



Authority Monitoring Report



2020



Foreword

The North Somerset Council Authority Monitoring Report (AMR) is published each year. This AMR monitors the period 1 April 2019 to 31 March 2020.

The primary purpose of the AMR is to report on the performance of the planning policies and the progress of emerging policy documents and North Somerset Council remains committed to preparing and publishing a monitoring report in this format each year.

Further copies of this document and those from previous years are available on our website at www.n-somerset.gov.uk/planningpolicy

We welcome any comments on this document that would help us to improve both the information and format of future reports.

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Introduction

The production of an Authority Monitoring Report (AMR) is a statutory requirement.

The purpose of this report is to:

- Show how North Somerset's emerging development plan documents are progressing;
- Show how well the policies in the adopted development plan documents are performing; and
- Where policies are not being implemented, explain why and set out what steps are being taken to ensure that the policy is implemented, or whether the policy should be amended or replaced.

Annual monitoring will also form the basis for review of any development plan documents that are adopted.

Local Development Plan

The development plan for North Somerset currently comprises the following adopted documents and associated policies maps:

- North Somerset Core Strategy (2017)
- Sites and Policies Plan Part 1: Development Management Policies (2016)
- Sites and Policies Plan Part 2: Site Allocations Plan (2018)
- West of England Joint Waste Core Strategy (2011)
- Backwell Neighbourhood Development Plan (2015)
- Long Ashton Neighbourhood Development Plan (2015)
- Claverham Neighbourhood Development Plan (2018)
- Yatton Neighbourhood Development Plan (2019)
- Congresbury Neighbourhood Development Plan (2019)

Core Strategy

Following an examination conducted by an independent Inspector, the North Somerset Core Strategy was found sound and was formally adopted in April 2012. The adoption of the Core Strategy was subsequently challenged. The High Court Judgment found that Policy CS13: Scale of new housing was unlawful by reason of the Core Strategy Inspector's failure to give 'adequate or intelligible reasons for his conclusions on the housing requirement figure.

As a result Policy CS13, along with other policies that could require consequential changes if the housing requirement increased, were remitted back to the Planning Inspectorate for re-examination. The re-examination took place in two stages. Policy CS13 was re-adopted in 18 September 2015.

The second stage of the re-examination assessed whether any consequential changes were needed to the other remitted policies as a result of the increase to the housing requirement.

The Core Strategy remitted policies were adopted by the council on 10 January 2017.

Further details are available at www.n-somerset.gov.uk/corestrategy

Sites and Policies Plan Part 1: Development Management Policies

This development plan document contains the detailed development management planning policies to deliver the adopted Core Strategy. It covers a range of development issues including development in the Green Belt, major transport schemes, conservation areas, extensions to dwellings, development in the countryside, retailing, accommodation for older people, minerals planning and design.

The plan was adopted by full council on 19 July 2016.

For further details please visit www.n-somerset.gov.uk/sitesandpolicies

Sites and Policies Plan Part 2: Site Allocations Plan

The Site Allocations Plan allocates housing and employment sites to deliver the Core Strategy requirements and defines the settlement boundaries for towns and villages identified in the Core Strategy in order to direct development to the most sustainable locations within North Somerset. The plan also contains allocations and policies that will protect the environment and provide additional facilities for leisure and social and community uses.

The plan was adopted on 10 April 2018.

Further details are available at www.n-somerset.gov.uk/sitesandpolicies

West of England Joint Waste Core Strategy

The four unitary authorities in the West of England area worked together to produce this joint development plan document which was adopted in March 2011. The plan period runs until 2026. The strategy sets out the policies for the provision of waste management infrastructure across the sub region.

The document is available at <http://www.westofengland.org/waste-planning/adopted-joint-waste-core-strategy>.

Neighbourhood Development Plans

Neighbourhood Development Plans (NDPs) have now been made for five areas within North Somerset; Backwell, Claverham, Congresbury, Long Ashton and Yatton. As they are adopted, these form part of the local development plan.

Plans are being prepared for a number of other neighbourhood areas within the district.

The adopted plans and further information on those that are being prepared can be viewed at www.n-somerset.gov.uk/neighbourhoodplans

Emerging plans

The Local Development Scheme (LDS) sets out the programme for the preparation of the Council's suite of planning policy documents. It sets out details of which documents are being produced, in what order, and when. The LDS is reviewed on a regular basis to ensure it reflects the anticipated programme accurately. The LDS is currently being revised. The last published version is dated March 2020 and can be viewed on our website at www.n-somerset.gov.uk/localplan

Local Plan 2038

A new Local Plan is being prepared by the Council to cover the fifteen year period from 2023-2038.

The Local Plan will allocate sufficient housing and employment and identify any associated necessary infrastructure. The Local Plan will also reassess, and update where appropriate, policies and designations for the protection of the natural and built environment and allocations for other land uses.

It will also contain a full suite of development management policies relating to the use of land and buildings on topics such as retail, employment, residential uses, design, flooding and drainage, waste and minerals, community facilities, transport and other infrastructure.

We published an initial pre-commencement document in March 2020 setting out the proposed scope, methodology and programme for the new Local Plan and consulted upon it from 10 March – 22 April 2020.

Following consideration of the responses to the pre-commencement document we moved on to the Challenges for the Future consultation. We published a document in July 2020 which set out what we thought were the challenges facing North Somerset over the next 15 years, and we consulted on a number of questions relating to these challenges between 22 July and 2 September 2020, seeking feedback on the issues that the Local Plan will need to address.

We received over 3,000 comments to the Challenges consultation from a wide range of people and organisations, including residents, businesses, house builders, service providers, local interest groups and town and parish council. These responses helped us shape the next part of the process – Choices for the Future.

In November we published the Choices for the Future document and opened a consultation on various approaches for where new housing and employment should be delivered over the next 15 years. The results of this consultation, which ran from 2 November to 14 December 2020 will help us make decisions in the new year on where the growth should go.

Our March 2020 LDS anticipated that we would publish a consultation draft early in 2021. Since we held the Challenges and Choices consultations as separate phases, this has been delayed and we now expect to publish a consultation draft later in 2021. Our LDS is being updated to reflect this, and further updates will be reported upon next year.

Neighbourhood Development Plans

In addition to the five made plans for Backwell, Claverham, Congresbury, Long Ashton and Yatton, a further nine Neighbourhood Areas have also been designated. These are:

- Bleadon
- Churchill
- Clevedon
- Hutton
- Pill/Easton-in-Gordano and Abbots Leigh
- Portbury
- Portishead
- Winscombe and Sandford
- Wrington

These areas are at various stages of plan production and other parishes within North Somerset have also expressed an interest in developing a Neighbourhood Plan. Full details are kept up to date at www.n-somerset.gov.uk/neighbourhoodplanning

Supplementary Planning Documents

Whilst not formally part of the development plan, Supplementary Planning Documents (SPDs) can provide more detail on certain aspects of the development plan and clarify the interpretation of a policy or approach. Once adopted, SPDs are material considerations in the planning process.

Current adopted SPDs:

- Accessible Housing Needs (2018)
- Affordable Housing (2013)
- Biodiversity and Trees (2005)
- Creating Sustainable Buildings and Places (2015)
- Development Contributions (2014)
- Employment Led Delivery in Weston-super-Mare (2014)
- Landscape Character Assessment (2018)
- North Somerset and Mendip Bats Special Area of Conservation (2018)
- Parking Standards (2013)
- Residential Design Guide part 1 (2013)
- Residential Design Guide part 2 (2014)
- Shopfront Design Guide (2019)
- Solar Photovoltaic Arrays (2013)
- Travel Plans (2010)
- Weston Villages (2012)
- Weston-super-Mare Town Centre Regeneration (2017)
- Wind turbines (2014)

All adopted and emerging supplementary planning documents are available to download from www.n-somerset.gov.uk/spds

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a charge which developers have to pay per square metre of development towards the cost of infrastructure to support development. The charge which is payable varies according to the size, type and location of the development. Our CIL charging schedule took effect on 18 January 2018. We are required to produce a separate monitoring report on CIL income and expenditure, along with details of any monies secured or spent in relation to S106 legal agreements. This is called an Infrastructure Funding Statement.

Full details of our CIL, including the Infrastructure Funding Statement and previous monitoring reports, are available at www.n-somerset.gov.uk/CIL.

Topic areas

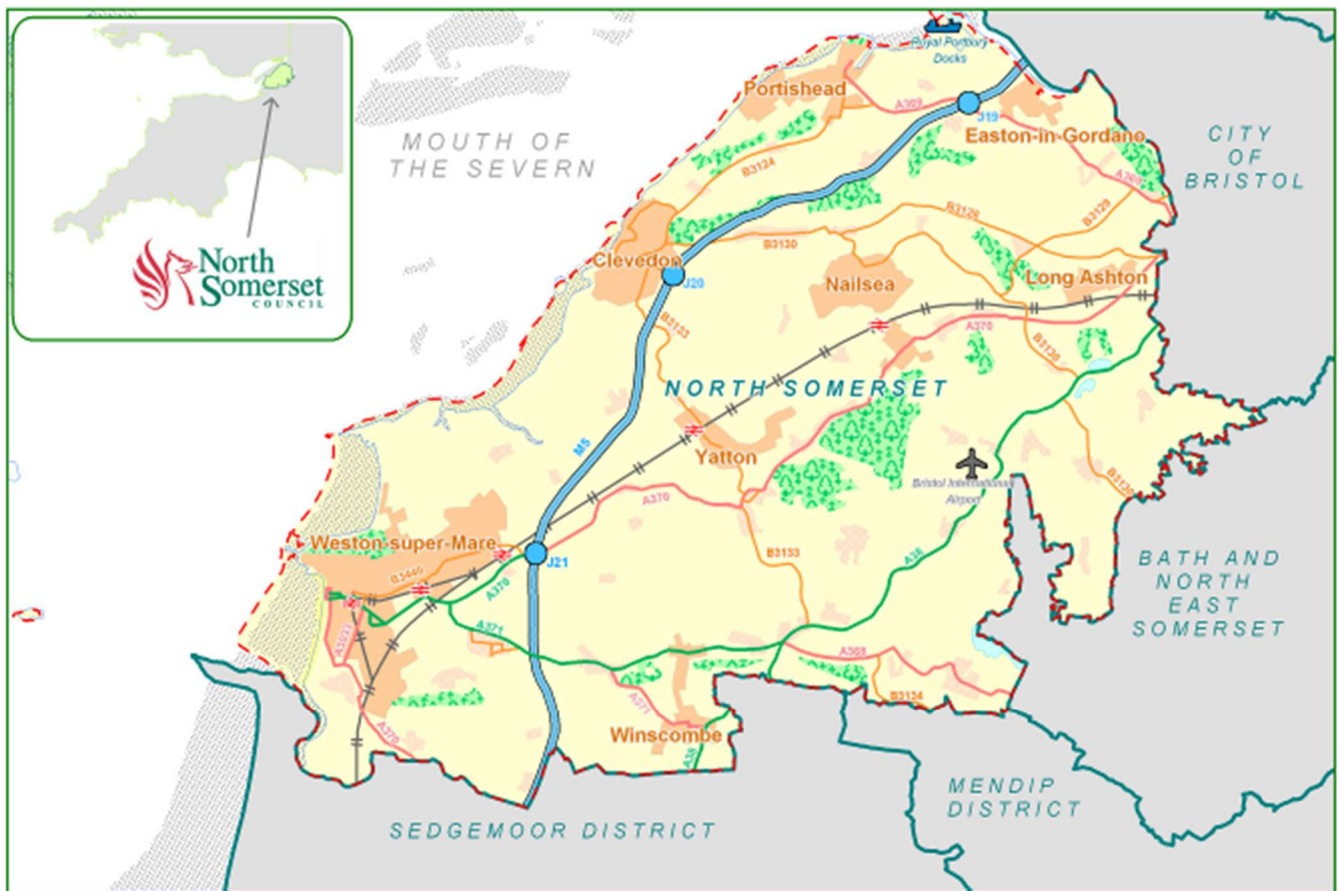
The Authority Monitoring Report is presented on a topic basis, for ease of reference. The topics have been set out to mirror the themes in the Core Strategy, which are:

- Living within environmental limits
- Delivering strong and inclusive communities
- Delivering a prosperous economy
- Ensuring safe and healthy communities.

Since the introduction of the National Planning Policy Framework (NPPF) and the withdrawal of Government guidance on monitoring it is now a matter for local authorities to decide what to include in their monitoring reports while ensuring that they are prepared in accordance with relevant legislation.

Setting the scene in North Somerset

Location map



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North Somerset covers an area of 39,080 hectares (151 square miles) and (according to the latest Mid Year Population Estimates) has a population of 215,052 people. The district contains an international airport, a deep-sea west coast port, part of the Mendip Hills Area of Outstanding Natural Beauty, a large area of Green Belt stretching south west from the edge of Bristol, as well as areas of low-lying levels and moors. The main settlements include the strategically significant town of Weston-super-Mare and the three smaller towns of Portishead, Clevedon and Nailsea. The M5 runs from north to south through the district and the mainline railway from Bristol to the South West also crosses North Somerset stopping at five stations along its route.

Demographic structure

Population size

- The population of North Somerset is 215,052, an increase of 1,133 over the past year.
- The age breakdown for North Somerset is:
 - Aged 0-15 years – 18.2%
 - Aged 16-64 years – 57.8%
 - Aged 65 years and over – 24%
- Currently the proportion of people in North Somerset aged 65+ is 24%, compared to 22.3% in the South West and 18.5% in England and Wales.

Source: 2019 Mid-Year Population Estimates, ONS

Ethnic composition

	White British	All Other White	Mixed / Multiple ethnic groups	Asian / Asian British	Black / African / Caribbean / Black British	Other ethnic group
North Somerset	94.37%	2.35%	0.94%	0.94%	0.47%	0.94%
South West	90.72%	4.31%	1.03%	2.14%	0.94%	0.85%
England and Wales	79.52%	5.97%	1.70%	7.64%	3.37%	1.81%

Source: 2016 Population estimates by ethnic group, ONS

Dwellings, household types and tenure

- At the 2011 Census there were 88,227 occupied households in North Somerset. This means that on average there were **2.3** people living in each household.

In North Somerset:

- 30.7% of households are single person households; nationally the figure is 30.2%.
- 8.8% of households are lone parent households; nationally the figure is 10.6%.
- 50% of households are comprised of couples; nationally the figure is 45.3%.

- 36.8% of the population of North Somerset own their property outright and 36.1% own their property with a mortgage or a loan. This means that 72.9% of North Somerset residents are owner occupiers compared to a figure of 63.5% nationally.
- 25.4% of the North Somerset population rent their properties.

Source: 2011 Census

Socio-cultural issues

Crime rates and perception of safety

- Over the past year 15,678 crimes (excluding fraud) were recorded in North Somerset. This accounted for 11% of crimes committed in the Avon and Somerset police force area.

Source: ONS, June 2019

- 55% of North Somerset resident adults feel very safe or fairly safe when outside in their local area after dark. 86% of adults feel very safe or fairly safe when outside in their local area during the day. These figures are lower than the last time the measure was recorded in 2014.

Source: North Somerset Residents Survey, October 2016

Unemployment rates

- The unemployment rate of people aged 16-64 in North Somerset is 3.3% for the period April 2019 to March 2020. This is an increase on the previous year's figure of 2.8% and the same unemployment rate of 3.3% across the South West.

Source: Annual Population Survey April 2019 to March 2020

Deprivation

- Within the Indices of Multiple Deprivation 2019 the local authority district with a rank of 1 is the most deprived, and the area ranked 317 is the least deprived. North Somerset is ranked at 221.
- North Somerset has 5 LSOAs within the most deprived 5% in England, all within South and Central wards of Weston-super-Mare.
- There are 12 LSOAs within the least deprived 5% in England, these are spread across the district.

Source: Indices of Multiple Deprivation 2019

LIVING WITHIN ENVIRONMENTAL LIMITS

Climate Change

Climate Emergency

North Somerset Council is committed to reducing carbon emissions and tackling climate change. The Core Strategy outlines principles that will guide development to be more sustainable.

In February 2019 the council declared a Climate Emergency. A target to be carbon neutral by 2030 has been set for both the organisation and the authority area. A Climate Emergency Strategy and Action Plan has been produced to assist in achieving these targets. Seven key principles have been identified aimed at addressing the causes and consequences of climate change:

- Become a net zero carbon council
- An energy efficient built environment
- Replenish our carbon stores
- Adapting to climate change
- Renewable energy regeneration
- Reduce emissions from transport
- Repair, reuse, reduce and recycle

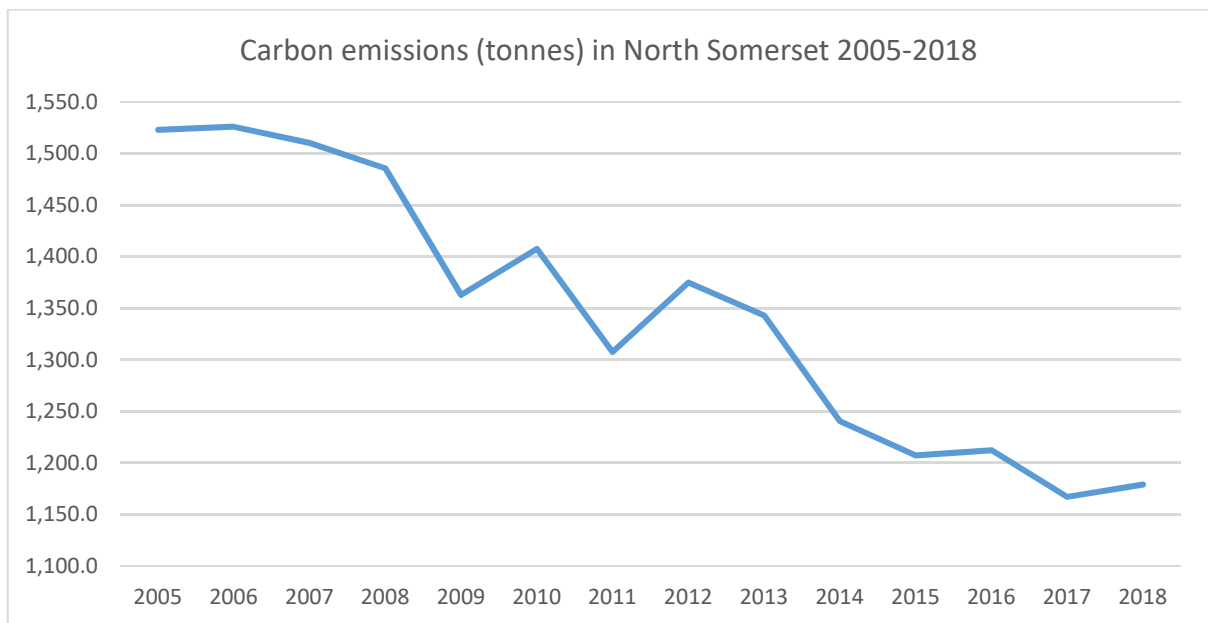
The report is available on our website at <https://www.n-somerset.gov.uk/climatechange>.

Carbon Emissions

The Department of Business, Energy and Industrial Strategy provide data at local authority level measuring industry/commercial, domestic and road transport carbon emissions in tonnes. Figures are available from 2005 to 2018 and show there has been a significant reduction in North Somerset.

Year	Industry and Commercial Total	Domestic Total	Transport Total	LULUCF Net Emissions	Grand Total	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
2005	461.0	470.5	577.8	13.8	1,523.1	194.7	7.8
2006	474.2	475.0	564.3	12.6	1,526.1	197.0	7.7
2007	453.9	458.4	586.2	11.8	1,510.4	199.5	7.6
2008	440.4	458.4	576.2	11.0	1,486.0	200.9	7.4
2009	383.9	416.5	552.0	10.5	1,362.9	201.7	6.8
2010	410.3	443.9	543.5	9.8	1,407.4	203.0	6.9
2011	378.2	388.3	532.1	9.0	1,307.7	203.1	6.4
2012	405.2	422.2	539.2	8.3	1,374.9	204.5	6.7
2013	387.3	411.4	536.9	7.3	1,343.0	206.2	6.5

Year	Industry and Commercial Total	Domestic Total	Transport Total	LULUCF Net Emissions	Grand Total	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
2014	346.6	345.0	541.9	7.1	1,240.5	208.2	6.0
2015	321.8	333.9	545.3	6.2	1,207.2	209.9	5.8
2016	307.3	317.3	581.4	6.1	1,212.1	211.7	5.7
2017	294.6	297.1	570.2	5.3	1,167.1	212.8	5.5
2018	297.8	295.9	580.6	4.8	1,179.1	213.9	5.5



The most significant reduction in carbon emissions has come from electricity production. The domestic sector has reduced carbon emissions from electricity by around 61% since 2005 with 127.8 tonnes of carbon being saved. The industrial and commercial sector has reduced carbon emissions from electricity by around 58% since 2005 with 136.5 tonnes of carbon being saved.

Sustainable design and construction

Renewable energy

Large renewable energy and microgeneration schemes are supported by the council. Renewable electricity produced in North Somerset, as at the end of 2019, is detailed in the table below.

	Number of sites	Capacity (MW)	Generation (MWh) (2015)
Photovoltaic	6,929	80.7	80,274
Onshore Wind	5	0.034	72
Hydro	2	0.023	69
Anaerobic Digestion	2	1.099	6,065
Landfill Gas	2	2.349	6,290
Total	6,940	84.162	92,770

Source: Department for Business, Energy and Industry

Carbon Reduction

North Somerset Council have reduced their carbon emissions from 7.8 tonnes per capita in 2005 to 5.5 tonnes per capita in 2018. The transport sector is one of the major sources of carbon dioxide emissions.

The council has taken the decision to implement the following changes to reduce carbon emissions:

- **Rewilding and green programme** - allowing our green spaces to grow wild and planting more trees
- **Transport** - improve paths and roads to encourage more walking and cycling, switch to green energy sources for buses and public transport
- **Reduce, reuse, recycle** - improve our waste management strategies and services to send less to landfill
- **Planning and building** - update policies to guide sustainable development, and provide incentives for homeowners to make green improvements

The council have also taken the following action to reduce the risks associated with a changing climate:

- **Flood risk management schemes:** tackling the increase in flood risk from extreme weather events and a changing climate.
- **Biodiversity and green infrastructure planning policy:** reducing the threats posed to biodiversity by climate change. GI leads to cooling, carbon storage and provides shading, increasingly required through increased temperatures.
- **Community resilience** – providing support for communities to cope in extreme weather events.

Supplementary Planning Documents

The Creating Sustainable Buildings and Places SPD is currently being updated and will hopefully be adopted in 2021. Wind Turbines SPD and the Solar Photovoltaic Array SPD are all adopted and available to view at www.n-somerset.gov.uk/spds

Environmental protection

Flood Risk

Policy CS3 of the adopted North Somerset Core Strategy relates to Environmental Impacts and Flood Risk Assessment. Since July 2016 it has been supplemented by adopted Policy DM1 on Flooding and Drainage in the adopted Sites and Policies Plan: Part 1. One monitoring indicator identified is to review the Strategic Flood Risk Assessment (SFRA) at regular intervals. The SFRA was produced as a series of studies between 2008 and 2010. An update to the SFRA Level 1 was published in June 2020 and is available on our website: www.n-somerset.gov.uk/sfra.

As a Lead Local Flood Authority (LLFA), North Somerset has prepared a Local Flood Risk Management Strategy (LFRMS) which outlines how we intend to manage local flood risk within our area. Local flood risk means flooding from surface runoff, groundwater and ordinary watercourses.

The LFRMS identifies objectives for managing local flood risk, proposes measures to achieve these objectives and sets an action plan giving approximate timescales for implementing these actions. The LFRMS can be viewed at <https://www.n-somerset.gov.uk/sites/default/files/2020-02/local%20flood%20risk%20management%20strategy.pdf>.

Environmental Impact Assessment (EIA)

Screening opinions

The council has a specific role within the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 to provide screening opinions on development proposals. This is to determine whether a proposed development falls within the remit of the Regulations, by whether it is likely to have any significant effects on the environment. Screening should take place at an early stage in the decision of a development but can occur after a planning application has been made.

The EIA Regulations list the types of development that may be subject to EIA within 2 separate Schedules. All projects listed in Schedule One will be subject to EIA and an Environmental Statement will be required with a planning application. The council is required to determine whether a proposal listed in Schedule Two of the Regulations should be subject to EIA. An assessment is undertaken to determine whether these projects are likely or unlikely to have significant effects on the environment. Where significant effects are judged to be likely, a positive screening opinion is provided and when significant effects are judged to be unlikely- a negative screening opinion is provided.

Scoping opinions

If it is determined that a proposal is subject to EIA and an Environmental Statement (ES) is required, the developer can apply to the council in writing for a Scoping Opinion. This is guidance on the issues that will need to be addressed within the submitted ES.

Environmental policies

The adopted Core Strategy policy CS5: Landscape and the historic environment seeks to protect and enhance North Somerset's landscape and townscape as well as the Mendip Hills AONB. The adopted Sites and Policies Plan Part 1: Development Management Policies DM11 seeks to protect the Mendip Hills Area of Outstanding Natural Beauty (AONB). These policies provide guidance on development proposals within these areas.

Nature conservation

Key assets

North Somerset has:

- **2** National Nature Reserves (NNR)
- **13** Local Nature Reserves (LNR)
- **204** Local Wildlife Sites (LWS)
- **56** Sites of Special Scientific Interest (SSSIs)
- **1** Ramsar
- **4** Special Areas of Conservation (SACs)
- **1** Special Protection Area (SPA)
- **75** Local Geological Sites (LGS)
- **1,035** Tree Preservation Orders (TPOs)
- **1** Area of Outstanding Natural Beauty

Source: North Somerset Council and Natural England

Local sites

Local sites include Local Wildlife Sites and Local Geological Sites. The 204 Local Wildlife Sites in North Somerset cover an area of 8509.39 hectares. The condition of Local Sites is largely unknown as the majority are privately owned. Local Sites are non-statutory sites so there is no obligation on owners to protect or report on the features for which the site was designated; or for them to allow their landholdings to be surveyed (unless the designation happens to overlap with that of a SSSI). Therefore, designated Local Wildlife Sites may include habitats that have been damaged or destroyed through inappropriate management or neglect.

Sites of Special Scientific Interest (SSSIs)

SSSI condition is assessed by Natural England. 77.2% of North Somerset SSSIs are in favourable condition. This greatly exceeds the national target of 50% of SSSIs in favourable condition by 2020 set within 'Biodiversity 2020'.

	Hectares
Favourable	2,691.11
Unfavourable Recovering	441.19
Unfavourable No Change	278.46
Unfavourable Declining	64.80
Assessed area	3,483.70

Source: Natural England

Local Nature Reserves (LNRs)

Our 13 Local Nature Reserves (LNRs) cover a total of 291.424 hectares across the district. The 2019 mid-year population estimate from the Office for National Statistics gives the population of North Somerset as 215,052. This provides a ratio of 1 hectare of LNR per 738 head of population, which is well within Natural England's access to natural green space target of 1 hectare of LNR per 1,000 head of population.

Development Management

The natural environment policies in the Core Strategy seek to maintain and enhance biodiversity through:

- meeting Biodiversity Action Plan targets,
- implementation of new Green infrastructure,
- safeguarding and enhancing through new development,
- protecting designated sites and important habitats, and
- promoting native tree planting.

Ecological consultation responses provided to Development Management ensure that the above aims are implemented within submitted ecological reports and landscaping plans. Policies CS4 and DM8 support the negotiation of reasonable avoidance and mitigation of harm to site biodiversity (prioritising protected sites and species; and Section 41 habitats and species) and the pursuit of opportunities to enhance site biodiversity.

Within the ecological assessment, it is considered essential to secure locally appropriate ecological landscaping and management of retained open spaces (subject to other required designated use constraints, e.g. play areas), particularly for major application sites; and to negotiate sufficient habitat on the boundaries of sites (proportionate to size of site) to retain sufficient wildlife corridor network.

A sufficient boundary buffer habitat is essential for bats and other wildlife that needs to migrate and interbreed with other populations for genetic exchange. A significant proportion of native planting is required within landscaping plans to increase the likelihood of provision of essential specific larval food plants for insects; and other ornamental planting required to have some recognised wildlife benefit (nectar, seeds, berries). External lighting conditions are also secured to avoid harm to light sensitive species of bats and other nocturnal wildlife.

Projects

Rewilding in North Somerset

In February 2020 an ambitious rewilding programme commenced. Suitable sites for rewilding were picked throughout the district including parks, verges and other open spaces and initially 5,000 trees were planted and areas of previously cut amenity grass were allowed to grow longer. These actions will create new habitats for wildlife to flourish as well as helping to address climate

change. The project aims to plant 50,000 trees in total with the help of volunteers from local communities. Further information on our rewilding project is available on our website: <https://www.n-somerset.gov.uk/my-services/libraries-leisure-open-spaces/parks-countryside/rewilding-north-somerset>.

North Somerset Levels and Moors Restoration Project

The North Somerset Levels and Moors Restoration Project was established by the Avon Wildlife Trust in 2011 to assess the condition of the North Somerset Levels and Moors and identify the most valuable wildlife areas. In June 2015 Wessex Water awarded the trust five years of funding to develop and deliver conservation objectives. This includes work on protecting the SSSI working with farmers and local landowners.

In 2016 the trust was awarded funding to focus on more comprehensive soil testing and soil structure analysis along with nutrient planning, ditch management and, if applicable, parasite analysis and livestock management at 15 priority farms. The Avon Wildlife Trust is continuing to work with partners including Natural England, Environment Agency, Internal Drainage Board and the council and have restored five kilometres of ditches providing an improved wildlife habitat.

In April 2018 the Avon Wildlife Trust received funding from the Biffa Award to contribute to a project encouraging lapwings back to the Gordano Valley, Weston Moor, Clapton Moor and Puxton Moor. The grant will go towards creating suitable habitats for breeding pairs including stabilising the water levels and providing good quality feeding opportunities for chicks.

Portishead Ecology Park and Portbury Wharf Nature Reserve

The Portishead Ecology Park provides flood storage capacity for the Port Marine development in the form of an attenuation pond and scrapes. It is also designed to provide recreational public open space as well as an ecological corridor in combination with the designated Portbury Wharf Nature Reserve, wider area of the Severn Estuary and open countryside including the Gordano Valley. Together these sites comprise a mosaic of valuable wetland habitats (including ponds, scrapes and rhynes), grazing marsh, meadows, and hedgerows - supporting a variety of protected and notable species including amphibians (including great crested newts), schedule 1 birds (including barn owl) nesting birds, wading birds and wildfowl, bats, reptiles, water vole, otter and invertebrates.

Landscape and the historic environment

Heritage assets

North Somerset has:

- **32** Conservation Areas
- **1,100** Listed Buildings
- **68** Scheduled Monuments
- **8** Registered parks and gardens
- **58** Unregistered parks and gardens

Source: Historic England / North Somerset Council

Historic Environment

It is the council's aim for the historic environment to be maintained and protected. Any development affecting conservation areas, listed buildings, scheduled monuments, registered parks and gardens and archaeological sites should be appropriate and seek to enhance and reflect the character of the protected area.

Historic England's 'Heritage at Risk' Register

Six sites within the district are on the Heritage at Risk Register 2019. Three of these sites are Listed Buildings and three are Scheduled Monuments.

The three Listed Buildings at risk are:

- Ashton Court, Long Ashton (Grade I listed)
- St Mary's Church, Portbury (Grade I listed – place of worship)
- Birnbeck Pier, Weston-super-Mare (Grade II* listed)

The three Scheduled Monuments at risk are:

- Elms Colliery, Nailsea (the buildings are also Grade II listed)
- Worlebury Camp: a large multivallate hillfort on Worlebury Hill, Weston-super-Mare
- Long barrow 350m south west of Cornerpool Farm, Wrington

Conservation Areas

There are currently no Conservation Areas on the Heritage at Risk Register. Congresbury Conservation Area's Appraisal and Management Plan was adopted on 23/10/2019. Churchill Conservation Area was officially adopted on 30/01/2020.

Heritage Projects

Great Weston Heritage Action Zone (HAZ)

Weston-super-Mare was awarded Heritage Action Zone status by Historic England in March 2017.

The project has produced a Historic Landscape Character Assessment for Weston-super-Mare and the surrounding areas, as well as a report based on aerial photography and mapping. The information from these projects are publicly available on the North Somerset Historic Environment Record. Other projects include the designation of a new Conservation Area for Weston-super-Mare (an amalgamation of existing conservation areas plus a new designation for the High Street). This work included the creation of Appraisals and Management Plans for each of the character areas, and the Conservation Area was adopted in January 2019. A Shopfront Design Guide (Supplementary Planning Document) was subsequently adopted in September 2019.

High Street Heritage Action Zone (HSHAZ)

Weston-super-Mare has also been awarded a second HAZ grant from the High Street HAZ scheme of £1.2m, which will focus on southern High Street

around Oxford Street and North Walliscote Road and the 20th century architecture in these areas. Projects will look to transform disused historic buildings into shops, houses and community centres. The funding will also help traditional businesses adapt to better compete with online outlets. A large aspect of the HSHAZ project will be to engage with the local community.

Historic Environment Record

The North Somerset Historic Environment Record (NSHER) is published on the council's website at <http://map.n-somerset.gov.uk/her.html>.

Layers available to view on the HER interactive map are:

- Conservation Areas
- Scheduled Monuments
- Registered Historic Parks and Gardens
- Unregistered Parks and Gardens
- Monuments (non-designated heritage assets)
- Historic Landscape Characterisation
- Events (e.g. excavation & survey reports)
- Listed Buildings

A five-year Action Plan was implemented in 2017, to significantly enhance the HER, including procedures and policies, as well as streamlining the service by offering an online request form. In July 2019 a 'priority' service was introduced, meaning that customers can access information from the NSHER within 5 working days.

Over the last year work has progressed on adding information to the HER database, as well as adding specific datasets such as the Northern Mendip Hills National Mapping Programme project.

Local Plan policies

Heritage and Policy officers will review the current heritage policies for the new Local Plan, to ensure they are in line with national legislation and frameworks.

Heritage Delivery Plan

Heritage officers have been working on a Heritage Delivery Plan to outline role of heritage in planning, and how heritage can deliver the projects set out within the adopted Heritage, Arts and Culture strategy. Adoption of the document should take place in early 2021.

Know Your Place

Know Your Place is a free, publicly accessible resource which incorporates information from the North Somerset Historic Environment Record and layers of historic mapping, with the opportunity for members of the public to add their own information about their heritage on the 'Community Layer'.

Since June 2019, the Senior Archaeologist and Conservation & Heritage Officer have been working collaboratively with Weston Museum/Weston-super-Mare Town Council to train a group of volunteers to add records to the Community Layer, with funding from the Heritage Action Zone/Historic England and the National Lottery Heritage Fund.

Covid-19 meant project coordinators and volunteers were unable to go out into the community, so the focus turned to producing educational resources and informative posts and sharing them via new social media channels. Since March 2020 over 600,000 people have been reached via these channels and there has been a very positive response to the showcasing of North Somerset's rich and varied heritage.

Green Belt

Size of the Green Belt

The size of the Green Belt within North Somerset is 154.9 square kilometres, which covers 40% of the district. There has been no change to the Green Belt during the monitoring period.



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Development within the Green Belt

Through the planning system the council seek to protect the Green Belt from inappropriate development with no net loss of the Green Belt area. No major applications were approved in the Green Belt during the monitoring period.

Waste

New waste management facilities

No planning applications for waste management facilities were approved in North Somerset during the monitoring period.

Joint Waste Core Strategy

North Somerset, Bath and North East Somerset, Bristol and South Gloucestershire have an adopted West of England Joint Waste Core Strategy (JWCS).

In accordance with the waste hierarchy, the JWCS focuses on waste prevention, re-use, recycling and recovery of value from waste, with the ultimate aim to divert waste away from landfill. The West of England authorities are committed to meeting the sub-region's needs and the timely provision of sufficient waste infrastructure.

Delivering the JWCS relies upon a robust monitoring system. This is set out in section 7 of the JWCS. The tables below show monitoring results for the JWCS for North Somerset, against key indicators, for 2019/20. A copy of the adopted JWCS document is available to view at www.westofengland.org

Recycling/Composting

Unitary Authority	Capacity of applications approved during 2019/20 (tonnes)	Capacity lost during 2019/20 (tonnes)	Capacity operational at 31/03/2020 (tonnes)	Capacity permitted but not operational at 31/03/2020 (tonnes)
North Somerset	0	0	268,200	0

Recovery

Zone & indicative requirement for residual waste treatment capacity as set out in the JWCS	Capacity of applications approved during 2019/20 (tonnes)	Capacity lost during 2019/20 (tonnes)	Capacity operational at 31/03/2020 (tonnes)	Capacity permitted but not operational at 31/03/2020 (tonnes)	Electricity and/or heat output from operational recovery facility (MW)
A~390,000tpa	0	0	5,000	0	0
E~100,000tpa	0	0	15,000	0	1.1
Total for North Somerset	0	0	20,000	0	1.1

Hazardous/Non-Hazardous Landfill

Not applicable

Inert Landfill

Unitary Authority	Site Name	Capacity of applications approved during 2019/20 (tonnes)	Landfill capacity which became unavailable during 2019/20 (tonnes)	Landfill operational at 31/03/2020 (tonnes)	Landfill permitted but not started at 31/03/2020 (tonnes)
North Somerset	Durnford Quarry	0	0	Approx 382,500 tonnes per annum for 20 years (2012-2032)	0
North Somerset	Lulsgate Quarry, Felton	0	0	Unspecified quantity of restoration material and finishing top soils to be imported to allow for restoration of quarry to Nov 2021	0

Commentary

There has been no change from the 2018/19 situation regarding extant planning permissions for waste facilities in North Somerset, taking account of all the above waste categories: recycling and composting, recovery, hazardous/non-hazardous landfill and inert landfill.

Minerals

Production of primary land won aggregates and secondary and recycled aggregates

We are unable to publish details of the amount of primary land won aggregates in North Somerset for 2019, the latest year for which figures have been obtained, due to confidentiality issues. Data on production of crushed rock across the West of England sub region in recent years is available in the [published annual reports](#) of the South West Aggregates Working Party.

Landbank of crushed rock

The adopted Core Strategy Policy CS8 relates to minerals and states that the council will seek to maintain a landbank for crushed rock of at least 10 years. Currently the calculated landbank is in excess of 10 years. This indicator will be monitored and reported annually.

Transport and movement

Transport accessibility

The working population of North Somerset use the following types of transport to travel to work:

- Public transport 5.5%
- Car 68.5%
- Walking 9.5%
- Cycling 2.8%

Nationally the figures are:

- Public transport 16.4%
- Car 57.5%
- Walking 10.7%
- Cycling 2.9%

Over 37% of the working age population travel over 10km to work.

Source: 2011 Census Travel to work statistics

Car ownership

The total number of cars owned in North Somerset at the time of the 2011 Census was 121,381. The percentage of households without access to a car was **17.2%**, compared to 26% nationally. The percentage of households with 2+ cars was 41.3%, compared to 32.2% nationally.

Source: 2011 Census

Traffic

In 2019 motor vehicle traffic in North Somerset was **1,702** million miles, an increase from **1,667** million miles in 2018. Department for Transport figures show traffic growth of 38% on North Somerset roads between 2000 and 2019.

Source: Department for Transport Road Traffic Statistics

In 2019 there were 32 reported killed and seriously injured casualties on North Somerset roads. This is a decrease on the 2018 figure of 56.

Source: Department for Transport Reported Road Casualties Great Britain: 2019 Annual Report

Joint Local Transport Plan

The West of England Joint Local Transport Plan (JLTP3), prepared in 2011, set out a 15-year vision for transport across the region. It focussed on reducing carbon emissions, supporting economic growth, and improving accessibility, safety and security, health, and quality of life. The region has made significant achievements during the eight years of JLTP3, spending over £500m on the delivery of transport projects.

During 2018-19, a replacement Joint Local Transport Plan 4 (JLTP4) was prepared by the West of England authorities, including the West of England Combined Authority (WECA), its three constituent authorities (Bath & North East Somerset Council, Bristol City Council and South Gloucestershire Council) and North Somerset Council. JLTP4 sets out the vision for transport up to 2036. It shows how we aim to achieve a well-connected sustainable

transport network that works for residents across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural way to travel.

Public and stakeholder consultation took place in February & March 2019 and received over 3,000 responses across the sub-region. All the necessary updates were then made to further strengthen the plan and a report of consultation was published. JLTP4 was then adopted by North Somerset Council in February 2020 and the West of England Joint Committee shortly after in March 2020.

JLTP4 sets out how we can increase transport connectivity across North Somerset and the wider West of England, at the same time as reducing our carbon emissions from transport. However, since March 2020, the urgency around the Climate Emergency, including NSC and the other four West of England authorities' ambitions to become carbon neutral by 2030, has increased. The ongoing effects of the Covid-19 pandemic and resulting lockdowns has had unprecedented effects on the transport network. Bus trips (down to an average of 37% of pre-Covid-19 levels nationally) and rail trips (27%) have particularly suffered. On a more positive note, active travel has seen a significant increase during 2020, with cycling up 132% on average nationally (all DfT statistics) and walking trips, although harder to measure, have been observed to be much higher even in the colder months later in 2020.

The Climate Emergency urgency and the huge effects of the pandemic has resulted in pressure to review JLTP4 and start work on a JLTP5 as soon as possible to more appropriately outline a path to carbon neutrality (by 2030) and green, inclusive and active recovery from Covid-19.

Local Walking & Cycling Infrastructure Plan (LCWIP)

The West of England LCWIP is a detailed plan that identifies that over £400m of investment is needed and will be sought to provide high quality infrastructure to ensure the West of England is a region where cycling and walking are the preferred choice for shorter trips. Working with Bath & North East Somerset, Bristol, South Gloucestershire councils and WECA, the plan went to public consultation during February and March 2020 and was then adopted in June 2020.

Active Travel Strategy (ATS)

To harness the significant increase in walking and cycling (or active travel) trips seen during 2020, North Somerset has set out in its draft Active Travel Strategy how the authority want to make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.

The ATS sets out how we will reshape places to become healthy, vibrant and clean. Using new and improved walking and cycling infrastructure, we strive for residents and businesses to choose walking and cycling as the natural choice for short and medium length journeys and for the first and last mile of longer journeys. We aim for them to take these journeys via a safe, connected network, making active travel the most attractive option wherever possible.

This will be important in working towards making our transport network carbon neutral by 2030.

The provision of a high-quality, segregated cycle network will also attract visitors to North Somerset to cycle, walk and spend more within the district. This will be to the benefit of the local economy, as we work towards a green recovery from the Covid-19 pandemic.

The strategy is wide ranging in scope, covering new infrastructure, promotion, cycle training, and opportunities which may be gained by the Council changing how it carries out existing duties. The final ATS will form a local supporting strategy to the emerging Local Plan, Joint Local Transport Plan 4, and the emerging draft Joint Local Transport Plan 5 (JLTP5).

The ATS went out to public & stakeholder consultation between November 2020 and January 2021 to gain feedback on how to further strengthen the plan. A consultation report will be produced and the final amended strategy will be taken to Full Council in April 2021 for adoption.

Emergency Active Travel Fund

The Covid-19 pandemic has brought and continues to bring significant resource and financial challenges to the Transport & Infrastructure service, but also presented some funding opportunities that are helping the council towards achieving some of its top corporate priorities.

Announced by the Secretary of State on 23 May 2020 as part of the work to combat the effects of the Covid-19 pandemic, the Emergency Active Travel Fund (EATF) grant funding supports local transport authorities with producing cycling and walking facilities. The funding is in two tranches:

- Tranche 1 (T1) supported the installation of temporary projects for the Covid-19 pandemic;
- Tranche 2 (T2) supports the creation of longer-term projects to enable active travel to become the natural choice for short and medium length journeys (and as the first and last mile on longer journeys by public transport).

The Tranche 1 funding, received after submitting a bid back in May 2020, was used to implement emergency measures to aid active travel, daily exercise and social distancing during the peak of the first national lockdown. These measures were put in place at the below list of the busiest town centre, high street, seafront and leisure areas and around the schools with the worst identified pinch points for pedestrian movements.

In July 2020, as anticipated, the DfT announced Tranche 2 of the EATF. The council put together a strong and ambitious bid to deliver improvements to aim to solidify the significant uptake in active travel since seen during 2020 (with a 364% increase seen on one cycle path mid-lockdown ((May 2020)) compared to the same day in 2019).

This bid was put together by Transport & Infrastructure officers following positive engagement with officers across the council and with the Members Reference Group. The bid includes the following schemes:

- Improvements to Hill Road and The Beach in Clevedon with a one-way system to allow better pedestrian access and cycling;
- Creating a cycling corridor on Baker Street and Milton Road in Weston-super-Mare, introducing a 20mph limit, preventing rat-running of cars and offering better links from residential areas to the town centre and seafront;
- Introducing a segregated cycling route over Hildesheim Bridge to the town centre as the 'gateway' into the centre of Weston-super-Mare;
- Several school schemes that offer safe cycling and walking routes to school for children and parents;
- Establishing a quiet lanes network of cycle and pedestrian routes between Yatton, Clevedon and Nailsea, improving active travel access to two railway stations, while maintaining essential and farm accesses.

Work is on track to consult publicly on these schemes in the first quarter of 2021, with implementation (subject to consultation) due later in the year.

Rail

The council aims to increase transport connectivity, promote accessibility for all and reduce carbon emissions from transport by maximising and developing the transport network. The West of England Joint Local Transport Plan 4 (JLTP4) sets out to improve rail services including train frequencies, rolling stock, passenger waiting and information enhancements and greater interchange facilities for all stations including pedestrian, cycling, bus and electric vehicle access improvements to railway stations. It should be noted that improvements to the platforms and the railway itself are more difficult for local authorities as they play more of a lobbyist role to regional and national rail operators who own and operate the platforms, trains and tracks. No major improvements have been completed during the monitoring period, although progress is still being made on the Metrowest Phase 1 scheme to reopen the Portishead to Bristol passenger line.

With regards to development around railway stations, policies in the North Somerset Core Strategy and the Sites and Policies Plan Part 1 set out that only acceptable railway related development on safeguarded land will be supported.

Rail Station Usage

The need to provide improved transport connectivity whilst ensuring carbon-efficient choices can be indirectly monitored through the number of passengers using the rail service in North Somerset.

Using [ticket sales data](#) published by the Office of Rail and Road, estimates of station usage, entries and exits, for each station in North Somerset are detailed in the table below. For the 2019-20 financial year, all stations saw an increase in patronage from 2018-19 levels, except for Weston Milton and Weston-super-Mare which both saw a very slight decline.

Station Name	2019-20 Entries & Exits	2018-19 Entries & Exits	2017-18 Entries & Exits	% change from 2017-18 to 2019- 20
Nailsea & Backwell	519,574	497,878	507,296	2%
Weston Milton	79,060	82,722	71,900	9%
Weston-Super-Mare	1,159,564	1,160,960	1,145,068	1%
Worle	328,598	319,048	322,548	2%
Yatton	500,316	467,586	469,210	6%

Estimates of Station Usage 2019-20, Office of Road and Rail

These latest statistics are for the 2019-20 financial year and so do not yet cover the March 2020 onwards figures that have been significantly affected by the Covid-19 pandemic and associated lockdowns throughout 2020-21. These figures are expected to be released towards the end of 2021.

Promoting more space-efficient and carbon-efficient modes of transport has been identified as a key issue in the Joint Local Transport Plan 4 and station improvements schemes will help to improve both rail use and active travel and public transport connections to rail stations in the future. This will help North Somerset Council towards its target of carbon neutrality by 2030 and a green, active and inclusive economic recovery from the Covid-19 pandemic.

Parking

The council completed an application to the Department for Transport (DfT) to adopt Civil Parking Enforcement powers (CPE) and from April 2017 the council took responsibility for on-street parking enforcement from the police who were previously responsible. CPE enables improved enforcement of parking regulations which leads to better parking in areas where there are restrictions, as well as improved turnover of parking spaces – supporting town centres and shopping streets by making it easier for visitors and shoppers to park.

CPE helps to improve safety of pedestrians and road users. Other benefits include:

- ensures fair access to parking
- acts a deterrent to inconsiderate and dangerous parking
- alleviates congestion and pollution by keeping the highway open for the free flow of traffic
- reduces the abuse of disabled parking spaces, leaving them free for genuine blue badge holders
- increases access and response times for emergency vehicles
- improves safety outside schools

Further details are available at www.n-somerset.gov.uk/parking

Walking, cycling and Rights of Way network

The council aims to increase transport choice and promote accessibility by maximising and developing the transport network and reducing congestion. This can also have other benefits such as improving the health and wellbeing of the population. We are working towards expanding and improving strategic cycle routes, pedestrian links and multi user routes.

The Secretary of State approved five out of the six sections of England Coast Path Reports that are within North Somerset in July 2020. Chapter 6 has yet to be determined and we expect that a public inquiry will be held in 2021. Tenders and grant bids for the approved sections are due to be completed in early 2021.

The Public Rights of Way Team resolved 334 maintenance and obstruction issues on the network in the last twelve months. This has included 79 stiles removed and replaced with metal self-closing pedestrian gates and 25 bridge structures repaired or renewed. Work has also continued on the legal side dealing with numerous PRow diversion applications. The deadlines directed by the Secretary of State for determining the Councils Definitive Map Modification applications was met and work continues to progress on the remaining cases.

Work also commenced in 2020 on the replacement North Somerset Rights of Way Improvement Plan.

Cycling

The council is committed to improving key cycle routes. The Brean Down Way - part of our ambitious Coastal Towns Cycle Route (CTCR) - records around 100,000 journeys per year since the final link via Uphill Road North was completed.

Steady progress was made on the Weston to Clevedon route - the most challenging to deliver section of the CTCR. Detailed design work commenced with the plan to complete this over 2021, with over £2M secured for it. We also made good progress in extending the Strawberry Line path from Yatton to Clevedon, with a solution to overcome the M5 barrier in development with Highways England.

Together with the other West of England authorities our joint Draft Local Cycling and Walking Infrastructure Plan (LCWIP) was completed and public consultation commenced. This was developed alongside our Draft Active Travel Strategy which will be consulted on during late 2020. This will set the tone for an ambitious approach to increase active travel in North Somerset in the coming years.

We have continued to offer free Bikeability training, using DfT Bikeability grant-funding with some match-funding provided by North Somerset Council. The following places were delivered:

	Number delivered	Course contents
Bikeability Balance (children in Reception)	0	Learning to ride (Note – unable to secure a training provider to deliver)
Bikeability Level 1 (children in Year 4)	703	Cycle control - off road
Bikeability Level 1/2 (children in Year 5/6)	1280	On road cycle training
Bikeability Level 3 (Years 7-9)	280	On road cycle training including a journey
Bikeability Fix	45	Cycle maintenance

School Travel Plans

On a termly basis we send a newsletter containing guidance and information about national and regional campaigns related to active and sustainable travel to school and road safety initiatives.

We encourage the use of Modeshift STARS to create school travel plans and support planning applications. Modeshift STARS is a national awards scheme that recognises schools that have shown excellence in supporting cycling, walking and other forms of sustainable travel. The application process provides an online template that upon completion will generate a national standard school travel plan.

Our annual monitoring and reporting of mode of travel to school is held in a dashboard format. Schools are provided with summary documents showing analysis of their pupils' travel and comparison to similar schools as well as mapping information. School Mode of Travel Data is also accessible to council officers via a mapping system which shows recommended walking and cycling zones, likely routes and the frequency they are used.

Workplace and Residential Travel plans

Travel Plans are a planning requirement for all new large or expanding developments as well as some smaller ones where there is expected to be a significant transport impact. Our Travel Plans Supplementary Planning Document (SPD) sets out the detail of what is expected from a developer to mitigate the transport impacts of the development and encourage more sustainable travel. Comments are provided by the Sustainable Travel and Road Safety team for all Travel Plans submitted as part of a planning application. This engagement ensures a strong commitment to sustainable and active travel within new developments, with the aim of facilitating movements around neighbourhoods, as well as further afield, whilst reducing traffic generated by developments. Work is currently underway to update the Travel Plan Supplementary Planning Document.

The council continues to promote, help and support organisations and businesses with a planning requirement for a Travel Plan and also those who

are voluntarily developing a Travel Plan. This includes the promotion of sustainable travel initiatives and awareness campaigns under the brand Travelwest (www.travelwest.info/businesses) - such as the Travelwest Challenge and the Travel to Work Survey jointly organised by the four local authorities that make up the West of England Partnership.

Transport improvement schemes

The Council aims to improve transport connectivity and reduce carbon emissions from transport by pursuing a programme of Integrated Transport improvements. This will help enable low-carbon and more active transport choices wherever possible, helping to promote accessibility, inclusivity and local economic growth by developing the transport network for all travel modes.

Despite the enormous effect of the Covid-19 pandemic on, work has progressed on the following major transport schemes:

- **MetroWest Phase 1: Portishead to Bristol Railway Line** – the reopening of the disused Portishead branch line to Bristol, with new stations at Portishead and Pill, and upgrading the frequency of trains on the Severn Beach to Westbury Line, is being led by North Somerset Council jointly with the West of England Combined Authority. The project will deliver benefits for residents and businesses of all five local authorities in the West of England. This major transport enhancement forms part of the MetroWest programme of investment in the local rail network over the coming years. The wide ranging benefits of the project include supporting economic growth, improving transport resilience, increasing accessibility to the rail network, and improving quality of life. The project's Development Consent Order examination commenced in October 2020 and is scheduled to close in April 2021. The detailed design is scheduled to be completed in 2022 and the start of construction in 2023 subject to Full Business Case approval.
- **Banwell Bypass** – in October 2019 the Council secured funding from the Ministry of Housing, Communities & Local Government through the Housing Infrastructure Fund (HIF) to build a bypass to the north of the village of Banwell. A long-standing aspiration for both the Council and the residents of Banwell, the bypass will provide numerous benefits, including providing improvements to air quality and the public realm in the centre of the village, supporting future housing delivery; and improving local and regional connectivity for longer trips. The bypass will also allow the reallocation of road space in the centre of the village to more sustainable modes of transport wherever possible, to improve accessibility and quality of life for Banwell residents. Construction is planned to begin in 2023 and be complete by spring 2024. In August 2020 the grant funding agreement was signed that has enabled extensive advanced survey works to be undertaken including ecology, watercourses, ground investigation, topographical and archaeological investigation. It has also allowed

procurement of various support including the main design and build contractor who is due to be appointed in early spring 2021.

- Weston Town Centre Transport Enhancements Scheme – the design for this important town centre public realm and sustainable transport improvements scheme has been finalised and construction is due to start in 2021. The works, which include the creation of a centralised bus interchange at the east end of Regent Street, will support the regeneration and rebranding of the town, improve the arrival experience to visitors of the town in this key gateway area and encourage modal shift through improved pedestrian, cycle and bus interchange facilities.
- North/South Link Road, Locking Parklands – The North South Link Road at Locking Parklands will provide a link from the A371 at Locking to the A370 West Wick roundabout as a key part of the access strategy for the Weston Villages and developments alongside the link road. Construction work commenced in November 2018 and has continued throughout 2019 and 2020 including during the Covid-19 pandemic. Construction planned completion is currently anticipated for late Spring 2021 and the northern (and final section) of the link road is to be constructed by the housing developer of that land parcel after this.
- Tutshill Sluice – the delivery of an attractive ‘pier to pier’ cycle route between Weston and Clevedon, as part of the North Somerset Coastal Towns Cycle Route, has been a long-held council ambition. Work on this strategic cycle scheme, which will generate tourism, provide for commuters and encourage leisure cycling, has progressed with costs being finalised and work on the route expected to commence in the near future.
- M5 Junction 19 – Funding was granted by the Department for Transport & Highways England to deliver interim improvements around Junction 19. Some of the money was earmarked to widen a section of the A369 at Wyndham Way on the entry to Portishead from the M5. This scheme is designed to reduce the evening peak time queues that currently build up on the M5 southbound mainline for traffic heading towards Portishead. This was not solely a congestion-reducing scheme, but a road safety improvements scheme with a very high accident record on the M5 around J19 and the Avonmouth Bridge. Reducing the queues on the A369 at Wyndham Way was key to facilitating the improvements at J19 itself. Consultation took place and improvements to the scheme design were made as a result of the comments received. Implementation of the two elements of the scheme (at Wyndham Way and at J19) were then completed in May 2020.
- Uphill to Weston Seafront – With the Coastal Towns Cycle Route being established between Uphill village and Brean the next phase has also been completed. A three metre wide shared use path for walking and cycling between Uphill and Weston Seafront (for

onward connection to Weston Town Centre) has been delivered. It has improved the safety of school, commuting, leisure and tourism journeys.

Air Travel

Bristol Airport is the largest airport serving the South West, providing an important facility for both leisure and business needs as well as providing employment opportunities in the local area.

The Bristol Airport 2019 Annual Monitoring Report provides information on the activity at the airport over the year. Some key figures are:

- There was a total of 69,534 aircraft movements, a decrease of 9.68% over the past year.
- The number of passengers increased by 3.1% to a total of 8,903,718.
- Over 979,667 passengers used the Bristol Flyer Airport Express bus service to Bristol.
- An estimated 13.8% of air passengers used public transport for their journey to or from the airport.
- There has been a 10% decrease in per passenger carbon emissions compared to 2018.

DELIVERING STRONG AND INCLUSIVE COMMUNITIES

High quality design

Housing quality and design

The council is committed to supporting high quality design in new housing development. The Core Strategy identifies the importance of this in policy CS12: Achieving high quality design and place making. The policy suggests that in designing new developments of 10 or more dwellings, applicants should demonstrate how they meet the Building for Life criteria.

Policy DM32: High quality design and place making of the adopted Sites and Policies Plan Part 1 sets out criteria against which planning applications will be determined. The Weston Villages SPD sets out further specific detailed guidance for this major mixed-use development area.

Two Residential Design Guide SPDs have been adopted. Section 1 covers protecting the living conditions of neighbours (adopted January 2013) and Section 2 details appearance and character of house extensions and alterations (adopted April 2014). These documents are available to download from our website at www.n-somerset.gov.uk/SPDs. Other guidance has been produced to aid high quality design including a Development Management Advice Note on recycling and waste (September 2013) and a Highways Development Design Guide (October 2020).

Sustainable Buildings and Places

Policy CS2 of the Core Strategy relates to delivering sustainable design and construction. The policy states that when considering proposals for development the council will require energy efficient designs and the use of on-site renewable energy.

The policy also refers to the Code for Sustainable Homes and the Lifetime Homes scheme. The Government released a Written Ministerial Statement in March 2014 stating that the Code for Sustainable Homes and the Lifetime Homes schemes would be wound down and replaced with a simplified system incorporated into Building Regulations. The policy also references BREEAM standards which ensures buildings are of sustainable design and construction.

The Creating Sustainable Buildings and Places in North Somerset Supplementary Planning Document was adopted in March 2015. The document has been produced to support policy CS1: Addressing climate change and carbon reduction and CS2: Delivering sustainable design and construction of the Core Strategy. The document also updates policy CS2 following the change in national policy.

We are now working on updating the SPD, with a view to consulting on a draft early in 2021.

Scale of new housing

Housing provision

Policy CS13 of the Core Strategy sets out the scale of new housing proposed for the district over the plan period and CS14 sets out how this is proposed to be delivered in line with the spatial strategy of the plan.

The Core Strategy housing requirement is 20,985 dwellings for the period 2006-2026, equivalent to 1,049 dwellings per annum.

Housing completions and plan period capacity

During the 2019/20 monitoring year 868 net dwelling completions were recorded. During the plan period so far (2006 – 2020) a total of 11,307 homes have been delivered. This leaves a residual requirement of 9,678 units to be provided between 2020 and 2026 to fulfil the adopted housing requirement of the Core Strategy.

Total supply currently available (comprising sites with permission, allocated sites and a modest windfall allowance) equates to 12,046 dwellings. When added to the 11,307 units already completed the total provision could reach 23,353 by 2026. This is comfortably in excess of the housing requirement.

Five year housing land supply

The National Planning Policy Framework (NPPF) requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements. The council publishes regular land supply position statements, the most recent of which has a base date of April 2020 and concludes that we can currently demonstrate 4.2 years supply.

The 2020 Residential Land Survey Headline Findings Report and the Five Year Supply Position Statement with associated trajectory are available to view on our website at www.n-somerset.gov.uk/residentialland

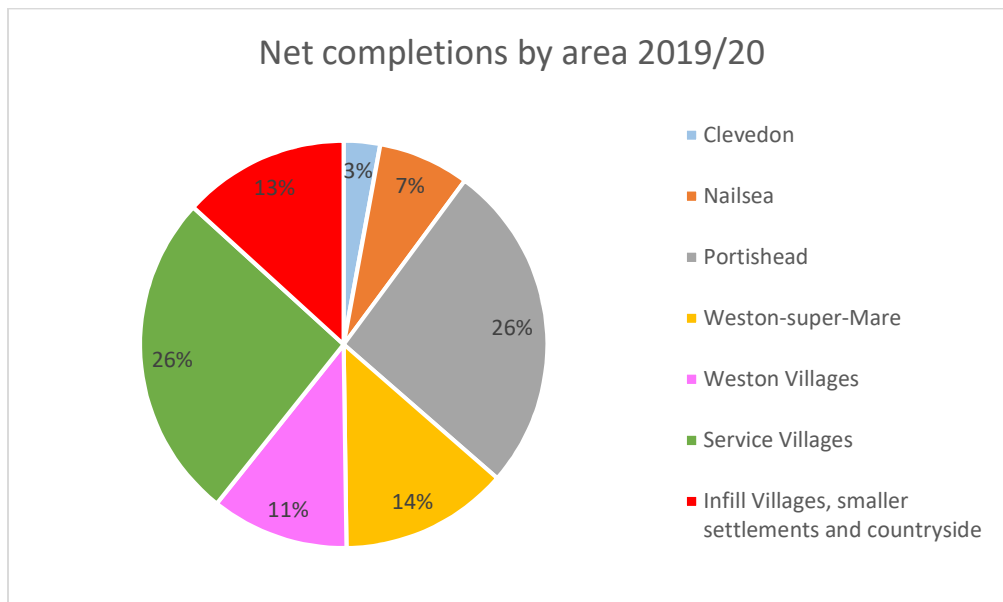
Distribution of new housing

Net completions by area 2019/20

Area	Completions
Clevedon	25
Nailsea	63
Portishead	228
Weston-super-Mare	116
Weston Villages	95
Service Villages	226
Infill Villages, smaller settlements and countryside	115
Total	868

Location of housing completions

This year 61% of dwelling completions were recorded within the four towns or on the major Weston Villages strategic site. A further 26% were at Service Villages as per the Core Strategy settlement hierarchy and just 13% were at the infill villages or within smaller settlements and countryside locations.



Mixed and balanced communities

Completions by type of dwelling

The Council's policies seek to maintain mixed and balanced communities by ensuring new build developments and conversions provide a suitable range of dwelling types. Providing a wide range of dwellings is an important aspect of improving access and choice in housing and meeting the existing and future housing needs of the area. As yet we are unable to publish a breakdown of the types of dwelling completed this year, due to the Covid-19 restrictions on essential travel many site visits were undertaken remotely.

Houses in Multiple Occupation

Core Strategy Policy CS15 relates to ensuring mixed and balanced communities across the district. One of the indicators is to monitor the change in the number of licensed Houses in Multiple Occupation (HMO) as ongoing monitoring will assess the effectiveness of the policy approach.

HMOs must be licenced if they are rented to five or more people and tenants share toilet, bathroom or kitchen facilities.

There are currently 132 licenced HMOs within North Somerset. This figure has reduced since last year, because the discretionary additional licensing scheme that we previously operated in part of central Weston-super-Mare for a fixed term 5 year period has now expired. Changes were made to the mandatory licensing scheme in October 2018, removing a previous clause that only those HMOs of three or more storeys had to be licensed. Since then,

we have seen an increase in the number of mandatory licences, as smaller properties that can still accommodate five or more people now require licenses.

Housing provision for older people

In North Somerset the council provides a range of services to help older people live independently:

- Care homes provide accommodation and personal care, with some providing nursing care for older people who can no longer live independently.
- West of England Care and Repair is a not-for-profit organisation whose purpose is to enable older and disabled people to live independently. A range of services are offered from minor home repairs to home adaptations.
- Extra-care housing offers more care and support. It allows residents to live in their own properties on specially developed sites, with a 24-hour professional support team on site.
- The council owns a number of private retirement properties throughout North Somerset which people aged over 55 can buy.
- Sheltered properties are designed and managed with retired and elderly people in mind. They are grouped together, creating a community, which helps to promote friendship and a feeling of security.
- Telecare is the term used to describe a range of discreet devices and wireless sensors that can assist in preventing or identifying events that might put an elderly person at risk.

The adopted Sites and Policies Plan Part 1 contains policies relating to care homes, care provision and ensuring new homes are built to a standard that allows people to maintain independence in later life.

A piece of work will be undertaken to form part of the evidence base for the emerging local plan, to assess what provision exists currently, and what may be needed during the next plan period.

Family housing

Local research has shown that within Weston-super-Mare there are issues around the provision of family housing within certain small areas where a high number of properties have been converted into flats. Policy DM39 of the Sites and Policies Plan Part 1, adopted July 2016, details the restriction of the subdivision of properties in certain areas in Weston-super-Mare. Detailed boundaries are allocated in the plan and available to view on the policies map at www.n-somerset.gov.uk/planningpolicy.

Self-build opportunities

The self-build market is growing and the council recognises the importance of allowing opportunities for this sector. We are committed to supporting self-build development for local people wishing to access market or affordable housing. The National Custom and Self Build Association website and the Self Build Portal website bring together a range of information and support for

those wanting to get involved in a self build project. Our adopted development management policies plan offers general support for custom and self build projects and our new Local Plan will consider how best we can ensure the delivery of self and custom build housing in future.

The council has a self build register where people can register their interest in plots which may become available. This also enables the council to assess the level of demand within the area. As at October 2020 there were 284 records on the register in total.

Legislation requires us to ensure that there are enough plots available to meet demand within the area. To do this, we must look at the amount of people registered within the area each year and three years later must have permissioned enough plots to satisfy that level of demand. The register is in effect a proxy for the level demand – we cannot guarantee that those people on the register will be offered a plot. Back in October 2017 we had 21 records on our register. As at October 2020 we have consented 63 housing plots that have successfully been granted CIL exemption relief on the basis that they meet the self build criteria. Therefore, permissions granted to date are in excess of the amount we must have consented by now. This will be kept under review.

As and when opportunities may become available within the area these will be promoted to those on the register. In the coming months the council intends to contact all of those registered to find out more about their circumstances and aspirations, to help shape the future policy position.

Further information on self build and custom build housing is available on our website at www.n-somerset.gov.uk/selfbuild.

Affordable housing

Affordable Housing Targets

Policy CS16 of the Core Strategy states that affordable housing completions should be monitored on an annual basis, including the type and tenure of the housing delivered. Overall delivery will be assessed in 5 year tranches, and the policy approach reviewed as appropriate.

The adopted target is for 150 affordable homes to be provided per annum.

During the period 2019/20, 75 new affordable housing units were provided. This figure is lower than in previous years, and reflects the delays in handovers of a number of affordable housing dwellings due to the impact of the Covid-19 pandemic. Plan period total delivery now stands at 1,835 units over fourteen years, an average of 131 dwellings per annum. This equates to 87% of the total required so far being delivered.

Year	Social rent	Affordable rent	Shared ownership	Intermediate rent	Re-provision (additional units)	Shared Equity	TOTAL
2006/07	92	n/a	34	0	0	0	126
2007/08	119	n/a	62	0	0	0	181
2008/09	189	n/a	67	0	0	0	256
2009/10	143	n/a	6	0	0	0	149
2010/11	64	n/a	2	1	0	0	67
2011/12	1	0	21	4	0	0	26
2012/13	51	52	17	17	1	0	138
2013/14	24	107	16	2	0	0	149
2014/15	10	132	11	0	0	0	153
2015/16	33	48	24	7	0	14	126
2016/17	48	28	62	0	0	0	138
2017/18	57	69	26	0	0	3	155
2018/19	30	30	36	0	0	0	96
2019/20	62	13	0	0	0	0	75

DELIVERING A PROSPEROUS ECONOMY

Supporting a successful economy

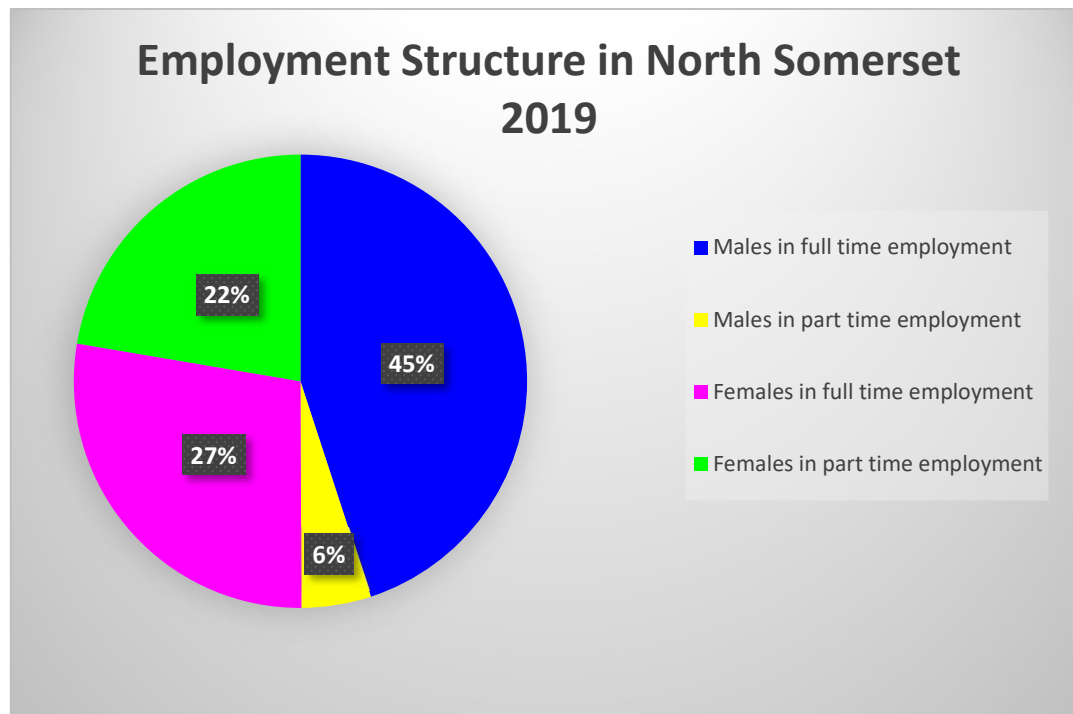
Economic activity

84.4% of North Somerset residents aged 16 to 64 are economically active, this is an increase of 1.4% on the previous year. This compares to 81.9% in the South West and 79.3% in England and Wales.

Source: Annual Population Survey April 2019 - March 2020

Employment structure

- **72.2%** of 16-64 year olds in North Somerset work full time and **27.8%** work part time. In England and Wales, 75.3% work full time and 24.6% work part time.
- **87.9%** of the economically active males work full time and **12.1%** work part time. In England and Wales, 88.7% of the economically active males work full time and 11.1% work part time.
- **55.6%** of the economically active females work full time and **44.4%** work part time. Nationally, 60.5% of the economically active females work full time and 39.4% work part time.



Source: Annual Population Survey April 2019 - March 2020

Income

- In 2020 the average gross annual pay for full time employees **working** in North Somerset was **£28,080**, an increase on the previous year. Currently average earnings for employees across the South West are £29,529 per annum.
- The average full time gross pay for the **residents** of North Somerset in 2020 was **£34,591**. This is higher than the average figure for England and Wales which was £31,580.

Source: ONS Annual Survey of Hours and Earnings 2020

Productivity

Region	Enterprise Births	Enterprise Deaths	Active Enterprises
England and Wales	361,940	310,760	2,743,020
South West	25,350	23,295	236,930
North Somerset	1,000	925	9,355

Business Demography 2019, Office for National Statistics

Employment floorspace

Each April the Employment Land Survey is conducted to review how much employment floorspace has been gained and lost throughout the year. Due to the Covid-19 pandemic and national lockdown no Employment Land Survey was conducted in 2020. Therefore, we are unable to report on the floorspace losses and gains for B use classes. It is anticipated that the Employment Land Survey will recommence in 2021.

Employment land

The adopted Core Strategy focuses on supporting a successful economy and seeks to provide an additional 10,100 jobs by 2026 by allocating around 114 hectares of land for B class uses. This will help address the issue of out-commuting and will increase self-containment, particularly in Weston-super-Mare. The adopted Sites and Policies Plan Part 2 allocates new employment sites to be developed.

Supporting the local economy

Employment led development within North Somerset is key in ensuring that there is a balance between new homes and local job opportunities. The North Somerset Economic Plan 2020 – 2025 sets out aims and objectives to enhance the local economy. We are working closely with key landowners, developers and agents to make sure that there is a focus on creating a range of new jobs as part of the developments coming forward within the Junction 21 Enterprise Area. We offer services to assist with the delivery of business proposals which have significant economic benefits. These include:

- **Simplified Planning**
We offer various forms of support to assist with the planning phase, including free pre-application advice for proposals for employment generating developments within the business use classes in the Junction 21 Enterprise Area. We also try to shorten the time it takes to make decisions on key applications and can use planning performance agreements to assist with project management and resources.
- **Local Development Order**
The Food Enterprise Zone Local Development Order was adopted in May 2018 for a period of five years and covers 7.5 hectares of land within Weston Business Quarter. The LDO grants outline planning permission for new units of B1, B2 or B8 use class for use by food businesses. This will hopefully encourage food and drink businesses to the area and provide opportunities for existing businesses to expand. Work began on the development in December 2018 and is now completed. The centre is known as FoodWorksSW and includes 12 food grade business units to lease, four product development areas, workshop space and meeting rooms.

Transport and infrastructure

Progress has been made on a number of highway and transport schemes this year, as detailed within the transport and movement section of the environment chapter.

Work is continuing with other local authorities as part of the Connecting Devon and Somerset project, which encompasses the six areas of Devon, Torbay, Plymouth, Somerset, North Somerset and Bath and North East Somerset. The project aims to deliver superfast broadband to 95% of premises in rural areas by 2021 and will be delivered in two phases.

Phase One of the roll-out of broadband infrastructure is now complete in the North Somerset rural areas and a substantial number of cabinets and exchanges have already been upgraded as part of the programme. Phase two work has started and will mainly be Fibre to the Premise.

Retail

Retail Floorspace

Each April we usually survey planning permissions with an A use class floorspace gain or loss to assess if the permission has been implemented. Due to the Covid-19 pandemic and national lockdown no survey was conducted in 2020. Therefore, we are unable to report on the floorspace losses and gains for A use classes. It is anticipated that survey work will recommence in 2021.

Retail Centres

North Somerset is served by four towns, four district centres, 18 local centres and various out of centre retail areas. There are also significant retail offerings

in close proximity to North Somerset at Cribbs Causeway, Bristol City Centre and Taunton. Retail areas throughout the district are usually monitored annually to record any changes in occupancy and vacancy rates. However, due to the pandemic no surveys were able to take place in April 2020. The four towns were surveyed in October 2020.

Towns	Weston-super-Mare	Portishead	Clevedon	Nailsea
Total units	632	136	151	166
Vacant units	137	9	13	23
% of vacant units	22%	7%	9%	14%
Total PRF units	158	76	62	46
Vacant PRF units	33	6	6	8
% of vacant PRF units	21%	8%	10%	17%
% of total units in A1 use	35%	50%	40%	47%
% of total PRF units in A1 use	54%	55%	58%	74%

October 2020

PRF – Primary Retail Frontage

In defined town centres, policy indicators and targets state that the proportion of primary retail frontage (PRF) units in a non-retail use should not exceed 30% and vacant units should not exceed 10%.

Portishead and Clevedon have vacancy rates which do not exceed 10% in the PRF. This year Weston-super-Mare's PRF has seen a large increase in vacant units, and both Weston-super-Mare and Nailsea have a significantly higher vacancy rate in the PRF than the other two towns in the district. However, no towns are currently meeting the target of over 70% of units in retail use in the PRF.

The vacancy rates at the following district and local retail centres are also monitored, as set out in the following table. Please note that no district or local centre retail surveys were undertaken in April 2020 while the country was in a national lockdown, therefore the following information is from April 2019.

	Number of Units	A1 Use	Vacant
District Centre			
Locking Castle, WsM	14	5	0
Queensway, WsM	14	10	0
Worle High Street, WsM	108	43	9
Hill Road, Clevedon	78	40	5
Local Centre			
Backwell	46	16	2
Banwell	13	3	2
Churchill	3	3	0
Congresbury	41	25	1

	Number of Units	A1 Use	Vacant
Easton-in-Gordano/Pill	24	8	0
Long Ashton	22	11	1
Winscombe	64	34	1
Wrington	22	11	4
Yatton	50	25	2
Bournville, WsM	9	3	2
Castle Batch, WsM	9	4	2
Coronation, WsM	7	3	2
Locking Road, WsM	12	6	0
Milton Hill, WsM	10	5	0
Milton Road, WsM	33	21	1
Oldmixon, WsM	13	5	4
Whitecross Road, WsM	28	17	1
West Hill, Portishead	16	7	2

A1 uses in the local and district centres can be significantly lower than in the primary retail areas of the four towns. This can be explained by the smaller size of the centres and the fact that they must serve a community as well as a retail function.

The introduction of a new planning use class covering commercial uses (Class E) means that we will be reviewing our monitoring methods and reporting indicators for next year's report.

Weston Town Centre

An exciting and ambitious programme of placemaking and regeneration for Weston-super-Mare is well underway. This focuses on developing quality living, learning and lifestyle opportunities in the town centre. Economic growth will be underpinned by attracting more people to live in the town centre and creating a residential environment that will help to inject new life into the centre, boosting the demand for shops and services.

Tourism

Tourism Activity

- There were 7,745,000 day visitors to North Somerset in 2019.
- There were 530,000 staying visitor trips to North Somerset spending a total of 1,860,000 nights in 2019.
- The total visitor related spend in 2019 was £364,873,000.
- The number of people employed directly and indirectly by tourism in North Somerset is estimated to be 4,855 full time equivalents.

Source: The Economic Impact of North Somerset's Visitor Economy 2019

Tourist Accommodation

Core Strategy Policy CS22 has a clear intention to monitor the number of tourist accommodation bed spaces in Weston-super-Mare, and across the rest of the district. The following table shows the number of tourist bed spaces, pitches, units and berths in North Somerset based on information from SWRTB and North Somerset.

Accommodation supply	Number	Measure
Hotels	4378	bedspaces
Guesthouses	641	bedspaces
Inns	129	bedspaces
B&B	312	bedspaces
Farms	19	bedspaces
Self-catering	354	units
Touring caravans/tents	1030	pitches
Static vans	405	pitches
Holiday centres	508	units
Group accommodation	86	bedspaces
Campus	0	bedspaces
Second homes	374	units
Marinas	250	berths

Source: SWRTB and North Somerset Council 2019

Bristol Airport

Expansion

Long term plans for the airport have been developed. The master plan sets out any intended future developments until 2050. Details of this can be viewed at <https://www.bristolairport.co.uk/about-us/who-we-are/our-future/master-plan>.

The first and second phases of the terminal expansion opened to passengers in July 2016. This provided a 9,000 square metre structure housing improved facilities for passengers boarding flights including a larger pre-boarding area with an increased number of security lanes. In June 2017 a refurbished immigration hall was opened providing improved facilities including 10 ePassport gates, two extra interview rooms and a new drug testing lab. A new 201 room hotel has also opened at the airport as well as a new reception and expanded car park at the Silver Zone parking facility. A new multi-storey car park opposite the terminal opened in summer 2018.

An outline planning application was submitted to the council in December 2018 for the development of the airport to expand the capacity to 12 million terminal passengers a year. The proposal included terminal extensions, an expansion of the parking provision and improvements to the local road network to improve transport links and traffic. In March 2020 councillors voted to refuse the application. Since the refusal the applicant has submitted an appeal against the decision to the Planning Inspectorate. It is anticipated that the inquiry will be held in July 2021.

Employment

In 2018 it was reported that 3,654 full time equivalents were employed at Bristol Airport. Data for last year has not been collated due to the Covid-19 pandemic.

Royal Portbury Dock

Within the Core Strategy, Policy CS24 provides that the role of Royal Portbury Dock will be maintained and enhanced, and that land will continue to be safeguarded for port uses within the Sites and Policies Plan. Any significant development which is permitted will be reported on in future AMRs.

Planning permission was granted in November 2016 at land to the west of Court House Farm, an 8 hectare site adjacent to the docks, for development for port related uses. Work is now completed at the site and is used for storage of cargo in transit, mainly motor vehicles.

ENSURING SAFE AND HEALTHY COMMUNITIES

Children, young people and education

Education

Key Stage 2

To raise standards in primary education the Government implemented a new set of tests for key stage 2 children in 2016. The tests assess maths, reading and spelling, grammar and punctuation with writing being assessed separately by teacher evaluation. The new method of assessment replaces the previous 'level' system with pupils either reaching the expected standard or being below the expected standard.

	North Somerset	South West	England
% achieving Key Stage 2 Reading Expected Standard			
2019	74%	73%	73%
2018	76%	75%	75%
2017	71%	73%	72%
% achieving Key Stage 2 Writing Expected Standard			
2019	80%	78%	78%
2018	79%	77%	78%
2017	76%	76%	76%
% achieving Key Stage 2 Maths Expected Standard			
2019	78%	77%	79%
2018	74%	74%	76%
2017	73%	73%	75%
% achieving Key Stage 2 Reading, Writing and Maths Expected Standard			
2019	64%	63%	65%
2018	64%	63%	64%
2017	59%	60%	61%

Source: North Somerset Council and Department for Education – National curriculum assessments: key stage 2

GCSE results

In 2017 GCSEs in English Language, English Literature and Mathematics were reformed and a new grading system was introduced. The new scale marks achievement from level 9 (set above the previous A* level) down to a grade 1.

In 2019 all GCSEs were graded using the new system. The percentage of pupils in North Somerset achieving level 9 – 5 (equivalent to a strong C or above) in English and Maths in 2019 was 41.9%, this is higher than the England average of 39.8%.

Source: North Somerset Council and Department for Education

A Levels (Level 3 qualifications)

A level results in North Somerset show the average point score per entry in 2019 was 31.89. This is a slight decline on last year's figure of 32.83. North Somerset is below the national average with the average point score per entry for England being 33.42.

Source: North Somerset Council and Department for Education

Educational Qualifications

The population aged 16-64 with NVQ4 (HND, Degree level or equivalent) or higher is:

North Somerset	47,041	28.4%
South West	1,193,337	27.4%
England and Wales	12,383,477	27.2%

The population aged 16-64 with NVQ3 (A' levels or equivalent) is:

North Somerset	21,012	12.7%
South West	575,085	13.2%
England and Wales	5,617,802	12.3%

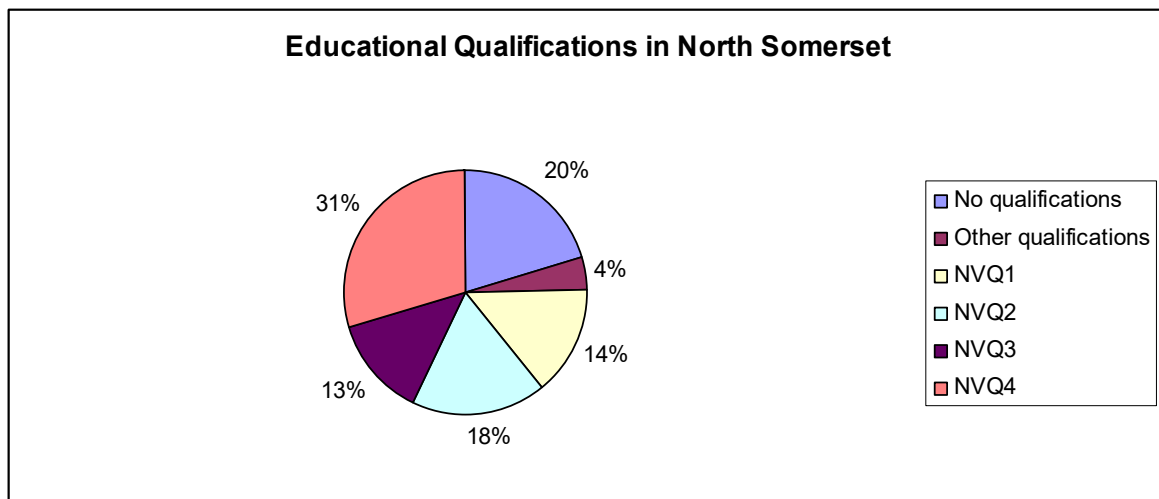
The population aged 16-64 with NVQ1 and 2 is:

North Somerset	51,294	30.9%
South West	1,306,946	30%
England and Wales	12,985,817	28.6%

The population aged 16-64 who do not have any qualifications is:

North Somerset	32,539	19.6%
South West	902,561	20.7%
England and Wales	10,307,327	22.7%

NVQ1 equivalent = fewer than 5 GCSEs at grades A*-C, GNVQ or NVQ level 1
NVQ2 equivalent = 5 or more GCSEs at grades A*-C, intermediate GNVQ or NVQ level 2
NVQ3 equivalent = 2 or more A levels, advanced GNVQ or NVQ level 3
NVQ4 equivalent = HND, Degree, Higher Degree Level qualification or equivalent



Source: Census 2011 Qualifications

Schools

North Somerset has:

- 65 primary schools
- 11 secondary schools
- 3 special schools
- 4 independent schools
- 1 pupil referral unit and tuition

The North Somerset Enterprise and Technical College on Weston Airfield opened in 2014 and is part of the Inspirational Futures Trust. From September 2020 the college will operate as a secondary school as well as offering post 16 courses. The establishment will be known as the Winterstoke Hundred Academy.

A new primary school at the Arnolds Way development in Yatton is currently under construction, Chestnut Park Primary School is expected to open in September 2021.

Weston College

The College offers around 550 courses at various levels and has approximately 30,000 enrolments. Weston College offers a range of course including A Levels, Diplomas, BTEC, City and Guilds and apprenticeships. Courses are provided for school leavers and adults and individuals can study at the college or by distance learning.

There are three main campuses at present; Loxton Campus, the town centre Knightstone Campus and the South West Skills Campus. There is also the modern university building at the Winter Gardens in the town centre and a number of satellite centres.

Knightstone Campus is the college's main site for vocational training and is where business, hospitality, hair and beauty, early years, public services, and performing arts courses are based. The Loxton Campus is the dedicated sixth

form centre providing the teaching facilities for A Level students and also those who are studying creative arts. The South West Skills Campus is home to technology, construction and engineering.

Other facilities include the Winter Gardens which is home to University Centre Weston houses the Law and Professional Services Academy. A wide variety of university courses are now offered in partnership with Bath Spa University, Hartpury University and the University of the West of England.

The Construction Training Centre, which opened in April 2019, offers a variety of construction related courses developed around employers need to provide suitably skilled individuals. The Health and Active Living Skills Centre (adjacent to the Loxton campus), which is another new addition which opened in 2019, provides a modern learning environment for sport and health and social care students. There is also a residential training centre for students on the autism spectrum at Weston Bay, this facility provides the opportunity for students to learn essential life skills to become more independent.

Weston College also has the contract to deliver the education services in 19 prisons providing learning opportunities to thousands of offenders.

School places

Core Strategy Policy CS25 has an indicator in place to monitor the number of extra school places and those funded through development. The table shows the number of school places throughout the district and the additional spaces created. Spaces funded through Section 106 contributions are located in Parklands and Winterstoke Village providing new educational facilities to families moving to the development, there has also been extra places funded at Priory and Gordano secondary schools.

	Number of school places		Additional places	s106 funded places	Location of funded places	Notes
	Sep-2019	Sep-2020				
Primary	18,375	18,232	-143	95	Hayward Village (60) Parklands Educate Together (32)	For September 2020, 60 additional places were created at Parklands Educate Together Primary, the remaining 28 places were funded by Basic Need funding. 45 additional places were also created at Flax Bourton Primary School, the places were funded by Basic Need funding. 3 additional places were created at All Saints East Clevedon, the places were funded by Basic Need Funding. The following schools have reduced their PAN and/or capped the number of pupils which has had the net effect of reducing the total number of Primary School Places: Mead Vale (-20), High Down (-30), Blagdon (-6), Windwhistle (-30), St Andrews (-105), St Martins (-120).

	Number of school places		Additional places	s106 funded places	Location of funded places	Notes
Secondary	12,487	12,604	117	10	Priory Community School Academy (6) Gordano School (4)	For September 2020 a total of 44 additional places were created at Priory and 28 at Gordano, funded by a combination of S106 and Basic Need. 45 places were also created at Churchill (funded by Churchill School). In addition, the South West Regional Schools Commissioner (RSC) agreed the re-brokerage of Winterstoke Hundred, adding 150 places. A breach class of 30 places has come to an end at Backwell. Hans Price have reduced their PAN (-120, which includes an additional year 8 class of 30 moving through)
TOTAL	30,862	30,836	-26	108		

Children's Centres

Children's centres provide services for families with children under five. They host drop-in advice clinics, parenting workshops, parent and toddler groups and even speech and language services. Many also host regular activities for children under five. There are currently 15 centres throughout North Somerset:

- Ashcombe Children's Centre
- Banwell, Winscombe and Sandford Children's Centre
- Castle Batch Children's Centre
- Clevedon Children's Centre
- Locking Castle and Locking Children's Centre
- Long Ashton Children's Centre
- Nailsea and Backwell Children's Centre
- Oldmixon Family Centre
- Pill Library and Children's Centre
- Portishead Children's Centre
- South Weston Children's Centre
- Weston Central Children's Centre
- Worle Library and Children's Centre
- Yatton Library and Children's Centre
- Yeo Valley and Rural Outreach Children's Centre

Health

Life expectancy

The average female life expectancy in North Somerset is 84 years and the average male life expectancy is 80 years. In England the average life expectancies are currently 83.2 years for females and 79.6 years for males.

Source: North Somerset Health Profile 2019, Department of Health

Limiting Long Term Illnesses

38,740 people in North Somerset describe themselves as having a limiting long-term illness of some form, 19.2% of the population. This is an increase from the 18.5% ten years ago. The national average has decreased, from 18.2% in 2001 to 17.9% in 2011.

Source: 2011 Census

General health

81.1% of people consider themselves to be in good or very good health, and a further 13.7% describe their general health as fair. This accounts for 94.8% of the total population, higher than the 91.4% that described their health as fair or better ten years ago. 4.1% of our residents consider themselves to be in bad health, and a further 1.2% think they are in very bad health. Our current proportions are similar to the national averages.

Source: 2011 Census

Joint Strategic Needs Assessment

The Joint Strategic Needs Assessment (JSNA) is subject to a continuous rolling update process. The JSNA aims to identify the current and future needs for health and social care services for all people in North Somerset. It contains a wealth of information and will be a useful tool in ensuring that development plan policies are effectively contributing to overall health and well-being across North Somerset. The JSNA is available to view on our website at www.n-somerset.gov.uk/council-democracy/statistics-data/joint-strategic-needs-assessment-jsna-health-social-care.

Sport, recreation and community facilities

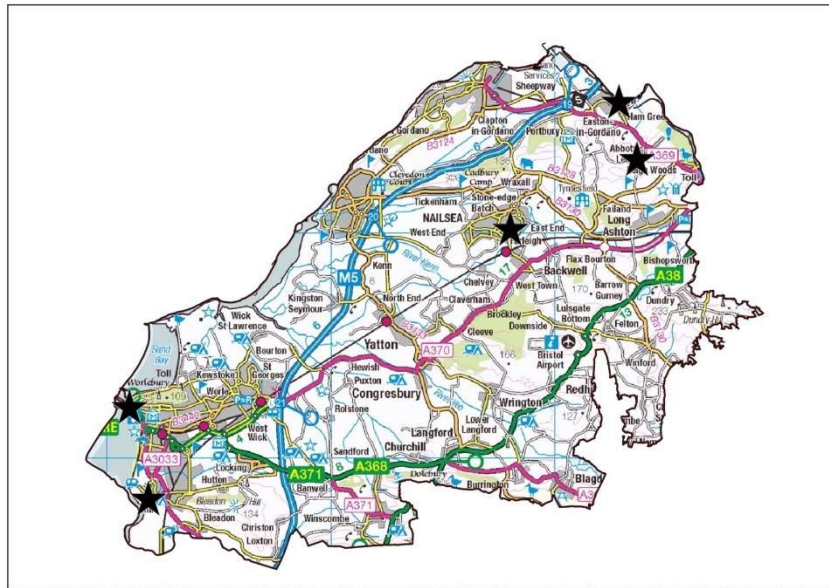
Sport and recreation

Policy CS27 of the Core Strategy aims to ensure that for all residents of North Somerset there is safe and convenient access to sport, recreation and community facilities. Policies DM68 (Protection of sporting, cultural and community facilities) and DM69 (Location of sporting, cultural and community facilities) of the Sites and Policies Plan Part 1 Development Management Policies seek to protect and enhance facilities.

Open spaces

There are over 40 parks, public open spaces and nature reserves in the authority. During the monitoring period, there were five areas of open space in North Somerset that were managed to Green Flag Award standard. The sites are shown on the map below and are:

- Uphill Hill Local Nature Reserve in Uphill
- Watchhouse Hill Public Open Space in Pill
- Abbots Pool in Leigh Woods
- Trendlewood Community Park, Nailsea
- Prince Consort Gardens, Weston-super-Mare



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Further information on the Green Flag Award criteria can be found at <http://www.greenflagaward.org.uk/>

Community facilities

Our sport and leisure centres offer a range of facilities. The twelve centres are:

- @Worle
- Backwell Leisure Centre
- The Campus
- Churchill Sports Centre
- Clevedon School Sports Centre
- Gordano Community Trust Sports Centre
- Hans Price Sports Centre
- Hutton Moor Leisure Centre
- Parish Wharf Leisure Centre
- Portishead Open Air Pool
- Scotch Horn Leisure Centre
- Strode Leisure Centre

The council also maintain sports pitches which are hired out to clubs.

There are currently 12 libraries and a mobile library service which serve the district. There is also a library access point at the Oldmixon Family Centre. Further details of the libraries are available on our website at www.n-somerset.gov.uk/my-services/.

Duty to co-operate

The requirement for local planning authorities (LPAs) to work under the Duty to Cooperate (DTC) on strategic planning issues is set out in section 33A of the Planning and Compulsory Purchase Act 2004, as inserted by section 110 of the Localism Act (2011). This requires authorities to engage constructively, actively and on an ongoing basis in relation to a number of activities including the preparation of development plan documents, other local development documents and marine plans. Local planning authorities must publish details of what action they have taken in relation to the duty to co-operate through their Authority's Monitoring Reports (AMRs).

During 2019/20, the West of England authorities have undertaken the following activities in relation to the duty to co-operate, including:

West of England Spatial Development Strategy (SDS)

The West of England Combined Authority (WECA) are producing a Spatial Development Strategy (SDS) with Bristol City Council, Bath & North East Somerset Council and South Gloucestershire Council, whilst at the same time working under the duty to co-operate with North Somerset Council who are working to produce their own Local Plan. Further information on the SDS, Statement of Common Ground and the shared Strategic Evidence Base can be found on the [West of England Combined Authority website](#).

Minerals Planning

The National Planning Policy Framework (NPPF) requires minerals planning authorities (MPAs), such as the West of England authorities, to plan for a steady and adequate supply of aggregates by participating in the operation of an Aggregate Working Party (AWP) and taking its advice into account when preparing their Local Aggregates Assessment. The South West AWP meets quarterly and membership includes representatives from central Government, mineral planning authorities, the Mineral Products Association, the British Aggregates Association, and such other representatives as appropriate.

Local Aggregates Assessment (LAA)

A Local Aggregate Assessment is an annual assessment of the demand for and supply of aggregates in a mineral planning authority's area. Within the West of England, Local Aggregates Assessments are prepared jointly by the four unitary authorities (UAs) within the West of England sub-region (Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire). The LAA forms an important part of the evidence base that will be used to inform preparation of the UAs' individual Local Plans. The most recent published LAA covers the period 2008-2017.

Joint Planning Data Group

The West of England authorities take a joined-up approach to land-use research and monitoring across the sub-region and there is a well-established joint working arrangement through the Joint Planning Data Group. The group

meets quarterly to ensure consistency, best practice, share expertise and reduce duplication of effort across the sub-region.

Sedgemoor Local Plan

North Somerset and Sedgemoor District Council have continued to collaborate on strategic planning issues and to ensure alignment on their respective development plan documents. This includes the potential opportunity to meet unmet need arising from North Somerset in Sedgemoor as set out in the Sedgemoor Local Plan (2011-2032) adopted in February 2019.