

PROSPERITY POLICIES

The following section of the neighbourhood plan contains policies related to prosperity:

Economy

- Policy PPE1: Protecting Portishead's Valued Employment Space
- Policy PPE2: Supporting Business Investment, Start-ups and Low Carbon Business Enterprise
- Policy PPE3: Supporting Low Carbon Local Businesses
- Policy PPE4: Digital Connectivity and Telecommunications
- Policy PPE5: Homeworking and Live Work Units

Transport

- Policy PPT1: Inclusive Active Travel
- Policy PPT2: Encouraging Active Travel for Leisure and Recreation
- Policy PPT3: Supporting the Shift to Ultra Low Emission Vehicles
- Policy PPT4: Parking
- Policy PPT5: Highways Impacts and Securing Highway Safety
- Policy PPT6: Development Proposals and Travel Planning

UN SDGs

The policies in this section contribute to the following United Nations Sustainable Development Goals:



PROSPERITY: INTRODUCTION

PORTISHEAD ECONOMY

5.0 Portishead is a relatively affluent town, although with some pockets of deprivation. Nothing is left of its industrial village heritage. The economy today is based on the services sector and very limited small-scale manufacturing. Portishead is not famous for any particular area of commerce, although there is a wide variety of mostly small businesses covering sectors such as hospitality, health care, retail, manufacturing, marine, communications, creative industries, office and professional services. Avon and Somerset Police is a large employer. Home working, already popular, has increased greatly during the COVID-19 pandemic following national and international trends.

5.1 Commerce is focussed on a small number of sites including Old Mill Road, The High Street, West Hill Triangle, Harbour Road including Kestrel Court, Paper Mill Gardens, Newfoundland Way, and Middle Bridge Business Park.

5.2 The High Street rarely has vacant units for long, in contrast to many other towns locally and across the country. There is a strong core of independent shops as well as regional and national retailers, albeit a disproportionately large number of charity shops and estate agents.

5.3 In recent years, numerous sites have been turned from commercial into residential despite there being continued demand for commercial premises as proven by high occupancy and relatively high rents compared with neighbouring towns.

5.4 An attempt through a Planning Application to turn one of the last remaining commercial areas (Old Mill Road) into residential and retail led to a huge public outcry and three public demonstrations. Eventually the application was withdrawn.

5.5 There is a lack of available commercial land within the settlement boundary, so Portishead business owners often locate to Bristol, Portbury, Avonmouth or further afield.

5.6 Our surveys of businesses and residents revealed a strong desire to retain commercial land as well as allocating more commercial land if possible. With the plethora of small businesses, there is unsatisfied demand for flexible and scalable business premises to support growing businesses.

5.7 Local businesses report that the main biggest challenges are the lack of infrastructure such as transport, conference facilities and hotels. There is also a lack of premises to be able to expand in the right price.

5.8 The main employment hubs offering better paid employment for Portishead residents are predominantly outside of Portishead, notably in North and Central Bristol, Avonmouth and Portbury docks and wider afield.

5.9 This exacerbates the position of Portishead as a commuter town and puts particular pressure on local road infrastructure.



TRANSPORT

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

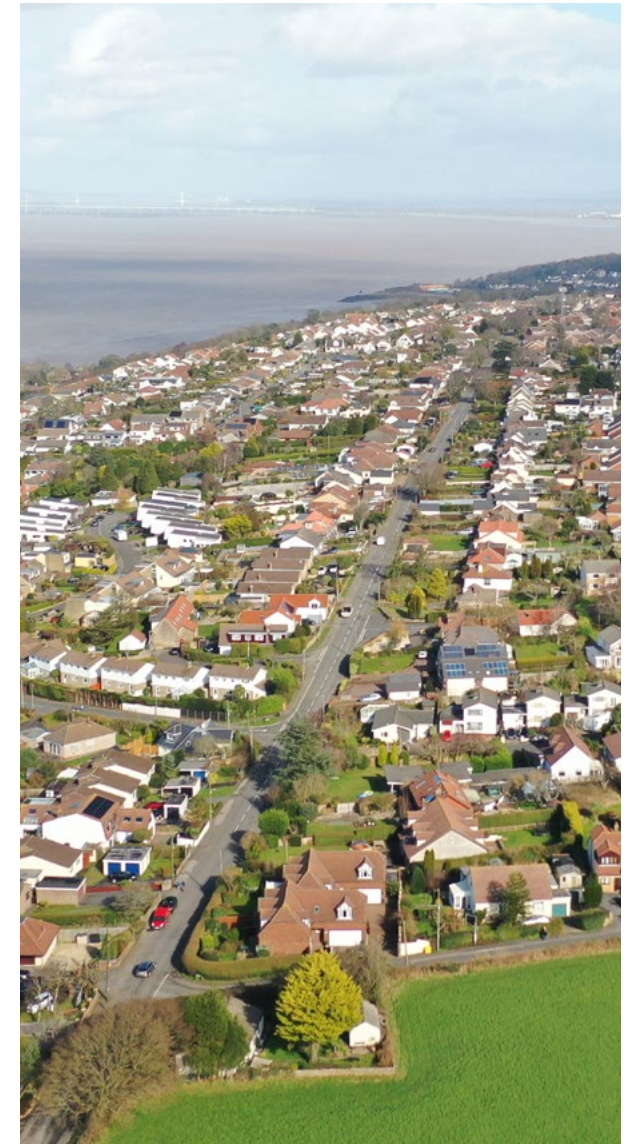
5.11 Transport infrastructure is also important in terms of supporting economic development such as haulage and freight to and from the port and airport.

5.12 'Active Travel' refers to the movement of people or goods by using the physical activity of a person for movement. That is, mainly walking and cycling. Active travel also helps to address the growing health emergency as a range of diseases can be significantly reduced by increased physical activity. The Town Council and the policies within this section of the Neighbourhood Plan support the development of an inclusive sustainable transport network that is accessible to all; not just those that are most able to walk or cycle.

5.13 The approach to transport in the Neighbourhood Plan has a significant role to play in delivering sustainable patterns of development consistent with the Town Council's climate emergency ambition. The

priority is to maximise the opportunities for active travel and access to effective public transport and so reduce the overall number of car trips. This reflects the approach in emerging policy from North Somerset Council, which sets out that trips should be accommodated by investing in non-car infrastructure first and foremost, then only increasing capacity for cars to deal with residual trips that cannot be accommodated on public transport or active travel options.

5.14 Car ownership and use is higher than average in Portishead. Local topography and perceived risks of cycling mean there will still be a need for highway improvements to address local issues.



PLANNING POLICIES: ECONOMY

PROTECTING PORTISHEAD'S EXISTING EMPLOYMENT SPACE

Context

5.15 Portishead has the potential to support a highly sustainable balance of housing, places to work and community services.

5.16 Core Strategy policy CS20 (Supporting a successful economy) aspires to ensure that all new development is sustainable and contributes to reducing the existing problems of out-commuting, lack of local employment opportunities and associated problems such as congestion and deprivation. The Core Strategy seeks to better align job growth with residential development. In Portishead, new employment development will be supported primarily on allocated land with a key objective of improving self containment and reducing out-commuting. Such opportunities are likely to take the form of either small scale development or regeneration on existing employment sites or allocated land.

5.17 The Neighbourhood Plan places a high priority on protecting existing opportunities for employment which simultaneously provide community facilities and local services. This reflects North Somerset Local Plan policy SA4, which contains criteria to protect existing employment uses and discourage change of use from employment to other uses. PPE1 aims to reinforce and add to North Somerset

Council policies through adding protection for identified valued places of local employment.

5.18 Figure 14 identifies valued employment locations and uses that would be applicable to this policy.

5.19 In 2020, changes to the Town and Country Planning Act Use Class Order amalgamated business use class B1 with other retail, office and community sports and health employment uses, within a new Class E. This enables flexible changes of use without planning consent within the new class. But it does also remove much of the ability to protect B1 office uses as well as town centre shop frontage uses.

5.20 Use class MA now also enables vacant class E uses to be converted to residential use through a simplified "prior consent" process. Such a route does enable the delivery of affordable housing as part of the change of use. This more recent employment use context must be taken into account when seeking to protect office, retail and some sport, health and childcare uses within Portishead. Such prior consent and permitted development rights do not affect the need for planning permission for other "operational development" which may materially alter the appearance or the operational characteristics of the land or buildings.

Relevant Objective

O11 To support Portishead's economy and local employment, and support the continued development of a diverse, high value and low carbon economy.

Local Policy Context

CS20 Supporting a successful economy
DM47 Proposals for economic development within towns and defined settlements.

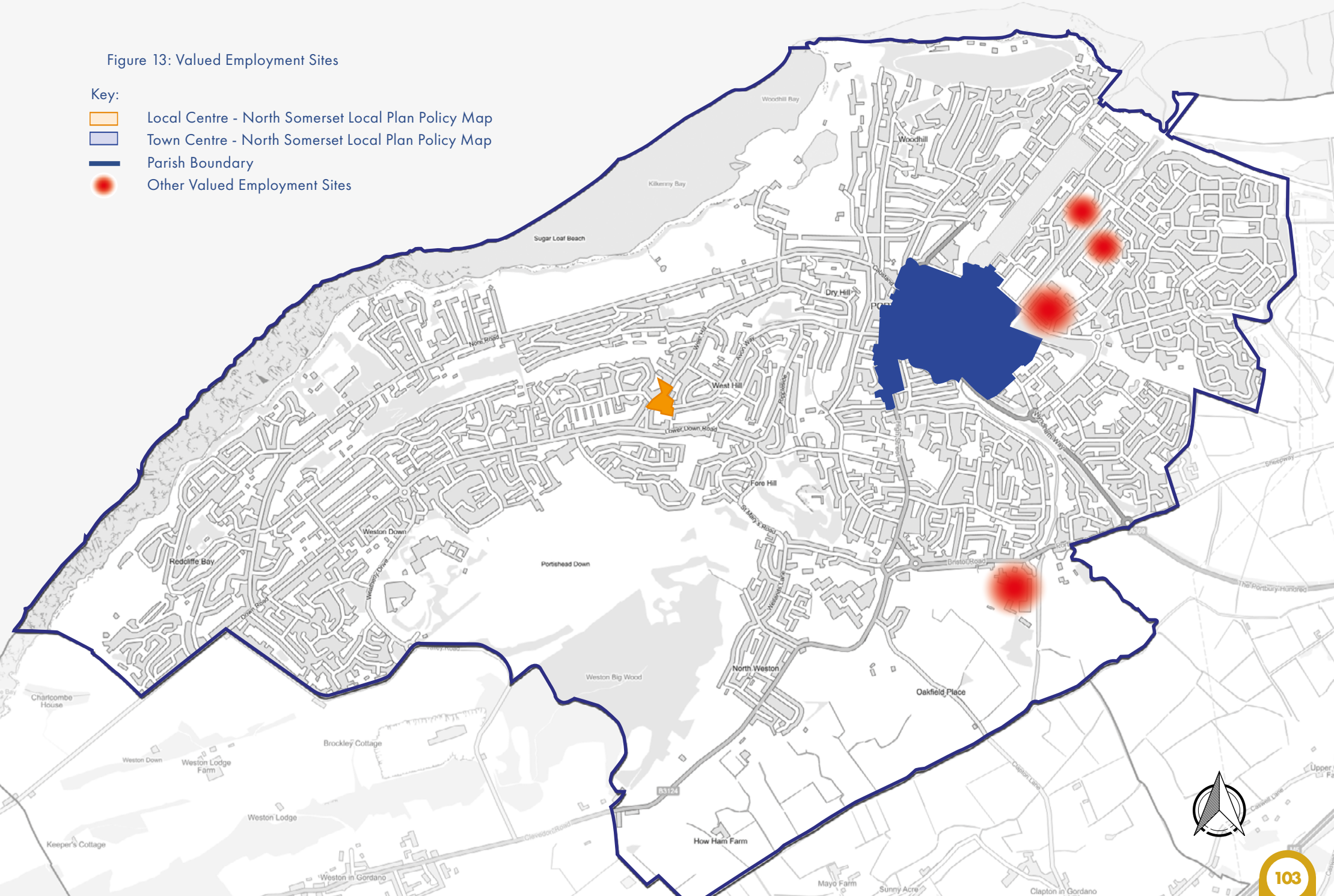
POLICY PPE1 – PROTECTING PORTISHEAD'S VALUED EMPLOYMENT SPACE

At 'Valued Employment Sites' within Portishead, listed in Figure 13, development proposals that retain, restore or increase employment levels within use classes E(g), B2 or B8, will be supported in principle subject to compliance with other relevant policies within the development plan in relation to development that changes the character or appearance of the proposal land or buildings.

Figure 13: Valued Employment Sites

Key:

- Local Centre - North Somerset Local Plan Policy Map
- Town Centre - North Somerset Local Plan Policy Map
- Parish Boundary
- Other Valued Employment Sites



SUPPORTING BUSINESS INVESTMENT, START-UPS AND LOW CARBON BUSINESS ENTERPRISE

Context

5.21 Portishead provides a very high quality of life, a pleasant environment and has a buoyant economy. New opportunities are in the service and public sector industries (Avon and Somerset Police headquarters is a major local employer), the creative sector and a huge increase in micro-businesses with many people working from home. These employment opportunities in no way match the local population growth, with many people commuting out of Portishead.

5.22 In preparing this plan, the Steering Group conducted both community surveys and held in-depth discussions with a cross-section of local employers. The results of this research are summarised in the Employment and Business Survey Analysis 2021. Local business owners identified the need for high quality mixed use business space as a priority for their future needs.

5.23 North Somerset's Core Strategy policy CS20 identifies Portishead as a focus for either small scale employment development or regeneration. Portishead has attractive and varied neighbourhoods that are well-connected to a high quality

built and coastal environment. The Lake Grounds, Lido, marina, leisure centre and the town centre offer a rich and varied resident and visitor experience, which contribute significantly to the vitality and viability of our economy.

5.24 The potential for future development within the Wyndham Way study area creates an opportunity to deliver significant additional employment space, including smaller start-up units in a highly sustainable location. The Community Action for Wyndham Way Study Area sets out the Neighbourhood Plan's approach to this area.

5.25 The Neighbourhood Plan aims to protect existing employment and harness the town's qualities to attract new investment. The Town Council is committed to supporting and working with the business community to build and sustain a strong and diverse local business and visitor economy that meets the employment needs of the community and supports development needs of employers.



Relevant Objective

O11 To support Portishead's economy and local employment, and support the continued development of a diverse, high value and low carbon economy.

Local Policy Context

- CS20 Supporting a successful economy.
- DM47 Proposals for economic development within towns and defined settlements

POLICY PPE2 - SUPPORTING BUSINESS INVESTMENT AND START-UPS

New employment development, including but not limited to, the provision of starter units, shared service accommodation and the development of offices will be supported where it will maintain resident amenity, the character of Portishead (as set out in the Portishead Community Character Statement) and maintain highway safety.

Tourism and leisure development that enhances the offer and which does not detract from the vitality and viability of the town centre will be supported.

SUPPORTING LOW CARBON LOCAL BUSINESSES

Context

Climate change and sustainable development principles are woven through the Neighbourhood Plan. Core Strategy Policy CS1 states that all development should demonstrate a commitment to reducing carbon emissions, including through reducing energy demand through good design, and utilising renewable energy. Policy is now underpinned by the North Somerset Council Climate Strategy and Action Plan towards achieving a carbon neutral area by 2030. Portishead Town Council has committed to embedding sustainable development into the Neighbourhood Plan and its own activities.

The Town Council will support development proposals for both new low carbon business investment and existing business investment in technology and equipment that contribute towards achieving carbon neutrality within the area by 2030.

Relevant Objective

O11 To support Portishead's economy and local employment, and support the continued development of a diverse, high value and low carbon economy.

Local Policy Context

- CS20 Supporting a successful economy.
DM47 Proposals for economic development within towns and defined settlements

POLICY PPE3 - SUPPORTING LOW CARBON LOCAL BUSINESSES

Proposals for development that will enable local businesses to contribute to delivery of The North Somerset Climate Emergency Strategic Action Plan, which aims to achieve carbon neutrality within North Somerset by 2030, will be supported, where proposals do not harm Portishead's character (as set out in the Portishead Community Character Statement) and residential amenity.

Proposals for the development of new green technology and low carbon employment will be particularly supported in principle.

RELATED COMMUNITY ACTIONS:

Supporting local businesses to be carbon positive

DIGITAL CONNECTIVITY AND TELECOMMUNICATIONS

Context

5.26 The quality of digital connectivity is critical to the success of Portishead's business growth, at employment buildings and sites and for homeworking. For Portishead, digital communication quality was identified as a key factor in discussions with employers undertaken during preparation of the Neighbourhood Plan (Employment and Business Survey Analysis 2021). It also has the potential to make a significant contribution to reducing commuting and its carbon emissions by supporting working from home and digital conferencing. COVID-19 remains a threat to business continuity, and businesses that are able to connect with customers and do business online are significantly more resilient to its impacts on society.

5.27 Core Strategy employment policy CS20 links to Development Management Policy DM48; Broadband, requires housing developments above 10 dwellings and employment proposals above 200 sqm to be flexibly connected to high speed broadband provision.

5.28 The Neighbourhood Plan recognises the heightened importance of enabling

and maintaining digital connectivity to the highest standard for Portishead. Over the lifetime of the plan, it is likely that technologies will change. Installation of future proofed infrastructure will be vital. Whilst future broadband infrastructure may be largely delivered beneath ground, it will also be necessary to be ready for the installation of new infrastructure that could affect the appearance of buildings or streetscape.

5.29 The strategic policy framework and Neighbourhood Plan combine policies to ensure such proposals can be managed to protect character and amenity and health. However, the Neighbourhood Plan provides in principle support for proposals that ensure Portishead's businesses and residents can have access to the latest and highest quality of digital connectivity.



Relevant Objective

O11 To support Portishead's economy and local employment, and support the continued development of a diverse, high value and low carbon economy.

Local Policy Context

CS20 Supporting a successful economy
DM48 Broadband

POLICY PPE4 – DIGITAL CONNECTIVITY AND TELECOMMUNICATIONS

Development proposals that contribute to providing Portishead's residents, businesses and community facilities with access to state-of-the-art digital connectivity will be supported where development protects the amenity of neighbouring residents and the character of Portishead (as set out in the Portishead Community Character Statement).

HOMEWORKING AND LIVE WORK UNITS

Context

5.30 Home working provides a seedbed platform for entrepreneurs and micro businesses and enables traditional office based businesses to offer hybrid working patterns. In doing so, car commuting can be reduced and local businesses and services have the opportunity to build a larger local customer base.

5.31 Since the COVID-19 pandemic, working from home has become and is likely to remain an integral part of many peoples' working patterns. Census data from 2001 showed homeworking rates for Portishead at 9%⁵¹, while Portishead Neighbourhood Plan surveys undertaken in 2021 put this figure now at 25%.

5.32 Working from home does not need planning permission, as long as the residential character and amenity of the area is maintained. In some cases, planning permission will be needed for extensions and annexes to enable home working at existing houses. Specific live-work units can define distinct employment

and residential components. The Neighbourhood Plan will give support to both residential annexes, subject to conformity with adopted strategic and Neighbourhood Plan design and transport policies that safeguard area character, traffic and parking considerations and residents' amenity.

5.33 The Neighbourhood Plan encourages new homes built in Portishead to provide viable space as well as digital connectivity to enable home working. Support will also be given to proposals for appropriately designed and located live/work units which can support micro and start up use class E businesses linked to residential and commercial accommodation.



Relevant Objective

O11 To support Portishead's economy and local employment, and support the continued development of a diverse, high value and low carbon economy.

Local Policy Context

- CS1 Addressing climate change and carbon reduction
- CS12 Achieving High Quality Design and Place-making
- DM43 Residential annexes

POLICY PPE5 - HOMEWORKING AND LIVE WORK UNITS

New housing development should be designed to enable home working and viable live/work accommodation.

Support will be given to planning or listed building applications to create additional residential space to enable ancillary home working, subject to the proposed development maintaining existing residential amenity, being of an appropriate scale and design and preserving the fabric and setting of affected historic fabric and locally valued green infrastructure.

PLANNING POLICIES: TRANSPORT

INCLUSIVE ACTIVE TRAVEL

Context

5.34 Maximising active and carbon zero travel within Portishead will make a significant contribution to delivery of the North Somerset Climate Emergency Strategic Action Plan (2019). Whilst cars remain a popular way of getting around in Portishead, we would like to see more opportunities to get around the town without the use of a private vehicle. Accessible, inclusive and safe infrastructure that promotes and enables walking, wheeling (using a wheelchair or mobility aid), cycling and public transport for local journeys to key facilities such as schools, medical centres and open green spaces are important.

5.35 Throughout all of this, the needs of disabled people, children, those with pushchairs and the elderly should be considered and provided for. The active travel network should reflect the core principles of:

- Coherence
- Safety
- Directness
- Comfort
- Attractiveness
- Integration

5.36 The Joint Local Transport Plan 4⁵² sets the scene for Policy PPT1, setting out how the West of England Combined Authority (North Somerset, Bath and North East Somerset, Bristol and South Gloucestershire) will have carbon neutral transport by 2036. Related to this document is the [West of England Local Cycling and Walking Infrastructure Plan](#)⁵³, which sets out priorities for improvements to the active travel network in Portishead.

5.37 Portishead has a higher than average percentage of car ownership which exacerbates our shared challenge of reducing car use by 40% by 2030 in line with local carbon targets. In seeking to meet the needs of a balanced and diverse community, our local transport network must address the needs of people who cannot drive, children, some older and disabled people, or those who choose not to drive.

5.38 North Somerset Council and the West of England Combined Authority recently secured 'Bus Service Improvement Plan' funding which should contribute positively towards this.

5.39 Congestion is a key issue for local residents. Whilst switching to electric vehicles may assist in reducing harmful vehicle emissions, it will not reduce congestion. Only using our cars less will achieve that. Improvements to public transport network have the potential to alleviate this if they can be delivered.

5.40 During the preparation of the Neighbourhood Plan, local people identified particular priorities for improvement within the existing active travel network:

- Creation of direct walking or cycling access from the Lake Ground to High Street
- Dedicated cycle routes for schools
- Dedicated cycle route between the 'top' of the town and the town centre.

5.41 Whilst local topography presents a challenge to make walking and cycling attractive to everyone, Portishead is a compact town with a well-connected network of local walking and cycling routes. This enables many trips to local facilities and the town centre to be convenient on foot or bike within 20 minutes. Together with its high quality

of environment, it provides a distinct opportunity to facilitate change in how people choose to make local trips. Increased use of e-bikes will also help to address the topographical challenges to active travel.

5.42 Emerging North Somerset Policy DP14 sets district wide active travel objectives and expectations of development. The Neighbourhood Plan supports this approach and will support development proposals that conform with and make proportionate contribution to delivering its aims in Portishead, through the connections to and enhancement of its active travel network illustrated on the [North Somerset Public Rights of Way Map](#)⁵⁴ and in Figure 15.

Relevant Objectives

O10 To ensure all residents have easy access to local green, blue and open spaces, and to promote environments and transport networks that offer all individuals and communities the greatest potential to lead active and healthy lifestyles.

O13 To deliver an integrated, sustainable, accessible and inclusive transport network that encourages active travel and reduces congestion within Portishead.

Local Policy Context

CS1	Addressing climate change and carbon reduction
CS10	Transportation and Movement
DM25	Public rights of way, pedestrian and cycle access

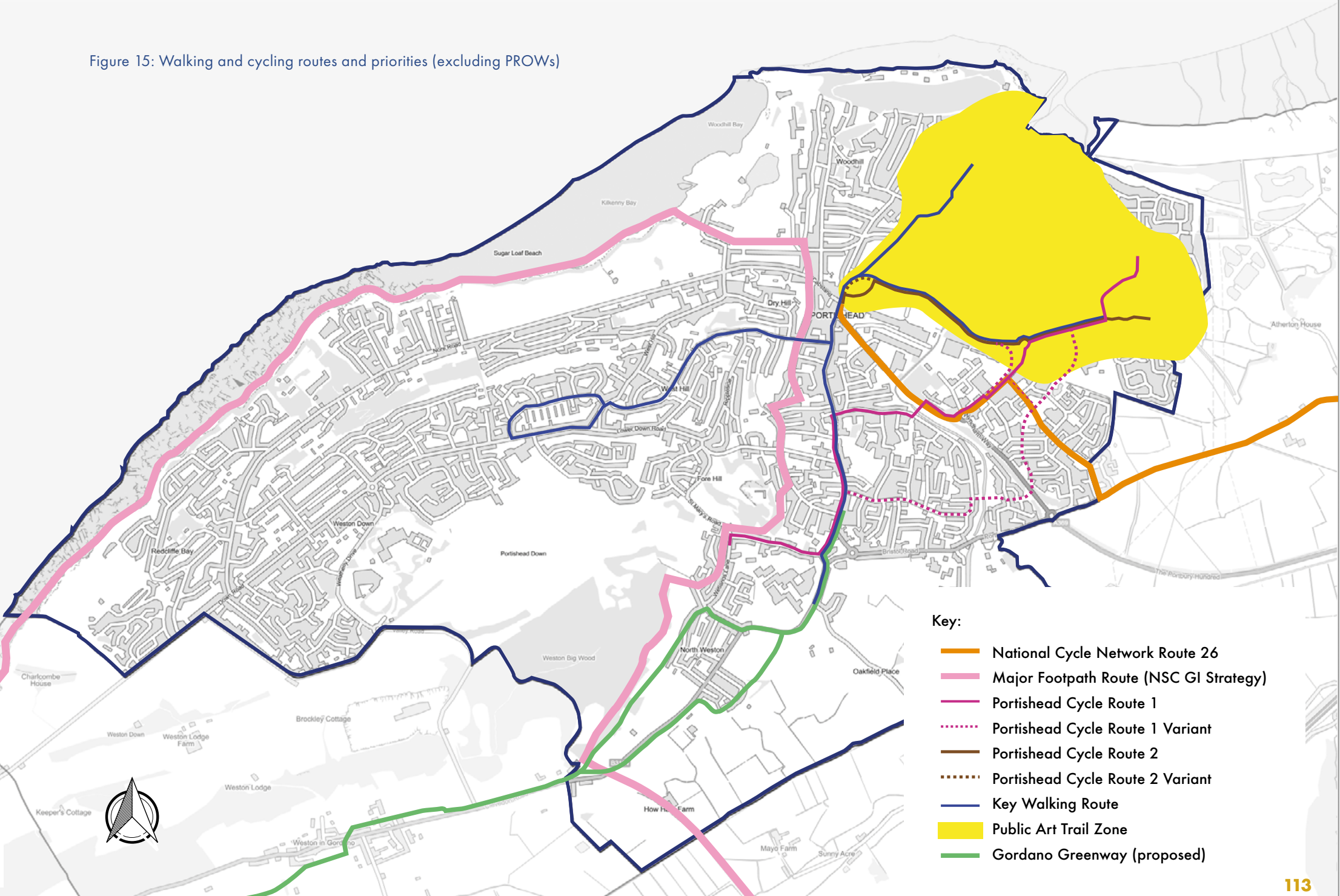
POLICY PPT1 – INCLUSIVE ACTIVE TRAVEL

Development proposals will only be supported where they contribute proportionately and positively towards the protection of, connection to and enhancement of Portishead’s active and sustainable transport network as illustrated on Figure 15 and the Definitive Public Rights of Way Map.

Proposals will be supported where they:

- optimise inclusive measures to encourage walking, cycling and connections to public transport in conformity with North Somerset Policy CS10 (Transportation and Movement)
- integrate with public transport services and achieve accessible and safe pedestrian connections of no more than 400m or 5 minutes safe and convenient walking distance to an active bus stop.

Figure 15: Walking and cycling routes and priorities (excluding PROWs)



- Key:**
- National Cycle Network Route 26
 - Major Footpath Route (NSC GI Strategy)
 - Portishead Cycle Route 1
 - ⋯ Portishead Cycle Route 1 Variant
 - Portishead Cycle Route 2
 - ⋯ Portishead Cycle Route 2 Variant
 - Key Walking Route
 - Public Art Trail Zone
 - Gordano Greenway (proposed)

ENCOURAGING ACTIVE TRAVEL FOR LEISURE AND RECREATION

Context

5.43 The benefits of walking and cycling for recreation and leisure for our health and wellbeing are widely reported. Portishead's outstanding environment presents a particularly distinct opportunity to harness its benefits. The COVID-19 pandemic highlighted just how important it is to be able to get out and about in our local environment and to exercise locally. The pandemic also created a shift where lots of people interacted with their familiar surroundings in new ways; appreciating what's on their doorstep and spending more time outdoors.

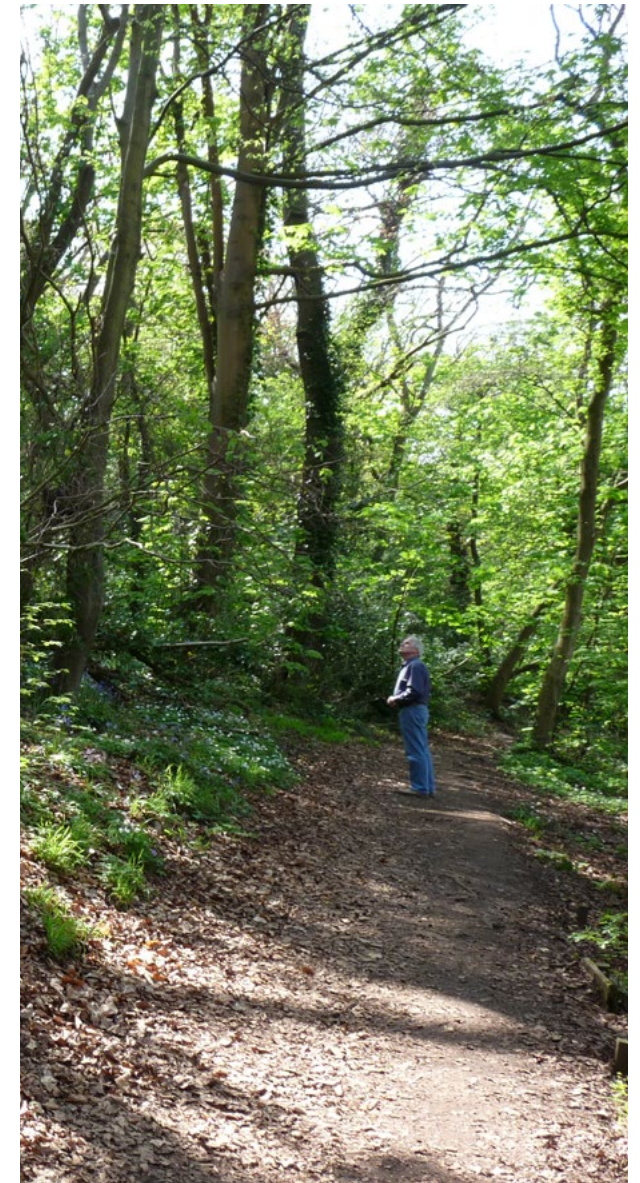
5.44 From our coastline, to ancient woodland, to the Marina and High Street; Portishead has a distinct wealth of attractive areas and features for residents and visitors alike to enjoy. Many people already take advantage of the extensive public right of way network that links a number of these assets.

5.45 Portishead has key strategic green transport routes used for recreation including the English coastal path and National Cycle Route 26, which links Portishead to Easton-in-Gordano and

further west towards Bristol along the Pill Path.

5.46 During the preparation of the Neighbourhood Plan, the working groups identified an opportunity to better link our assets and strategic routes through wayfinding signage, interpretation and better maintenance. But securing their protection and delivering connections to these routes must be a baseline action.

5.47 The overall aim is to deliver improved connections that will enable all of our community to access and enjoy Portishead's open spaces, landscape, heritage and leisure facilities as well as make connections into the strategic footpath network. More information on this can be found in the Green and Blue Infrastructure Evidence Base Report 2022.



Relevant Objective

O10 To ensure all residents have easy access to local green, blue and open spaces, and to promote environments and transport networks that offer all individuals and communities the greatest potential to lead active and healthy lifestyles.

O13 To deliver an integrated, sustainable, accessible and inclusive transport network that encourages active travel and reduces congestion within Portishead.

Local Policy Context

CS9 Green Infrastructure
CS10 Transportation and Movement
CS26 Supporting healthy living and the provision of health care facilities
DM25 Public rights of way, pedestrian and cycle access

POLICY PPT2 - ENCOURAGING ACTIVE TRAVEL FOR LEISURE AND RECREATION

Walking and cycling routes that connect Portishead's coastline, woodland landscapes, town centre and marina to its local neighbourhoods will be protected and enhanced to enable and encourage walking and cycling for leisure, health and wellbeing.

Development proposals and engineering works that maintain or enhance existing strategic public rights of way and permissive footpaths and connections to them will be supported.

Portishead Town Council will support the enhancement and extension of the sections of strategic walking and cycling routes within Portishead, including:

- The South West Coastal Path
- National Cycle Network Route 26
- Gordano Greenway
- Cycle route along full length of Portbury Ditch on both sides
- Cycle lane from Portishead to Clapton in Gordano
- Cycle lane from Sheepway to Portbury using Gypsy Lane with a safe crossing across the A369

RELATED COMMUNITY ACTIONS

Portishead Town Council will work with the community, landowners, neighbouring parishes, local partners and North Somerset Council to protect, enhance and extend Portishead's pedestrian and cycling network.

A priority will be the delivery of a connected and accessible "leisure walking loop" within the town. This will harness existing public rights of way and provide new and improved connections that will enable all of our community to access and enjoy Portishead's open spaces, landscape, heritage and leisure facilities as well as make connections into the strategic footpath network.

Other actions:

- Key Routes to School Project
- Improvements to infrastructure (e.g. dropped kerbs and disabled parking) for older people and people with a disability should be made where appropriate.
- The Town Council will explore the means of prevention of pavement parking where it is considered to be a hazard.

SUPPORTING THE SHIFT TO ULTRA LOW EMISSION VEHICLES

Context

5.48 Ultra-low emission vehicles (ULEVs) use electric and other new power sources and produce no exhaust fumes or engine noise. Whilst still only accounting for about 8% of the cars on the road in 2020, electric car (EV) sales increased by 186%. The growth of the EV market is expected to accelerate as the UK prepares for the 2030 ban on new petrol and diesel vehicle sales.

5.49 Portishead has a higher than national average car ownership level where only 13% of households do not own a car⁵⁵. Cars are convenient and often essential to people in our community and whilst we need to significantly reduce overall usage, they are likely to remain a significant part of Portishead's transport system for the foreseeable future. But within the lifetime of the Neighbourhood Plan nearly all cars are likely to be replaced. This presents an opportunity to fast-track Portishead's conversion to ultra-low emission vehicles.

5.50 Using a combination of local policy and community actions, we aim to make choosing to use an ultra-low emission vehicle feasible, attractive and the norm

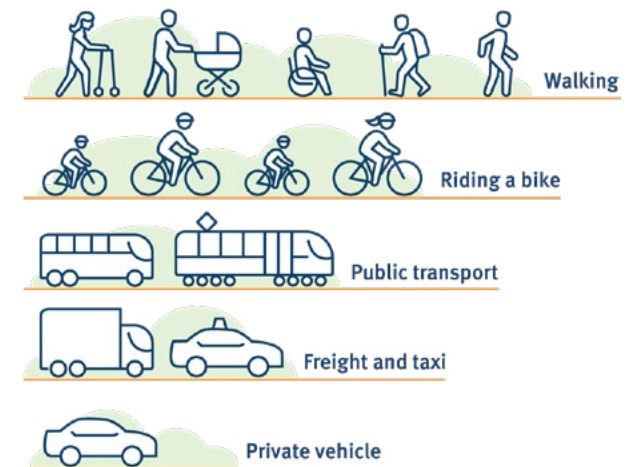
in Portishead, and preferred over internal combustion alternatives. This will be achieved through a combination of local community actions, working alongside North Somerset planning and transport policies, building regulations, and NDP policy PPT3. The Neighbourhood Plan requires new development to provide for charging of ultra-low emission vehicles and be future proofed to accommodate changing technology. The Town Council will also work with North Somerset Council and local businesses to install public facilities to enable charging.

5.51 ULEVs alone cannot address all transport-related issues in Portishead. Issues such as affordability, congestion and wider environmental impacts remain. North Somerset Council's emerging policy prioritises all other modes of transport above the private vehicle, whether powered by internal combustion or other low emission methods. This reflects the approach in the Transport Hierarchy.

5.52 ULEVs therefore, are just one piece of the puzzle in addressing the wider challenges of transport and transport

infrastructure and must be implemented alongside improvements to the public transport and active travel networks addressed elsewhere in this Plan and within emerging North Somerset policy. Notwithstanding this, ULEVs can effectively address the transport needs of those who may not be in a position to utilise active or public transport alternatives due to health or timetabling constraints in a way that minimises the local environmental impact.

Sustainable transport hierarchy





Relevant Objective

O13 To deliver an integrated, sustainable, accessible and inclusive transport network that encourages active travel and reduces congestion within Portishead.

Local Policy Context

CS1 Addressing climate change and carbon reduction

POLICY PPT3 – SUPPORTING THE SHIFT TO ULTRA-LOW EMISSION VEHICLES

To future proof new development and to ensure that sufficient electric vehicle parking provision and infrastructure is provided in both public and private parking areas, development proposals will only be supported where they conform with The North Somerset Council, Revised Parking Standards SPD (2021), (Principle 19; Electric Vehicle Parking)

Additional Public e-vehicle Charging Points

To increase the attractiveness and use of ultra-low emission vehicles, additional infrastructure for low emission vehicle charging is encouraged at public parking locations where space allows, particularly at the following destinations and locations:

- Esplanade Road car park
- Parking facilities at the Folk Hall
- Avon Way car park

PARKING

Context

5.53 Community feedback identified parking as a key issue for many people within Portishead. In particular, the tight knit development of “The Village Quarter” has been a hotspot of incidents of inconsiderate parking and obstruction of the highway.

5.54 Town centre parking is valued in supporting local business vitality, and parking adjacent to the coast, Lake Grounds and Lido supports its leisure and visitor economy.

5.55 Many of Portishead’s existing homes were constructed without car parking provision. Some older homes with garages are now too small to accommodate today’s cars. Garages are also re-purposed as storage or living accommodation.

5.56 The rise in car ownership places further pressure on highway space for parking. It also results in the replacement of front garden landscape with hard standing, removing on-street parking and valuable green infrastructure and increasing run-off thus putting further pressure on the overloaded drainage system.

5.57 North Somerset Policy CS11 provides district level direction for provision of and changes to car parking. The adopted and

updated [Parking Standards supplementary planning guidance document \(2020\)](#)⁵⁶ sets new standards for all new development including increased garage size, and car and cycle parking provision for homes and businesses.

5.58 In line with North Somerset’s aspiration to become carbon neutral by 2030, North Somerset Council’s emerging spatial strategy is supportive of development that provides lower levels of car parking in accessible locations that are well served by public and active modes of travel, have good local facilities and are less reliant on private vehicle ownership. Proposals must be accompanied by sufficient evidence to demonstrate that a lower level of parking will not have a detrimental impact on local highway conditions.

5.59 However, whilst the Neighbourhood Plan acknowledges the primary goal of reducing car ownership and usage, parking issues remain a priority for local people in Portishead.

5.60 Where no planning permission is required for changes to property and uses, associated impact on car parking cannot be controlled. Where planning controls can be applied, the Neighbourhood Plan will

expect current district parking standards to be applied to prevent intensification of car parking issues through inappropriate enlargement of houses or changes of use that generate additional parking demands.

5.61 Public car parks at the town centre and at leisure attractions are valued. But all members of the community need to be able to utilise this valued space including those in greatest need of car parking, bicycles and ultra-low emission vehicles.

5.62 The Neighbourhood Plan will support proposals to manage existing and new car parks to maximise their contribution to making travel accessible and sustainable.

5.63 It is recognised that future improvements to public transport may be able to alleviate some of the existing parking issues in Portishead. During the preparation of the Neighbourhood Plan, it was highlighted that many residents are currently unable to utilise the available public transport due to a perceived unreliability as well as timetabling practicalities - these issues need to be resolved in order to encourage more people to use public transport and make a contribution towards improving parking issues in the Neighbourhood Area.

Relevant Objective

O13 To deliver an integrated, sustainable, accessible and inclusive transport network that encourages active travel and reduces congestion within Portishead.

Local Policy Context

CS1 Addressing Climate Change and Carbon Reduction
CS10 Transportation and Movement
CS11 Parking
DM28 Parking Standards
DM 29 Car Parks
North Somerset Parking Standards SPD 2021

POLICY PPT4 - PARKING

Parking Standards

Residential and non-residential development proposals will be expected to conform with North Somerset council's Revised Parking Standards SPD (2021).

Car Parking Provision

Proposals that would result in the loss of parking will only be supported where they conform with North Somerset Council's Revised Parking Standards SPD (2021).

Car Parks

Proposals that re-prioritise existing car parking to increase provision for disabled people, ultra-low emission vehicle charging and secured cycle parking will be supported.

HIGHWAYS IMPACTS AND SECURING HIGHWAY SAFETY

Context

5.64 Maintaining and improving highway safety for all users is a primary consideration in assessing all proposals for development that are likely to generate or alter how people access and move around a site or how it may impact on the connecting network. North Somerset Policy DM24 applies district level requirements upon applicants to provide safe transport environments and mitigate problems they cause, including through financial contributions to off-site measures. This will be applied to all development within Portishead.

5.65 Traffic congestion within Portishead is a priority to the local community.

5.66 The cumulative impact of the intensification of residential buildings and plots within Portishead's existing neighbourhoods is already causing significant highway safety issues, particularly when it increases demands for on-street parking that causes obstructions to pedestrians and service and emergency vehicles. Neighbourhood Plan Policy PWH2 seeks to prioritise planning control

of such development through requirements to meet North Somerset Council's Parking Standards (2021).

5.67 The Wyndham Way area is the only location within Portishead that may accommodate significant development within the lifetime of the Neighbourhood Plan. The future for the Wyndham Way area is being developed through a partnership of Portishead Town Council, North Somerset Council and relevant landowners. The Wyndham Way Community Action included in this Plan (see page 128) sets out transportation criteria that the community has expressed as important for this development, including integration with the new railway station, managing car parking and avoiding wider transport impacts.

5.68 Particularly within the town's conservation area and where the Portishead Community Character assessment has identified green infrastructure and highway boundary treatments make a positive contribution to local character, proposals to address

highway safety will only be supported where they conserve or mitigate for environmental or heritage harm caused.

5.69 Development can be expected to ensure it does not exacerbate or create highway safety issues for all users. It can also be expected to contribute towards wider highway safety and sustainability improvement measures. The Neighbourhood Plan supports and reinforces North Somerset Policy.

Relevant Objective

O13 To deliver an integrated, sustainable, accessible and inclusive transport network that encourages active travel and reduces congestion within Portishead.

Local Policy Context

CS10 Transportation and Movement
DM24 Safety, traffic and provision of infrastructure, etc. associated with development

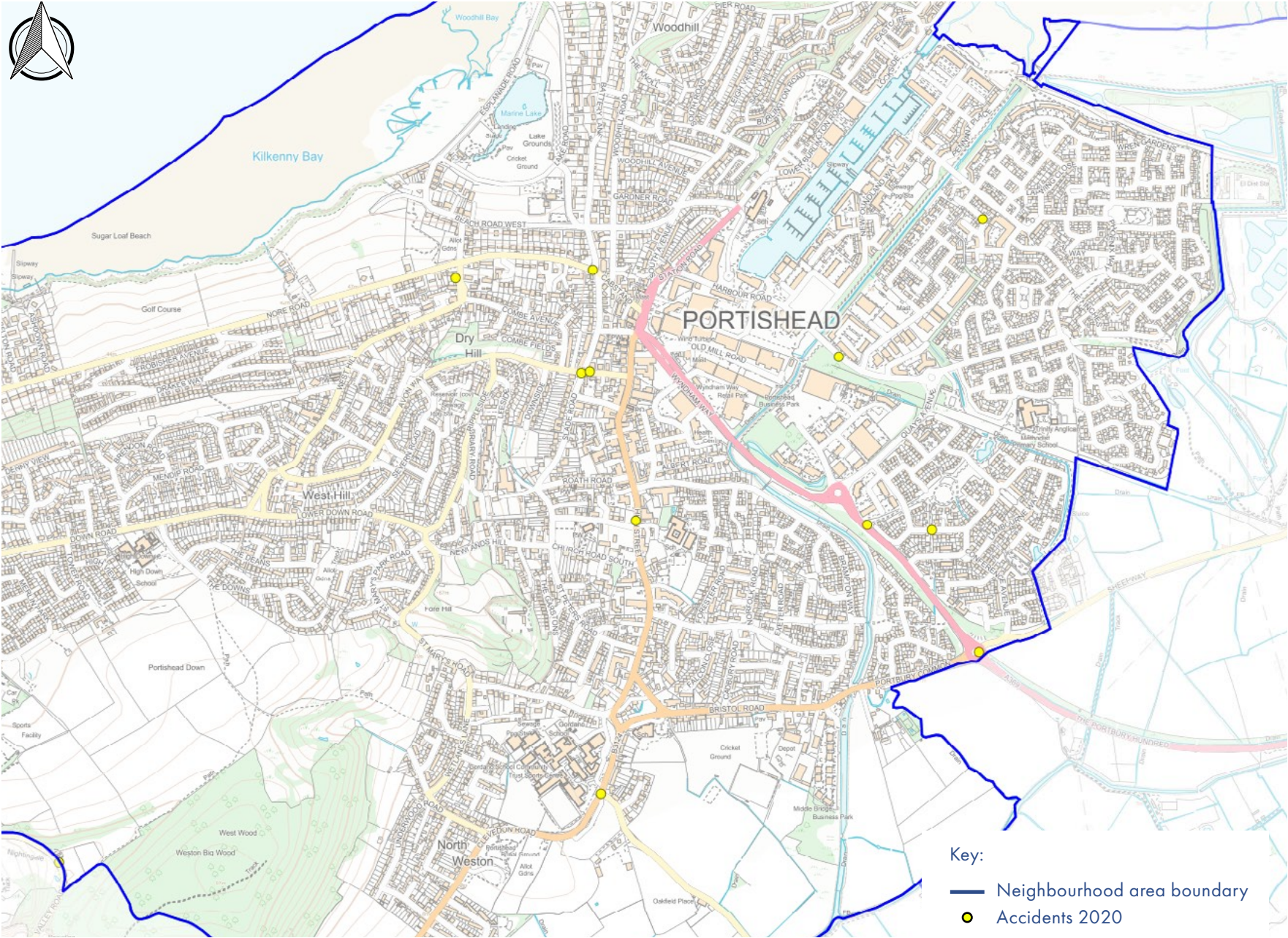
POLICY PPT5 – HIGHWAY IMPACTS AND SECURING HIGHWAY SAFETY

Where development proposals will create demands for additional pedestrian, cycle and vehicle movements and parking, they will be only be supported where they are in conformity with North Somerset Local Plan Policy DM24 (Safety, traffic and provision of infrastructure, etc. associated with development) addressing the assessed safety impacts of the proposed development on the local highway, adopted cycle routes and highway footway network. Proposals will be expected to make proportionate contribution towards the improvement to connecting multi-modal routes to enable safe connections to be achieved for pedestrians, cyclists and all vehicle users to local facilities.

RELATED COMMUNITY ACTIONS

A review of parking restrictions (including double yellow lines), should be regularly conducted, focusing on safety concerns.

Figure 16: Recent Traffic Accidents in Portishead



DEVELOPMENT PROPOSALS AND TRAVEL PLANNING

Context

5.70 Transport and traffic is a major issue and priority for Portishead's community. The existing highway network is often heavily congested. Any major development within the town is likely to exacerbate this issue unless it can minimise the need for car use and maximise public transport use and walking and cycling choices. In addition to directly delivering necessary infrastructure, any development should also adopt measures to embed use of these modes from the outset. Travel Plans can set out how this is achieved to optimum effect.

5.71 North Somerset Council Portishead Town Council and relevant landowners are leading the "Placemaking Plan" master planning to guide the potential development of The Wyndham Way study area. The area may accommodate significant development within the lifetime of the Neighbourhood Plan and potentially beyond, including a linking to the new railway station and local highway network. The scale of change will require a comprehensive master planned approach to design of sustainable and active travel infrastructure to be delivered through major development proposals.

5.72 North Somerset Local Plan will address any proposal for allocation of land for strategic housing growth. This will be likely to be at the edge of Portishead's existing developed area. Proposals for any associated development would be likely to represent major development.

5.73 The Neighbourhood Plan will only support development proposals which would generate significant amounts of movement when they are submitted with a Travel Plan that demonstrates the proposal meets criteria set out in North Somerset policy DM26, and is compliant with the North Somerset Travel Planning Supplementary Planning Document.



Relevant Objective

O13 To deliver an integrated, sustainable, accessible and inclusive transport network that encourages active travel and reduces congestion within Portishead.

Local Policy Context

CS1 Addressing climate change and carbon reduction
CS10 Transportation and Movement
DM26 Travel Plans
DM24 Safety, traffic and provision of infrastructure, etc. associated with development
North Somerset Travel Plans SPD

POLICY PPT6 – DEVELOPMENT PROPOSALS AND TRAVEL PLANNING

Applications for development of 10 homes or more must be submitted with a Travel Plan in accordance with North Somerset Local Plan Policy DM26 (Travel Plans) and the North Somerset Travel Plans SPD (2010) (or any subsequent adopted version).

Proposals for major development proposals will only be supported where the travel plan demonstrates that opportunities to enable active and low carbon transport choices, community safety, inclusive accessibility and avoidance of adverse transport impacts on residential amenity and business vitality within Portishead has been achieved.

Any master plan and major development proposals within the Wyndham Way redevelopment area will only be supported when it is submitted with a policy compliant travel plan. This must take account of pre-existing and future transport demands and infrastructure identified within an approved Wyndham Way “Placemaking Plan” or master plan.

RELATED COMMUNITY ACTIONS

- Town Council commitment to involvement in Railway Station development.