South Gloucestershire
Local Plan:
Core Strategy 2006 - 2027
Inspector’s Draft Main Modifications

October 2012
Please note that the Inspector has made a number of minor errata changes to his Draft Main Modifications. A list of those changes is available at the end of this document.

Therefore this October 2012 version of the Draft Main Modifications supersedes the version previously published in September 2012.
Preliminary Findings: South Gloucestershire Core Strategy

1. The following commentary summarises my preliminary findings on the South Gloucestershire Core Strategy (CS) and which provide the context for the main modifications I consider are necessary to make the Plan sound.

2. As explained in my letter to the Council on 1st February 2012 [SG15]1 my draft modifications are made in response to the Submitted CS of 31st March 2011 [SD10] and the further changes identified for my consideration by the Council and contained in the Core Strategy incorporating Post-Submission Changes, December 2011 [PS2] document. In response to representations received during the examination process the Council produced a list of ‘rolling changes’ for my further consideration. These can be found in document SRC3. I have had regard to these and the various supporting documents in my assessment of the CS.

3. The Localism Act 2011 introduced a ‘duty to cooperate’ for plans submitted after 15 November 2011 when the provision came into force. I indicated in my letter of 1st February that the legislation could not be applied retrospectively. Nevertheless, this was a matter discussed during the examination hearings. I have concluded that the ‘duty’ does not apply to this Plan and cannot be relied upon in support of a representation made in relation to the Cribbs Causeway retail area. However, for other reasons I have concluded that the changes recommended by the Council in SRC3 with respect to the Cribbs Causeway area should not be made – see paragraph 10.

General

4. I was encouraged by the considerable commitment to the plan-making process which was evident through the representations to the CS, the responses of the Council and the on-going effort by the various parties to continue to work constructively to address the differences between them.

5. I suspended the examination process in 2011 because of concerns I had in relation to the provision of housing, the Council’s approach to the Green Belt and the consequences of the proposed closure of Filton Airfield which was announced shortly after the CS was submitted. The Council sought to address these matters and move the Plan forward making sufficient progress so that I felt able to continue with the examination process.

6. Having reviewed the body of evidence and submissions I have concluded that the Plan as presented is unsound but is capable of being made sound providing a number of modifications are made. The majority of modifications have been suggested by the Council. A small number of main modifications are also required to overcome concerns which I do not believe have been fully or adequately addressed.

1 This and similarly referenced documents can be found in the Examination Library
Key Matters

7. There was considerable debate at the hearings on appropriate levels of housing and whether the Council was able to demonstrate a 5 year housing land supply. The Council has increased provision but I am not certain that this will be adequate. However, my doubts are tempered by the prolonged recession, borrowing difficulties and the confidence of purchasers to generate the level of demand associated with higher levels of provision. On balance, I have concluded that there is sufficient evidence to suggest the majority of needs can be met and that any residual demand can be delivered by other mechanisms but the Council will need to undertake further work to identify an adequate housing land supply.

8. I am unconvinced by the Council's approach to its Green Belt (GB). I appreciate that there are parts of the District where alterations to boundaries would be inappropriate but I consider the Council has not looked in sufficient detail at its GB areas. As a result it has failed to seize the opportunity to adjust boundaries where the impact on GB purposes would be limited. Previous Planning Policy Guidance indicated the plan making process was an appropriate vehicle for considering such changes and this remains the case following the introduction of the National Planning Policy Framework (NPPF).

9. The Council has recognised the potential of Filton Airfield as an integral part of its proposals for the future development of the North Fringe areas of Bristol. There is a strong body of local opposition to the loss of the airfield but retaining it in its current use would necessitate significant extensions to free-standing settlements and major intrusions into the countryside, including the Green Belt, if the Plan were to be sound. Alternatively, the airfield can make a significant contribution towards satisfying development pressures and assist in delivering a coherent strategy for the North Fringe.

10. I consider the Council’s proposals for the expansion of the Cribbs Causeway/The Mall retail areas are premature. The basis for expanding a major shopping destination has not been sufficiently justified. It raises concerns that further substantial growth would have significant repercussions for other centres in the sub-region. The implications of the proposed changes need to be fully explored, in conjunction with other operators and local authorities, prior to any decision on the long-term role of this area in the shopping hierarchy.

The Way Forward

11. It was evident that a majority of those taking part in the hearings were of the opinion that deficiencies in the Plan should be addressed in preference to a finding of unsoundness. I concur with that view. I see no benefit in rejecting the Plan in its entirety because it would hinder the development process, compromise commitments to infrastructure improvements and increase the likelihood of ‘planning by appeal’.
12. I have considered the options for moving the Plan forward and I have concluded there would be little benefit in proposing a second suspension of the examination process. This would lead to further delay and uncertainty when the emphasis should be on delivering new housing and employment and encouraging investment.

13. Instead a review of the CS would enable the Council to have regard to post-recessionary effects and address any longer-term deficiencies in housing supply. It would also allow for a reassessment of the GB and the potential contribution that could be made by adjusting boundaries to help create suitable sites for use, either during the remainder of the current plan period or in the longer term.

**Proposed Modifications**

14. I have set out a number of draft main modifications in Appendix A. These are based on the changes suggested by the Council in document SRC3 and referenced to the Post-Submission Changes version of the Core Strategy, December 2011. The Council may however, wish to consider publishing each version of the relevant text of the CS to provide a full ‘audit trail’ of each succeeding change it has put forward for my consideration. It should be noted that in a number of cases I have combined changes to the supporting text with policy alterations. In some instances the changes are set out in appendices to make it easier to appreciate the overall policy.

15. The main changes I am currently proposing are:

1. a revision to policy CS5 particularly in relation to the interpretation of ‘non-strategic’ development;
2. alterations to policy CS14 to identify the Cribbs Causeway/Mall retail area as an out-of-centre location where further work is necessary to justify any significant expansion of this area;
3. revisions to policy CS15 and alterations to the amount and phasing of housing development;
4. reference in the supporting text to policy CS15 to the need for an Interim Housing Statement to address deficiencies in the 5 year housing land supply;
5. reference in the supporting text to policy CS15 for the need to review the CS having regard to the provision of housing and the requirement for the Council to carry out a comprehensive and detailed review of its GB boundaries. Ideally this should be done in conjunction with the adjacent West of England authorities because of the interrelationship between them and need for a coordinated strategy to deliver a sound and coherent development framework for the longer term;
6. Adjustments to new neighbourhood policies to ensure alignment with other changes;
7. Revisions to the sections covering Severnside and Major Infrastructure Projects.

16. Other changes have made to ensure compliance with the NPPF and to clarify matters of detail. In summary these include:
a) regard to had for the viability of development proposals in relation to renewable energy provision, affordable housing and other areas where developer contributions could be sought;
b) clarification of the approach to safeguarded employment sites;
c) acknowledgement of the role of neighbourhood planning in bringing forward local initiatives e.g. local needs development;
d) more flexibility in the delivery of new neighbourhood areas through earlier commencement of development;
e) Where necessary, adjustments to other policies to ensure compatibility with the main modifications;
f) consequential changes to diagrams, supporting text and the Policies Map (replacing the Proposals Map).

17. The main modifications will be published by the Council for the purposes of public consultation together with changes arising from any further sustainability appraisal which may be necessary in light of the proposed modifications. I will have regard to the outcome of this consultation process before finalising my report, including the final main modifications, I recommend to the Council.

Paul Crysell
Inspector
10 September 2012
Appendix A

Draft Main Modifications to the South Gloucestershire Core Strategy

The modifications below are expressed either in the conventional form of strikethrough for deletions and underlining for additions of text.

The page numbers and paragraph numbering below refer to the Core Strategy incorporating Post-Submission Changes, December 2011 version of the DPD [PS2] but also have regard to the original March 2011 Submission version of the Core Strategy.

The Draft Main Modifications in the following table show the changes to the March 2011 Submission Core Strategy.
The Draft Main Modifications in Appendices E, G and H show changes to the March 2011 Submission Core Strategy as amended by the December 2011 Post-Submission Core Strategy.
The policies and supporting text in Appendices B, C, D, F and J were substantially re-drafted and presented to the Examination as clean versions and should, therefore, be read in their entirety.

N.B

1. Additional appendices B – J are attached and form part of the main modifications (there is no Appendix I to avoid number confusion).
2. The references for the main modifications follow the policy order of the Core Strategy. These references may be modified in the report to the Council and the modifications adjusted if necessary in light of the responses received during the consultation process.
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<tr>
<th>Main Mod Ref No.</th>
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<tr>
<td>MM1</td>
<td>11 22 32 172 177 179 179</td>
<td>1.38 Vision 4.24 Vision 14.12 14.16 CS31</td>
<td>Amend any reference to 2,400 homes in the plan period or by 2026 relating to the North Yate New Neighbourhood, to 2,700 in the plan period or by 2027.</td>
<td>To clarify plan period extended to 2027</td>
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</table>
| MM2             | 25 & 54                            | Chp 4 & 6 Objectives | Add additional CS Objective:  

**The Council will continually and positively work with communities, developers and infrastructure providers to ensure implementation of the plan is viable and not put at risk throughout the economic cycle as part of pursuing sustainable development.**

To take account of viability issues in accordance with the NPPF |
| MM3             | 37                                 | CS1(8)           | Delete reference in second line of criterion 5 to ‘in perpetuity’ to read:  

.........realm (and associated management and maintenance regimes in perpetuity) that enables ..........  

Modify criterion 8 as follows:  

............ Schemes that can demonstrate that they will outperform statutory minima, such as the building regulations, in terms of sustainable construction, at the time of construction commencement, will be considered a primary indicator of good design. All new developments will be required to meet the building regulations current at the time of full planning or reserved matters approval. Until the ‘Zero Carbon’ building regulations are implemented major residential (10 or more dwellings) and mixed-use schemes will be required to achieve  

To take account of viability issues in accordance with the NPPF  

To clarify application of sustainable construction standards and to ensure consistency with the Government’s Zero Carbon building policy |
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<td>MM4</td>
<td>43</td>
<td>CS2</td>
<td>Modify final paragraph to Policy CS2 as follows: The integrity, multi-functionality, quality and connectivity of the Strategic Green Infrastructure Network (figure 1) displays those current and potential GI assets which are important at a strategic scale. Some of these assets are protected by existing development plan policies, whilst other areas provide opportunities to extend (through the creation of new assets) and enhance the network. Opportunities to enhance, connect with and extend the strategic network will be taken.</td>
<td>To improve clarity and consistency with the NPPF.</td>
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<td>MM5</td>
<td>50 &amp; 51</td>
<td>CS4 and para 5.47</td>
<td>Modify policy after criterion 3 as follows: Major development proposals (more than 100 dwellings that are wholly or in part greater than 50dph, or non-residential of more than 10,000sqm) must should, where practical and viable: 4. include renewable or low carbon heating or CHP generation and distribution infrastructure on-site and demonstrate how opportunities to accommodate an energy and or district heating solution have been maximised, taking into account density, mix of uses, layout and phasing; and either or 5. include renewable or low carbon heating or CHP generation and distribution infrastructure on-site; or</td>
<td>To provide ensure policy is consistent with NPPF.</td>
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<td>MM6 54</td>
<td>New ‘Model’ policy and supporting paras. 6.4a – 6.4d</td>
<td>Add the following policy and text after Core Strategy Objectives: <strong>Sustainable Development</strong>  <strong>POLICY CS4A - PRESCRIPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT</strong>  There is a presumption in favour of sustainable development. When considering proposals for sustainable development the Council will take a positive approach. It will work proactively with applicants to find solutions so that sustainable development can be approved wherever possible.  Planning applications that accord with the policies in this Plan will be approved without delay unless material</td>
<td>Requirement to include this model policy in all local plans</td>
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Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise. Account will be taken of whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework and other policies in the Council’s Local Plan, neighbourhood development plans, supporting supplementary planning documents and any emerging policy as it may be relevant;
- Specific policies in the National Planning Policy Framework, other policies in the Council’s Local Plan, neighbourhood development plans, supporting supplementary planning documents and any emerging policy as it may be relevant, indicate that development should be restricted.

The purpose of the planning system is to contribute to the achievement of sustainable development, of which there are three dimensions - economic, social and environmental. The role of the planning system in respect of these 3 dimensions is:

- economic role – contributing to building a strong, responsive and competitive economy;
- social role – supporting strong, vibrant and healthy communities; and
- environmental role – contributing to protecting and enhancing the natural, built and historic environment.
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<tr>
<td>Para. 6.4b</td>
<td>6.4b  These roles are mutually dependent and, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should, therefore, play an active role in guiding development to sustainable solutions. This involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life.</td>
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<td>Para. 6.4c</td>
<td>6.4c  Under the NPPF, proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused, unless other material considerations indicate otherwise. In this way, development which is sustainable can be approved without delay.</td>
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<td>Para. 6.4d</td>
<td>6.4d  This policy will be delivered through the development management process.</td>
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<td>MM7</td>
<td>54 - 58 CS5 and supporting text.</td>
<td>See Appendix B. This shows the version proposed by the Council following discussions during the examination hearings subject to the following changes:</td>
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<td>Modify criterion 5 of policy CS5 as indicated.</td>
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<td>Modify paragraph 7(b).</td>
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<td>Delete penultimate paragraph and replace as shown.</td>
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<td>Modify paragraph 6.8a of the supporting text as shown.</td>
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<td></td>
<td>Insert Appendix 8 at end of Core Strategy to read:  <strong>Appendix 8 –</strong></td>
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To clarify Council’s approach to development in rural areas and Green Belt locations.
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| MM8                  | 59 & 60                                | CS6 and paras 6.12, 6.14, 6.16 & 6.17 | Add following after the first sentence of policy CS6:  
The Council will work with partners to deliver infrastructure, services and community facilities to improve the sustainability of its communities. **The Council will also continually and positively work with communities, developers and infrastructure providers to ensure implementation of the plan is viable and not put at risk throughout the economic cycle as part of pursuing sustainable development.**  
Modify third sentence of paragraph 6.12 as follows:  
…… additional provision.  
Without new investment both existing communities and future new neighbourhoods will be neither sustainable nor acceptable, and safeguarding measures may be necessary to ensure schemes are sustainable and acceptable in planning terms both for existing and new areas of development. New development will therefore………..  
Add further sentence to paragraph 6.14 as follows:  
This list is not exhaustive and this policy should be read in conjunction with Policies CS18 (Affordable Housing) and CS23 (Community Buildings & Cultural Activity), as other contributions may be sought depending upon the individual characteristics and impacts of a particular development. Contributions will only be sought where they are necessary, directly related and fairly and reasonably related in scale and kind to the development, in accordance with the Community Infrastructure Levy Regulations (2010) Part 11 (paragraphs 122 & 123). | To take account of viability as required by NPPF.  
To comply with the advice in paragraph 76 of the NPPF  
To clarify the basis for seeking planning obligations. |
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<td>6.16</td>
<td>6.16</td>
<td>Modify text to paragraph 6.16 as follows:</td>
<td>To reflect NPPF wording</td>
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<td>The Infrastructure Delivery Plan supports the Strategy for Development. Delivery will require close working with other public and private partners. Other sources of funding will also remain critical to delivery of required infrastructure. The Infrastructure Delivery Plan is a ‘living’ document and will therefore be subject to regular updating, kept under review and ongoing viability appraisal. The plan can be viewed at <a href="http://www.southglos.gov.uk/corestrategy">www.southglos.gov.uk/corestrategy</a></td>
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<td>6.17</td>
<td>6.17</td>
<td>Modify paragraph 6.17 as follows:</td>
<td>To clarify SGC intention to adopt a CIL and reflect NPPF requirements to review Local Plan viability where there is ‘available evidence’.</td>
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<td><strong>Delivery</strong></td>
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<td>Developer contributions will primarily be sought through the use of Section 106 planning obligations, and a Community Infrastructure Levy as set out in the CIL Regulations 2010, Section 106 of the 1990 Town &amp; Country Planning Act. The policy will be implemented through the development management process. The Council will continue to work positively with communities, developers and infrastructure providers to ensure the New Neighbourhoods and other principal development locations referred to in the Core Strategy are viable and deliverable throughout the economic cycle(s). Where appropriate, contributions may be sought on a tariff basis and pooled with those secured from across the district, and in some instances from other local authorities, in order to fund major sub-regional infrastructure. A South Gloucestershire Developer Contributions Guide SPD &amp; CIL Charging Schedule will be prepared. CIL charges will be reviewed on a regular basis. Economic appraisal work necessary to justify CIL rates will provide further</td>
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<td>MM9 68</td>
<td>Para 7.6</td>
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<td>Insert additional bullet point to paragraph 7.6:</td>
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<td>• Appropriate highway mitigation measures on surrounding routes, including the Strategic Road Network which is likely to include M5 Junctions 16 and 17 subject to the assessment of the cumulative impacts of development and the delivery of other transport measures set out in the Core Strategy over the plan period.</td>
<td>To identify likely need for mitigation measures in the vicinity of the North Fringe New Neighbourhood</td>
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<td>MM10 69</td>
<td>7.7</td>
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<td>Modify penultimate bullet point to paragraph 7.7:</td>
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<td>• Contributions towards the A4174 Ring Road Scheme, and the Greater Bristol Metro and improvements to Filton Abbeywood Station, the extension of the A38 Showcase Bus Corridor to Thornbury.</td>
<td>To clarify that developer contributions should be directed to improvements to Bristol Parkway Station rather than Filton Abbeywood Station.</td>
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<td>MM11 71</td>
<td>CS8 and para. 7.21</td>
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<td>Modify second sentence of criterion 3 to read as follows:</td>
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<td>3. ...All new development proposals of a sufficient scale will be required encouraged to provide pro-active facilities and include measures to reduce greenhouse gas emissions, travel demand and support, ...</td>
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<td>Add additional bullet point to criterion 3:</td>
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<td>• Provision of facilities for charging plug-in or other ultra low emission vehicles</td>
<td>To bring into accordance with the NPPF (para 30).</td>
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<td>To bring into accordance with the NPPF (para 35).</td>
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<td>7.21</td>
<td>Modify criterion 4 to read:</td>
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<td>4. Parking and vehicular access for new development. Where inadequate or poorly designed residential parking can add to congestion, hinder bus and emergency services and have a negative impact on quality of life, the Council may adopt a more flexible approach that takes into account the specific requirements of new housing; and established residential areas. Maximum parking standards will remain for non-residential parking uses.</td>
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<td>With regard to major residential schemes, only 50% of the garages proposed will be allowed to contribute to the total number of parking spaces. Car parking and vehicular site access should also be well integrated and situated so it supports the street scene and does not compromise walking, cycling, public transport infrastructure and highway safety.</td>
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<td>Modify paragraph 7.21 accordingly:</td>
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<td>Proposals for development will be required to have regard to the Council’s approved maximum vehicle parking standards. Parking remains an important part of demand management and an issue that will be kept under review. However, inadequate or poorly designed residential parking can add to congestion, hinder bus and emergency services and have a negative impact on quality of life. The Council will therefore require higher off street parking provision to cater for the additional demand for parking created by development proposals, unless developers can demonstrate to the</td>
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<td>Modification for completeness and in light of progress made with reviewing the Council’s residential parking standards</td>
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<td>Revisions made in light of progress with reviewing the Council’s residential parking standards</td>
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| MM12            | 75 & 76                           | Policy CS9, paras 8.4, 8.5a, 8.7 & 8.7a | Modify criterion 1 to policy CS9 and insert additional criteria 1a and 1b as follows:  
1. ensure that sites, heritage assets and landscapes of archaeological, historical, ecological, arboricultural and geological importance, are preconserved, respected and where appropriate, enhanced in a manner appropriate to their significance;  
1a conserve and enhance the natural environment, avoiding or minimising impacts on biodiversity and geodiversity;  
1b conserve and enhance the character, quality, distinctiveness and amenity of the landscape; | Change to reflect the NPPF and improve clarity |

satisfaction of the Council that on-street parking problems will not be caused. Maximum parking standards will remain for destination parking uses. Lower parking standards may be more appropriate as elements of the strategic transport infrastructure are implemented. With respect to garages, residents often utilise them for storage, rather than parking vehicles. Therefore, only 50% of the garages on a residential scheme will be allowed to contribute towards the parking requirement. The Council intends to undertake an early review of Parking Standards and bring forward new residential car parking standards at the earliest opportunity. Consequently, the Council has recently commenced an early review of Residential Parking Standards SPD in accordance with the timetable set out in the LDS adopted in 2012, and will shortly be consulting on its proposals.
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<td></td>
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<td>8.4</td>
<td>Add to paragraph 8.4 as follows:</td>
<td>Acknowledgement that 'saved' policies in SGLP will continue to be applied until replaced by DPD</td>
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<td>….with the more detailed environmental policies in Chapter 4 (Environment) of the South Gloucestershire Local Plan (SGLP) until these policies are replaced by the Policies, Sites and Places DPD. This policy also links…</td>
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<td>New Para 8.5a</td>
<td>Insert new paragraph 8.5a:</td>
<td>To reflect the updated policy</td>
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<td>The landscapes of South Gloucestershire, both outstanding and everyday, contribute to the wellbeing and sustainability of its neighbourhoods and should be protected for its own sake. In order to conserve the character, distinctiveness, quality and amenity of the landscape, new development should identify and retain those site attributes and features which contribute to the landscape character. Landscape features, such as woodland (including ancient woodland), trees and hedgerows should be incorporated into new development and given sufficient space for their longevity. These site features and attributes should be managed and where appropriate enhanced with new landscape.</td>
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<td></td>
<td></td>
<td>8.7</td>
<td>Modify paragraph 8.7 as follows:</td>
<td>To reflect the NPPF</td>
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<td>South Gloucestershire has an important legacy of heritage and cultural assets, including over 2000 listed buildings, approximately 1500 locally listed buildings, 301 conservation areas, 8 registered historic parks and gardens, and 367 scheduled monuments, and There are a wide range of undesignated historic buildings, archaeological sites and remains, and historic parks and gardens</td>
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<tr>
<td>8.7a</td>
<td>8.7a</td>
<td>8.7a</td>
<td>Adjust paragraph 8.7a as follows: In order to ensure that heritage assets are properly recognised and protected, the Council will maintain or provide access to an up to date Historic Environment Record and periodically appraise heritage assets including Conservation Areas, and its list of locally listed buildings, in order to ensure that these designated heritage assets are properly recognised and protected. The Council will periodically assess its buildings heritage assets at risk register in order to identify heritage assets at risk through neglect or decay. Where heritage assets are deemed by the Council to be at risk, the Council will support the submission of enabling development proposals accompanied by detailed financial appraisals in accordance with English Heritage guidance, ‘Enabling Development and the Conservation of Significant Places’ (English Heritage 2008), which aims to balance any potential harm to the heritage values of the place and its setting and is the minimum necessary to secure the future of the place with the public benefits of development, assess whether the</td>
<td>To reflect the NPPF</td>
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</table>

To reflect the NPPF
<table>
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<tr>
<th>Main Mod Ref No.</th>
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</table>
| MM13            | 87 & 90                            | CS12 Paras. 9.13 & new para 9.13a | Replace last two paragraphs to policy CS12 as follows:  

**Proposals for major change in the form and character of these areas should be considered through the concept statement process.**  

Sites identified in Table 2 will be safeguarded through this policy until their future use is resolved through endorsed Concept Statements, masterplan and detailed SPD or the Policies Sites and Places DPD.  

Development proposals on sites identified in Table 2 will be assessed against the above criteria unless a more fundamental review of their long term future, to enable regeneration in line with Policies CS25, CS26, CS28 or CS30, is resolved through endorsed Concept Statements (as set out in the Council’s SCI), masterplan SPD or the Policies, Sites and Places DPD.  

Adjust paragraph 9.13 as follows:  

The Council has identified some existing employment areas which will be subject to review (see Table 2). These are primarily in the | To clarify approach to interim safeguarded employment sites and ensure consistency with the NPPF. |
<table>
<thead>
<tr>
<th>Main Mod Ref No.</th>
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<th>Paragraph/Policy</th>
<th>Proposed Modification</th>
<th>Reason</th>
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</table>
|                 |                                  | Para. 9.13a     | Cribbs Causeway/Patchway area where new residential neighbourhoods are proposed in Policy CS26, and at UWE, as part of the long term expansion of the University (see Policy CS28). In the long term, alternative uses on these areas may be more appropriate, such as residential or mixed use. An area around 50ha of employment land will be safeguarded through the redevelopment of Filton Airfield to support, complement and enhance the existing cluster of aerospace excellence and provide for other employment needs as appropriate (see Policy CS26). At Stover Road, North Road and Badminton Road, Yate the aim is to improve the range and increase the number of jobs and to create a more attractive western approach to Yate, as set out in CS30. Insert new paragraph 9.13a:  

9.13a These sites will be safeguarded until while their long term future is determined resolved. Within the Cribbs/Patchway new neighbourhood this will be implemented through SPD. The Council’s preferred approach on the remaining sites is to do this through Concept Statements or masterplan SPD in accordance with the Council’s SCI or the Policies, Sites and Places Development Plan Document. However, it is recognised that depending on the nature of the proposals (size, site, scale and proposed uses), the development management process may be an alternative if this would lead to an effective outcome that accords with the Plan’s objectives. Following the review of a site the need for any consequential changes to the Policy CS12 designation will be confirmed in the development plan at the earliest opportunity. |
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<tr>
<th>Main Mod Ref No.</th>
<th>Core Strategy Post Submission Page</th>
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<th>Reason</th>
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</thead>
<tbody>
<tr>
<td>MM14</td>
<td>94 - 101</td>
<td>Policy CS14 and supporting text</td>
<td>Modify Policy CS14 and paragraphs 9.26, 9.28 and 9.30 as indicated in Appendix C. Delete Policy CS14A and supporting text.</td>
<td>To clarify retail hierarchy and approach to be taken at various centres across the District having regard to the provisions of the NPPF</td>
</tr>
<tr>
<td>MM15</td>
<td>103 - 108</td>
<td>Policy CS15 and Paras 10.6, 10.6a, 10.6, 10.6bi, 10.6bii and 10.8 Housing Trajectory</td>
<td>See Appendix D Revise policy, table and footnote as indicated in Appendix D Make consequential changes to supporting text revising or replacing paragraphs 10.6, 10.6a, 10.6b, 10.6bi, 10.6bii and 10.8 Include revised trajectory as a consequential change.</td>
<td>To provide for increase in housing numbers, update potential phasing capacities and confirm requirement for review of housing provision. In order to comply with the housing land supply requirements of the NPPF and to identify the need for an early review of the Core Strategy/Local Plan to ensure sufficient housing is provided to meet needs.</td>
</tr>
<tr>
<td>MM16</td>
<td>113 -114</td>
<td>Policy CS18</td>
<td>Modify Policy CS18 – Affordable Housing as shown in Appendix E.</td>
<td>To remove inconsistencies in the policy and ensure that viability of a development scheme is a material consideration in the application of the policy in accordance with the NPPF.</td>
</tr>
<tr>
<td>Main Mod Ref No.</td>
<td>Core Strategy Post Submission Page</td>
<td>Paragraph/Policy</td>
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</table>
| MM17            | 119                               | Policy CS19 & para. 10.42 & 10.43 | Modify policy and supporting text in paragraphs 10.42 and 10.43 as follows:  
**Small Scale Proposals for permanent affordable housing to meet an identified local need (including a small element of market housing where this will facilitate the successful delivery of the affordable housing) will be permitted as an exception on sites within or adjoining the settlement boundaries of villages defined on the Proposals Map, or on sites that are well related to villages that have defined settlement boundaries, or on sites where market housing would not normally be acceptable.**  
Proposals should be:  
• supported by an approved housing needs survey;  
• well related to a rural settlement  
• modest in scale and in keeping with the form and character of the settlement and local landscape setting; and  
• supported or initiated by the appropriate Parish or Town Council.  
Permission …….  
This policy allows……. This policy will deliver both 100% affordable housing sites and sites where it can be satisfactorily proved that a small element of market housing will facilitate the delivery of affordable housing to meet identified local housing need where sufficient public subsidy is unavailable subject to the proposals fulfilling the other policy requirements. ..........  
Proposals which are not within or adjoining a defined settlement) | To ensure Policy CS19 applies to all rural settlements and is consistent with provisions in the NPPF. |
<table>
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<tr>
<th>Main Mod Ref No.</th>
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<th>Paragraph/Policy</th>
<th>Proposed Modification</th>
<th>Reason</th>
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</thead>
<tbody>
<tr>
<td>MM18</td>
<td>122</td>
<td>Policy CS20 &amp; para. 10.55</td>
<td>Modify policy CS20 and paragraph 10.55 as follows:</td>
<td>To clarify the policy will apply across the District and that any affordable units will need to be viable and appropriate</td>
</tr>
</tbody>
</table>

**Extra Care schemes should be located so they are accessible to local facilities, proportionate in scale to the locality and provide ancillary facilities as part of the development.** These ancillary facilities should complement locally available amenities and be made available to the wider community.

In order to assist in meeting emerging need, **and creating sustainable, inclusive and mixed communities**, the provision of Extra Care Housing will be required in South Gloucestershire, including through the new neighbourhoods identified in Policies CS26, CS27 and CS31. The Council would expect 35% of Extra Care Housing on these sites to be delivered as on-site affordable units in accordance with Policy CS18.

Where viable and appropriate the Council would expect all Extra Care Housing schemes to deliver 35% of the total Extra Care Units provided either as affordable Extra Care units or as general needs affordable housing, and in exceptional circumstances it will seek off-site provision or a financial contribution in lieu of on-site provision in accordance with Policy CS18.

**Extra Care schemes should be located so they are accessible to local facilities, proportionate in scale to the locality and provide ancillary facilities as part of the development.** These...
<table>
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<tr>
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<tr>
<td></td>
<td>10.55</td>
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<td>ancillary facilities should complement locally available amenities and be made available to the wider community. Extra Care Housing schemes will be required throughout South Gloucestershire and the Council will particularly look to the strategic housing allocations set out in Policies CS26, CS27 &amp; CS31 to deliver such schemes as an integral part of those developments. In accordance with Policy CS18, and will be required to provide an element of Extra Care on site, including where viable and appropriate, 35% of the total Extra Care units provided should be delivered either as affordable extra care units or as general needs affordable housing or in exceptional circumstances through equivalent off-site provision or a financial contribution in lieu, as a proportion of affordable units. These affordable units will count towards meeting the overall affordable housing requirement.</td>
<td></td>
</tr>
<tr>
<td>MM19</td>
<td>124</td>
<td>CS21</td>
<td>Modify Policy CS21 as follows: Provision will be made for Gypsy and Traveller accommodation in accordance with identified need through the intensification of suitable existing family sites and through the new neighbourhoods identified in this Core Strategy to meet long-term need for additional pitches up to 2026 through the Policies, Sites and Places DPD following a review of the need for further pitches up to 2027. Additional provision will be addressed through the intensification of existing sites in the first instance while not excluding sites in the new neighbourhoods.</td>
<td>To provide a robust and up-to-date evidence base to justify additional provision in accordance with Government policy.</td>
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</table>

modify three bullet point as follows: For clarification
<table>
<thead>
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<th>Paragraph/Policy</th>
<th>Proposed Modification</th>
<th>Reason</th>
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<tbody>
<tr>
<td>MM20</td>
<td>127</td>
<td>CS22</td>
<td>- The proposal would not unacceptably prejudice the amenities of existing and new neighbouring residential occupiers; and Insert a further two safeguarded sites into policy and make consequential changes to Policies Map and supporting text in paragraph 10.72. See Appendix A1. 11. Bristol Rd, Cromhall 12. Engine Common Lane, Yate</td>
<td></td>
</tr>
<tr>
<td>MM21</td>
<td>141</td>
<td>CS25 and para. 12.5 and 12.6</td>
<td>Modify policy CS25 and supporting text in paragraphs 12.5 and 12.6 as follows: Modify objective 5 of Policy CS25 as follows: 5 Enhance the vitality of the Abbey Wood Retail Park by providing a broader range of uses, including an element of retail, that capitalise on its location adjacent to a main line rail station, and creation of a new people orientated public space; Modify objective 6b to read: To support the provision of a major sports stadium with associated facilities which would be available for community use.</td>
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<tr>
<td></td>
<td>143</td>
<td></td>
<td>Clarification To allow for wider role of the Retail Park. To allow for possible provision of facilities in the wider North Fringe area</td>
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</tr>
<tr>
<td>Main Mod Ref No.</td>
<td>Core Strategy Post Submission Page</td>
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<td></td>
<td>12.5</td>
<td>Amend second sentence of paragraph 12.5 to read:</td>
<td>To clarify enhanced role of Abbey Wood Retail Park.</td>
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<td>New residential neighbourhoods, the remodelling of the Abbey Wood Retail Park away from bulky goods retailing and the redevelopment of parts of a number of sites, such as the Abbey Wood Retail Park and the University of the West of England Campus provide an opportunity to improve the range of local amenities, services and facilities on offer, create new distinctive public spaces and associated places to meet and socialise and improve both the extent and attractiveness of walking, cycling, and public transport connections.</td>
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<td></td>
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<td>12.6</td>
<td>Delete objective 4a. in policy CS25 and 5th bullet point in paragraph 12.6 removing reference to wider role and functions of Cribbs Causeway.</td>
<td>To remove reference to wider role and functions of Cribbs Causeway retail area.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12.6</td>
<td>Replace 6th bullet point in paragraph 12.6 to read:</td>
<td>To allow sufficient flexibility for the Council and partners to explore suitable options for the provision of sports facilities where these would not comprise the delivery of homes and jobs.</td>
</tr>
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<td></td>
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<td>Opportunities for sports facilities will be considered favourably where provision would not compromise residential and employment uses and where proposals would meet the criteria in Policy LC6 of the South Gloucestershire Local Plan until this policy is replaced in the Policies, Sites and Places DPD.</td>
<td></td>
</tr>
<tr>
<td>MM22</td>
<td>146 - 152</td>
<td>CS26 and supporting paras &amp; fig 6.</td>
<td>Modify Policy CS26 and its supporting text as shown in Appendix F.</td>
<td>Revisions necessary to ensure policy is sound and consistent with other relevant policies of the Core Strategy</td>
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<td></td>
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<td>Delete third bullet point referring to Cribbs Causeway</td>
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<td></td>
<td>Delete reference to an 'enhanced centre' at Cribbs Causeway in paragraph 12.14</td>
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<td>Main Mod Ref No.</td>
<td>Core Strategy Post Submission Page</td>
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<tr>
<td>MM23</td>
<td>155</td>
<td>CS27</td>
<td>Modify Policy CS27 as shown in Appendix G</td>
<td>To update and clarify policy objectives</td>
</tr>
<tr>
<td>MM24</td>
<td>174</td>
<td>CS30</td>
<td>Modify bullet point 4 to policy CS30 as follows:</td>
<td>To ensure consistency with Policy CS14</td>
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<td></td>
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<td>4. Diversify the range of town centre uses in Yate Town Centre to encourage a more active and vibrant evening economy at Yate, and provide further retail floorspace in accordance with Policy CS14 to support and enhance the Centre’s vitality and viability.</td>
<td></td>
</tr>
<tr>
<td>MM25</td>
<td>179</td>
<td>CS31, para 14.21 &amp; fig 12.</td>
<td>Delete first two paragraphs to policy CS31 and insert: A major mixed use development is planned on land in North Yate as defined on the Proposals Map. Within the new neighbourhood provision will be made for 2,700 dwellings within the plan period and up to 3,000 dwellings in total (at an average density of 45 dwellings per hectare) together with</td>
<td>To take account of 2027 end date of Plan, to allow more flexibility in co-ordinating development and to reinforce need for strategic green infrastructure on eastern edge of proposed development.</td>
</tr>
</tbody>
</table>

Figure 6. Revert to 6 as show in Core Strategy Post-Submission Changes, December 2011 document [PS2]

Amend Figure 6 as follows:
1. Charlton Common identified as GI.
2. Railway notation extended to the east.
3. Identification of Haw Wood on the key.
4. GI area extended to provide a buffer to the Haw Wood (ancient woodland)
5. Delete reference to ‘corridor’, to reflect the nature of the Green Infrastructure assets displayed. See Appendix A2.
<table>
<thead>
<tr>
<th>Main Mod Ref No.</th>
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<th>Proposed Modification</th>
<th>Reason</th>
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<tr>
<td></td>
<td>employment opportunities, social and community facilities, associated infrastructure and utilities.</td>
<td>The Council will prepare a Supplementary Planning Document (SPD) as the preferred policy mechanism to secure a framework for comprehensive development for the North Yate New Neighbourhood unless the development partners deliver a co-ordinated masterplan and agree financial and land value cost of on-site provision that together integrate the design and the delivery of the required infrastructure across all sites within the North Yate New Neighbourhood Area . Development will be comprehensively planned, and delivery co-ordinated and phased through the SPD (unless the alternative mechanism is agreed) to ensure full integration between the different land ownerships, land uses and the provision of all services, facilities, associated infrastructure and utilities, both within and beyond the housing allocation in accordance with this Policy, the Vision for Yate and Chipping Sodbury, Policy CS30, the partnership priorities for Yate &amp; Chipping Sodbury communities, and the high quality urban design principles set out in Policy CS1. The development will be contingent upon ............ ........ Development will not impact on the special separate identity of Yate Rocks and a strategic green infrastructure corridor on the eastern edge of the new development will be retained and enhanced. Modify 5th bullet point of policy to read:</td>
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<th>Paragraph/Policy</th>
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<th>Reason</th>
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<tbody>
<tr>
<td></td>
<td>14.21</td>
<td></td>
<td><strong>The potential provision of pitches for Gypsies and Travellers:</strong></td>
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<td>Adjust paragraph 14.21 as follows:</td>
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<td></td>
<td>A strategic Green Infrastructure corridor will be retained along the eastern edge of the development, to protect the landscape setting and special separate identity of Yate Rocks and to protect occupiers of homes in the new neighbourhood from activities at Chipping Sodbury Quarry, as well as protecting safeguarding the operation of Chipping Sodbury Quarry, the quarry and preventing mineral sterilisation (See Policy 1 of the Minerals and Waste Local Plan (2002). The Minerals Resource Area is also illustratively displayed on Figure 12).</td>
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<td></td>
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<td></td>
<td>[Add the Minerals Resource Area to Figure 12]. See Appendix A3.</td>
<td></td>
</tr>
<tr>
<td>MM26</td>
<td>189</td>
<td>CS33 and para. 15.14</td>
<td>Adjust policy as follows:</td>
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<td></td>
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<td></td>
<td><strong>The preferred location for a housing opportunity area is to the north of Thornbury near to the Castle School (as indicated in Figure 13), where potential exists for approximately up to 500 dwellings to be delivered within the plan period.</strong></td>
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<td>Reorder paragraphs by promoting 3rd paragraph beginning “Development will be planned comprehensively.....” to second paragraph.</td>
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<td></td>
<td>Delete reference to the production of a Development Brief in the final part of the policy and in supporting paragraph 15.14 as</td>
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<td>To update position</td>
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<td></td>
<td>Consequential change arising from the revision of the Local Development Scheme to remove production of a development brief Supplementary Planning Document</td>
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<tr>
<td>Main Mod Ref No.</td>
<td>Core Strategy Post Submission Page</td>
<td>Paragraph/Policy</td>
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</tr>
<tr>
<td>MM27</td>
<td>193</td>
<td>Policy CS34</td>
<td>Modify objective 5 to read:</td>
<td>To ensure consistency with policy CS5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Maintain the settlement boundaries defined on the Proposals Policies Map around rural settlements for the first five years of the Core Strategy; reflect any change in approach to rural housing distribution in the until they are reviewed in the Policies, Sites and Places DPD following agreement with engagement with local communities and engagement with other stakeholders/partners;</strong></td>
<td></td>
</tr>
<tr>
<td>MM28</td>
<td>198 – 206 &amp; 23</td>
<td>Chapter 17 (including policy CS35 Vision)</td>
<td>Modify introductory text, policy CS35 and supporting text to chapter 17 – Severnside. These are shown in Appendix H. (N.B. Consequential change is made to Vision in Chapter 4, to reflect that now contained in Chapter 17)</td>
<td>Alterations are necessary having regard to more recent evidence, changing circumstances and evolving policy position in wider Avonmouth/Severnside area</td>
</tr>
<tr>
<td>Main Mod Ref No.</td>
<td>Core Strategy Post Submission Page</td>
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</tbody>
</table>
| MM29            | 207 – 220                         | Chapter 18 (including policies CS36 & CS37) | Modify chapter including policies CS36 and CS37 and supporting text as shown in Appendix J subject to the following revisions:  
Insert addition paragraph following 18.16iii:  
Insert map of nominated site boundary for proposed new nuclear build power station at Oldbury on the Policies Map (see paragraph 18.19). See Appendix A4.  
Insert, ‘Where appropriate’ at beginning of second sentence to criterion 6 of CS37  
Modify criterion 13 to policy CS37 as shown in Appendix J  
Delete paragraph 18.23  
Modify paragraph 18.23a  
Replace paragraphs 18.23c – 18.23f as shown with revised paragraphs 18.23c & 18.23d. | To clarify that delivery plans may not always be necessary.  
To explain the means by which community benefits could be sought  
Insufficient evidence to suggest the impact of a new nuclear scheme would have the negative affect implied by this paragraph.  
To reflect timescale of any future new nuclear facility during plan period |
<table>
<thead>
<tr>
<th>SGLP Proposals Map:</th>
<th>10</th>
<th>Site Name:</th>
<th>11. Bristol Rd, Cromhall</th>
</tr>
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<tr>
<td>Local Plan Policy Reference:</td>
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</tr>
<tr>
<td>Core Strategy Policy Reference:</td>
<td>CS22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description:</td>
<td>Safeguarded site, to reflect the planning permission granted for the site (the site has been constructed).</td>
<td></td>
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</tr>
</tbody>
</table>
## Changes to the Proposals Maps – Core Strategy

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<th>SGLP Proposals Map:</th>
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<td>Local Plan Policy Reference:</td>
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<tr>
<td>Core Strategy Policy Reference:</td>
<td>CS22</td>
</tr>
<tr>
<td>Description:</td>
<td>New safeguarded site, to reflect the planning permission granted for the site (the site has been constructed).</td>
</tr>
</tbody>
</table>

### Site Name:

12. Engine Common Lane, Yate

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**NOT TO SCALE**

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Appendix A2

1. New Charlton – Mixed use 130 ha (approx)
2. Haw Wood – Housing 85 ha (approx)
3. Filton Aerospace Cluster – Employment / Aerospace Excellence 50 ha (approx)
4. Cribbs Causeway – Mixed use 130 ha (approx)

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Appendix A3

Figure 12: North Yate New Neighbourhood (for illustrative purposes only)

- Existing Facilities
- New Neighbourhood Development Area
- ACCESS
  - Proposed access points to Policy Area
- Watercourse
- Green Infrastructure (GI) Corridor
- Strategic GI Corridor within the New Neighbourhood, see policy CS31 and para 14.21.
- Green Infrastructure Connections (indicative)
- Significant Green Infrastructure outside the New Neighbourhood Area*
- Local Neighbourhood Access Road (indicative)
- Pylons
- Powerlines to be undergrounded
- Road
- Railway
- Long Distance Footpath
- Avon Cycleway

*These existing GI assets do not form part of the new neighbourhood
<table>
<thead>
<tr>
<th>SGLP Proposals Map:</th>
<th>Proposals Map North</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Plan Policy Reference:</td>
<td>N/A</td>
</tr>
<tr>
<td>Core Strategy Policy Reference:</td>
<td>Paragraph 18.19 (as set out in PSM24/1)</td>
</tr>
<tr>
<td>Description:</td>
<td>In response to representations from Horizon the Council has proposed to indicate the National Policy Statement EN-6 nominated site boundary for the proposed nuclear new build power station at Oldbury on the Policies Map.</td>
</tr>
<tr>
<td>Site Name:</td>
<td>Site boundary for the proposed nuclear new build power station at Oldbury</td>
</tr>
</tbody>
</table>
**POLICY CS5 – LOCATION OF DEVELOPMENT**

In order to deliver the Strategy for Development, the framework for the location and scale of development is:

1. **Most new development will take place within the communities of the North and East Fringes of Bristol urban area:**
   - The focus will be the development of existing commitments and the remaining South Gloucestershire Local Plan allocations, together with delivery of the Greater Bristol Bus Network, and the planning for the West of England transport package and future schemes; and
   - New neighbourhoods of sustainable communities will be developed at Cribbs/Patchway and to the east of Harry Stoke

2. **At Yate/Chipping Sodbury, new development will be of a scale appropriate to achieve greater self-containment and to improve the separate but inter-related roles and functions of the towns, focusing on investment in the town centres and improving the range and type of jobs:**
   - Provided infrastructure, particularly sewerage infrastructure, is delivered, a new neighbourhood at north Yate will be developed, supported by a package of transport measures and a new local centre;

3. **At Thornbury, new development will be of a scale appropriate to revitalise the town centre and strengthen community services and facilities:**

4. **The economic potential of Severnside will be realised as a strategic location for a range of employment uses, subject to the resolution of flood risk, environmental and infrastructure issues and taking into account the most recent government legislation and guidance:**

5. **In the rural areas communities will be empowered to shape the future of their own local area through opportunities presented by Neighbourhood Planning.**

   (a) Small scale development will take place within the defined settlement boundaries of villages defined on the Proposals Map, but will be limited in scale to no more than infilling within those villages with defined settlement boundaries washed over by the Green Belt. Small scale development within and well related to settlement boundaries may also come forward in accordance
with criteria 7;

- Defined settlement boundaries will be maintained around rural settlements and reviewed in the Policies, Sites and Places DPD for the first 5 years from the submission (March 2011) of the Core Strategy. This will include a review of the approach to the distribution of housing in the rural areas will be undertaken which will include engagement with the local community and other stakeholders/parties;

- Any changes to the rural housing distribution will be reflected in the Policies, Sites and Places DPD;

6. (b) In villages and other settlements without defined settlement boundaries development will be strictly controlled, but small scale development within or well related to villages or settlements may come forward through Neighbourhood Planning initiatives and rural housing exception site policy; and

(c) in the open countryside, new development will be strictly limited.

7. Non strategic changes to Green Belt boundaries to facilitate development for housing and other land uses will be delivered through the vehicles of Policies, Sites and Places DPD and or Neighbourhood Plans subject to the following criteria being demonstrated:

(a) Housing provision set out in Policy CS15 is demonstrated as not capable of coming forward taking account of any available contingencies and bringing sites forward from latter phasing periods; and

(b) it can be demonstrated that the purpose of retaining land in the Green Belt and the degree of significance attached to various parts of the Green Belt is outweighed by its release for housing, mixed use or employment development to support sustainable patterns of development the need to release it for other land uses and that such releases are consistent with the principles of securing sustainable development; or

(c) Responds to the need to provide additional growth to meet any objectively assessed and evidence based need to address locally generated requirements identified by local communities through Neighbourhood Planning, parish plans / local housing needs surveys etc; or

(d) The need for minor adjustments to address anomalies e.g. where the current boundary does not follow readily recognisable boundaries using physical features in accordance with government policy;

And

(e) Any changes/proposals are commensurate with the locality in terms of its form, character and landscape and are cumulatively acceptable when considered with any other development (strategic and/or non strategic) identified in the Core Strategy, Policies Sites
and Places DPD or Neighbourhood Plans.
Criteria (a) (b) (c) and (d) provide the exceptional circumstances justifying non strategic amendments to the Green Belt.

In non Green Belt locations the justification for and appropriateness of the release of land for non strategic development for residential and other forms of land uses is based on criteria (a), (c) and (e) above with the addition of:

(f) In rural areas small scale development only (considered to be up to 30 dwellings).

Development brought forward through a Community Right to Build Order is not inappropriate development in the Green Belt, provided it preserves the openness of the Green Belt and its purposes in accordance with Government policy and therefore no change is required to Green Belt boundaries.

No change to Green Belt boundaries are required for the delivery of Rural Exception sites under Policy CS19 in accordance with government policy.

The extent of the Green Belt will remain unchanged from that shown in the South Gloucestershire Local Plan, except to the east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road), and to the west of the A4018 at Cribbs Causeway, where the need to: meet future housing requirements; ensure sustainable patterns of development; create and plan comprehensively for sustainable communities; are the exceptional circumstances in which land will be removed from the Green Belt at these locations. In addition, the visual impact of the proposed Stoke Gifford Transport Link on the openness of the Green Belt to the east of Harry Stoke/ Stoke Gifford (north of the A4174 Avon Ring Road) is also considered to provide an exceptional circumstance which justifies the release of this land from the Green Belt.

Following the development of these new neighbourhoods, the Council will examine the scope to extend Green Belt designation to other areas to compensate for this loss of Green Belt through a subsequent review of the Core Strategy. Any development in the Green Belt will conform to national and LDF policies relating to the Green Belt.

Only non-strategic changes to Green Belt boundaries in accordance with other parts of this policy will be permitted. Strategic changes including any possible extensions of the Green Belt will only take place following a review of the Local Plan having particular regard to the requirements to establish long term boundaries capable of enduring beyond the plan period as identified in the NPPF.

The sequential and exceptions tests will be applied to direct development to areas with the lowest probability of flooding, taking account of the vulnerability of the type of development proposed, its contribution to creating sustainable communities and achieving the sustainable objectives of the Core Strategy.

6.5 The largest share of new development will take place within the North Fringe of the Bristol urban area, (incorporating land west of the A4018) which includes the new neighbourhood areas at Cribbs Causeway/Patchway, and on the edge of the North Fringe east of Harry Stoke, and at Emersons Green East in the East Fringe of the Bristol urban area. This represents places where essential infrastructure is in place or
planned. This will reduce the need to travel and commute, accompanied by a package of public transport measures and supported by other community infrastructure. The boundaries of the North and East Fringes are shown on the Proposals Map.

6.6 Other than in two locations, east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road) and to the west of the A4018 at Cribbs Causeway, the general extent of the Bristol and Bath Green Belt will be maintained as shown on the Policies Map. The exceptional circumstances identified by the Council, which justify the release of this land from the Green Belt, are the need to:

- meet future housing need;
- ensure sustainable patterns of development;
- create and plan comprehensively for sustainable communities.

In addition, in relation to the land east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road), the visual impact of the proposed Stoke Gifford Transport Link on the openness of the Green Belt is also considered to provide an exceptional circumstance which justifies the release of this land from the Green Belt. Any non strategic amendments to the Green Belt, where exceptional circumstances can be justified, will be addressed in the Policies, Sites and Places DPD and/or through Neighbourhood Plans. The Council’s Supplementary Planning Document (SPD) “Development in the Green Belt, June 2007” will remain and provide guidance, where it accords with the Green Belt policy in the NPPF, until such time as it is replaced and updated either through a new policy in the Policies Sites and Places DPD or by a refreshed SPD through the Local Development Scheme.

6.7 Outside the Bristol urban area, development land will be provided in Yate/ Chipping Sodbury and Thornbury, to promote greater self-containment of these settlements. This will include a new neighbourhood to the north of Yate.

6.8 In the rural areas communities will be empowered to shape the future of their own local area through opportunities presented by Neighbourhood Planning. Small scale development will be allowed in villages with defined settlement boundaries where it meets local housing needs or supports or enhances existing services and their viability. However where settlements with defined settlement boundaries are in the Green Belt then, to accord with government guidance, development will be limited to no more than infilling. Affordable housing modest in scale will be supported in accordance with Policy CS19 (Rural Housing Exception Sites), where there is identified need and local community support. A small element of market housing will be permitted on such sites if it can be satisfactorily proved that this will facilitate the delivery of the local affordable housing need. Settlement boundaries are currently defined on the Policies Map for 37 villages. The approach to rural housing will be reviewed through the Policies, Sites and Places DPD allowing the Council to defined settlement boundaries to villages will remain unchanged for five years from the submission (March 2011) of the Core Strategy, and during this time the Council will engage with local communities over the future approach to use of settlement boundaries, as part of preparing the Policies, Sites and Places DPD. Any proposed changes will be identified in the Policies, Sites and Places DPD.

6.8a For the purposes of the Core Strategy non strategic development is potentially sites up to 499 dwellings. However, in reality this is more likely to focus on schemes up to 120 dwellings adjoining urban areas and normally not exceeding 30 dwellings in rural areas. This is a general statement and as such it is important to recognise that the scale of non strategic development (whether for residential development or for other land uses) appropriate at different locations will vary both in urban and rural locations. It is not necessary for the Core Strategy to identify the
locations/ sites where non-strategic development could be provided. Instead this will be delivered through the vehicle of the Policies, Sites and Places DPD and or Neighbourhood Planning based on criteria 7 of Policy CS5. Based on the housing provision set out in Policy CS15 there is no need to provide non-strategic sites. In the Green Belt will comprise schemes of no more than 30 dwellings or 1 hectare. Such schemes will be delivered through the Policies, Sites and Places DPD or through Neighbourhood Plans as set out in criterion 7 of Policy CS5.

6.9 The Severnside area is recognised as being a regionally significant employment area, covered by longstanding planning permissions, much of which remains undeveloped. Planning policy continues to support its development, while recognising the significant constraints that affect the area by way of flood risk, highway infrastructure, ecology and archaeology.

6.10 Government guidance requires that a sequential test relating to flood risk is applied to the identification of land for development, to ensure that there are no alternative sites available in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed. Departures from this approach will only be justified in exceptional circumstances where it is necessary to meet the wider aims of sustainable development. The Council's Strategic Flood Risk Assessments have helped inform the Strategy for Development. This work indicates that the Strategy for Development can be delivered despite the flood risk issues by following a sequential approach in accordance with national policy. This approach will be used for allocating land in the Policies, Sites and Places DPD.

6.10i The areas surrounding the existing nuclear licensed sites at Oldbury and Berkley are covered by ‘safeguarding zones’ designated by the Office of Nuclear Regulation, as shown on the diagram at Appendix 8. HSE will be consulted on proposed development in these zones in accordance with their published procedures and practices. The implications of any proposed development will also be considered from an emergency planning perspective, and responses received would be a material consideration in determining planning applications. The promoters of the proposed new build site at Oldbury may also have an interest in seeking to ensure that any proposed development in the surrounding area does not compromise their ability to deliver on the National Policy Statement nomination of the site near Oldbury as being potentially suitable for a new nuclear power station.

6.10a Where major infrastructure projects are proposed, including the NPS identification of a site near Oldbury for a potential new nuclear power station, a potential new power station at Severnside and National Grid Connections, the Council will seek to work with the scheme promoters, statutory bodies and the community, to seek to ensure optimal benefits for the locality and to minimise social, economic and environmental impacts. The Council may have a dual role in respect of these developments, either as consultee to Development Consent Order Applications that are assessed by the Planning Inspectorate and determined by the Secretary of State, or as consultee on applications that are determined by other statutory bodies such as the Environment Agency or the Marine Management Organisation, or as the determining authority for any applications for development associated with but not part of Development Consent Orders.

Delivery

6.11 The development will be delivered by the private sector through the LDF processes, development management process and by Neighbourhood Planning. More details on delivery are set out in the policies in Part 2 of the Core Strategy.
Appendix 8 - Nuclear Safeguarding (Consultation) Zones

Further information and guidance is available from: http://www.hse.gov.uk/landuseplanning/nuclear.htm
This Appendix was presented to the Examination as a clean version and should, therefore, be read in its entirety

Appendix C

<table>
<thead>
<tr>
<th>POLICY CS14 - TOWN CENTRES AND RETAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Council will work with partner organisations and the local community to protect and enhance the vitality and viability of existing centres in South Gloucestershire in recognition of their retail, service and social functions:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Centres</th>
<th>Role &amp; Function</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Town Centres</strong></td>
<td></td>
</tr>
<tr>
<td>Bradley Stoke</td>
<td>Town centre</td>
</tr>
<tr>
<td>Emersons Green</td>
<td>Town centre. Opportunity for expansion to serve new housing</td>
</tr>
<tr>
<td>Kingswood</td>
<td>Larger High Street shopping and service centre</td>
</tr>
<tr>
<td>Thornbury</td>
<td>Market town</td>
</tr>
<tr>
<td>Yate (including Station Road)</td>
<td>Market town</td>
</tr>
<tr>
<td>Chipping Sodbury</td>
<td>Market town</td>
</tr>
<tr>
<td>Downend</td>
<td>High Street shopping and service centre</td>
</tr>
<tr>
<td>Filton</td>
<td>Convenience shopping and service centre</td>
</tr>
<tr>
<td>Hanham</td>
<td>High Street shopping and service centre</td>
</tr>
<tr>
<td>Staple Hill</td>
<td>High Street shopping and service centre</td>
</tr>
<tr>
<td><strong>District Centres</strong></td>
<td></td>
</tr>
<tr>
<td>Patchway (new)</td>
<td>New centre to be developed by extending the existing local centre on Rodway Road to support Charlton Hayes development</td>
</tr>
<tr>
<td>Sainsbury's/B&amp;Q, Stoke Gifford (new)</td>
<td>New centre to be investigated to serve the Stoke Gifford, Harry Stoke, UWE and Cheswick village area</td>
</tr>
<tr>
<td><strong>Local Centres &amp; Parades</strong></td>
<td></td>
</tr>
<tr>
<td>49 Centres/Parades (listed in Table. 3)</td>
<td>Provide local level services</td>
</tr>
<tr>
<td><strong>Out-of-Centre</strong></td>
<td></td>
</tr>
<tr>
<td>Cribbs Causeway/Mall Abbey Wood and</td>
<td>Cribbs Causeway/Mall, Abbey Wood and Longwell Green Retail Parks will be treated as out-of-centre and development proposals will need to satisfy the sequential test. The future</td>
</tr>
</tbody>
</table>
Longwell Green
Retails Parks

role of Abbey Wood Retail Park is addressed under Policy CS25.

Cribbs Causeway

Development proposals for main town centre uses within Area 4 of Figure 6 are addressed in Policy CS14A

New investment in main town centre uses consistent with the NPPF will be directed into the town and district centres, reflecting the scale and function of the centre including making provision for 34,000 sq.m. net of new comparison floorspace by 2026 to meet the needs of the communities in South Gloucestershire. The distribution of this floorspace will be through the Policies, Sites and Places Development Plan Document.

Development in existing and new local centres/parades will be primarily to meet local needs only and of a scale appropriate to the role and function of the centre/parade and where it would not harm the vitality and viability of other centres.

This will be achieved by:

• Identifying in the Policies, Sites and Places Development Plan Document centre boundaries, primary shopping areas, shopping frontages, and development opportunities in accessible locations within and on the edge of centres;
• Encouraging retail, commercial, leisure and cultural development within a centre of an appropriate type and scale commensurate with its current or future function;
• Safeguarding the retail character and function of centres by resisting developments that detract from their vitality and viability and protecting against the loss of retail units;
• Applying the sequential approach when considering proposals for new town centre uses;
• Requiring impact assessments for edge-of-centre and out-of-centre proposals with a floorspace over 1,000 sq.m. gross;
• Encouraging convenient and accessible local shopping facilities to meet the day to day needs of residents and contribute to social inclusion.

Shops and services, both in urban and rural areas, are also safeguarded from loss under Policy CS13 and policies in the NPPF.

9.22 This policy sits alongside the town centre and retail policies in the South Gloucestershire Local Plan, until these Local Plan policies are replaced by the Policies, Sites and Places DPD, and Policy CS13 (Non-Safeguarded Economic Development Sites). All these policies are aimed at protecting and strengthening the health and vitality of centres, recognising their important social function and sense of place, as well as safeguarding against the loss of shops and other services in centres and villages, including individual premises within the urban area, in recognition of their importance to the local community and the local economy. Policy CS14 is supported by the South Gloucestershire Town Centre and Retail Study. This Study sets out a strategy
for the management and growth of centres over the plan period, including a
centre hierarchy and identifies future retail floorspace requirements.
Communities will also be empowered to shape the future of their town, district
and local centres through opportunities presented by Neighbourhood
Planning.

9.23 National policy requires a network and hierarchy of centres to be defined.
Due to its settlement pattern, South Gloucestershire is characterised by a
number of town centres. These centres, particularly the traditional ones, are
highly valued by their local communities for their heritage and functions. In
addition to retail, all the centres provide, to a greater or lesser extent, a range
of services and facilities including financial, community, leisure, employment
and housing.

9.24 Over the past 20 years, retail expenditure has polarised towards the out-of-
town retail parks, The Mall Regional Shopping Centre and freestanding
stores. Partly as a consequence, the traditional centres have seen a decline
in the proportion of shop frontages in retail use, with an increase in non-retail
uses such as cafes, takeaways, and building societies etc. The role of the
centres has become more focused upon meeting day to day convenience
needs with comparison shopping comprising more of amenity goods such as
chemist items, household hardware etc. Furthermore, a number of these
centres do not offer the space for development or find it difficult to attract
comparison retail investment. There is, therefore, a need to redefine the role
and increase the competitiveness of certain centres to ensure they continue
to meet the needs of the local community and maintain viability and vitality.
Further out-of-centre development will be carefully controlled to support this
strategy.

9.25 In addition to existing centres, a new district centre will be created at
Patchway with the development of Charlton Hayes, as an expansion of the
current local centre on Rodway Road. The classification of ‘district’ is in
recognition that, unlike the town centres, the role of this centre will be more
local. This classification will be kept under review. A new centre is also
proposed, potentially on land currently occupied by Sainsburys and B&Q off
Great Stoke Way, to serve the new housing areas to be developed along the
Ring Road in the Stoke Gifford/Filton area, UWE and nearby existing housing
and employment areas. As part of the development and re-modelling of the
area between Filton and the M32, a broader range of uses, including an
element of retail, will be promoted at Abbey Wood Retail Park in line with its
location adjacent to a main line rail station, major employment and housing
areas, and away from the sale of bulky goods. The park will continue to be
treated as out of centre for the purposes of national planning policy (see
Policy CS25).

9.26 At Cribbs Causeway, development comprises The Mall, retail parks, free-
standing stores and leisure development. New communities are to be
developed in the area and will require the provision of additional retail
facilities. The Council will undertake a review of the scope for permitting
some additional development at this location to support the Mall consistent
with the need to maintain the vitality and vitality of other centres. Additional
provision will be delivered through the Policies, Sites and Places DPD.

9.27 In addition to the larger centres, there are 49 local centres/parades within the
urban area and larger village settlements which meet the needs of local
residents for everyday convenience goods and basic services within walking
distance, thereby providing an essential and valuable service. New local
centres will be created to serve the strategic housing areas referred to in the
Strategy for Development. There are also a significant number of smaller
village shopping centres and local shops throughout the district.

Table 3 - Local Centres and Parades

<table>
<thead>
<tr>
<th>Communities of the Bristol North Fringe</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Gloucester Road North</td>
</tr>
<tr>
<td>3. Filton Avenue (at junction with Conygre Rd)</td>
</tr>
<tr>
<td>4. Station Road, Filton</td>
</tr>
<tr>
<td>5. The Parade, Coniston Road, Patchway</td>
</tr>
<tr>
<td>6. Coniston Road, Patchway</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Downend/Hanham/Kingswood/Stamp Hill</th>
</tr>
</thead>
<tbody>
<tr>
<td>14. Burley Grove</td>
</tr>
<tr>
<td>15. Cleevewood Road, Downend</td>
</tr>
<tr>
<td>16. Dibden Road, Mangotsfield</td>
</tr>
<tr>
<td>17. Ellacombe Road, Longwell Green</td>
</tr>
<tr>
<td>18. High Street, Hanham</td>
</tr>
<tr>
<td>19. Holly Hill Road</td>
</tr>
<tr>
<td>20. Longwell Green Parade, Bath Road</td>
</tr>
<tr>
<td>21. Mangotsfield Village (St James Place, St James's St, Cossham St)</td>
</tr>
<tr>
<td>22. Memorial Road, Hanham</td>
</tr>
<tr>
<td>23. New Cheltenham Road, Kingswood</td>
</tr>
<tr>
<td>24. Newton Road/School Road, Cadbury Heath</td>
</tr>
<tr>
<td>25. North Street/Pleasant Street/Victoria Street</td>
</tr>
</tbody>
</table>
Beyond existing commitments, the Town Centre and Retail Study does not identify any requirement for convenience floorspace, although it does recognise that further floorspace is justified where this addresses a shortfall in provision in a local area (see Policy CS30 which identifies a new food store in Chipping Sodbury). By contrast, after taking account of commitments, a shortfall in comparison floorspace is identified for the period 2011 – 2026 of 34,000 sq.m. net. However, the Study recognises that the existing centres may have neither the physical nor market capacity to accommodate this level of growth, and that the Cribbs Causeway area is a principal retail destination for residents of South Gloucestershire. Consequently, taking a national policy compliant sequential approach, the Study concludes that it is appropriate to apportion a share of comparison floorspace requirements to the Cribbs Causeway area. Taking account of the Study’s indicative distribution of future comparison floorspace, 18,000 sq.m. net is assigned to Area 5 in the Cribbs/Patchway New Neighbourhood (see Policy CS14A). The indicative distribution of comparison floorspace is shown in Table 3A below. The Policies, Sites and Places Development Plan Document will distribute this floorspace between the various centres, the other 16,000 sq.m. net comparison floorspace in Table 3A between town and district centres and the new local centre(s) in the Cribbs/Patchway New Neighbourhood, identify sites, define town centre and primary retail area boundaries and define primary and secondary frontages.

Table 3A - Indicative distribution of 34,000 sq.m. net comparison floorspace to meet the needs of South Gloucestershire residents
The figures in this table are based on local circumstances and opportunities and are, therefore, indicative. Centres may exceed these figures if appropriate proposals come forward.

<table>
<thead>
<tr>
<th>Centre</th>
<th>Floorspace (sq.m. net)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yate/Chipping Sodbury</td>
<td>3,000</td>
</tr>
<tr>
<td>Emersons Green</td>
<td>3,000</td>
</tr>
<tr>
<td>Kingswood/Thornbury/Bradley Stoke</td>
<td>3,000</td>
</tr>
<tr>
<td>Filton/Downend/Staple Hill/Hanham/Patchway</td>
<td>3,000</td>
</tr>
<tr>
<td>Cribbs/Patchway New Neighbourhood</td>
<td>20,000</td>
</tr>
<tr>
<td>Local centre(s) (new)</td>
<td>2,000</td>
</tr>
<tr>
<td>Stoke Gifford (new centre)</td>
<td>2,000</td>
</tr>
<tr>
<td><strong>Total Floorspace</strong></td>
<td><strong>34,000</strong></td>
</tr>
</tbody>
</table>

(Based upon Table 5.1 of RTP Retail Study Update 2011)

9.28a TEXT DELETED

9.29 National policy requires an impact assessment for any edge-of-centre or out-of-centre proposal over a floorspace threshold of 2,500 sq.m. gross unless a local lower threshold is set. This national threshold does not allow for the situation in South Gloucestershire where centres are relatively small, there is a dominance of out-of-town floorspace, particularly for retail, and a number of the centres are experiencing reduced vitality. As a consequence, smaller developments can, on their own or cumulatively, have a significant impact on existing centres and the threshold, therefore, is lowered to 1,000 sq.m gross to reflect this.

Delivery

9.30 This policy will be delivered through the development management process. The delivery of floorspace at the local centre(s) in the Cribbs/Patchway New Neighbourhood will be linked with the masterplanning/SPD for the Cribbs/Patchway New Neighbourhood as set out in Policy CS26. The distribution of the comparison floorspace between other centres and the identification of sites for this new floorspace will be set out in the Policies, Sites and Places DPD and through neighbourhood planning.

POLICY CS14A - CRIBBS CAUSEWAY

Cribbs Causeway, identified as Area 4 in Figure 6, is an out-of-centre location that contains a mix of retail, storage and distribution and leisure uses, and includes The Mall Regional Shopping Centre.
The Council's vision is that, by 2026, the nature, function and form of The Mall and its surroundings will have been transformed to include a mix of town centre uses serving the Cribbs/Patchway New Neighbourhood.

This transformation will primarily be achieved by new investment in main town centre uses within Area 5, as defined on the Policies Map, and supporting infrastructure. This investment will include provision for 35,000 sq.m. net of new comparison floorspace by 2026. 18,000 sq.m. net of this new floorspace will be to meet the needs of the communities in South Gloucestershire, with the remaining 17,000 sq.m. net in recognition of the wider catchment that The Mall serves.

Proposals for main-town centre uses which come forward within Area 5, and which accord both with this policy and Policy CS26, will not be required to undertake the sequential test. However, they will be subject to the following safeguards and pre-conditions:

1. Proposals for new main town centre uses within Area 5 will be required to demonstrate that they are in accordance with the Cribbs/Patchway New Neighbourhood SPD and the place-making objectives set out in Policy CS26;

2. Full impact assessments will be required for any retail planning application within Area 5 which, either alone, or cumulatively with previously approved applications, would exceed 20,000 sq.m. net of new comparison floorspace provision; and

3. New development will be required to support the vision for the area, and introduce a greater mix in size, scale, use, form and function.

Impact assessments will not be required for other main town centre uses which come forward within Area 5.

Proposals to designate a town centre will be subject to assessment and will then, if appropriate, be brought forward in a future review of the Core Strategy.

Main town centre proposals outside of Area 5 at Cribbs Causeway will be treated as out-of-centre and will need to satisfy the sequential test.

9.31 Cribbs Causeway, identified as Area 4 in figure 6, represents a significant area of out-of-centre development, which includes The Mall Regional Shopping Centre, retail parks, free-standing stores, and leisure development. The Mall is a key asset in the local economy and serves the retail needs of both South Gloucestershire residents and the wider sub-region. The Cribbs Causeway area as a whole provides a substantial proportion of South Gloucestershire’s comparison floorspace.

9.32 The Council has had a long standing objective to better integrate the Cribbs Causeway retail area with neighbouring residential communities. Its position within the Cribbs/Patchway New Neighbourhood, to be developed through Policy CS26, also provides an opportunity to integrate new residential development with the retail area and realise a more ambitious vision to transform The Mall and its environs to form the focus of a new town centre to serve the communities in this New Neighbourhood. Creating a new town centre for the New Neighbourhood at Cribbs Causeway represents an
efficient use of land by removing the need to duplicate town centre functionality elsewhere in the New Neighbourhood. However, for this vision to be achieved, the transformation process needs to be integral to the masterplanning of the New Neighbourhood.

9.33 In addition to integration, the aim of this transformation will be to introduce a mix of uses and reduce the dominance and severance caused by the current reliance on the car as the primary means for accessing and moving around the Cribbs Causeway area.

9.34 The Council’s vision is consistent with the plan-making and decision-taking core principles of the NPPF, which include the role that plan-making should play in proactively driving and supporting sustainable economic development, and focussing significant development in locations which are or can be made sustainable. In developing this vision the Council wants to avoid the alternative of an uncoordinated approach driven by speculative planning applications, which will fail to deliver the sustainable mixed and balanced community that South Gloucestershire residents deserve.

9.35 This transformation will primarily be achieved by focussing main town centre uses within Area 5 on the Policies Map, and identified on Figure 6, together with supporting infrastructure. Provided that such proposals accord with this policy and Policy CS26, in accordance with the NPPF the sequential test will not be required.

9.36 The built form of the new development will support the transformation, changing the visual appearance and the nature and patterns of use. For example, it is unlikely that a perpetuation of the existing form of development, such as the further development of large anchor stores will be consistent with this vision. The vision is more likely to be realised through bringing forward development which introduces a greater mix in size, scale, use, form and function.

9.37 With regard to retail development, the Council has made provision for 35,000 sq.m. net of comparison floorspace to come forward within Area 5. Of this, 18,000 sq.m. would be to meet the needs of South Gloucestershire residents, as evidenced by the Town Centre and Retail Study. This study takes a national policy compliant sequential approach, concluding that, as the existing centres have neither the physical nor market capacity to accommodate all the identified growth, it is appropriate to apportion a share to The Mall/Cribbs Causeway. The remaining 17,000 sq.m. is assigned to meets the wider needs of the sub-region.

9.38 The Council has assessed the impact of different levels of retail growth at The Mall, including 35,000 sq.m. net comparison floorspace growth. The Council is satisfied that a 35,000 sq.m. increase in floorspace is evidentially sound and represents an appropriate balance between the impact on competing centres and the level of retail investment necessary to support the infrastructure provision required to help achieve the transformation of Area 5 at Cribbs Causeway as the focus for a new centre. Although The Mall is relatively small in comparison with other regional shopping centres, and with the size of Bristol City Centre, the Council’s retail impact assessment shows there will be some impact on Bristol City Centre and Weston Super Mare town centre. These centres, however, will continue to grow and the Council’s
assessment is that the benefits overall significantly outweigh the scale of the potential impacts identified.

9.39 Notwithstanding this assessment, the Council will apply the further safeguard of requiring full impact assessments for any planning application within Area 5 which either alone, or cumulatively with previously approved unexpired or implemented planning applications permitted from 2011 onwards, would exceed 20,000 sq.m. net of new comparison floorspace. Other main town centre uses will not require impact assessments.

9.40 Main town centre uses proposed outside Area 5 will be treated as out-of-centre and will be subject to the sequential test.

9.41 It is not intended to designate a town centre at Cribbs Causeway in this Core Strategy. Any designation will be brought forward in a future review of the Core Strategy, following an assessment as to how far the Council’s vision for the area has been realised.

Delivery
9.42 This policy will be delivered through the development management process. The delivery of main town centre uses in Area 5 at The Mall/Cribbs Causeway will be linked with the masterplanning/SPD for the Cribbs/Patchway New Neighbourhood as set out in Policy CS26.
Appendix D

POLICY CS15 - DISTRIBUTION OF HOUSING

Between 2006 and 2027, covering a period of 15 years from adoption of the Plan, a supply of deliverable and developable land will be identified to secure the delivery of a minimum of 26,855 new homes in accordance with the plan, monitor and manage approach and the location of development set out in Policy CS5. The distribution will be:

The indicative phasing capacity is shown below.

<table>
<thead>
<tr>
<th>Year Range</th>
<th>2012/13-2016/17 (5yrs)</th>
<th>2017/18-2021/22 (5yrs)</th>
<th>2022/23-2026/27 (5yrs)</th>
<th>Total 2006-2027</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completions 2006 – 2012</td>
<td></td>
<td></td>
<td></td>
<td>4,990</td>
</tr>
<tr>
<td>North &amp; East Fringe of Bristol urban area</td>
<td>Existing Local Plan Allocations</td>
<td>3,750</td>
<td>3,520</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Potential housing sites, including infill development³</td>
<td>1,070</td>
<td>325</td>
<td>735</td>
</tr>
<tr>
<td></td>
<td>New Neighbourhoods:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• East of Harry Stoke¹</td>
<td>155</td>
<td>1,250</td>
<td>595</td>
</tr>
<tr>
<td></td>
<td>• Cribbs/Patchway</td>
<td>235</td>
<td>1,520</td>
<td>3,945</td>
</tr>
<tr>
<td></td>
<td>Potential housing sites including infill development³</td>
<td>905</td>
<td>185</td>
<td>450</td>
</tr>
<tr>
<td>Rest of South Glos</td>
<td>New Neighbourhood at Yate¹, ²</td>
<td>260</td>
<td>940</td>
<td>1,500</td>
</tr>
<tr>
<td></td>
<td>Housing Opportunity at Thornbury</td>
<td>260</td>
<td>240</td>
<td>-</td>
</tr>
<tr>
<td>Windfall allowance</td>
<td></td>
<td>750</td>
<td>750</td>
<td>Previously Incorporated ⁴</td>
</tr>
<tr>
<td>TOTAL excluding completions 2012 - 2027</td>
<td>6,635</td>
<td>7,980</td>
<td>7,250</td>
<td>21,865</td>
</tr>
<tr>
<td>TOTAL including completions 2006 - 2027</td>
<td>26,855³</td>
<td>28,355</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The appropriate level of new homes will be reviewed after 10 years from the adoption of the Core Strategy. to be reviewed prior to 2021

Footnote to Policy CS15
1 Development of the new neighbourhoods at North Yate and Cribbs/Patchway is contingent on the delivery of major new strategic infrastructure to support sustainable communities subject to confirmation from delivery partners.

2 Remainder of the 3000 dwellings capacity at Yate new neighbourhood to be delivered post 2027.

3 Potential housing sites including infill development on sites that have planning permission (outline or full planning permission that has not been implemented), specific, unallocated brownfield sites that have the potential to make a significant contribution to housing delivery during the first 5 year period of the Core Strategy. Small site windfalls expected to come forward from 2022 to 2027 included.

4 There is sufficient flexibility on top of the total housing figure in Policy CS15 to meet the 20% "buffer" identified in NPPF (para. 47) to provide up to 28,355 dwellings (See also paras. 10.6b and 10.6bi below). 750 dwellings are included as a windfall allowance in the column figures above.

10.5a The overall level of housing provision put forward in this Plan reflects the underlying spatial objectives, the sustainable development principles set out in Policy CS1 and the locational strategy set out in Policy CS5. In establishing the strategic housing provision, consideration has been given to the following factors that have shaped capacity:

- the relationship between projected local employment growth and housing to plan for prosperous local economies over the duration of the plan period;
- putting into a local context the demographic drivers to housing demand;
- protecting environmental assets and making the most effective use of developed land and buildings;
- the physical, green and community infrastructure needed to support additional housing and the importance of its delivery through comprehensive and co-ordinated plan making;
- providing a framework which takes a long term view to support the delivery of housing, for which there is likely to be genuine demand, but which is resilient and flexible to respond to rapidly changing circumstances; and
- consistency with the underlying commitment to sustainable patterns of development across the area and the principles of localism.

10.6 Between 2006 and 2027 provision will be made for a minimum of 26,855 28,355 new dwellings, 4,990 of which have already been completed, this means providing 21,865 23,365 dwellings, between 2012 and 2027.

10.6a The Plan does not seek to achieve annualised rates of delivery over the 15 year plan period 2012 to 2027. Instead, this new housing will be delivered in accordance with the phasing set out in Policy CS15 together with the requirement for affordable housing set out in Policy CS18. The purpose of this is to provide practical steps to guide development and to identify broad timescales for the release of development to co-ordinate with infrastructure delivery in accordance with the locational strategy. The 'flexibility' in the provision also enables the Core Strategy to provide a 15 years supply of land at adoption. The following housing trajectory demonstrates that there is a
deliverable and adequate supply of both market and affordable housing available until 2027.

10.6a The Council will seek to achieve an annualised rate of housing delivery over the 15 year plan period 2012 – 2027. On this basis, 7,788 dwellings should be provided for each 5 year period. This equates to 1,588 dwellings per annum. To comply with the requirements of paragraph 47 of the NPPF the Council will provide an additional buffer of 20% to ensure choice and competition. As the required 5 year supply + 20% cannot be achieved for the current 5 year period when compared against the indicative phasing set out above, the Council will identify additional sites either brought forward from later in the plan period or, if necessary, new sites capable of meeting the shortfall. This will be achieved through the production of an Interim Housing Statement.

Actual and Projected Completions 2006 - 2027

10.6b For the purposes of complying with Government policy to ensure sufficient flexibility is available to boost supply and respond to rapidly changing circumstances, the following is also factored into the first 5 year phasing period:

i. Making an allowance for windfall sites (small sites of 1-9 dwellings). This introduces a further 750 dwellings into the first 5 year period and a further 750 into the second phasing period taking overall supply up to 28,355. In total windfall sites from small site sources is expected to contribute 2,250 dwellings (at 150 per annum) over the period 2012 to 2027 (included in CS15 Table above).

ii. Reviewing the phasing arrangements for North Yate and Cribbs/Patchway New Neighbourhoods by bringing delivery forward from later phasing periods (250 dwellings brought forward North Yate and 858 dwellings brought forward Cribbs/Patchway).

10.6bi This additional flexibility raises the total supply available in the first 5 years phasing period to 8,493 (6,635 + 750 + 250 + 858 = 8,493). This results in 28% additional available supply based against CS15 provisions of 6,635 and thereby achieves compliance with the NPPF paragraph 47. It is important housing land supply is monitored in order to ensure that there remains a
flexible supply of deliverable and developable land for housing. To achieve this, an annual report and supporting technical methodology will be prepared which will confirm the level of housing provision to be provided for the basis of the 5 year land supply in the context of paragraph 47 of the NPPF.

10.6bii At ten years from the adoption of the Core Strategy, the Council will review the appropriate level of new homes. It will examine To ensure sufficient land is made available to meet housing needs to the end of the plan period the Council will undertake a review of the Core Strategy/Local Plan to be completed before 2021. This will have regard to all available evidence sources including demographic evidence, economic conditions and forecasts. If evidence suggests that additional provision of homes will be required the review will consider the appropriate response. If additional strategic provision is required its delivery will be determined on a West of England-wide basis through the duty to cooperate. This will involve reviewing the general extent of the Green Belt. This will enable, should the further release of land for development prove necessary, land currently within the Green Belt to be assessed against other reasonable alternatives.

10.6c Over 40% of this housing is accounted for through allocations in the South Gloucestershire Local Plan and planning permissions. At April 2012 there were outstanding planning permissions for around 5,680 dwellings and a further 4,180 dwellings on committed sites.

10.7 To supplement the existing permissions and commitments, the Core Strategy identifies 3 new neighbourhoods which will deliver 10,400 dwellings. In addition, a smaller development opportunity at Thornbury will provide a further 500 dwellings to support local housing needs over the next 15 years.

10.7a Over half of the dwellings to be provided in the new neighbourhoods will come forward in the Cribbs/Patchway New Neighbourhood, a significant proportion of which are expected with the anticipated closure, and subsequent release for development, of Filton Airfield. BAE Systems has announced its intentions in this respect. This level of development is justified in order to deliver a comprehensive and sustainable development in this area of the Bristol North Fringe, well integrated with the existing communities surrounding the area, and to secure the level of infrastructure investment required, particularly transport and education.

10.8 This policy fulfils the requirement in national policy to enable a continuous delivery of housing for at least 15 years from the date of adoption, with sufficient specific deliverable sites to deliver housing for the first 5 years, the identification of a further supply of specific, developable sites for years 6-10 and where possible for years 11-15.

10.9 TEXT DELETED

10.10 In recent years at least 60% of housing development in South Gloucestershire has taken place on previously developed land. Many of the committed sites are also on previously developed land. However, because of the level of housing growth which South Gloucestershire has to accommodate up to 2027, increasingly new housing development will have to be on greenfield sites, as there is a declining amount of brownfield land available in sustainable locations. These greenfield sites support the Core Strategy’s
Strategy for Development and will help in delivering the longer term vision for the West of England.

**Delivery**

10.11 This policy will be delivered through the development management process by private developers and affordable housing providers approved by the Council. Policies CS26, CS27 and CS31 provide detailed guidance on the new neighbourhoods at Cribbs Causeway, East of Harry Stoke and north Yate. South Gloucestershire Local Plan Policy M2 sets out detailed requirements for the major development at Emersons Green.
Appendix E

POLICY CS18 - AFFORDABLE HOUSING

The Council is committed to improving affordable housing provision to meet housing need in South Gloucestershire. This will be achieved through:

- Requiring developers to achieve 35% on-site affordable housing on all new housing developments, normally without public subsidy, in urban areas of 10 or more dwellings, or 0.33 hectares irrespective of the number of dwellings (except in rural areas where the threshold will be 5 or more dwellings or 0.20 hectares); such provision to be normally made without public subsidy; unless the developer demonstrates that the economic viability of a particular site is affected by specific factors and as a result that a lower percentage should be provided without public subsidy, in which case other financial contributions should be sought to achieve the 35% requirement;

- consideration delivery of direct provision on sites by registered providers, for example on sites which might be allocated solely for affordable housing in rural areas, including rural housing exception sites in accord with Policy CS19;

- the delivery of Rural Housing Exception sites in accordance with Policy CS19;

- providing affordable housing in suitable mixed use schemes, where this would form a viable element of a commercial development, and through existing properties in need of investment brought back into use as permanent affordable housing by registered providers;

- seeking off-site provision, or a broadly equivalent financial contribution in lieu of on-site provision, but only in exceptional circumstances where it can be robustly justified, for the provision of affordable housing elsewhere in South Gloucestershire.

- empowering local communities through opportunities presented by Neighbourhood Planning.

In implementing this policy the Council will negotiate the maximum level of affordable housing on each site that is feasible up to the 35% figure and will aim to ensure that:

- developments contribute to a range of housing provision in local
areas, with the aim of achieving mixed and balanced communities, and refer to the findings of the Strategic Housing Market Assessment, (and in rural areas, where appropriate, to local housing needs surveys), in providing the specific housing mix required to meet housing needs;

- the different types of defined affordable housing are used effectively to maximise appropriate provision in line with the West of England Strategic Housing Market Assessment 2009 or as updated by future housing market assessments; and that

- the split between the provision of affordable social rented housing and affordable intermediate housing will be 80:20, or as updated by future housing market assessments; and that

- regard is had to any specific factors affecting the economic viability of particular site development, including likely development costs, existing market conditions, and the availability of other financial support, with developers demonstrating the validity of such factors.

The Council will further develop policy guidance on affordable housing through updating and replacing the current SPD including its approach to the calculation of financial contributions and to the provision of affordable housing in Extra Care housing schemes.
This Appendix was presented to the Examination as a clean version and should, therefore, be read in its entirety

Appendix F

12.12 Policy CS5 (Location of Development) identifies land in the Cribbs Causeway, Patchway and Filton area as having the potential to accommodate approximately 5,700 new dwellings and associated facilities. This policy and supporting diagram set out the key principles of development for new neighbourhoods in this area.

**POLICY CS26 – CRIBBS / PATCHWAY NEW NEIGHBOURHOOD**

A major mixed use development is planned on 480ha of land at Cribbs Causeway, Patchway and Filton, as defined in Figure 6. Within the new neighbourhood through the preparation and adoption of a Supplementary Planning Document, provision will be made for approximately 5,700 dwellings in new mixed use communities, around 50 ha of employment land, and greater diversity of commercial uses including additional retail, together with supporting infrastructure and facilities.

Development will be comprehensively planned and phased to ensure full integration between the different uses and provision of ancillary facilities and supporting infrastructure, both within and beyond the area. This area will be a major focus for redevelopment and regeneration, and will deliver:

- social and physical regeneration through the substantial improvement of community infrastructure, public open space, access and movement, and the provision of a high quality built environment and public realm that is comprehensive and integrated (areas 1-4 on Figure 6);
- the continued investment and focus of the area as a centre of excellence for the aerospace sector (character area 3 on Figure 6), including upgrading the quality of the local environment and range of services and facilities;
- the transformation of Cribbs Causeway (character area 4 on Figure 6) into a sustainable mixed use centre, including retail growth as set out in Policy CS14A (area 5 on the Policies Map), highly accessible by sustainable modes of travel;
- an integrated and comprehensive approach to access and transport, including significant improvement to pedestrian, cycle and public transport networks, improvements to road networks across and beyond the area including the Strategic Road Network, and the safeguarding of land for a new railway station(s);
- a co-ordinated approach to carbon reduction, and new renewable and low-carbon energy generation and distribution
• the continued operation of the Great Western Air Ambulance Charity and Police Air Operations;

• protection, enhancement and provision of cultural and heritage facilities related to the long term legacy of engineering and aviation at Filton, including the Bristol Aero Collection and the Concorde Museum;

• sporting and commercial facilities including scope for hotels, conferencing and spectator sports;

• proportionate provision of and/ or contributions to supporting infrastructure and facilities.

It is essential that an area-wide adopted SPD is the policy delivery mechanism to ensure development is comprehensively planned and delivered in accordance with the vision, Policy CS25 and partnership priorities for the North Fringe communities, and high quality urban design principles as set out in Policy CS1.

Development proposals will be required to demonstrate that they are in accordance with the SPD. They should positively facilitate and not prejudice the development of surrounding areas of the New Neighbourhood, and meet the overall vision for the transformation of the area.

The new residential neighbourhood(s) and commercial areas will provide for:

• A range of housing types and tenures in accordance with Policies CS17 and CS18;

• A secondary school, primary schools and full day nursery facilities sufficient to meet the needs of the new communities;

• Library, doctors surgery, community meeting space(s), indoor sport, children’s and youth facilities;

• Local retail, food and drink outlets (within character areas 1-3 on key diagram);

• Well planned and integrated Green Infrastructure, sport and recreation provision, particularly alongside the Henbury Trym, in accordance with Policies CS2 and CS24;

• The Cribbs/Patchway New Neighbourhood Transport Package (see Policy CS7);

• A waste transfer and recycling facility;

• The potential provision of pitches for Gypsies and Travellers;

• Extra Care Housing dwellings in no more than 3 separate schemes; and

• High quality employment opportunities

This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of
necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.

12.13 The New Neighbourhood comprises land bounded by the railway line, the M5 motorway, the existing residential community of Patchway and emerging community of Charlton Hayes, and the A38.

12.14 The area will be a major focus for redevelopment, and physical, social and economic regeneration. Comprehensively planned development will bring with it the opportunity to create new homes and jobs, focused around an enhanced centre at Cribbs Causeway, secure further investment in and support the long-term future of the aerospace sector, upgrading of the quality of the local environment, a range of services and facilities and improved strategic infrastructure.

12.15 The area currently suffers from congestion and a car-dominated environment. The transformation of the area will be contingent upon the creation of a high quality public realm that prioritises pedestrians, cyclist and public transport over private cars. Development will provide the opportunity to re-introduce passenger services on the Hallen Line/ Henbury Loop and re-open or provide new stations. The North Fringe to Hengrove Rapid Transit will form a new public transport link through the area serving nearby concentrations of employment and commercial uses, and the greater Bristol area to the south. The opportunity for innovative transport solutions within and around the area will be encouraged.

12.16 Development will also bring the opportunity to provide a significant amount of multi-functional green infrastructure across the area to ensuring landscape features are protected and sustainable travel options are promoted. This includes, but is not limited to: the protection and enhancement of Haw Wood and ridgeline adjacent to the M5 motorway, the creation of a recreational route alongside the Henbury Trym, the enhancement of Charlton Common, and the potential extension of Highwood Road linear park. These and other elements will provide a range of open spaces and corridors, providing legible permeable routes to key destinations.

12.17 A range of flexible, multi-functional social and community facilities to serve the existing and new population will be provided, including but not limited to a new secondary school, primary schools/nurseries, a new library, and the delivery of the Concorde museum incorporating community learning facilities. Opportunities for the flexible use of facilities will be investigated to assist their delivery.

12.18 The proposed mix of uses across the area will generate significant potential for renewable and low-carbon energy generation and networks, which developments will be expected to provide, facilitate or future proof for incorporation into the network should it become feasible at a later date.

12.19 Development at Cribbs Causeway will address the poor physical and spatial legacy of out-of-town retailing and large-scale warehousing in the area, in particular the traffic-dominated movement patterns, isolated land parcels, lack of diversity of use, and the lack of legibility and cohesion to spaces and built form. The objectives within the area are to provide a focus of development on new sites and through the redevelopment of existing sites that reinforces cohesion and provides activity to streets and spaces, to promote pedestrian
and cycle movement around and through the area, and achieves within the area a balanced mix of uses, spaces and built form commensurate with a town centre.

Delivery

12.20 The development will be delivered by the private sector through the development management process. Given the size of the area and varied nature of the proposals, it is important that development comes forward in a comprehensively planned and co-ordinated way that clearly sets out how new infrastructure and community facilities will be delivered in step with development. It is critical therefore to ensure a comprehensive and cohesive plan-led approach is taken to development at CPNN where a sequential approach to delivery – led by the Core Strategy, expanded upon through a single SPD and then implemented through the development management process is followed. This will ensure the strategic elements required for CPNN e.g. the transport package, green infrastructure and community facilities are provided in a way that accords with Policy CS26 and ensures costs are appropriately shared across all development areas of CPNN. This must be led by the Core Strategy establishing the policy framework principles supported by SPD, that will co-ordinate subsequent planning principles for the delivery of the areas in accordance with the Council’s SCI and provide the further details needed to express the Council’s place making objectives. Developers will need to demonstrate how their proposals both fully accord with the masterplan and how they will positively facilitate the development of surrounding areas of the New Neighbourhood. community Involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement.

12.21 The North Fringe to Hengrove Rapid Transit will be delivered by the West of England Partnership in conjunction with South Gloucestershire Council. Funding is subject to a major scheme bid to DfT and local contribution.
This Appendix shows changes to the March 2011 Submission Core Strategy as amended by the December 2011 Post-Submission Core Strategy

Appendix G

POLICY CS27 – EAST OF HARRY STOKE NEW NEIGHBOURHOOD

Provision will be made for a major mixed-use development of 2,000 dwellings with associated infrastructure, including the safeguarding of the route for the Stoke Gifford Transport Link, on land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road which is part of the Major Scheme programme of the West of England. The safeguarding of this strategically important route for the Stoke Gifford Transport Link, as shown on the Proposals Map and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location. Development of the new neighbourhood will not come forward until the programmed delivery or construction of this route has been secured.

Development will be planned on a comprehensive basis that integrates with SGLP site 13 (Harry Stoke) and the Stoke Gifford Transport Link as set out in Policy CS7, and be in accordance with the vision, Policy CS25 & partnership priorities of the Bristol North Fringe communities, and high quality urban design principles as set out in Policy CS1.

Residential development will provide for a range of types and tenures in accordance with Policies CS17 and CS18.

It will also provide the following infrastructure:

A major mixed use development is planned on land to the East of Harry Stoke extending south from Winterbourne Road to the A4174 Avon Ring Road, as defined on the Proposals Map. Within the New Neighbourhood provision will be made for approximately 2,000 dwellings in a new mixed use community. This will be supported by the preparation and adoption of a Supplementary Planning Document.

Development will be comprehensively planned and phased to ensure full integration between different uses, provision of ancillary facilities and supporting infrastructure including the Stoke Gifford Transport Link, both within and beyond the area.

It is essential that an area-wide adopted SPD is the policy delivery mechanism to ensure development is comprehensively planned and delivered in order to integrate with SGLP site 13 (Harry Stoke) and the Stoke Gifford Transport Link as set out in Policy CS7. Development will be undertaken in accordance with the vision, Policy CS25 and partnership priorities of the Bristol North Fringe communities, and high quality urban design principles as set out in Policy CS1.

Development proposals will be required to demonstrate that they are in accordance with the SPD. They should positively facilitate and not
prejudice the development of the New Neighbourhood, and meet the overall vision for the area. This area will be a major focus for development and will deliver:

- A range of residential types and tenures in accordance with Policies CS17 and CS18;
- Primary School(s) for approximately 3 forms of entry and full day nursery;
- A multi-use building comprising doctors surgery, library, community meeting space, children’s and youth facilities;
- Local retail, food and drink outlets;
- Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, woodland and wildlife use along the eastern edge of the site, sustainable urban drainage and allotments in accordance with Policies CS2 and CS24;
- Sports pitches and changing facilities;
- **The potential provision of pitches for Gypsies and Travellers**;
- A waste transfer and recycling facility;
- The East of Harry Stoke New Neighbourhood Transport Package (see Policy CS7);
- Junctions, public transport stops, pedestrian crossing points and street trees/landscaping in order to integrate the transport link with the new neighbourhood;
- An Extra Care housing scheme; and
- Contributions will also be required for the provision of secondary school places in the locality.

Special attention will be required to layout, building form, scale and roofscape, architectural treatment, and landscaping along ridgelines and slopes visible from the wider area.

This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.
Appendix H

Severnside

17.1 The Avonmouth-Severnside area is a regionally significant employment location with considerable further economic potential. The Severnside part of this area lies in the coastal zone between the Avonmouth industrial area (in the administrative area of Bristol City Council) and the village of Severn Beach. It is comprising an employment area of approximately 650 hectares which benefits from planning permissions granted to ICI in 1957 and 1958. It is currently a mix of industrial and former industrial areas and greenfield sites not yet developed. The M49 motorway bisects the area. Bristol Port lies at the southern end of the Avonmouth-Severnside area. The capacity of this Port is to be enlarged with a deep sea container terminal.

17.2 Although the area has extant planning permissions there are a number of constraints which affect its development potential, including:

• national and international nature conservation designations relating to the Severn Estuary.
• the risk of flooding from the River Severn due to breaching or overtopping of the existing flood defences, coupled with a rising tide level, as well as groundwater flooding;
• the limited capacity of the existing highway network and infrastructure in the area; and
• high archaeological interest in the Severn Levels.

17.3 The principal landowners intend to implement the extant permissions and develop warehousing and distribution centres. There is also interest in waste recovery and energy generation. There may also be some potential for waste recovery facilities (see West of England Joint Waste Core Strategy Submission document, available separately) and for power generation. SITA intends to develop a waste to energy facility, and Scottish Power has indicated its intention to promote a Combined Cycle Gas Turbine (CCGT) Power Station on the former Grow How site at Saltmarsh. This proposal would be considered as a major infrastructure project to be determined by the Infrastructure Planning Commission or its successor Major Infrastructure Planning Unit of the Planning Inspectorate.

17.4 After a long period of limited change at Severnside sites are being brought to the market. The Council is concerned that the continuing development of individual land parcels outside an overall agreed strategy or framework plan, without protection and mitigation of key interests, and without a degree of co-ordination, could cumulatively impact on addressing the key constraints identified above and in particular:

• would have a significant effect on the ecology and conservation assets of the Severn Estuary and cause significant and irreparable damage to estuarine and floodplain ecology;
• reduce flooding capacity without improvement to flood defences and increase the risk of flooding to third parties;
• damage the network of rhines which provide the local drainage network and which are of ecological interest;
• worsen traffic congestion on the local road and motorway network; and,
• result in the irretrievable loss of valuable archaeological assets.

It is therefore the Council’s intention to work with the Local Enterprise Partnership, key landowners, statutory bodies and Bristol City Council to address these constraints.
Taking account of consultation responses and to address the problems above, while recognizing the extant planning permissions, the following vision and policy has been drafted for the Severnside area. It provides a basis for collaborative working between public and private sectors for mitigation works within neighbouring land within the Severn Levels and the coastal zone.

**Vision**

Severnside will remain a strategically important location for employment uses. Employers, landowners and developers will work with the Council, other agencies and Bristol City Council to unlock its economic potential and improve local transport infrastructure. The Severn Estuary and adjoining floodplain is internationally important for a wide range of ecology and these ecological interests will be protected and a network of new nature reserves implemented, safeguarded and maintained. Its archaeological heritage and interest of the Severn Levels will also be protected and conserved and a network of new nature reserves will be implemented. A longer term durable and robust strategy for addressing flood risk due to climate change will be adopted. The area’s potential for power generation will be managed.

**17.6 The following policy will deliver this vision through managing development and where appropriate, partnership working.**

**POLICY CS35 – SEVERNSIDE**

| Land at Severnside will be safeguarded and developed for distribution and other extensive employment uses, including energy generation, broadly in line with the extant planning permissions dating from 1957 and 1958.  
Notwithstanding the differing planning status of individual land parcels, the Council will invite individual landowners to commit to working co-operatively through a planning performance co-operation agreement. This should set out both a strategic framework plan for the area which takes into account the most recent government guidance and a mechanism to deliver, reconcile and mitigate development with the continue to work with landowners, Bristol City Council, the Local Enterprise Partnership and statutory agencies to provide a strategic development approach which will help to deliver development while mitigating site constraints, including flood risk, coastal protection, biodiversity, archaeology and transportation.  
Once an overall strategic framework is agreed the Council will expect to see Concept Statements prepared for individual sites. These should be prepared in line with the Council’s Statement of Community Involvement and should as a minimum address site constraints, access, layout, landscape, design and service issues, and should take into account the most recent government guidance.  
In the interim the Council will continue to work with Bristol City Council and statutory agencies to inform and develop mitigation strategies.  
The Council’s strong preference is to work with landowners and statutory agencies to secure a co-ordinated approach which addresses, resolves, and where necessary, mitigates site constraints. |

H2
Where agreement and co-operation is not achieved, the Council will be unlikely to support further large scale development and will regard it as unwelcome and potentially unsuitable. Opportunities to enhance the sustainability of the area through, for example development of an energy grid, will also be explored and delivered where feasible.

**Figure 13A Severnside**

17.7 Although land at Severnside, as shown in Figure 13A, benefits from extant planning permissions, the situation is not uniform across this area, as some parts are previously developed and others have been the subject of more recent permissions. The position is therefore complex and the South Gloucestershire Local Plan sought to restrict further development until an overall strategy was in place to address the constraints referred to above and the potential cumulative effects of development. This has proved impracticable as some landowners have brought their sites forward for development under the extant planning permissions.

The existing Policy E2 in the South Gloucestershire Local Plan places a restriction on significant further development at Severnside until such time as a masterplan has been prepared. However, in practice the existing permissions can be implemented without the need for further planning control and, therefore, without the need to meet
the terms of Policy E2. As a consequence, development proposals that come forward are not addressing the full extent of constraints referred to above nor the potential cumulative effects of development.

17.8 The Council, jointly with Bristol City Council and other bodies, has commissioned several studies to understand the development constraints affecting the Avonmouth-Severnside area and to understand how the economic potential of the area could be unlocked to realise the ambition for substantial economic development over the next 30-40 years. In mid 2011 the West of England LEP acknowledged the economic development opportunity offered by the area by identifying it as an Enterprise Area. The Councils have produced their vision for the area to 2050, together with an emerging strategy that identifies the key infrastructure and other supporting interventions that are needed to realise this vision.

As continued development under the extant permissions can still proceed, the use of a Local Development Document (e.g. Area Action Plan or Supplementary Planning Document) to guide future development is not considered appropriate. Instead, the intention is to seek co-operation from all landowners and public stakeholders/agencies (including the LEP) through a strategic framework plan for the whole area that has been agreed with the Council, together with a planning performance or co-operation to help fund infrastructure investment and mitigate risks associated with incremental development. This plan will then be amplified in more detailed, site specific, Concept Statements. Joint cross-boundary working between South Gloucestershire Council and Bristol City Council will be required to address many issues and constraints and to ensure that local residents are not negatively impacted upon by any continued development.

17.8a Jointly with other partners, Bristol City and South Gloucestershire Councils have developed an initial Accelerated Development Zone (ADZ) bid to help fund infrastructure investment at Avonmouth/Severnside to mitigate the risks associated with incremental development. Advice from government on this bid and other potential sources of funding, such as Regional Growth Funding, is currently awaited. A project management approach is now being taken by the Council and Bristol City Council, in conjunction with the LEP, to develop the strategy and secure funding for the necessary infrastructure improvements. The following paragraphs provide more details on the development constraints.

Ecology

17.8b In recognition of its nationally and internationally important wildlife, the Severn Estuary is subject to a series of nature conservation designations. It is a Site of Special Scientific Interest (SSSI), a Special Protection Area (SPA), and a Ramsar site (named after the Ramsar Convention on the Conservation of Wetlands of Importance). It is also a Special Area of Conservation (SAC) under the European Directive on the Conservation of Natural Habitats and Wild Fauna and Flora (’the Habitats Directive 1992’), implemented in Britain by the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations). The protection afforded to the estuary also extends to any land used by European waterfowl. This presents a challenge in reconciling development at Severnside with continued use of the coastal floodplain by the species and assemblages of the Severn Estuary in such a way that it satisfies the Conservation of Habitats and Species Regulations and meets the conservation objectives of the site.

17.9 Under Regulation 63 of the Conservation of Habitats and Species Regulations 2010 the Council has a duty to review all unimplemented or partially implemented planning permissions likely to have a significant effect on the international nature conservation
designations covering the Severn Estuary. This review of consent (Habitats Regulations Assessment) commenced in January 2010 has been carried out as part of a wider coastal floodplain wetland habitat project (including land gifted under the scheme) in partnership with Bristol City Council and Natural England. This review predicts that the impacts of future development-related habitat losses and associated disturbance events at Severnside could give rise to potentially significant effects upon the integrity of the SPA and Ramsar site.

17.9a In order to address these potentially significant effects, the review includes a mitigation strategy which has been developed to identify land for habitat creation/enhancement. A number of sites have been identified within Severnside and Avonmouth, and in the general vicinity, for future wetland habitat creation to off-set the habitat losses that have been predicted.

Flooding

17.10 Severnside is at high risk of flooding. This will be exacerbated by higher tidal levels and more intense rainfall as a result of climate change. Flood capacity within the area will also decrease with further development, exacerbating future flooding impacts. A Strategic Flood Risk Assessment has been completed and it is recognised that a strategic approach to managing flood risk at Severnside is required, which includes securing the necessary and piecemeal development should be avoided until required strategic flooding infrastructure is secured. The strategy and funding for this infrastructure is being taken forward by the Councils and the LEP. Therefore Until this infrastructure is in place, the Council would strongly encourage the following:

- The implications of the In principle, a Strategic Flood Risk Assessment should be understood concluded before any further development takes place.

- Site specific Flood Risk Assessments should be prepared and should take into account the likely cumulative impacts of further development in the area and the effect on third parties.

- Any development proposals should demonstrate active engagement with the Lower Severn Internal Drainage Board, Marine Management Organisation and the Environment Agency.

17.13 The scope for improved strategic flood defences within the Severnside area and the opportunities for funding to be phased with any further development or redevelopment should be set out in the agreed strategy and cooperation agreement with individual landowners.

Archaeology

17.14 The Severn Levels is an area of high archaeological potential because of the exceptional level of preservation of archaeological and palaeo-environmental remains surviving within the waterlogged silt deposits and peat layers. In addition the waterlogged conditions have resulted in the exceptional survival of earthwork remains of medieval and post medieval field and drainage systems. Development within this area can result not only in destruction of remains within the immediate development area, but also indirectly can increase water levels on adjacent land affecting the survival of waterlogged deposits.

17.15 Where development is proposed within the Levels, geotechnical surveys including borehole and geophysical surveys can provide valuable insight into the archaeological potential of the site without significant extra expense, provided
discussion with archaeologists takes place when the specifications for the surveys are being agreed. The Council would strongly encourage programmes of archaeological mitigation to be agreed and implemented prior to development taking place, in order to ensure that archaeological works do not delay development. These should include surveys of surviving earthworks, where these cannot be preserved in situ, as well as excavation and recording of surviving archaeological remains.

**Transport**

17.16 The Highways Agency Avonmouth/Severnside traffic model predicts the traffic impact for development scenarios without a new M49 junction in place. This clearly demonstrates that the limited capacity of the existing local road network will be overwhelmed by traffic demand arising from new development and there will be traffic congestion both within the Avonmouth/Severnside area and on the road links leading up to it. This congestion will deter new businesses from setting up in the area, unless capacity is increased and access to major routes improved. There will also be adverse environmental impacts arising from the increase in traffic loadings.

17.17 *It is recognised that the construction of a new M49 junction is essential to realising the economic potential of the Severnside area, and it has been identified as a priority improvement to the Strategic Road Network by the LEP. Funding for this junction is being actively pursued. Notwithstanding recent ad hoc development under the extant permissions, it continues to be technically possible to construct the M49 junction. Given the potential impact of future traffic the Council would wish to see the construction of the M49 junction funded and delivered as part of the development, with associated agreements that would place an upper limit on development levels until the junction is delivered, to reflect the limiting capacity of the strategic and local transportation network.*

17.18 While the Council will seek to direct HGV movement to the main routes to and through the area, employee related trips are more likely to use the local road network. The use of the motorway network for short commuter trips is also likely to increase. Use of the M5 junctions 17 and 16 and the adjoining minor road network by Severnside development traffic would be of particular concern to the Council. A green travel approach will be encouraged for employee related trips to minimise car based travel.

17.19 *Therefore the preferred approach of the Council is to continue with the South Gloucestershire Local Plan approach which indicates that an acceptable and In summary, comprehensive development at Severnside/Avonmouth will require the following three major road schemes, together with local road improvements:*

- **The M49 Junction**
  
The principle of a junction on the M49, serving the large scale employment development at Severnside and Avonmouth (in the Bristol administrative area).

- **The Spine Road**
  
It is anticipated that the spine road will become the realigned A403. A large section of the spine road has already been constructed, however, the precise alignment of the final sections to the south is not yet known. Cross-boundary working with Bristol City Council will need to ensure a suitable and sustainable linkage with the existing road network is provided.
• **Link Road to the M49 Junction**

The alignment of the link road from the M49 junction to the spine road serving the Severnside area cannot be defined precisely until the location of the junction and the spine road alignment have been finally determined. Figure 14 - Diagrammatic Plan of the location of the M49 Junction and alignments of the Spine Road and Link Road

17.20 If these major road improvements are not delivered in combination with significant public transport improvements, then it is highly likely that the local road network serving Severnside would be unable to hold the anticipated level of traffic associated with further development. Further development should therefore only come forward in combination with a comprehensive transport delivery strategy, which would includes significant improvements to bus and rail services between Severnside, Avonmouth and Bristol.

**Partnership Priorities**

17.21 The coastal floodplain of the Severn Estuary used by wildfowl and waders straddles the boundary between Severnside and Avonmouth in the administrative area of Bristol City Council. The Council will work with:

- Bristol City Council and Natural England to:
- carry out a Habitats Regulations Assessment on any new applications under Regulation 61 of the Conservation of Habitats and Species Regulations 2010
- **review the extant planning permissions at Severnside under Regulation 63 of the Conservation of Habitats and Species Regulations**

- Bristol City Council, Bristol Port Company, RSPB, British Trust for Ornithology, Natural England and Avon Wildlife Trust regarding allocating land for Local Nature Reserves.
- **Bristol City Council, the West of England Local Enterprise Partnership, Landowners, Natural England, Environment Agency, Marine Management Organisation and the Highways Agency to establish an agreement and overall Strategic Framework Plan for Severnside agree a strategy for development and secure funding for the strategic infrastructure.**

**Delivery**

17.22 The purpose of the policy is, in partnership with Bristol City Council and the West of England Local Enterprise Partnership, to reach an agreement between landowners over the development/redevelopment of the Severnside area and the funding routes for delivering the strategic infrastructure through a Strategic Framework Plan and a formal Agreement. Concept Statements will be expected for individual sites and will be required to demonstrate compliance with the Framework Plan. The delivery of brownfield land redevelopment will in addition be subject to the development management process.

17.23 **Grants and other funding, including S106, other contributions, and grant regimes** will be sought to fund infrastructure improvements and the establishing and managing of any wetland habitats and Local Nature Reserves.
Appendix J

Chapter 18  Major Infrastructure Projects

Introduction

18.1  Major Infrastructure Projects are large-scale projects of national importance such as new trunk roads, airports, ports, power stations (including nuclear), electricity transmission lines, waste water treatment works and chemical works.

18.1a  For the purpose of the Core Strategy, Major Infrastructure Projects (MIPs) include those defined as Nationally Significant Infrastructure Projects (NSIP) in the Planning Act 2008. Where associated or ancillary development is related to the construction or operation of a NSIP, these proposals will also fall under the policies set out in this chapter, as well as other relevant policies in the plan.

18.1b  This chapter of the Core Strategy deals with both Major Infrastructure Projects (MIPs) where South Gloucestershire Council is the determining planning authority, and NSIPs (such as the proposed Oldbury Nuclear New Build power station (NNB)), where the Secretary of State makes the decision) as well as other applications to other agencies (such as to the Marine Management Organisation for a wharf) where the Council is a statutory consultee.

18.1c  Whether in its role as decision maker, or as consultee for applications to other bodies the Council will seek to secure delivery on its key priorities as set out in the Sustainable Community Strategy (see Chapter 3 of the Core Strategy), and including ‘delivering well designed and sustainable development that integrates with and benefits existing communities’.

18.1d  Policy CS36 is an overarching policy relating to all Major Infrastructure Projects whether determined by the Secretary of State, this Council or any other agency. Policy CS37 applies to nuclear related development, including that associated with the proposed new power station, decommissioning of the existing or other proposals relating to nuclear waste.

<table>
<thead>
<tr>
<th>POLICY CS36 - PROPOSALS FOR MAJOR INFRASTRUCTURE PROJECTS</th>
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<tbody>
<tr>
<td>In its role either as determining authority for associated development, or as consultee for applications to other bodies, and within the provisions of national policy, the Council will, taking into consideration the nature, scale, extent and potential impact of any development proposals coming forward, seek to ensure that development makes a positive contribution to the implementation of its vision, strategic objectives and strategy for development as set out in Chapter 4 and where appropriate other relevant local plans and supporting documents.</td>
</tr>
<tr>
<td>The Council will therefore seek compliance, as appropriate or relevant, with the following:</td>
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<tr>
<td>1. The development and its associated / ancillary infrastructure, including any proposals for accommodation, education and training, employment, supply chain, transport, community,</td>
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environmental and green infrastructure contribute to an overall balance of positive outcomes for local communities and the environment; and

2. Provision of an assessment of how the consideration of alternatives has informed the proposals; and

3. Provision of a comprehensive assessment of environmental, social, transport and economic impacts (positive, negative and cumulative) of the proposal during the construction, operation and where necessary, the decommissioning and restoration stages, and the delivery of measures where appropriate to avoid, minimise, mitigate and/or compensate for harm caused; and

4. Provision of contributions to the Local Authority or other appropriate and agreed organisation to offset any adverse impacts and harm caused by the project through effective engagement with local communities and the Council at the pre-application stage. The objective will be to identify measures, projects and services to enhance the long term well-being and sustainability of the communities affected; and

5. In recognition of any burden and disturbance borne by the community in hosting a major national or regional infrastructure project, the Council may require appropriate packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project; and

6. Local economic and community benefits are where feasible maximised, through agreement of strategies for procurement, employment, education, training and recruitment with the Council at an early stage of project development; and

7. Meeting the requirements of the legislative provisions of the Habitats Regulations 2010; and

8. The provision of flood protection measures to manage flood risk and, where feasible, deliver improvements in the locality. The provision of an assessment of anticipated impacts of the proposal on the surrounding marine and terrestrial environment and delivery of measures to manage and minimise any harm caused.

In order to have sufficient information to be able to assess the effects of the proposals, the Council may request the preparation of management or delivery plans identifying the measures to be taken to maximise benefits and to mitigate and/or compensate for impacts where this is justified by national or local policy. These plans should identify the timetables for delivery and the systems and resources that will be used to implement the proposed measures.

Planning for Major Infrastructure Projects
18.2 Applications for Development Consent Orders (DCO) for NSIPs are examined by the Planning Inspectorate (PINs) with the final decision to grant or refuse permission being made by Secretary of State.
Local authorities or other statutory bodies would be the decision maker for any elements of associated or related development not included within the main DCO application, and national policy will be a material consideration as appropriate.

18.3 Not used

18.4 PINs will examine applications for new nationally significant infrastructure development, using the criteria on national need, benefits and impacts as set out in relevant policy. For energy infrastructure this will include the relevant National Policy Statements for Energy Infrastructure (EN-1-6), and, in accordance with the NPS, PINs may also consider other matters that are important and relevant to its decisions, including the Local Development Framework and Local Transport Plan. The local authority role is largely discretionary under the Act, however they will be invited to assess the adequacy of consultation and local impacts and report on these to PINs in a Local Impact Report. Similarly applications may be made to other organisations such as for a jetty the Marine Management Organisation, where the Local Authority is also a statutory consultee.

18.5 not used

18.5a There are currently three proposed Nationally Significant Infrastructure Projects at the pre-application stage which are either located within South Gloucestershire or are likely to affect South Gloucestershire within the Core Strategy period:

- A new nuclear power station near to Oldbury-on-Severn proposed by Horizon Nuclear Power, as identified in the National Policy Statement for Nuclear Power Generation (EN-6);
- National Grid Transmission Lines connecting Hinkley in Somerset with the Seabank Power Station at Avonmouth proposed by National Grid;
- Other NSIPs/MIPs may come forward during the lifetime of the Core Strategy, including improvements to National Grid transmission lines connecting with the proposed new nuclear power station at Oldbury-on-Severn.

18.6 not used

18.7 not used

18.8 The cumulative impacts of hosting one or more national facilities in the area are of substantial importance and the impact on existing and future generations is likely to be significant.

18.9 If the Council is to effectively respond and successfully engage with developers on behalf of our communities in respect of MIP proposals, this is likely to require significant resources beyond the capacity of the Council.

18.10 In order to address this, South Gloucestershire Council will encourage developers to enter into Planning Performance Agreements and Service Level Agreements, appropriate to each project. These will define the working relationships, roles and responsibilities of each of the parties to the agreement, and agree how this will be resourced. Should pre-application advice be required in advance of agreement of a PPA, the Council’s approved pre-application charges may apply.

18.11 It is important that the Local Development Framework sets out a policy framework to enable the Council to assess and respond to MIP proposals coming forward, including for example:
• providing advice to inform project promoters during the development of their proposals for consultation and project development;

• responding to formal consultations during project development and on applications to other determining bodies such as PINs and the Marine Management Organisation (MMO);

• suggesting appropriate requirements for inclusion in the DCO and obligations (such as S106 and CIL);

• determining applications for associated, ancillary or related development outside the Development Consent Order; and

• assessing the adequacy of consultation, and

• assessing the impacts of the project both positive and negative in the Local Impact Report that PINs will invite this Council to submit after the application for any DCO is submitted, and

• making representations as part of the formal examination of the DCO by PINs, and

• in determining any approvals subsequent to consent (including planning ‘conditions’), and in discharging functions as the enforcing authority.

18.11a In addition to the Core Strategy, other development plan documents (DPDs) and neighbourhood plans (NDPs), may also provide relevant policy framework considerations. In addition, documents such as the Local Transport Plan, the Sustainable Community Strategy, the Economic Development Strategy and other relevant documents, may also be material considerations.

Consultation on Major Infrastructure Projects
18.12 The 2008 Planning Act introduced a new duty on promoters to ensure that proposals for Major Infrastructure Projects are properly prepared and consulted on before they submit an application for development consent.

18.13 As part of this pre-application process, the potential applicant must consult the relevant local authority about their proposals and have regard to any views they express.

18.14 In addition to this, in order to ensure that the development proposals take full account of local community views and the impact of any development in the area, the potential applicant must prepare and publicise a ‘Statement of Community Consultation’. In preparing this, they must consult with and have regard to the views of any relevant local authority on the content of the statement.

18.15 Under the process, early engagement with communities is encouraged and opportunities are available for individuals and groups to have their views considered, including:

1. During project development to give members of the public the opportunity to influence project development and provide feedback on options

2. When applications are being prepared for submission to PINs – at this stage developers are required to consult with local communities about their proposals and have regard to views expressed;
3. During PINs’ examination of applications – when individuals and groups who have registered their interest can submit evidence in writing;

4. Taking part in the open floor hearings chaired by PINs during their examinations of proposals.

This process is intended to provide better and clearer opportunities for the public and local communities to get involved from an early stage in decisions that affect them and their area.

18.15a Applications submitted to the local planning authority for any elements of associated or related development not included within the main Development Consent Order (DCO) application, would be subject to the normal planning application consultation procedures.

18.16 The view of the Council is that appropriate community benefits should be provided for such Major Infrastructure Projects, as set out in this chapter. Any community benefits should also be subject to public consultation.

Mitigation and Compensation

18.16i Developments such as NSIPs and their associated infrastructure are of a scale that will be likely to have considerable impacts and opportunities. In addition, the Council would want to understand better the inter-relationships and cumulative impacts of projects such as a new Nuclear Power Station at Oldbury with other major projects in the area such as the proposed new nuclear station at Hinkley, a potential extension to Seabank adjacent to the South Gloucestershire boundary, a potential new gas fired power station at Severnside, the new container terminal at Avonmouth and an expanding Bristol Port.

18.16ii The scale and impact of MIPs may require an appropriate and comprehensive package of developer contributions to mitigate and compensate for any new and increased levels of impact and harm. These contributions will be negotiated as part of the planning process, including through section 106 agreements and the Community Infrastructure Levy when implemented.

18.16iii In addition the Council may require packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project. Any such fund will be used to off-set the burden on the locality, and would identify potential legacy uses, including transport, social, economic and community infrastructure which would benefit the community in the long term.

18.16iii(a) Community benefits may be sought through the provisions of the Local Government Acts, the Planning Acts, or other legislation, or alternatively through voluntary agreement with the project provider, or in accordance with an industry protocol.

18.16iv Policies CS36 and CS37 set out how the Council intends to work with applicants, local communities and statutory consultees to agree a strategy for minimising negative impacts of the proposals and maximising the benefits, in line with the Council’s vision and priorities, as set out in its Community Strategy, Council Plan, Local Transport Plans and policies and this Core Strategy and other DPD and NDPs.

Delivery

18.16a Where appropriate, SPDs may be brought forward to set out a more detailed policy framework for Major Infrastructure Projects. Where applications for NSIP’s are submitted to PINs the Council will seek to ensure delivery of Policies CS36 and CS37 through negotiations with the developer, the preparation of a Local Impact Report and submissions to any Examination in public. A recommendation will then be made by PINs to the Secretary of State who will consider and determine the
application for development consent. Where applications for associated and/or ancillary development are submitted to this Council, this will be delivered through the development management process. Where applications are made to any other body this Council will seek delivery of Policies CS36 and CS37 in its role as consultee.

18.16b Monitoring of the delivery of the project will be required to assess its effects as it is implemented, and to assess the extent to which they avoid, minimise, mitigate and/or compensate for negative impacts and align with the objectives, plans and strategies of the Council. This will include the monitoring of obligations to demonstrate that funding has been spent on the mitigation and compensation measures agreed with the MIP promoter.

18.16c The Council may request delivery plans where appropriate to ensure action results in tangible and timely impact mitigation, investment and improvement for local places and communities as part of any related conditions, requirements and/or obligations.

*Under the Localism Act 2011 PINs has replaced the Infrastructure Planning Commission and decisions on applications for development consent will be determined by the Secretary of State.

Nuclear related development in the Oldbury on Severn area

Planning Context

18.16d Over the plan period, development proposals are expected to come forward in respect of the decommissioning of the existing nuclear power station at Oldbury and the proposed new nuclear power station on land adjacent to the existing station.

18.16e It is also possible that proposals may come forward in relation to nuclear waste arising either from the existing station or from elsewhere. (see paragraphs 18.23c–f)

18.17 In its National Policy Statement for Nuclear Power Generation (NPS) (EN-6), the government has included a site near to Oldbury-on-Severn as potentially suitable for a new nuclear power station by 2025. However it acknowledges that nomination does not prevent the SoS determining that the adverse impacts are greater than the benefits and that consent on a site could be refused.

18.17a Whilst acknowledging that the proposed new build nuclear project has the potential to bring benefits to the community, the Council considers that there are currently a number of fundamental issues relating specifically to Oldbury that are unresolved, and these are set out in policies CS36 and CS37.

18.17b If a proposal for Oldbury is brought forward, it will be the subject of a DCO application considered by PINs. Any associated or related development not included within this DCO application or within any application for consent to another statutory body will be considered by South Gloucestershire Council through the normal planning application procedure.

18.18 The Council in its role as a statutory consultee and/or determining authority will evaluate the adequacy of consultation undertaken by the developer as well as the impacts of any emerging proposals from the developer and make the case for appropriate planning mitigation, compensation and legitimate community benefit.

18.18a The planning, construction and implementation of this project will be likely to have a major impact and legacy on the district and its communities for many decades. Paragraphs 18.16i to 18.16iv sets out the Council’s approach.
POLICY CS37 - NUCLEAR RELATED DEVELOPMENT

In its role either as determining authority for associated development, or as consultee for applications to other bodies, and within the provisions of national policy, the Council will when assessing and responding to emerging proposals for nuclear related development including that associated with or ancillary to the existing or proposed Oldbury Power Stations, will seek to ensure compliance, where appropriate or relevant, with the following:

1. Any relevant development plan documents and Council or locally produced village/town/community strategies and plans should shape the approach to the development of proposals for nuclear related development and any associated development or infrastructure; and

2. In order to minimise impact and maximise re-use of existing facilities and materials, opportunities have been taken where feasible to integrate the requirements of a new build power station at Oldbury with the proposed decommissioning of the existing power stations; and

3. Highways and transport proposals for Oldbury NNB form part of a robust transport and logistics plan that has regard to Policies CS36 and CS37 and minimises adverse transport impacts to an acceptable level, including those arising during the construction, operation and decommissioning and restoration stages. Proposals should where feasible make a positive contribution to transportation policy objectives in the locality, and should include multi-modal solutions and investment that encourages travel by public transport, walking and cycling; and

4. The requirements of the temporary workers should be met in a way that minimises impact on the local housing market to an acceptable level, including the ability of those on low incomes to access the private rented sector, affordable housing and other housing services, or result in unacceptable adverse economic, social or environmental impacts; and

6. The siting and design of associated development should be informed by a consideration of legacy uses, so that investment in elements such as infrastructure, buildings, ecological and landscape works brings long term benefits. Where appropriate delivery plans should be agreed for legacy uses during the pre-application process that will inform the approach to the design and layout of the associated development sites, as well as the framing of a S106 and/or other agreements and CIL payments; and

7. The scheme layout and design and the scale of green infrastructure proposed should avoid, minimise mitigate or compensate for visual, landscape and ecological impacts on the local and wider area, as well as on cultural and historic aspects of the landscape, both in the short and longer term. Proposals will be expected to be commensurate with the scale of the development, and the extent of its impact; and
8. The provision of procurement, employment, education, training and recruitment strategies and delivery plans should be agreed by the Council at an early stage of project development, with an objective to maximise employment, business and training opportunities for the local communities both in the short and longer term; and

9. Where community infrastructure is provided for construction workers, for example park and ride facilities, shops, healthcare and sports and leisure facilities, where feasible this should be sited and designed so that it can be made available for community use during the construction phase and ultimately, where appropriate, serve a community legacy use. Where there would be additional impacts or demands on existing facilities the Council will seek appropriate contributions for off-site facilities; and

10. Proposals should include appropriate measures for promoting social cohesion and community safety; and

11. *not used*

12. *not used*

13. The burden and disturbance borne by the community in hosting a major national or regional nuclear related infrastructure project should be recognised; and appropriate packages of community benefits provided by the developer will be sought to offset and compensate the community for the burden and disturbance imposed by hosting the project.

14. Any proposal (outside a DCO) to treat, store or dispose of Very Low level, Low Level or Intermediate Level Waste or to treat or to store spent fuel arising from the existing nuclear power station or any future nuclear development or from elsewhere within or outside the Council area, in an existing or proposed facility on or off the nuclear site would need to:
   - Be strongly justified;
   - Demonstrate that the planning impacts are acceptable; and
   - Demonstrate that the environmental, social and economic benefits outweigh any negative impacts.

It is possible that as the project develops, due to unforeseen consequences resulting from the construction and operation of Oldbury, the Council may require additional information from, or works to be carried out by the developer and may, as a result, seek to re-negotiate any mitigation or compensation package in order to off-set any additional impacts or burdens borne by the community affected. The developer should build in review mechanisms to monitor the full range of impacts, and to review the adequacy of mitigation or compensation measures and to make adjustments as necessary.

**Proposed Nuclear New Build at Oldbury**

18.19 The nominated site area (as shown on the Proposals Policies Map) is located on the eastern bank of the Severn Estuary, with tidal mudflats and the power station lagoon
to the west, and the historic, flat and open pastoral landscape of the Severn Levels to the east. It adjoins the north eastern boundary of the existing nuclear power station at Oldbury and covers an area of 150 hectares. The project promoter Horizon Nuclear Power plans to deliver a total of around 6,000 MW of capacity across its two sites at Wylfa on Anglesey and near Oldbury-on-Severn in South Gloucestershire. Whilst Wylfa has been selected as the lead site, work to support future Development Consent and Site Licence applications is being progressed with the aim of achieving first generation of low carbon electricity at Oldbury by 2025.

18.20 If granted development consent by the Secretary of State, a new power station could comprise nuclear reactors, cooling infrastructure, interim waste storage facilities and other buildings and facilities necessary for a nuclear power station. Associated development is likely to include both permanent and temporary works including modifications to the electricity transmission infrastructure, access roads and/or highway improvements, implementation of a flood defence strategy for the site and the surrounding area, a marine offloading facility and other facilities for the delivery of construction materials and abnormal loads, as well as park and ride and accommodation and other facilities for construction workers.

18.20a Initial estimates from the scheme promoter, Horizon Nuclear Power, indicate that the proposals could represent an investment of around £8bn, creating around 800 direct permanent jobs. When completed, the power station would generate up to 3,300MW of low carbon energy.

18.21 Approximately 5,000 workers are expected on site at the peak of construction. It is proposed to construct either two or three reactors at the site, depending on the final choice of technology through a staggered construction programme expected to last 6 years, the length of which is dependent on which reactor design is chosen for the site.

18.21a not used

18.21b not used

18.22 not used

18.22a A Shadow Planning Performance Agreement has been agreed between the Council and Horizon Nuclear Power at Oldbury. While the PPA does not bind either party to any future decisions or recommendations it does set out the arrangements to which the parties are working, ensures a project managed and efficient approach to the work required and fosters mutual trust; while at the same time ensuring the independence and impartiality of both parties as well as transparency of process. The agreed PPA Vision sets out what the project should achieve, including:

- A contribution to the national need for secure low carbon electricity and replacement of decommissioning nuclear capacity in accordance with applicable and current Government policy;

- Completion of the Development Proposal and the supply of electricity by 2025, so far as reasonably possible;

- a proper assessment and scrutiny of the environmental, social and economic impacts (both positive and negative);

- a contribution of socio-economic benefits to the local community, both during construction and in operation;

- a positive contribution to sustainability and design quality, as well as an acceptable minimisation of environmental impact;
• compliance with operational, safety and security requirements;
• delivery of appropriate mitigation, compensation and community benefits; and
• alignment where appropriate with the local communities aspirations for the social, economic, transport and environmental future of their area as set out in spatial planning and other relevant policies applicable to the Development Site.

18.23 Whilst acknowledging that the proposed nuclear new build project has the potential to bring benefits to the community, the consequences are not yet fully understood. However it is considered likely that this project will also have wide-ranging social, environmental and economic impacts affecting for example the image of the area, the agricultural sector, communities, the property market, the tourism industry and on inward investment and economic growth.

18.23a The ability to negotiate community benefit packages, as distinct from normal S106 and other requirements, is therefore an absolute prerequisite for will be sought by South Gloucestershire Council if the local area is to host a national infrastructure facility with all its associated impacts for a period of up to 160 years. As a result of the burden and disturbance borne by the community in hosting such a project it is essential important that the Council on behalf of its residents achieves an appropriate level of community gain.

The Existing Power Station at Oldbury

18.23b Generation of electricity at the existing nuclear power station at Oldbury ceased on 29 February 2012. The Council considers in order to minimize impact on the locality, it will be important where possible and practical to reuse of the existing power station facilities and/or land, to ensure the integration of the nuclear new build (NNB) with the existing station as far as is possible. This may require a reconsideration of the proposed intermediate and/ end states for the existing power station site. Proposals and programmes or works associated with the decommissioning of the existing station will be assessed against the policies in this plan.

Nuclear Waste

18.23c The interim storage of radioactive waste and spent fuel on the site forms an integral part of any nuclear power station and associated facilities to provide long term temporary storage for such materials on a new build site would be expected to form part of any DCO application.

18.23d While currently it is planned that each power station site will have its own store for Intermediate Level Waste and this is clear in the NPS, it is possible that in the future shared storage may be considered.

18.23e In addition it is possible that proposals for the treatment, storage or disposal of Low Level or Very Low Level waste either arising from Oldbury or other nuclear sites could be proposed at other waste disposal sites in South Gloucestershire.

18.23f The Council considers that such proposals would need to be very carefully assessed and would need to clearly demonstrate that the benefits of any such proposal outweigh the impacts.

18.23c The interim storage of radioactive waste and spent fuel on site forms an integral part of any nuclear power station and associated facilities. To provide long term temporary storage for such materials on a new build site would be expected to form part of any DCO application. It is planned that each power station site will have its own store for Intermediate Level Waste and this is clear in the NPS.
18.23 Should shared storage be identified as a possibility during the plan period or proposals for the treatment, storage or disposal of Low Level or Very Low Level Waste from nuclear sites be proposed at other waste disposal sites in South Gloucestershire, the Council would expect such proposals to demonstrate that the benefits of any proposals outweigh the impacts.

Mitigation and Compensation

18.24 not used

18.25 The scale and impact of the proposed Oldbury NNB project will require an appropriate and comprehensive package of developer contributions to mitigate and compensate for any new and increased levels of impact and harm associated with this major project. These contributions will be negotiated as part of the planning process, including through section 106 agreements and the Community Infrastructure Levy when implemented.

18.26 In addition the Council will require appropriate packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project. This fund will be used to off-set the burden on the locality, and will identify potential legacy uses, including transportation infrastructure – such as park and ride facilities, as well as other environmental improvements and social, economic and community infrastructure which would benefit the community in the long term.

18.27 not used

Delivery

18.27a See paragraphs 18.16a – 18.16c.

Severn Tidal Power

18.28 The Severn Estuary is one of the UK’s largest estuaries with potential tidal energy resource of between 4.4%-5% of all UK energy.

18.29 The government has recently concluded that it does not at present see a strategic case to bring forward a tidal energy scheme in the Severn Estuary. The Severn Tidal Power feasibility study showed that a tidal power scheme in the Estuary could cost in excess of £30bn, making it high cost and high risk in comparison to other ways of generating electricity. The government considers therefore that it would be very costly to deliver and very challenging to attract the necessary investment from the private sector alone.

18.30 The report did however recommend that a Severn tidal project should not be ruled out as a longer term option if market conditions change, recognising the significant UK resource that the Severn Estuary presents, and its potential for making an important contribution to the UK’s renewable energy targets and wider climate change and energy goals in the future.

18.31 South Gloucestershire Council supports the government’s conclusions and considers that the significant environmental impacts on the conservation objectives and integrity of the Severn Estuary European (Natura 2000 and Ramsar) site, its marine environment and natural habitats, as well as the landscape and visual impacts, outweighs at this point any advantages in terms of renewable energy generation based on tidal power technology currently available. It is recognised that future schemes will need to be considered with regard to their energy generation potential in relation to their environmental impact.
Draft Main Modifications to South Gloucestershire Core Strategy

Erratum
The following errors have been identified in the draft Main Modification Appendices which were made available on the Council’s website. Corrections are provided below. These will be incorporated into the main modifications which are to be published by the Council for the purposes of public consultation.

N.B. Minor corrections to underlined, emboldened or struck through text have not been identified in this erratum sheet but will be included in the consultation version of the main modification documents. These markings identify the changes made to the original submission Core Strategy of March 2011.

1. **Policy CS1 (MM3)**
   
   Delete reference to ‘in perpetuity’ in second line of criterion 5.

2. **Policy CS5 (MM7)**
   
   The diagram showing Nuclear Safeguarding Consultation Zones originally attached to Appendix J of the draft Main Modifications placed on the Council’s website should be attached to Appendix B (Policy CS5) because it is referred to in paragraph 6.10i. The diagram is intended to be included as an appendix to the adopted version of the Council’s Plan (as Appendix 8)

3. **Policy CS33(MM26)**
   
   Reference to the potential provision of pitches for Gypsies and Travellers has incorrectly been inserted into main modifications proposed for Thornbury

   Draft Main Modifications Appendix A: MM26 should therefore not make any reference to Gypsy and Traveller Provision at Thornbury.

4. **Rural Settlement Boundaries (MM27/Appendix A & MM7/Appendix B)**
   
   There is a lack of consistency between Appendix A and Appendix B of the draft Main Modification documents in relation to the boundaries around rural settlements.

   The following corrections should be made:

   **Appendix A**: MM27 in relation to Policy CS34 Objective 5 should be amended to read as follows:

   Maintain the settlement boundaries defined on the Policies Map around rural settlements until the approach to rural housing distribution is reviewed in the Policies, Sites and Places DPD following engagement with local communities and other stakeholders/partners.
Appendix B: Page B4, paragraph 6.8 should be amended as follows:

6.8 In the rural areas communities will be empowered to shape the future of their own local area through opportunities presented by Neighbourhood Planning. Small scale development will be allowed in villages with defined settlement boundaries where it meets local housing needs or supports or enhances existing services and their viability. However where settlements with defined settlement boundaries are in the Green Belt then, to accord with government guidance, development will be limited to no more than infilling. Affordable housing modest in scale will be supported in accordance with Policy CS19 (Rural Housing Exception Sites), where there is identified need and local community support. A small element of market housing will be permitted on such sites if it can be satisfactorily proved that this will facilitate the delivery of the local affordable housing need. Settlement boundaries are currently defined on the Policies Map for 37 villages. The approach to rural housing will be reviewed through the Policies, Sites and Places DPD allowing the Council to engage with local communities over the future use of settlement boundaries. Any proposed changes will be identified in the Policies, Sites and Places DPD.

5. **Nuclear Power Station (MM29)**

Nominated site boundary to new build power station at Oldbury to be included on the Policies Map. Referred to in Appendix J, paragraph 18.19 but not previously mentioned in MM29.