

South Gloucestershire Council

Policies, Sites and Places Plan

Information requested by the Inspector at the end of Day 4 – 23rd February 2017 and other modifications.

At the end of the Day 4 hearing session the council was asked to provide further information for the Inspector's consideration, this is set out on pages 2 and 3 below.

The Inspector also stated that Council agreed to consider amendments to policies and suggested main modifications (reported in Examination Library Document: E13). Those changes relating to Policies PSP16, PSP42, PSP46 and PSP47 are reported on pages 4-23. The consideration of other amendments to policies/suggested main modifications will be undertaken following receipt of the Inspector's initial post-hearing advice due by around 17 March 2017.

On pages 24-25, the council wishes to draw the Inspector's attention to others minor modifications.

Inspector's request:

Clarification of how the provisions of PSP37 (para. 8.3) would apply to reserved matters applications is required in the form of a note from the Council.

Council Response:

PSP37 paragraph 8.3 to be amended to read:

To allow the sector to adapt, the provisions of the policy will become applicable on all new *outline and full* planning applications as of 6 months of adoption of the policy. ~~NDS Standards will also be required on affordable housing for where reserved matters are required from 6 months of adoption of the policy.~~ NDS standards will be required for ~~market and affordable housing as of 1 year of adoption of the policy on~~ Reserved Matters applications pursuant to an extant outline planning consent *(extant as of adoption of the policy) as of 1 year of the adoption of the policy.*

It was also made clear at the hearing sessions that the Council would be content to see the period of grace extended if the Inspector sees fit should this be considered necessary to make the plan sound.

Inspector's request:

In response to issues raised by participants at the relevant hearing, the Council also intends to provide further information about recent housing sales values and the split between brownfield and greenfield development.

Council Response:

Adams Integra took a conservative position on build costs, adopting the upper quartile figures from BCIS, as opposed to the median figures. The BCIS extract in Appendix 4 of Examination Library Ref: V2, shows base costs for houses and flats are, respectively, 13% and 17% higher in the upper quartile column than in the median column.

Regarding CIL, the examiner's report accepted that the rates used are "not set at the margin of viability in most instances" (see paragraph 33 of the CIL examiner's report, Examination Library Ref: E17). This followed extensive discussions with Savills, who then chose not to come to the examination.

In Mr Duff's evidence on PSP37 (PS/277/1), he noted the additional cost burden of the policy, quoting the increased construction costs faced by the housing industry (see paragraphs 2.21 and 2.22 of his evidence) between September 2015 and September 2016. A rise in build costs in isolation should not be considered as evidence of a lack of viability; it is necessary to consider sales values as well. BCIS shows that the build cost of general housing rose between these dates by 5.3%. The Land Registry shows that, over the same period, house prices in South Gloucestershire rose by 11.1%¹.

The Council's 2016 Annual Monitoring Report currently projects 28,565 (against CS requirement of minimum of 28,355) completions within the plan period. 9,236 dwellings have already been constructed. Some 11,748 are projected on greenfield sites and some 5,271 on brownfield. Of the brownfield sites all have either planning permission, or are pending the signing of s106 agreements, or are located in nil CIL areas, or are Merlin affordable housing schemes.

This leaves approximately 2,310 windfall dwellings on small sites to be constructed in the plan period (approx. 210 per annum). This comprises some 8% of the plan requirement.

The viability study shows that high density brownfield sites in value points 2-3 are most likely to be most impacted by any additional cost attributable to PSP policies (at a 35% policy compliant position). However, not all of these small windfall sites will be brownfield, high density or in low value locations. Given the uncertainty of development costs on brownfield sites due to abnormalities and the generally low rise nature of development in South Gloucestershire it is not therefore possible with any certainty to provide an estimation of the number of units that are unlikely to come forward as a consequence of these policies (PSP37 & 43) nor however though is this type of development (high density in low value locations) prevalent or being relied upon to deliver to the plan.

¹ <https://www.gov.uk/government/publications/uk-house-price-index-england-september-2016/uk-house-price-index-england-september-2016>

Modifications to the supporting text to Policy PSP16 – Parking Standards

The following red italic text is additional wording to strengthen the previously suggested modification (SMM15) to the support text of policy PSP16 – Parking Standards. These modifications confirm the following:

- South Gloucestershire has both above average car ownership and usage.
- The road network is at or overcapacity for extended peak times.
- Car parking standards are essential to work in combination with other traffic growth reduction measures
- Without these measures the ability to manage road traffic demand will be significantly weakened and is likely to have negative impacts on quality of life, journey times, congestion and air quality levels.

5.68A Justification for minimum residential parking standards:

The 2001 Census statistics showed that car ownership in South Gloucestershire is approximately 1.4 vehicles per dwelling. In 2011 the census statistics showed that this figure had risen to 1.5 vehicles per dwelling. In 2011, nationally 32.1% of households had 2 or more vehicles, whereas in South Gloucestershire some 44.7% of households had two or more. Conversely 25.6% of households had no car, but in South Gloucestershire this figure was 13.1%.

On street residential car parking has become an issue in specific areas of the district, where parked vehicles have impeded larger vehicles, such as those used by the emergency services, affected sight lines and crossing points.

5.68B Justification for maximum parking standard for non-C3 uses:

In terms of car use and travel to work, the 2011 census demonstrates that South Gloucestershire has higher levels of employment than the national average (6.4% more) and considerably higher levels of car and van use to travel to work, 12% more than the national average. In addition there are air quality management areas in South Gloucestershire, where the air quality is affected due traffic related pollution.

Many parts of the locally strategic highway network in South Gloucestershire are operating at and overcapacity in the extended morning and evening peak periods. The Authority uses Department for Transport (DfT) survey information to monitor traffic levels relating to screenlines² and congestion levels.

The DfT survey information³ provides information regarding trends of traffic flows, but is for 24 hour traffic flows (Annual Average Daily Flows), rather than disaggregated to peak periods where evidence of congestion and overcapacity roads / lack of year on year growth would be more evident.

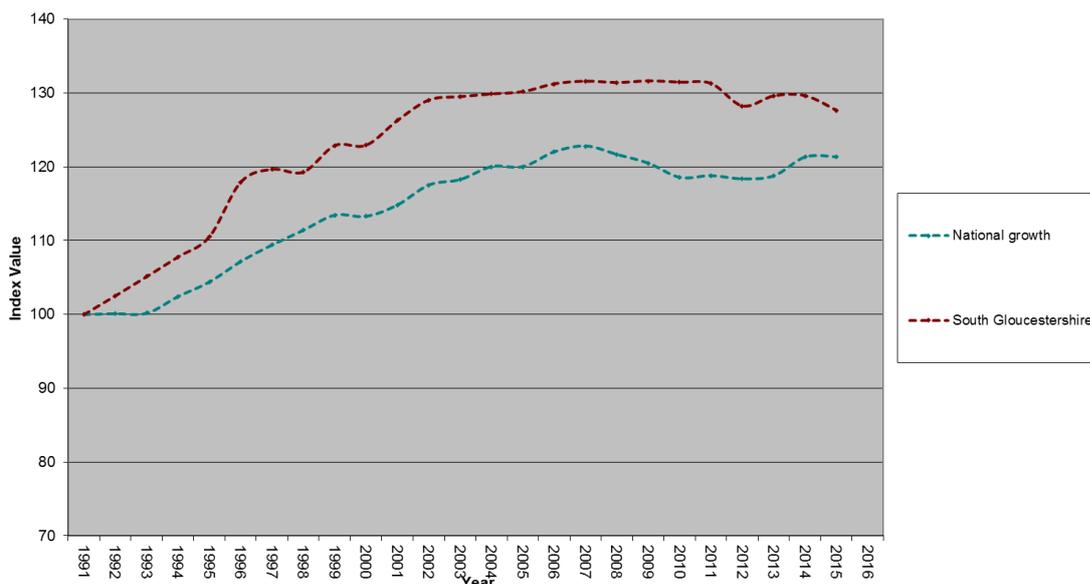
The DfT monitoring demonstrates that growth has been limited on a number of routes, with many radial⁴ routes showing no growth and even reduced traffic levels compared to 15 years ago. This limited growth is because the effective road capacity has been reached in extended peak periods, and although there will be spare capacity in off-peak times, that spare capacity has limited value in accommodating the timing of the demand.

² A screenline is a set of traffic counts that form a line towards or cordon around an area – there may be missing roads but gives an indication of traffic growth.

³ <http://www.dft.gov.uk/traffic-counts/cp.php?la=South+Gloucestershire>

⁴ Radial is with respect to routes radiating from the Greater Bristol area; and similarly Orbital describes roads that provide routes around the conurbation of Greater Bristol.

Figure 1: South Gloucestershire Traffic Growth Since 1991



Screenlines have been collated from DfT monitoring counts since 1991 and confirm for most areas the initial and significant growth in traffic from 1990 to the early 2000s followed by a levelling and reduction of traffic levels since that time. **Figure 1** shows DfT monitoring counts for screenlines indexed to 1991 traffic flows which demonstrates that traffic growth on South Gloucestershire has been and continues to be considerably higher than the national level.

To address the impact of congestion and capacity issues at extended peak periods, the maximum parking standards for non-residential uses form part of a set of measures to encourage sustainable travel, whether that is to reduce the need to travel, change mode to walking, cycling or public transport, or encourage more efficient use through car sharing. Across the West of England there is significant investment, supported by DfT to improve the more sustainable elements of modal share for travel. These include investment in MetroBus⁵; new and improved railway stations; park and ride / park and share facilities; and a mixture of improvements to public transport, walking and cycling networks.

These measures sit alongside a behaviour change programme running in South Gloucestershire. This programme includes engaging with over businesses to discuss travel issues and promote sustainable travel options.

The parking space maximums for non-residential development help incentivise consideration of more sustainable travel options. Without maximums helping to guide the control parking supply, higher provision of car parking could result leading to more car based travel and increased congestion levels and air quality issues.

⁵ MetroBus is a £200million investment in a high frequency rapid public mass transit system designed to transport people around the area (of Bristol, South Gloucestershire and North Somerset) using a combination of segregated busways, bus gates and bus lanes. It is a smarter way of travelling that will speed up journey times, relieve congestion and reduce levels of pollution. <https://travelwest.info/metrobus>

Inspector's request:

PSP42: Consideration of "shell-homes".

Council Response:

Reference to "shell-homes", within Policy PSP42 – Custom Build Dwellings. The point was raised at the hearing session on day 3 that the legal definition of 'self-build' dwellings (detailed in the Self-build and Custom Housebuilding Act 2015, as amended by section 9(1) of the [Housing and Planning Act 2016](#)) does not include/allow for "shell-homes". In response to this point the council would like to clarify that the policy does not only deal with self-build, as the title of the policy makes clear, this policy seeks to deliver opportunities for the delivery of custom build dwellings. It was recognised at the hearing session that policy as worded in bullet point 3, would be helpful to delivery. The risk of any challenge to this policy is therefore minimal.

Modifications to the Policy PSP46 – Oldbury New Nuclear Build (NNB)

The following modifications, displayed as red italic text and struck through text, amend the expression of the delivery objectives and remove duplicated points. These modifications have been presented with SMM39, amended where appropriate.

POLICY PSP46 – OLDBURY NEW NUCLEAR BUILD (NNB)

In accordance with Core Strategy Policies CS36 and CS37, the NPS nomination of Oldbury as a potential site for a new nuclear power station and the delivery objectives for the Oldbury NNB project, the Council is committed to working in a collaborative partnership approach with the scheme promoter, our local communities, key Government agencies, National Grid and public bodies and other neighbouring and/or relevant local authorities*.

To inform this work, the Council has identified 10 themes and associated delivery objectives, which, as set out in the table below, are intended to provide a sustainable and integrated delivery strategy to minimise the impact on our local communities and environment, and ensure the provision of community benefit and legacy.

These themes and objectives will provide the framework within which the Council will engage with the promoter of the NNB at Oldbury throughout the pre-application and post-application engagement and the Examination process, and against which emerging project proposals will be assessed, including in the preparation of the Local Impact Report. It will be expected that the project promoter will provide full details to show how these objectives, *or reasonable alternatives* will be achieved through the proposed DCO.

The Council would expect the DCO application to set out and demonstrate the high regard to which they have given these themes and demonstrate how the objectives ~~and mitigation~~, as set out in the table below, *or reasonable alternatives*, will be delivered through their project proposals.

The Council will also bring forward a Pre-Engagement Position Statement that sets out information on constraints and opportunities in relation to the proposed development as well as more detail on preferred mitigation approaches, legacy opportunities and community benefits.

* For the purposes of this Policy, in recognition of the scale of this project, the Council considers 'neighbouring or relevant local authorities' applies to the following, as they are considered to be within commuting distance of the proposed development site: Bristol, Bath & North East Somerset, North Somerset, Wiltshire, Somerset, Sedgemoor, Mendip, Stroud, Gloucestershire, Cotswold, Forest of Dean, Monmouthshire, Gloucester City, Taunton Deane and West Somerset

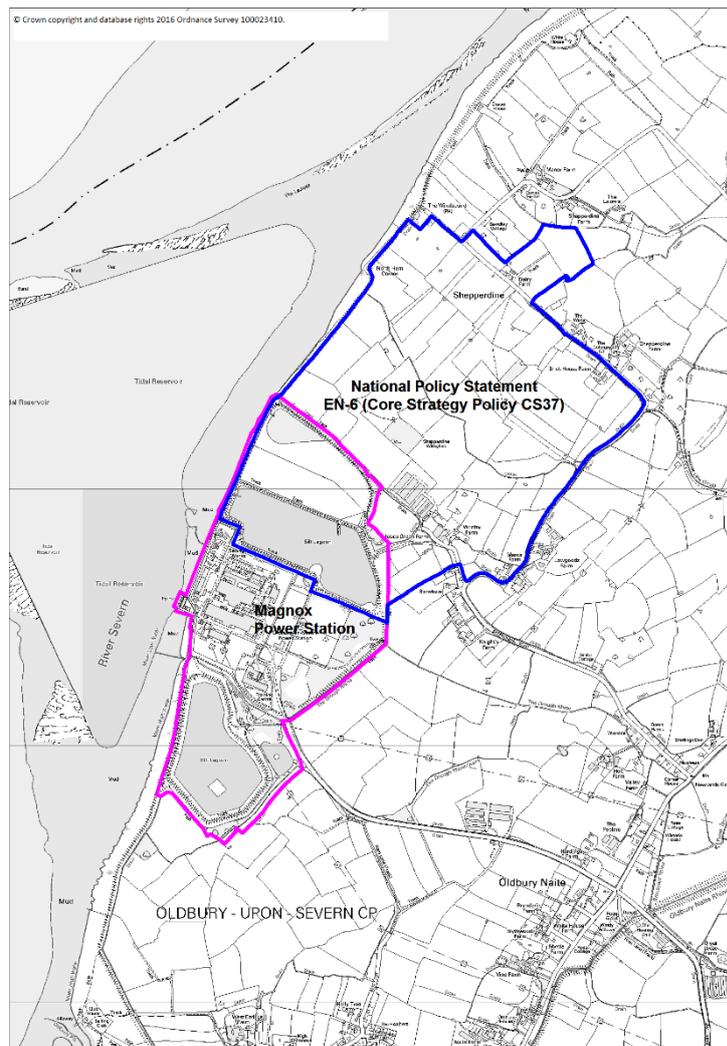
9.7 Given the timeframe for the proposed project planning, development, operation and decommissioning for a nuclear power station, and also that the nature of the proposals is not yet known, it is considered that other issues of relevance to the Council and its communities may arise. It may therefore be necessary for the Council to consider further planning policy development in the future.

9.8 The order of topics set out in the table below does not at this stage infer priority of issues for consideration.

9.9 In order to better inform pre-application discussions and improve efficiency in responding to early developer engagement, the Council will prepare a Pre-Engagement Position Statement that provides background information and detail in relation to the Delivery Objectives set out in the table below. This Statement will provide where possible and appropriate: information on constraints, further detail on evidence considered necessary to underpin proposals, and design and mitigation approaches, legacy and community benefits. The Statement will seek to maximise alignment with wider policy and objectives for the Council area. The Statement will be informed by duty to cooperate engagement with neighbouring Councils and advice from statutory bodies.

9.XX The Council will work with the Nuclear Decommissioning Authority (NDA) and the operators of the existing Power Station site to consider if additional planning policy is necessary as part of the new Local Plan. Existing Core Strategy policies, CS36 and CS37, address the decommissioning process.

Map X: The extent of the National Policy Statement EN-6 (Core Strategy Policy CS37) nominated nuclear new build site along with the existing Magnox Power Station



Theme	Issue	Delivery objectives <i>(this list is not exhaustive)</i>
Flood & Flood Risk Management (incl. Coastal change)	<ul style="list-style-type: none"> • The main site and its access is within the floodplain (flood zone 3) and impacted by tidal, fluvial and pluvial water • The extent of flood protection would be determined by the developer's flood risk assessment (FRA) and modelling, including the implications of access roads on the flood cell. Environment Agency (EA) advise that, the level of protection against a flood event should provide for an event with an annual probability plus climate change of: <ul style="list-style-type: none"> ○ 0.01% annual probability for the main site, ○ 0.5% for dry access ○ 0.1% for safe site access for worker/visitors to and from the site, ○ 0.5% tidal flooding ○ 1% for fluvial flooding ○ 0.1% for fluvial and tidal flooding, • Account should be taken of a potential breach of the sea wall. • Existing flood risk problems at Oldbury-on-Severn could be compounded and the effects upon local villages and settlements will need to be fully assessed and addressed • Community concerns about safety and flooding in a flood risk area 	<p>Acknowledging the Environment Agency's role in flood protection, the Council's delivery objectives <i>will aim to ensure</i> include:</p> <ul style="list-style-type: none"> • Protection of as much of the 'cell' as <i>reasonably</i> possible to provide flood protection for the wider area and alleviate existing flood issues, including at Oldbury-on-Severn while also delivering the flood resilience required for the site and its access • A need to <i>Clarification</i> of the baseline conditions associated with any survey and assessment • Ensure, w <i>Where</i> possible that flood protection for the proposal, including associated development and access roads, does not compound <i>adversely</i> impact on the local environment and communities • The project promoter will need to <i>recognises the value in</i> providing reassurance to local communities about safety and flood resilience

Theme	Issue	Delivery objectives <i>(this list is not exhaustive)</i>
Transport (Access and Movement) (including construction materials, equipment, including abnormal indivisible loads and workers)	<ul style="list-style-type: none"> Established port facilities exist at Avonmouth and Sharpness, but nothing adjacent to the site The Severn deep water channel runs close to the site. Limited rail infrastructure exists in the locality, though rail access does exist to the local quarry at Tytherington (east of Thornbury) and port facilities to the north at Berkeley Potential use of a station at Charfield for worker commuting, and legacy Strategic Road Network (SRN) around Bristol is congested and limited capacity exists at key motorway junctions Local roads are not well suited to carrying the number and type of vehicle movements that will be necessary to construct the development Limited capacity exists at M5 J14, but this is the closest junction on the SRN to the main site Strategic transport aspirations exist for Park and Ride/Share facilities at Falfield, Aust and Tormarton The travel to work area will include South Wales, so there is a need to capture worker movements as close as possible to the Severn Bridge Crossing 	<p><i>Acknowledging the existing congestion on the Strategic Road network, and the constrained nature of local roads, the Council will seek to secure the prioritisation of non-road transport modes, particularly during construction, including for example:</i></p> <ul style="list-style-type: none"> Delivery of key infrastructure <i>is-recognised as</i> a priority in advance of commencement of development, including site preparation works. <i>If required this may include the e</i>Early implementation of a <u>marine offloading facility and</u> segregated transport link to the site to avoid <i>unacceptable</i> impact on local communities <u>and the local road network.</u> Maximise <i>ing</i>e opportunities for water based deliveries <i>including early implementation of a marine offloading facility</i>, with appropriate infrastructure to facilitate this Recognise the role which local ports could play Maximise <i>Maximising</i> opportunities for rail based deliveries and worker access, with appropriate enhancement to existing infrastructure to facilitate this, <i>including for example the</i> Ppotential use of Tytherington quarry for rail access, lay down, logistics and/or aggregate source/storage, plus Charfield station for workers Capturing wWorker movements should be captured at key nodes in locations which dovetail with the Council's strategic transport aspirations and the <i>emerging</i> preferred accommodation strategy for Oldbury NNB For workers travelling from South Wales, <i>examine how</i> need to capture worker movements as close as possible to the Severn Bridge Crossing Encourage site access from the Strategic Road Network north of M4/M5 interchange Integrate <i>ion of</i> Park & Ride and logistics facilities with motorway access junctions improvements, including <i>potentially</i> at <u>M5 Junction 14 at Falfield, M4 Junction 18 at Tormarton and M48 Junction 1 at Aust</u> Improve motorway access including M5 Junction 17

Theme	Issue	Delivery objectives <i>(this list is not exhaustive)</i>
	<ul style="list-style-type: none"> A key focus for economic growth is the Avonmouth and Severnside Enterprise Area which is in close proximity to the main site. The Oldbury NNB needs to dovetail with these plans 	<ul style="list-style-type: none"> <i>Explore the S</i>strategic connectivity between the main site and the wider Avonmouth and Severnside Enterprise Zone area to capture the opportunities for Oldbury NNB and facilitate the efficient movement of goods, services, and workers to the main site A <i>Delivery of a</i> sustainable, controlled and enforced solution for the movement of workers and materials from the SRN and other transport modes to the main site and any associated development that minimises disruption to local communities Control hours of operation and transport routes to avoid <i>unacceptable</i> impact on SRN and on the lives and businesses of local communities Consider the use of temporary infrastructure (both marine and land based) for the duration of the construction period to overcome local difficulties with the minor road network inside the motorway box, and disruption and disturbance to local communities <i>and in the long term to the environment.</i>
Accommodation & Housing	<ul style="list-style-type: none"> <i>Horizon’s consultation for Wylfa NNB indicates up to 10,500 temporary construction workers at peak.</i> A number of workers are likely to need to be accommodated within the main site for operational reasons Risk that purpose built temporary worker accommodation could overwhelm or unbalance local communities A significant proportion of the workforce is likely to want functional low cost accommodation The travel to work area will include adjoining authority areas, including to the north of the estuary 	<p><i>Given the large numbers of workers predicted by Horizon to be needed to construct a new nuclear power station, the Council will seek to secure an approach to the provision of accommodation for construction workers that minimises impact on local communities, the environment and the housing market, while integrating with spatial plans for the wider area and maximising legacy, including for example:</i></p> <ul style="list-style-type: none"> A general preference for an integrated approach to worker accommodation, with existing <u>or proposed</u> communities rather than a large single campus. A mixed economy of provision that blends campus style accommodation with investment in private sector housing to meet project needs whilst also helping to resolve existing shortcomings and deliver strategic housing aspirations, <u>including those coming forward in the West of England Joint Spatial Plan.</u> Any temporary campus accommodation within or relatively near to the main site should be of a relatively modest scale and must not <i>adversely</i> impact on the wellbeing of existing local communities

Theme	Issue	Delivery objectives <i>(this list is not exhaustive)</i>
	<ul style="list-style-type: none"> Legacy housing is an aspiration. Private rented sector is not currently considered able to meet the scale of accommodation required by the development and only relatively limited tourism accommodation exists in the area <u>Experience on other NNB sites that temporary worker accommodation may run behind construction needs.</u> 	<ul style="list-style-type: none"> Off-site campus accommodation may be appropriate on sites that are <ul style="list-style-type: none"> Regeneration sites that are yet to be developed Utilise latent units if available Facilitate a potential legacy use A supply of housing that will be available for the workforce, but which also provides a legacy consistent with strategic housing aspirations of the Council and neighbouring authorities and <u>including the South Gloucestershire Local Plan review and the Joint Spatial Plan. process and testing of future spatial options</u> <u>Early delivery of temporary worker accommodation to avoid unacceptable impact on the housing market including the private rental sector</u>
Environment (archaeology & historic environment, landscape & visual, ecology)	<ul style="list-style-type: none"> Impact upon surrounding historic built and natural environment arising from the main development plus associated development and infrastructure and traffic movements The main site is located within a historic Levels landscape with direct relationship to international designations on the Severn Estuary. As such, a Habitat Regulations Assessment will be required that may shape the preferred development and associated development proposals, including transport and accommodation strategies Both land and marine based impacts will arise, the nature of which will be different and may require alternative solutions 	<p><u>The Council will seek to secure the minimisation of environmental impact and the maximisation of environmental benefit resulting from the NNB project, including for example by:</u></p> <ul style="list-style-type: none"> <u>Securing</u> Early and ongoing ecological surveys of the site and surrounding area <u>and</u> <u>Early</u> production of a Habitat Regulations Assessment, <u>and for this</u> to inform the design of the scheme If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; this is the 'avoid, mitigate, compensate hierarchy' approach. Appropriate compensatory habitat should be located as close to the site as possible and is likely to be on land to the north of the site. Early investigation of buried archaeology, definition of settings to other heritage assets to establish nature of interest that may be affected. Where possible, design and site layout should consider the preservation of archaeology in situ, but where archaeology is disturbed, it should be discovered, recorded and suitably displayed

Theme	Issue	Delivery objectives <i>(this list is not exhaustive)</i>
	<ul style="list-style-type: none"> • Uncertainty as to opportunities that exist for compensatory habitats in the local area • The main site is within an area of high archaeological potential and may contain assets of national importance • Physical form, scale and appearance of buildings within the wider context of the Severn Estuary and Levels landscapes • Potential for impact on the settings to above ground designated heritage assets • Both near and distant views, across an open flat and estuarine landscape, will be affected with impacts upon local, historic and designated landscapes and their settings • A number of Public Rights of Way will need to be diverted with potential long term impacts for the Severn Way coastal path and for views from Offa's Dyke on the northern bank • Noise disturbance, light pollution, water & air quality impacts on the environment and amenity 	<ul style="list-style-type: none"> • <i>Ensuring that</i> the design of the buildings and landscape works should achieve a <i>design design</i> quality that is sensitive to the character of the surrounding landscape, with careful consideration of layout, form, massing, materials and colour, and the height of any cooling facilities, should be minimised • Early application of a landscape character and visual impact assessment to determine appropriate mitigation for wider environment impacts • Landscape character assessment to address tranquillity, noise & light • Early <u>and where appropriate, advance</u> implementation of key environmental mitigation measures, including landscape works to reduce construction impact • A local and wider landscape and visual mitigation package, including <i>where necessary</i> to address where necessary near and distant impacts of both the main site and also for associated infrastructure • <i>Explore the</i> Rationalisation of Public Rights of Way to better match local demand and long term management, and protect amenity of long distance routes • Re-instatement and enhancement of landscapes post construction and following removal of any temporary infrastructure • Need for monitoring, management and enforcement of environmental standards during construction as well as operation, to <i>appropriately</i> protect communities and the environment.
Economic Development/ Ensuring sustainable growth	<ul style="list-style-type: none"> • A key focus for economic growth is the Avonmouth and Severnside Enterprise Area and is in relatively close proximity to the main site. The Oldbury NNB needs to dovetail with these plans 	<p><i>The Council will promote the delivery of sustainable economic benefits and outcomes for the local area and delivery on its Economy & Skills Strategy, by for example seeking to secure:</i></p> <ul style="list-style-type: none"> • <u>Early interventions alongside the pre-application engagement process to</u> fFocus upon local supply chain development, to address risk of boom and bust and provide lasting legacy

Theme	Issue	Delivery objectives <i>(this list is not exhaustive)</i>
	<ul style="list-style-type: none"> • Opportunities to maximise economic growth should be balanced against the impact that arises • Potential for boom and bust • Leakage of skills and training benefits and local labour to NNB at expense of existing local businesses. • Need to maximise local employment and business opportunities and benefits • Long lead in times for supply chain interventions to be realised 	<ul style="list-style-type: none"> • Promotion of integration of NNB with Local Enterprise Partnership (LEP) and Enterprise Area objectives and delivery • Minimisation of the risk that Ensure that Oldbury NNB does not outcompetes existing local businesses for labour and skills • Early intervention in schools to raise aspirations and to promote Science, Technology, Engineering and Maths (STEM) and early development of links to local training providers, including South Gloucestershire and Stroud College and the University of the West of England and Bristol University of Bristol. • – to dovetailing with the future <u>workforce</u> needs of NNB construction and operation, with the and maximisation of quality job opportunities for local people. • Encourage local supply of aggregate and other materials/services where this accords with extant planning policy objectives
Education & skills	<ul style="list-style-type: none"> • Leakage of skills and training benefits and the need to maximise local employment and business opportunities • Long timeframes and lead in times if education and training opportunities are to be realised for Oldbury NNB 	<ul style="list-style-type: none"> • Alignment between NNB and LEP objectives and initiatives • The Council will seek high quality education, training and employment opportunities for local communities, and delivery on the Council's Joint Strategic Needs Assessment⁶ and Economy & Skills Strategy⁷, by for example: • Realising potential of existing education partnerships • Developing Early development of links to local training providers, including for example University of the West of England and Bristol University of Bristol and South Gloucestershire & Stroud College • Ensure Ensuring delivery of education and training initiatives in advance of pre-application DCO application process, to ensure that a local skilled workforce is available when needed for the NNB project. • Early intervention in schools to raise aspirations and to promote STEM, to dovetail with the future needs of NNB construction and operation

⁶ <http://edocs.southglos.gov.uk/completejsna/>

⁷ www.southglos.gov.uk/documents/11683-SG-Economy-Skills-Strategy-2016-2020-DL-copy.pdf

Theme	Issue	Delivery objectives <i>(this list is not exhaustive)</i>
<p>Community safety, community benefit and quality of life (including health and community facilities)</p>	<ul style="list-style-type: none"> • Health impact, including human health, social and cultural wellbeing • Promoting healthy lifestyles • Actual and perceived impacts may arise primarily as a result of the large influx of workers (many of them likely to be migrant), and related to construction traffic and works • Concern about pressure on local health care • Concern about pressure on local community facilities • Actual and perceived impacts will arise 	<p><i>The Council will seek to ensure community safety, community benefit and quality of life for local people and delivery on the Council's Joint Strategic Needs Assessment, including by for example:</i></p> <ul style="list-style-type: none"> • Ensure <i>Ensuring</i> that existing communities are not <i>adversely</i> unbalanced by an influx of construction workers • <i>Seeking the</i> separation of transport routes to avoid mixing construction traffic with community access to essential services, such as shops, schools etc. • <i>Undertaking a</i> An assessment of health and community impacts including during construction and • definition of the mitigation should be <i>planned as an integral part of</i> undertaken alongside the development of transport and accommodation strategies. • <i>Where necessary</i> Facilities should be provided <i>in advance</i> to support the wellbeing of construction workers, without compromising access by local communities and ensuring the appropriate community benefit and legacy in the long term
<p>Emergency Planning*</p> <p>*The Office of Nuclear Regulation land use planning advice in respect of emergency planning around nuclear sites including Oldbury may be found at: http://www.onr.org.uk/land-use-planning.htm</p>	<ul style="list-style-type: none"> • On site, Council and other responders' arrangements are achieved that must dovetail with the Council's preferred procedures • Evacuation boundary as a result of an off-site incident: It is understood that the Office of Nuclear Regulation <i>may</i> propose to extend this, and this may have implication for the road network <i>or other arrangements</i> • The Detailed Emergency Planning Zone (DEPZ) for Oldbury B would 	<p>The promoter must demonstrate that it will ensure that the construction of the NNB proposal enables compliance with and compliments existing and future emergency planning arrangements</p>

Theme	Issue	Delivery objectives <i>(this list is not exhaustive)</i>
	<p>come into force once the site comes under the nuclear licence conditions. †<u>This</u> could be some years in the future, but it is considered prudent to include this in planning at an early stage, so that developments in the affected area could be controlled and residents are included from the outset</p>	
<p>Integration of the Existing and proposed nuclear sites</p>	<ul style="list-style-type: none"> • Minimise the extent and impact of the new build • Maximise sustainability by reusing on site existing facilities, and associated off-site infrastructure 	<p><u>Where it does not conflict with other objectives set out in this table, m</u>Maximise, <i>where feasible, the reuse</i> of land, buildings and infrastructure associated with the existing nuclear power station at Oldbury</p>

Modifications to the Chapter 11 including policy PSP47 – Sites allocations and safeguarding

The following modifications, displayed as red italic text and struck through text, clarify the difference between safeguarded and allocated sites and provide a single point of reference for all such sites in the plan, with appropriate cross referencing. The policy now lists those sites and routes that were already set out in the Part 1 of the PSP Plan. These modifications have been presented with SMM39.

11. Site Allocations and Safeguarding

11.1 Site allocations and safeguarding for a range of land uses are required to support the delivery of sustainable communities and have been identified in Policy PSP47 below. These include those allocations previously contained in the South Gloucestershire Local Plan (adopted 2006) that still require allocated status; and new allocations and safeguarding made in this Plan. Other site-allocations and safeguarding are set referred to within the Development Management Policies, in Part 1 of the Plan. *These are listed in this policy along with a cross reference to the relevant Development Management Policy.*

PSP47 – SITE ALLOCATIONS AND SAFEGUARDING		
<p>The sites/<i>routes</i> listed <i>in the tables</i> below and shown on the Policies Map will be developed/safeguarded for the uses identified and brought forward in accordance with all other relevant development plan policies.</p> <p><i>Safeguarding:</i> <i>The following sites/routes are safeguarded for future uses and activities identified. Alternatives uses may compromise the delivery of the identified uses and will therefore not be permitted.</i></p>		
Topic/Use	Site/Use Details	Parish
Transportation	1. Bus link between Coniston Road, Patchway and Waterside Drive Aztec West*	Patchway
	<i>1a. Rail Station Charfield (also see policy PSP14)*</i>	<i>Charfield</i>
	<i>1b. Active Travel Routes (also see PSP10)**</i>	<i>Various</i>
<i>Minerals Site Safeguarding</i>	<i>1c. Preferred Area – South West of Tytherington Quarry (also see policy PSP23)*</i>	<i>Tytherington</i>
	<i>1d. Preferred Area – East of Chipping Sodbury Quarry (Brinsham Farm) (also see policy PSP23)*</i>	<i>Yate</i>
	<i>1e. Preferred Area – North of Wickwar Quarry (also see policy PSP23)**</i>	<i>Charfield</i>
	<i>1f. Area of Search – North West of Wickwar (Churchwood) Quarry (also see policy PSP23)**</i>	<i>Cromhall</i>
<i>Minerals Safeguarding</i>	<i>1g. Minerals Safeguarding Areas (also see policy PSP24)**</i>	<i>Various</i>

Allocations:

The following sites are allocated for development, for the uses identified. Alternatives uses that compromise the delivery of the identified uses will not be permitted.

Topic/Use	Site/Use Details	Parish
Transportation	<i>1h. The MetroBus network (also see policy PSP13)**</i>	<i>Various</i>
	<i>1i. The A38 Combination Ground Underpass (also see policy PSP13)**</i>	<i>Filton</i>
	<i>1j. Park and Ride Nibley, Yate (also see policy PSP15)**</i>	<i>Westerleigh</i>
	<i>1k. Park and Share Tormarton (also see policy PSP15)**</i>	<i>Tormarton</i>
Education and/or Community Use	2. The Common East, Bradley Stoke (Wheatfield Drive)*	Bradley Stoke
Sports & Leisure	3. Within the Town Centre at Emersons Green* (indoor and outdoor leisure facilities)	Mangotsfield
	4. Tennis Court Road, Kingswood* (Sports/Leisure)	Unparished
	5. Safeguarding of: UWE Stadium** (21,700 seater sports stadium, ancillary and educational facilities)	Stoke Gifford
Community Facilities	6. Wellington Road, Yate*	Yate
Open Space	7. Adjacent to Thornbury Leisure Centre, Thornbury* (formal and informal open space)	Thornbury
	8. The Common, Yate* (formal and informal open space)	Yate
	9. Stub Ridings, Wickwar Road, Chipping Sodbury* (formal open space)	Sodbury
	<u>9a. Yate Outdoor Sports Centre**</u>	<u>Yate</u>
Education	10. Adjacent To Malmain Drive, Frenchay*	Winterbourne
	11. Adjacent To Wellington Road, Yate*	Yate
<i>Retail – A1 Comparison Floorspace</i>	<i>11a. Bradley Stoke Town Centre (also see policy PSP31)**</i>	<i>Bradley Stoke</i>
	<i>11b. Kingswood Town Centre (also see policy PSP31)**</i>	<i>Unparished</i>
	<i>11c. Stoke Gifford District Centre – Edge of Centre Sites (also see policy PSP31)**</i>	<i>Stoke Gifford</i>
Housing/Mixed Use	12. South of Douglas Road, Kingswood (mixed residential development, comprising 306 dwellings, 40-bed nursing	Unparished

	home, 28-bed sheltered housing scheme, and public open space)*	
	13. Waterworks Depot, Soundwell Road, Kingswood (approximately 75 dwellings)*	Unparished
	14. Land East of Coldharbour Lane and South of Bristol Business Park, Stoke Gifford (mixed use development, approximately 550 dwellings, retail and/or community meeting space and open space)*	Stoke Gifford
	15. Land at Harry Stoke (site allocated for housing and supporting facilities and open space, to meet local needs)*	Stoke Gifford
	16. Northfield (Charlton Hayes) (mixed use site)*	Patchway
	17. Emersons Green East (mixed use site)*	Emersons Green

* Site allocation retained from South Gloucestershire Local Plan (adopted 2006)

** New Allocation/Safeguarding

The following information is provided on the sites/*routes* set out in Policy PSP47.

Transportation

Site 1: Bus link between Coniston Road, Patchway and Waterside Drive, Aztec West

11.2 This bus link utilises private land and will require the agreement of the land owner. It will remove the need for bus services to take a circuitous route between Bradley Stoke and Cribbs Causeway. It will also improve public transport access to Aztec West.

*Site 1a, see policy PSP14**

*Routes 1b, see policy PSP10***

*Sites 1h and 1i, see policy PSP13***

*Sites 1j and 1k, see policy PSP15***

Minerals Site Safeguarding

Sites 1c-1d and Sites 1e -1f**, see policy PSP23*

Minerals Safeguarding

*Areas 1g, see policy PSP24***

Education and/or Community Use

Site 2: The Common East, Bradley Stoke (Wheatfield Drive)* (site area updated to reflect the land not built upon)

11.3 This site is retained from the South Gloucestershire Local Plan, with the boundary amended to reflect the area of land that remains undeveloped. This site is reserved for Social Services provision under the terms of the Section 106 Agreement attached to the original permission at Bradley Stoke. The site was originally part of a wider area reserved for a primary school. Any final provision must however, be compatible with the adjacent primary school use. The two sites must be physically separated either through fencing or landscaping and incorporate separate accesses.

Sports & Leisure

Site 3: Within the Town Centre at Emersons Green* (indoor and outdoor leisure facilities) (site area updated to reflect the land not built upon)

11.4 Land is reserved for the development of indoor and outdoor leisure facilities to serve the future needs of the communities of Emersons Green. Maximum flexibility in the design and construction of any building will enable a range of activities to take place.

Site 4: Tennis Court Road, Kingswood* (sports/leisure)

11.5 The site is in the Council's ownership and is retained subject to the completion of the sports strategy that is reviewing formal sports pitches and facilities provision. Pending the completion of this, the Council's position is that existing facilities are currently heavily over used and are expected to continue to be so.

Site 5: ~~Safeguarding of:~~ UWE Stadium** (21,700 seater sports stadium, ancillary and educational facilities)

11.6 This is a site ~~allocated~~ **allocated** safeguarded for the bringing forward of a stadium, with 21,700 seats and ancillary and educational facilities, in line with the current planning permission.

Community Facilities

Site 6: Wellington Road, Yate*

11.7 The site is reserved for a community centre in line with the needs of the population in this area of Yate.

Open Space

Site 7: Adjacent to Thornbury Leisure Centre, Thornbury* (formal and informal open space)

11.8 This reserved land for formal and informal recreation at Thornbury Leisure Centre is within the Green Belt. The area has historically been used for recreational activity, including a skate park. Other uses on site include informal recreational use, such as dog walking. Allotments are also present on site. Evidence shows that there is a need for formal grass playing pitches at Thornbury, there are deficits for adult, youth and mini-football, which could potentially be accommodated on this site. It is proposed

to maintain the site in the Green Belt. This is in accordance with NPPF paragraph 81, which requires local planning authorities to plan positively, enhancing the beneficial uses of the Green Belt. This includes looking for opportunities to provide for outdoor sport and recreation.

Site 8: The Common, Yate* (formal and informal open space)

11.9 The site is reserved for formal and informal open space aimed at meeting the assessed need of this area. Recent evidence has identified a demand for additional provision, whilst the anticipated expansion of the population through additional housing sites across the district, will also increase demand. The site has existing facilities in place and further pitches could be laid out to meet demand as it arises. This site also covers areas of informally used space.

Site 9: Stub Ridings, Wickwar Road, Chipping Sodbury* (formal open space)

11.10 The site is reserved for formal and informal open space aimed at meeting the assessed needs of this area. Recent evidence has identified a demand for additional provision, whilst the anticipated expansion of the population through additional housing sites across the district will also increase demand. The site has existing facilities in place and further pitches could be laid out to meet demand as it arises.

Site 9a: Yate Outdoor Sports Centre**

11.10a This site is reserved for formal and informal open space aimed at meeting the assessed needs of this area. Recent evidence has identified a demand for additional provision, whilst the anticipated expansion of the population through additional housing sites will also increase demand. The site has existing facilities in place and further capacity could be provided to meet demand as it arises with an additional access from YOSC to the new housing development to the north. The site area incorporates land within the secondary school to allow for any future reorganization of the provision.

Education

Site 10: Adjacent to Malmain Drive, Frenchay*

11.11 This site has been reserved to accommodate a replacement facility for Frenchay CEVC Primary School. This site will be released if an alternative scheme is considered suitable.

Site 11: Adjacent To Wellington Road, Yate*

11.12 This site is allocated for a primary school. Currently the site is providing a temporary facility for outdoor recreation activities provided by Yate Town Council. The Council supports this temporary use provided that it does not involve built structures that would prejudice planned future educational development on the land.

Retail – A1 Comparison Floorspace

Sites 11a-11c, please see policy PSP31**.

Housing/Mixed Use

Site 12: South of Douglas Road, Kingswood* (mixed residential development, comprising 306 dwellings, 40-bed nursing home, 28-bed sheltered housing scheme, and public open space)

11.13 This site allocation has been retained from the South Gloucestershire Local Plan (adopted 2006). Planning permission has been approved for the site. The site is expected to deliver units within the next five year period.

Site 13: Waterworks Depot, Soundwell Road, Kingswood* (approximately 75 dwellings)

11.14 This site allocation has been retained from the South Gloucestershire Local Plan (adopted 2006). In April 2016 the site was occupied by Bristol Water. Outline planning approval was gained in December 2008. The illustrative layout shows how the site could accommodate 75 units. Extension of time application approved in July 2015 following revisions to the S106 contributions to address viability concerns. The site remains an appropriate site for housing development for up to 75 dwellings, but will require access and highway improvements.

Site 14: Land East of Coldharbour Lane and South of Bristol Business Park, Stoke Gifford* (mixed use development, approximately 550 dwellings, retail and/or community meeting space and open space)

11.15 This site allocation has been retained from the South Gloucestershire Local Plan (adopted 2006). Hybrid planning permission has been granted for redevelopment on 13.5 hectares of land, to erect 694 dwellings with associated infrastructure including Phase 1: comprising 284 dwellings, a 110m² Nursery and 261 Extra Care units with communal areas (2,217m² mixed use); and Phase 2: comprising up to 149 dwellings.

Site 15: Land at Harry Stoke (site allocated for housing, supporting facilities and open space, to meet local needs)*

11.16 This site allocation has been retained from the South Gloucestershire Local Plan (adopted 2006). Outline planning permission was granted in 2007, with reserved matters being guided by an endorsed masterplan and design codes. Site construction on the first phase is nearing completion.

Site 16: Northfield (Charlton Hayes) (mixed use site)*

11.17 This site allocation has been retained from the South Gloucestershire Local Plan (adopted 2006). Outline planning permission was granted in 2008, with a Deed of Variation approved in December 2010 to address viability concerns regarding the site. Succession of reserved matters applications submitted to date, all determined and implemented. Masterplans are in place to guide the various phases of development with design codes submitted under conditions attached to the approved outline application. Overall completions expected to be in the region of 300 dwellings per annum over the whole site, with site fully complete by 2019/2020. As part of the site a mixed use development on 6.24 hectares on the in south western area of the Northfield (Charlton Hayes) site has been granted Outline planning permission (April 2016). This development comprises up to 120 dwellings, up to 8,000m² of B1 office development, and up to 400m² of ancillary retail use.

Site 17: Emersons Green East (Mixed use site)*

11.18 This site allocation has been retained from the South Gloucestershire Local Plan (adopted 2006). The site has an adopted Development Brief SPD, which is guiding development on the site. In total the site could accommodate up to 2,800 dwellings. Two sites are currently being developed GHQ and Gateway with expected delivery of up to 2,300 dwellings in total, as well as employment development and supporting facilities. Both sites have approved Masterplans and Design Codes, reserved matters applications have been approved and construction and sales are well advanced. The developers expect that in the region of 300 homes per annum will be constructed across the site. The GHQ site is expected to deliver in total 2,000 new homes and be fully complete in 2021/2022. The employment elements of the site are also allocated in Policy CS12. The site contains a range of other community uses that will be brought forward in line with the outline application. Parts of the site allocation do not yet have the benefit of planning permission and are expected to come forward in phases with the build out. The development brief for the site highlights that land near to the Rosary roundabout is to be used for other leisure uses and is expected to be retained for that purpose.

Other ~~Designations~~ Allocations and Safeguarding in the Plan

11.19 In addition to the allocations/safeguarding set out in the policy above, the following policies in Part 1 also contain ~~allocations, safeguarding and~~ designations (which are detailed on the Policies Map ~~or in the Changes to the Policies Map Booklet~~).

Policy	Topic
PSP4	Designated Local Green Spaces (see Appendix 2)
PSP10	Active Travel Routes
PSP13	Safeguarding Strategic Transport Schemes and Infrastructure
PSP14	Safeguarding Rail Schemes and Infrastructure - Charfield Railway Station (as confirmed in Policy CS7 of the Core Strategy)
PSP15	Park and Ride/Share - Nibley Park and Ride, and Tormarton Park and Share
PSP23	Mineral Working and Restoration - Minerals Preferred Areas and Area of Search
PSP24	Minerals Safeguarding Areas
PSP31	Town Centre Uses - Town and district centres, and primary shopping area boundaries
PSP33	Shopping Frontages - Primary and Secondary retail frontages

Other minor modifications

Appendix 3, 10 – Yate Town Council

To ensure consistency with proposed boundary change of the primary shopping area (SMM30) and to reflect the passage of time the following modification are proposed:

4th Paragraph:

Within the town centre a primary shopping area is defined which includes the existing shopping centre and ~~the nearby large format stores (B&Q and Morrison's) off Station Road.~~

5th Paragraph:

~~The approved cinema and retail scheme east of Link Road is permitted and nearly complete. This newest retail element is shown as part of the Primary Shopping Are.~~

Appendix 3 12 – Stoke Gifford

The council would like to make a further change to Appendix 3, not discussed at examination or previously consulted upon.

Appendix 3, 12 Stoke Gifford set out that a development vision document was being brought forward for the Stoke Gifford area, there is no longer certainty that a council produced development vision will be available in the short term. However, the council wishes to ensure that the objectives already set out in Appendix 3 inform any emerging development proposals relating to the district centre in Stoke Gifford.

The council therefore proposes the following additional modification;

Appendix 3, 12 Stoke Gifford - Paragraph 3:

At present Stoke Gifford has two main retail areas. The out-of-centre former B+Q Store, ~~and~~ Sainsbury's store at Fox Den Road, and the out of centre retail park at Abbeywood which has a larger ~~number of and wider~~ range of units and recently improved sense of place. The ~~se~~ two main predominantly retail areas are separated by the Filton Ring Road. ~~A Development Vision is being prepared for Stoke Gifford, which will assist the deign and delivery of proposals in the centre. Key objectives for the development of the centre~~ *set out in this appendix*, will *be used to* inform the design and delivery of ~~the development vision and are also considered relevant to~~ emerging proposals within Stoke Gifford *district centre*. The Key objectives for establish a successful vibrant centre at Stoke Gifford are;

Chapter 14, Monitoring

The modification below reflects a change in how the Council will monitor nitrogen dioxide levels going forward, a further change to SMM45. This monitor is to measure the success of policy PSP21 Environmental Pollution and Impacts:

~~No. of 'poor' air quality days when pollution exceeds national air quality objectives.~~

~~Annual average nitrogen dioxide levels.~~

No. of monitoring sites exceeding the annual mean nitrogen dioxide objective (40 µg/m³) in South Gloucestershire:

- a) Total no. of monitoring sites exceeding the annual mean nitrogen dioxide objective (40 µg/m³) in South Gloucestershire*
- b) No. of monitoring sites exceeding the annual mean nitrogen dioxide objective (40 µg/m³) within Air Quality Management Areas.*
- c) No. of monitoring sites exceeding the annual mean nitrogen dioxide objective (40 µg/m³) outside AQMAs.*

Boundary modification for Local Green Space: LGSD269

LGSD269: The Ridings Sports/Recreational Fields, Chipping Sodbury – boundary modification. There are plans to improve the built sports facilities on the site which is due to be designated. Having reviewed the local justification provided for the designation of the space, it does not appear to have been the intension to restrict development that may affect the land covered by the main car park, the existing clubhouses/changing facilities and the areas between the clubhouses on the site. The nominators of the space, the Town Council, have confirmed that they are happy with the proposed amendment to remove of the red shaded area from the designated area.

