South Gloucestershire Local Plan:

Core Strategy 2006 - 2027

Additional Modifications

October 2012
Schedule of Additional Modifications

Purpose of this schedule:
This schedule contains the additional modifications proposed to be made to the submitted South Gloucestershire Core Strategy. These modifications are not a matter for the Core Strategy Examination and will be made by South Gloucestershire Council at adoption as they do not affect the soundness of the Core Strategy. These modifications should be considered alongside the Inspector’s Main modifications, as taken together they will represent that final adopted Core Strategy for South Gloucestershire.

The additional modifications below are expressed in the conventional form of struck through text for deletions or underlined text for additions.
<table>
<thead>
<tr>
<th>Additional Modification Ref No.</th>
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</thead>
<tbody>
<tr>
<td>AM1</td>
<td>Front cover &amp; Various</td>
<td>Title</td>
<td>Add reference to plan period 2006-2027 in title of the final version of the Core Strategy which will read: ‘South Gloucestershire Local Plan: Core Strategy 2006-2027’</td>
<td>For clarification as the planned period has been extended to 2027 to ensure the plan endures for 15 years.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Throughout</td>
<td>All references to the end of the plan period being 2026 to be changed to 2027.</td>
<td></td>
</tr>
<tr>
<td>AM2</td>
<td>11</td>
<td>1.39</td>
<td>In promoting this Strategy…….The Council remains in principle opposed to significantly reducing the Green Belt to accommodate land for housing growth per se, where development proposals would be contrary to the Council’s adopted development plan.</td>
<td>To improve clarity and consistency with the NPPF.</td>
</tr>
<tr>
<td>AM3</td>
<td>12</td>
<td>Para 2.1</td>
<td>Add at the start: South Gloucestershire is situated within the West of England, lying to the north and east of Bristol. The West of England has a population of around 1.1 million, with a working population of 510,000. South Gloucestershire has close links, particularly transport and economic, with Bristol City. In addition, the villages in the north and east of the District have close functional links with places in Gloucestershire, Wiltshire and Bath and North East Somerset. …</td>
<td>Improve clarity</td>
</tr>
<tr>
<td>AM4</td>
<td>12</td>
<td>Para 2.2</td>
<td>Add at the end: Cribbs Causeway provides the largest concentration of shopping and leisure facilities in the District and is a major source of employment.</td>
<td>Improve clarity</td>
</tr>
<tr>
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<tr>
<td>AM5</td>
<td>16</td>
<td>Para 3.2</td>
<td>…Activities in South Gloucestershire contribute slightly higher emissions than the UK average per year and significantly higher than the South West average. Energy consumption by businesses, homes, and road transport is a major contributor to these emissions…</td>
<td>Improve clarity</td>
</tr>
<tr>
<td>AM6</td>
<td>17</td>
<td>Para 3.8</td>
<td>Housebuilding in recent years has been slower than expected. The recent economic downturn has seen a further marked slowdown in housing construction on sites with planning permission, however, it is anticipated that the rate of growth will return to normal higher levels in the future next few years…</td>
<td>Improve clarity</td>
</tr>
<tr>
<td>AM7</td>
<td>17</td>
<td>Para 3.9</td>
<td>…This is a key priority given the importance of supporting economic growth and job creation in response to the recent recession.</td>
<td>Factual update</td>
</tr>
<tr>
<td>AM8</td>
<td>17</td>
<td>Para 3.10</td>
<td>Current pPolicy over the past decade has sought seeks to achieve a more balanced mix of development in the North Fringe of Bristol by focusing major new housing development in the area and restraining major employment development. However, this re-balancing has been constrained by long lead-in times in bringing forward the housing development and continued strong employment growth is threatening to undermine this restructuring. While a continuation of the re-balancing approach is necessary to reduce commuting and achieve more sustainable patterns of development, this must not be at the expense of the North Fringe continuing as a major economic driver in the sub-region…</td>
<td>Improve clarity</td>
</tr>
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<tr>
<td>AM9</td>
<td>18</td>
<td>Para 3.11</td>
<td>In the Severnside area, along with Avonmouth in Bristol, there are significant constraints, most notably flood risk, ecology, archaeology and transport infrastructure, and these need to be addressed so that if the area’s economic potential can be realised.</td>
<td>Improve clarity</td>
</tr>
<tr>
<td>AM10</td>
<td>20</td>
<td>3.23</td>
<td>Replace diagram in chapter 3</td>
<td>Update to reflect the adoption of the new Sustainable Community Strategy (SCS).</td>
</tr>
<tr>
<td>AM11</td>
<td>25 &amp; 74</td>
<td>Objectives</td>
<td>- Conserving and enhancing the character and distinctiveness of the district’s heritage assets and maximising their contribution to quality of place and the wider benefit of the district.</td>
<td>Reflect the NPPF</td>
</tr>
<tr>
<td>AM12</td>
<td>38</td>
<td>CS1</td>
<td><strong>At the detailed planning application stage, residential development of more than 10 dwellings, will be expected to demonstrate how Building for Life (BFL12) ‘very good’ standard criteria (or any nationally recognised methodology that may supersede Building for Life) will be achieved.</strong></td>
<td>Clarifications. A new BFL publication was released in September 2012.</td>
</tr>
<tr>
<td>AM13</td>
<td>38</td>
<td>5.4</td>
<td>… The policy also sets out key design priorities and a standard against the established national assessment methodology ‘Building for Life’ (BFL12), that residential development proposals will be expected to achieve.</td>
<td>Update to reflect the new name for the BFL publication, released in September 2012.</td>
</tr>
<tr>
<td>AM14</td>
<td>41</td>
<td>5.16</td>
<td>The Council will expect new residential development of more than 10 dwellings to achieve a 'very good' rating under the BfL12 assessment (or any nationally recognised methodology that may supersede BfL). The Council encourages Design &amp; Access Statements to set out how the development performs against the 20 BfL criteria. Where a BfL criteria 'green light point' is not achieved the Design &amp; Access Statement should set out reasons why. Public consultation, visioning and concept statement planning exercises will be used to inform priorities to be achieved on a site-by-site basis as appropriate, particularly where BfL 'very good' 'green lights may not be achievable. Careful consideration will be given to refusing schemes that do not demonstrate at the planning application stage why the development cannot achieve BfL 'very good' 'green lights'. On small sites of less than 10 dwellings where BfL criteria are not always applicable, a similar ‘small-sites’ scoring methodology will be developed as part of reviewing the South Gloucestershire Design Checklist SPD. Major developments will also be encouraged to submit schemes to the South West Design Panel review.</td>
<td>Updates to reflect the new BfL publication, released in September 2012.</td>
</tr>
<tr>
<td>AM15</td>
<td>47</td>
<td>(Figure 1) Strategic Green Infrastructure Network</td>
<td>ZONE 6 Visually Important Hillsides &amp; Landscape; Commons, Frome Valley; Strategic Paths; Local Nature Reserve; M32 Corridor; Haw Wood; Stoke Park; Historic Parks &amp; Gardens; Landscape Character Areas 13,15,18</td>
<td>Improve consistency between the description with other zones.</td>
</tr>
</tbody>
</table>

[Please see Appendix A for the updated Figure 1]
<table>
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<tbody>
<tr>
<td>AM16</td>
<td>53</td>
<td>6.4</td>
<td>The first policy in this chapter relates to the presumption in favour of sustainable development, as set out in the NPPF, the second policy provides the broad spatial framework for developing in sustainable locations, with the second third policy addressing the delivery of infrastructure.</td>
<td>To reflect addition of a new policy to Chapter 6</td>
</tr>
<tr>
<td>AM17</td>
<td>60</td>
<td>6.13</td>
<td>• Broadband networks Telecommunications infrastructure (capable of delivering superfast internet connections)</td>
<td>Clarification</td>
</tr>
<tr>
<td>AM18</td>
<td>65, 66, 140, and 154</td>
<td>Figures 2, 3, 5, and 6</td>
<td>Correctly display the operational rail lines (passenger and freight) [Please see Appendices B, C, D, and E for the updated Figures 2, 3, 5 and 6]</td>
<td>Correction.</td>
</tr>
<tr>
<td>AM19</td>
<td>65</td>
<td>Figure 2</td>
<td>Correct display the extent of the Greater Bristol Metro scheme [Please see Appendix B for the updated Figure 2]</td>
<td>Clarification</td>
</tr>
<tr>
<td>AM20</td>
<td>66</td>
<td>Figure 3</td>
<td>Remove the 'C' from the map Correct display the extent of the Greater Bristol Metro scheme [Please see Appendix C for the updated Figure 3]</td>
<td>Correction &amp; clarification</td>
</tr>
<tr>
<td>AM21</td>
<td>69</td>
<td>7.8</td>
<td>• Contributions towards the A4174 Ring Road Scheme, and the Greater Bristol Metro and the Extension of the A38 Showcase Bus Corridor to Thornbury.</td>
<td>Correction</td>
</tr>
<tr>
<td>AM22</td>
<td>72</td>
<td>CS8</td>
<td>• Access to high speed telecommunications infrastructure (capable of delivering superfast internet connections) broadband…</td>
<td>Clarification</td>
</tr>
</tbody>
</table>
This chapter sets out the Council’s approach to managing the high quality and diversity of our natural and built [historic] environment.

The first policy in this chapter is an overarching policy relating to environmental resources and built heritage, while…

To reflect the terms used in the [NPPF]

The general extent of the surface mining coal resource areas and the historic mining areas (legacy areas) are shown in the diagrams in Appendixes 6 and 7 respectively.

Correction

The identification of…..an appraisal of the whole rural settlement(s) village(s) concerned and …. communities/parishes concerned. Where proposals include an element of market housing, the design of the site and individual units should ensure integration with the affordable housing.

Consequential change arising from changes to Policy CS19 & grammar correction

Development proposals should be………………..guidance covering the rural settlement village or parish (or group of rural settlements villages or parishes) from people who are or have been closely connected with the rural settlement village/parish (or group of rural settlements villages or parishes) due to……..survey.

Consequential change arising from changes to Policy CS19

Gypsy/Traveller pitches will continue to be provided between 2011 and 2026 in two ways through the development management process. Any additional new sites will be allocated through the Policies, Sites and Places DPD following a review of the need for further pitches up to 2027. Firstly by…. … Further details relating to the design of Gypsy and Travellers sites will be set out in the Sites and Policies DPD.

Consequential change arising from changes to Policy CS21 made by the Inspector in MM19
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>AM28</td>
<td>128</td>
<td>10.72</td>
<td>Existing sites listed 1-102 above will be safeguarded. Sites 1 to 4 and 10 benefit from planning permission and sites 5-9, while not benefiting from planning permission, have been used as such for a number of years.</td>
<td>Consequential change as a result of MM20</td>
</tr>
<tr>
<td>AM29</td>
<td>129</td>
<td>10.74</td>
<td>Community and Cultural Infrastructure covers a wide variety of services and facilities.</td>
<td>Correction</td>
</tr>
<tr>
<td>AM30</td>
<td>135</td>
<td>Part 2</td>
<td>Insert title page for part 2 – spatial strategy</td>
<td>Correction</td>
</tr>
<tr>
<td>AM31</td>
<td>140</td>
<td>Figure 5</td>
<td>Remove Green Belt from the East of Harry Stoke New Neighbourhood and change the “Significant Green Infrastructure in the Green Belt” to the north of the Avon Ring Road and west of the M32 to “Significant Green Infrastructure”.</td>
<td>Corrections to ensure compatibility with the proposed removal of the Green Belt designation of land in the East of Harry Stoke New Neighbourhood</td>
</tr>
</tbody>
</table>

  [Please see Appendix E for the updated Figure 5]

| AM32                            | 140                                  | Figure 5          | Amended as follows:  
1. Display the planned Green Infrastructure (GI) within the CPNN area.  
2. Display the outline of the NN areas.  
3. Correct the Green Belt shading in both NNs.  
4. Identify GI within the Green Belt, located within the NNs.  
5. Display Charlton Common.  
6. Amend the GI area in the EoHS NN (north of the Ring Road), to correctly display it as not being within the Green Belt. | Clarifications and corrections |

  [Please see Appendix E for the updated Figure 5]
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<tr>
<td>AM33</td>
<td>CS25, CS29, CS30, CS32, &amp; CS34</td>
<td>Replace Local Development Document with Development plan documents.</td>
<td>To ensure consistency with the NPPF.</td>
<td></td>
</tr>
<tr>
<td>AM34</td>
<td>159</td>
<td>Figure 7</td>
<td>Revise to show the remaining extent of the Green Belt within the scope of the diagram (ie north of M4, east of M32). To include the land to the south of the A4174 and the removal of the distinction between that land (light green) and adjoining land (dark green, no notation). [Please see Appendix F for the updated Figure 7]</td>
<td>Clarification and corrections</td>
</tr>
<tr>
<td>AM35</td>
<td>159</td>
<td>Figure 7</td>
<td>Amended as follows: 1. Display the district boundary. 2. Amend the policy area to reflect the district boundary. 3. Shading made transparent. 4. Correction of the LECL policy area to reflect the allocation. 5. Correctly display the alignment of the Green Belt 6. Amend key and shading, of Green Belt and GI areas, for areas inside and outside the New Neighbourhood. [Please see Appendix F for the updated Figure 7]</td>
<td>Clarifications and corrections</td>
</tr>
<tr>
<td>AM36</td>
<td>171</td>
<td>14.1</td>
<td>The strong sense of identity and cohesion within the existing communities;</td>
<td>Correction</td>
</tr>
<tr>
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<tr>
<td>AM37</td>
<td>176</td>
<td>14.7</td>
<td>• High quality opportunities for learning and training for all ages will be strongly supported.</td>
<td>Clarification</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• [Insert new bullet point] The health, skills and training issues identified within the west and south Yate priority neighbourhood action plan are addressed.</td>
<td></td>
</tr>
</tbody>
</table>
| AM38                           | 183                                | Figure 12         | Amended as follows:  
1. Correction to the green infrastructure within the New Neighbourhood – connect the two north/south lines of GI along the line of the pylon.  
2. Change the hatching of the Eastern strategic GI corridor, to distinguish it from other GI areas and link it to para 14.21 by adding an item and description into the key.  
[Please see Appendix G for the updated Figure 12] | Correction and clarification     |
<p>| AM39                           | 188                                | CS32              | 9. Maximise opportunities for sustainable travel by improving the legibility and publicity of bus routes through the town and enhancing opportunities for walking and cycling to, from and within the town and town centre; and | To recognise the objection of improvement sustainable travel across the town. |
| AM40                           | 193                                | CS34              | Local Development Documents and development proposals will take account of the vision for the rural areas and partnership priorities, including Neighbourhood Planning accord with Neighbourhood Plan initiatives and will: | To ensure that Neighbourhood Plans are recognised as part of the development plan |</p>
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<tr>
<td>AM41</td>
<td>221</td>
<td>Para 19.1</td>
<td>Monitoring and review are key components of the new planning system. Local plans Local Development Frameworks (LDFs) need to be continually reviewed and revised, partly to be able to assess the success of the development plan documents Local Development Document (LDD) and partly to ensure they the components of the framework are updated to reflect changing circumstances …</td>
<td>To ensure consistency with the NPPF</td>
</tr>
<tr>
<td>AM42</td>
<td>221-226</td>
<td>Table 4</td>
<td>Replace reference to “West of England Partnership” with West of England authorities” Add footnote. The West of England authorities work jointly to deliver the Local Transport Plan and major transport schemes through the Joint Transport Executive Committee.</td>
<td>Update to reflect new arrangements in the West of England.</td>
</tr>
<tr>
<td>AM43</td>
<td>221-227</td>
<td>Table 4</td>
<td>Add “Neighbourhood Planning” as a potential implementation mechanism and “communities” as lead agencies in Table 4 in relation to all policies except CS7, CS10, CS26, CS27, CS28, CS31, CS33, CS35</td>
<td>To improve clarity and ensure consistency with the NPPF.</td>
</tr>
<tr>
<td>AM44</td>
<td>225-226</td>
<td>Table 4</td>
<td>Add reference to “SPD” as implementation mechanism for CS26, CS27 and CS31.</td>
<td>To ensure consistency with proposed changes to policies</td>
</tr>
<tr>
<td>AM45</td>
<td>232</td>
<td>Table 4, e) Maintaining Economic Prosperity</td>
<td>Add the following new measure: - New employment development in the three Enterprise Areas.</td>
<td>To enable the monitoring of the Enterprise Areas.</td>
</tr>
<tr>
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| AM46                            | 236                                | Glossary – Building for Life (BfL) | **Building for Life (BfL 12)**  
The national assessment method for well designed homes and neighbourhoods. ‘Very good’ standard equates to achieving 16 out of 20 points. | Consequential changes arising from the new BfL publication, released in September 2012. |
<p>| AM47                            | 241                                | Glossary (New entry) | <strong>Heritage asset:</strong> A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing and assets contained on the Council’s Historic Environment Record). | To reflect the NPPF |
| AM48                            | 241                                | Glossary (New entry) | <strong>Local Plan:</strong> The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act and neighbourhood development plans. | Clarification and to reflect the NPPF |
| AM49                            | 243                                | Glossary (New entry) | <strong>Significance (for heritage policy):</strong> The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting. | To reflect the NPPF |</p>
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<tr>
<td>AM50</td>
<td>246</td>
<td>Glossary – Town Centre/Town Centre Uses</td>
<td>A defined area including the primary shopping area and areas predominately occupied by main town centre uses within or adjacent to the primary shopping area. Main town centre uses are retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation use (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)</td>
<td>Consistency with the NPPF definition</td>
</tr>
<tr>
<td>AM51</td>
<td>249</td>
<td>Appendix 2 Table A1 South Gloucestershire Local Plan</td>
<td>Add: GB1 Green Belt</td>
<td>Policy GB1 is out of date when compared with NPPF.</td>
</tr>
<tr>
<td>AM52</td>
<td>Various</td>
<td>Various</td>
<td>Replace references to Local Development Framework with Local Plan</td>
<td>To reflect the NPPF</td>
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### Policies Map:

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<tr>
<td>AM53</td>
<td>N/A</td>
<td>Various</td>
<td>All references to the ‘Proposals Map’ to be changed to ‘Policies Map’.</td>
<td>Reflect the change in terminology.</td>
</tr>
<tr>
<td>AM54</td>
<td>N/A</td>
<td>The Proposals Map (Amendment to PM72 PSC)</td>
<td>Correction of the policy area relating to Policy CS27: East of Harry Stoke New Neighbourhood, to remove part of Bristol City Council incorrectly included in the policy area. Redrawn policy boundary to match the district boundary. [See Appendix H]</td>
<td>Correction</td>
</tr>
<tr>
<td>AM55</td>
<td>N/A</td>
<td>The Proposals Map (Amendment to PM72 PSC &amp; PM73 PSC)</td>
<td>Revision to the alignment of the Stoke Gifford Transport Link (SGTL). [See Appendices H &amp; I]</td>
<td>The alignment of the SGTL has been revised following further design work.</td>
</tr>
</tbody>
</table>
Figure 1 – Strategic Green Infrastructure Network

Key – Strategic Green Infrastructure Network

- South Gloucestershire Council Boundary
- Strategic Green Infrastructure
- Visually Important Hillsides
- Strategic Recreation & Cycle Routes
- Main Water Courses
- Railways
- Main Roads

ZONE 1
- Severn Estuary; SIA/SAC/RAMSAR; Floodzones 2&3; Strategic Nature Areas; Severn Way, Monarch’s Way & Jubilee Way; Landscape Character Areas 19,20,21

ZONE 2
- Strategic Nature Areas; SNCIs; Open Access Areas; Ladden Brook; Floodzones 2&3; Visually Important Hillsides; Historic Parks & Gardens; Strategic Paths & Cycleways; Landscape Character Areas 7,8,9,10,17,18

ZONE 3
- Commons; Local Nature Reserves; Strategic Nature Area; SSSI; Lower Woods Nature Reserve; Frome Valley; Floodzones 2&3; Strategic Paths & Cycleway; Visually Important Hillsides; Historic Parks & Gardens; Landscape Character Areas 5,6,8,12

ZONE 4
- Cotswold AONB; Strategic Nature Area; Historic Parks & Gardens; Visually Important Hillsides; National Trail; SSSIs; Open Access Lane; Landscape Character Areas 1,2,3,4

ZONE 5
- Visually Important Hillsides; Strategic Paths & Cycleways; Local Nature Reserves; Commons, Overcourt Wood; Warmley Forest; Hanham Hills, River Boyd, Avon Valley, Floodzones 2&3; Landscape Character Areas 6,11,12,14,16

ZONE 6
- Visually Important Hillsides & Landscape; Commons, Frome Valley; Strategic Paths; Local Nature Reserve, M32 Corridor; Haw Wood; Stoke Park; Historic Parks & Gardens; Landscape Character Areas 13,15,18

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Figure 2 – Strategic Transport Infrastructure Proposals Diagram (for illustrative purposes only)

Key:
- South Gloucestershire Boundary
- Severn Estuary
- Main Built-Up Areas
- Cribbs Causeway Retail Area
- University of the West of England
- M32
- Bristol Parkway
- Bristol City Centre
- To Bristol
- Southmead Hospital
- Bristol Park & Share
- Emersons Green
- Emersons Green East
- New Neighbourhood Areas
- Bristol Parkway
- East of Harry Stoke
- North Yate
- Thornbury Housing Opportunity
- Rangeworthy
- Iron Acton
- Frampton Cotterell
- Southdown
- Nailsea
- Weston
- Yate
- Wickwar
- Rangeworthy
- Warmley
- Longwell Green
- Hanham
- Bitton
- Severnside
- Filton
- NC
- Ring Road Major Scheme
- Major Road Scheme
- Park & Ride Sites
- Proposed Rural Park & Share site improvements close to motorway junctions
- Proposed cycleways to connect with the Cycling City network

Transport:
- Motorways
- Railways and Stations
- Rapid Transit
- Proposed Emersons Green to Bristol (alignment to be determined)
- Rail: Proposed Greater Bristol Metro
- Bus: Proposed Orbital Bus Route (SGLP Funded)
- Rapid Transit: Proposed extension to the Cribbs Causeway New Neighbourhood
- Rail: Safeguarded station sites at Henbury, Filton and Charfield
- Bus: Existing corridors proposed for improvement
- Bus: Proposed extension of existing bus routes to serve new neighbourhoods
- Bus: Proposed Orbital Bus Route extension to Yate
- Bus: Extension of A38 Showcase Route to Thornbury
- Highway: Ring Road Major Scheme
- Proposed Park & Ride Sites
- Indicative locations for interchange improvements
- Proposed cycleways to connect with the Cycling City network

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Appendix B:

Modified by AM18, AM19
Appendix C:

South Gloucestershire Boundary
Main Built Up Areas
Cribbs Causeway Retail Area
University of the West of England
MOD Abbey Wood
Southmead Hospital
Frenchay Hospital
Wildlife Park
SGLP Committed Sites

New Neighbourhoods:
Cribbs/Patchway and East of Harry Stoke

Transport
Motorways
Railway and Stations
Transport Schemes
Rapid Transit: North Fringe Hengrove Package
Rail: Proposed Greater Bristol Metro
Bus: Proposed Orbital Bus Route
Rapid Transit: Proposed extension to the Cribbs Causeway New Neighbourhood
Extension to Proposed Orbital Bus Route
Rail: Safeguarded station sites at Filton and Henbury
Re-introduction of passenger services on the Halten Line / Henbury Loop
Bus: Existing corridors proposed for improvement
Bus: Proposed extension of existing bus routes to the Cribbs Causeway New Neighbourhood
Bus: Extension of A38 Showcase Route to Thornbury
Highway: Ring Road Major Scheme
Proposed Park & Ride Site
Indicative locations for interchange improvements
Proposed cycleways to connect with the Cycling City network
Proposed Extension to Spine Road
Proposed M49 Junction

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Figure 5 – The North Fringe of Bristol urban area (for illustrative purposes only)

Appendix D:

- South Gloucestershire/Bristol City Boundary
- New Neighbourhoods: Cribbs/Patchway and East of Harry Stoke
- Significant Green Infrastructure (GI) in the Green Belt and in the New Neighbourhood
- Green Belt Area
- Significant Green Infrastructure (GI)
- Significant GI in the Green Belt (only areas south of the M4 & M5 displayed)
- Visually Important Hillsides
- Main Built Up Area
- Business Employment Areas
- Committed Sites, South Gloucestershire Local Plan
- Conservation Areas
- Cribbs Causeway Retail Area including The Mall
- Enhancement of Patchway Local Centre
- District Centres
- Proposed District Centre
- Regeneration Opportunity Site
- Southmead Hospital
- Frenchay Hospital
- University of the West of England
- Watercourse
- MOD Abbey Wood
- Wildlife Park
- Motorway
- Major Road
- Other Road
- Railway and Railway Station
- Proposed North Fringe Hengrove Rapid Transit (from 2017)
- Long Distance Footpath
- Avon Cycleway
- National Cycle Network (NCN4)

Modified by AM18, AM31, AM32
Figure 6 - Cribbs/Patchway New Neighbourhood Framework Diagram
(for illustrative purposes only)

Appendix E:

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)

Modified by AM18, MM22
Figure 7 – East of Harry Stoke New Neighbourhood Framework Diagram (for illustrative purposes only)
Figure 12: North Yate New Neighbourhood (for illustrative purposes only)

- **Existing Facilities**
- **New Neighbourhood Development Area**
- **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)**
- **Mineral Resource Area (Mineral & Waste Local Plan (2002), Policy 1)**
- **Pylons**
- **Powerlines to be undergrounded**
- **Road**
- **Railway**
- **Long Distance Footpath**
- **Avon Cycleway**

*These existing GI assets do not form part of the new neighbourhood.*
Description: Correction of the policy area to reflect the district boundary and the revised alignment of the Stoke Gifford Transport Link. Revision to PM72 PSC. New policy area covering the East of Harry Stoke New Neighbourhood (Policy CS27) – indicated on the map as a black line. Revised settlement boundary (Policy CS5) – indicated on the map as a dotted line. The Stoke Gifford Transport Link is displayed as a square dotted line.
# Changes to the Proposals Maps – Core Strategy

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