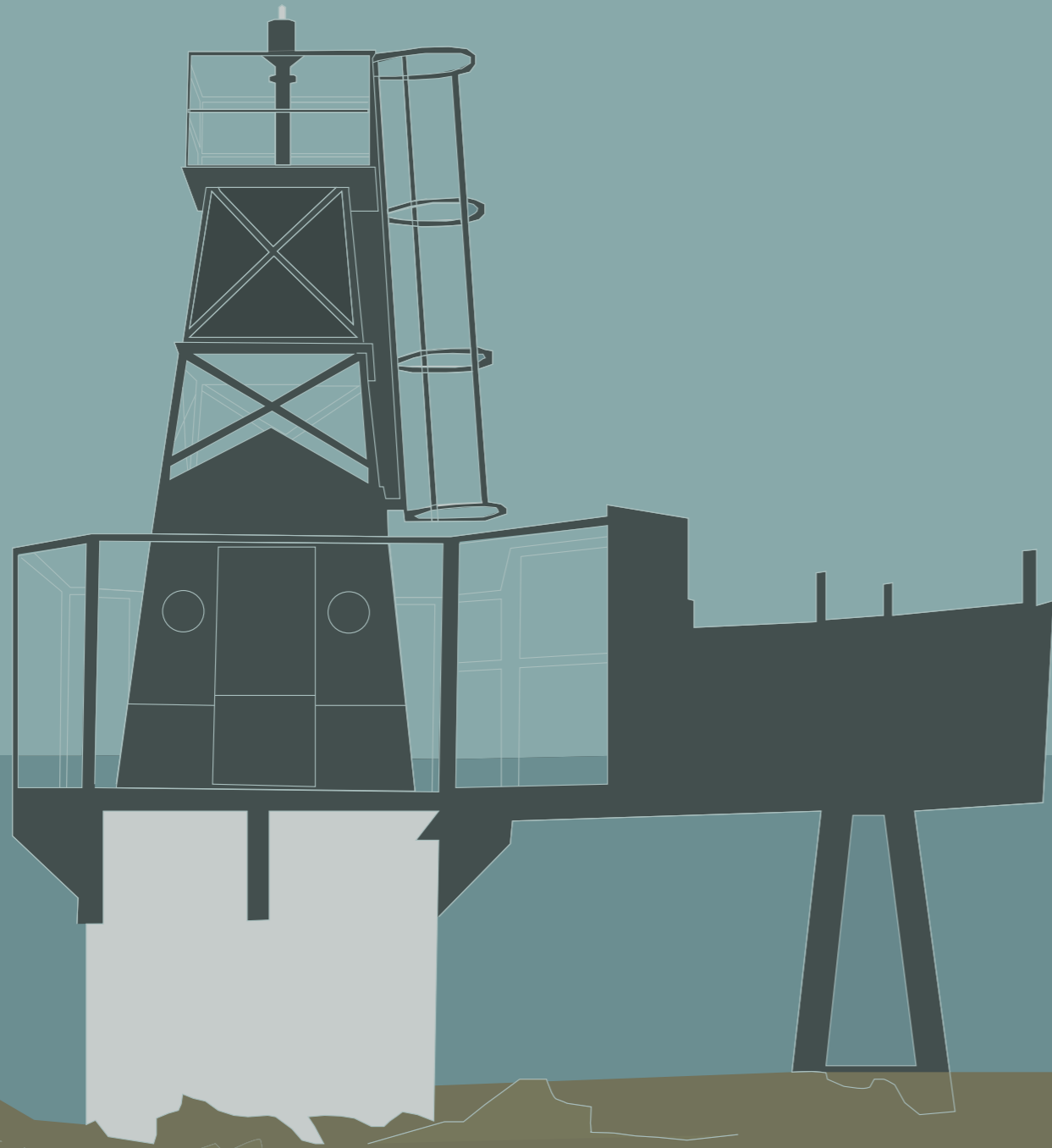
PORTISHEAD

Wyndham Way Opportunity Area Scoping Study

February 2021



Portishead
Town
Council



Project team

Allies and Morrison
Urban Practitioners

Tulley Bunting



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What we want to achieve

The Wyndham Way area is a pivotal opportunity to develop a place for Portishead, of Portishead, capturing the town's unique character and embracing the opportunities for living and working in a better way.

A place to live and work

A place to enjoy

A healthy green place

A connected, low-carbon place

Page 33

Portishead has an opportunity. The area around Wyndham Way could unlock a new sustainable future for the town – better connecting Portishead's neighbourhoods.

New jobs and places for people to live, work and enjoy could be created. Having a proper plan to redevelop the missing link in the town's centre, connecting the high street to the marina and the planned railway station.

Portishead Town Council, North Somerset Council and Aberdeen Standard Investments have started exploring how this area – the Wyndham Way Study Area (WWSA) – could change to benefit Portishead.

We assembled a Steering Group with local businesses to do this collaboratively and appointed a team experienced in creating great places to inform the group.

We engaged with the community to understand what people think of Portishead – what they like, what they don't like and what could be improved.

Responding to this, the group has agreed a Vision, Principles and Strategy for the area's future. This will provide a guide for a future development framework.

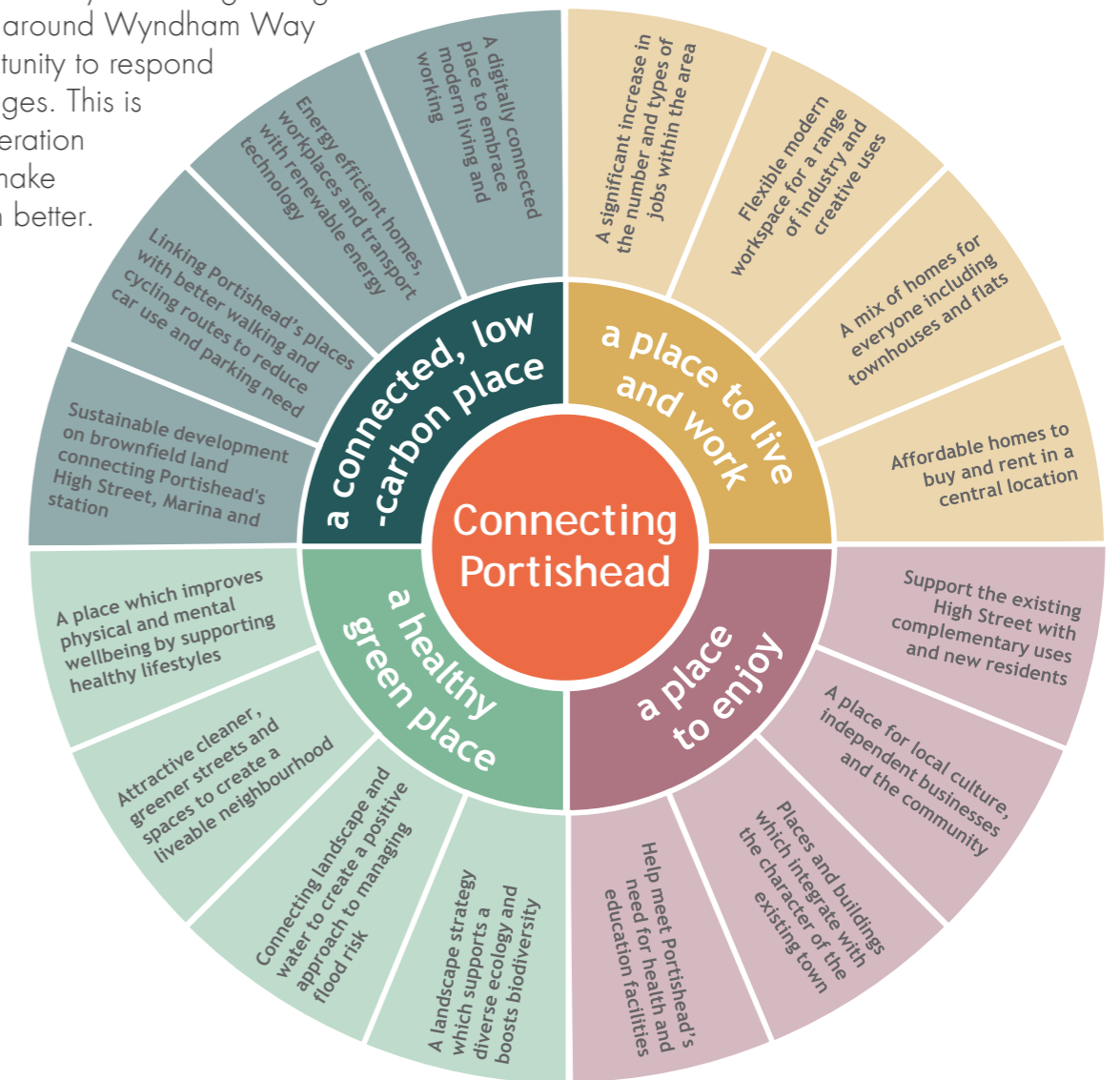
The group has considered how people move through the town. How creating green and pleasant spaces for people to walk and cycle can make Portishead a healthier place for people and improve the environment.

We explored sustainability. The need to reduce carbon emissions and make Portishead more resilient to climate change and the opportunities that emerge from planning a low-carbon place.

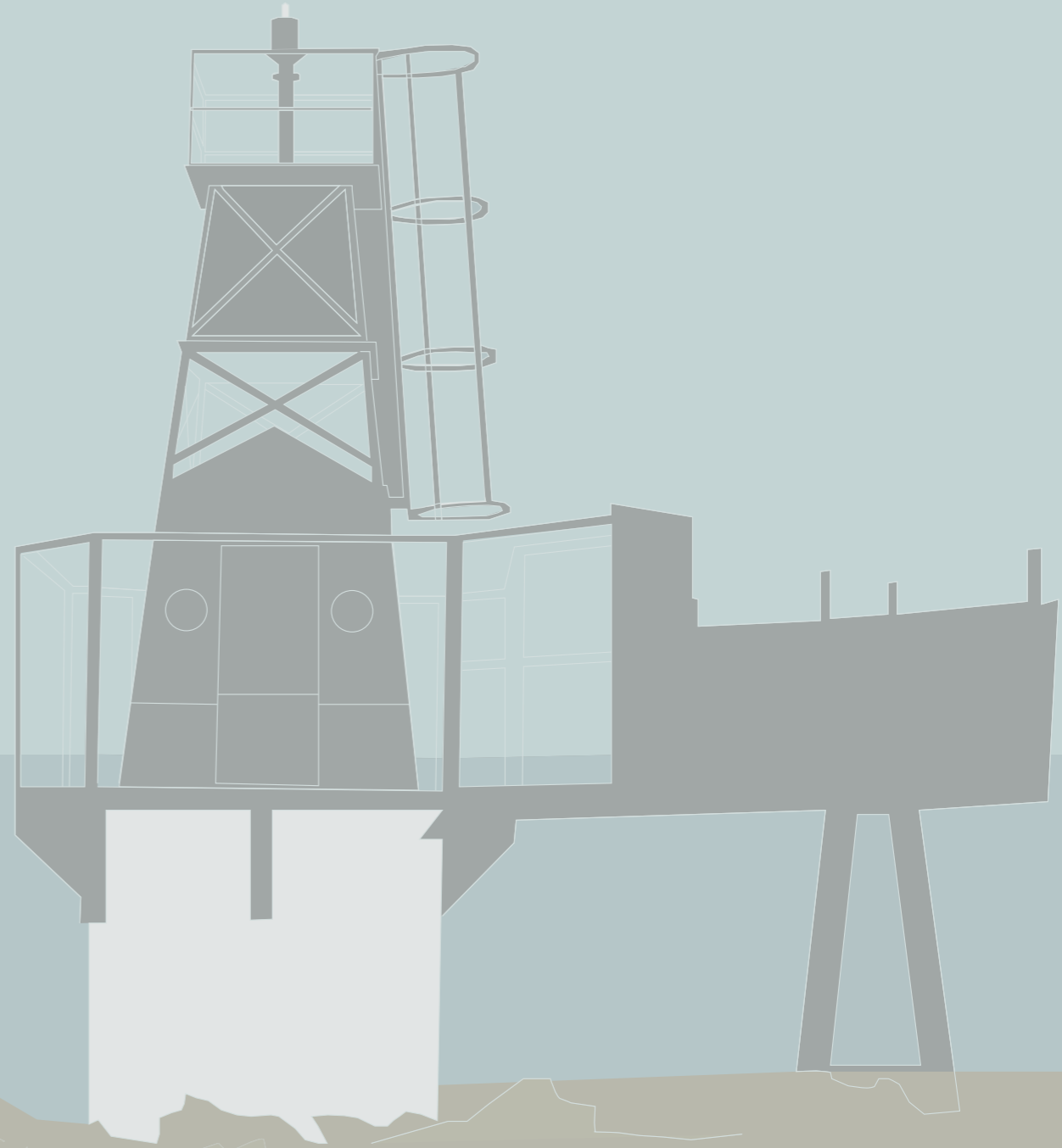
This report is a "Scoping Study" which reviews the evidence base and the key opportunities and challenges facing Portishead. It also sets out the approach for the next stage.

Stage 2 intends to build on the Scoping Study. In collaboration with local communities a WWSA Development Framework will be created to guide the future planning and delivery of development and associated infrastructure.

Portishead is a great place but like towns across the country faces a complex set of challenges. Covid-19, Brexit and the climate and ecological emergencies all demand that we do things differently. Nurturing the right kind of change around Wyndham Way offers an opportunity to respond to these challenges. This is a once-in-a-generation opportunity to make Portishead even better.



Introduction



Purpose of the study

This study has been prepared to help guide potential future development of the central area of Portishead, between the High Street, the Marina and the planned new railway station - an area now known as the Wyndham Way Study Area (WWSA).

It has been prepared by a team led by a collaboration between North Somerset Council, Portishead Town Council and Aberdeen Standard Investments (ASI), one of the key land owners in the area.

Portishead has grown significantly through the twentieth Century and into the Twenty First century. However, the WWSA has seen very little change. Its location means redevelopment could bring great benefit to the town and its communities. It could also support the integration of the planned railway station.

This study has been undertaken to prepare a route map for the work which is needed to plan a new future for this important area. It has been a process of listening and research supporting the development of a shared Vision and key principles that will be used to guide what happens next. The study includes the following sections:

Introduction

The first part of this report sets out how the study area boundary has been drawn up, as well as providing a summary of the wider national and local planning policy which a development framework will need to work within. It explores what we learnt from engagement undertaken to further understand community aspirations for the area. It also summarises the work of the WWSA Steering Group.

Understanding the place

We have researched Portishead's history to understand the factors that have shaped the current town. This includes looking at the landscape, the industrial history and the ways that roads and buildings have changed over time. We have also looked at the existing town to understand the current challenges around movement and parking, flood risk and local ecology.

Social and economic context

As well as looking at the physical form of the town, we have looked at the population and how it has grown and changed over time. This includes looking at the different age groups and skills of local people to help us understand what job opportunities, local facilities and homes people are likely to need in the future.

We have also looked at the economic context so that we understand the types of development that could benefit Portishead.

Area evaluation

There are many different areas of land ownership within the study area. Our research shows which ones we think could be likely to change, and which ones may be less likely to be developed, because of their existing buildings and uses. This means that we have a

clearer idea of which areas could be included in future plans.

Vision, principles and strategy

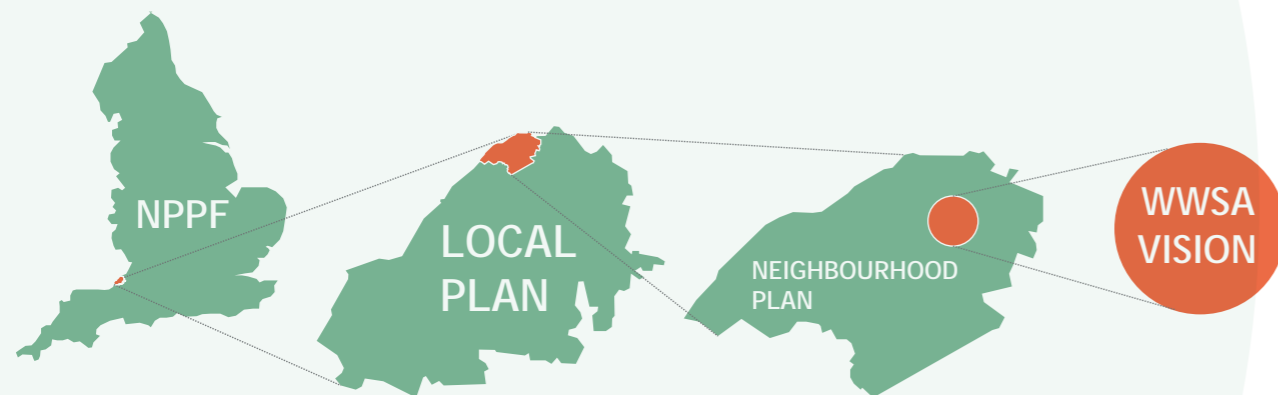
This has been developed with the guidance of the Steering Group informed by feedback from the local community. It defines the future direction for the area and provides the framework for the development of a future strategy.

Initial ideas

To support the overarching approach, the team has also developed initial ideas around development options and the key sites, transport and movement, phasing and key challenges.

Next steps

Finally, we recommend a process for delivering a framework for the Wyndham Way area.



Study area boundary

A key part of the scoping study process has been to consider a suitable project boundary for a future framework. A number of factors have been considered through this process including a detailed review of the various buildings, existing uses and land ownerships in the area.

The identified boundary reflects areas where change is considered possible and also where it could help to unlock potential wider benefits such as new routes and connections or improved use of previously developed, 'brownfield', land.

Established residential areas have been omitted from the study area, and whilst the connections with the High Street are important, the historic High Street itself is not intended to be the subject of the future framework.

Sites to the north of Harbour Road were considered. However, given the established uses and the relatively recent nature of some of the existing development, this area has also been excluded from the boundary.

The area is composed of a large number of ownerships. Not every part of the area identified will change and some parts will remain the same.

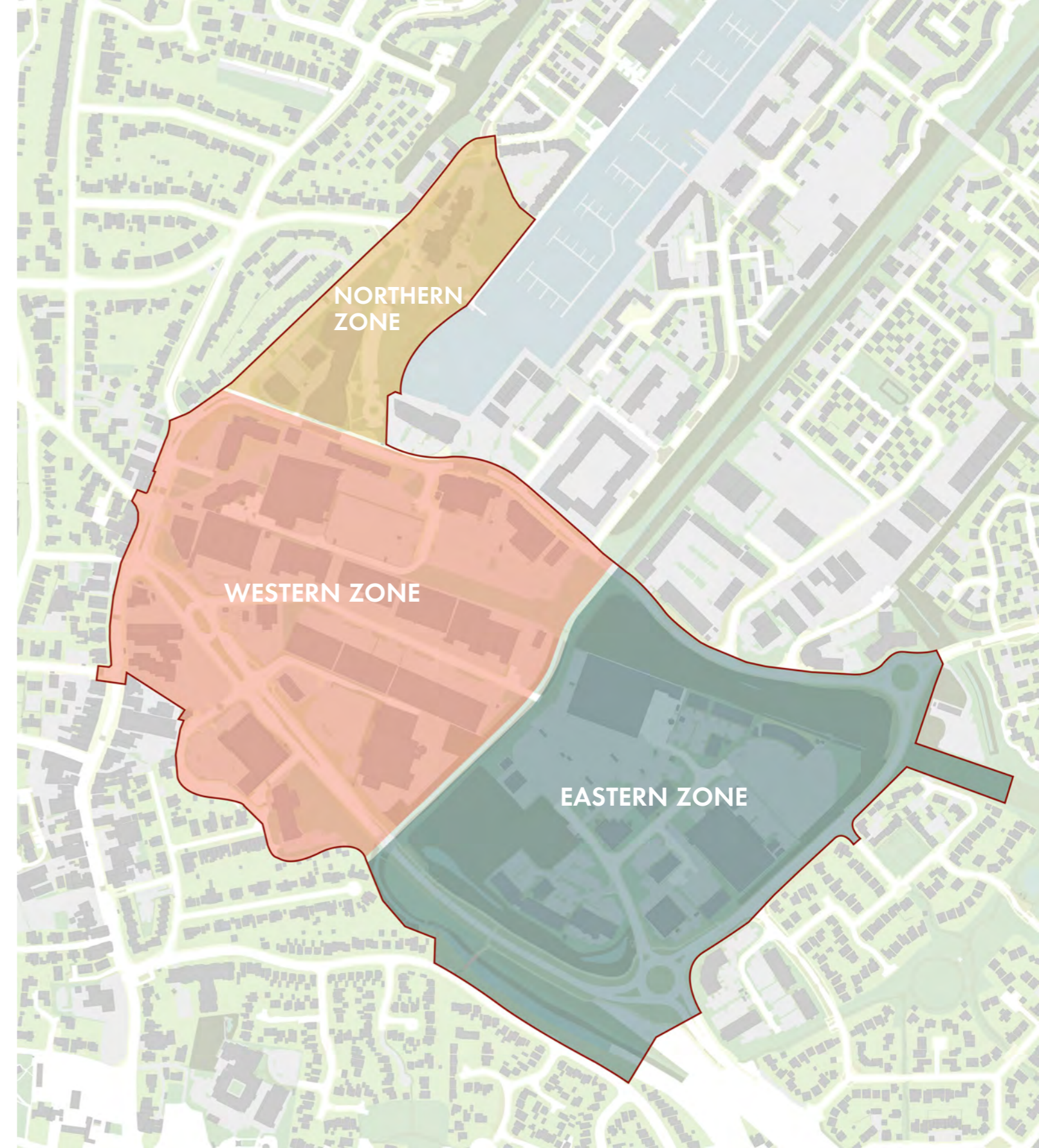
Similarly, the fact that a site is excluded from the study area does not mean that it won't change through the normal planning process.

Three distinct zones have been identified:

Northern zone - comprising the public uses north of Harbour Road, including Portishead Primary School and the Leisure Centre. This area has been included to make sure change in the wider area also benefits the leisure centre and school.

Western zone - including the core area of sites where the most significant change is likely, as well as other areas where a coordinated approach is needed; and

Eastern Zone - the area around the planned station where more gradual change is likely. This includes some vacant land which could be developed soon, as well as other established uses which might change in the longer term.



Planning context

Relevant planning policy is set out in the National Planning Policy Framework (the Framework), in the North Somerset Development Plan (Local Plan) and within other local planning guidance.

At the national level, the Government’s objective in the Framework is to significantly boost the supply of homes across the country and also support economic growth and productivity, taking into account both local needs and wider opportunities for development.

Development is encouraged on ‘brownfield’ sites – areas that have been previously developed and are generally underutilised - in central locations close to existing transport (including where improvements are planned) and services, to reduce the need to travel.

At the local level, North Somerset’s adopted Local Plan policies provide for the building of more homes, including within Portishead, and that this should include affordable homes, especially on land which has already been developed.

The Council also supports a successful economy providing for new facilities, employment opportunities and services for local populations in accessible locations, including within town centres. Town centre regeneration is supported within Portishead

and it is expected that the town will maintain and enhance its roles in providing facilities, employment opportunities and services for its populations and local catchments.

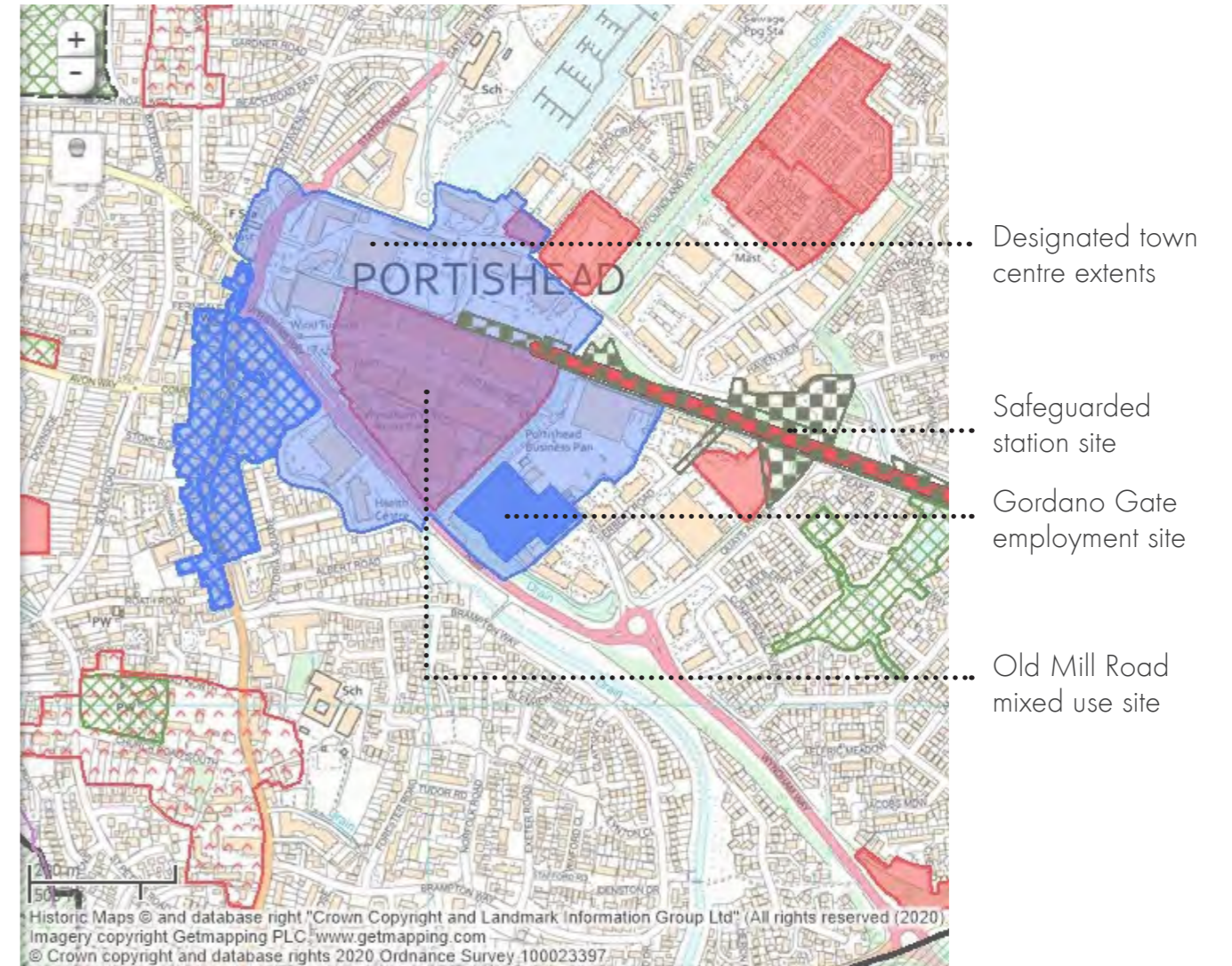
The WWSA forms part of Portishead town centre and also includes sites allocated for residential development, mixed use development, employment use plus a new railway line.

The allocated sites within the WWSA include Old Mill Road (mixed use development), Gordano Gate (employment use) and Harbour Road/Gordano Gate (residential). There are further allocations beyond the WWSA boundary and the High Street is designated as a Primary Shopping Area.

The extract from the adopted Policies Map shows the designations in and around the WWSA.

Other local planning policy guidance is found in Supplementary Planning Documents including Development Contributions, Affordable Housing and Parking Standards. NSC also operates a Community Infrastructure Levy.

The Council is currently preparing a new Local Plan for North Somerset to meet government expectations for growth and intends to complete this by 2023. The new Plan will address the need to deliver a higher level of



Extract from North Somerset Council Planning Policy map

new homes within the area, and other issues including:

- Climate emergency
- Supporting our economy
- The future role of the Green Belt
- Providing homes and creating communities
- Protecting important green and blue spaces

Page 38

Creating a sustainable future

Portishead Town Council has also started work on a new Neighbourhood Plan for Portishead which will look at the need for homes, community facilities, local green spaces, the economy, transport as well as environmental issues such as energy, landscape, and design as well as important heritage considerations.

The Neighbourhood Plan must be in general conformity with the strategic policies of the adopted Local Plan - it cannot contradict the District's planning policy.

Some Planning Implications for the Scoping Study

The WWSA is mostly brownfield - previously developed and underutilised - land comprising industrial estates, large retail stores, roads and surface car parking. It is also where a new station is expected to open in 2024 as part

of the MetroWest programme. Much of the area falls within the Portishead town centre boundary and several sites are identified for development by North Somerset Council.

The UK planning system has a general presumption in favour of sustainable development. National and local planning policy fully supports the regeneration of previously developed brownfield sites within accessible locations for mixed-use development including residential and employment uses together with related infrastructure and other facilities.

Some of the land within the WWSA is already being promoted for development and there is an opportunity to shape investment in a way that brings a mix of homes, space for business and working, active uses, community facilities and new connections in an environment designed for people.

Having a framework to guide change that can come forward through the planning process, and for local decision making will be important to ensuring we create a place that benefits Portishead with the right mix of uses, design quality, energy efficiency and connections.

Facing page: photographs of Portishead today
(Allies and Morrison)



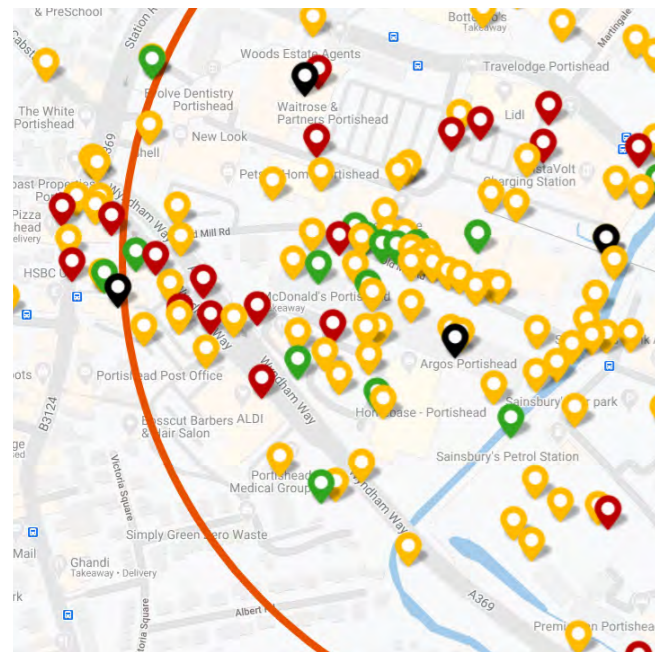
Engagement

Working closely with the local community and other stakeholders is a key priority for the partners.

Engagement on the WWSA has started from the earliest opportunity - far earlier than is usual for similar projects.

This means the initial work of the Steering Group and Project Technical Team has been informed by what the community wants to see happen in Portishead.

It's also helped to ensure the project begins as it will go on; in collaboration with the local community, benefitting from collective local insight.



What we did

A dedicated website was a hub for all engagement. It contained information on the WWSA and an innovative interactive map for people to add what they think about the town as it is now - what's good, what could be improved and how Portishead can be made even better.

The website and the opportunity for people to have their say were promoted through the local media, engagement with stakeholders and on social media.

187 comments were made on the interactive map. These have been invaluable to understanding what people think of the area and how change can benefit the town.

There were 5,888 visits to the website in total and Facebook posts targeted at people living, working and visiting Portishead reached more than 50,000 people.

What we found out

The Steering Group and Project Technical Team regularly reviewed all comments to inform their work. Comments were also categorised into themes to help understand trends in what was being said. The top themes were:

- Community infrastructure - more medical services, facilities for families such as schools and nurseries, community spaces and improving community use of and access to the marina.
- Look and feel of the public space - improve how it looks with more greenery and less rubbish and make the area feel more welcoming.
- Walking and cycling - better walking and cycling connections to make the experience of travelling through the area safer, easier and more enjoyable. This included comments on improving accessibility for disabled people.
- Highways and road safety - reducing the impact of the roads whilst improving the experience for drivers.
- Parking - too much, too little, in the wrong place and arranged inappropriately. A few comments reference and most parking

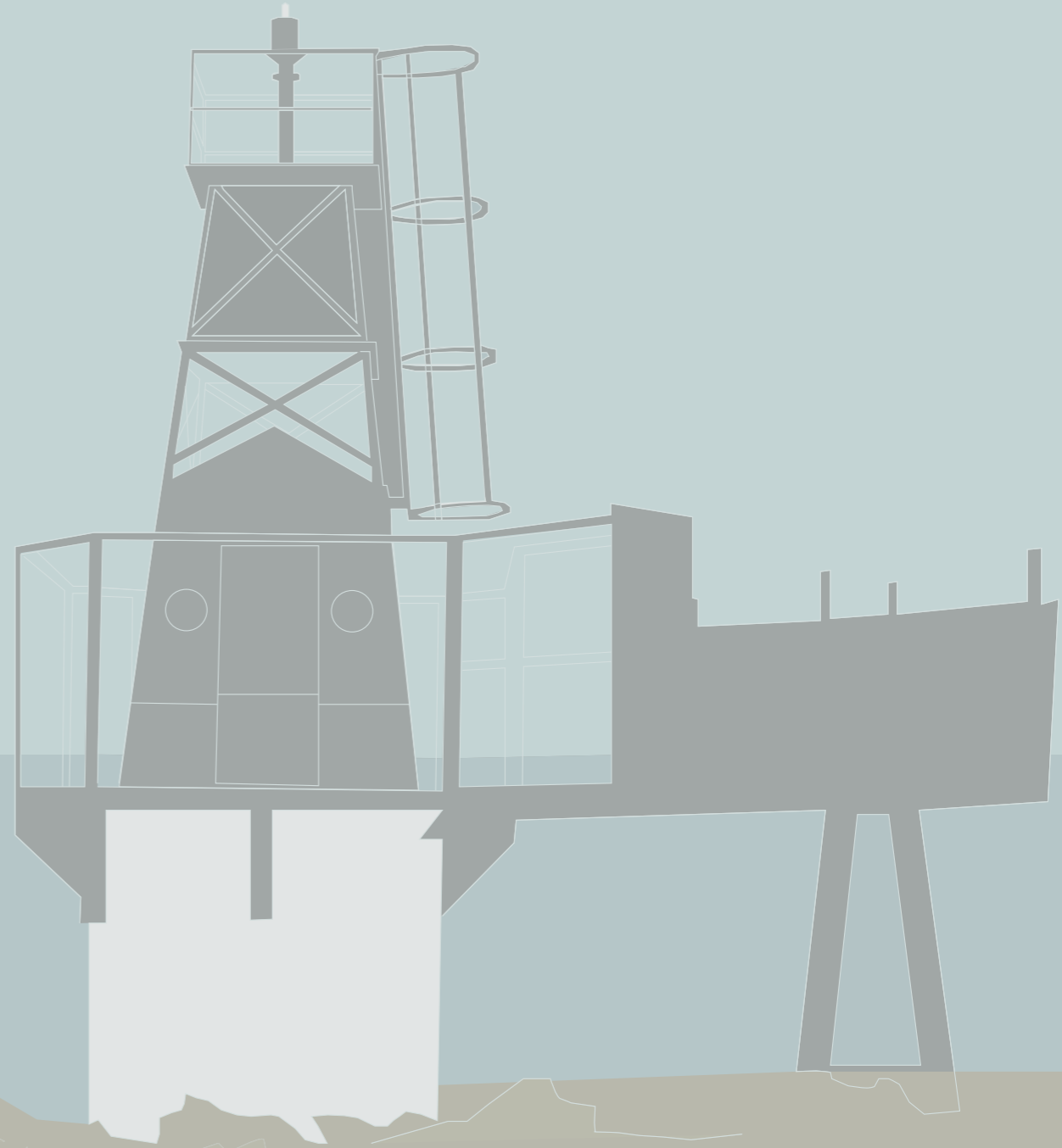
related comments can be summarised by a desire for a better parking strategy.

- Sustainability - both through the design of any new buildings and spaces but also in helping people live more sustainable lives i.e. making it easier to recycle and increasing the quality and quantity of green spaces for people and wildlife.

There were also many comments on increasing the amount and quality of jobs in the area and ideas about the kinds of uses that could be built.

Many comments cover more than one theme and so were categorised in multiple themes. Engaging and consulting the local community will remain a priority for partners as the project progresses.

Place analysis



Origins and growth

Before making recommendations about the future of Portishead, it is important to understand the existing town and the factors that have shaped it. By listening to local people and looking through historic maps, aerial photographs and records, it is possible to tell how the town has grown and to start to understand its story.

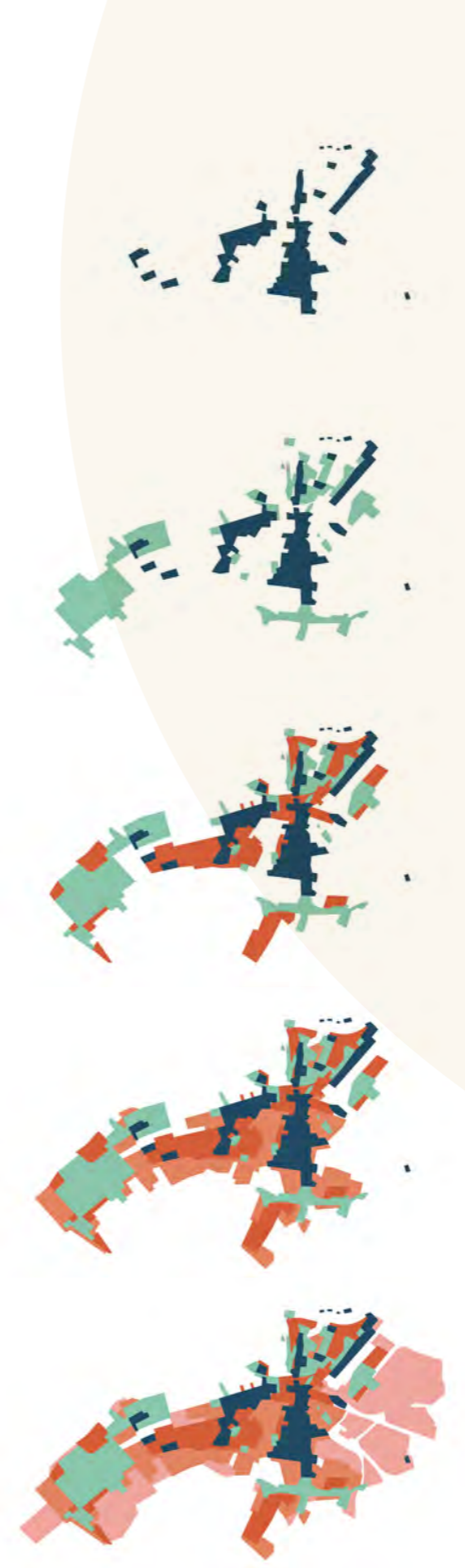
This approach reveals important things which any future plans can help to protect and build upon, such as the historic role of the High Street as well as the more recent significance of the Marina as a place where people live work and play rather than a place of industry.

It also helps to understand the former industrial life of the core of the study area, subdivided by numerous railway lines, factories and yards.

This has left a legacy of disconnected places. This has become particularly important as Portishead has grown to the east within the new development at Port Marine. Here, a new neighbourhood has been created but doesn't yet have a good safe network of streets connecting it back to the town centre.

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Looking at the detail of the hills, watercourses and coastline against the form of the town reveals interesting and important details. It shows that most of the historic town has been on the hills, with the High Street following the low contour just above the historic estuary. Most of Portishead's modern growth has happened on lower-lying land to the east.



Victorian

Looking back at maps from the Victorian Period shows the historic High Street and the streets immediately around it as clearly established. The maps also show industrial activity at the wharf and newer housing being developed on West Hill.

1930s

The inter-war period saw the growth of industrial activity around the wharf and residential consolidation around Woodhill, to the north of the High Street. Redcliffe Bay was also being developed as a new neighbourhood to the west.

1970s

The post-war period shows substantial infill along the ridge of West Hill and Woodhill as well as urban expansion to the south, creating the North Weston area and Gordano School.

1980s

The later years of the Twentieth Century shows development in and around the town centre, including Brampton Way to the south as well as steeper sites off Avon Way.

2020

Development up to the present day has included the significant eastward expansion of Portishead in the form of the Port Marine area as well as the transformation of the Wharf itself to create today's modern marina.

The 'port at the head of the river'

1886
A farming and fishing community population of 13



1883
By the 1880s the town has expanded

1879
Granary, flour mill and timber wharf emerge

1867
Great Western Railway opens, linking Bristol to Portishead

1836
An important deep-water dock is built to accommodate large import and export ships

1907
Portishead to Clevedon and Weston-Super-Mare Light Railway opens



1908
Visitor numbers grew and tourist attractions started to emerge with the Approach Golf Course opening in 1908

1910
Another tourist attraction, The Lake Grounds, open



1911
Mustad's nail factory was built

1931
Battery Point Lighthouse opens

1926
Construction of the first of two power stations begins



1970s
Portishead Precinct



1944
In June, the docks support the 'D Day' landings

1970s
Industry begins to decline in the late 1970s and the last of the two power station chimney stacks are demolished in 1992, marking a new era for Portishead

1967-77
The M5 is constructed from Bristol to Weston-Super-Mare along the Tickenham Ridge



2001
Residential development at Portishead Marina begins.



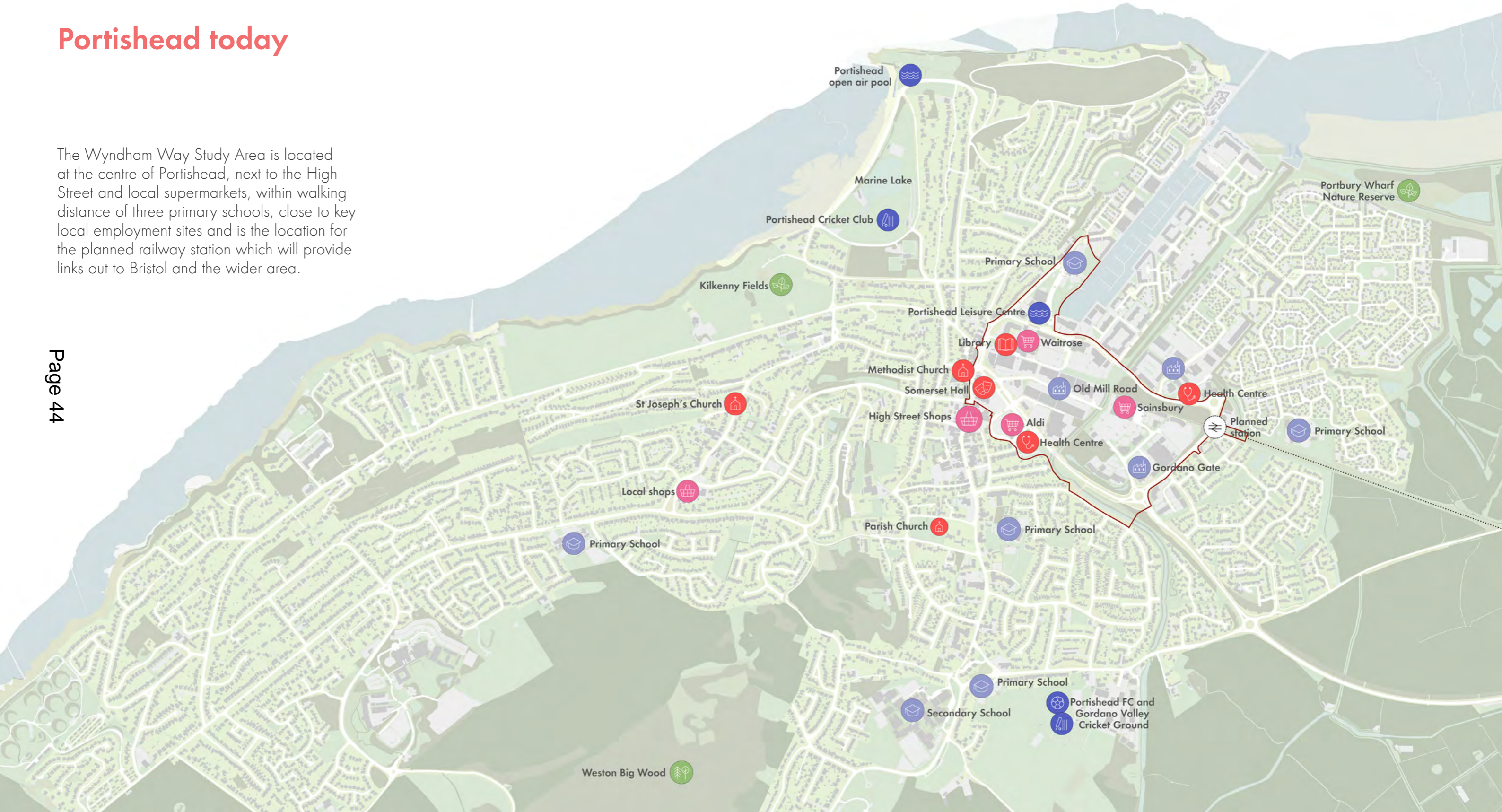
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Photographs of Portishead today
(Allies and Morrison)

Portishead today

The Wyndham Way Study Area is located at the centre of Portishead, next to the High Street and local supermarkets, within walking distance of three primary schools, close to key local employment sites and is the location for the planned railway station which will provide links out to Bristol and the wider area.



Key constraints

1 The boundary between The Old Mill Road area and the Waitrose site follows the line of the former Portishead railway. This forms a strong barrier through the area, including a noted level change along much of its length.

2 Wyndham Way is both an important route but also a significant barrier. It is a modern road which uses the historic route of a former railway, and so it not integrated into the town centre's historic street pattern. The existing road lacks easy options for crossing and ground floor activity, resulting in a hostile environment for pedestrians.

3 The back boundaries of the developments on the Gordano Gate area create a significant barrier to walking and cycling from the Port Marine area and station site to the north east. It has been gradually developed as a mixed retail, industrial and more recently residential area and is accessed from a single point at the roundabout with Wyndham Way.

4 The original historic High Street is a cohesive and attractive street. It includes an attractive set of buildings with a clear form and is well integrated with a series of connecting streets.

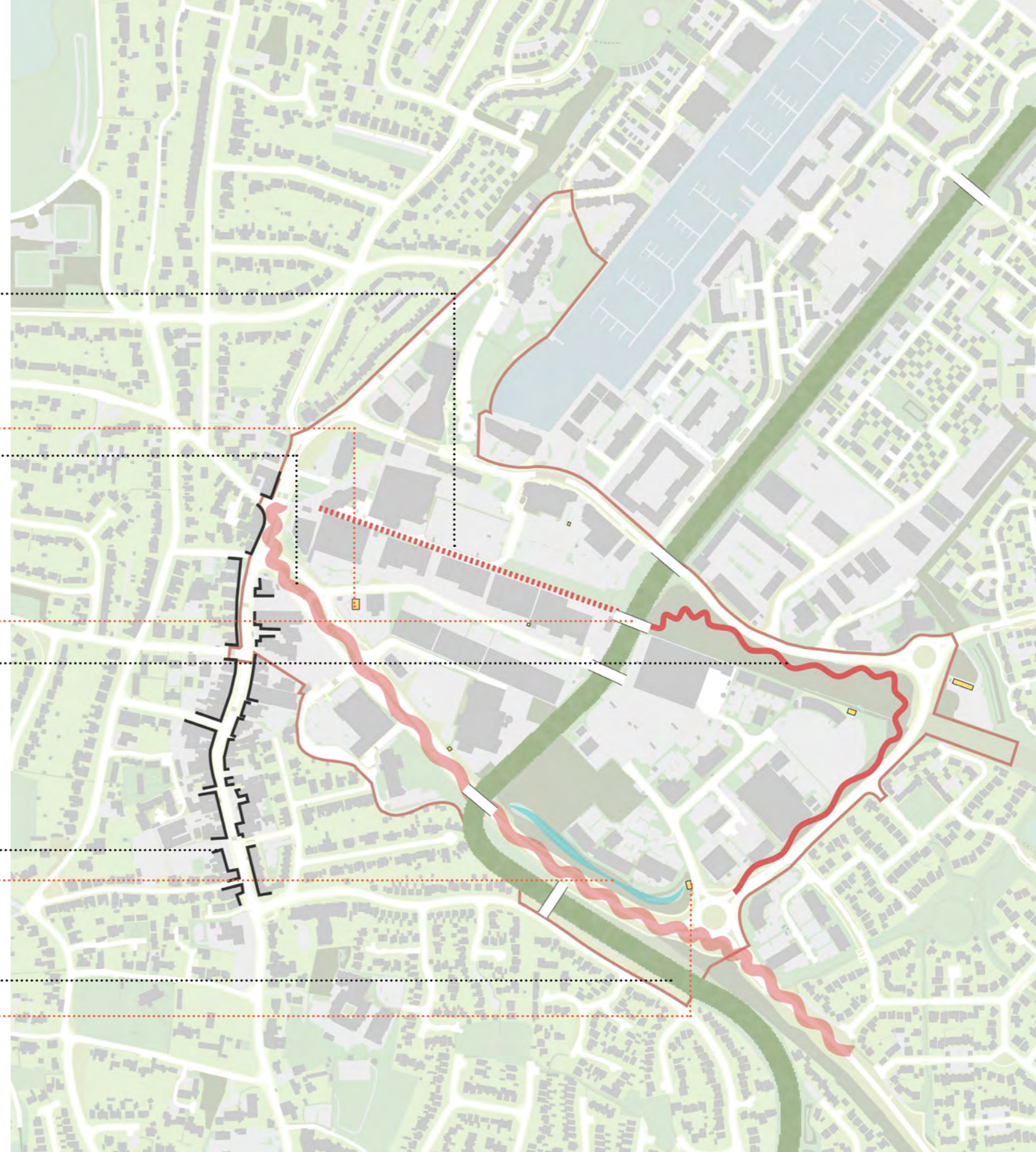
5 The Portbury Ditch provides a strong corridor of green space and water through the area, important for wildlife as well as providing local walking and cycling connections. In places it does provide a barrier to movement, but is crossed by bridges in key locations.

Major sub-station

Former railway line bridge

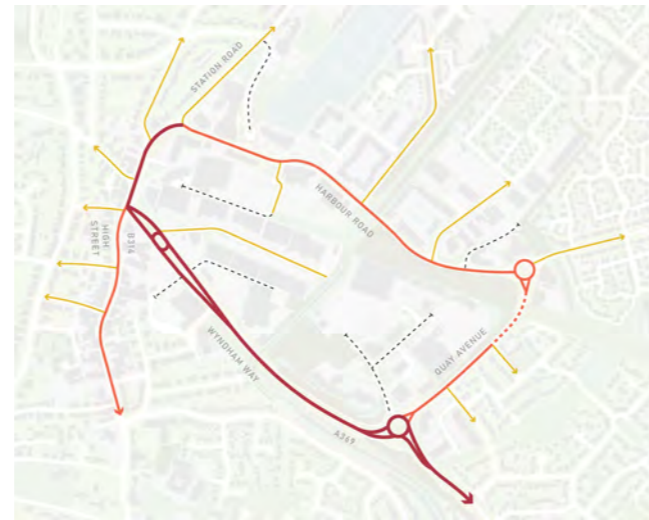
Drainage pond

Gas governor



Movement

Road Network - Portishead Town Centre is served by a road network with a mix of road types, the most significant being Wyndham Way (A369) which links the town with Bristol and the M5, via The Portbury Hundred. The town has an attractive and busy local High Street. Quay Avenue and Harbour Road act as a town centre ring road and provide access to local neighbourhoods and the harbour area.



Existing road hierarchy



Existing pedestrian movement

Pedestrian Movement - this is critical to the future success of Portishead town centre and the whole central area is identified as a Core Walking Zone by NSC, meaning walking improvement projects should be planned and prioritised. A walking audit has revealed the following issues.

- Generally, the town centre roads have footways, but these are narrow in places.
- Within the study area there are many barriers to movement between land uses and this particularly affects the relationship between the Town Car park and Harbour area.
- Wyndham Way acts a barrier to north-south movement and is a hostile street to walk along or cross.

- The Cabstand junction can be confusing for pedestrians but is located on an important route from the High Street to the Harbour.

Concerns about pedestrian movement form a large proportion of responses from the recent community engagement.

Cycling Movement - there are some dedicated cycle facilities within the town however the Council, through its ongoing plans, wants to make further improvements and will be seeking central government funding.

Road Safety - there have been several recent accidents on Wyndham Way and the High Street, some involving pedestrians.

Local Buses - buses serve the town operating on the High Street, Quay Avenue, Harbour Road and Station Road with several frequent services to nearby places, including Bristol, Weston-super-Mare, Clevedon and Nailsea.

Rail Station Proposal - the Council, in partnership with WECA, is at an advanced stage in the planning of the new MetroWest rail line which will connect Bristol with Portishead town centre. The station will be located near the Harbour Road / Quay Ave roundabout. The new rail line is the subject of a Development Consent Order (DCO) - a form of planning permission - and will include a small transport interchange, taxi waiting and

on-street bus stopping, together with a long-stay car park and new walking and cycling routes linking to the town centre.

Car Parking - there are many car parks and parking spaces within the town centre area. However only a small proportion of these are managed Council owned public car parks. Most parking spaces are free and associated with retail or employment land uses.

In summary the Scoping Study has highlighted the following issues and opportunities.

- the WWSA is a major barrier to local movement;
- the routes that exist around the WWSA are mainly designed for cars and other motor vehicles;
- pedestrian and cycle movement has emerged as an afterthought, probably encouraging more local journeys to be made by car; and,
- there is a real opportunity for the WWSA to better connect to existing neighbourhoods around it, and to encourage walking and cycling within the area, including to and from the new station when it opens.

Movement and Access Recommendations

The Development Framework for Portishead town centre will be informed by transport and movement considerations, drawing on best practice and recognising the needs of all residents / town centre users, whilst embracing new technology. As part of the next stage of work consideration should be given to developing new transport and movement initiatives aimed at improving movement within and around the area and creating new environments that encourage walking and cycling.

Such new interventions could include the following.

20-Minute Town

A 20-minute town is a place where neighbourhoods can access a range of town centre functions within a 20-minute walk from their home. Portishead is suited to this approach as the town centre is fairly central and a new station is planned. This would include improved walking and cycling connections to the surrounding neighbourhoods.



Embrace the Big Street

Like the High Street, Wyndham Way would benefit from new development frontage. The current highway engineering creates a hostile feel and would benefit from a 'street like' environment better suited to a town centre location, whilst providing for improved footpaths and cycleways.



Go Dutch with Junctions

Many of the junctions on Wyndham Way do not fulfil the latest guidelines on walking and cycling. There are several ways of improving local junctions, including a Dutch style roundabout which is one way of achieving better walking and cycling, whilst still retaining reasonable road capacity.



Slow Streets for Walking and Cycling

To improve movement through the WWSA, a series of new connections aimed at walking and slow cycling would improve permeability and connection of the town centre and help people navigate through the area. These would need to cater for several key routes including; station to High Street and High Street to harbour.

Optimise the High Street and Cabstand Junction

Parts of the High Street and Cabstand junction would benefit from public realm improvement to help manage traffic speed, improve walkability and better cater for buses and HGV servicing needs.



Environmental context

Ecology and Biodiversity

The study area is located within a predominantly urban environment, but there are a number of important ecological sites in the surrounding area, including areas of ancient woodland located to the north and south-west of the study area.

The Severn Estuary is protected by a number of ecological designations to reflect the importance of the habitats and species and has been identified as having national and international importance for the breeding, feeding, wintering and migration of rare and vulnerable species of birds.

The mudflats and sandflats, saltmarsh, shingle and rocky shore habitats support the protected bird species. Future development within the Study Area would not directly impact these designated sites, and due consideration would be given to them as plans emerge.

Improving the natural environment within Portishead is a key aspect of the overall vision, which includes aspirations for biodiversity net gain, and wider environmental net gain. This could be achieved by increasing the amount of green spaces and thinking carefully about how rainwater is managed, including features such as green roofs.

Noise

There are a number of noise sources within and surrounding the study area, particularly the main road network (A369, Quays Avenue, Harbour Road, Station Road).

Air Quality

The site is not located within an Air Quality Management Area (AQMA) but improving the area for walking and cycling, and thinking carefully about the type of development will aspire to improve local air quality.

Climate Change Resilience

Any future plans will need to consider the resilience of new development in the study area and explore how development in this location can make Portishead more resilient.

Sustainable Construction

Sustainable design initiatives will need to be incorporated into any future design. For example, any construction materials can be selected following the Building Research Establishment (BRE) 'Green Guide to Specification' to reduce the environmental impacts of these materials, and the carbon emissions associated with construction would need to be key drivers in the design process.



Heritage

The site contains one Grade II listed building - the White Lion Public House and Former Sea Wall. Other surrounding sensitive buildings include a number of Grade II and II* listed buildings, with the Grade I listed Parish Church of St Peter approximately 300m south-west of the site.

Water

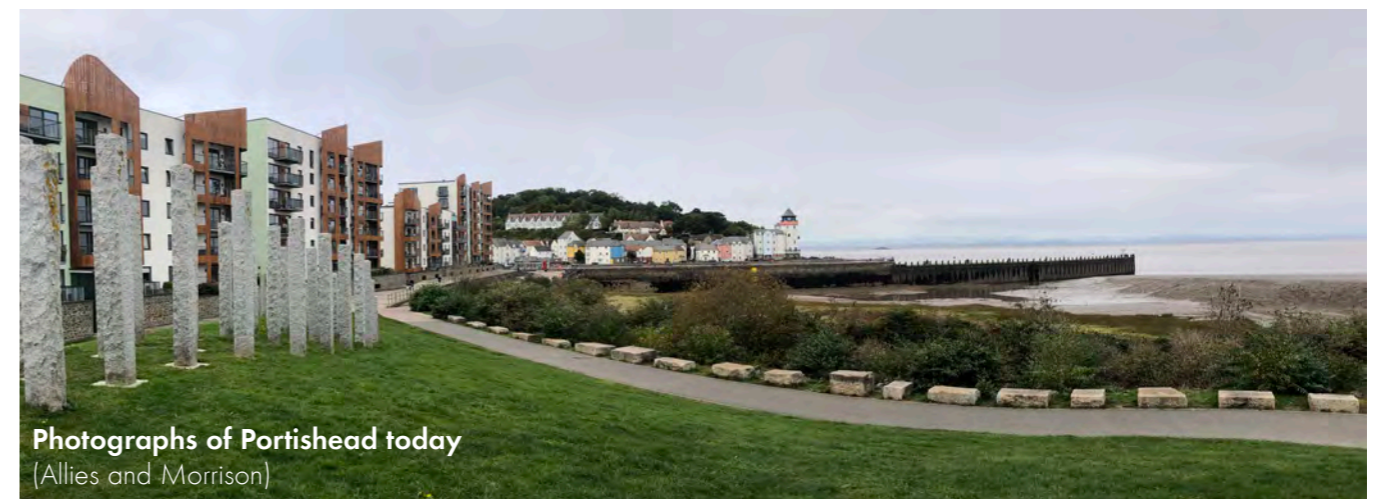
The main flood risk is associated with tidal flooding from the coast to the north and northeast. However, there are tidal flood defences which are managed by the Environment Agency (EA) and which appropriately protect Portishead from tidal flooding.

The site and surrounding area is located within Flood Zone 3 - land assessed as having 1 in 200 or greater annual probability of flooding from the sea in any year - but this designation does not take account of the coastal flood defences and therefore the actual (tidal) flood risk may be considered to be lower than that typically associated with Flood Zone 3. The Portbury Ditch flows past the Portishead Business Park, flowing from the Clevedon hills before discharging into the Severn Estuary at Portishead Docks. The Portishead Ditch does not contribute to the Flood Zone 3 designation.

There have been incidents of surface water flooding and ponding in areas of Portishead, as well as some instances of flooding from the Portbury Ditch affecting land when an intense storm occurs at the same time as high tide conditions. This is different from the coastal flood risk which is managed by flood defences.

As development plans emerge, a full and detailed Flood Risk Assessment (FRA) would be undertaken, in line with relevant planning requirements. This would determine the risks of flooding at the site from sources including rivers, the sea, sewers and groundwater. The vulnerability of different development uses would be a key consideration in this process, as well as appropriate and proportionate mitigation measures.

Sustainable Drainage Systems (SuDS) will form an important part of the development proposals. It is recognised that surface water arising from a developed site should, as far as is practicable, be managed to mimic the surface water flows arising from the site prior to the proposed development while reducing flood risks to the site itself and elsewhere. Proposed drainage measures would also take climate change into account and would have benefits for both drainage and biodiversity.



Photographs of Portishead today
(Allies and Morrison)

Social and economic analysis



Portishead's community

The project team has reviewed data on the socio-economic profile of Portishead, collected from a number of sources. The data largely reflects pre Covid-19 circumstances.

Providing context, North Somerset's population (215,100) is growing faster than the national and regional average, this includes growth in both working age groups and older age groups.

Within North Somerset, Portishead is strategically located as a gateway to the South West. The town benefits from good accessibility, some 30 mins drive time to Bristol city centre, with Bristol Airport (the fifth largest airport outside of London in the UK), Bristol Port (the UK's most centrally located deep water port), and the M5 motorway all close by.

Portishead (2017 pop. 26, 286) is also expected to see continued population and household growth, with the town centre having a younger age profile than the wider North Somerset area.

The town has a relatively affluent catchment with below average unemployment, higher levels of "managerial, administrative, professional" jobs and what Experian describes as "Domestic Success" and "Aspiring Homemakers" residents. Experian suggest such groups include families with good career prospects.

The central area of Portishead caters well for young families in that they appear to stay in the town as their property needs grow. There is an above average level of renters, reflected in the larger quantum of apartments in/around the marina.

Portishead has above average wage earners living in the town, but there is significant reliance (circa 75% journeys) on commuting by car to either Bristol city centre or strategic employment locations on the North Bristol fringe (for example Aztec West, Bristol Business Park) or Avonmouth.

This out commuting helps drive Portishead affluence (by accessing higher earning employment), but creates its own parking, congestion and sustainability issues for Portishead.

Passenger rail services (MetroWest) returning to Temple Mead should offer the prospect of some modal shift in travel to Bristol city centre.

Portishead has seen growth in economic sectors often associated (pre Covid 19) with regenerating urban centres such as IT, finance, property, retail and accommodation and food and entertainment and recreation.

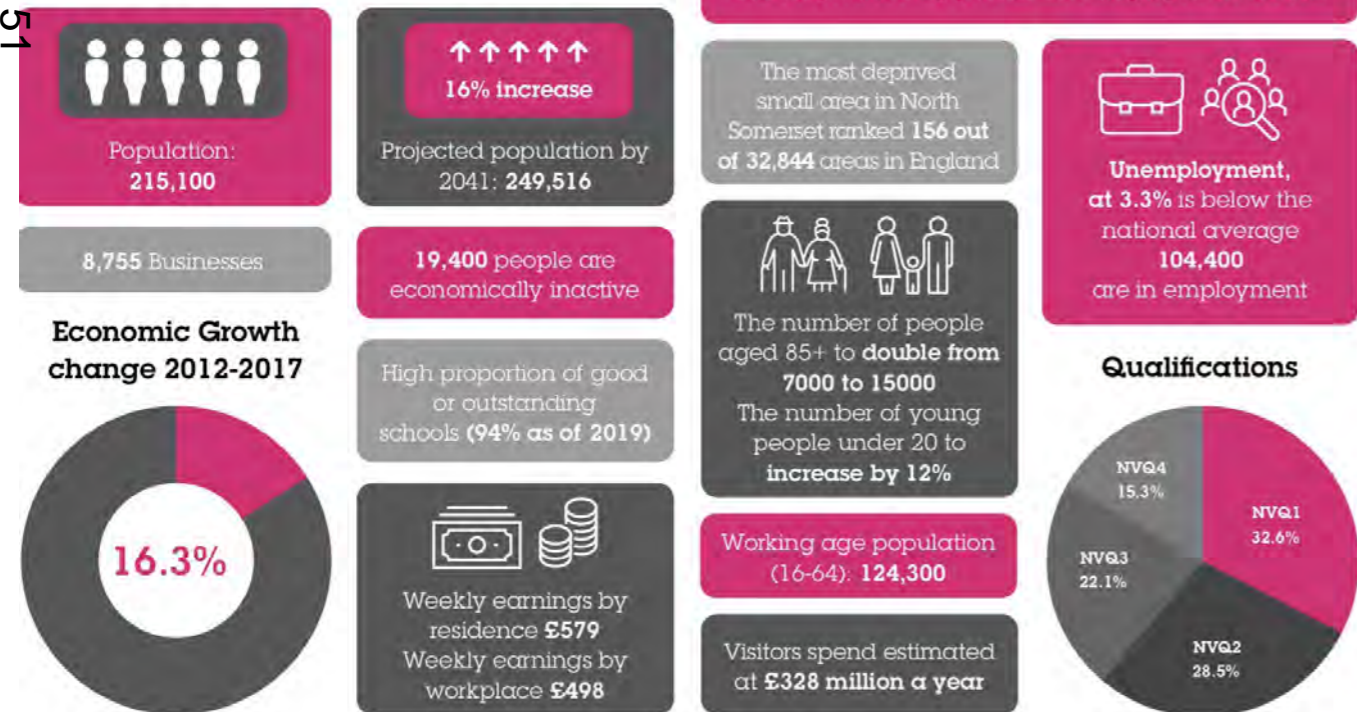
Portishead residents have above average qualification levels and self-evident civic pride in the town. This suggests there could be entrepreneurial capacity for start-ups and growth of SMEs, which could help underpin the local economy in a post Covid 19 world.

Whilst most inward migration to Portishead is locally generated (from other parts of NSC) there is also inward movement from Bristol residents, no doubt drawn by the greater affordability of Portishead.

The implications for a sustainable Portishead community and solid economic base going forward should be factored into regeneration options for WWSA. This will need to include land use mix (e.g. housing and workspace styles, products, tenures etc) as well as infrastructure needs (social, community, green and blue) and improved public transport offering the prospect of more sustainable movement patterns.

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North Somerset in numbers



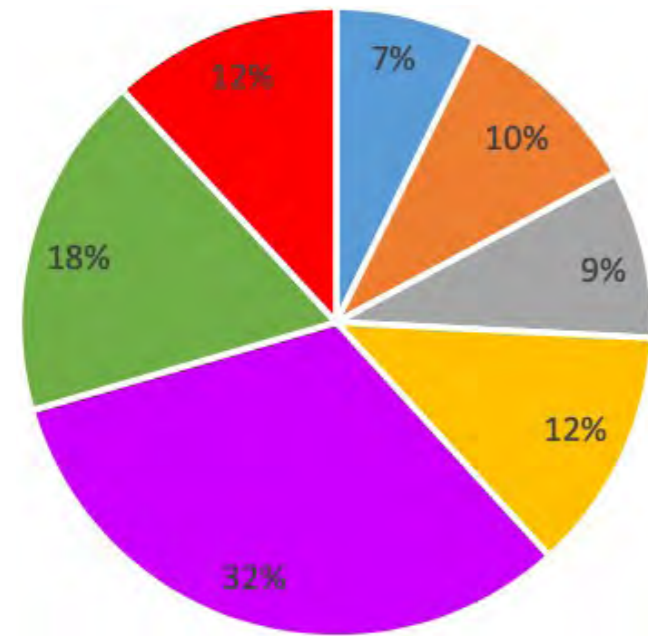
Key North Somerset demographic data from the North Somerset Employment and Skills Strategy

Evidence Base

The project team has reviewed North Somerset Councils (NSC) land use and infrastructure "evidence base". This is currently being updated by NSC for the new emerging Local Plan. Below is a summary of the key evidence and the project team's commentary on some implications for the Scoping Study.

Housing Needs

Compared with Government expectations and requirements for local planning authorities, there is an under supply of new housing in North Somerset coming through the planning process, and this is set against a growing population across the region, the district and in Portishead itself.



The Core Strategy sets out the district's housing requirement of 20,985 dwellings for 2006 -2026, which equates to 1,049 dwellings per annum. The Council's 2019 Annual Monitoring Report (AMR) notes that in the period 2006 - 2019, a total of 10,439 homes were delivered which leaves a requirement of 10,546 units to be provided between 2019 and 2026.

Based on the Government's 2017 "Standard Methodology", North Somerset's annual target will rise from 1,049 to 1,369 dwellings per annum.

Local communities across North Somerset often report that new development has been

NET COMPLETIONS BY AREA 2018/19

- Clevedon
- Nailsea
- Portishead
- Weston-super-Mare
- Weston Villages
- Service Villages
- Infill Villages and countryside

North Somerset housing completions 2018-2019 from the Council's 2019 Annual Monitoring Report

significant in the last decade or so, and needs to be accompanied with investment in infrastructure and that this can support the view that there are deficits in infrastructure. Portishead in particular has seen significant housing development in the early 2000s but has seen comparatively little since Port Marine and the Marina.

As such the Wyndham Way area provides a strategically important and sustainable opportunity for residential led mixed-use regeneration that can help to knit together the surrounding neighbourhoods.

Employment Land

The North Somerset Employment Land Review (ELR) 2018 found that in terms of employment space there was a relative surplus of 17 ha to 27 ha in the district. However, the ELR noted that this "oversupply" could be for "step change" opportunities, such as expanded development at Bristol Airport and the Port of Bristol.

Working with the West of England Combined Authority, NSC has commissioned a new 2020 employment land study known as the Employment Land Strategic Needs Assessment. We understand this identifies potential, post Covid 19, for North Somerset and Portishead to attract office investment away from Bristol and Bath.

A post Covid world may provide opportunities for Portishead to attract investment from Bristol and Bath for work at home, managed and co-working space. Regeneration of the WWSA could include workspace as part of a mixed-use development, in turn helping provide a sustainable economic base for Portishead.

Portishead Town centre

NSC undertook a town centre retail survey in October 2020 as part of its annual monitoring. For Portishead town centre, the Council reports a low vacancy rate of 7%, healthy mix of national and regional chains, strong independent offer, and "with barbers, dentists and opticians well placed to adjust to experience based activity". Looking forward there is unlikely to be need for additional "traditional" comparison shopping space given the structural changes in retail (such as the move to online shopping), as well as the potential lasting impacts of Covid. The need for greater differentiation and uses in town centres with increasingly local, independent, meanwhile, leisure, culture and event programmes are becoming key to a town's sustainable future.

However, town centre regeneration opportunities such as Wyndham Way need to embrace and curate attractive and lively ground floor uses - local, independent,

meanwhile retail and leisure, but also increasingly community, cultural and arts space.

Infrastructure needs

NSC is currently reviewing infrastructure needs in the district and Portishead. Initial findings are outlined below.

In terms of social and community infrastructure needs, NSC report that Portishead currently has a surplus number of primary school places and a small and declining deficit of secondary spaces. However, not all primary schools have capacity and Gordano School (secondary) is already very large; therefore engagement with schools will be required in determining future provision.

Future requirements will be based on an assessment of local school demand, proposed developments, size, tenure, phasing and delivery, against future school rolls, existing capacity, and potential for extension of existing facilities.

It is reported that the Clinical Commissioning Group (CCG) is satisfied about current GP health provision in Portishead.

In terms of future requirements, NSC suggests a new GP practice is triggered by an additional 4000 homes.

In terms of current provision NSC report that Portishead is relatively well provided for by private and public sports and leisure facilities.

Use of current leisure facilities is growing. Parish Wharf leisure centre is well used and

has no dedicated learning swimming pool. A need for a 3G playing pitch has been identified.

Significant residential development would raise the issues of additional sports and leisure facilities and especially children's play areas.

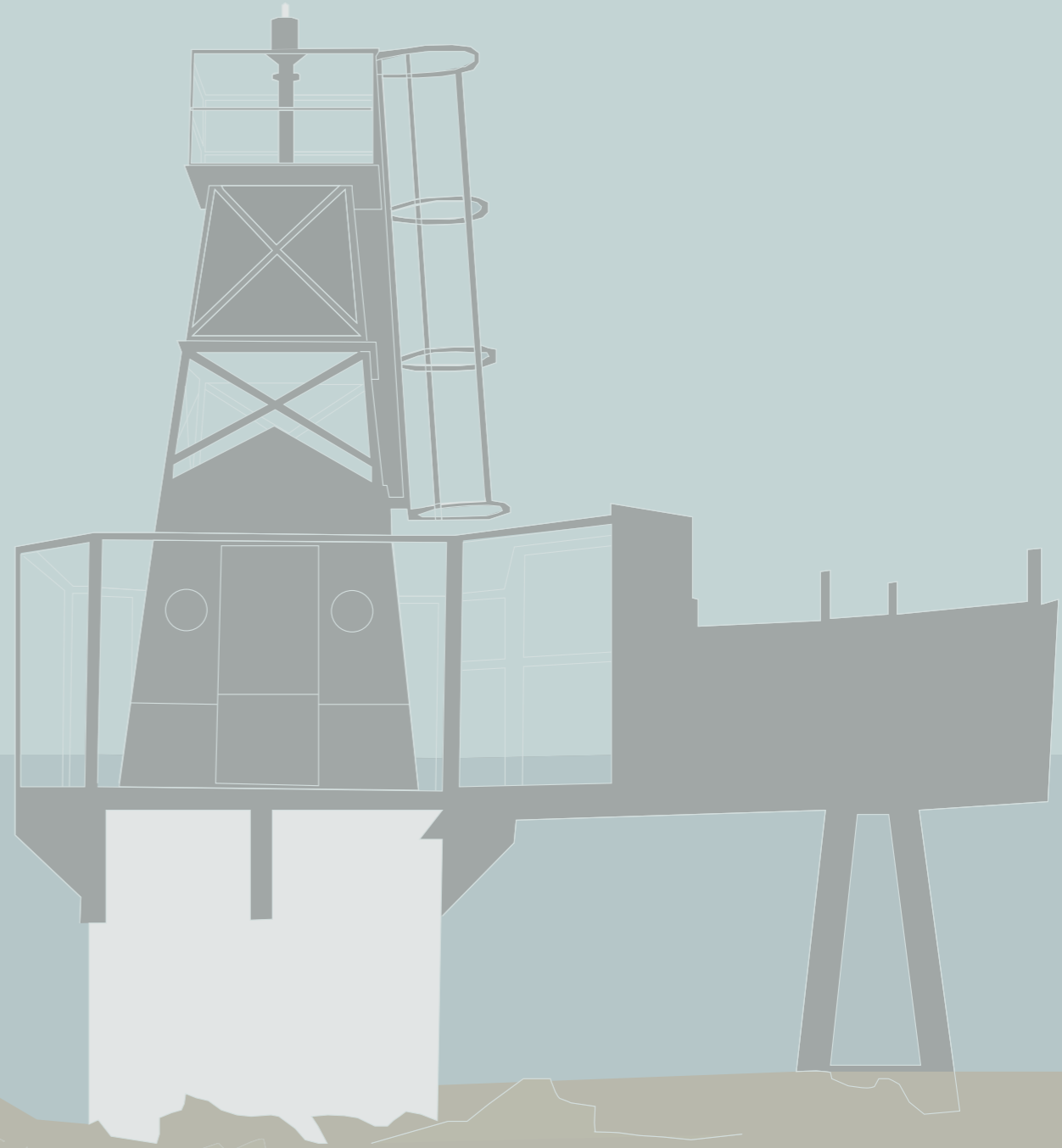
In terms of green infrastructure, the existing development along Old Mill Road presently acts as a barrier between Harbour Road and Wyndham Way and on to the High Street. There is a lack of immediate green open space in the town centre and larger open spaces within Portishead. Further integration of the existing (Portbury Ditch) and new green spaces and corridors would increase permeability and biodiversity.

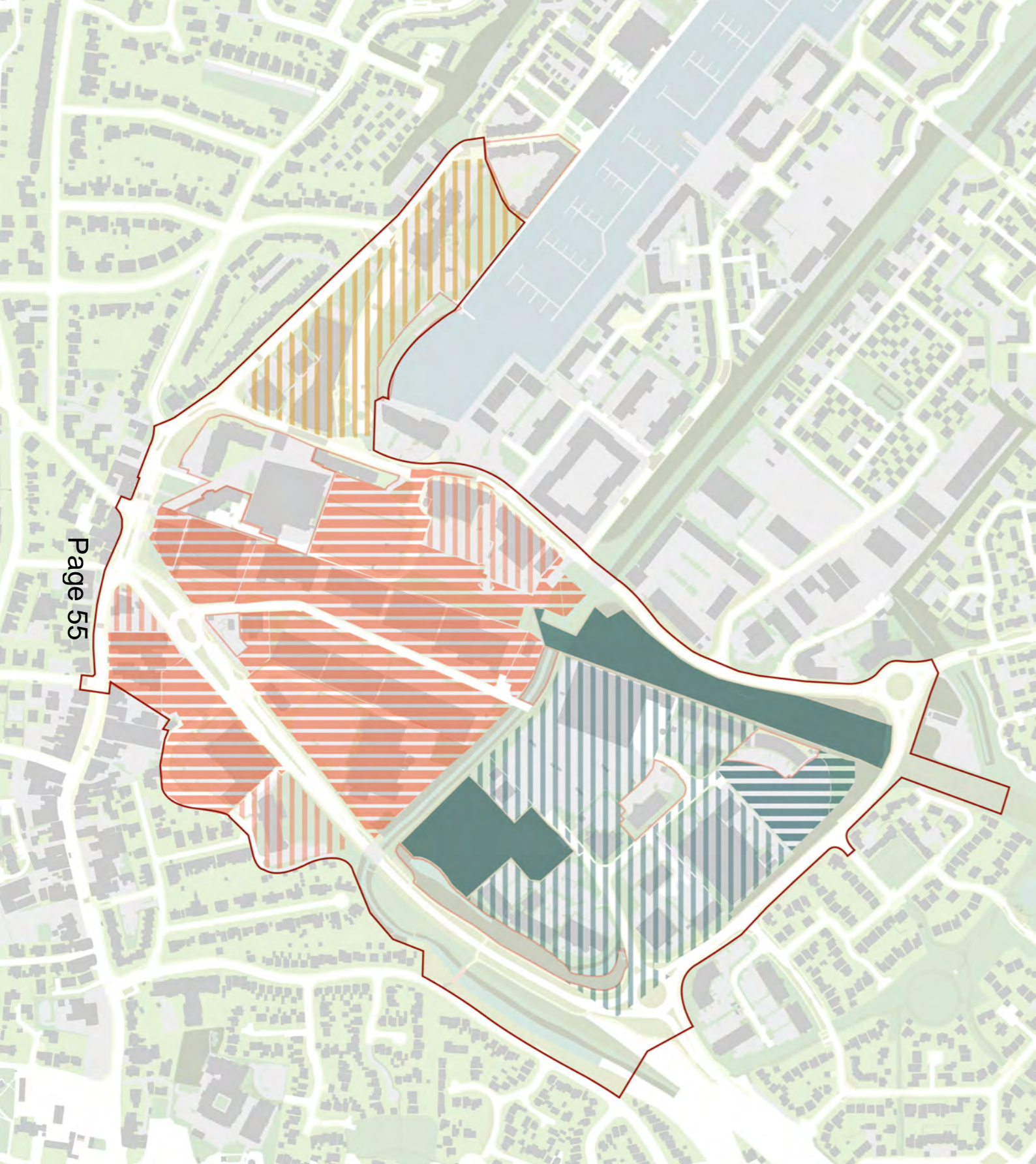
In terms of transport, congestion at Junction 19 of the M5 will need to be addressed through future improvements in partnership with Highways England, and Metro West will bring more sustainable access to Bristol and some modal shift from the private car. Nevertheless, there remain parking problems within the town, especially around the marina and Port Marine.

This Scoping Study identifies the WWSA as a regeneration opportunity area that could meet some of Portishead's needs. However, the form, nature and extent of potential new development is a matter for more detailed work. It will be on the basis of that more detailed development assessment that associated and required future social, community, green, blue and grey infrastructure will need to be identified.



Area evaluation





Area evaluation

Category one sites



This category of land identifies those sites which are considered as highly likely to come forward for development and which have the potential to make a significant contribution to the delivery of development and connections in the area. This description particularly includes vacant sites in the eastern area, but could be applied to other areas where land owners express a clear commitment to deliver development.

Category two sites



There are a number of areas of landownership where change is considered to be both possible and also desirable, to create a more integrated place. The sites which are described as category two sites could reasonably form part of a coordinated and phased approach to redevelopment over time.

Category three sites



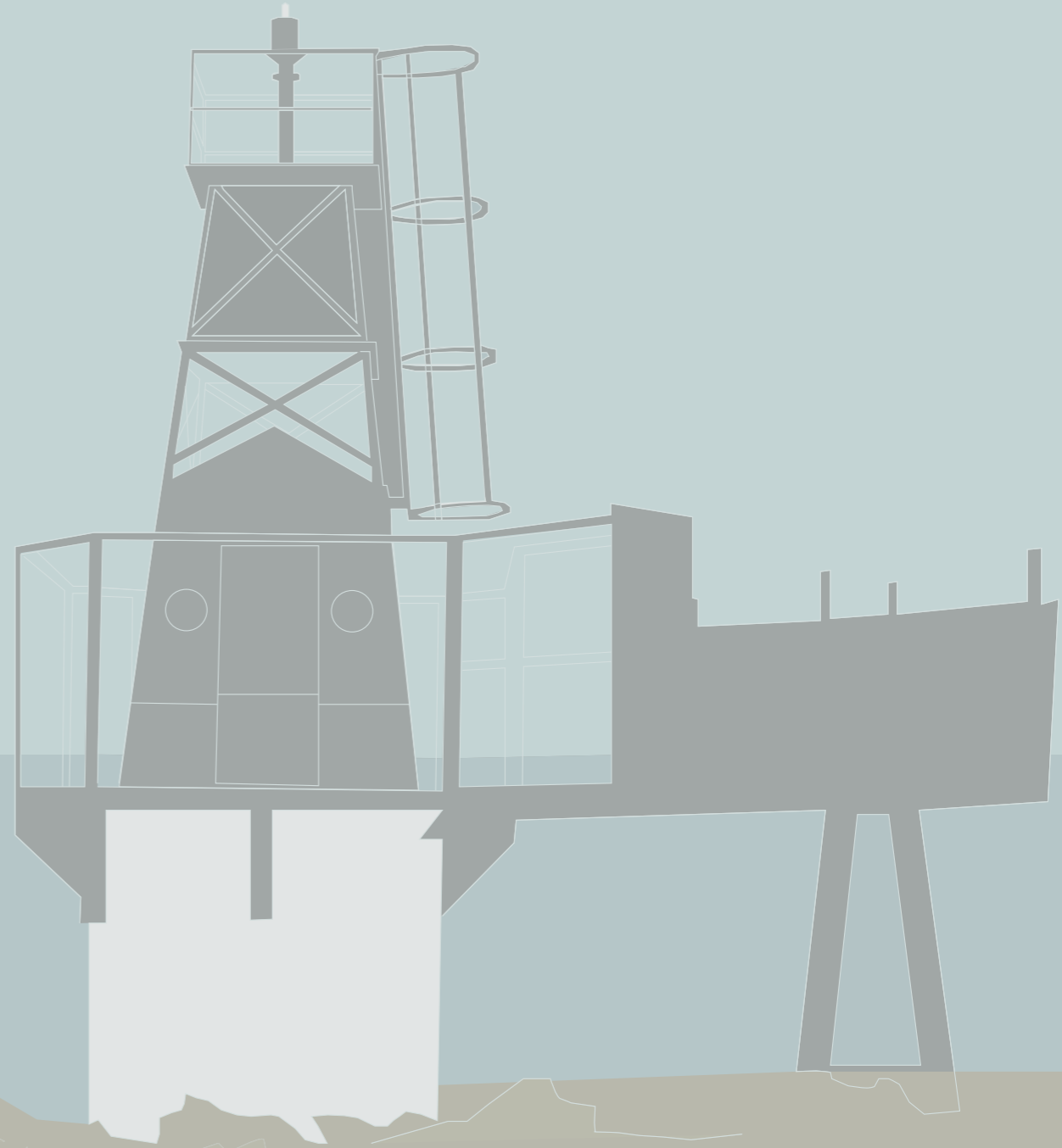
Some parcels of land are considered as less likely to change in the foreseeable future, either due to the nature of the use or other factors such as the presence of relatively new buildings. These sites are expected to form part of the wider framework. However, any framework should not rely on them providing critical links or required uses due to the relative lack of certainty that they could contribute.

Retained sites



A number of sites in and around the study area have been identified as very unlikely to change. These include private homes and elements of infrastructure such as the large substation at the western end of Old Mill Road. Within a future framework these sites should be regarded as fixed.

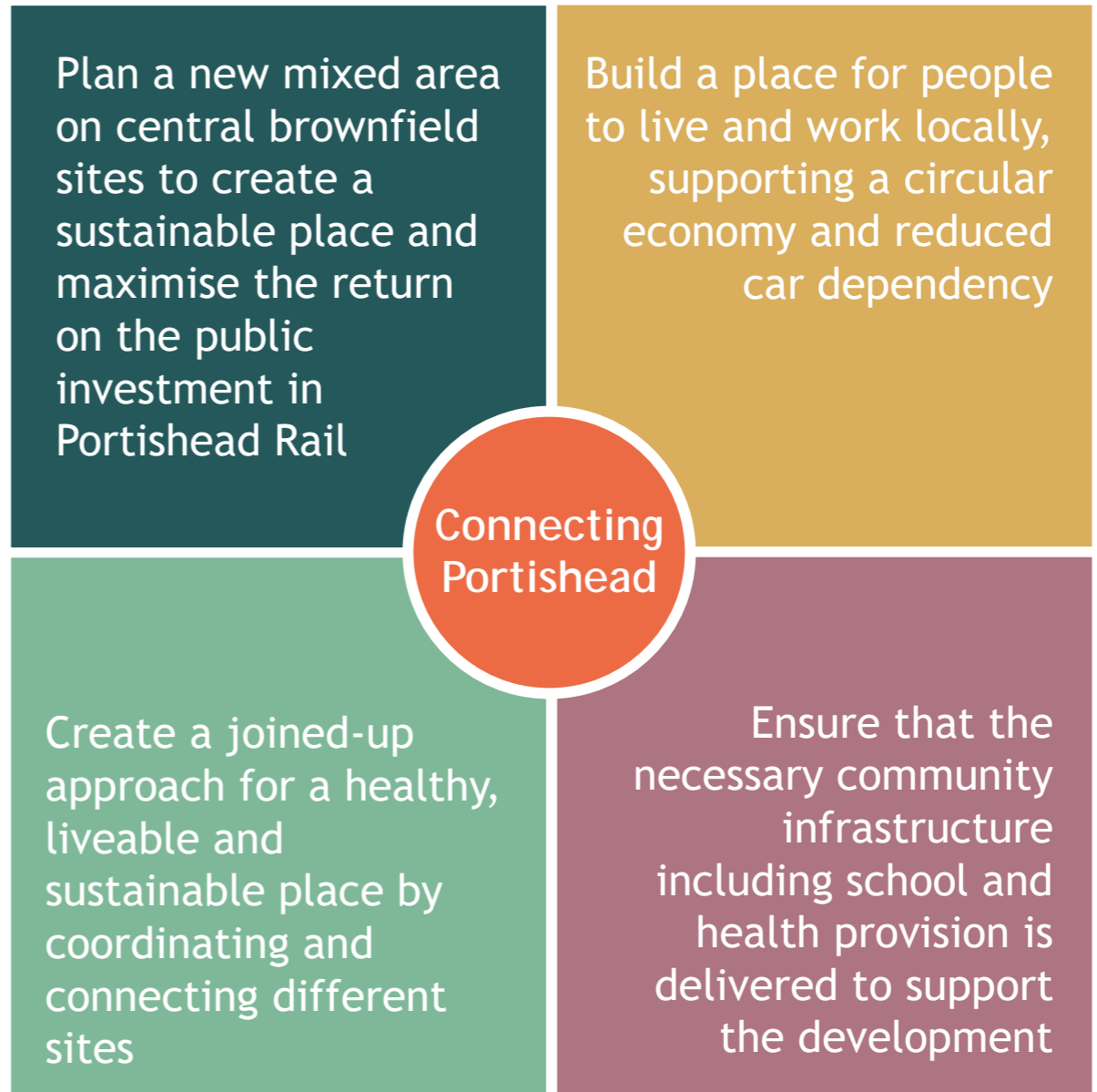
Vision, principles and strategy



Vision

Develop a place for Portishead, of Portishead, capturing the town's unique character and embracing the opportunities for living and working in a better way.

Principles



Strategy

This section of the report sets out the Vision, Principles and Strategy that should shape the development of the future framework for the Wyndham Way area.

They have been developed by the project team in collaboration with the Project Steering Group and respond to the particular issues and opportunities which the research and engagement have identified are important for the Wyndham Way area.

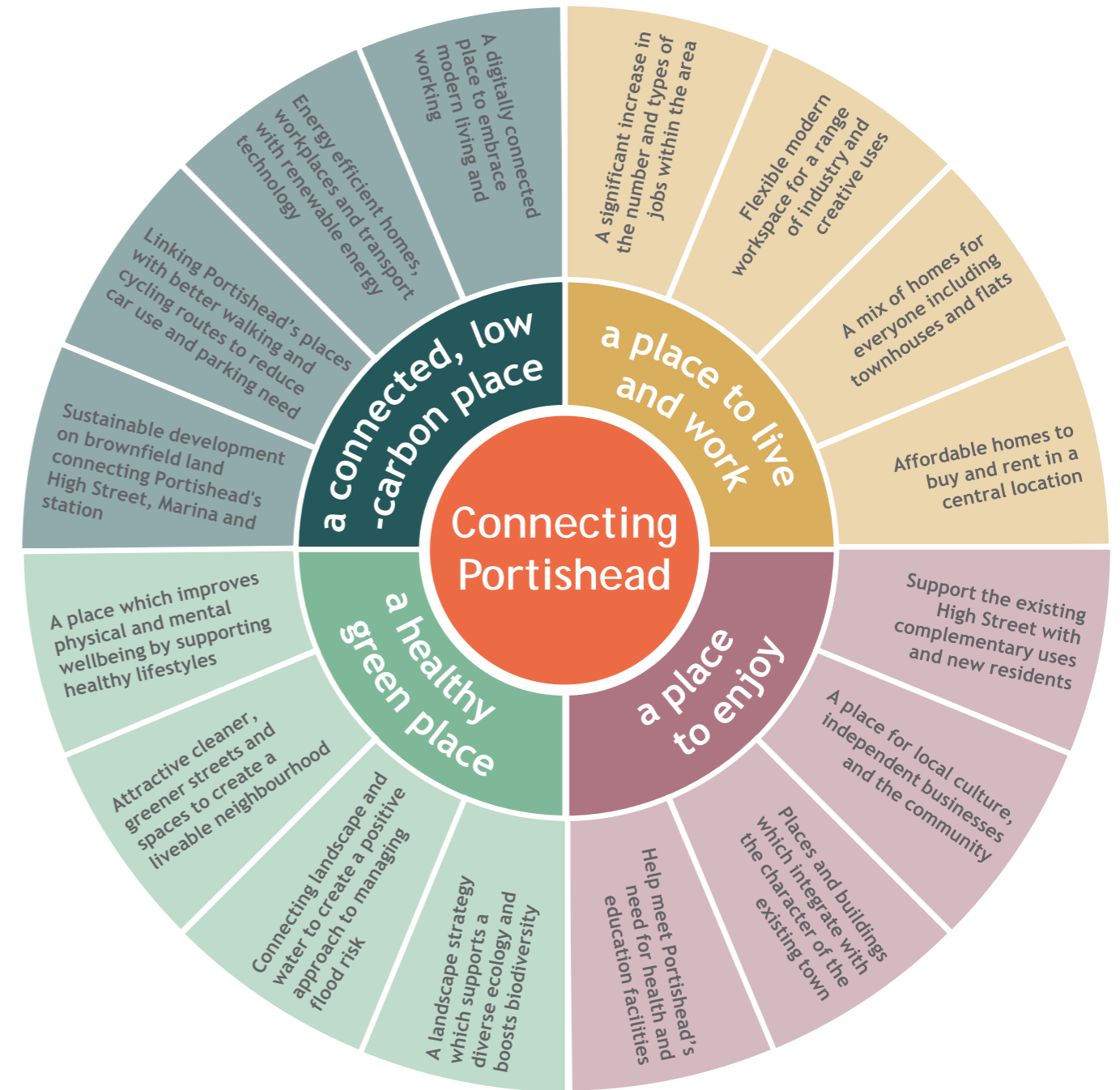
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This approach has also drawn on the North Somerset Local Plan Challenges and Choices consultation as well as the emerging Portishead Neighbourhood Plan and its key themes.

This Scoping Study and the framework that will follow from it are being developed through a significant period of change. North Somerset has recently declared both Climate and Nature Emergencies and has championed bold proposals through its emerging planning policy. The Neighbourhood Plan will also set out a strong green agenda for change. The direction of travel is clearly set towards more sustainable growth on central previously developed 'brownfield' sites with better opportunity for sustainable travel and reduced reliance on the car.

Over 40% of carbon emissions in North Somerset come from transport and this is not currently forecast to fall in future years. Real gains have however been made in emissions from homes and commercial buildings, though there is so much more to achieve.

This work is being undertaken through the COVID-19 pandemic which has significantly challenged the ways in which people live, work, travel and shop. This has accelerated the trend towards local working rather than commuting into larger cities, and as a consequence, many smaller towns have seen a resurgence in local shops due to the increased numbers of people working from home.

This combination of the opportunity to remake a significant central part of Portishead to address some of the key challenges and opportunities of the moment is truly significant. The approach set out here is intended to provide a guide for the development of the future framework, mapping a positive way forward for the benefit of the whole town and the wider area





Digital connectivity and infrastructure have become as important as transport infrastructure for business, and the COVID pandemic has accelerated the emerging trends for remote working to the point where a large number of people are home working.

Towns like Portishead are well-placed to benefit from this trend for smaller digitally enabled businesses, workplace hubs and home working, provided that good highspeed infrastructure is in place.



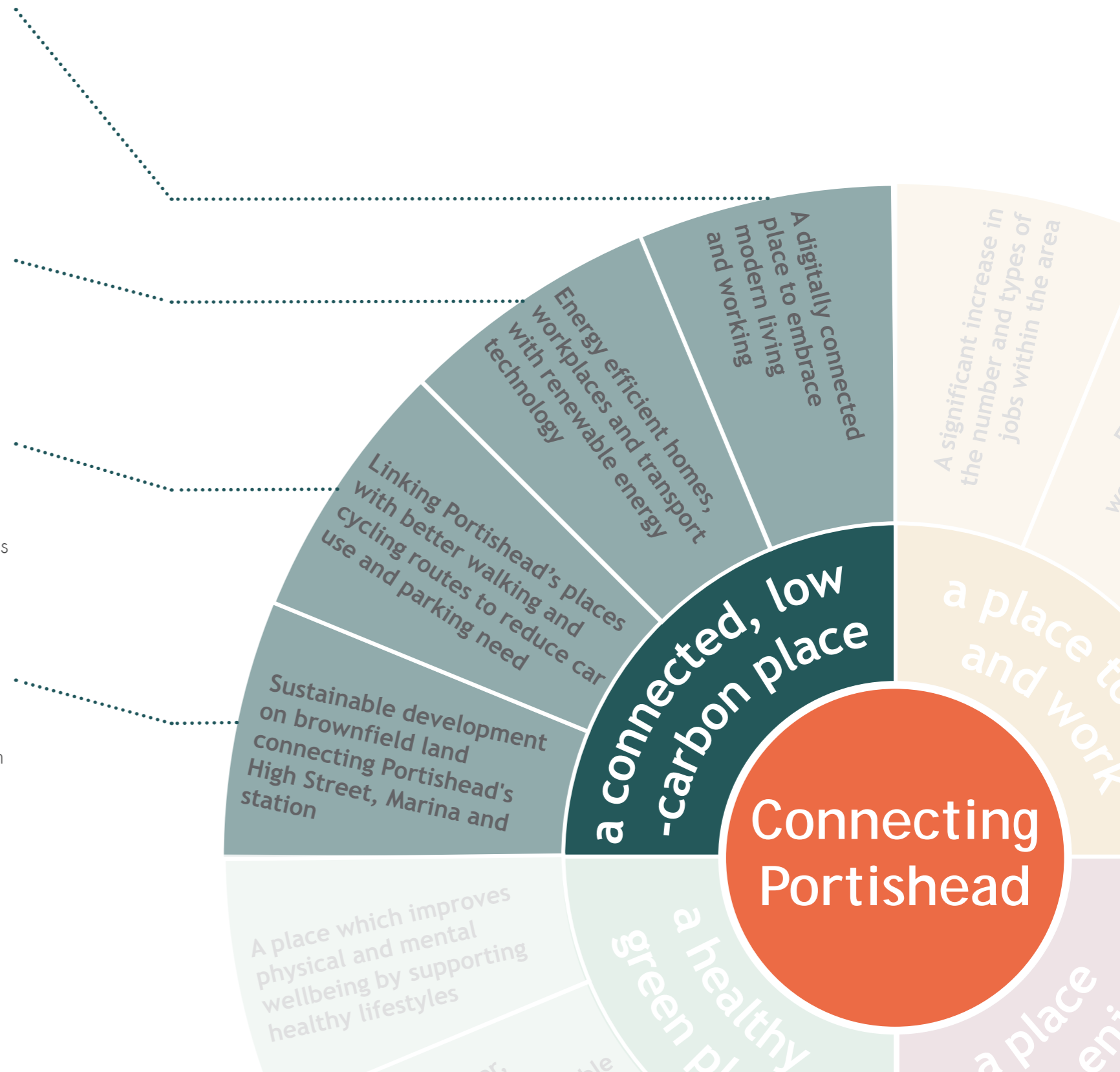
National regulations set minimum standards for the insulation and energy efficiency of homes, gradually increasing to the point where new homes will be able to operate at zero carbon. The scale of new development and the potential mix of uses also means that both renewable energy generation and smart energy network technology could be applied.

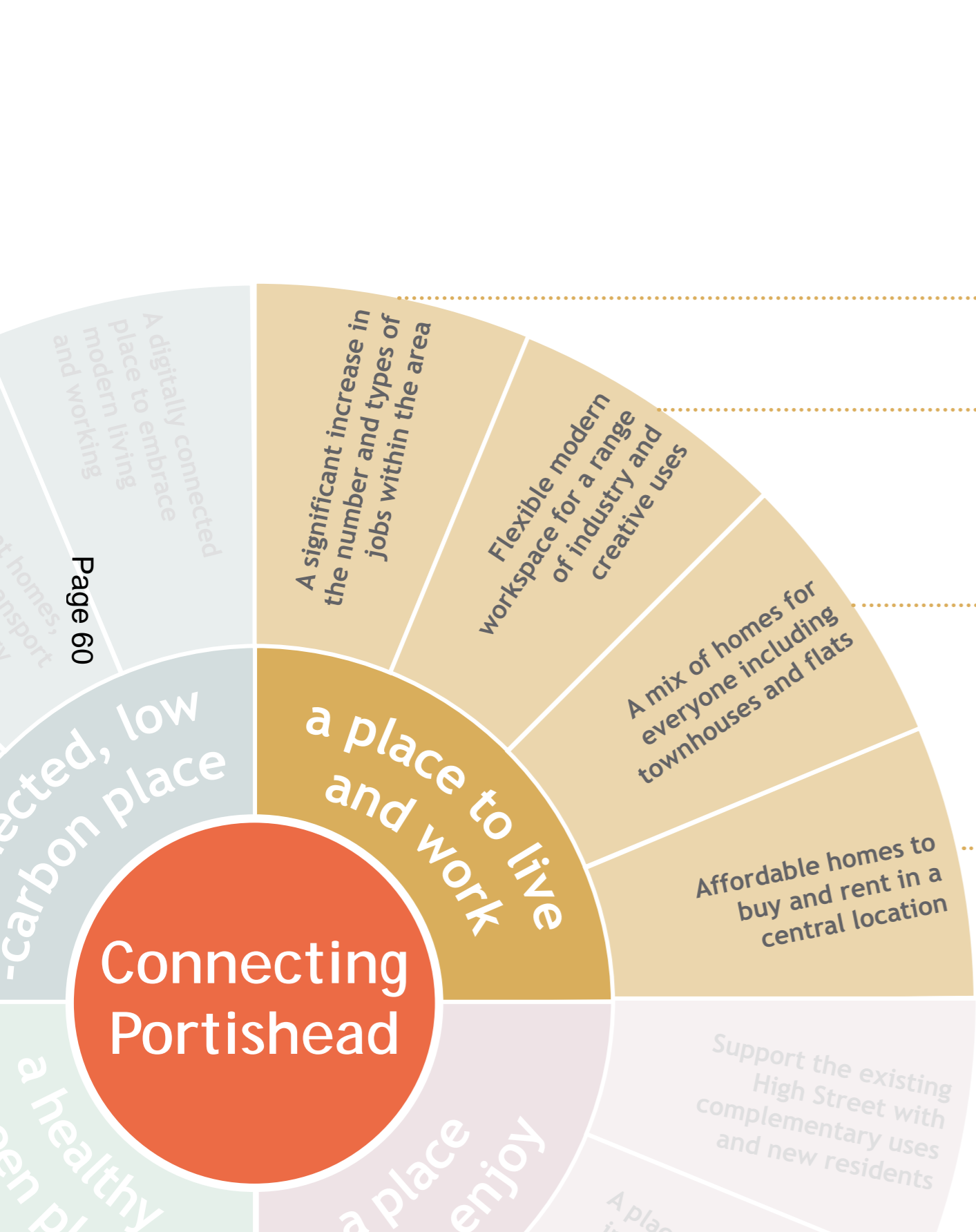


Recent development around Portishead, including the Marina and Port Marine have walkable streets within them, but lack good connections to the town centre. Development of this central area is a good opportunity to create clear and safe street links for walking and cycling which can help to reduce the need for short car trips within the town. This could help to reduce car dependency in existing neighbourhoods as well as any new development. Making walking and cycling safe for younger people will also help to build healthy lifestyles and reduce traffic congestion at peak times.



Brownfield development is the most sustainable option for new development. It reduces the need to further expand the town, saving green-field sites from development. It also places new development in a central location where people can easily walk and cycle to local facilities as well as use the new station. This boosts the viability of the existing High Street, and also makes the development a good location for complementary shops, employment space and leisure facilities.





The existing industrial and retail uses which provide the bulk of the employment within the study area at the moment tend to provide a relatively low number of jobs. They are in single storey buildings, with large areas of parking and yard space and include uses such as warehousing.

As new development is delivered, it can include new business space and support a wider range of activities to support employment for local people.



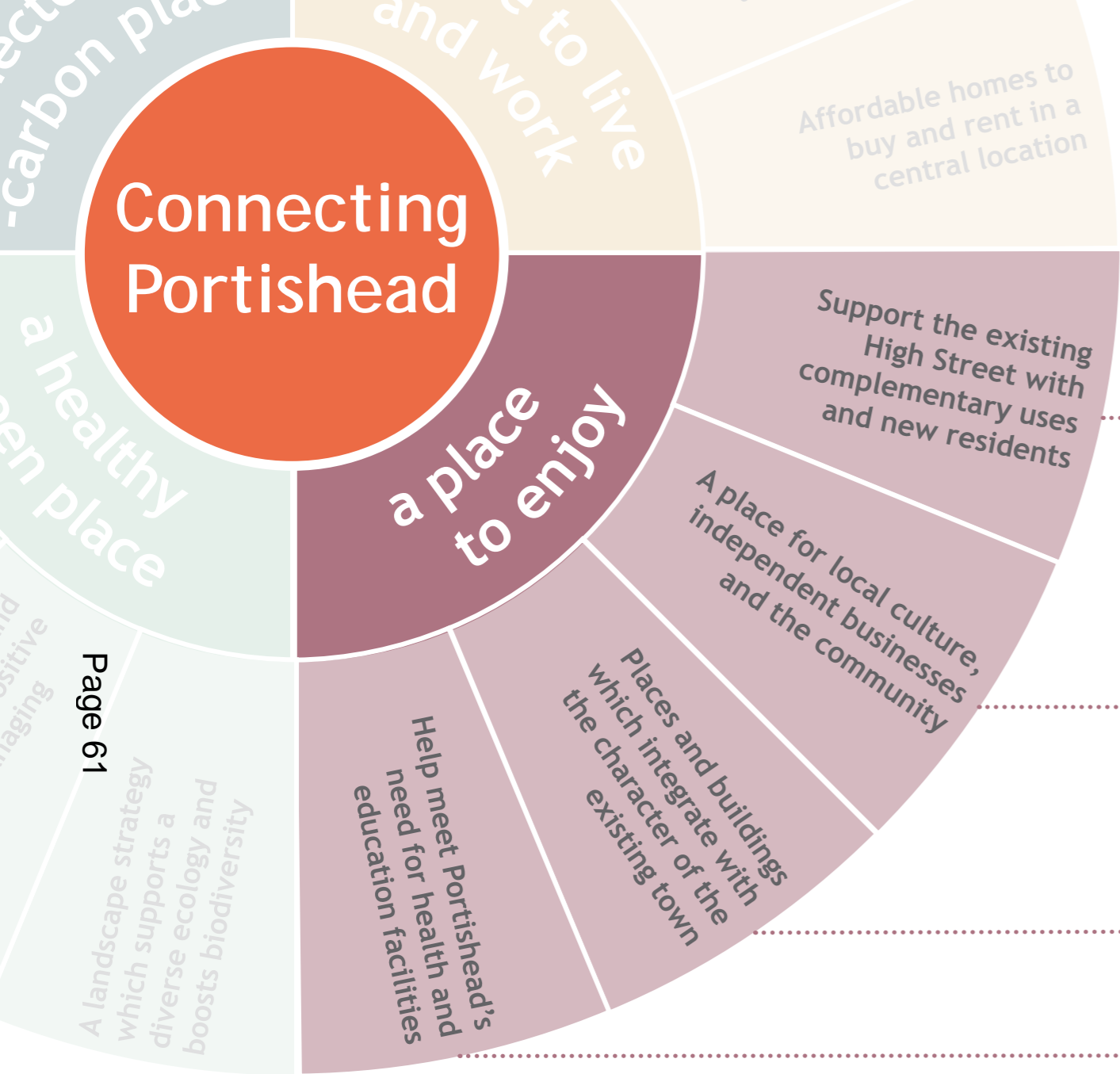
Delivering new workspace as part of a larger development also means that it can be designed to accommodate a wider range of uses and can adapt well to a wide range of workspace needs including workshop, studio and office uses alongside more traditional light industrial uses. Key to this flexibility will be creating modular units which can allow businesses to expand, providing good service access and dealing with infrastructure such as services and ventilation.



As part of contributing to a balanced local community, any development of this size should seek to address the identified need to deliver new housing within Portishead. This should include a range of types, densities tenures of new homes (including affordable housing) from flats through to larger family homes, together with associated amenity spaces.



North Somerset Council requires affordable homes to be delivered in any new residential development, subject to viability considerations, and these requirements will apply to schemes put forward in the Wyndham Way area.



The existing High Street is the retail heart of Portishead, and is complemented by the Marina, with its selection of shops and restaurants. The aim of new development should be to complement it by adding further uses which will benefit Portishead as a growing town.

More people living within a short walk of the High Street will boost businesses by increasing the number of customers on their doorsteps.



The Wyndham Way area provides a key growth opportunity right in the heart of Portishead in a district that has long been the focus of the town's industry. A central location like this is an ideal place to locate space for small businesses, flexible workspace and creative spaces that can help to expand opportunities in Portishead. It also offers the potential to expand Portishead's cultural and community provision, with the potential for new cinema and venue space that could either complement or replace the existing Somerset Hall.



Portishead has a characterful historic centre and an attractive Marina area, including attractive buildings, but also great streets and spaces. The local landscape, with hills to the west, means that the roofscape of the central area of Portishead is really visible. The aim for new development should be to create a place with a distinctive character which reflects this existing context and feels like it belongs in Portishead. The development should include streets and spaces which create clear links to help integrate and connect, as well as provide distinctive and characterful design.



Portishead has grown substantially over the last few decades. North Somerset Council and Portishead Town Council have been working to assess what facilities the larger community needs, including the demand for essential services such as school places, healthcare and things like local leisure provision. As well as providing new jobs and homes, any development will need to address the associated infrastructure requirements related to the development providing funding and/or provide new or improved local facilities.



New development in Portishead should provide buildings and spaces which support a healthy, happy lifestyle. This includes providing good outdoor space in the form of private gardens and terraces, as well as creating public spaces for play and relaxation. Enabling walking and cycling and reducing local car trips is a well-established way to promote healthy lifestyles. The creation of safe and clear links between different parts of Portishead will help to make walking and cycling easier and replace short car trips for some existing residents as well as new residents.



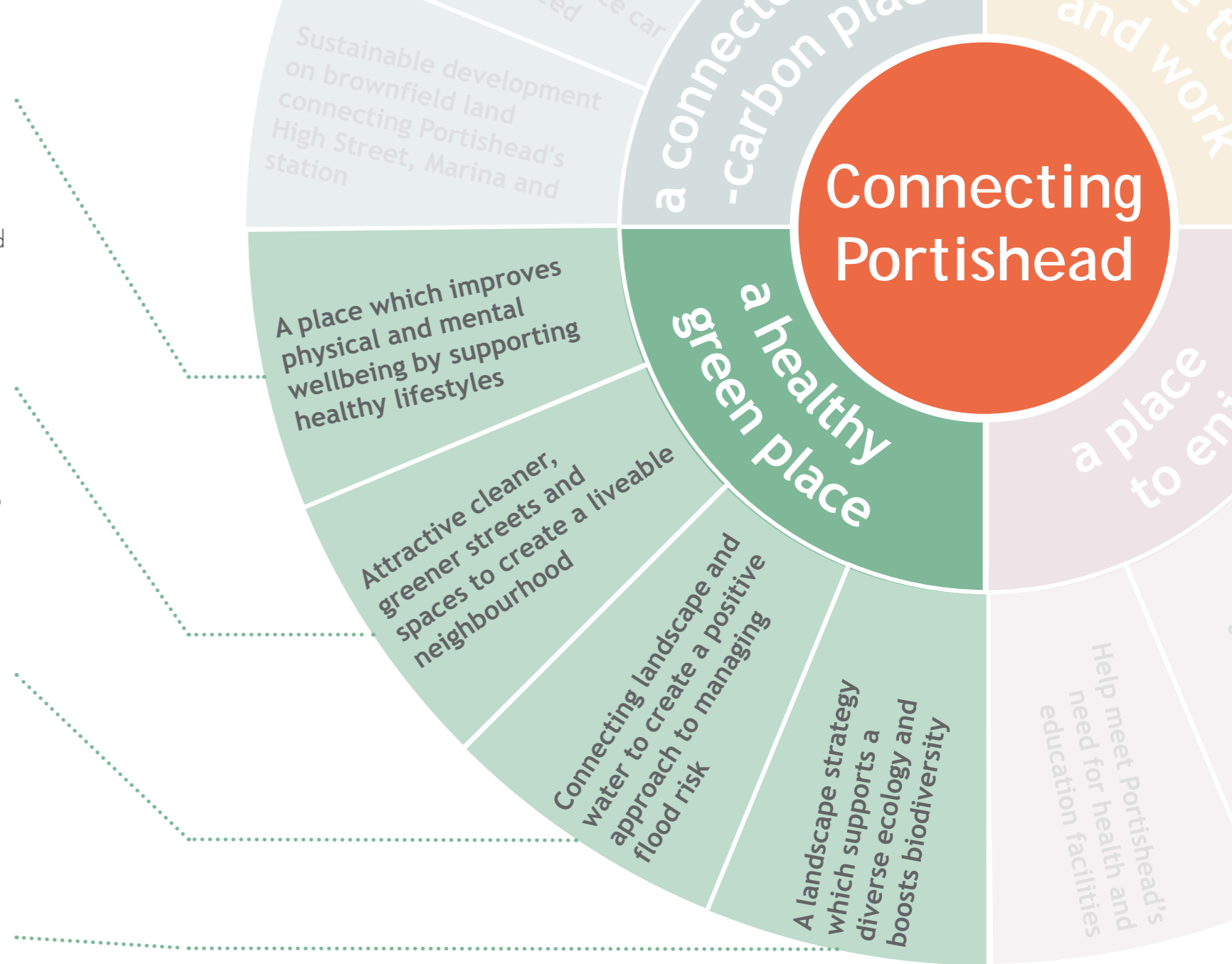
For the central area of Portishead to be an attractive location for people to want to live, work and spend time the streets and spaces need to provide an attractive environment. This could range from central pedestrian spaces which enable cafes or restaurants to provide outdoor seating, to safe streets which enable children to walk and cycle safely to school, to green spaces which provide pockets of space to play in, relax in, or look on to. Green spaces which are interlinked, and which connect into the green corridor of the watercourse will also feel larger and more generous.



The Wyndham Way area is susceptible to flood risk but does benefit from tidal flood protection. The large areas of roof and hard standing in the area contribute to the management and design of the existing watercourse to balance drainage, storage capacity and biodiversity. This should also be complemented by good provision of permeable surfaces within any development, including rain gardens, green or brown roofs and tree planting which can all help to slow down the flow of rainwater and at the same time create a more attractive place.



As well as declaring a climate emergency, North Somerset Council has also declared a nature emergency, drawing attention to the urgent need to improve biodiversity in the district. The existing study area has elements of strong ecological value in its watercourse and some significant trees, but also has large areas of hard roof and paved surface. As plans are developed for the area, extending fingers of green space into new development which connect with the green corridor of the watercourse will help to connect and support a much richer and more diverse ecology, as well as benefiting the people who live there.



Findings and recommendations



Spatial options

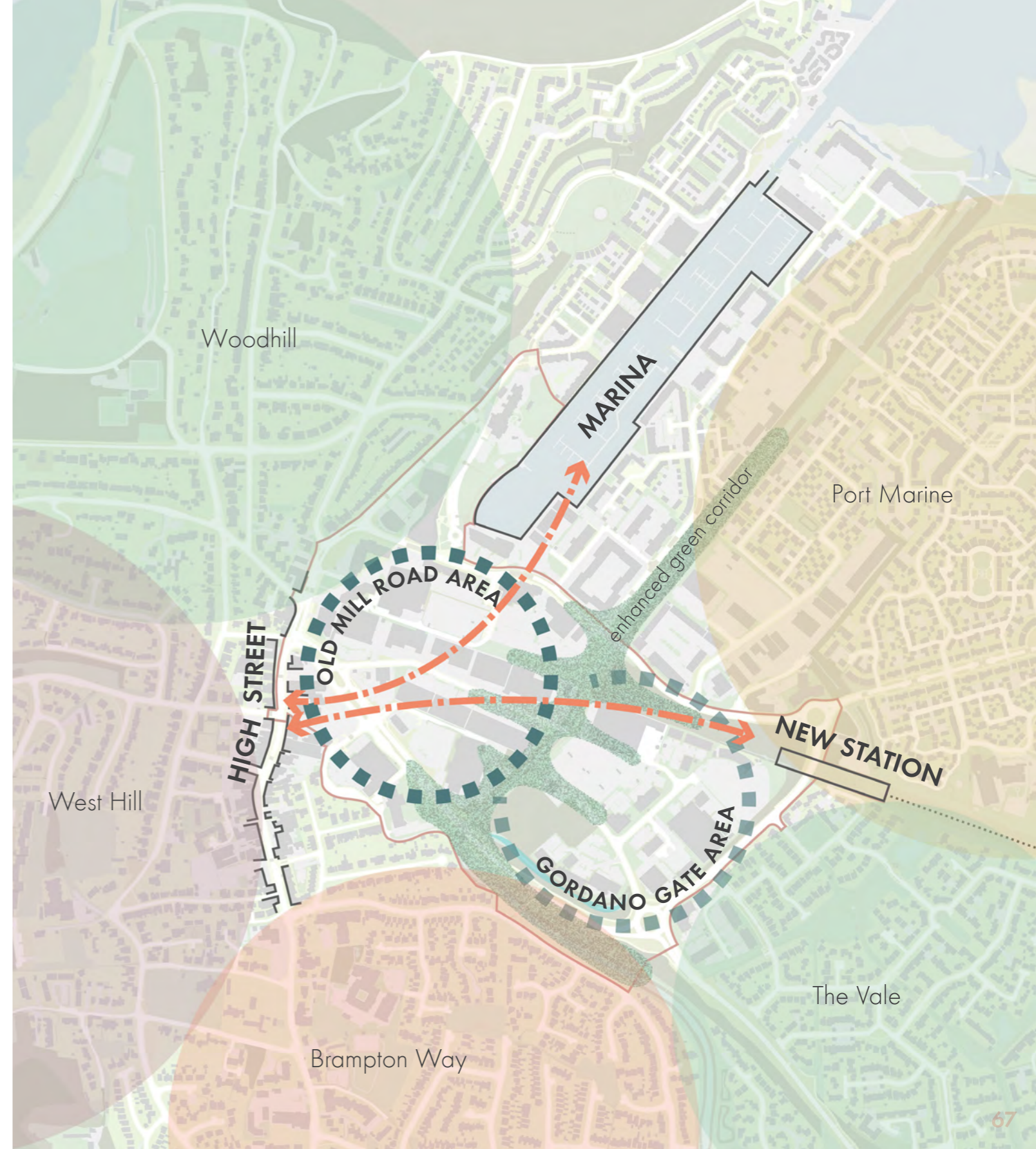
The project team has drawn up the following key ideas to guide the development of a future framework for the site:

- Better use of land and integration of the area around Old Mill Road, including the trading estate, Argos and Homebase, the retail park and elements of the Waitrose site. The objective should be to create a place with new employment opportunities supported by the right type of homes which helps to form a strong connection between the historic High Street and the Marina area;

Better use of the Gordano Gate area around what will be the location of the new station including improved walking and cycling links. An overall framework will help to ensure that early development on sites that are available in the short term helps to anticipate longer term development on sites with existing uses.

- An enhanced green corridor along the Portbury Ditch supporting clear walking and cycling links. Green spaces within new development could connect into this green corridor to boost biodiversity in the wider area.

- An improved Wyndham Way, providing a street with safe, attractive walking and cycling, and with key junction improvements. Development fronting onto Wyndham Way will help to transform its character into a more attractive street.
- Potential redevelopment of the High Street Precinct, car park and Aldi sites, integrating with the listed Old Mill to create an improved town centre area and provide better linkages.
- A new station with supporting infrastructure to improve active travel options.
- Attractive streets and spaces which provide key walking and cycling links between the Marina, the High Street and the Station, helping to reduce car dependency for local trips.

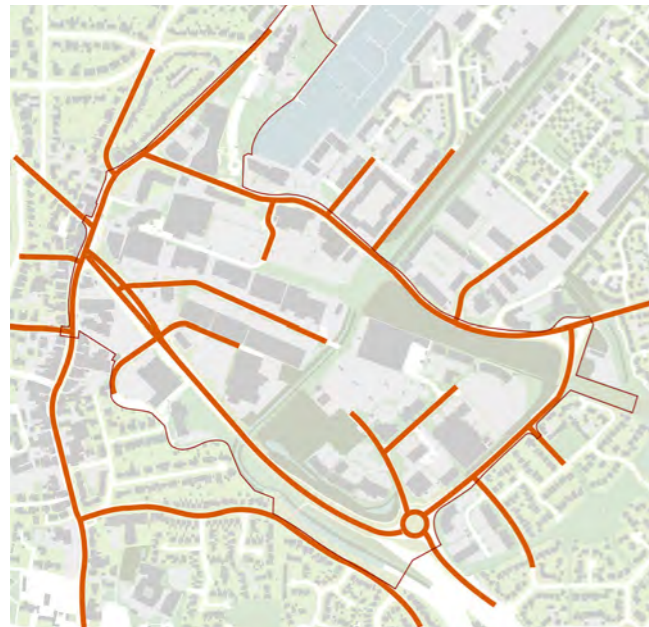


Creating a framework

Not all sites and buildings within the study area will be redeveloped through this process. However, it is important that a coordinated framework is developed to help influence the delivery of the many sites that may change and ensure that they work together with the existing town. As a starting point for development, it makes good sense to retain existing roads where ever possible. They are often the route for underground services which are expensive to divert and keeping them in the same place can help significantly with delivering individual phases.

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Existing roads



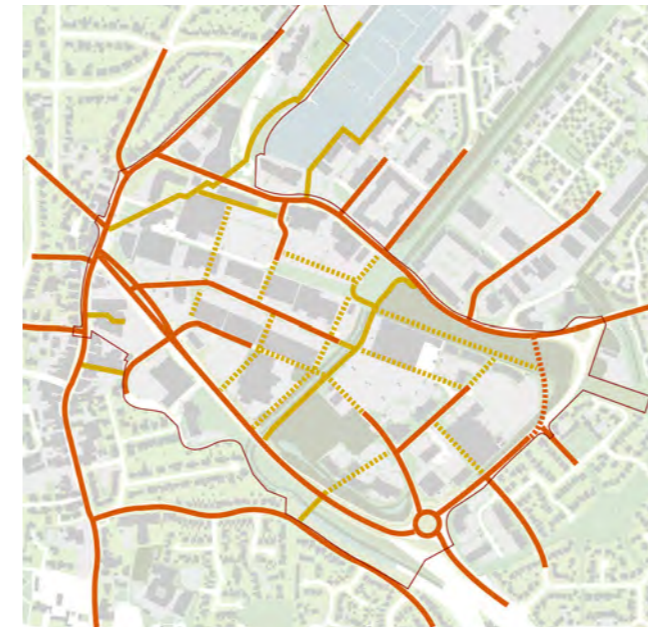
Overlaid with the road network there is also an existing network of pedestrian routes, including the one linking the High Street to Waitrose past the library and the important route which runs to the eastern side of the watercourse. There are also planned changes which are anticipated around the location of the new railway station in the next few years. This includes diverting the northern end of Quays Avenue to form a new junction and release space for the planned station and forecourt. It also includes a proposed surface car park in the existing land south of Harbour Road to service the station.

Existing pedestrian and cycling routes



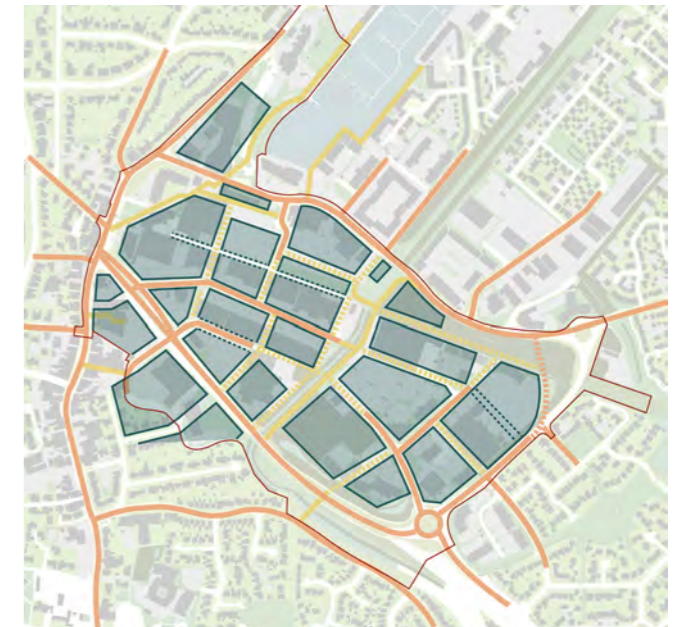
Taking the existing pattern of established routes and connections and making further links starts to establish a more complete network of streets throughout the study area. At this early stage, it is assumed that no new vehicle connections are provided which cut through the study area and that most of these routes are likely to prioritise walking and cycling. The location of new routes needs to balance the impulse to follow strong desire lines with the practical aim of achieving workable and practical buildings as well as taking account of land ownership constraints and likely phasing lines which could be a significant constraint on how new routes are delivered.

Potential new routes



This network of possible routes then also helps to inform how a series of urban blocks can be created to accommodate a range of new buildings. The aim of the framework should be to develop blocks which are flexible, and which can accommodate a range of uses as well as continue to change over time.

Potential urban block structure



Deliverability

Key considerations

Portishead is a really popular place to live and the town is well positioned for distributed working, wellbeing and occasional commuting.

The new rail service and station surrounded by brownfield land will likely stimulate the property market, thus making a coordinated and planned approach to viably delivering growth critical.

Mixed use development can bring forward new homes and places to work and enjoy.

There is an opportunity for a mix of types of homes to meet housing need including homes for sale and to rent, including affordable housing.

A town centre location supported by improved public transport can support a range of appropriate development densities.

Deliverable development needs to take account of land ownership, existing uses, phasing, infrastructure requirements and financial viability.

Change will likely happen over many years and several development cycles. Any future masterplan needs to allow for flexibility to accommodate how people are going to live, work, move and enjoy themselves.



Next steps

This Scoping Study has been prepared collaboratively between North Somerset Council (NSC), Portishead Town Council (PTC) and Aberdeen Standard Investments (ASI) (the “Parties” or “Partners”).

The Scoping Study is Stage 1 of a 2-stage process. The vision and key development principles included in the Scoping Study have been agreed by the Partners.

Given its size, strategic town centre location, relative low density and brownfield status, the Partners agree that the WWSA has potential for sustainable mixed-use regeneration to help meet Portishead’s local needs and support the region.

Stage 2 intends to build on the Scoping Study to deliver a WWSA Development Framework to guide the future planning and delivery of development and associated infrastructure.

The “guiding principles” for Stage 2 are set out below.

Guiding principles for Stage 2 brief

Shared vision

The Scoping Study has identified that the Partners share an ambition for the WWSA for sustainable placemaking, achieved through design quality, mixed-use development and effective public engagement.

Stakeholder and community engagement

The Scoping Study has sought, assessed and built-in the views of stakeholders and the local community, through the Partners communications strategy. The Stage 2 work will maintain this process, to inform the emerging Development Framework.

Meeting needs and demands

The Scoping Study has identified that Portishead (and the wider North Somerset area), has a number of growing needs and demands. These include new development, associated infrastructure and enhanced sustainability. The Stage 2 work should reflect these needs and demands.

A coordinated – but phased approach

The WWSA comprises a number of different public and private ownerships and tenancies. Development and infrastructure needs should be planned for in a coordinated way.

However, it is inevitable different land parcels will come forward at different times. As such the WWSA Development Framework will embrace and plan for phased development and infrastructure provision.

Deliverability

The WWSA Development Framework needs to ensure that development and infrastructure proposals are deliverable using a phased approach. Proposals will therefore need to be commercially viable and/or funded through identified public sector sources.

Flexibility

The WWSA Development Framework should build in significant flexibility to address changing community needs, market trends, different owners/operators bringing forward their land, and to address the uncertainties and future opportunities posed by the Covid 19 pandemic.

A greener future

The WWSA Development Framework should target a greener, lower carbon and sustainable future for Portishead.

Planning policy

The North Somerset Core Strategy was adopted in 2017 and a Site Allocations DPD

in 2018. North Somerset is now working on its new Local Plan (expected to be adopted in 2023). Portishead Town Council is working on its Neighbourhood Plan (expected to be adopted in 2022). The WWSA Development Framework should therefore seek to inform and complement the emerging Local and Neighbourhood Plans.

Stage 2 - Purpose and Brief

The Scoping Study has identified common ground between the Partners on opportunities within the WWSA. The purpose of Stage 2 is to translate that common ground into a “Development Framework” which will show, in clear and practical terms, how the WWSA will look, function, and contribute to Portishead’s resident, civic and business communities over the coming years.

The WWSA Development Framework will also have a clear role in building the Portishead “brand”. This will be an opportunity to support indigenous and inward investment decisions in Portishead that helps to secure a sustainable and robust social and economic future for the town in a world transformed by Covid-19. Stage 2 will look to hear the views of community and business interests through engagement.

Status of WWSA Development Framework

The “status” of development frameworks can be important in terms of being a relevant material consideration in determining planning applications.

It will be for the local planning authority (LPA) to consider how it might wish to “take forward” any WWSA Development Framework. For example, it could take the form of a Supplementary Planning Document (SPD) to the Local Plan, or informal planning policy to help guide applicants on planning applications.

Route Map for Next Steps

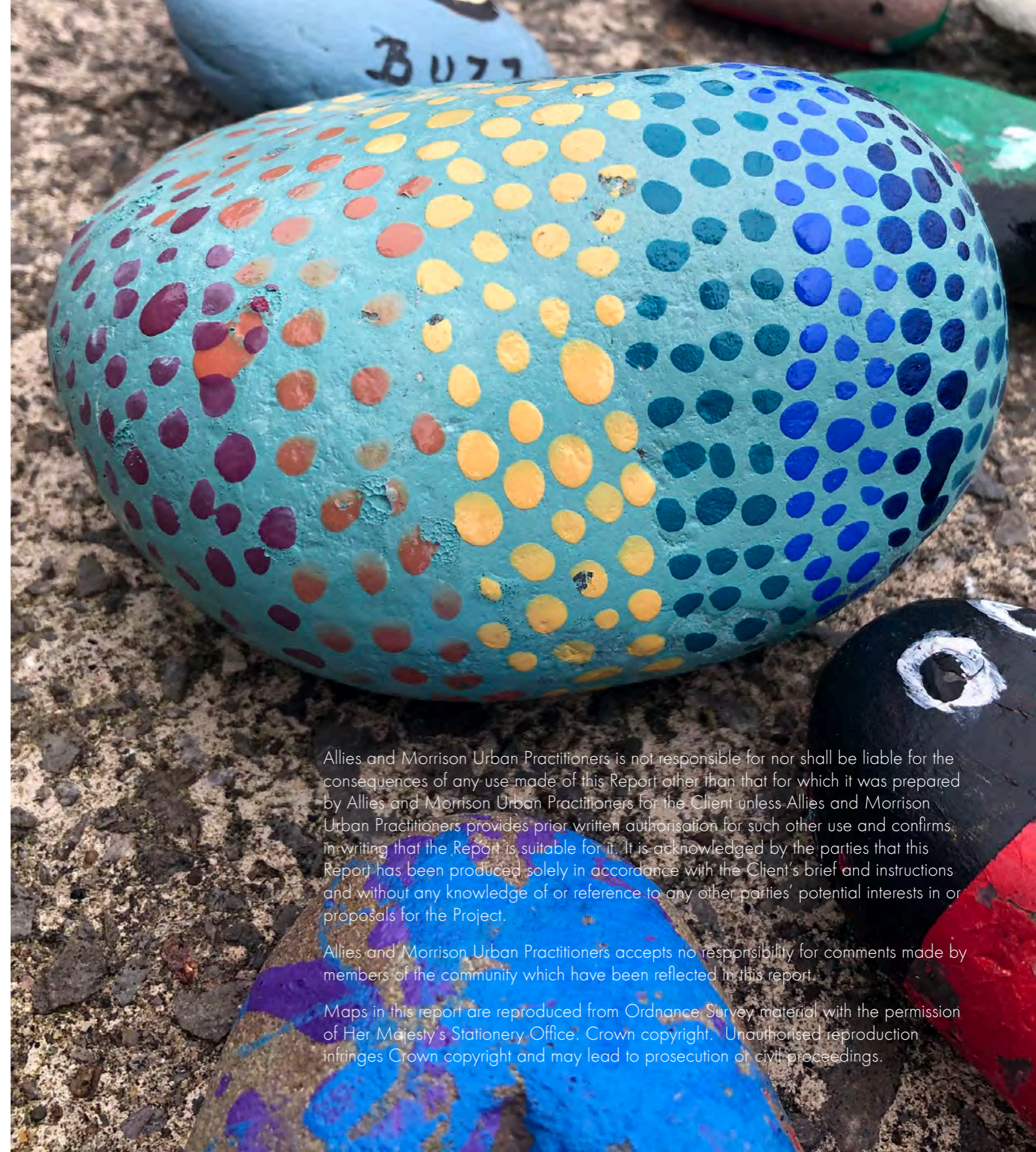
The Partners agree the following next steps for Stage 2:

- Preparation of the Stage 2 WWSA Development Framework will be based on the guiding principles set out in the Scoping Study;
- Stage 2 will be led by North Somerset Council in its role as Local Planning Authority (LPA);
- The current Memorandum of Understanding (MoU) between the Partners will be

updated to include the Stage 2 process, with the Partners continuing their steering group role;

- The LPA will work proactively and collaboratively with the Partners, including NSC in its role as landowner, Portishead TC and ASI;
- The Partners will work proactively and collaboratively to fund, resource and deliver Stage 2;
- The LPA will prepare the brief, programme, governance structures, and determine the status of the Stage 2 process, in conjunction with the Partners;
- The Partners will review their WWSA landholdings and interests in the context of the principles set out in the Scoping Study to help inform the Development Framework; and
- The Partners will encourage the active participation in the Stage 2 process of other WWSA landowners, as appropriate.

As set out in the current MoU, nothing contained or implied in the Stage 1 and Stage 2 process shall fetter the statutory duties of the local authorities or create any legally binding obligations on or between any of the Partners.



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North Somerset Parking Standards Supplementary Planning Document (SPD) Review

March 2021

Purpose of the SPD

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- Expands on 'Policy CS11: Parking' of the adopted Core Strategy (2017)
- Sets out the Council's approach to parking in North Somerset
- Looks to ensure appropriate levels of parking at new developments and promote Highway Safety
- Used by agents, developers, members of the public and other stakeholders to understand parking requirements
- Guides internal officers to assess planning applications
- Contributes to wider Council priorities – e.g. Climate Emergency and ambition to be Carbon Neutral by 2030

Context of the Review

- **Context**

- Current Standards adopted in 2013 – need to review
- Various outdated policy references in need of updating

- **Climate Change Emergency**

- Need to review SPD in light of Council's declaration of a Climate Emergency
- Already seen policy developments and reviews elsewhere in Highways and Transport e.g. Active Travel Strategy and Highways Development Design Guide Review

- **Progress to Date**

- A revised draft has been produced by the Highways Development Management Team
- An internal officer consultation was undertaken towards the end of last year
- The SPD has been revised in line with this feedback and we are now seeking approval for the SPD to go to public consultation at the Executive Committee scheduled for the 28th April

Parking Discount Assessment 1/5

- **Aims**

- Introduction of a 'Parking Discount Assessment' to recognise that different areas of North Somerset require different levels of parking and to **enable a reduction in the number of parking spaces required in accessible locations**
- Current Standards already allow for 'deviation from the standard in exceptional circumstances', and the Weston Town Centre Regeneration SPD (2017) already permits reduced parking standards in the SPD area
- Parking Discount Assessment builds on this by providing a clear and robust assessment to identify where we may reduce parking standards across North Somerset
- Developments in locations well served by active and public modes of transport that are **less dependent on private vehicle**, will receive a reduction in the number of vehicle parking spaces required
- This will help facilitate developments in accessible locations **less dominated by private vehicle use and encourage higher density development**

Parking Discount Assessment 2/5

- **Climate Emergency & Active Travel Strategy**
 - Contributes directly to achieving our ambition to be **carbon neutral by 2030** and delivers on some of the primary objectives outlined in our emerging Active Travel Strategy including:
 - **Tackling the Climate Emergency** and improving air quality by reducing reliance on fossil fuels and car dependency
 - **Shaping Active Travel neighbourhoods** through an enabling planning system that promotes Active Travel communities
 - **Achieving the health and social benefits** associated with higher active travel and less car dependency

Parking Discount Assessment 3/5

● Using the Assessment

- Adapted from similar assessments currently used by B&NES and other authorities nationally
- Assessment will act as a guide for both developers and officers as to the level of parking we may consider acceptable
- Development proposals scored against a variety of criteria in order to receive a reduction in the number of parking spaces required
- Residential assessment comprises 21 questions and non-residential comprises 14
- Includes criteria such as:
 - Walking distance to nearest bus stop
 - Walking/cycling distance to nearest educational, retail and medical facilities
 - Quality of pedestrian/cycling facilities

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Criteria	Variation	Possible Score	Example W-s-M Town Hall
1. Walking distance (m) to nearest bus stop with daily service	Less than 300 m	5	5
	Less than 500 m	3	
	Less than 1000 m	1	
	More than 1000 m	0	
2. Most frequent bus service within 500m of the site	15 minutes or less	5	5
	30 minutes or less	3	
	60 minutes or less	2	
	Over 60 minutes	0	
3. Number of bus services with an at least 60 minute weekday frequency stopping within 500m of the site	6 or more	5	5
	2 to 5	3	
	1	2	
	0	0	
4. Quality of nearest bus stop (if within 500m of the site)	Good: Shelter, seating and flag; Timetable and Real-time information; Raised kerb and adequate footway width; Well lit, CCTV and overlooking buildings	2	

Parking Discount Assessment 4/5

- **Various levels of discount available** ranging from very low: 0-5% discount to very high: 65-95% discount
- Further points available for proposals that include measures which reduce reliance on private vehicles e.g. shared e-bike schemes and provision of a car club vehicle

Site Rating	Points from Questionnaire	Discount
Very low	0 to 10	0-5%
Low	11 to 20	5-10%
Low-moderate	21 to 30	10-15%
Moderate	31 to 40	15-25%
Moderately-high	41 to 50	25-40%
High	51 to 60	40-65%
Very high	61 +	65-95% *

Parking Discount Assessment 5/5

- Highways Development Management Team has tested on a wide variety of sites across North Somerset

Site	Blagdon Water Gardens	Nailsea Uplands	Clevedon (B&M)	Old Mill Road, Portishead (With Train Station)	Town Hall (Without RPZ)
Rating	Very low	Low-moderate	Moderate	Moderately-high	High
Discount	0-5% discount	10-15%	15-25%	25-40%	40-65%

Principle 4: Low-Car Development

- Introduction of Principle 4: Low-car Development

Principle 4: Low-car development

In line with the Parking Discount Assessment included within this SPD as Appendix B, the council will be supportive of low-car development in highly sustainable locations, well served by public and active modes of travel.

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- Current standards require a **minimum of one car parking space per dwelling** in all circumstances excluding change of use where there is no increase in the level of under provision of parking
- Replaced with a low-car development principle to support low-car developments in sustainable locations that are less reliant on private vehicle use
- **Will be subject to justification in line with the Parking Discount Assessment**
- Disabled bays, delivery bays and emergency vehicular access must still be provided

Principle 19: Electric Vehicle Parking

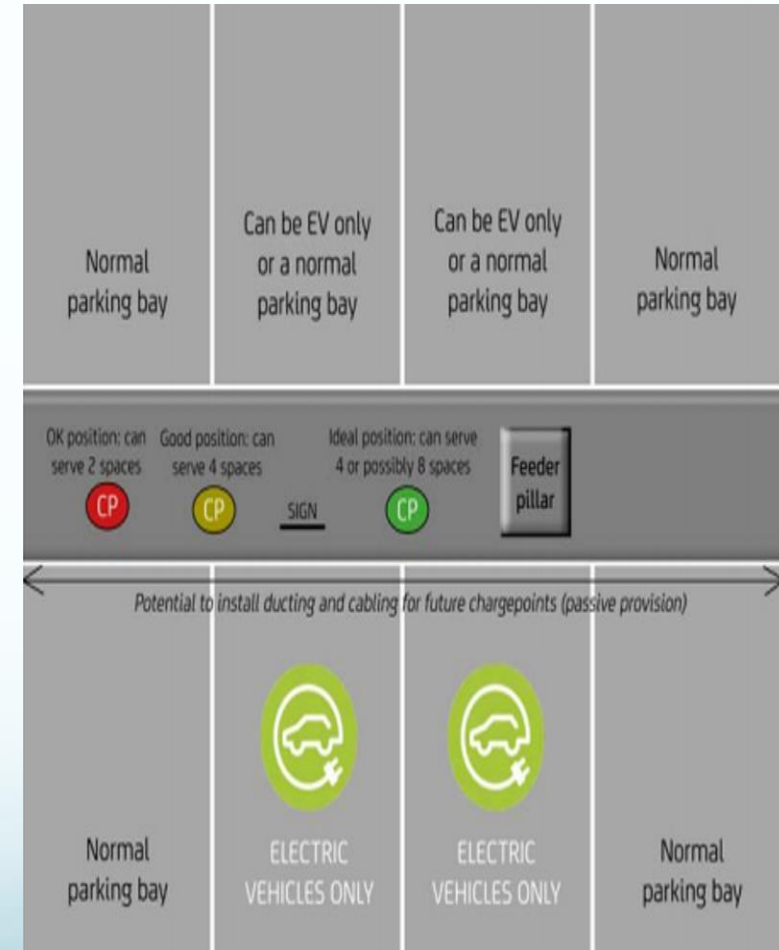
- Introduction of Principle 19: Electric Vehicle Parking

Principle 19: Electric Vehicle Parking

To future proof new development by ensuring that sufficient electric vehicle parking provision and infrastructure is provided in both public and private parking areas.

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- Current SPD only **‘encourages’** developers to provide Electric Vehicle Charging Infrastructure
- Need to update in line with developments in national government policy towards EV provision and our ambition to be carbon neutral
- Revised SPD sets **minimum requirements for EV provision** at new development based on recommendations set out in 2019 report commissioned by West of England Authorities
- Also includes best practice guidance and suggested layout diagram from the Energy Savings Trust (pictured)



Principle 20: Car Club Schemes at New Developments

- **Principle 20: Car Club Schemes at New Developments**

Principle 20: Car Club Schemes at New Developments

Car club schemes must be considered at new developments. Where considered appropriate, the Council may secure provision via a planning condition or via Section 106 agreement.

- Current SPD makes no reference to Car Club provision at new development
- Revised SPD makes clear car clubs **must** be considered at new developments
- Council may secure provision via a planning condition or via Section 106 agreement
- These should be served by an electric vehicle and located next to an electric vehicle charging point wherever possible

Cycle Parking Updates

- **Cycle Parking Updates**

- Increase in minimum standards at residential development
- Amendments in line with recent government guidance (Gear Change Strategy, and Local Transport Note (LTN) 1/20 Cycling Infrastructure Design)
- Require that 5% of all cycle parking spaces be provided for non-standard cycles to accommodate people with mobility impairments
- Contributes towards the Active Travel Strategy and Net Zero ambition

General Updates

- **General Updates**

- Comprehensive review of policy references within the SPD
- Updates to Appendix A 'Car and Cycle Parking Standards' to include requirements for developments such as
 - Gyms
 - Houses of Multiple Occupancy (HMOs)
 - Holiday Lets
 - Swimming Pools
- More flexible garage dimensions to require the same gross floor area but not strictly 3m x 7m
- Small increase in parking bay dimensions from 2.4m x 4.8m to 2.5m x 5m to ensure spaces remain usable and accessible for modern vehicles

Questions

North Somerset Council

Report to the Executive

Date of Meeting: 28 April 2021

Subject of Report: Pre-consultation sign off of North Somerset Parking Standards SPD, in preparation for public consultation

Town or Parish: All

Officer/Member Presenting: Cllr James Tonkin – Executive Member for Planning and Transport (excluding Public Transport)

Key Decision: Yes

Reason: The Revised Parking Standards SPD will have policy implications in two or more wards

Recommendations

A. To approve the revised **Parking Standards SPD** for public consultation following internal officer consultation.

1. Summary of Report

1.1. North Somerset Council Officers have undertaken a comprehensive review of the existing Parking Standards Supplementary Planning Document (SPD). The current standards date back to November 2013 and are in need of a thorough update, particularly in light of the Council's declaration of a Climate Emergency and ambition to be carbon neutral by 2030.

1.2. The Parking Standards SPD sets out the Council's requirements for parking provision at new developments and is a material consideration in planning decisions. It is not itself a development plan document but provides further clarification and detail to Core Strategy Policy CS11: Parking.

1.3. The key objectives of the revised SPD are to:

- Ensure an appropriate level of parking is provided at new developments
- Promote highway safety.

- Provide clarity for developers, officers and other stakeholders by providing clear and comprehensive guidance.
- Contribute towards the decarbonisation of our transport network and support the Council's ambition to be carbon neutral by 2030.
- Provide further clarity as to where a reduction in parking provision may be permitted.

1.4. As part of this review, a variety of updates are proposed including:

- The introduction of a Parking Discount Assessment to support a lower parking provision in accessible locations, less reliant on private vehicles and well served by active and public modes of transport. This will contribute towards reducing reliance on private vehicles and support the decarbonisation of our transport network.
- The introduction of minimum required standards of Electric Vehicle (EV) charging provision for all new residential and non-residential development, to ensure new developments in North Somerset are conducive to the use of low emission vehicles.
- The introduction of a Car Club Principle to ensure that Car Club spaces are considered at suitable locations in order to further reduce the reliance of private vehicles.
- Updates to Appendix A (Car and Cycle Parking Standards), including introducing standards for sports halls, swimming pools, gyms/health clubs, cinemas, theatres and Houses of Multiple Occupancy (HMOs).
- Increase in parking bay dimensions from 2.4m x 4.8m to 2.5m x 5m to ensure spaces remain accessible and usable for modern vehicles.
- Updated and more comprehensive cycle parking guidance in line with the Department for Transport's Local Transport Note 1/20 Cycle Infrastructure Design (July, 2020).
- Increases to the minimum number of cycle parking spaces to be required at new development, including the introduction of a minimum level of non-standard cycle parking spaces to accommodate people with mobility impairments to ensure cycling in North Somerset is accessible to as many individuals as possible.

1.5. As part of this review process, an internal officer consultation has already been undertaken with officers across Transport and Infrastructure, Planning, and Planning Policy. Following this, changes were made to ensure the revised document reflects the current and foreseeable issues prior to public consultation.

1.6. A decision is subsequently sought to approve the revised Parking Standards SPD for public consultation.

1.7. Following the public consultation, the revised SPD will require approval from Full Council.

2. Policy

2.1. A Supplementary Planning Document is used to provide further detail to existing development plan policies but is not itself a development plan document. In the case of the Parking Standards SPD, the document provides further clarification and interpretation of Core Strategy Policy CS11: Parking. Following its adoption, the revised Parking Standards SPD will be a material consideration in planning decisions. The Parking Standards SPD also interacts with and supports a range of other Council policies and priorities.

2.2. Core Strategy (2017)

The Parking Standards SPD provides further clarification and detail to Core Strategy Policy CS11: Parking. The aim of CS11 is to ensure that 'adequate parking is provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces'. Parking provision must ensure a balance between good urban design, residential amenity and promoting town centre attractiveness and vitality. The Parking Standards SPD contributes towards this aim by outlining in detail the standards expected by the Council regarding parking provision at new development.

2.3. Sites and Policies Plan: Part 1 Development Management Policies (2016)

DM28: Parking Standards of the Sites and Policies Plan Part 1, sets out development that proposals should meet the Council's standards for the parking of motor vehicles and bicycles. It states that planning applications must demonstrate to the satisfaction of the Council that the functional parking needs of developments 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. The Parking Standards SPD further clarifies this requirement by setting out the minimum required standards expected by the Council at new development.

2.4. North Somerset Climate Emergency Strategy and Action Plan (2019)

In 2019, North Somerset Council declared a Climate Emergency and announced its ambition to be Carbon Neutral by 2030.

The transport sector at 42%, is the largest single source of carbon emissions in North Somerset. This is considerably higher than the regional (South West) average of 32% and the national average of 33% from transport (2018 figures, Gov.uk). For the West of England region, transport CO2 emissions will rise by a further 22% by 2036 if

we don't act - increasing the risk of droughts, floods and extreme heat globally and extreme weather events in the South West region.

The North Somerset Climate Emergency Action Plan identifies reducing emissions from transport as a key action in achieving our commitment to be a carbon neutral council and a carbon neutral area by 2030. By providing adequate provision of EV charging infrastructure at new developments, and reducing the number of parking spaces available in accessible locations less reliant on private vehicles, we will promote developments less dependent on high carbon modes of transport. The introduction of a Car Club principle also looks to reduce the reliance on private vehicles by offering residents an alternative to private vehicle ownership.

2.5. NSC Corporate Plan 2020

The NSC Corporate Plan was approved by Full Council in 2020. The Plan sets out three key priorities: a thriving and sustainable place; a council which empowers and cares about people; an open and enabling organisation. The Parking Standards SPD directly contributes to the following objectives within the thriving and sustainable place priority:

- To be a carbon neutral council area by 2030.
- A transport network which promotes active, accessible, and low carbon travel.

The introduction of minimum requirements for EV charging provision at new developments will promote the uptake of electric vehicles and contribute towards the decarbonisation of transport network. Moreover, by offering a reduction in the minimum required number of parking spaces at developments in accessible locations, less reliant on private vehicle use, we will encourage the use of active and public modes of travel over the private vehicle.

2.6. Joint Local Transport Plan (JLTP4) 2020

The JLTP4 sets out a 15-year vision for transport investment in the West of England.

It seeks to deliver a well-connected sustainable transport network that offers greater realistic travel choice and makes walking, cycling and public transport the preferred way to travel. It looks to implement measures that can manage private car use, parking availability and encourage individuals to change their travel habits, with sustainable modes becoming the preferred choice for journeys wherever possible.

2.7. North Somerset Local Plan 2038 (Emerging)

Going forward, the emerging North Somerset Local Plan will look to ensure that new developments contribute towards the Council's ambition to be carbon neutral by 2030. The revised parking Standards SPD will directly contribute to this aim by ensuring that parking provision at new development is conducive to the use of Ultra Low

Emissions Vehicles (ULEVs), and that an appropriate level of parking is provided which reflects the accessibility of individual locations.

2.8. Active Travel Strategy (Emerging)

The North Somerset Active Travel Strategy aims to make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset. It sets out an ambitious programme of measures to promote modal shift away from private vehicle use and towards more active modes of travel. Reducing parking provision in accessible locations, where car ownership and use is lower, will directly contribute towards this ambition by encouraging residents to use alternative modes of transport and facilitating higher density development. Moreover, the introduction of minimum requirements for non-standard cycle parking to accommodate people with mobility impairments will ensure active modes of travel are accessible to as many individuals as possible. The strategy was consulted upon between November 2020 and January 2021 and the revised plan is on track to be taken to NSC Full Council to be adopted in April 2021.

3. Details

3.1. The Parking Standards SPD expands upon CS11: Parking of the adopted Core Strategy (2017) and sets out the level of parking provision required at new development.

3.2. The key objectives of the revised SPD are to:

- Ensure an appropriate level of parking is provided at new developments
- Promote highway safety.
- Provide clarity for developers, officers and other stakeholders by providing clear and comprehensive guidance.
- Contribute towards the decarbonisation of our transport network and support the Council's ambition to be carbon neutral by 2030.
- Provide further clarity as to where a reduction in parking provision may be permitted. The current SPD allows for a reduction in parking provision at developments within highly accessible locations. The revised SPD clarifies this further by including a clear and transparent test by which developments can be assessed against.

3.3. A thorough review of the existing Parking Standards SPD has been undertaken by Officers, particularly in light of the Council's declaration of a Climate Emergency and ambition to be carbon neutral by 2030.

3.4. The most significant change to the revised SPD is the introduction of a 'Parking Discount Assessment' to support a lower level of parking provision in accessible locations that are less reliant on private

vehicles. This seeks to recognise that different areas of North Somerset require different levels of parking provision and subsequently offers the opportunity for fewer spaces to be provided in suitable locations. This assessment has been adapted from similar assessments currently in place at various authorities nationally, including both B&NES and Wiltshire County Council and is aimed at promoting well-connected and accessible developments which provide a level of parking reflective of specific local circumstances.

As part of the assessment, development proposals can be scored against a variety of criteria and receive a reduction in parking provision depending on their level of accessibility. This includes criteria such as walking distance to the nearest bus stop, frequency of bus services, and walking/cycle distance to a variety of facilities such as railway stations, schools, and shopping facilities. There will be seven levels of discount available, depending on the assessment score. This will range from 'very low' (0-5% discount) to 'very high' (65-95%). Developers can also score additional points by providing measures that reduce reliance on private vehicle ownership such as car clubs, shared e-bike schemes and resident bus passes. This will ensure parking provision is reflective of local circumstances and accessible areas, less reliant on private vehicles, will not be required to provide unnecessary levels of vehicle parking.

3.5. The revised SPD also includes the introduction of minimum standards of Electric Vehicle charging provision at new developments. These standards are based on the 'minimum recommendations' made in the Sytra/Cenex report *Evidence Base: Introducing Planning Policy For Electric Vehicles in New Development* (May, 2019) commissioned by the West of England authorities and are proposed as follows:

- Minimum of 100% passive provision (cabling and Residual Current Device (RCD) sufficient to enable subsequent active provision) for allocated parking spaces at residential development
- At unallocated spaces at residential development, the council will expect 90% passive provision, as well as 10% active provision. Active provision should take the form of cabling, RCD and 7kw 32amp OLEV compliant wall or ground mounted charge point.
- Minimum of 10% active provision (cabling, RCD and 7kw 32amp Office for Low Emission Vehicles (OLEV) compliant wall or ground mounted charge point), and 10% passive provision at non-residential development.

The new standards are accompanied by guidance setting out appropriate design and dimensions for non-residential EV parking bays, including a suggested charge point layout diagram provided by the Energy Savings Trust.

3.6. Also proposed is the introduction of 'Principle 20: Car Club Schemes at New development'. This sets out that car club schemes must be considered at new developments and that, where appropriate, the Council may secure provision via a planning condition or via Section 106 agreement.

Car clubs can offer residents an attractive and convenient alternative to private vehicle ownership and can encourage increased use of public transport, walking and cycling, whilst still providing access to a car when required. By ensuring that car clubs are provided at suitable locations, we can reduce residents' reliance on private vehicle use and encourage more public and active modes of travel.

3.7. Other updates include:

- The introduction of a Coach Parking Principle, requiring developments likely to generate coach travel to provide adequate space to facilitate coach parking.
- Updates to Appendix A (Car and Cycle Parking Standards), introducing standards for sports halls, swimming pools, gyms/health clubs, cinemas, theatres and Houses of Multiple Occupancy (HMOs), and an increase in the number of cycle parking spaces to be provided at residential development.
- Increase in parking bay dimensions from 2.4m x 4.8m to 2.5m x 5m to ensure spaces remain accessible and usable for modern vehicles.
- Include minimum dimensions for Electric Vehicle Bays – 2.8m x 6.0m in line with recommendations from the Energy Savings Trust.
- Increases to the minimum number of cycle parking spaces to be provided at new development, including the introduction of a minimum level of non-standard cycle parking spaces to accommodate people with mobility impairments and ensure cycling in North Somerset is accessible to as many individuals as possible.
- Replace 'Lifetime Homes' standards with Building Regulations 2010 Volume 1 requirements in line with the Council's Accessible Housing Needs Assessment SPD.
- Further good practice guidance regarding effective cycle parking in line with the Department for Transport's guidance for cycle parking set out in Local transport Note 1/20 Cycling Infrastructure Design (July 2020).

3.8. The various changes proposed will contribute towards the Council's ambition to be carbon neutral by 2030 by reducing parking provision in accessible locations, by providing sufficient EV charging infrastructure at new developments, by promoting the use of car clubs and by ensuring adequate levels of cycle parking are provided.

4. Consultation

4.1. It is proposed that the public consultation runs for six weeks following Executive Committee approval. This will be undertaken using primarily digital means.

4.2. We will use NSC's online portal 'eConsult' as the host website for information and submission of responses. Local and regional stakeholders, including developers, local businesses and town and parish councils, will be notified automatically when consultations are added to this site, prompting their involvement.

4.3. We will also publicise this consultation through the Council's website and social media and look to attract as much involvement from residents, businesses and stakeholders as possible.

4.4. Internally, we will consult with the Strategic Planning, Economic Development and Regeneration policy and scrutiny panel (SPEDR) to ensure that Local Member involvement and scrutiny is closely considered.

4.5. An internal officer consultation has already been undertaken as part of this process. This involved contacting 60 officers across Transport and Infrastructure, Planning, and Planning Policy. To encourage engagement, two 'drop in' sessions were held, where officers were able to discuss the SPD, ask questions and make suggestions.

4.6. Officers will also be encouraged to engage with the public consultation process to ensure officers have multiple opportunities to scrutinise the proposals and that engagement is maximised both internally and externally.

5. Financial Implications

5.1. The Revised Parking Standards SPD has no immediate financial implications, except for staff time.

5.2. The cost of preparing the Parking Standards SPD has been met from the existing Strategic Transport Policy and Development budget.

5.3. The Parking SPD will be implemented by officers within Development Management and met by applicants proposing new development. The Financial costs of delivering the SPD are therefore minimal.

6. Climate Change and Environmental Implications

6.1. The proposed updates will contribute towards the decarbonisation of our transport network and help achieve the Council's ambition to be carbon neutral by 2030.

6.2. By reducing parking provision in accessible locations, we will encourage the use of more active and public modes of transport over the private vehicle. The promotion of car clubs will help provide alternatives to private vehicle ownership in accessible locations.

6.3. Minimum requirements for Electric Vehicle Charging Infrastructure at new development will ensure that our developments are future proofed and ready for the ban on new petrol and diesel cars by 2030.

6.4. Increases in the minimum number of cycle parking spaces required at new developments, as well as more extensive good practice guidance will ensure that active travel is an attractive first choice for short and medium journeys for as many users as possible.

7. Risk Management

7.1 The key risks of the revised SPD are:

- Reducing parking provision does not necessarily lead to reduced car ownership, particularly in areas with poor local facilities and poor public transport provision. There is a need to ensure vehicles aren't simply pushed onto the surrounding highway network as this can cause a variety of problems such as: highway safety issues including reduced visibility at junctions; creating obstructions to service and emergency vehicles; vehicles parking on footways. This risk has been mitigated by producing a Parking Discount Assessment which will ensure that parking provision is only reduced in locations less reliant on private vehicles, where feasible alternatives (both active and public) are available.
- Whilst providing generous EV charging provision at new development may increase the uptake of EVs over petrol/diesel vehicles, it may discourage modal shift to more active modes of travel. However, the alternative of not providing sufficient EV infrastructure at new development would significantly hinder North Somerset's ability to decarbonise our transport network and is therefore not considered a realistic alternative.
- There is a need to ensure that any revised parking standard does not conflict with the emphasis, in light of Covid-19, on measures that promote walking and cycling such as reallocating street space and parking bays to pedestrians and cyclists.

8. Equality Implications

8.1 A draft Equalities Impact Assessment has been undertaken as part of the review process.

8.2. A reduction in the number of vehicle parking spaces at new development may have a low impact on disabled people. Disabled people often have a great reliance on the private car due to specific access needs and a widespread reduction in the availability of parking at new development may limit their ability to easily reside in, access and use proposed developments. This has been mitigated by ensuring that new developments are still required to provide a minimum number of disabled-only parking bays to ensure they remain accessible to those with disabilities.

8.3. As the proposal will result in reduced parking provision at some new developments, it is possible that all groups will be impacted in their ability to access vehicle parking spaces at new developments. However, this will be mitigated by ensuring that parking is only reduced in locations well served by public and active modes of travel.

8.4. The Equalities Impact Assessment will be reviewed as the document progresses through its statutory stages.

9. Corporate Implications

9.1. The revised SPD will have implications within Place, specifically for the Transport and Infrastructure service, Planning Policy and Development Management as the SPD will form a material consideration in the determination of planning applications and the planning of new developments across North Somerset.

9.2. This will have positive implications for the aforementioned service areas by providing greater clarity regarding discounts to parking provision and contribute towards our climate objectives.

9.3. The revised SPD will also support the various NSC policies outlined in section 2.

10. Options Considered

10.1. The alternative would be to retain the existing Parking Standards SPD which dates to 2013. Given the Climate Emergency and the need to quickly and comprehensively review our policies in light of this, retaining our current Parking Standards SPD is not considered a viable option.

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Appendices:

Appendix A: Draft North Somerset Parking Standards SPD

Appendix B: Parking Discount Assessment

Background Papers:

Evidence Base: Introducing Planning Policy For Electric Vehicles in New Development (May, 2019)

North Somerset Council Core Strategy (2017)

Joint Local Transport Plan 4 2020-2036 (2020)

North Somerset Corporate Plan 2020-24 (2020)

North Somerset Council Development Management Policies: Sites and Policies Plan Part 1 (2016)

North Somerset Climate Emergency Strategic Action Plan (2019)

North Somerset Draft Active Travel Strategy (2020)

Appendix A: Revised North Somerset Parking Standards SPD

Parking Standards SPD

1. Introduction
2. Policy Context
3. Background and Evidence
4. Overarching Principles and Objectives for All New Development
5. Parking for Residential Development
6. Parking for Non-Residential Development
7. Electric Vehicle Parking for All New Development
8. Car Club Schemes at All New Development
9. Cycle Parking for All New Development

Appendix A: Car and Cycle Parking Standards

Appendix B: Parking Discount Assessment

1. Introduction

This Parking Standards Supplementary Planning Document (SPD) defines and outlines North Somerset Council's approach to parking in new developments within North Somerset.

A supplementary planning document is used to provide further detail to existing development plan policies, but it cannot create new policy. In this case the Parking Standards SPD provides further clarification and interpretation of Core Strategy Policy CS11: Parking. The supplementary planning document will be a material consideration in planning decisions, but is not itself a development plan document.

CS11: Parking

Adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces. Overall parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.

New developments must seek to maximise off street provision, assess where on-street provision may be appropriate, demonstrate that buses, service and emergency vehicles are not restricted, and ensure that the road network is safe for all users.

Detailed parking policy guidance for all forms of development will be provided as part of the Sites and Policies Development Plan Document.

Chapter 2 of this document sets out the national and local policy context in which the SPD has been prepared. Background evidence which highlights local challenges and issues for parking in new development in North Somerset is provided in chapter 3.

The overarching principles which guide the council's approach to parking provision in new developments are outlined in chapters 4, 5, 6 and 7. These principles define the council's fundamental expectations for parking provision within new residential and non-residential development in North Somerset, and support the parking standards set out within this SPD.

North Somerset Council proactively encourages pre-application discussions for all development proposals. Developers and their agents are expected to have regard to this SPD at an early stage of developing their proposals.

2. Policy Context

The policies and standards set out within this SPD conform to national and local planning and transport policy, including the strategy and objectives of the Joint Local Transport Plan 4 (2020-2036).

National planning policy, articulated through the National Planning Policy Framework (NPPF), seeks to promote sustainable development that demonstrates good, functional design and maximises the efficiency of land and resources. NPPF enables local authorities to set parking standards for residential and non-residential development to take account of local circumstances including type, mix and use of development, accessibility, availability of public transport and car ownership levels.

The National Planning Policy Framework removed the requirement to set maximum car parking standards, formerly required by Planning Policy Guidance 13, and means that local authorities have more power to set locally specific parking standards for new developments within their areas.

The North Somerset Core Strategy, adopted January 2017, outlines the overarching policy approach and objectives for parking in North Somerset. Policy CS11 *Parking* and Priority Objective 10 seek to ensure car parking in new development meets the needs of users, establishes good urban design and residential amenity, promotes highway safety and vitality of place, and widens travel choice.

3. Background and Evidence

In accordance with national and local policy, it is important to ensure that parking standards for North Somerset reflect well-evidenced local circumstances, balance the need to provide a sufficient number of parking spaces to minimise on-street parking whilst promoting sustainable travel choices, promote good design and enable the efficient use of land and resources.

Residential Parking Standards

In line with the council's declaration of a Climate Change Emergency and aspiration to be carbon neutral by 2030, the council will be supportive of development that encourages the use of active and public modes of transport over the private car. On this basis, the council will consider levels of parking provision below the minimum standards set out in this SPD, where it can be demonstrated that the development is conducive to the use of sustainable modes of travel, and a lower provision of parking would not have a detrimental impact on Highway safety.

Residential developments in both Locking Castle in Weston-super-Mare and Port Marine in Portishead have demonstrated the problems that can occur where an insufficient level of parking is provided. These problems include cars parking on the public highway and creating a nuisance for other residents, causing obstructions for service and emergency vehicles, as well as adverse impacts to the overall quality of place and wider adverse social wellbeing impacts. Obstructions to service vehicles have proved particularly problematic, leading to missed collections, public health concerns and resident complaints. As a statutory obligation, this requires subsequent revisits – increasing both costs and carbon emissions. It is therefore essential that any proposed reduction in parking provision at new development can be delivered without simply pushing vehicles onto the public highway.

On this basis, where provision below the minimum standard is sought, it is imperative that private vehicle use be discouraged and sustainable modes of travel be integrated into development proposals from the outset of the planning process. This should include excellent provision for cyclists and pedestrians, including segregated cycle provision in accordance with new Local Transport Note 1/20 (July 2020) and cycling and pedestrian priority over motor vehicles on side roads and crossing points wherever possible. This should also include a close consideration of the local public transport network and provide high quality walking and cycling links to onsite and nearby offsite public transport routes and interchanges. For town centre locations, car club spaces must also be considered. This should be accompanied by sufficient evidence to demonstrate that a lower provision of parking will not result in significant Highway issues.

In determining a suitable reduction in the level of required parking, the council will refer to the Parking Discount Assessment included within this SPD as Appendix B. This offers developers the opportunity to score their proposals

against the Council's criteria for reducing the number of required parking spaces. For larger developments, multiple assessments may need to be undertaken, each covering a different geographical area of the application site. This will need to be agreed with the Highway Authority. This should be completed as part of a broader Transport Statement, Assessment or Travel Plan and will classify proposals as one of seven varying levels of accessibility, each with a corresponding discount to the required number of parking spaces. The final level of parking to be provided remains subject to the judgement of the Council.

Non-Residential Car Parking Standards

Parking provision at journey destinations is considered to be one of the greatest influences on car use. In many residential locations, maximum parking standards may prevent the delivery of adequate and functional parking provision. However, at non-residential locations it is essential to manage the demand for car travel by ensuring that the availability of car parking space does not discourage the use of alternative transport modes whilst ensuring that commuter car parking does not adversely impact on the surrounding local area. On this basis, where development proposals meet the criteria set out in the Parking Discount Assessment included in Appendix B, the council will consider a reduction in the number of required parking spaces at non-residential development.

4. Overarching Principles and Objectives for All New Development

Principle 1: Use of standards

The parking standards included in this SPD apply to all development in North Somerset, including change of use.

Objectives

The number of parking spaces required for different classes of development is set out within this SPD. Residential and non-residential parking standards are expressed as a required standard.

Where development includes two or more land uses to which different parking standards apply, the required parking provision should be assessed on the basis of the uses' respective gross floor areas. Developers are encouraged to make best use of any shared parking areas where this can be achieved without difficulty or adverse impact on the surrounding area.

If the sum of the parking requirement results in part spaces, the provision should be **rounded up** to the nearest whole number.

The parking standards should be applied to all development in North Somerset, including change of use, sub-divisions, conversions and extensions. Where a residential extension would increase the number of bedrooms, this may result in an increase to the required parking provision. The Council may consider proposals for residential self-contained annexes as separate dwellings where considered appropriate.

Where an increase in bedrooms, floor area or change of use would result in a higher parking standard, additional spaces need only be provided to serve the additional requirement and not make up for deficiencies in existing provision.

Where appropriate and/or required by the Travel Plans SPD, new development should be supported by a proactive travel plan and demand management measures which help manage the demand and competition for parking.

Principle 2: Demonstrating that the parking requirement can be met

Planning applications should include information to demonstrate to the satisfaction of the council that the parking needs of the proposed development can be accommodated on or close to the site without prejudicing other planning objectives or the operation and safety of the highway network.

Objectives

Planning applications should be accompanied by scaled plans (at a minimum of 1:500) to show how parking will be accommodated and accessed.

To be considered as meeting the required standard, car parking spaces need to meet the minimum dimensions set out below.

Type of parking space	Minimum effective dimension
Parking bay	2.5m x 5.0m
Parallel parking space	6.0m x 2.0m
Garage	Internal minimum dimensions: Floor area 20sqm Width 3.0m Length 5.5m
Double garage (without dividing wall)	Internal minimum dimensions: Floor area 38sqm Width 5.5m Length 5.5m
Disabled bay	3.6m x 5.0m
Electric vehicle bay	2.8m x 5.0m

The dimensions of parking spaces will need to be increased if spaces are situated next to a wall, footway or other potential obstruction. Spaces with obstructions at both ends, such as a garage door and footway, will need to be enlarged to a length of 5.5m. Spaces alongside a wall or other obstruction will need to be enlarged to a minimum width of 2.8m to ensure that they are usable and accessible. Spaces obstructed alongside both sides must be enlarged to a width of 3.0m.

Aisle width between rows of spaces should be a minimum of 6.0m to enable vehicles to manoeuvre safely.

Turning diagrams (vehicle tracking assessments) may be required to demonstrate that vehicles can safely access the space provided.

In line with the council's Accessible Housing Needs Assessment SPD, a minimum of 17% of all proposed dwellings must meet the standards contained in the Building Regulations 2010 Volume 1 M4(2) Category Two: Accessible and adaptable dwellings. On this basis, for parking spaces provided within the curtilage of such a dwelling, at least one space should be capable of enlargement to attain a width of 3.3m. For communal parking provided to a block of flats, at least one parking bay must be provided close to the communal entrance of each core of the block. This bay should have a minimum clear access zone of 900mm to one side and a dropped kerb.

Access to a single driveway should have a minimum clear width which enables a vehicle to enter and exit safely. Access to communal parking areas should have a minimum clear width which enables two cars to pass.

The council will not permit the use of double-banked (tandem) spaces in communal parking areas.

A condition may be imposed to ensure that car parking spaces are retained for car parking and not used for any other purpose.

Principle 3: High quality design and layout

The council will promote high quality, functional and inclusive parking design in the layout of new developments.

Objectives

The quality of development and the street scene will not only be influenced by the number of parking spaces but how they have been integrated with the public realm.

There are many ways of designing high quality parking areas and minimising the impact of parking for development. Developers should consider a range of approaches to car parking from the master-planning stage of the development process and will need to satisfy the council that they have proposed the most appropriate solution.

The design and location of parking should always take reference from the character and the appearance of the street scene and surrounding area.

From the outset, developers should consider a user hierarchy which prioritises pedestrian use of the street and recognises the street as an extension of the public realm. The design and layout of parking areas should facilitate safe and direct pedestrian movements.

Car parking should always be located close to the property it serves. For houses, car parking should be convenient, overlooked and within the residential curtilage of the property.

Design solutions should avoid large expanses of hard surfacing and ensure that parked vehicles do not dominate street frontages.

The inclusion of rear parking courts should be avoided. If required, parking courts should be provided in the form of parking squares at the front of dwellings and integrated into the street scene. If in exceptional circumstances rear parking courts are permitted, they should be well lit, overlooked, the same style as other parts of development, and restricted to a maximum of 10 spaces per court. Parking courts should only have one entrance/exit point to ensure that there is no reason for non-residents to travel through the court.

For parking areas in non-residential developments, developers should consider a range of design and layout options, and select the most appropriate layout that maximises public safety and the efficient operation of the area. Echelon parking should be considered where appropriate.

End of Parking or 'H' Bars, commonly used to keep a section of carriageway or access clear of waiting vehicles will only be considered in exceptional circumstances in accordance with the Council's 'H' Bar Road Marking Guidance (located at <https://www.n-somerset.gov.uk/my-services/parking-travel-roads/roads-streets/road-markings/keep-clear-markings>).

A mixture of high quality materials and landscaping should be used to break-up and enhance the appearance of parking areas. The landscaping scheme

should be resilient to pedestrians and vehicles and should be appropriate to the level of management that the parking area will receive. Where shrubs are to be used to break up parking areas, it is essential that sufficient space be allowed for growth so as not to restrict future visibility. These shrubs must not require excessive maintenance.

The design of car parking areas should comply with Secured by Design principles to promote crime prevention and personal safety and should promote wider place making objectives. Parking areas should be designed to minimise surface water run-off. Surface water run-off from private driveways and allocated parking areas is not permitted to drain onto the public highway. These areas will need to be designed to ensure that the surface water run-off is either contained within the boundary of a property or directed to a private drainage system so that it does not come onto the public highway. The use of and/or integration with sustainable urban drainage systems (SUDS) should be considered when designing car parking areas.

A private driveway should be constructed using a suitable permeable surface or set out such that the surface water run-off from the driveway will be onto adjacent soft landscaped areas.

Residential developments for elderly persons and other developments which are likely to be highly used by people with disabilities may require a relatively higher provision of disabled spaces and should make adequate provision for access, parking and charging of mobility vehicles.

Developers and their agents are encouraged to consult Manual for Streets (2007), published by the Department for Transport which provides guidance on the design and layout of new developments, including street widths and design of parking facilities.

Principle 4: Low-car development

In line with the Parking Discount Assessment included within this SPD as Appendix B, the council will be supportive of low-car development in highly sustainable locations, well served by public and active modes of travel.

The council will consider low-car developments in highly accessible locations, as defined by the Parking Discount Assessment contained within this document as Appendix B.

Given the problems associated with under provision of parking, it is essential that such developments design out the need for private vehicle use by providing excellent pedestrian and cycling facilities, car club spaces and links to public transport. Such developments should be marketed as low-car from the outset and integrate sustainable modes of transport into development proposals. This should be accompanied by sufficient evidence to demonstrate that the development will not have a severe detrimental impact on local highway conditions. Applicants are encouraged to make use of the pre-application service to identify any specific evidence and measures that may be required by the Council.

In cases where proposed development meets the criteria for low-car, it is essential that a sufficient number of disabled parking bays are included to ensure the development remains accessible and attractive to all users. This should also be accompanied by a number of loading/unloading only bays to ensure suitable access to delivery vehicles.

Similarly, to ensure safe access for emergency vehicles it is imperative that adequate measures be taken to prevent vehicles parking in a way that may obstruct necessary access.

The final level of parking to be provided remains subject to the judgement of the Council.

5. Parking for Residential Development

Principle 5: Car parking provision in residential development

Residential development should provide the required minimum number of car parking spaces set out in Appendix A.

Objectives

The residential parking requirements balance the need for the provision of sufficient on-site parking to meet the needs of residents with good design. The minimum required parking standards for residential developments are set out in Appendix A.

The council will support provision below the required standards where it can be demonstrated that a development is highly accessible by alternative modes of transport and there will be no unacceptable impact on on-street parking or highway safety. The Parking Discount Assessment included as Appendix B of this SPD details the criteria by which the council may agree to a lower provision of parking.

Car parking should be provided within the development site and within the curtilage of the property. In exceptional circumstances, and where it can be demonstrated to the satisfaction of the council that this is not possible, Principles 8, 9 and 11 may be considered.

Where provision below the required standard has been granted by the Council, the Council may require the site to provide contingency space that can be used for parking in the future should parking issues become critical (e.g. grassed or wood-chipped areas).

Principle 6: Allocated parking spaces

Where car parking is not located within the residential curtilage of a dwelling, at least one space should be allocated for use by each dwelling.

Objectives

Spaces should be allocated in a way that does not distinguish between market housing and affordable housing.

It is the expectation that each property will have the parking space(s) located closest to it.

A car parking allocation plan should be submitted in support of a planning application to ensure that all new properties have at least one car parking space and to ensure an appropriate, accessible layout.

The allocated car parking space(s) need to be retained in perpetuity and be identified in the deeds to the dwelling.

If, after consideration of the parking requirements for the development in accordance with this SPD, this results in there being less than one on-site

parking space for each property, then those parking spaces should not be allocated.

Principle 7: Garages

Garages will only count towards the car parking standard where they meet the minimum dimensions outlined in Principle 2.

Objectives

Garages will only count towards the car parking standard where they meet the minimum dimensions outlined in Principle 2.

Where adequate on-site parking has been provided in an alternative form, the provision and dimensions of a garage will not need to be taken into account by the council in consideration of the parking standard.

Given that garages are often used for storage rather than parking, where the Council has agreed to a reduction in the minimum number of required parking spaces, garage spaces will not count towards this standard.

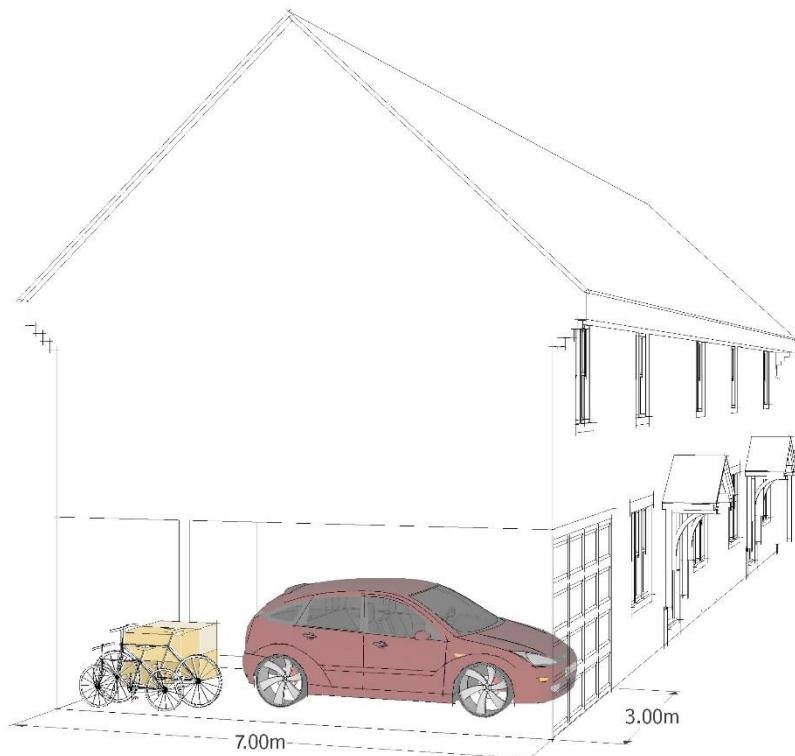
Car ports/undercroft parking tend to be well used for car parking and can improve the appearance of parking within the streetscene.

Car ports/open undercroft parking also discourages the use of integral parking space as storage. Communal undercroft parking must be well lit, allow for good surveillance and should be kept private with access control measures for residents only.

Basement car parking is recommended for high density urban developments or where it is impractical to provide in-curtilage surface parking. Basement parking should provide allocated parking spaces, promote crime prevention and personal security and only be located in areas of low flood risk.

Car parking spaces that can only be accessed through a garage or car port will not count towards the parking standard.

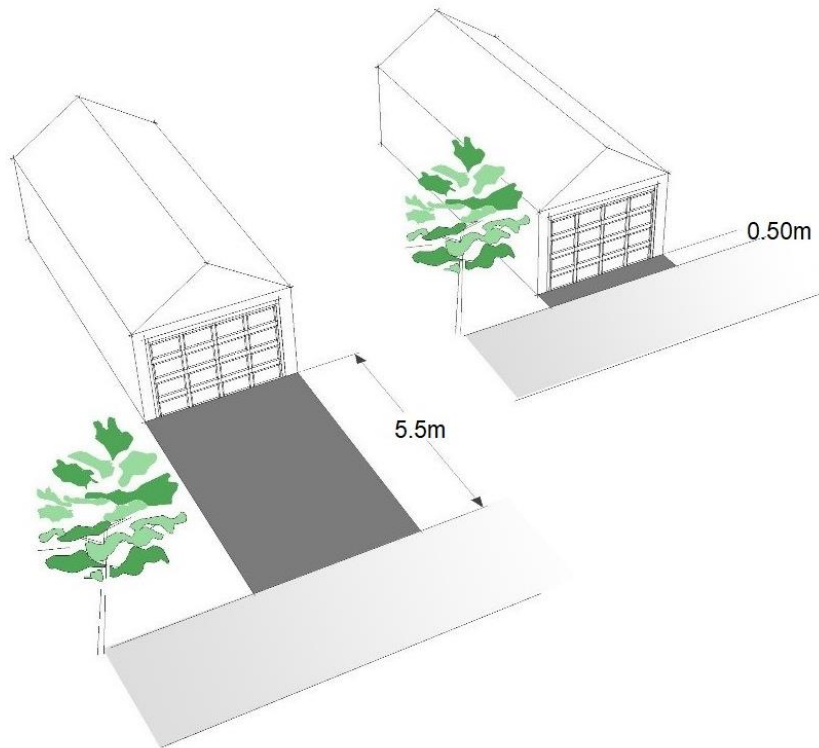
Figure 1: Example Garage parking



To prevent illegal parking, where vehicles encroach on the carriageway or footway, minimum and maximum 'setback' spaces will be required as follows:

- Where virtually no driveway space is provided: the distance from garage door to footpath/road should be a maximum of 0.5m. This design should only be considered at parking courts, or cul-de-sacs where vehicle speeds are low.
- Where driveway space is provided: the distance from garage door to footpath/road should be a minimum distance of 5.5m.

Figure 2: Garage setbacks



Principle 8: Parking on the public highway (residential)

Parking spaces on the public highway within a 100m walking distance of the site may count towards the parking standard if the applicant can demonstrate that it has unused capacity, there is no opportunity to provide car parking closer to the site and it would not unacceptably impact on existing on-street parking provision or on the safety or operation of the public highway.

Objectives

Unused capacity and the impact of an increase in demand for on-street parking should be demonstrated through parking surveys, submitted with the planning application, undertaken during the early morning (6am to 8am) and late evening (7pm to 9pm) on a sample week and weekend. The survey should, as a minimum, indicate how many spaces (measured in accordance with the dimensions outlined in Principle 2) are unoccupied at different times on different days and be supported by appropriate plans and photographs.

On-street parking spaces which are not allocated to particular dwellings may be considered for adoption by the Highway Authority subject to appropriate design. Those which are part of the allocated parking provision of individual dwellings will not be adopted and therefore the developer must make arrangements for their future management and maintenance.

Figure 3: Example on-street residential car parking



Developers must consider the effective carriageway width of the public highway when proposing on-street parking spaces. Developers and their agents are advised to consult *Manual for Streets (2007)* in this respect.

End of Parking or 'H' bar markings will not be considered for individual residential properties.

Principle 9: Parking on land in separate ownership

Spare capacity on third party land may count towards the parking standard where secured in perpetuity with a legal agreement.

Objectives

In order for car parking spaces on land in separate ownership to count towards the parking standard, the council would need to see, submitted with the planning application, evidence that the spaces will be available to residents, can be accessed appropriately and are of a suitable standard.

The car parking spaces must be located within a 100m walking distance of the site.

Principle 10: Visitor car parking

Individually accessible visitor car parking spaces should be provided in accordance with Appendix A.

Objectives

Visitor car parking spaces should be included within the parking provision to allow residents to accommodate visitors and for the site to accommodate changes.

The total visitor space requirement should be rounded up to the nearest whole number.

No special provision need be made for visitors where at least half of the parking provision associated with a development is unallocated.

Visitors car parking spaces should be clearly identifiable as such where they are located within private car parking areas.

Principle 11: Parking in town centres (residential)

The council may consider applications for residential development in town or local centres where the parking requirement cannot be met within the residential curtilage.

Objectives

The council recognises that new development in town and local centres can facilitate regeneration and have social, economic and environmental benefits. However, due to the physical constraints which may be present at such urban locations, it may not be reasonably possible to meet the required parking standard within the site. In this case, the council will consider a level of parking lower than the recommended minimum in line with the criteria set out in the Parking Discount Assessment included in Appendix B. The final level of parking to be provided remains subject to the judgement of the Council.

It would be expected that the planning application demonstrates the site is highly accessible by other means of transport and makes excellent provision for access by sustainable transport modes.

Where less than one space per dwelling is provided on site, those spaces should be unallocated.

Setting up a car club scheme must also be considered for town centre residential developments. Such schemes can offer residents an attractive and convenient alternative to private car ownership, particularly in town centre locations where parking provision may be limited. Developers are advised to consult with car club operators to determine the suitability and likely costs of a proposed car club. Where a car club space is considered appropriate, the council may require provision via a planning condition or a Section 106

Agreement. In order to achieve maximum community uptake, these spaces should generally be located on-street and remain accessible to the wider community. In line with the council's commitment to be carbon neutral by 2030, any proposed car club must be served by an electric vehicle and, as such, be located adjacent to an electric vehicle charging point.

Applicants may consider the use of public parking or other off-site locations to meet the parking requirement in accordance with Principle 8 and Principle 9. Where provision below the required standard has been granted by the council it would be expected that developers propose and pay for measures to manage parking demand such as a proactive Travel Plan and/or on-street parking controls.

6. Parking for Non-Residential Development

Principle 12: Car parking provision in non-residential development

Non-residential development should meet the required number of car parking spaces set out in Appendix A. Evidence should be provided to demonstrate that the level of car parking proposed would be appropriate for the site and manages the demand for car travel.

Objectives

Car parking provision at journey destinations is one of the greatest factors influencing car use. Development proposals should avoid excessive parking provision to use land efficiently and manage the demand for car travel.

The council recognises that the economic viability of a proposed development and/or the vitality of the application site may require a higher or lower parking standard. The council will only permit parking provision which exceeds the required standard where:

- It can be demonstrated to the satisfaction of the council that a higher level of parking is needed to secure the viability of the proposed development
- An existing lack of parking is demonstrably harming the vitality and economic viability of the area
- Alternatives to additional parking provision have been explored and cannot reasonably be provided
- Additional alternative measures are proposed to manage demand for travel by car, including a proactive Travel Plan

The council will permit provision below the required parking standard where it is demonstrated to the satisfaction of the council that a development is highly accessible by alternative modes of transport and there will be no unacceptable impact on on-street parking or highway safety. The Parking Discount Assessment included as Appendix B of this SPD details the criteria by which the council may agree to a lower provision of parking.

Where provision of 10% or more below the required standard has been granted by the council it would be expected that developers propose and pay

for measures to manage parking demand such as a proactive Travel Plan and/or on-street parking controls.

Car parking should be provided within the development site. In exceptional circumstances, and where it can be consistently demonstrated to the satisfaction of the council that this is not possible during the operational hours of the development, Principles 13 and 14 may be considered.

Developers must apply the objectives of Principle 3 when considering the design and layout of non-residential parking areas.

Figure 4: Example Non-residential car park layout



Principle 13: Parking on the public highway (non-residential)

Parking spaces on the public highway within a 200m walking distance of the site may count towards the parking standard if the applicant can demonstrate that it has unused capacity, there is no opportunity to provide car parking closer to the site and it would not unacceptably impact on existing on-street parking provision or on the safety or operation of the public highway.

Objectives

Unused capacity and the impact of an increase in demand for on-street parking should be demonstrated through parking surveys, submitted with the planning application, undertaken during the operational hours of the development on a sample week and/or weekend. The survey should, as a minimum, indicate how many spaces (measured in accordance with the

dimensions outlined in Principle 2) are unoccupied at different times on different days and be supported by appropriate plans and photographs.

On-street parking spaces which are not allocated to a particular development may be considered for adoption by the Highway Authority subject to appropriate design. Those which are part of the allocated parking provision of the development will not be adopted and therefore the developer must make arrangements for their future management and maintenance.

Developers must consider the effective carriageway width of the public highway when proposing on-street parking spaces. Developers and their agents are advised to consult Manual for Streets (2007) in this respect.

Principle 14: Parking on land in separate ownership

Spare capacity on third party land may count towards the parking standard where secured in perpetuity with a legal agreement.

Objectives

In order for car parking spaces on land in separate ownership to count towards the parking standard, the council would need to see, submitted with the planning application, evidence that the spaces will be available to the development, can be accessed appropriately and are of a suitable standard.

The car parking spaces must be located within a 200m walking distance of the site.

Principle 15: Parking and delivery spaces for commercial/service vehicles

Where relevant, applicants should make provision for delivery vehicles and parking for lorries and vans on the basis of a full appraisal of current and future requirements.

Objectives

The following standards should be used as a guideline but are subject to an assessment of the appraisal:

Use Class	Provision
B2/B8	<ul style="list-style-type: none"> For the first 2000sqm GFA, 1 Heavy Goods Vehicle (HGV) space per 500sqm Over 2000sqm GFA, 1 HGV space per 1000sqm
Retail and other uses	Applicant to demonstrate that service vehicles and HGV/van deliveries can be made without disruption to the local highway network or prejudice to highway safety.
Bay dimensions	3.0m x 5.0m for vans 3.5m x 7.5m for non-articulated HGVs and minibuses 3.5m x 15.0m for articulated HGVS, buses and coaches

Vehicle tracking assessments may be required to demonstrate that vehicles can safely access the space provided.

Principle 16: Disabled Parking

Non-residential development should provide a minimum of 5% of their total parking spaces for people with disabilities.

Objectives

Parking for the disabled is required as a proportion of the relevant local standard for cars. Parking for the disabled is not additional to the general parking requirement and is included in the calculation of the required standard. Disabled bays must be provided to the dimensions set out in Principle 2.

If, after consideration of the parking standards for the development in accordance with this SPD, results in a requirement of less than 20 spaces, a minimum of 1 space must be provided to disabled bay dimensions.

Disabled spaces should be located as close to the destinations entrance point as possible and dropped kerbs should be provided to enable easy access from disabled parking bays to and from the footway.

Where development is to take place without on-site parking, the availability of parking for the disabled in public/shared car parking will need to be reassessed and additional provision funded by the development if appropriate. The availability of on-street parking for the disabled may also be taken into consideration.

Principle 17: Coach Parking

Development proposals likely to generate coach travel such as sports venues, public transport interchanges, and new school developments should provide adequate space to facilitate coach parking.

Appropriate off-street facilities should be provided for the stopping, setting down and picking up of passengers, together with adequate space for the manoeuvring of vehicles to leave the site in a forward gear. The onus will be on the developer to demonstrate that an appropriate level of provision is made to satisfy likely levels of usage. Layouts requiring coaches to reverse in and out of a site would not be acceptable.

Principle 18: Motorcycle parking

For non-residential development, motorcycle parking is required at a minimum of 3% of the relevant required car parking standard.

Objectives

The term 'motorcycle' refers to all powered two-wheeler, including scooters and mopeds.

Motorcycle parking is required at a minimum of 3% of the relevant required car parking standard. This should be provided in addition to, not as a percentage of, the required level of car parking.

Specific parking measures should be considered as part of new developments to assist motorcyclists in making integrated journeys at public transport interchanges, places of employment, shops and such like.

Security should be one of the foremost considerations for those providing parking facilities for motorcycles. The availability of secure parking spaces in close proximity to facilities is particularly important in areas such as public transport interchanges, workplaces and shopping and entertainment centres where medium to long-term parking may be anticipated. Physical security will be very attractive to most riders needing to park for more than a few minutes as well as casual users such as motorcycle tourists and others unfamiliar with the area. Half barriers at entrances/exits to car parks particularly multi-storeys should be considered for ease of use by motorcycles.

Motorcycle anchor points should be installed, where possible formed of a raised horizontal bar (400-600mm) integral with pedestrian railings or protected by other means to safeguard pedestrians (particularly people with impaired vision). Ground anchor points may be considered where these are unlikely to become a trip hazard.

At medium to long-stay parking sites, consideration should be given to locating motorcycle parking in supervised areas, or near to points such as ticket barriers where staff supervision is possible. Unstaffed facilities may require CCTV.

Provision of lockers or storage facilities for users to stow helmets, waterproofs and other equipment can be valuable and should be considered by those providing parking to known users.

The level of illumination in parking areas that is acceptable will vary according to the site, and security considerations must be balanced against the environmental impact of lighting. Where possible, parking should also be located where it will be regularly observed by passers-by.

Motorcycle parking areas should, where practicable, be covered, providing shelter during inclement weather and other causes of inconvenience such as damage to parked motorcycles, tree debris/sap and bird waste. This needs to be balanced in relation to security.

Motorcycle parking within a multi-storey car park is best provided as a dedicated area, ideally on the ground floor at or near the entrance/exit in order to avoid using ramps and circulation areas.

Provision of adequate signs and markings should be included indicating where the motorcycle parking is located.

In locating motorcycle parking, sites should be chosen that are well drained and the surface should, as far as practical, have no, or only a slight, gradient.

Close proximity to uncontrolled carriageway crossings should be avoided, as mobility impaired persons may have difficulty seeing past densely parked motorcycles. Drain covers should also be avoided.

7. Electric Vehicle Parking for All New Development

Principle 19: Electric Vehicle Parking

To future proof new development by ensuring that sufficient electric vehicle parking provision and infrastructure is provided in both public and private parking areas.

Objectives

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. This was accompanied by the Automated and Electric Vehicles Act 2018 which provided further support to the uptake of EVs. In line with these commitments, the NPPF was updated in 2018 to ensure new development and local parking standards consider the need to provide an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

In addition to this national framework, the council itself declared a Climate Change Emergency in 2019, aiming to be a carbon neutral council and a carbon neutral area by 2030. In line with both national and local policy, the council will therefore require the provision of electric vehicle charging points in both residential and non-residential development.

The following standards are to be considered as an absolute minimum and, as such, the council may request provision above these standards where considered appropriate.

Residential development:

- For allocated parking (both on and off plot), the council requires a minimum of 100% passive provision. This should take the form of cabling and Residual Current Device (RCD) sufficient to enable the subsequent installation of 7kW 32amp Office for Low Emission Vehicles (OLEV) compliant wall or ground mounted charge point.
- For unallocated parking, the council will expect 90% passive provision, as well as 10% active provision. Active provision should take the form of cabling, RCD and 7kw 32amp OLEV compliant wall or ground mounted charge point.

- For on street parking, where there is no on-site parking provision, the council will require a 100% passive provision to ensure that costly and invasive works are not subsequently required in the public highway.

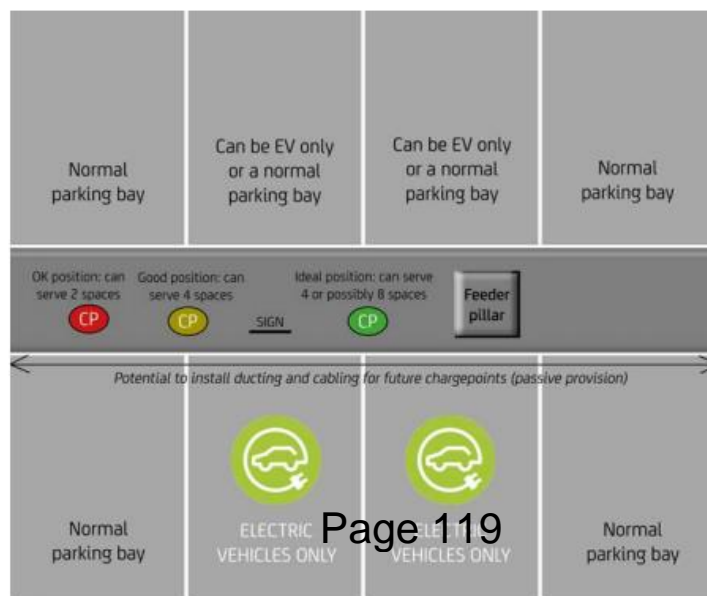
Non-residential development:

- For Non-residential development, at least 10% of the total parking spaces should include fast (7kw-22kw) charging points with a minimum of 1 space. A further 10% of spaces should include passive provision to support the later installation of charging points.
- Where more than 20 EV bays are to be provided, provision of a rapid charger should be considered from the outset.

The following guidance should be adhered to in relation to non-residential EV parking bays:

- The layout of the parking bays should maximise the ease of the use of the charge point.
- Charge points should be placed so they can serve as many vehicles as possible, as outlined in figure 5.
- EV bays should be a minimum of 2.8m wide.
- EV charge points must be protected from collision and should be positioned such that they are not an obstacle or trip hazard to users on the road or pavement.
- A minimum of 1 charge point, or 5% of EV bays, whichever is greater, should be accessible to disabled drivers. These spaces should be 2.4m wide with an additional 1.2m access zone to the side and rear.
- EV charging bays should only be available to EVs. These should be clearly signed and marked as EV-only.
- Time restrictions of one hour should be considered for rapid EV charge points, to maximise the opportunity for use.
- Charging points should be highly visible but not disrupt the aesthetic value of the location.
- Any active provision that requires running a cable across the footway would create a safety hazard and would therefore not be considered acceptable.

Figure 5: Suggested charge point layout (Energy Savings Trust, *Positioning Chargepoints and Adapting Parking Policies for Electric Vehicles*, 2019)



8. Car Club Schemes at All New Development

Principle 20: Car Club Schemes at New Developments

Car club schemes must be considered at new developments. Where considered appropriate, the Council may secure provision via a planning condition or via Section 106 agreement.

Objectives

In line with the Council's declaration of a Climate Emergency in 2019, and ambition to be carbon neutral by 2030, it is essential that opportunities are taken to decarbonise our transport network and promote alternatives to private vehicle ownership.

Car clubs can offer residents an attractive and convenient alternative to private vehicle ownership, particularly in town centre locations where parking provision may be limited. They can encourage increased use of public transport, walking and cycling, whilst still providing access to a car when required. Moreover, car club schemes can act as an incentive for households to dispense of their second car, and it is estimated that each car club space typically replaces up to 10 privately owned vehicles. This has a range of potential benefits including greater residential densities, more available land for green space, and improvements to the street scene as areas become less dominated by private vehicles.

It is essential, therefore, that car clubs be considered at new developments to mitigate the reliance on private vehicle ownership and use. This is particularly true of development proposals likely to generate a large number of travel movements and those which require a Transport Assessment/Transport Statement and a Travel Plan.

The suitability of car clubs at new development is dependent on a variety of factors, including housing density, parking policy, accessibility and visibility of the car club bays, and successful promotion and marketing. Car clubs must therefore be considered at the outset of the planning process and developers are advised to consult with car club operators at the earliest opportunity to determine the suitability and likely costs of a proposed car club. Similarly, applicants are encouraged to make use of the pre-application service to identify locations where the Council may request the provision of a car club. Where the Council has agreed to a reduction in the minimum number of required parking spaces at a development (in line with principle 4: low-car development), it is likely that a car club will need to be provided to mitigate the demand for private vehicle ownership.

At developments the Council consider the provision of a car club to be appropriate, provision may be secured via a planning condition or Section 106 agreement.

In order to achieve maximum community uptake, these spaces should generally be located on-street and remain accessible to the wider community.

In line with the Council's commitment to be carbon neutral by 2030, any proposed car club should be served by an electric vehicle and, as such, be located adjacent to an electric vehicle charging point. In exceptional circumstances, where the provision of an Electric Vehicle charging point is not possible, a hybrid car club bay may be considered. Wherever possible, cycle parking, in line with the standards set out in Principle 21 of this SPD, should be made available within close proximity to the car club bay to maximise the accessibility and potential use of the car club.

Upon delivery of a car club bay, it is essential that it be promoted through a variety of channels to site occupants and the wider community including through Moving in/Welcome packs and leaflets to the local community and local businesses. Residents/employees of the site should also be provided with incentives to join, for example, through one-year complimentary membership and free drive time offers. This should be clarified and set out as part of broader Travel Plan measures.

9. Cycle Parking for All New Development

Principle 21: The application of cycle parking standards

The cycle parking standards set out within Appendix A provide the minimum requirement that will be applied for cycle parking for new development.

Objectives

Secure, well-designed cycle storage is required to encourage cycle ownership and use. It is important that there is adequate storage of the right type at home and at the journey destination. All new development must adhere to the Department for Transport guidance for Cycle Parking set out in Local transport Note 1/20 Cycling Infrastructure Design (July 2020).

For major and mixed-use developments, there is scope to consider the cycle parking provision on the development's specific characteristics. This should be justified in transport evidence submitted with the planning application.

The cycle parking standards relate to the total cycle parking requirement, and the mix between long and short stay cycle parking spaces should be determined by the nature of the development. This should be justified in transport evidence submitted with the planning application.

Where on-site provision is not possible, payment in lieu to the council will be sought for the provision of cycle parking in an alternative location plus 10% for maintenance. In such cases, the council will then, where possible, provide a cycle parking facility in the vicinity of the development.

If the sum of the parking requirement results in part spaces, the provision should be **rounded up** to the nearest whole number.

Parking for cycles must be secure, weather-proof and accessible. Cycle stores should be provided at ground level and be of sufficient size to allow the

requisite number of bicycles to be stored. For all cycle parking, it is required that both wheels can rest on the ground.

Sheffield type racks must be used for short-stay cycle parking and will normally be required within a secure area for long-stay cycle parking. Cycle lockers can provide an alternative form of long-stay cycle parking.

Cycle stands need be located clear of pedestrian desire lines. They should be detectable by blind or partially sighted people and, as such, a ground level tapping rail at either end of a run of stands should be provided. This should include broad bands of colours to highlight the stand.

For residential uses:

- The cycle store should be easily accessible and should not require the bicycle to be carried through the habitable accommodation. Storage within a hallway or other communal spaces will not be acceptable.
- Cycle parking should be provided by a secure structure within the curtilage of the property such as in a lockable garden shed, secure garden space or space within a garage that accords with Principle 2.
- In flatted developments or other multi-occupancy buildings it is preferable for each residential unit to have its own secure, cycle storage area. However, it is recognised that this may not always be possible and secure, well-designed shared storage facilities may be appropriate.
- For terraced developments it is preferable that a rear service alley is provided to provide access to the garden of each residential unit. This is to prevent the need for cycles to be taken through habitable accommodation.
- For some residential developments, such as flats, short stay visitor parking should be provided. Short stay cycle parking should be unallocated and located within the site but accessed independently from residential properties. Short stay cycle parking need not be of the same standard as long-term parking but should still be weather proof.

For non-residential uses:

- A mix of long stay and short stay cycle parking should be provided depending upon the likely mix of users.
- Cycle parking should be located in prominent areas with good natural surveillance and should not be located where it is necessary to carry the bicycle through a building.
- Small clusters of stands close to main attractors are preferable to one central 'hub', although in retail malls, a central facility on the ground floor of a car park or near the main pedestrian entrance to the mall may be the optimum location.
- Where cycle parking is provided principally for staff, shower and changing facilities should be provided.
- In line with guidance from the Department for Transport's Local Transport Note 1/20 Cycling Infrastructure Design (July 2020) 5% of the total proposed cycle parking should be provided for non-standard

cycles to accommodate people with mobility impairments. These should be located close to accessible car parking spaces.

For non-residential uses the following definition of long and short stay cycle parking will apply:

Long Stay: Under cover, secure location, not generally accessible by public, but convenient for employees or other long stay visitors to use. Normally this would be a lockable shelter with 'Sheffield' type racks, or individual cycle lockers.

Short stay: This must be 'Sheffield' type racks, located in a convenient prominent location/s with natural surveillance (usually near reception or entrance areas).

Figure 6: Example non-residential long stay cycle parking



Appendix A: Car and Cycle Parking Standards

Residential Standards

Development	Description	Minimum number of car parking spaces	Required number of cycle parking spaces	Electric Vehicle Provision
General residential (including residential caravans/static homes and holiday lets)	1 bedroom unit (1 unit only)	1 space per unit	1 space per bedroom	For allocated provision: a minimum of 100% passive provision. For unallocated provision: a minimum of 90% passive provision and 10% active provision.
	1 bedroom units (5 or more units)	1.5 spaces per unit		
	2 and 3 bedroom units	2 spaces per unit		
	4+ bedroom units	3 spaces per unit		
	Holiday lets	1 space per 2 bedrooms; Minimum of 1 space		
Age restricted dwellings (including with care/assistance package available)	All units	1 space per 2 units for residents; and 1 space per 4 units for visitors; and 1 space for a warden Lesser provision may be acceptable where justified by a transport assessment/statement and demonstrated to the satisfaction of the Council that there will be no adverse highway impact.	1 space per 3 units; and 1 space per 6 staff (minimum of 2 spaces); and 1 space per 3 units for mobility scooter	For allocated provision: a minimum of 100% passive provision. For unallocated provision: a minimum of 90% passive provision and 10% active provision.
Houses in Multiple Occupation (HMOs)	All units	1 space per 2 bedrooms	1 space per bedroom	For allocated provision: a minimum of 100% passive provision.

Development	Description	Minimum number of car parking spaces	Required number of cycle parking spaces	Electric Vehicle Provision
				For unallocated provision: a minimum of 90% passive provision and 10% active provision.
Children's homes and residential units for adults with learning or physical disabilities	Residential staff	1 space per FTE	1 space per 6 staff (minimum of 4 spaces)	A minimum of 10% active provision. A further 10% passive provision.
	Non-residential staff	1 space per 2 FTE		
	Visitors	1 space per 4 clients		
Hospitals	Staff	1 space per 3 staff	1 space per 6 staff (minimum of 4 spaces)	A minimum of 10% active provision. A further 10% passive provision.
	Visitors	To be determined by a Transport Assessment	1 space per 10 bed spaces (minimum of 4 spaces)	
Nursing, residential and convalescent care homes	Staff	1 space per 2 FTE	1 space per 6 staff (minimum of 4 spaces)	A minimum of 10% active provision. A further 10% passive provision.
	Visitors	1 space per 4 bed spaces	1 space per 10 bed spaces (minimum of 4 spaces)	
	Residents	1 minibus parking space		
Boarding schools	Per classroom	2 spaces per classroom	1 space per 6 staff (minimum of 4 spaces) and 1 space per 10 bed spaces	A minimum of 10% active provision. A further 10% passive provision.
Residential colleges and training centres	Bed spaces	2 spaces per 5 bed spaces	1 space per 6 staff (minimum of 4 spaces) and 1 space per 10 bed spaces	A minimum of 10% active provision. A further 10% passive provision.
Residential higher education facilities	All units	1 space per 5 bed spaces	1 space per 2 students	A minimum of 10% active provision. A

Development	Description	Minimum number of car parking spaces	Required number of cycle parking spaces	Electric Vehicle Provision
				further 10% passive provision.

Non-Residential Standards

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
Retailing and servicing	Shops (Including post officers, hairdressers and other general retail uses)	1 space per 20sqm GFA	1 space per 6 staff and 1 space per 100m2 GFA (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
Financial and professional services	Banks, betting offices, building societies, estate agents and other open to the general public	1 space per 20sqm GFA	1 space per 6 staff and 1 space per 100m2 GFA (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
Eating and drinking establishments	Cafes, function rooms, licensed social clubs, public houses, restaurants, wine bars (consumption on the	1 space per 5sqm public area	1 space per 6 staff or 1 space per 40 sqm GFA (whichever is the greater)	Disabled spaces should be provided at a minimum ratio of 5% of the total	A minimum of 10% active provision. A further 10% passive provision

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
	premises)			parking spaces	
Hot food takeaways	Including drive-through restaurants	5 spaces	1 space per 6 staff (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
Business	Offices, light industrial units, research and development sites, laboratories, studios	1 space per 30sqm (GIA)	1 space per 6 staff (minimum of 4 spaces) or 1 space per 100sqm (whichever is the greater)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
General industrial	Manufacture and process production	1 space per 45sqm	1 space per 6 staff (minimum of 4 spaces) or 1 space per 500sqm (whichever is the greater)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
Storage and distribution	Warehouses, wholesale cash and carry, distribution warehouses, open and covered storage	2 spaces per 1000sqm	2 spaces per 1000sqm (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of	A minimum of 10% active provision. A further 10% passive

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
				the total parking spaces	provision
Hotels, boarding and guest houses	Including hostels, youth hostels, motels, inns	1 space per bedroom (for hostels; per 3 bed spaces); and 1 space per 3 staff; and 1 coach space per 30 bedrooms	1 space per 6 staff (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
Non-residential institutions	Clinics/Dentists'/Doctors' surgeries/medical and health centres, veterinary surgeries	3 spaces per consulting room for patients and visitors; and 1 space per duty doctor, nurse or other professional staff; and 1 space per 2 admin/clerical staff on duty at any one time	1 space per 2 consulting rooms or 1 space per 6 staff (whichever is the greater)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
	Creches, day centres, day nurseries	1 space per 2 staff; and 1 space per 6 clients (visitor parking)	1 space per 6 staff (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
	Nursery/infant/junior/primary schools	1.25 spaces per classroom for staff; and	1 space per 6 staff (minimum of 4 spaces);	Disabled spaces should	A minimum of 10% active

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
		Parent/guardian parking facility to be determined through a Transport Assessment/Statement; and A minimum of one coach space must be provided	and Scooter and cycle parking 1 space per 10 pupils;	be provided at a minimum ratio of 5% of the total parking spaces	provision. A further 10% passive provision
	Secondary schools	1 space per 2 staff A minimum of one coach space must be provided	1 space per 6 staff (minimum of 4 spaces); and 1 space per 7 pupils	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
	Sixth form colleges, colleges of further education, universities	1 space per 2 staff; and 1 space per 15 students A minimum of one coach space must be provided	1 space per 6 staff (minimum of 4 spaces); and 1 space per 7 students	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
	Church halls, community halls, places of worship, cultural centres, scout huts, youth clubs	1 space per 10 seats; or 1 space per 10sqm open hall area	1 space per 6 staff (minimum of 4 spaces); and 1 space per 25sqm	Disabled spaces should be provided at a minimum ratio of 5% of the total	A minimum of 10% active provision. A further 10% passive provision

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
				parking spaces	
Assembly and leisure	Sports Halls/Swimming Pools	1 space per 20 sqm open hall/pool area + 1 space per 5 fixed seats	1 space per 25sqm	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
	Gyms/Health Clubs	1 space per 20sqm	1 space per 25sqm		
	Cinemas, Theatres and Conference Facilities	1 space per 5 fixed seats	1 space per 25sqm		
Other specific uses	Caravan/camping sites	1 space per pitch (users); and 1 space per 10 pitches (visitors); and 1 space per 2 staff	1 space per 6 staff (minimum of 4 spaces); and 1 space per 5 pitches	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
	Garden centres	1 space per 25sqm GFA (open and covered area) Coach parking to be considered on a case by case basis	1 space per 6 staff and 1 space per 100sqm GFA (minimum of 4 spaces)	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
	Fuel filling station with shop	1 space per 20sqm GFA (of shop); and 1 space per petrol pump	1 space per 3 staff	Disabled spaces should be provided at a minimum ratio of 5% of	A minimum of 10% active provision. A further 10% passive

Development	Description	Required number of car parking spaces	Required number of cycle parking spaces	Required number of disabled spaces	Electric Vehicle Provision
				the total parking spaces	provision
	Car workshops/repair garages/tyre and exhaust centres and other similar uses including car wash facilities.	3 spaces per service bay; and 2 HGV spaces per HGV repair bay; and 1 space per 45sqm for staff	1 space per 3 staff	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision
	Motor vehicle showrooms and sales lots	1 space per 1 FTE staff; and 1 space per 50sqm sales area	1 space per 3 staff	Disabled spaces should be provided at a minimum ratio of 5% of the total parking spaces	A minimum of 10% active provision. A further 10% passive provision

For uses not listed in this schedule the required parking standard will be determined by the planning application in accordance with policy CS11 of the adopted Core Strategy

Appendix B: Parking Discount Assessment

North Somerset Residential Parking Discount Assessment

Site Rating	Points from Questionnaire	Discount
Very low	0 to 10	0-5%
Low	11 to 20	5-10%
Low-moderate	21 to 30	10-15%
Moderate	31 to 40	15-25%
Moderately-high	41 to 50	25-40%
High	51 to 60	40-65%
Very high	61 +	65-95% *

- At all locations, parking provision will be required for disabled persons
- All walking distance must be measured in safe walking routes
- For larger developments, multiple assessments may need to be undertaken, each covering a different geographical area of the application site. This will need to be agreed with the Highway Authority
- Bus services the Council consider unlikely to remain in place long term will not be accepted as part of the assessment

Criteria	Variation	Possible Score
1. Walking distance (m) to nearest bus stop with daily service	Less than 300 m	5
	Less than 500 m	3
	Less than 1000 m	1
	More than 1000 m	0
2. Most frequent bus service within 500m of the site	15 minutes or less	5
	30 minutes or less	3
	60 minutes or less	2
	Over 60 minutes	0
3. Number of bus services with an at least 60 minute weekday frequency stopping within 500m of the site	6 or more	5
	2 to 5	3
	1	2
	0	0
4. Quality of nearest bus stop (if within 500m of the site)	<p style="text-align: center;">Good: Shelter, seating and flag; Timetable and Real-time information; Raised kerb and adequate footway width; Well lit, CCTV and overlooking buildings</p>	2

Criteria	Variation	Possible Score
	Moderate: Shelter and Flag; Timetable Information; Adequate footway width, no raised kerb; Adequate lighting	1
	Poor: Marked only by pole and flag; Little or no timetable information; Narrow/no footway; Little or no street lighting	0
5. Walking/cycle distance (m) to nearest bus station or major interchange (defined as any location where 5 or more routes can be found within 200m walking distance)	Less than 500 m	5
	Less than 1000 m	4
	Less than 1500 m	3
	Less than 2500 m	2
	Less than 3500 m	1
	More than 3500 m	0
6. Walking/ cycle distance (m) to nearest railway station	Less than 500 m	5
	Less than 1000 m	4
	Less than 1500 m	3
	Less than 2500 m	2

Criteria	Variation	Possible Score
	Less than 3500 m	1
	More than 3500 m	0
7. Trains per hour in each direction from nearest station (if within 3500 m of the site)	5 or more	5
	3 to 4	3
	1 to 2	2
	Less than 1	0
8. Quality of nearest railway station (if within 3500 m of the site)	<p style="text-align: center;">Good:</p> Heated and enclosed waiting facilities; Toilets; Timetable and Real-time information; Ticket office and machines; Staffed for a majority of the day; CCTV and other security measures; Retail facilities; Cycle parking within close proximity; Fully accessible with lifts and ramps; Bus and taxi interchange within close proximity	2

Criteria	Variation	Possible Score
	<p>Moderate: Waiting facilities - part enclosed; Toilets; Timetable and Real-time Information; Ability to purchase tickets; Part-time staffing; CCTV and other security measures; Cycle parking within close proximity; Some disabled accessibility; Taxi Rank only</p>	1
	<p>Poor: Poor waiting facilities - not enclosed; No toilets; Timetables only; Not staffed; No security measures; No cycle parking; No disabled accessibility; No taxi rank</p>	0
9. Is the planned development within a Residents Parking Zone?	Yes	5
	No	0
10. Distance to edge (m) of	More than 400 m	5

Criteria	Variation	Possible Score
Residents Parking Zone (if within RPZ)	More than 200 m	3
	Less than 200 m	1
	No RPZ	0
11. Walking distance to nearest Car Club Bay	Less than 200 m	3
	Less than 800 m	2
	More than 800 m	0
12. Nearest educational centre within walking distance (1000 metres or less)	Primary and Secondary School/ College	5
	Primary School	3
	Secondary School/ College	2
	No facility	0
13. Nearest grocery shop within walking distance (1000 metres or less)	Shopping centre or High Street	5
	Super Market	4
	Corner Shop	3
	No facility	0
14. Nearest General Practitioner or Pharmacy	General Practitioner	3

Criteria	Variation	Possible Score
within walking distance (1000 metres or less)	Pharmacy	1
	No facility	0
15. Quality of pedestrian facilities	<p style="text-align: center;">Good:</p> Footways of at least 2m wide; Choice of pedestrian access points to sites in at least three directions; Pedestrian routes are well maintained, well lit and designated for disabled access	3
	<p style="text-align: center;">Moderate:</p> Footways present at minimum width of 1m; Choice of pedestrian access in at least two directions; Pedestrian routes are maintained to a reasonable standard with some street lighting and some disabled facilities	2
	<p style="text-align: center;">Poor:</p> No footways adjacent to the site or narrower than 1m; Access from only one point; No street Lighting or disabled facilities	0

Criteria	Variation	Possible Score
16. Nearest educational centre within cycling distance (2500 metres or less)	Primary and Secondary School/College	2
	Secondary School / College	1
	No facility	0
17. Nearest grocery shop within cycling distance (2500 metres or less)	Shopping centre or High Street	2
	Super Market	1
	No facility	0
18. Number of major employment areas within cycling distance (2500 metres or less, sites identified to be agreed)	2 or more	2
	1	1
	No facility	0

Criteria	Variation	Possible Score
19. Quality of cycling facilities	<p style="text-align: center;">Good:</p> Secure and sheltered bike storage; Good choice of safe access routes for cyclists; Design and maintenance of surrounding area sympathetic to cyclists; Topography in a majority of directions is suitable for cycling	2
	<p style="text-align: center;">Moderate:</p> On-road facilities and surfaces adequate for cyclists; Some choice of safe access routes for cyclists; Topography in some directions is suitable for cycling	1
	<p style="text-align: center;">Poor:</p> Poor on-road facilities and surfaces; Limited choice of safe access routes for cyclists; Narrow roads, no cycle lanes; Challenging topography in close proximity of the site	0

Criteria	Variation	Possible Score
Is the development proposing, or located within 1000m walking distance of, a community work hub? (defined as a flexible workspace open to the community which reduces the need for workers to commute to company premises by offering an alternative workspace that facilitates remote working)	Yes	3
	No	0
Does the development propose any measures to encourage active/public modes of travel e.g. shared e-bike schemes, one year free bus pass to residents etc?	Yes	3 (per measure)
	No	0

North Somerset Non-Residential Parking Discount Assessment

Site Rating	Points from Questionnaire	Discount
Very low	0 to 6	0-5%
Low	7 to 13	5-10%
Low-moderate	14 to 20	10-15%
Moderate	21 to 26	15-25%
Moderately-high	27 to 34	25-40%
High	35 to 44	40-65%
Very high	45 +	65-95% *

- At all locations, parking provision will be required for disabled persons
- All walking distance must be measured in safe walking routes
- For larger developments, multiple assessments may need to be undertaken, each covering a different geographical area of the application site. This will need to be agreed with the Highway Authority
- Bus services the Council consider unlikely to remain in place long term will not be accepted as part of the assessment

Criteria	Variation	Possible Score
1. Walking distance (m) to nearest bus stop with daily service	Less than 300 m	5
	Less than 500 m	3
	Less than 1000 m	1
	More than 1000 m	0
2. Most frequent bus service within 500m of the site	15 minutes or less	5
	30 minutes or less	3
	60 minutes or less	2
	Over 60 minutes	0
3. Number of bus services with an at least 60 minute weekday frequency stopping within 500m of the site	6 or more	5
	2 to 5	3
	1	2
	0	0

Criteria	Variation	Possible Score
4. Quality of nearest bus stop (if within 500m of the site) (See assessment criteria)	Good: Shelter, seating and flag; Timetable and Real-time information; Raised kerb and adequate footway width; Well lit, CCTV and overlooking buildings	2
	Moderate: Shelter and Flag; Timetable Information; Adequate footway width, no raised kerb; Adequate lighting	1
	Poor: Marked only by pole and flag; Little or no timetable information; Narrow/no footway; Little or no street lighting	0
5. Walking/cycle distance (m) to nearest bus station or major interchange (defined as any location where 5 or more routes can be found within 200m walking)	Less than 500m	5
	Less than 1000 m	4
	Less than 1500 m	3
	Less than 2500 m	2
	Less than 3500 m	1
	More than 3500 m	0

Criteria	Variation	Possible Score
distance)		
6. Walking/ cycle distance (m) to nearest railway station	Less than 500 m	5
	Less than 1000 m	4
	Less than 1500 m	3
	Less than 2500 m	2
	Less than 3500 m	1
	More than 2500 m	0
7. Trains per hour in each direction from nearest station (if within 3500 m of the site)	5 or more	5
	3 to 4	3
	1 to 2	2
	Less than 1	0
8. Quality of nearest railway station (if within 3500 m of the site)	<p>Good: Heated and enclosed waiting facilities; Toilets; Timetable and Real-time information; Ticket office and machines; Staffed for a majority of the day; CCTV and other security measures; Retail facilities; Cycle parking within close proximity; Fully accessible with lifts and ramps; Bus and taxi interchange within close proximity</p>	2

Criteria	Variation	Possible Score
	Moderate: Waiting facilities - part enclosed; Toilets; Timetable and Real-time Information; Ability to purchase tickets; Part-time staffing; CCTV and other security measures; Cycle parking within close proximity; Some disabled accessibility; Taxi Rank only	1
	Poor: Poor waiting facilities - not enclosed; No toilets; Timetables only; Not staffed; No security measures; No cycle parking; No disabled accessibility; No taxi rank	0
9. Is the planned development within a Residents Parking Zone?	Yes	5
	No	0
10. Distance to	More than 400 m	5

Criteria	Variation	Possible Score
edge (m) of Residents Parking Zone (if within RPZ)	More than 200 m	3
	Less than 200 m	1
	No RPZ	0
11. Distance to nearest public car park with sufficient level of spare capacity (as evidenced with a parking survey)	Less than 200m	5
	Less than 500m	3
	Less than 1000m	1
	More than 1000m	0
12. Walking distance to nearest Car Club Bay	Less than 200 m	3
	Less than 800 m	2
	More than 800 m	0
13. Quality of pedestrian facilities (see assessment criteria)	<p>Good: Footways of at least 2m wide; Choice of pedestrian access points to sites in at least three directions; Pedestrian routes are well maintained, well lit and designated for disabled access</p>	3

Criteria	Variation	Possible Score
	<p>Moderate: Footways present at minimum width of 1m; Choice of pedestrian access in at least two directions; Pedestrian routes are maintained to a reasonable standard with some street lighting and some disabled facilities</p>	2
	<p>Poor: No footways adjacent to the site or narrower than 1m; Access from only one point; No street Lighting or disabled facilities</p>	0
14. Quality of cycling facilities (See assessment criteria)	<p>Good: Secure and sheltered bike storage; Good choice of safe access routes for cyclists; Design and maintenance of surrounding area sympathetic to cyclists; Topography in a majority of directions is suitable for cycling</p>	3

Criteria	Variation	Possible Score
	<p>Moderate: On-road facilities and surfaces adequate for cyclists; Some choice of safe access routes for cyclists; Topography in some directions is suitable for cycling</p>	2
	<p>Poor: Poor on-road facilities and surfaces; Limited choice of safe access routes for cyclists; Narrow roads, no cycle lanes; Challenging topography in close proximity of the site</p>	0

Strategic Planning, Economic Development and Regeneration Policy and Scrutiny Panel

Work programme March 2021

(to be updated following each Panel meeting)

The Panel will consider issues of significant public concern, areas of poor performance and areas where Members think the Council could provide better value for money. This is a “live” document and is subject to change as priorities or circumstances change.

SECTION ONE – ACTIVE & SCHEDULED panel Projects as identified in the overarching Strategic Work Plan. Projects are ranked in priority order – ideally no more than **TWO** “active” projects at any time within the current Municipal Year. Scheduled projects will commence as active projects are completed or if reprioritised as circumstances require

Topic	Reason for scrutiny	Method of scrutiny and reporting process	Timeline	Progress	Contact
1 Local Plan (Choices phase)	To enable Panel engagement with Local Plan development: <ul style="list-style-type: none"> • Providing meaningful input to, and hence assurance around, the development of the Plan which is of high community and corporate significance Risks: <ul style="list-style-type: none"> • Lack of effective engagement could lead to a disconnect with Members, blurred or distorted messaging and potential unintended wider consequences 	Informal SPEDR-led panel meetings (including the wider Council Membership as required) Meetings synchronised with key stages in the Local Plan development process To feed views and recommendations to officers and/or decision maker(s) at key stages	Preferred spatial strategy: target Exec on 28 th April. Target: Draft Local Plan for consultation in late 2021	Response to Local Choices Briefing 27/01 SPED-led all Councillor briefing on 16/02: Preferred Spatial Strategy Item at full Panel on 10/03/21	Michael Reep
2					
3					
4					
5					

SECTION TWO – proposed projects (listed in priority order). These must be agreed at Panel and will be referred for discussion at Chairs and Vice Chairs – prior to inclusion within the Strategic Work Plan and S.1 above:-

Topic	Reason for scrutiny	Proposed method of scrutiny and reporting process	Timeline	Contact
Parking Review	Panel scrutiny/feedback	TBA	TBA	Colin Medus

SECTION THREE – planned briefings, workshops, and informal Panel meetings. Outcomes may, with Chairman’s agreement, generate Panel agenda items (for inclusion in S.4 below) or, with Panel agreement, potential investigation under S.1/2 above:-

Topic	Reason for scrutiny	Date	Outcome	Progress	Contact
Housing Infrastructure Fund (HIF)	Briefing	05/07/20	Agreed ongoing Panel engagement	Series of briefings arranged. Most recently 01/02 and 08/02/2021	Jonathan Periselnieris
Weston Villages developments	Updating and consulting Members on issues relating to Weston Villages developments – for scrutiny/feedback	10/02/21	Agreed the formation of an informal working group	Series of quarterly (or as needed) meetings	Brent Cross
Draft Active Travel Strategy	Briefing for Members on recently completed public consultation on the strategy scrutiny and feedback	18/02/21	Members were supportive of the proposals – see appendix 1		Colin Medus
NS Economic Renewal Vision	Briefing	01/07/20	Members provided feedback and agreed on-going engagement	TBA	Jane Harrison/Alex Hearn
Weston Place Making Strategy	Briefing	22/07/20	Members provided feedback and gave assurance. Agreed on-going engagement	TBA	Alex Hearn
Economic Action Plan	Briefing	01/09/20	Feedback from Members reflected at informal Executive on 3 rd September	TBA	Jane Harrison

SECTION FOUR - agenda reports to the Panel meetings as agreed by the Chairman. This section primarily provides for the forward planning of agendas for the coming year and a useful record of panel meeting activity. When considering reports at meetings, outcomes may include proposing a workstream, escalating it to S2 above for potential inclusion on the STRATEGIC WORK PLAN.

Panel Meeting 10 March 2021

Report Title	Purpose of Report	Outcome (actions)	Progress	Contact
Local Plan Draft Spatial Strategy	Members engagement and feedback/recommendations			Michael Reep
Parking Standards SPD consultation	Members engagement and feedback/recommendations			
Wyndham Way Study (Portishead area)	For Members engagement/feedback particularly in respect of its role in setting the ground work (Stage 1) for the intended “stage 2” process for the preparation of a Development Framework – both informing planning guidance for future development and informing the preparation of the draft Local Plan			

Panel Meeting 14 June 2021

Panel Meeting 24 November 2021

SECTION 5 - Recommendations - Response from Executive Member

Area for investigation/ Recommendations	When were the recommendations to the Executive agreed?	Expect answer by (first panel meeting after recommendations were submitted)

SECTION 6 - Progress and follow-up on implementing Panel recommendations

Panel Recommendation	Date of Response	Actions – implementation progress

Appendix 1

File note from Active Travel Strategy Members Briefing on 18th February 2021

Members heard the briefing from officers on the outcome of the recent public consultation on the proposed Active Travel Strategy. Officers highlighted a number of elements within the draft strategy that would be strengthened following consultation. It was agreed at the briefing that the Panel's support for the strategy, and the proposed areas to be strengthened, be forwarded to Council.