



South Gloucestershire **Local Plan**
Core Strategy

2006 - 2027

www.southglos.gov.uk



Front cover: top: Prowse Close, Thornbury, middle: National Composites Centre, bottom: Severn Bridge, Aust.

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Abbreviations

AONB	Area of Outstanding Natural Beauty
AMR	Authority Monitoring Report
BfL	Buildings for Life
BREEAM	Building Research Establishment Environmental Assessment Method
CHP	Combined Heat and Power
CIL	Community Infrastructure Levy
CS	Core Strategy
D&A	Design and Access Statement
DCLG/CLG	Department of Communities and Local Government
DfT	Department for Transport
DPD	Development Plan Document
DTLR	Department of Transport, Local Government and the Regions
EC	European Community
GI	Green Infrastructure
GTAA	Gypsy and Traveller Accommodation Assessment
HCA	Homes and Communities Agency
HGV	Heavy Goods Vehicle
JLTP	Joint Local Transport Plan
M&WLP	Minerals and Waste Local Plan
MOD	Ministry of Defence
NHS	National Health Service
NPS	National Policy Statement
PCT	Primary Care Trust
PPS	Planning Policy Statement
RFA2	Regional Funding Allocation/Advice
RSPB	Royal Society for the Protection of Birds
RSS	Regional Spatial Strategy
RT	Rapid Transit
S106	Section 106 Agreement
SA	Sustainability Appraisal
SGC	South Gloucestershire Council
SGLP	South Gloucestershire Local Plan
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SPD	Supplementary Planning Document
SuDS	Sustainable Drainage Systems
UKBAP	UK Biodiversity Action Plan
UWE	University of the West of England
WEP	West of England Partnership
WoE	West of England

1. Introduction

Planning for the future

- 1.1 Planning shapes the places where people live and work and the country we live in. In South Gloucestershire we believe good planning should make a positive difference to our lives and help to deliver homes, jobs, and better opportunities for all, whilst balancing this against protecting and enhancing the District's high quality natural and historic environment, and conserving the countryside and open spaces. The Council has identified sustainable development as a core principle underpinning all the things we do, where sustainable development is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- 1.2 In South Gloucestershire planning, therefore, has a key role to play in the creation of 'sustainable communities' i.e. communities that will stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential. Having up to date and effective statutory planning policies to direct the use and management of land and to make and decide planning applications is essential to create sustainable communities. The Council's approach is to set out how growth will be managed over the period up to 2027 through a locally driven growth strategy. The document also includes a suite of planning policies which can be used for the management of development and in determining planning applications. Proposals which are acceptable in terms of the policies in the Core Strategy and other documents in the Local Plan, and which are in general consistency with national policy, therefore, represent sustainable development for South Gloucestershire.

The South Gloucestershire Local Plan

- 1.3 The Local Plan for South Gloucestershire will comprise three documents. The Core Strategy is the key document forming the strategic component of the Council's new Local Plan. It sets out a vision for the area based on evidence, community objectives and the detailed spatial strategy for future development in South Gloucestershire to 2027. Also included are policies and programmes for the general location of new development, its type and scale, and the resources to deliver it, as well as the protection of what is valued about the area.
- 1.4 The Core Strategy replaces certain South Gloucestershire Local Plan and Minerals & Waste Local Plan policies. These are listed in Appendix 2.
- 1.5 The adopted Joint Waste Core Strategy sits alongside the Core Strategy, see para 1.14. The third document in the Local Plan is the Policies, Sites and Places Development Plan Document (DPD), which is also known as the Policies, Sites and Places Plan.
- 1.6 **Policies, Sites and Places Development Plan Document (DPD)** – This will contain non-strategic site allocations, for example town centre boundaries, any changes to village

settlement boundaries and the detailed development management policies. Work on this document commenced during 2013.

- 1.7 The Local Plan is supported by Supplementary Planning Documents. The programme for the preparation of these is set out in the Local Development Scheme (now known as the Local Plan Delivery Programme), which is updated and rolled forward annually. This can be viewed on our website www.southglos.gov.uk.

Neighbourhood planning

- 1.8 Local communities now have the option to undertake Neighbourhood Planning to cover non-strategic planning policy issues for their areas. Parish and Town Councils (and neighbourhood forums in un-parished areas) have three mechanisms by which to undertake this; Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders.

National context

- 1.9 The Core Strategy has been prepared and maintained having regard to national planning policy. The document does not repeat national policies, but aims to express their objectives.

Partnership working

- 1.10 As a spatial plan the Core Strategy does not just consider land use, but 'joins-up' with the plans and strategies of other organisations and agencies, as well as with our own, so that we are all working in the same direction. The preparation of the Core Strategy would have not been possible without the engagement and involvement of a wide range of people and organisations all of whom are committed to making South Gloucestershire a great place to live and work. The Council is grateful to all our partners for their involvement in contributing to the Core Strategy. In particular, parish and town councils, voluntary and community groups, local businesses and public sector agencies that work actively in our communities. The Council works with a wide range of partners, both statutory and non-statutory. The partnerships that are formed will vary both geographically and thematically throughout the period of the Core Strategy.
- 1.11 The Core Strategy has been prepared to be closely integrated with the South Gloucestershire Sustainable Community Strategy and the work we are doing with the other West of England Authorities: Bristol City, Bath and North East Somerset and North Somerset Councils, the Local Enterprise Partnership (LEP) and the Local Nature Partnership (LNP).

South Gloucestershire Sustainable Community Strategy

- 1.12 The Core Strategy is the key strategy for delivering the spatial elements of the South Gloucestershire 2026 Sustainable Community Strategy. This strategy was first adopted in

January 2008 and refreshed in 2011 and sets out the shared vision and key priorities for the future of the area as identified and shaped by its people and partners.

- 1.13 The alignment of the Sustainable Community Strategy and the documents of the Local Plan will enable an integrated approach towards future development within South Gloucestershire and provide a framework for the delivery of sustainable development, working with our partners in Health, the Police and emergency services at a local level, the LEP, the LNP and the voluntary/community sector. This cooperation is key to the cohesive delivery of the aspirations of South Gloucestershire's communities.

Working with our neighbouring Unitary Authorities

- 1.14 **Joint Waste Core Strategy** - Along with Bristol, Bath & North East Somerset and North Somerset Councils, we have produced a Joint Waste Core Strategy, which is part of our Local Plan. This document sets out the vision and strategy for managing waste and the spatial strategy for delivering strategic recovery facilities. The Joint Waste Core Strategy does not just provide the strategy for waste facilities, but it also addresses waste minimisation and the opportunities for generating heat from waste. There therefore needs to be close integration between this document and the Core Strategy. The Joint Waste Core Strategy was adopted in March 2011.
- 1.15 **Our Future Transport - The Joint Local Transport Plan 3 (2011 – 2026) (JLTP3)** was adopted by the West of England (WoE) authorities in December 2010 and January 2011. Its vision is for a transport system that strengthens the local economy, improves access, ensures alternatives to the car are a realistic first choice as well as being affordable, safe, secure, reliable, simple to use and available to all. To deliver the JLTP3, we are working with the other WoE authorities, the WoE Local Enterprise Partnership, the Highways Agency, Network Rail and public transport operators.
- 1.16 The local level plans and strategies which we think are the most relevant to the South Gloucestershire Core Strategy are listed in Appendix 1.

Developing the Core Strategy

- 1.17 In developing the Core Strategy, the Council has worked closely with local community representatives, a range of key stakeholders both within the Council and supporting partners and agencies, developers and major landowners. This has been supported by public consultation and engagement at various stages. Feedback from these activities has informed the spatial strategy and the wording of policies.
- 1.18 This approach has been consistent with the plan making regulations and national policy prevailing at the various stages of Core Strategy preparation which required local authorities to engage key stakeholders in timely and effective discussions.
- 1.19 Reports detailing all the engagement that has been undertaken in the preparation of this Core Strategy are available and can be viewed/downloaded from www.southglos.gov.uk/corestrategy.

- 1.20 The Core Strategy must contribute to the delivery of sustainable development. The Sustainability Appraisal (SA) process is carried out during the preparation of a plan to assess the economic, social and environmental impact of emerging policies. The Sustainability Appraisal Report that accompanies this document provides assessments of the policies and proposals contained in this document, as well as appraisals of alternatives to ensure that the most sustainable options have been chosen. The Sustainability Appraisal Report can be viewed/downloaded from www.southglos.gov.uk/corestrategy.
- 1.21 The Core Strategy is comprised of three main elements:
- 1.22 The first part sets out the role and purpose of the Core Strategy. This includes the spatial portrait of the district as at 2010, key issues and development vision, along with spatial objectives and a development strategy.
- 1.23 The second part of the document builds on information above and sets out the overarching policies to provide strategic alignment with the Sustainable Community Strategy, join up with other plans and programmes, and fulfil South Gloucestershire Council's high level objectives for tackling climate change and delivering sustainable communities. There are six chapters with 25 cross-cutting policies, based on the following themes:
- Responding to Climate Change and High Quality Design;
 - Managing Future Development;
 - Tackling Congestion and Improving Accessibility;
 - Managing the Environment and Heritage;
 - Maintaining Economic Prosperity; and
 - Providing Housing and Community Infrastructure.
- 1.24 The final part of the document deals with issues facing each part of the district and sets out spatial policies to achieve priorities such as mixed and balanced communities, economic development, job creation and transport investment. Core Strategies are required to be spatial in nature and to set out a strategy to deliver their overall vision and key objectives. This area based approach contains 11 'place making' policies that will effectively guide future investment and other plans, policies and programmes to achieve strong and prosperous sustainable communities in each of the six spatial areas of the district. The six spatial areas are:
- Communities of the North Fringe of Bristol urban area;
 - Communities of the East Fringe of Bristol urban area;
 - Yate/Chipping Sodbury;
 - Thornbury;
 - Rural Areas; and
 - Severnside.
- 1.25 This part of the document also contains a chapter on major infrastructure projects, including two policies on the approach to the consideration of major infrastructure applications and the proposal for a nuclear power station at Oldbury on Severn.

Strategy for development – Summary statement

- 1.26 South Gloucestershire has experienced considerable change throughout the past half century. In the period up to 2027 the district faces the challenge of continuing to ensure that growth that has taken place and that which is further planned does so in a way that supports the Council's commitment to sustainable communities. Responding to and managing the impact and pressure of new development is therefore a key challenge. This is even more so when the longer term effects of climate change, rising child and adult obesity, the needs of an aging population and supporting economic growth and job creation are recognised. To respond successfully, South Gloucestershire Council has prepared and published its Core Strategy. This sets out the development vision, spatial strategy and the policies needed to achieve sustainable development. The Council recognises the important role that 'bottom up' community led planning has played and will continue to play in this process.
- 1.27 Overall the Core Strategy makes provision for 28,355 new homes in the period 2006-2027. Of this total some 5,810 dwellings have been completed between 2006/7-2012/13 requiring up to 22,545 additional new homes between 2013 and 2027. To provide this new housing and the necessary infrastructure to support sustainable communities, the plan's Strategy for Development concentrates new development within the Bristol North Fringe/ East Fringe urban areas, in 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.
- 1.28 Development in the North Fringe of Bristol is focused at two key areas. At Patchway/ Cribbs Causeway land is allocated for 2,400 dwellings/14ha of employment land at Charlton Hayes. Further strategic provision is also made for new neighbourhoods of up to 5,700 homes, around 50 ha. of employment uses, local services and facilities on land bounded by the Hallen railway line, the M5 motorway, the existing residential community of Patchway, the emerging community of Charlton Hayes and the A38. The second key area is West of the M32/ East of Harry Stoke where, in the first five years of the plan, a major element of the 2,600 dwellings planned to be delivered at three key sites Wallscourt Farm, Harry Stoke and land East of Coldharbour Lane will be completed. Provision will also be made for a major mixed use development of 2,000 dwellings with associated infrastructure on land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road. In the East Fringe of Bristol, a major mixed-use development on 177ha of land at Emersons Green East comprising in the region of 2,400 dwellings, a Science park (25ha) and 19ha of employment land is identified.
- 1.29 Outside the Bristol urban area, development land will be provided in Yate/ Chipping Sodbury and Thornbury, to promote greater self-containment of these settlements. Within villages, the focus will be on supporting existing services and providing for new limited housing development by working with our communities through the principle of 'bottom up' community planning. At Yate and Chipping Sodbury, their separate but inter-related roles will be developed, achieving greater self-containment and strengthening the vitality of the towns as service centres, including major investment in Yate town centre, employment areas to the west of the Town and a new foodstore in Chipping Sodbury. A new neighbourhood of 2,700 new homes up to 2027 (with up to 3,000 new homes in total), including new sewerage infrastructure is planned at north Yate. This received

planning permission in 2013. Limited development of up to 800 new homes on two sites north of Park Farm and Morton Way which received planning permission in 2013 is also planned at Thornbury, and employment development at Severnside will be supported, subject to ecological/ biodiversity issues.

- 1.30 The National Policy Statement for Energy Infrastructure on Nuclear Power Generation (EN-6) (NPS) has identified a site adjacent to the existing nuclear power station near Oldbury on Severn as potentially suitable for a new nuclear power station by 2025. As a result, the Council will need to evaluate the impacts and opportunities of both the listing of the site in the NPS and the emerging proposals for the power station and its associated development from the developer and make the case for appropriate planning mitigation, compensation and legitimate community benefit. Further details are set out in Chapter 18 – Major Infrastructure Projects.
- 1.31 In promoting this Strategy for Development, the Council has sought to limit the impact of new housing development on the Green Belt. 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. However, in order to meet the need for housing in sustainable locations, two areas of Green Belt have been released in the North Fringe of Bristol, to the west of the M32 and to the west of the A4018 at Cribbs Causeway.
- 1.32 The Plan provides a sensible strategy for the sustainable development of South Gloucestershire. It will ensure a rolling and deliverable supply of land for housing is available in the short to medium term to achieve new growth that is phased with the delivery of the necessary infrastructure required to support sustainable communities, while protecting and enhancing the District's high quality natural and historic environment, and conserving the countryside and open spaces.

2. Setting the scene

- 2.1 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. South Gloucestershire covers an area of 497 square kilometres and has a population of 264,800. The settlement pattern is characterised by urban development within the North¹ and East² Fringes of Bristol and a large rural area containing the towns of Yate/Chipping Sodbury (population 34,500) and Thornbury (population 12,500) and over 30 villages. 60% of the population live within the urban area, 19% within the two towns and 21% within the rural areas.
- 2.2 South Gloucestershire has seen substantial levels of development throughout the past half century (the population has grown by 13% in the last 15 years and by 23% in the last 25), but this development has not been matched by the provision of essential physical and social infrastructure. The heart of this growth is located to the south of the junction of the M4 and M5 motorways around the intersection of the north/south east/west rail links in the vicinity of Stoke Gifford and Bradley Stoke. Cribbs Causeway provides the largest concentration of shopping and leisure facilities in the District and is a major source of employment.
- 2.3 Substantial growth has also taken place in the East Fringe of Bristol at Longwell Green and Emersons Green and, beyond the Green Belt, at Yate/Chipping Sodbury. This expansion is currently contained by the Green Belt and motorways.
- 2.4 South Gloucestershire has many contrasting landscapes, ranging from the distinctive scarp and hills of the Cotswolds Area of Outstanding Natural Beauty to the flat expanses of the Severn levels and the urban landscape around the edge of Bristol. Many landscapes have undergone significant change as a result of the expansion of the Bristol urban area.
- 2.5 Relics of historic settlements and the industrial past (coal mining and manufacturing) texture the landscape. A rich and varied heritage of historic buildings, settlements, parks and gardens and archaeological features make an important contribution to the character of the area. South Gloucestershire also has a rich natural environment and an array of ecological assets, from international designations in the Severn Estuary to species of critical importance for local biodiversity. The Severn Levels is also an area of high archaeological potential.

¹ the North Fringe includes the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

² the East Fringe includes Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham

Map 1: Setting the scene



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- 2.6 The population structure is very similar to the national average, with 20% aged under 16 years, 65% aged 16 – 64 years and 15% in the 65 years and over age group. The proportion who are in employment is, however, higher than the national average (86% compared to 78%), reflecting the strong economy of the area. The service sector provides the majority of jobs in the area (78%), while the number of jobs in the manufacturing sector is higher than the national average because the aerospace industry is a major employer.
- 2.7 Congestion hot spots are a significant problem. Air Quality Management Areas (AQMAs) have been declared due to the levels of traffic related air pollution. It is estimated that at least £350m is lost to the economy of the West of England area each year due to journeys delayed as a result of congestion. Since 1991 traffic on the roads of South Gloucestershire has increased by 30% (compared to the national average of 21%), but

within the North Fringe of Bristol traffic has increased by 50%. More households in South Gloucestershire have access to a car than the national average (87% compared to 73%) and the proportion of households with 2 or more cars is significantly higher than the national average (42% compared to 29%). Improvements have been made to the public transport system, but traffic congestion continues to adversely affect bus journey times and reliability.

- 2.8 South Gloucestershire has many diverse and separate communities.
- 2.9 In the North and East Fringes of Bristol urban area, communities have grown up around historic settlements, many based on manufacturing/industrial tradition and non-conformist heritage. The North Fringe includes the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay, while the East Fringe includes the communities of Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham. These areas have experienced substantial change, much of which has driven the economic success of the Greater Bristol area as a whole, but this has also created tension with protecting the distinctiveness and heritage of these individual communities. However, these communities aspire to maintain a strong and separate identity which is clearly distinctive from Bristol.
- 2.10 Chipping Sodbury is a market town with origins dating back many centuries. The centre of the town is a Conservation Area and has remained the focus for later housing and community development. The market town of Yate also has early foundations and a mining heritage, but was subject to substantial housing development in the late 1960s and 70s, and significant housing development continued until the late 1990s. The two towns have grown to adjoin one another and their communities benefit from the towns' complementary roles and services.
- 2.11 Thornbury originated as a medieval market town and has an historic core on its western side centred around the High Street, Castle Street and Thornbury Castle. The town experienced significant housing development in the 1960s and 70s. Thornbury has a good range of services and facilities, and its proximity to Bristol and the motorway network has made it a popular place from which to commute.
- 2.12 Avonmouth – Severnside is located next to the River Severn to the west of the M49 and the urban area of Bristol. Due to planning permissions granted in 1957/58 covering approximately 650 hectares, the area has been recognised for some years as a potential major employment location. However, there are significant ecological, flooding and transport constraints to be overcome before this potential can be fully realised.
- 2.13 There are over 30 villages in the rural area of South Gloucestershire, many of which have a mining or manufacturing heritage. These range from small hamlets to settlements with several thousand people. The physical characteristics of the villages also vary greatly. A number of rural settlements are within the River Severn flood plain, while others are within the Cotswolds Area of Outstanding Natural Beauty and/or Green Belt. All villages have and continue to experience the impact of 'urban sprawl' while coping with a decline in local services and facilities, poor access to local jobs, and a lack of affordable housing.

3. Key issues

- 3.1 South Gloucestershire is a complex and diverse area. To respond to the challenges of delivering sustainable development we have identified the following 8 key issues. These key issues have been developed with our partners and communities who have contributed to the preparation of the Core Strategy. Our partners are comprised of parish and town councils, voluntary and community groups, local businesses and public sector agencies. The Council is committed to addressing the issues that local communities feel are important to their social, economic and environmental well-being in a way which draws on the energy and expertise of all.

Key Issue 1 - Reducing and Adapting to Climate Change

- 3.2 Scientific research indicates that climate change is occurring as a direct result of global warming brought about largely by the man-made increase in greenhouse gases. 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. There is a need to reduce emissions by living and working in more sustainable ways.
- 3.3 There is also a need to adapt to likely changes in our environment resulting from climate change, in particular the increased risk of flooding associated with the River Severn.
- 3.4 The Council has a leadership and facilitation role to play, in conjunction with its public and private partners, in managing the impact of climate change. This is expressed in its Sustainable Community Strategy, and Climate Change Strategy. The Local Plan, and in particular the Core Strategy, is a key policy document that supports this agenda.
- 3.5 The challenge of climate change is twofold:

Mitigation is the act of reducing greenhouse gas emissions (such as carbon dioxide) thereby slowing and reducing as much as possible the amount of climate change that we are likely to experience. This includes activities such as reducing car use and switching to renewable forms of energy.

Adaptation is the act of planning to deal with a change in climate and the impacts arising from it, such as overheating buildings, increased likelihoods of flooding, water shortage and changes in ecology. Adaptation accepts that at least some climate change is inevitable and that we need to act to deal with it.

- 3.6 Living and working in less carbon intensive ways also: increases the resilience of residents and businesses to energy price rises and decreases energy security; provides economic opportunities for sustainable energy and environmental industries and encourages healthier ways of life. South Gloucestershire is well placed to take advantage of these opportunities drawing on its high-tech industries, strong educational

establishments, varied landscapes and skilled communities.

- 3.7 Development can assist in low carbon transition and adaptation to climate change, for example, by providing new energy, home insulation and transportation opportunities for existing and new communities, improving habitat connectivity and ensuring that new development is not at risk of flooding or increasing flood risk elsewhere.

Key Issue 2 – Managing Future Development

- 3.8 A key challenge is to accommodate new housing and jobs in a way which enables people to make sustainable transport choices while keeping impacts on the existing natural and built environment to a minimum. Successful new neighbourhoods must integrate with existing communities, in a way that promotes cohesion, sense of place and be well designed. Most importantly, new development must contribute and strengthen community identity. The services and facilities needed to support new development must be delivered at the right time.
- 3.9 Housebuilding in recent years has been lower than expected. The economic downturn has seen a further slowdown in housing construction on sites with planning permission, however, it is anticipated that the rate of growth will return to higher levels in the next few years. Having an up to date planning policy framework to manage and guide development in accordance with the Council's commitment to sustainable development will be essential.

Key Issue 3 – Maintaining Economic Prosperity

- 3.10 South Gloucestershire has benefited from a buoyant economy but must provide for the land and transport infrastructure needs of existing and new businesses to ensure the continuation of this economic prosperity. This is a key priority given the importance of supporting economic growth and job creation in response to the recession.
- 3.11 Policy over the past decade has sought 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. 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. In the East Fringe of Bristol the loss of employment from the existing urban area has led to significant out commuting and there is a need to protect jobs, as well as create jobs (e.g. the Science Park), and improve access to major employment locations in the centre of Bristol and the North Fringe.
- 3.12 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 the area's economic potential can be realised.

- 3.13 There is a disparity in job opportunities across South Gloucestershire. A key challenge will be to provide a more equitable distribution of opportunities and thereby share prosperity between all of the resident workforce and take opportunities to provide training for residents of priority neighbourhoods as and when development opportunities arise.

Key Issue 4 – Providing Housing for All

- 3.14 In the last 20 years the population of South Gloucestershire has grown by around 18%. This same level of growth is projected for the next 20 years, with the number of people over 65 and 85 increasing by 55% and 78% respectively.
- 3.15 Despite the housing market downturn of 2008 and 2009 and reduced access to mortgage finance, house prices have risen in South Gloucestershire compared to incomes over the last 10 years. This has resulted in an affordability gap with people unable to rent or buy homes on the open market. This is a particular issue in rural areas, where there is both a limited supply of affordable housing and where property prices are highest. Contributions to the overall supply of affordable housing has been lower than envisaged due to the slow rate of housing development on major sites in recent years. There is also a need to provide more housing for older people, in particular for more Extra Care housing.

Key Issue 5 – Improving Existing Communities

- 3.16 The rapid rate of development experienced in the North and East Fringes of Bristol has not been matched by supporting services and facilities.
- 3.17 The main town centres have tended to become more focused on providing services and day-to-day shopping requirements, with larger non-food items (e.g. furniture, carpets, white goods, DIY) and, increasingly, smaller items predominantly being met by out of centre facilities. In some cases this is impacting on the viability of these town centres, particularly the traditional centres at Staple Hill, Kingswood and Hanham.
- 3.18 New development should present opportunities to support new and existing communities and provide additional services and facilities.

Key Issue 6 – Tackling Congestion and Improving Accessibility

- 3.19 South Gloucestershire's strategic position on the road and rail network has encouraged high levels of growth in housing and employment. This has led to high rates of traffic growth, increasing congestion, unsustainable commuting patterns and longer journey times, particularly in the North Fringe of Bristol. Congestion and longer journey times have created difficulties in delivering a reliable public transport service.

Key Issue 7 – Managing the Environment and Heritage

- 3.20 A significant proportion of South Gloucestershire's countryside and estuary is protected

by local, national and international environmental designations and the area also has good quality heritage assets. These heritage and environmental assets are increasingly under threat from development pressure. Yet it is the condition of these assets and our surroundings which has a direct impact on our quality of life, as well as having social and economic benefits for local communities.

- 3.21 Development is also putting a strain on natural resources through depletion, damage and pollution. Air pollution, especially traffic related pollution, is a particular issue in some urban areas of the district, Air Quality Management Areas (AQMAs) have been declared within the North and East Fringes of Bristol due to nitrogen dioxide levels.

Key Issue 8 – Improving Health and Wellbeing

- 3.22 Residents of South Gloucestershire are generally healthier and have a better life expectancy than the national average, reflecting the relative affluence of the area. However, there are small pockets of deprivation within the North and East Fringes of Bristol and Yate resulting in lower life expectancy and poorer health. As recognised nationally, there is an upward trend in the incidence of chronic diseases, which have a big impact on quality of life, due in part to the increase in the elderly population and to the increased incidence of child and adult obesity. Poor air quality also has a direct effect on health, and traffic related pollution is an issue in parts of South Gloucestershire.
- 3.23 Making sure existing and new communities continue to have the opportunity for physical activity, including children's play, walking and cycling, access to formal and informal community meeting spaces and green spaces, has been demonstrated to have a major positive impact on people's health and mental wellbeing.
- 3.24 The following diagram shows how these 8 Key Issues of the Core Strategy are closely aligned with the priorities of the Sustainable Community Strategy.



4. Visions, strategic objectives and strategy for development

Vision

4.1 The vision for the future of South Gloucestershire provides a picture of how the area should develop over the period 2006 to 2027 and beyond. This vision has taken account of:

- the vision of the South Gloucestershire Sustainable Community Strategy;
- the concerns, issues and priorities which have come through our engagement and consultation work; and
- the vision for the West of England.

Vision for 2027 and beyond

South Gloucestershire will continue to be a ‘great place to live and work’. Within an attractive and accessible environment, everyone will be enjoying healthier and more sustainable lifestyles in balanced, vibrant and safe communities with ready access to jobs, supporting services and facilities. Adaptation to a changing climate will be taking place through the active management of impacts. The economy will be buoyant and prosperous and recognised internationally.

The North Fringe of Bristol urban area will continue to be a major economic driver in the South West region and the West of England sub region. It will continue to maintain its role as a major focus for employment, commercial and retail activity, education and learning. The distinctive identities and heritage of the existing communities will also have been strengthened and preserved. New neighbourhoods will provide opportunities for people to live near to where they work and be well integrated with existing communities. All residents and workers will have better access to local amenities and high quality public transport, walking and cycling links. Community identity and neighbourhood distinctiveness will be improved by the development of new public spaces and high quality landscaping. The green network will be enhanced through opportunities to provide new and improved green spaces, within the existing urban area and which connect to the wider countryside. This network will include new corridors along the Henbury Trym, and Stoke Park to Three Brooks Nature Reserve via the East of Harry Stoke new neighbourhood.

The distinctive identity and heritage of the linked communities in the East Fringe of Bristol will be preserved and enhanced. The vibrancy and vitality of the traditional town centres at Downend, Staple Hill, Kingswood, and Hanham will be strengthened. The area will benefit from improved employment opportunities including the Science Park. Public transport services, especially to the North Fringe and central Bristol from the north of the area, will be more reliable, punctual and frequent.

Well designed housing developments, including the major development at Emersons Green, will be integrated with and connected to existing communities. This will achieve a stronger town centre at Emersons Green and support balanced and quality neighbourhoods throughout the urban area.

The landscape setting of the area and of surrounding villages will be preserved and opportunities will be taken to make the urban area greener. Green spaces, walking and cycling routes will lead through and out of the area into the open countryside. These routes will include key links to the commons, Warmley Forest Park and an enhanced forest park based around Overscourt Wood.

Yate and Chipping Sodbury will build upon their distinct yet complementary heritage, character and roles to develop a coherent sense of place, and provide a richer mix of social, cultural and economic opportunities. The towns will develop as a popular destination and a more attractive service centre for their surrounding villages and farming communities. Chipping Sodbury town centre will realise its retail and tourism potential. Yate's evening economy will develop and the range of town centre uses increased. Public transport services will be more attractive and accessible to users.

The open spaces, playing fields, footpaths and cycleways, which contribute to each town's unique identity will be strengthened and enhanced with improved linkages throughout the towns and beyond into the surrounding countryside.

A new neighbourhood to the north of Yate, will accommodate around 3,000 new homes (2,700 up to 2027), employment and community uses. This will enable the towns to meet locally generated housing requirements, provide a broader employment base and provide opportunities for modern flexible working practices, enhancing their sustainability.

Thornbury will be a thriving and socially cohesive historic market town with a diverse range of employment opportunities and modern healthcare facilities. The vibrant town centre will provide a range of facilities for the needs of its residents, visitors & workers, as well as its surrounding villages and farming communities.

These aims will be supported by an appropriate amount of high quality housing growth which will help to strengthen and develop the town centre, local schools and community facilities and activities. This growth will provide for the needs of young families and the elderly. The town centre will build on its rich historic character and setting and will promote itself as an attraction, a centre for the arts and an exciting place to shop.

Sevenside 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 economic potential and improve local transport infrastructure. The Severn Estuary and adjoining floodplain is internationally important for a wide range of ecology and will be safeguarded and maintained. Its archaeological heritage and interest 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.

The rural areas will continue to be an important asset contributing to the economy, biodiversity and heritage of the district; providing public access to the countryside and recreation opportunities; and supporting local food production. The diversity and unique character of individual settlements and the open countryside will be conserved and enhanced and recognised as providing a valuable setting to the main urban area, contributing to a unique sense of place and identity. Through engagement with rural communities, and where environmentally appropriate, new limited development will be provided which meets local needs. Innovative transport solutions will link rural communities with centres of employment, services and facilities. The rural areas will make a positive contribution to the generation of renewable energy and healthier lifestyles.

Strategic objectives

- 4.2 Based on the key issues identified in Chapter 3, feedback received during consultation and engagement on the preparation of the Core Strategy, and from the picture set out in Chapter 2 of what South Gloucestershire is like now, we have identified what we consider to be the strategic objectives of the Core Strategy. Three of these are overarching and cross-cutting objectives which are reflected in all the Core Strategy policies, while the others have been grouped into 6 themes which form the basis of the following 6 policy chapters.

Strategic objectives

Overarching & cross-cutting objectives

- Delivering sustainable communities
- Improving health & well-being
- Mitigating and adapting to the impacts of climate change

Other objectives

Responding to climate change and high quality design

- Promoting high quality design that responds to its context, the distinctive assets of the district and creates 'sense of place' and civic pride
- Using design to create attractive, cohesive, safe and inclusive communities with better integration between housing, jobs, services, public transport and facilities, so that people lead healthier lives and have the opportunity to reduce their CO² footprint and adapt to the impacts of climate change
- Protecting and enhancing valued open spaces and green links to create a network of connected and multi-functional, attractive and accessible spaces for people and wildlife, and to provide climate change adaptation and mitigation functions
- Providing opportunities for flora and fauna to adapt to climate change
- Ensuring that environments for play are delivered as an integral part of the design of

sustainable communities

- Promoting energy efficient development and new sources of decentralised, renewable and low carbon sources of energy
- Understanding and reducing susceptibility to flood risk
- Managing the impacts of urban intensification

Tackling congestion and improving accessibility

- Reducing congestion and air pollution by improving accessibility by means other than the private car
- Widely, improving and enhancing opportunities for walking, cycling and using public transport, and particularly to significant destinations, such as educational establishments, hospitals and employment areas
- Completing delivery of the Greater Bristol Bus Network and delivering the North Fringe to Hengrove package, the link from Temple Meads - Emersons Green and the Greater Bristol Metro Project (see Key Diagram)

Managing future development

- Concentrating the majority of new development to take advantage of existing services and facilities and higher levels of accessibility
- Locating development where it will provide the opportunity to minimise the need to travel and allow safe and convenient access to services by walking, cycling and public transport
- Recognising and protecting the identity and heritage of existing communities
- Promoting greater self-containment and enhancing the service centre role of the market towns of Thornbury, Yate and Chipping Sodbury
- Supporting local housing needs and services in villages
- Protecting the Green Belt and the countryside from inappropriate development
- Providing a range of infrastructure, together with integration and access, in step with new development
- 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

Managing the environment and heritage

- 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
- Conserving and enhancing the district's distinctive landscapes, natural environmental resources and biodiversity
- Safeguarding mineral resources for the longer term while ensuring an adequate and steady supply to meet identified needs
- Safeguarding the quality of natural resources and ensuring prudent use
- Protecting land, air, aqueous environments, buildings and people from pollution

Maintaining economic prosperity

- Ensuring that South Gloucestershire plays its role in making the West of England economy

one of the most prosperous, innovative and vibrant in Europe, by providing a sufficient range of employment land for existing and new businesses of all sizes

- Providing for the key sectors of advanced engineering, including aerospace and defence; finance and business services; higher and further education; retail; environmental technologies and hi-tech industries
- Taking opportunities to provide more balanced employment across the district so that every community has access to a range of employment opportunities locally
- Ensuring provision of appropriate communication technologies, such as broadband
- Enhancing town centre vitality and viability

Providing housing and community infrastructure

- Providing a range of housing to meet the needs of the whole community
- Providing decent and affordable housing in accessible locations and for local needs in rural areas
- Improving health and well-being by provision and access to a range of social, cultural, community, recreational facilities and green space in step with development, whilst realising opportunities to redress any deficit
- Ensuring that environments for play are delivered as an integral part of the design of sustainable communities

Strategy for development

- 4.3 The purpose of the Strategy for Development (the ‘Spatial Strategy’) is to set out the overall approach to the provision of new homes, jobs, infrastructure and community facilities to deliver sustainable communities and manage the change necessary to achieve this, in the period up to 2027. It sets the context for the Core Strategy policies and outlines how the vision and strategic objectives will be delivered. This Strategy has evolved from consideration of the issues, needs and opportunities in different parts of the district and the capacity of places to meet these needs, as well as national policy, local objectives identified through consultation and the priorities of the Sustainable Community Strategy.
- 4.4 The Strategy for Development focuses on the level of development that is deliverable in the next 14 years and sets a broad framework for the longer term. Overall the Core Strategy makes provision for 28,355 new homes in the period 2006-2027 and beyond. Of this total some 5,810 dwellings have been completed between 2006/07-2012/2013. The plan therefore makes provision for an additional 22,545 new homes between 2012/13 and 2026/27 and beyond. Underpinning the strategy is a commitment to delivering development in the short and medium term that can be planned with some certainty with all necessary infrastructure already in place or programmed.
- 4.5 As detailed in the key issues, the high level of growth in South Gloucestershire throughout the past half century has led to high rates of traffic growth, increasing congestion, unsustainable commuting patterns and longer journey times. This growth has also not been matched by the appropriate level of supporting services and infrastructure, a situation which has been exacerbated by the impact of the economic recession. The Strategy for Development will address these issues by ensuring that new development

is concentrated within the Bristol North Fringe and East Fringe urban areas, thereby reducing commuting and the need to travel, accompanied by a package of public transport infrastructure measures giving greater access to public transport, improved frequency and quality of service. This will be supported by similar provision in other community infrastructure, including green infrastructure. The strategy therefore focuses development in the locations where essential infrastructure is in place or planned. This will be achieved with minimal loss of Green Belt land.

- 4.6 Outside of the Bristol urban area, development will be provided in Yate/Chipping Sodbury and Thornbury to promote greater self-containment of these settlements. Within villages the focus will be on supporting existing services and facilities and limiting new housing, so as not to conflict with sustainability objectives and in recognition of the limited availability of public transport. The open countryside in the rural area will be protected for its heritage, landscape, biodiversity, economic and recreational value and for food production.

North Fringe of Bristol urban area

- 4.7 The North Fringe of Bristol is one of the most economically important locations in the South West and includes the key sectors of aerospace engineering, defence procurement and supplies, financial services, retail and education. The area supports in the order of 70,000 jobs, which is twice as many jobs as resident workers. The area also has a long and extensive heritage as the foundation of the aircraft industry with a strong sense of separate, but inter-related communities. This sense of local identity and the distinctive and varied character of its communities is increasingly under threat as the pressure and pace of growth erodes the distinctive community foundations that have traditionally distinguished the area from Bristol.
- 4.8 Overall, the Strategy for Development in the Bristol North Fringe has two main purposes. The first is to retain and strengthen the character and identity of Patchway, Filton and Bradley Stoke and protect and respect the village identities of Stoke Gifford and Frenchay. The second is to recognise the economic importance of the whole area and the need to redress the current imbalance between jobs and housing, caused by the scale and type of development that has taken place over the past 30 years. Increasing the amount of housing in the area, while not eroding the character and identity of existing communities, will enable better integration between jobs and homes and the creation of more sustainable communities. Employment land will continue to be safeguarded to provide for the needs of businesses including the key sectors. This will be supported by enhanced public transport measures including quality bus corridors, a bus rapid transit link to South Bristol, Bristol City Centre and Emersons Green, improvements to the heavy rail system and an improved cycling network.
- 4.9 Within the North Fringe of Bristol significant change will be managed in two areas: (a) Cribbs Causeway/Patchway and (b) West of the M32/East of Harry Stoke. Targeting development and public and private sector investment in transportation in these areas will ensure that the North Fringe of Bristol urban area continues to maintain its role as a major focus for employment, commercial and retail activity, education and learning. Small scale development will continue to take place throughout the area.

- 4.10 **(a) Cribbs Causeway/Patchway** - At the heart of the plan's strategy is the objective to create a stronger and more cohesive Cribbs Causeway/Patchway community. On the edge of this area, the new Wildlife Park will be an additional attraction.
- 4.11 In the period up to 2016 the main focus of this strategy is delivering the major mixed use development at Charlton Hayes, Patchway, comprising 2,400 dwellings, 14ha of employment land and creating a new centre at Patchway. This development will provide enhanced opportunities for people to live near to where they work, access local amenities and move around by means other than the car as well as provide benefits for Patchway.
- 4.12 In the period post 2016, the Strategy for Development aims to integrate major new housing developments along with new transportation infrastructure to reinforce the strategic economic importance of the area whilst creating more sustainable communities including the priority neighbourhood at Patchway. The objective is to introduce additional new neighbourhoods at Cribbs/Patchway providing approximately 5,700 new homes, around 50ha. of employment uses, local services and facilities, Green Infrastructure and improved walking and cycling links.
- 4.13 This will be achieved by taking a comprehensive and co-ordinated approach to delivering opportunities for residential and mixed use development at Cribbs Causeway, on adjoining previously developed employment land between The Mall and Patchway, at Filton Airfield, on the greenfield land to the south of Filton Airfield (off Wyck Beck Road) and to the west of the A4018. This latter site is in the Green Belt, but the need for housing, together with the need to ensure sustainable patterns of development and sustainable communities, represent the exceptional circumstances which justify the release of this land from the Green Belt. This is a large area of development, but it provides the opportunity to strengthen linkages with existing and new communities and to reinforce and enhance community identities over the wider area. Development also brings the opportunity to secure the long term future of the aerospace sector and address the need for physical, social and economic regeneration. To support development, a new transport package will provide improved connections through the area serving nearby employment and commercial uses and the greater Bristol area to the south.
- 4.14 **(b) West of the M32 area** – Three strategic housing developments will be progressed: Cheswick Village, Harry Stoke and Land East of Coldharbour Lane. Collectively these combined developments will provide 2,600 new homes. Alongside these will be a major transport package of co-ordinated public/ private sector investment to help secure a more sustainable pattern of development.
- 4.15 In recognition of its location adjacent to a main line rail station, major employment and housing areas, Abbey Wood Retail Park will move away from bulky goods retailing to develop a role more suited to its location. The University of the West of England (UWE) will re-model its campus to achieve its academic vision, including providing services and facilities for the local community and public transport and cycling linkages.
- 4.16 The Joint Local Transport Plan and the Regional Funding Advice identified as a priority the provision of a major Rapid Transit link between the Bristol North Fringe urban area and Hengrove in south Bristol. This will include the Stoke Gifford Transport Link, a new public transport and road connection between Great Stoke Way, Bradley Stoke and the

A4174 Avon Ring Road. The need for housing and to ensure sustainable development and sustainable communities, in combination with the impact of the Stoke Gifford Transport Link, are the exceptional circumstances in which land will be removed from the Green Belt at this location to deliver a new neighbourhood. The new neighbourhood, comprising 2,000 homes, would require major new access from the Avon Ring Road and would therefore be expected to make a substantial contribution towards the costs of providing the SGTL. This new development would maximise the locational and accessibility strengths of this area, have a strong identity and sense of place and integrate well with existing residential areas, employment and commercial centres and the UWE.

East Fringe of Bristol urban area

- 4.17 The East Fringe of Bristol includes a number of distinct communities within which there are pockets of deprivation in Kingswood, Staple Hill and Cadbury Heath that have been identified as priority neighbourhoods. Employment land is mainly focussed on small ageing industrial areas, many of which have been lost over the years to other development, so that now the area significantly under-provides for the local workforce and 18,000 people commute daily to central Bristol and 6,300 people commute to the North Fringe of Bristol. These changes in employment patterns, together with competition from out of town retail opportunities, have contributed to the declining economic fortunes of the traditional shopping centres.
- 4.18 To address these issues the main thrust of the strategy for the East Fringe of Bristol up to 2027 is to complete the final development phase at Emersons Green. This involves a major mixed use development on 177ha of land at Emersons Green, east of the A4174 Avon Ring Road, to deliver an extended and improved town centre at Emersons Green, as well as in the region of 2,400 dwellings, a Science Park and 19ha for local employment. In total this development is expected to support over 6,000 jobs. The Science Park is key to the sub region in supporting the universities and existing industries and maintaining the region's international competitiveness. Ensuring this new development integrates successfully to strengthen a sense of community with the existing development west of the A4174 Avon Ring Road is a key challenge.
- 4.19 Within the existing urban areas the strategy focuses on improving the employment opportunities available to residents, on regeneration to restore the vitality of the traditional centres and on improving the quality of the urban environment and links to the countryside. This will be achieved by: safeguarding existing employment sites throughout the area; improving the vitality and viability of the traditional town centres; having a clear strategy for new retail investment; protecting and enhancing heritage assets and a network of green spaces; and the delivery of well designed small to medium housing developments within the established residential areas.
- 4.20 To support these Strategy for Development objectives, there will also be transport infrastructure improvements with a new bus rapid transit link to Emersons Green from Bristol city centre and the North Fringe of Bristol, Park and Ride at Emersons Green East, and links into the Greater Bristol cycling network. This investment and delivery is planned to take place over the next 10 years. For the local area strategy for the East Fringe of Bristol to be successful it is paramount that resources are focused on these priorities.

- 4.21 The designated Green Belt in this area will remain. This area is not considered to be suitable for development because of major constraints, specifically the importance of the open countryside, hillside and ridgelines that establish the setting and help define the extent of the urban area, the current limited employment opportunities, the lack of potential for integrating new development and the extreme difficulty of delivering essential transport improvements.

Yate and Chipping Sodbury

- 4.22 The Strategy for Development in Yate and Chipping Sodbury in the period up to 2016 is to further develop their separate but inter-related roles and identities as market towns. To achieve this, initiatives that enable greater self-containment and increase the strength and vitality of both towns as service centres will be undertaken, while avoiding development that would impact on the setting of the Cotswolds AONB and erode the separate character and identity of nearby settlements. At Yate this will involve major investment in the town centre, the re-modelling and intensification of existing employment areas in the west of Yate in order to improve the balance of the local economy and some limited housing development on brownfield sites. At Chipping Sodbury a new food store and limited housing to the north of the town centre will be developed helping to strengthen the role and vitality of the town centre subject to satisfactorily addressing environmental, heritage and transport constraints.
- 4.23 From the middle to later periods of the Core Strategy, subject to the delivery of new sewerage infrastructure, a new neighbourhood of up to 3,000 new homes at north Yate will be delivered, of which 2,700 have the potential to be completed before 2027, as well as a broadening of the current employment base through new development and redevelopment. This new development will support a package of transport measures, including: improved local bus services connecting residential areas with the town centres, station and employment areas; more frequent bus services to key destinations; improvements to the rail service from Yate; and improved links into the Greater Bristol Cycle City network. Development will address the need to reduce deprivation in the priority neighbourhoods in the west and south of Yate.

Thornbury

- 4.24 Thornbury is a market town with a strong heritage and attractive environment, but the town centre and community facilities require investment and improvement. The Strategy for Development in Thornbury in the period up to 2016 and beyond is therefore to revitalise the town centre and strengthen community facilities and services. The plan for the town centre is to provide for the day to day needs of residents, to make better use of existing employment space and to develop its tourist destination and overall shopping experience. To support this and to strengthen the town's community facilities and services approximately 800 new homes will be delivered at two locations: Park Farm and Morton Way North. These locations have been selected as they are not located within the Conservation Area or Green Belt and would enable new development to integrate well into the existing fabric of the town helping to sustain and to improve local services and community facilities. In addition to some new housing, the aim is to achieve a new sixth

form centre for the Castle School, which brings together education provision on a single site and supports existing primary schools, and to strengthen community health facilities in the town.

Sevenside

- 4.25 While land at Sevenside is recognised as a regionally significant employment area with longstanding planning permissions, it lies within an ecologically important, fragile and visually prominent coastal area with special landscape characteristics which are recognised and protected for their international, national and local importance for biodiversity. In addition the area is at significant risk from flooding and the Severn Levels are of high archaeological potential. Highway capacity and public transport provision is limited. All these critical issues need to be addressed in a comprehensive manner, working with Bristol City Council, the Local Enterprise Partnership, Natural England, the Environment Agency, the Lower Severn Internal Drainage Board, the Marine Management Organisation, Network Rail and the Highways Agency, in order to achieve an acceptable and sustainable balance and deliver the strategy which supports the continued development of the area, primarily for warehousing and distribution.

Oldbury

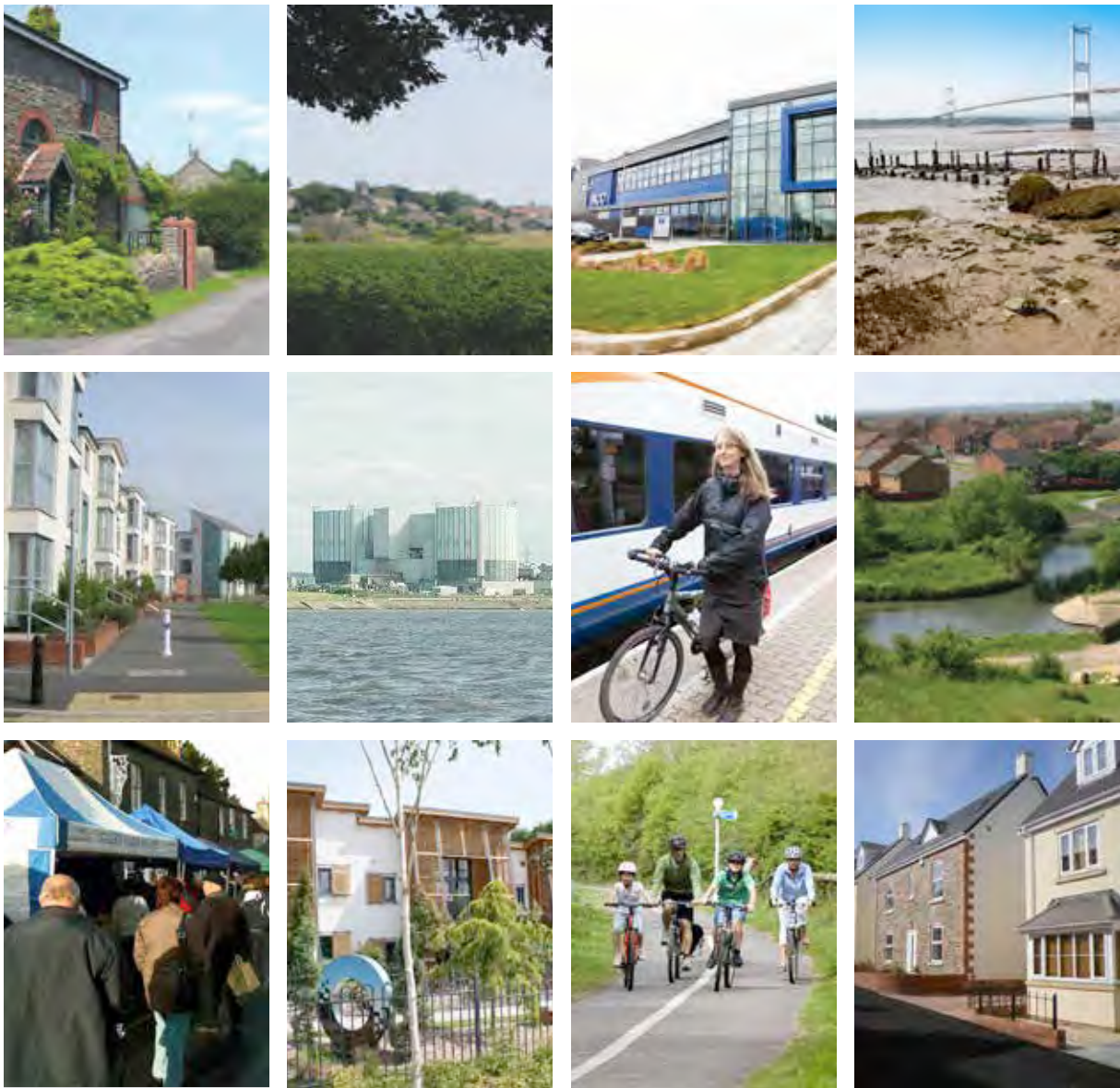
- 4.26 Land near Oldbury on Severn and adjacent to the existing nuclear power station has been identified in the NPS as potentially suitable for a new nuclear power station. This lies within an ecologically important, fragile and visually prominent location adjacent to the estuary, and access is currently via relatively narrow and low lying roads and lanes that pass by scattered settlements and/or through villages and hamlets. The area has distinctive landscape characteristics which are recognised and protected for their international, national and local importance for biodiversity, as well as being at significant risk from flooding, adjacent to the Severn Way strategic recreational route and being within a landscape of high archaeological potential. These issues will need to be addressed in a comprehensive manner, with the objective of achieving an acceptable and sustainable balance and delivering optimal benefits while ensuring that social, environmental and economic impacts on the locality are reduced to an acceptable level. Currently, no conclusion has been reached by the Council about the suitability of Oldbury as a site for a new nuclear power station.

Rural Areas

- 4.27 The Strategy for Development within the rural areas will be to maintain the settlement boundaries defined on the Policies Map around rural settlements until they are reviewed either through Neighbourhood Plans, the Policies, Sites and Places DPD or a replacement Local Plan following engagement with local communities and other stakeholders/partners. Existing employment sites and services will be protected to reduce the need to travel. Outside settlement boundaries, development will be strictly controlled.

Part 1 -

General Core Strategy Policies



5. High quality design and responding to climate change

Introduction

- 5.1 High quality urban design, the provision of Green Infrastructure, and new renewable and low-carbon energy sources, all have a key role to play in responding to climate change, as well as creating distinctive, linked places that support social inclusion and healthy sustainable lifestyles.
- 5.2 This chapter sets out the key policies for managing the impact of climate change and directly links to the priorities of the Sustainable Community Strategy and the Council Strategy.

Core Strategy objectives

- Promoting high quality design that responds to its context, the distinctive assets of the district and creates 'sense of place' and civic pride
- Using design to create attractive, cohesive, safe and inclusive communities with better integration between housing, jobs, services, public transport and facilities, so that people lead healthier lives and have the opportunity to reduce their CO2 footprint and adapt to the impacts of climate change
- Protecting and enhancing valued open spaces and green links to create a network of connected and multi-functional, attractive and accessible spaces for people and wildlife, and to provide climate change adaptation and mitigation functions
- Providing opportunities for flora and fauna to adapt to climate change
- Ensuring that environments for play are delivered as an integral part of the design of sustainable communities
- Promoting energy efficient development and new sources of decentralised, renewable and low carbon sources of energy
- Understanding and reducing susceptibility to flood risk
- Managing the impacts of urban intensification

High quality design

POLICY CS1 - HIGH QUALITY DESIGN

Development will only be permitted where the highest possible standards of design and site planning are achieved. Information submitted with an application should be proportionate to the scale, significance and impact of the proposal.

Development proposals will be required to demonstrate that:

1. Siting, form, scale, height, massing, detailing, colour and materials, are informed by, respect and enhance the character, distinctiveness and amenity of both the site and its context; and
2. density and overall layout is well integrated with existing adjacent development and connected to the wider network of foot, cycle and public transport links; and
3. existing features of landscape, nature conservation, heritage or amenity value and public rights of way, are safeguarded and enhanced through incorporation into development; and
4. if the proposed scheme is of a sufficient scale or significance, explain how the development contributes towards the vision and strategic objectives of the locality and (as appropriate) how account has been taken of:

- community consultation
- Green Infrastructure objectives
- the South Gloucestershire Landscape Character Assessment (2005)
- the Cotswolds AONB Management Plan
- endorsed parish plans, town centre strategies and village design statements
- adopted Conservation Area Appraisals, Management Plans, and
- other design guidance and/or Area Action Plans that may be adopted as SPD from time to time;

and in order to assist in meeting climate change and health and well-being objectives, proposals will be required in particular to:

5. enhance existing or develop new public realm (and associated management & maintenance regimes) that enables people to gain access safely and conveniently, particularly to serve the needs of:
 - pedestrians and cyclists
 - children, the disabled and older people, and
 - with regard to residential and mixed use schemes, provide opportunities for social interaction and play; and

6. ensure soft landscape proposals form an integral part of the design for the site and seek to make a net contribution to tree cover in the locality (particularly in urban areas), and prioritise biodiversity objectives and local food cultivation where possible; and
7. where the scale, location and/or significance of the development proposal warrants it, embed public art within the public realm or in a location where it can be viewed from public areas; and
8. ensure the design, orientation and location of buildings, roof pitches, windows, habitable rooms, lighting and soft landscaping help to achieve energy conservation, the protection of environmental resources and assist the appropriate siting of renewable and/or low carbon energy installations and infrastructure. 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 encouraged to achieve full compliance with each Code level (currently level 3) or above, and/or Building Research Establishment Environmental Assessment Method (BREEAM) 'very good' or other equivalent standard; and
9. take account of personal safety, security and crime prevention; and
10. ensure sufficient space provision is designed in for the sorting and storage of recyclable waste materials in a convenient location, the composting of household waste (where practicable), and the collection of these and other waste materials and, in larger development schemes, for recycling on site; and
11. take account of the South Gloucestershire Strategic Flood Risk Assessments and provide, where appropriate, measures to manage flood risk and prepare surface water management plans.

At the detailed planning application stage, residential development of more than 10 dwellings, will be expected to demonstrate how Building for Life (BFL12) criteria (or any nationally recognised methodology that may supercede Building for Life) will be achieved.

5.3 'Urban design' is about how a place functions as much as how a place looks. High quality urban design therefore cannot be delivered through a single policy. It is the sum of all the Core Strategy policies, visions and area objectives, and supporting local strategies and guidance that will ultimately contribute to the 'quality of place'. These include the:

- Sustainable Communities Strategy
- South Gloucestershire Climate Change Strategy
- Parish plans

- Neighbourhood Plans
- Village design statements
- Conservation area SPDs
- Local List of Buildings SPD
- Biodiversity and the Planning Process SPD
- Art & Design in the Public Realm Advice Note
- South Gloucestershire Landscape Character Assessment
- Cotswolds Area of Outstanding Natural Beauty Management Plan
- South Gloucestershire Council Play Policy & Strategy

- 5.4 The policy sets out criteria for the assessment of high quality design in new development. In particular, through Design & Access Statements, development proposals should demonstrate a clear understanding of both the site and locality's historic, archaeological, ecological and landscape context in drawing up development proposals. 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.
- 5.5 Information required from applicants should be proportionate to the scale, significance and impact of a proposal. For example, householder applications for residential extensions will not be expected to submit information with regard criteria 2, 3, 4, 5, 6, 7, and 11.

Visions, strategic objectives and other design guidance

- 5.6 A wide range of guidance is available to promote high quality design and distinctiveness and how it should be taken into account in assessing planning applications. For example, a major development, particularly on the edge of an existing urban area should state how it has taken account of the South Gloucestershire Landscape Character Assessment. Similarly, smaller developments in a conservation area, the Cotswold AONB, or those settlements that benefit from parish plans and village design statements, should state how they have taken account of appropriate conservation area guidance, the AONB Management Plan and parish plan objectives, respectively.

Design priorities

- 5.7 Criteria 5 - 11 of the policy identify seven key components of design that the Council is committed to achieving, with particular emphasis on the Sustainable Community Strategy objectives to promote community health and well-being and climate change adaptation and mitigation measures. Specifically:

(5) Promote shared accessible public realm & play opportunities

- 5.8 Improving accessibility, particularly for walking and cycling and opportunities for play across the public realm, particularly through the provision of highway schemes that utilise homezone and shared space principles. The Council's Play Policy and Strategy recognises that the public realm should enable & encourage informal play opportunities,

as well as formal equipped play to take place, and recognises that children and young people have a right to be seen, heard and provided for. It will therefore be expected that this ethos with regard to play should be applied to development proposals. The Council will also seek to establish satisfactory management and maintenance regimes in perpetuity for all public areas of new development.

(6) The role of landscape

- 5.9 Soft landscape schemes should promote biodiversity and food cultivation as opposed to pure visual amenity and traditional recreational objectives. Net increases to tree cover are also required to help mitigate climate change, cool urban areas during the summer and improve air quality.

(7) Public art

- 5.10 Public Art should be viewed as an opportunity to enhance legibility, character, distinctiveness and civic pride. It should respond to the distinctive assets of the location and can form part of the landscape design, public realm and play opportunities. It can also be temporary or permanent and should seek to intrigue and delight, be robust and require minimal maintenance. The scale and location of the art should be appropriate to the site and its surrounds. The provision of public art will be a key indicator of good design (BfL criteria) and should be seen as an opportunity to involve the local community in support of Sustainable Community Strategy objectives.

(8) Sustainable construction

- 5.11 Good design is a core principle of sustainable development. Good design minimises the amount of energy and natural resources consumed during the lifetime of the development. It can also provide buildings with features such as generous space standards, good natural light and sound insulation, which can greatly improve the quality of life for people that live and work in them. Consideration should also be given to how buildings are laid out and orientated to enhance energy efficiency and the potential for the addition of renewable energy technologies (such as solar panels) and district heating networks, if not from the outset, then in the future. Major residential and mixed-use schemes that meet Code for Sustainable Homes level 3 (level 4 from 2013) or above, and/or BREEAM 'very good' or other equivalent standard, (to be secured via planning condition or planning agreement), will assist in demonstrating compliance with criteria (8) of this policy, and other policy objectives and requirements of the Local Plan as well as the BfL criteria. The Council will review its approach to sustainable construction through the Policies, Sites and Places DPD in order to ensure the highest possible standards are being applied and there is no undue burden on delivery of housing.

(9) Tackling crime & the fear of crime

- 5.12 Design of new development should assist to prevent and tackle crime and the fear of crime.

(10) Waste reduction

- 5.13 New development will be required to design-in sufficient space in a convenient location, (e.g. at the front of residential dwellings) for the sorting and storage of recycled materials. This will support objectives to reduce the amount of waste that goes to landfill.

(11) Flood risk and management

- 5.14 The Level 1 and Level 2 South Gloucestershire Strategic Flood Risk Assessments appraise the risk of flooding, including the effects of climate change, and should be used to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk. Where new development is exceptionally necessary, proposals will need to ensure that risk is managed and reduced through location, layout and design and through sustainable methods of dealing with surface water (also see Policy CS9 – Managing the Environment Heritage). Guidance on matters to be assessed in Flood Risk Assessments is included in the Level 2 South Gloucestershire Strategic Flood Risk Assessment.

Delivery

- 5.15 The policy will be delivered through the development management process, including the use of Concept Statements, in accordance with the Council's Statement of Community Involvement, and Design & Access Statements. The Council will also work with stakeholders as appropriate in the preparation of area design frameworks, masterplans, design codes, site specific briefs and design guidance.
- 5.16 The Council will expect new residential development of more than 10 dwellings to carry out BfL12 assessment (or any nationally recognised methodology that may supersede BfL). The Council encourages Design & Access Statements to set out how the development performs against the BfL criteria. Where a BfL green light is not achieved the Design & 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 12 BfL 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 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 for Design Panel review.
- 5.17 New housing built today will be around for many years to come. The Council is therefore committed to promoting the highest possible sustainable construction standards. Hanham Hall in South Gloucestershire is proposed as one of the first Zero Carbon developments in the country. The Council is therefore, aware of the technical and financial viability issues with regard to promoting high sustainability standards. But, it believes these issues will diminish over time allowing Local Authorities greater flexibility to seek higher standards, whilst not undermining delivery of new homes. The Council will therefore review the standards it applies through Local Plan documentation such

as the Policies, Sites and Places DPD and the South Gloucestershire Design Checklist SPD (August 2007) that will continue to be relevant until it is reviewed. It will also expect developers of major (multi-phased) new neighbourhoods to ensure Zero Carbon standards are achieved on phases developed post 2016. To assist with these objectives, the Council is committed to a holistic approach to improving the sustainability of new and existing communities. Via its wider corporate activities, Policies, Sites and Places DPD and review of the Design Checklist SPD or other such SPD, the Council will progress an Allowable Solutions Policy and Community Energy Fund or other equivalent mechanism that may be proposed, that will assist developers to meet and go beyond their Zero Carbon obligations.

- 5.18 Further detailed policies and guidance on urban design principles will be set out in the Policies, Sites and Places DPD and a reviewed South Gloucestershire Design Checklist with regard to the sub-division of dwellings and building on gardens.

Green infrastructure

POLICY CS2 - GREEN INFRASTRUCTURE

The Council and its partners will ensure that existing and new Green Infrastructure (GI) is planned, delivered and managed as an integral part of creating sustainable communities and enhancing quality of life, considering the following GI objectives:

1. realising the potential of Green Infrastructure to assist with mitigation of, and adaption to, climate change
2. delivering high quality multi-functional and connected open spaces (including Green and Blue Infrastructure)
3. protecting, creating and improving recreational, play, access and local food cultivation opportunities
4. protecting and enhancing species and habitats, and creating new habitats and wildlife linkages between them
5. conserving and enhancing landscape character, historical, natural, built and cultural heritage features
6. securing ongoing management and maintenance and creation of GI assets
7. joint working with partners, including neighbouring local authorities.

The attainment of the above objectives should be addressed by development proposals and Local Plan Documents.

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.

- 5.19 Green Infrastructure (GI) consists of a multi-functional network of high quality open space assets that can work together to support sustainable communities and enhance quality of life. The concept of GI looks beyond existing designations, seeking opportunities to enhance the physical and functional connectivity of assets, and extend the benefits for people (such as access, recreation and sport, health and well-being, space to grow food, and economic), biodiversity, and natural ecological processes (including responding to climate change, air quality and sustainable water management). It is also important to consider the associated plans, strategies, activities, management arrangements and community involvement that assist with enhancing the multi-functionality, quality and connectivity of GI assets.
- 5.20 Green Infrastructure assets include open spaces, recreational areas, parks, allotments, biological and geological conservation sites, landscape and heritage features, water courses, water features, sustainable drainage schemes, woodlands, trees, cycleways, pedestrian routes, bridleways, public rights of way and open access land and managed countryside. A more detailed list is contained in Appendix 3.
- 5.21 Green Infrastructure plays a critical function for informal recreation; in particular GI can to provide opportunities for play. The values, objectives and criteria of the Council's adopted Play Policy and Strategy must be reflected when considering GI (protection, enhancement and new delivery) and overall site design in respect of new developments.
- 5.22 Green Infrastructure within and linking urban and rural environments has the potential to bring a range of social, economic and environmental benefits. These include but are not restricted to:

Biodiversity

- 5.23 Green Infrastructure provides space for nature, offers opportunities for community interaction with nature, encourages presence and diversity of species, and provides opportunities to link habitats and spaces together. This can include a range of actions from the protection of designated sites to more innovative encouragement of biodiversity opportunities such as green roofs and green walls.

Climate change

- 5.24 Green Infrastructure provides opportunities to manage water resources, by reducing run-off, providing flood storage and acting as a natural soakaway. GI has a role in absorbing carbon dioxide, reducing 'urban heat island' effects, improving air quality and providing opportunities for increasing habitats and connections to help enable wildlife to adapt. Assets can provide opportunities for local food cultivation, contributing to local food

security, and are also important for biodiversity. GI can encourage walking and cycling, by providing pleasant traffic free routes thus helping to reduce greenhouse gas emissions from car travel. GI can also incorporate space for renewable energy resources.

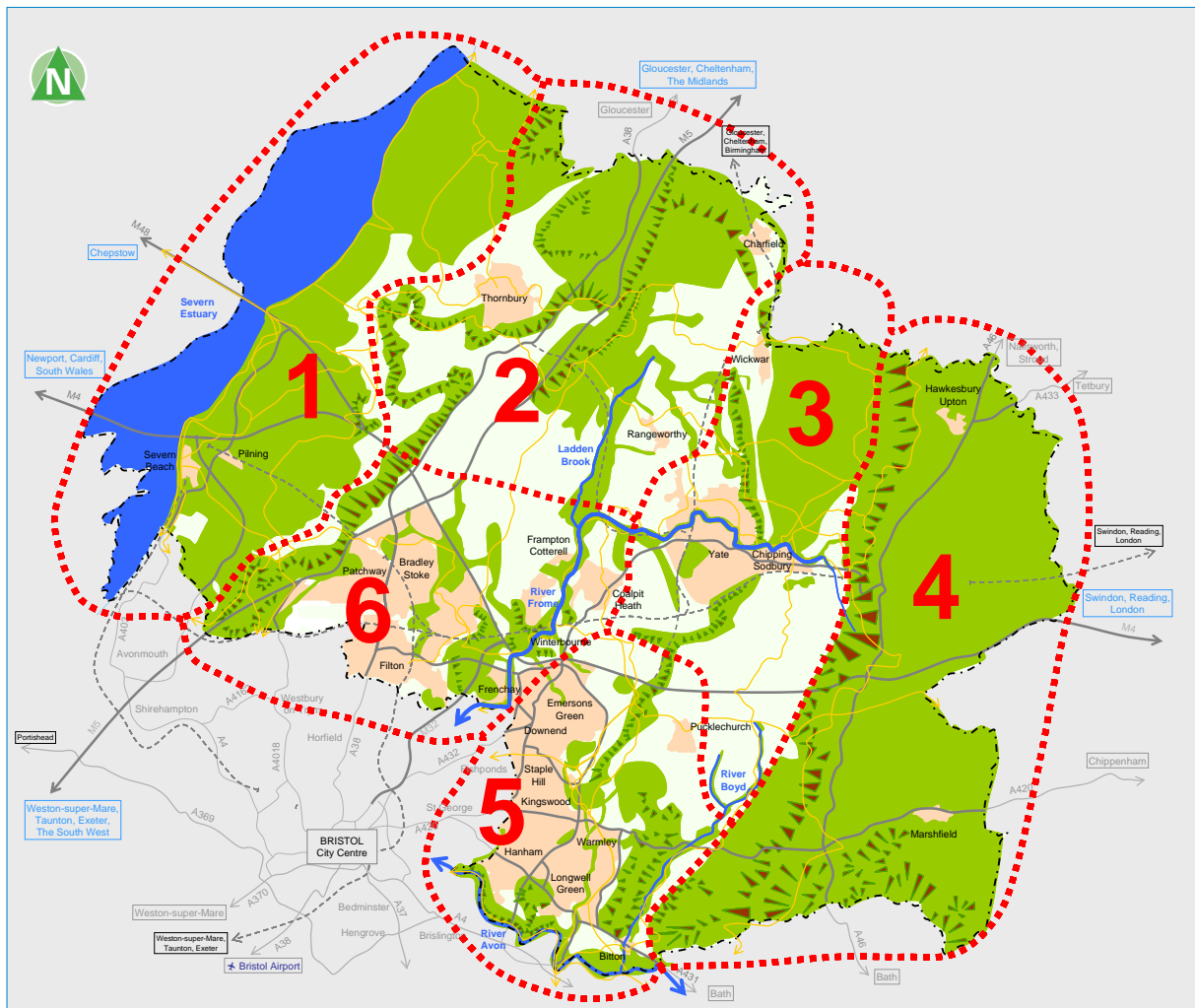
Recreation, play and access

- 5.25 Green Infrastructure can accommodate routes for walking, cycling and horse riding and includes accessible open spaces which people visit for formal and informal recreation, exercise, community activities, social interaction, and all types of play (for example equipped/built, natural, imaginative and creative). GI allows for improved connectivity between urban, urban fringe and rural assets for people and wildlife, and can also connect people with places of work and community facilities. GI benefits people's health (mental and physical) and well-being, and provides opportunities for learning and studying. South Gloucestershire benefits from a significant number of long distance footpaths and cycleways, supported by the local network of rights of way (further details are contained in Appendix 3). Design of open spaces/local green spaces covered in Policy CS1.

Landscape, heritage and geology

- 5.26 Green Infrastructure provides a means to improve landscape quality and protect landscape features and views. GI offers opportunities to protect, increase access to and understanding of landscape, geology/geomorphology, historic sites, conservation areas and heritage assets.
- 5.27 A series of sites, features, designations, connections and corridors form South Gloucestershire's Strategic Green Infrastructure Network. These are assets which are important at the district and sub-regional scales.
- 5.28 The South Gloucestershire Strategic Green Infrastructure Network diagram (Figure 1) is indicative and broadly shows the strategic network and the strategic recreational and cycle routes which are important at sub-regional and district scales. It is not meant to be exhaustive; the strategic network can overlap and interrelate with other non-strategic GI assets. The diagram (details on the sites that make up the strategic network are contained in Appendix 3) is intended as a guide and is illustrative; details have been provided on the main assets that exist within six zones across South Gloucestershire. The diagram is not intended to designate sites; other detailed policies relating to these sites are contained within the South Gloucestershire Local Plan.
- 5.29 The Strategic GI network is complemented by other elements of Green Infrastructure; such as non-strategic assets that are important at the neighbourhood and local scales. These assets equally contribute to the objectives of this policy and critically provide the local connection with the strategic assets (examples of non-strategic assets are contained in Appendix 3).
- 5.30 This policy is complemented by detailed development management policies relating to existing GI assets. This policy provides a context for how a multi-functional network of spaces and linkages support sustainable communities and provide a range of benefits will be delivered through partnership work and the development management process.

Key - Strategic Green Infrastructure Network (Figure 1)



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

- ZONES
- ZONE 1**
Severn Estuary; SPA/SAC/RAMSAR; Floodzones 2&3; Strategic Nature Areas; Severn Way, Monarach'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; Overscourt 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

5.31 Complementing this policy are the Core Strategy policies relating to Managing the Environment and Heritage (Policy CS9), Green Infrastructure, Sport, and Recreation Standards (Policy CS24), Design (Policy CS1), and Improving Accessibility (Policy CS8). The GI objectives have been embedded in the planning and policy wording relating to Part 2 of this Core Strategy, and will continue to be considered as the new neighbourhoods are progressed through the development management process.

Delivery

5.32 The Council is producing a Green Infrastructure Strategy, which provides further details regarding existing GI assets, associated activities, the functions and benefits of GI, the delivery mechanisms, standards and priorities for the future delivery of Green Infrastructure. The Green Infrastructure Strategy will be adopted as a Supplementary Planning Document (SPD).

5.33 The Council has a central responsibility for the provision, delivery and planning of Green Infrastructure, given its role as local planning authority and direct provider of significant areas of open spaces. This role is enhanced by acting in partnership with the public, private and voluntary sectors, whilst ensuring that delivery of Green Infrastructure is based on a strategic view of what is required to serve the needs of the community.

5.34 Joint working with local authorities and partners will help to ensure that GI is integrated and interlinked across the sub-region to maximise its benefits for biodiversity and people.

Renewable and low carbon energy

POLICY CS3 - RENEWABLE AND LOW CARBON ENERGY GENERATION

Proposals for the generation of energy from renewable or low carbon sources, provided that the installation would not cause significant demonstrable harm to residential amenity, individually or cumulatively, will be supported.

In assessing proposals significant weight will be given to:

1. the wider environmental benefits associated with increased production of energy from renewable sources
2. proposals that enjoy significant community support and generate an income for community infrastructure purposes by selling heat or electricity to the National Grid
3. the time limited, non-permanent nature of some types of installations; and
4. the need for secure and reliable energy generation capacity, job creation opportunities and local economic benefits.

Renewable or low carbon energy installations will not be supported in areas covered by national designations and areas of local landscape value unless they do not individually or cumulatively compromise the objectives of the designations especially with regard to landscape character, visual impact and residential amenity.

Developments will also be required to meet objectives of Policy CS1 (High Quality Design), as far as engineering requirements permit.

- 5.35 Renewable and/or low carbon energy supplies include, but not exclusively, those from biomass and energy crops, Combined Heat and Power (see Policy CS4), waste heat from industrial processes, energy from waste, ground and air source heating and cooling, hydro, solar thermal, photovoltaic generation (including solar farms) and wind power.
- 5.36 Given the close proximity of the Green Belt to the main urban areas, this will potentially be an attractive location for renewable or low carbon energy generation. Greater weight will therefore be given to the 'wider' environmental benefits (CO2 reduction) in considering applications in this area, particularly where criteria 2, 3 and/or 4 are also met.
- 5.37 With regard to criterion 2, installations that would generate a direct financial benefit to the local community will be encouraged. This can be achieved by legal agreement that guarantees to pay a percentage of the income generated by selling heat or electricity to the grid, into a Community Trust Fund, or other suitable mechanism, controlled by the local community for spending on other local infrastructure and energy efficiency initiatives. This approach is particularly promoted in the Area of Outstanding Natural Beauty (AONB), in order to support local communities and the objectives of the AONB Management Plan.
- 5.38 Some installations, such as wind turbines have an operational lifespan, typically 25 years. The temporary nature of these installations can be conditioned, allowing a review against the policy framework and energy environment at that time and potentially requiring the site to be returned to its former state. This may be an appropriate approach where the cumulative impact of such installations may begin to undermine landscape character.
- 5.39 Where Environmental Assessment regulations are not applicable, applicants will only be required to provide information on the likely significant environmental, social and economic effects, proportionate to the project.

Delivery

- 5.40 The policy will be implemented through the development management process. The policies of the Joint Waste Core Strategy should also be considered, specifically with regard to energy from waste schemes. The Council will also promote the delivery of renewable and low carbon energy generation through the Sustainable Community Strategy, the Climate Change Strategy and wider corporate functions.
- 5.41 The Council intends to produce guidance on the siting of non-household scale wind turbines at the earliest opportunity following further investigation. The Council will also

consider the identification of areas and sites for the development of renewable and low carbon energy installations through the Policies, Sites and Places DPD.

- 5.42 The Council will also explore setting up an ‘allowable solutions’ fund to ensure that carbon savings are made on small-scale development sites where the provision of on-site renewable energy may not be technically viable.
- 5.43 Planning obligations or a Community Infrastructure Levy (CIL) may in some cases be used to contribute towards the delivery of strategic renewable energy infrastructure.

POLICY CS4 - RENEWABLE OR LOW CARBON DISTRICT HEAT NETWORKS

Any applications to develop a thermal generating station or proposals that have a capacity to generate significant waste heat as part of an industrial or commercial process must either:

- 1. include heat recovery and re-use technology; and**
- 2. heat distribution infrastructure; or**
- 3. provide evidence that heat distribution has been fully explored and is unfeasible.**

Major development proposals (more than 100 dwellings that are wholly or in part greater than 50dph, or non-residential of more than 10,000sqm) 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; or**
- 5. connect to an existing renewable or low carbon heat distribution network; or**
- 6. provide a heat distribution network as part of the development where there are firm proposals for renewable or low carbon heat generation or CHP and distribution in the locality within a reasonable time frame; or**
- 7. provide evidence that renewable and low carbon sources of heating or CHP have been fully explored and are unfeasible.**

Developments of less than 100 dwellings or 10,000sqm of non-residential floorspace should connect to any existing available district heat network(s) in the vicinity, providing this is practical and would not adversely affect the viability of the development.

- 5.44 Combined Heat and Power (CHP) is the generation of usable heat and electricity in a single process. By reducing transmission losses, and making use of waste heat, CO₂ emissions can be reduced substantially. CHP systems operate most efficiently where

there is a constant heat demand throughout the day and year. Given the mix of uses, particularly in areas like the North Fringe of Bristol, where large industrial and commercial uses are in close proximity to existing and proposed housing sites, it is considered that district heating networks provide the most efficient way to achieve substantial CO2 reduction targets.

- 5.45 Through its planning, asset management programmes and other corporate functions, the Council will work to establish CHP plant and heat distribution infrastructure, particularly with owners/developers of sites identified as 'Potential Anchor Heat Loads/Sources' and Strategic Growth Areas identified on the Energy Opportunities Plan (see Report on the Potential for Renewable Energy Supply in South Gloucestershire) and other major developments as may come forward. Positive additional weight will therefore be given to proposals that incorporate heat generation and distribution infrastructure and/or CHP plant.
- 5.46 If a thermal generation station or industrial or commercial process that produces significant waste heat is proposed without CHP plant or heat distribution infrastructure in any part of the district, the applicant should present evidence that the possibilities for CHP plant and heat distribution have been fully explored. This should be through an audit trail of dialogue between the applicant and prospective customers. Applicants should also have contacted agencies like the Homes and Communities Agency (HCA), Regen SW, the Council and other relevant stakeholders and obtained their advice on opportunities for heat customers.
- 5.47 Major development proposals (of more than 100 dwellings and greater than 50dph, or non-residential of more than 10,000 sq.m floorspace) should consider how heat distribution opportunities could be incorporated (taking into account high quality design objectives – see Policy CS1). Where there are multiple developers, they will be expected to collaborate in terms of developing a district heating/CHP solution for the site as a whole. Developers that do not propose to incorporate CHP plant and or heat distribution network(s) should explain why it is not economically feasible or practical e.g. if there is an alternative source of heat that delivers required CO2 reduction targets.
- 5.48 Where there are potential developments which could generate the heat required and which are due to be built within a timeframe that would make incorporation of a distribution network feasible, conditions may be imposed to ensure that the development is connected to the respective heat supply source.
- 5.49 For developments of less than 100 dwellings or 10,000sq.m, where a district heating network does not yet exist, applicants should consider installing heat and cooling equipment that is capable of connection at a later date.

Delivery

- 5.50 The policy will be implemented through the development management process. The policies of the Joint Waste Core Strategy should also be considered, specifically with regard to energy from waste schemes. The Council will also promote the delivery of renewable and low carbon energy generation through the Sustainable Community

Strategy, the Climate Change Strategy and wider corporate functions.

- 5.51 The Council will also progress setting up a 'Community Energy / allowable solutions' fund to ensure that carbon savings are made locally from small-scale development sites where the provision of on-site renewable energy may not be technically viable.
- 5.52 Planning obligations or a Community Infrastructure Levy (CIL) may in some cases be used to contribute towards the delivery of strategic district heating infrastructure.

6. Managing future development

Introduction

- 6.1 The core principle in national policy is delivering sustainable development.
- 6.2 Managing future development is a key priority of the Council's Sustainable Community Strategy and the Council Strategy, so that we deal positively with the challenges posed by more growth, by planning in a sustainable and integrated way for high quality homes, associated employment opportunities, local community facilities and a convenient and safe transport network which meets our communities' needs and aspirations.
- 6.3 Future development in South Gloucestershire will put further pressure on existing infrastructure, much of which is at or nearing capacity. In order to cope with the additional demand generated by new development and to meet Sustainable Community Strategy objectives, this infrastructure will require improvement and in some cases additional provision. Without new investment, both existing communities and future new neighbourhoods will be neither sustainable nor acceptable. New development will therefore be expected to contribute towards the provision of necessary infrastructure to support the development of sustainable healthy communities and climate change mitigation and adaptation objectives.
- 6.4 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 third policy addressing the delivery of infrastructure.

Core Strategy Objectives

- Concentrating the majority of new development to take advantage of existing services and facilities and higher levels of accessibility
- Locating development where it will provide the opportunity to minimise the need to travel and allow safe and convenient access to services by walking, cycling and public transport
- Recognising and protecting the identity and heritage of existing communities
- Promoting greater self-containment and enhancing the service centre role of the market towns of Thornbury, Yate and Chipping Sodbury
- Supporting local housing needs and services in villages
- Protecting the Green Belt and the countryside from inappropriate development
- Providing a range of infrastructure, together with integration and access, in step with new development
- 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

Sustainable development

POLICY CS4A - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

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 pro-actively 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 considerations indicate otherwise.

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:

1. 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.
2. 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.

6.5 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.

6.6 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.

6.7 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.

Delivery

6.8 This policy will be delivered through the development management process.

Location of Development

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.

Outside the Green Belt (including settlements surrounded by the Green Belt):

- (a) small scale development may be permitted within the settlement boundaries of villages defined on the Policies Map
 - (b) defined settlement boundaries will be maintained around rural settlements and reviewed in the Policies, Sites and Places DPD or a replacement Core Strategy/ Local Plan or Neighbourhood Plan. 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
 - (c) in villages and other settlements without defined settlement boundaries, new 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
 - (d) any changes/proposals should be commensurate with the locality in terms of its form, character and landscape and cumulatively acceptable when considered with any other development identified in the Core Strategy, Policies Sites and Places DPD, replacement Local Plan or Neighbourhood Plans.
 - (e) In the open countryside, new development will be strictly limited.
6. 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.

Elsewhere in the Green Belt:

- (a) small scale infill development may be permitted within the settlement boundaries of villages shown on the Policies Map. Settlement boundaries will also be reviewed through the Policies Sites and Places DPD or a replacement Local Plan or a Neighbourhood Plan
- (b) 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 accord with Government policy
- (c) other proposals for development in the Green Belt will need to comply with the provisions in the NPPF or relevant local plan policies in the Core Strategy.

7. 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.

- 6.9 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 Policies Map.
- 6.10 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. 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 a replacement Core Strategy/Local Plan.

- 6.11 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.
- 6.12 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 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 defined

settlement boundaries to villages will be reviewed through the Policies, Sites and Places DPD or a replacement Local Plan or in Neighbourhood Plans.

- 6.13 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.
- 6.14 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 or a replacement Core Strategy/Local Plan.
- 6.15 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.
- 6.16 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

- 6.17 The development will be delivered by the private sector through the planning and development management process and by Neighbourhood Planning. More details on delivery are set out in the policies in Part 2 of the Core Strategy.

Infrastructure and developer contributions

POLICY CS6 – INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

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.

All new development of a sufficient scale that would add to the overall demand and impact on infrastructure will be required to provide:

- site specific measures to directly mitigate the impact of the development
- infrastructure, services and community facilities to mitigate its impacts on existing communities and provide for the needs arising from the development, including financial contributions towards their maintenance where appropriate.

Where necessary infrastructure, services and community facilities cannot be provided on-site (in kind), financial contributions will be sought and may be pooled to secure the necessary off-site infrastructure investment to mitigate the cumulative impact of development(s).

6.18 Future development in South Gloucestershire will put further pressure on existing infrastructure, much of which is at or nearing capacity. In order to cope with the additional demand generated by new development and meet Sustainable Community Strategy objectives, this infrastructure will require improvement and in some cases additional provision. New investment 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 be expected to contribute towards the provision of necessary infrastructure to support the development of sustainable, healthy communities and climate change mitigation and adaptation objectives.

6.19 The infrastructure, facilities and services to which development may be required to contribute include:

- Affordable housing
- Strategic utilities
- Education facilities
- Health facilities
- Police, Fire and Ambulance facilities
- Community and cultural facilities and activities (See Policy CS23)
- Transport infrastructure
- Sustainable transport measures (including revenue support)
- Green Infrastructure (Open Space, play and outdoor sports facilities)
- Ecological mitigation
- Flood risk management measures

- Waste facilities
- District heating networks and other renewable and low carbon energy infrastructure
- Local energy efficiency initiatives
- Local climate change adaptation and mitigation initiatives
- Public realm provision / improvements
- Local employment and training initiatives
- Telecommunications infrastructure (capable of delivering superfast internet connections)
- Cemeteries
- Commuted payments for the management and maintenance of facilities provided

6.20 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).

6.21 Infrastructure is often essential simply to make a development function. Developers are therefore required to consult and work with statutory undertakers and service providers to ensure that adequate provision is made for such infrastructure. Service infrastructure in this context includes highways, utility services (including fire hydrants and adequate water supply for fire fighting), surface water drainage and attenuation, and sewage disposal.

6.22 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 the delivery of required infrastructure. 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 the delivery of required infrastructure. The Infrastructure Delivery Plan is a 'living' document and will therefore be kept under review and ongoing viability appraisal. The plan can be viewed at www.southglos.gov.uk.

Delivery

6.23 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. 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). A South Gloucestershire Developer Contributions Guide SPD and 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 opportunities to review development viability in key locations and generally across the district over the plan period.

7. Tackling congestion and improving accessibility

- 7.1 The Council is committed to working with the other three Unitary Authorities on transport issues through, the Joint Transport Executive Committee (JTEC) and the Joint Local Transport Plan (JLTP3) and with businesses through the Local Enterprise Partnership (LEP). The JLTP provides the primary strategy for improving transportation in the locality. Relieving congestion is paramount to the continued economic prosperity of South Gloucestershire, to the health and wellbeing of its residents and to climate change mitigation objectives. Delivery of enhanced travel options to significant destinations, by means other than the private car is therefore a key objective of the JLTP3 and Core Strategy. This is consistent with the Sustainable Community Strategy's priority of managing future development in a positive way.

Core Strategy Objectives

- Reducing congestion and air pollution by improving accessibility by means other than the private car
- Widely, improving and enhancing opportunities for walking, cycling and using public transport, and particularly to significant destinations, such as educational establishments, hospitals and employment areas
- Completing delivery of the Greater Bristol Bus Network and delivering the North Fringe to Hengrove Package, the link from Temple Meads - Emersons Green and the Greater Bristol Metro Project

Strategic transport infrastructure

POLICY CS7 – STRATEGIC TRANSPORT INFRASTRUCTURE

Priority will be given to the implementation of strategic infrastructure proposals that reduce congestion and improve accessibility by means other than the private car. In particular, the Council will work with its partners to deliver within the plan period the following key projects:

1. Completion of the Greater Bristol Bus Network
2. The construction of a Rapid Transit network to serve the communities of the North & East Bristol Fringes, including:
 - North Fringe to Hengrove (South Bristol) Package, and its components

- Rapid Transit link from Hengrove to North Bristol Fringe
 - The Stoke Gifford Transport Link
 - Rapid Transit link from North Fringe to Emersons Green;
 - Rapid Transit link from Ashton Vale to Emersons Green (Phase 2 - Temple Meads to Emersons Green).
3. Improvements to rail services, including:
 - electrification of the Great Western Main Line and associated improvements at Bristol Parkway station
 - the Greater Bristol Metro Project
 - re-introduction of passenger services on the Hallen Line/ Henbury Loop (subject to a satisfactory business case).
 4. The Cribbs/Patchway New Neighbourhoods Package
 5. The East of Harry Stoke New Neighbourhood Package
 6. The Yate/Chipping Sodbury Package
 7. The Rural Package
 8. The Ring Road Package.

The Council will also require, the following, key infrastructure elements to be delivered as part of major development schemes:

9. Romney Avenue Bus Link (from Lockleaze through the Cheswick Village development site to the Cheswick Village Bus Link)
10. New Transport Interchange at UWE
11. Emersons Green East Multi-Modal Interchange and Rosary Roundabout improvements
12. New Junction onto the A4174 between Coldharbour Lane and the M32 (Junction 1) and access road to SGLP site 13 (Harry Stoke).

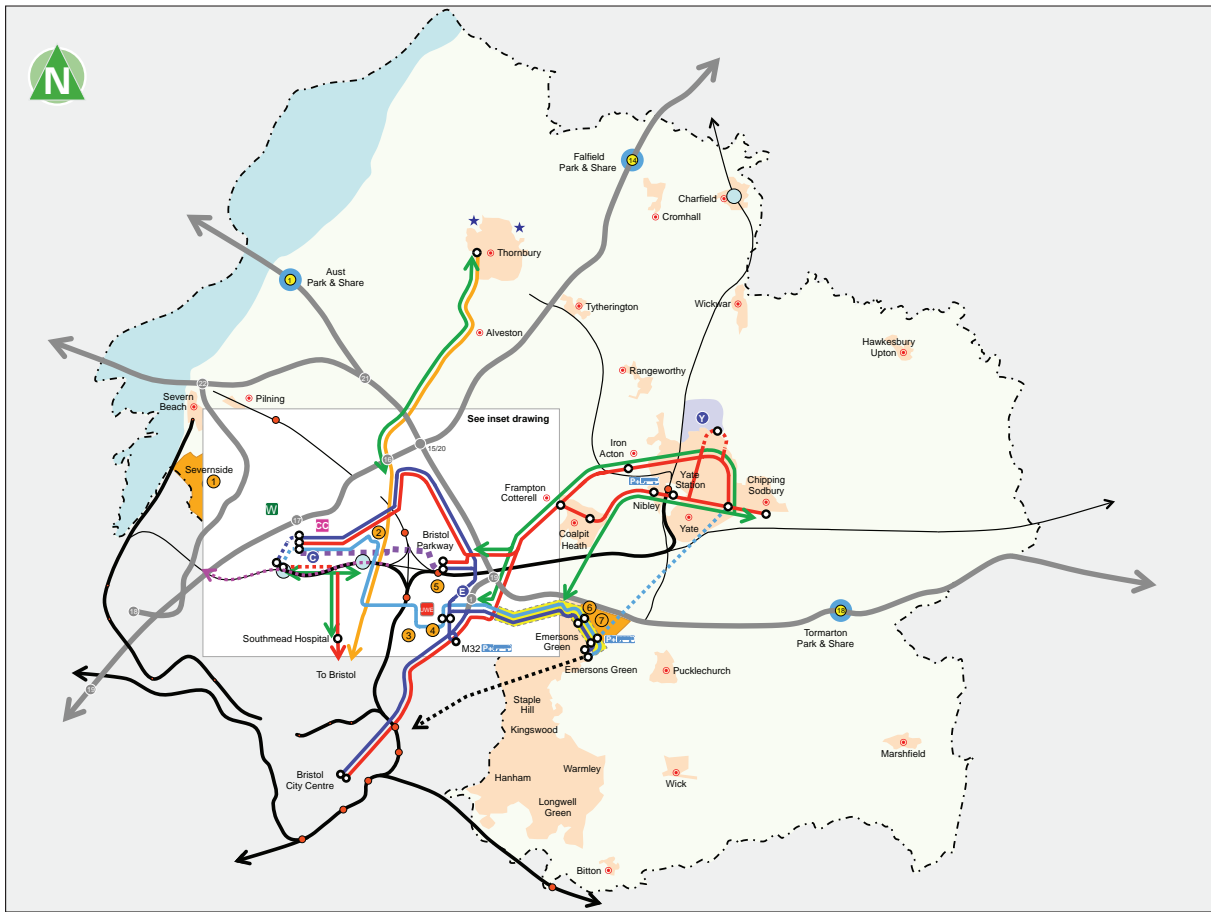
SAFEGUARDING LAND

Development will not be permitted where it is prejudicial to the Council's strategy of developing the schemes set out above, or other strategic transport measures that may emerge through the Joint Local Transport Plan. Land to be safeguarded will be identified in the Policies, Sites and Places Development Plan Document, Area Action Plans or other Development Plan Documents, as appropriate. Rail track beds and associated land will be safeguarded for their continuing use or reuse for public transport or rail freight, or foot and cycleways.

Details of delivery agencies, timescales and funding mechanisms are set out in the Infrastructure Delivery Plan.

The Council will also continue to work with schools, other educational establishments and major employers, in particular, to develop and promote Travel Plans.

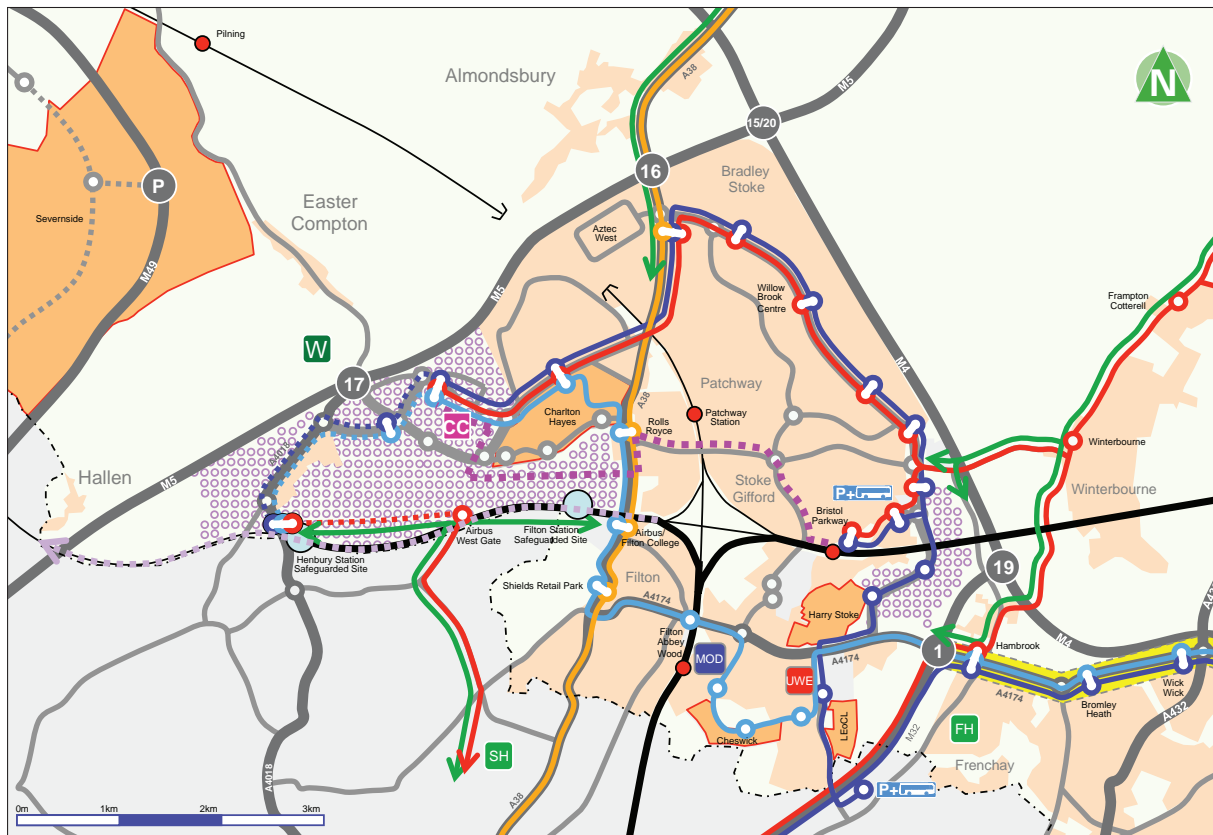
Figure 2 – Strategic Transport Infrastructure Proposals Diagram



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- | | |
|--|---|
| <ul style="list-style-type: none"> - - - South Gloucestershire Boundary Severn Estuary Main Built Up Areas CC Cribbs Causeway Retail Area UWE University of the West of England W Wildlife Park SGLP Committed Sites: 1 Severnside 2 Filton Northfield (Charlton Hayes) 3 Wallscourt Farm (Cheswick) 4 Land East of Coldharbour Lane 5 Harry Stoke 6 Science Park 7 Emersons Green East New Neighbourhood Areas: C Cribbs/Patchway E East of Harry Stoke Y North Yate ★ Housing Opportunity areas | <p>Transport</p> <ul style="list-style-type: none"> 19 Motorways Railway and Stations <p>Transport Schemes</p> <ul style="list-style-type: none"> North Fringe to Hengrove Package (MetroBus) Future potential MetroBus extension (indicative alignment) Proposed MetroBus extension (indicative alignment) Rail: Proposed Greater Bristol Metro (MetroWest) Bus: Proposed Orbital Bus Route (SGLP Funded) Rapid Transit: Proposed extension to the Cribbs Causeway New Neighbourhood Re-introduction of passenger services on the Hallen Line/ Henbury Loop 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 (indicative) Bus: Extension of A38 Showcase Route to Thornbury Highway: Ring Road Major Scheme Proposed Park & Ride Sites Proposed Rural Park & Share site improvements close to motorway junctions Wick Indicative locations for interchange improvements Proposed cycleways to connect with the Cycling City network |
|--|---|

Figure 3 – Inset to Figure 2



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- South Gloucestershire Boundary
- Main Built Up Areas
- CC Cribbs Causeway Retail Area
- UWE University of the West of England
- MOD MOD Abbey Wood
- SH Southmead Hospital
- FH Frenchay Hospital
- W Wildlife Park
- SGLP Committed Sites
- New Neighbourhoods:
Cribbs/Patchway and East of Harry Stoke
- Transport**
- 19 Motorways
- Railway and Stations
- Transport Schemes**
- North Fringe Hengrove Package (MetroBus)
- Proposed MetroBus extension (indicative alignment)
- Rail: Proposed Greater Bristol Metro (MetroWest)
- Bus: Proposed Orbital Bus Route (SGLP Funded)
- 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 Hallen 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

- 7.2 The Greater Bristol Bus Network major scheme is nearing completion. It has provided a series of new showcase bus routes across the sub region in order to improve service reliability, frequency and speed.
- 7.3 In order to provide a step change in public transport provision in the main urban areas, the West of England authorities have an agreed programme of major transport schemes. The elements of these schemes that fall within South Gloucestershire are set out as priorities in this strategy. These schemes were supported by the South West region for their strategic significance and as such were recognised as priorities in the Regional Funding Advice to the DfT. Since this time the Comprehensive Spending Review has announced reductions to the major scheme funding available in the next four years. As a consequence there will be some overall delay to the implementation of major schemes identified although the Council and West of England remain committed to their delivery.
- 7.4 The Major scheme programme includes for a series of Rapid Transit Routes. It is currently envisaged that it will be a bus based system, but could provide the opportunity to upgrade to a Light Rapid Transit (tram) based system in the future. This segregated route will provide significant improvements in public transport delivery in South Gloucestershire, thereby forming the primary element of the strategy to reduce congestion.
- 7.5 The Greater Bristol Metro Project (rail) was also part of a wider West of England project to encourage greater use of public transport, also subject to a Regional Funding Allocation bid. The principal elements of the Greater Bristol Metro Project (rail) comprise:
- half hourly clock face services with separation of intercity, regional and local services
 - local network of cross city services linking Yate, Weston-super-Mare, Bristol Parkway, Bristol Temple Meads, Bath and other local stations
 - Cardiff to Portsmouth intercity-urban service and new all stations service Cardiff to Westbury
 - new infrastructure, including Weston-super-Mare bay platform and Yate turnback
 - four car trains standard, with possible extension to six along with platform lengthening.

Following the Comprehensive Spending Review, this project along with the Bus Rapid Transit from Temple Meads to Emersons Green, was not included in any DfT priority list. DfT will issue further guidance on major schemes by the end of 2011.

- 7.6 Multi-Modal Interchanges will also be enhanced or developed at The Mall, UWE, Emersons Green East, Parkway and Yate Stations and at locations along the route as appropriate. The following transport schemes have been identified for delivery in the plan period. Their implementation is critical to the delivery of the Sustainable Community Strategy's objectives. The identified 'Packages' will predominantly comprise the following elements. Further details are set out in the Infrastructure Delivery Plan.
- 7.7 The principal elements of the **Cribbs/Patchway New Neighbourhoods Package** comprise:
- land & financial contribution to the Bristol North Fringe – Hengrove Rapid Transit Route & extension into the New Neighbourhoods
 - increased bus service frequency through the extension of the proposed orbital

bus across the Cribbs/ Patchway new neighbourhood area to key destinations and existing communities in Bristol and the North Fringe including improvements to the A38 & A4018

- new and improved strategic pedestrian and cyclist routes to ensure high quality links extending the Cycling City network to key destinations including to Airbus, Filton College and south to Southmead
- land will be safeguarded to enable the future provision of passenger stations on the Hallen Freight Line. Provision of passenger station(s) and re-introduction of services subject to a satisfactory business case
- contributions towards the re-introduction passenger services on the Hallen Line/ Henbury Loop and increased rail service frequency in the wider area
- contributions towards the Greater Bristol Metro and improvements to the rail stations at Parkway and Patchway
- expansion of Smart Ticketing opportunities
- 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.

7.8 The principal elements of the **East of Harry Stoke New Neighbourhood Package** comprise:

- land and financial contribution to the North Fringe to Hengrove Package (including the Stoke Gifford Transport Link)
- provision of stops on the North Fringe - Hengrove rapid transit line that passes through the development
- connections and improvements to the local foot and highway network to provide improved cycle and pedestrian access, as may be appropriate, particularly to Parkway Station, south west towards UWE and north east to the open countryside and Winterbourne
- contributions towards the A4174 Ring Road Scheme and the Greater Bristol Metro
- expansion of Smart Ticketing opportunities.

7.9 The principal elements of the **Yate / Chipping Sodbury Package** comprise:

- improved stopping facilities and increased frequency on direct bus services between Chipping Sodbury and Yate to Aztec West/The Mall, Bristol Parkway, Bristol city centre via (a) Winterbourne and (b) Coalpit Heath, Emersons Green, Science Park and Kingswood
- extension of the proposed orbital bus service (to be delivered by the S106 contribution from the Charlton Hayes development) between The Mall and Emersons Green, and extension of rapid transit services using the Temple Meads – Emersons Green rapid transit route to Yate via Westerleigh
- a new 'Yate town' bus service
- a Yate/Chipping Sodbury cyclist and pedestrian network
- cycling route from Chipping Sodbury and Yate to (a) Bradley Stoke via Winterbourne and (b) Downend via Coalpit Heath linking into the wider Cycling City network
- Nibley Park and Ride
- Improvements to Yate Rail Station, car park and passenger interchange

- provision of the Yate Rail turnback (or similar alternative scheme) and a half-hourly train service at Yate to and from Bristol
- contributions towards the A4174 Ring Road Scheme, the Greater Bristol Metro and the Extension of the A38 Showcase Bus Corridor to Thornbury
- expansion of Smart Ticketing opportunities.

7.10 The principal elements of the **Rural Package** comprise:

- extension of the A38 Showcase Bus Corridor to Thornbury
- extension of the A38 Cycling City route to Thornbury
- provision of real time information (RTI) at strategic bus stops throughout the rural area
- revenue support for Community Transport and Demand Responsive Transport
- park and share sites at Tormarton, Falfield and Aust. Other interchange sites will be investigated including the provision of kiss and ride and sites for interchange between cycling, buses and trains
- expansion of Smart Ticketing to bus services operating in the rural areas
- safeguarding of 0.84ha of land at the former Charfield station and adjoining land to the south east for the provision of a passenger rail station and a car park/interchange.

7.11 The principal elements of the **Ring Road Package** comprise:

- widening eastbound from M32 Jct1 to Bristol Road
- Bristol Road southbound widening
- widening westbound to Hambrook crossroads
- merge West of Bromley Heath Roundabout
- Bromley Heath Roundabout improvement
- Wick Wick M4 Overbridge replacement
- widening Wick Wick to Lyde Green
- widening Lyde Green to The Rosary
- widening from the Roasary to The Dramway
- The Dramway Improvement.

7.12 The Council is committed to the long-term realisation (beyond 2027) of a new link road from the A4174 Ring Road to the M4 (between Junction 18 and 19) to relieve congestion to the M4 Junction 19, M32 Junction 1, the A4174 eastbound and within the communities of the north east Bristol fringe area. The Council will continue to make the case to the Highways Agency and central government during the plan period.

7.13 The Council will also work to continue to identify funding and lobby central government and the Highways Agency to deliver a junction on the M49 to enable further employment development at Severnside and Avonmouth.

Delivery

7.14 Schemes 1-3 identified in Policy CS7 are expected to be funded primarily by Central Government through a major transport scheme bid. Through the West of England Partnership and the Joint Local Transport Plan, the Council is committed to working alongside the other three unitary authorities and the LEP to achieve their delivery. Local

contributions will also be sought primarily from the private sector. Schemes 4-7 will predominantly be funded by the private sector through the development management process. The Ring Road Package is proposed to form the basis of a further Major Transport Scheme Bid. A local contribution would thereby be sought. Details of funding and timing are laid out in the Infrastructure Delivery Plan. The packages will remain under review subject to the availability of Central Government and other funding sources and detailed negotiations with the private sector.

- 7.15 Compulsory Purchase Order powers may be employed, where appropriate, particularly in the delivery of the Rapid Transit network.

Improving accessibility

POLICY CS8 – IMPROVING ACCESSIBILITY

Priority will be given to providing the users of new development with a range of travel options other than the private car. The following principles will be applied in the consideration of planning applications and formulation of other Local Development Documents:

1. **Accessibility.** New development proposals which generate significant demand for travel will be more favourably considered the nearer they are located to existing and proposed public transport infrastructure and existing facilities and services. Developments which are car dependent or promote unsustainable travel behaviour will not be supported
2. **Off-site mitigation.** All new development proposals of a sufficient scale will be required to contribute financially or in kind to the schemes set out in Policy CS7 and the Infrastructure Delivery Plan, as appropriate, and other physical off-site local transport improvements as may be necessary to make the scheme acceptable
3. **Provision and Promotion of sustainable travel options.** All new development proposals of a sufficient scale will be encouraged to reduce greenhouse gas emissions, travel demand and support travel by means other than the private car, particularly to significant destinations such as educational establishments, hospitals, rail stations, bus interchanges and employment areas. This will be achieved through
 - the provision of, and integration of walking, cycling and public transport infrastructure into the local network
 - providing mixed use developments in appropriate locations
 - the active promotion of a Green Travel Plan approved by the Council
 - the provision of shower and changing facilities for use by staff in commercial and business premises
 - contributions to bus services, and other initiatives such as commuter and car clubs and community transport projects, as appropriate; and

- **access to high speed broadband and installation of electrical sockets, storage and sufficient space in dwellings such that allows homeworking**
- **provision of facilities for charging plug-in or other ultra low emission vehicles.**

The Council will expect early implementation of sustainable travel infrastructure and initiatives in the construction and occupation of major schemes

4. Parking and vehicular access for new development.

Car parking and vehicular site access should be well integrated and situated so it supports the street scene and does not compromise walking, cycling, public transport infrastructure and highway safety.

All new development proposals will also be required to provide safe & secure cycle parking facilities in accordance with the Council's standards.

- 7.16 This policy seeks to ensure that emerging DPDs, SPDs, Area Action Plans, Development Briefs, Concept Statements and development schemes all have regard to the need to improve transport infrastructure in accordance with Sustainable Community Strategy objectives.
- 7.17 National policy encourages development that is located where everyone can access services or facilities on foot, bicycle or public transport, rather than having to rely on access by the car, while recognising that this may be more difficult in rural areas.
- 7.18 New development that generates the need to travel will be required to contribute financially or in kind to the strategic transport infrastructure set out in Policy CS7.
- 7.19 Contributions may also be used to support sustainable travel measures that may be promoted by the Council and other partners from time to time (including those that may arise from Neighbourhood Development Planning), such as:
- revenue support to maintain, improve and expand community transport and demand responsive transport services in the urban and rural areas
 - revenue to establish a community car club scheme
 - revenue and capital towards improvements in real time passenger information
 - capital towards bus priority measures to ensure reliable and punctual bus services and
 - revenue and capital to support access to health facilities arising from the new configuration of acute and community hospitals.
- 7.20 All but the smallest householder applications will be expected to consider, provide information on and a strategy for the minimisation of private car based travel. In addition to the measures set out in criterion 3, other innovative measures that reduce the CO2 footprint of transport at the point of use, such as charging points for electric vehicles, will be welcomed.

- 7.21 Development proposals should consider the integration of direct and attractive walking and cycling routes with the wider network as a primary objective of high quality urban design. These routes should also take advantage of and integrate with existing and proposed Green Infrastructure, and vice versa where appropriate.
- 7.22 Parking remains an important part of demand management and an issue that will be kept under review. Inadequate or poorly designed residential parking can add to congestion, hinder bus and emergency services and have a negative impact on quality of life. Lower parking standards may be more appropriate as elements of the strategic transport infrastructure are implemented. Consequently, the Council is preparing a Residential Parking Standards SPD in accordance with the timetable set out in the LDS adopted in 2012.

Delivery

- 7.23 This policy will be delivered through the development management process, the JLTP and working with partners. The car parking standards will be reviewed through SP.

8. Managing the environment and heritage

Introduction

- 8.1 Valuing the environment is a key priority of the Council's Sustainable Community Strategy and the Council Strategy and is central to the vision of the Core Strategy.
- 8.2 This chapter sets out the Council's approach to managing the high quality and diversity of our natural and historic environment. The features and resources which are integral to the character and identity of South Gloucestershire are increasingly under threat from development, as well as being at risk from the effects of climate change. However, these environmental assets can also be used to make a positive contribution to mitigating the impacts of climate change and to improving health and well-being.
- 8.3 The first policy in this chapter is an overarching policy relating to environmental resources and heritage, while the second policy specifically relates to managing the district's limestone and clay resources.

Core Strategy Objectives

- Conserving and enhancing the character and distinctiveness of the district's heritage assets and maximising their contribution to quality of place
- Conserving and enhancing the district's distinctive landscapes, natural environmental resources and biodiversity
- Safeguarding mineral resources for the longer term while ensuring an adequate and steady supply to meet identified needs
- Safeguarding the quality of natural resources and ensuring prudent use
- Protecting land, air, aqueous environments, buildings and people from pollution

Managing the Environment and Heritage

POLICY CS9 – MANAGING THE ENVIRONMENT AND HERITAGE

The natural and historic environment is a finite and irreplaceable resource. In order to protect and manage South Gloucestershire's environment and its resources in a sustainable way, new development will be expected to:

1. ensure that heritage assets are conserved, respected and enhanced in a manner appropriate to their significance
2. conserve and enhance the natural environment, avoiding or minimising impacts on biodiversity and geodiversity
3. conserve and enhance the character, quality, distinctiveness and amenity of the landscape
4. be located away from areas of flood risk
5. reduce and manage the impact of flood risk through location, layout, design, choice of materials and the use of Sustainable Drainage Systems (SuDS)
6. protect the quality and quantity of the water environment and its margins
7. avoid the undeveloped coastal area
8. utilise natural resources, including minerals, soils and water, in an efficient and sustainable way
9. maximise opportunities for local food cultivation by (a) avoiding the best and most versatile agricultural land and; (b) safeguarding allotment sites
10. promote the re-use of contaminated land with appropriate remediation
11. protect land, air and aqueous environments, buildings and people from pollution and
12. avoid unstable land unless appropriate mitigation or remediation measures can be taken.

8.4 This policy sets out the general approach to environmental resources and heritage assets in South Gloucestershire and should be read in association 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 with Policies CS2 (Green Infrastructure) and CS1 (High Quality Design) in this Core Strategy.

- 8.5 There is an extensive portfolio of areas of nature and biodiversity importance in South Gloucestershire, many of which are protected by local, regional, national or international designations. South Gloucestershire has a predominantly rural and agricultural landscape greatly influenced by large scale scarps, ridges, vales, levels and estuary landforms overlain by a variety of land cover, in places comprising unique natural or historic features. The importance of the diversity, character, natural beauty and amenity of the district's landscapes is recognised and will be protected and, where possible, enhanced. The Landscape Character Assessment Supplementary Planning Document provides detailed analysis to support this.
- 8.6 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.
- 8.7 The Cotswolds Area of Outstanding Natural Beauty (AONB) delivers a range of benefits for society in terms of its scenic beauty, cultural heritage and important habitats. Proposals for development within, or affecting the setting of, the AONB should take account of the objectives of the Cotswolds AONB Management Plan and seek to conserve and enhance the unique character, tranquillity and special qualities of the Cotswolds landscape.
- 8.8 South Gloucestershire has an important legacy of heritage and cultural assets, including over 2000 listed buildings, approximately 1500 locally listed buildings, 30 conservation areas, 8 registered historic parks and gardens, and 37 scheduled monuments. There are a wide range of undesignated historic buildings, archaeological sites and remains, and historic parks and gardens as well as places, areas and landscapes of historic interest. Information about heritage assets can be found in the South Gloucestershire Historic Environment Register (HER). These assets make a significant contribution to the identity of the locality in which they are set, helping to create a sense of place. Applications for development which affect heritage assets and their settings directly or indirectly will need to describe the nature of the significance of the assets affected, and set out how development will maintain and enhance heritage assets and their settings in a manner appropriate to that significance. New development should seek opportunities to draw on the historic environment in order to maintain and enhance local character and distinctiveness.
- 8.9 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. The Council will periodically assess its heritage assets at risk register in order to identify heritage assets at risk through neglect or decay. The Council will assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies. Applications for enabling

development relating to a heritage asset should be in accordance with English Heritage guidance, 'Enabling Development and the Conservation of Significant Places' (English Heritage 2008).

- 8.10 In the coming years, South Gloucestershire, like the rest of the United Kingdom, will increasingly experience the effects of climate change. The risk of coastal and river flooding will increase as a result of the predicted effects of climate change, through rising sea level and increased winter rainfall. The district contains land at risk of flooding, most notably in the vicinity of the tidal Severn Estuary and areas along the Rivers Avon, Frome and Boyd. New development will therefore be directed away from areas at high risk of flooding and where the risk of flooding is likely to increase.
- 8.11 New development has a significant role to play in managing flood risk by minimising its own surface water run-off through use of Sustainable Drainage Systems (SuDS) and positive land management. SuDS provide a method of discharging surface water in a sustainable way to reduce the risk of flooding and pollution. Some SuDS techniques offer opportunities for environmental and landscape enhancement as well as improving biodiversity and local amenity. Development is required to incorporate SuDS and, where this may not be practicable, an acceptable alternative means of surface water disposal should be used. In instances where SuDS alone cannot provide total surface water drainage solutions, they can be used beneficially in conjunction with conventional piped systems.
- 8.12 The Severn Estuary forms the western boundary of South Gloucestershire, and is a significant and internationally important environmental resource which is protected under national and European law. Other rivers also play a significant role in the environment, landscape and setting of large parts of the district and should also be protected. This includes protecting landscape features that contribute to the setting, as well as protecting and enhancing views of the river and the water environment, as a whole.
- 8.13 The Severn Estuary Coastal Zone (as defined on the Proposals Map) consists of the estuary itself and the adjoining low lying land which is criss-crossed by rhines which drain to seven outfalls into the Estuary. The coastal zone contains species, landscapes and habitats of local, national and international importance, many of which are protected under European legislation and are recognised as being of high value by the UK Biodiversity Action Plan (UKBAP). In recognition of the Coastal Zone's importance for its landscape, nature conservation and archaeological value, as well as its risk of flooding, development will be resisted. Such development that requires a coastal location will be directed to the developed areas of the Zone (these are the areas within the settlement boundaries of Aust, Oldbury-on-Seven, Pilning and Severn Beach, Severnside employment area and Severn View Motorway Services Area at Aust), subject to satisfying the requirements of the Exception Test in national policy, the legal provisions of the Conservation of Habitats and Species Regulations 2010, Regulation 61 and meeting the conservation objectives of the Severn Estuary SPA/SAC/Ramsar.
- 8.14 In order to be sustainable, development must minimise the impact and mitigate the likely effects of climate change through the prudent and efficient use of natural resources, including energy, water, soil and the best and most versatile agricultural land, and the increased re-use and recycling of materials. The repair and re-use of existing buildings

is generally more sustainable than demolition and replacement. Developers will need to demonstrate why re-use of buildings, particularly those that contribute to the character and distinctiveness of their locality cannot be achieved within their development proposals. The conservation of water resources will become increasingly important as summer rainfall declines and droughts become more common. New development should not compromise the ability of wildlife – particularly European waterfowl and other species of wildlife for which the Estuary is designated a European site - to adapt to climate change. New development will be expected to demonstrate that it will not cause any deterioration in the quality or quantity of underground, surface or coastal water resources.

- 8.15 Soil is a fundamental natural resource on which life depends. It provides many essential services on which we rely including food cultivation, water management and support for valuable biodiversity and ecosystems. Soils should be managed for increasing organic matter which improves its qualities for water retention, mineral release and food production. Across South Gloucestershire, agricultural activity is varied – ranging from predominantly arable land in the Cotswold Hills in the east to the flats of the Severn Estuary in the west. The best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) should be protected in recognition of the increasing need to produce food locally due to climate change. This need is increasing due to the anticipated reduction in the ability of countries continuing to export food to the UK due to increased flooding, erosion or drought. Allied to this, existing allotments should be safeguarded, and levels of provision should be increased in areas where there is a current shortfall or where demand is high (see Policies CS1 and CS24).
- 8.16 The development of previously developed land is central to the principles of sustainable development as it minimises pressure to develop greenfield land. Previously developed or brownfield sites are often critically important for wildlife in an urban environment. Their loss will inevitably mean a loss of biodiversity in the surrounding communities. Development will not be permitted where it would have a significant impact on biodiversity. Where permitted, development should include appropriate mitigation to ensure that biodiversity is protected and where possible enhanced as part of the proposals. While the benefits of recycling previously developed land are clear, there is the possibility that land may be contaminated as a result of its previous use. For this reason, contaminated land should be remediated to make it safe for use.
- 8.17 Pollution from development to land, air or water can occur in a number of forms including smoke, fumes, dust, smell, vibration, noise and an increase in levels of artificial light. These can have adverse impacts upon health both directly, for example a reduction in air quality can affect respiratory health, and indirectly through degradation of the natural environment and local amenity, which can affect quality of life and wellbeing. Certain types of development also pose risks to ground and surface water quality. South Gloucestershire has recently declared Air Quality Management Areas (AQMAs)), where national air quality objectives for nitrogen dioxide (NO₂) are not being met. Protection of the environment, buildings and people from potentially polluting development or land uses is integral to achieving sustainable development.
- 8.18 Past mining activity is the main source of unstable land in South Gloucestershire although natural causes such as landslides can also be a threat. There is a long history of coal mining activity in South Gloucestershire and the Council consults with the Coal Authority

in respect of issues relating to land instability. If land is found to be unstable, appropriate action will be required to ensure the stability of any structures proposed and the potential environmental impacts of any such remedial works should be identified and addressed. The Coal Mining Development Referral Areas shown within Appendix 7 identify the areas that are most likely to be affected by land stability issues associated with past coal mining activities.

- 8.19 Tranquil and peaceful environments have been found to be good for people's health, so development should not give rise to high levels of noise in the vicinity of residential areas and areas of high landscape or ecological value.

Delivery

- 8.20 This policy will be delivered through the development management process as well as in conjunction with the delivery of Policies CS1 (Design) and CS2 (Green Infrastructure).

Minerals

POLICY CS10 – MINERALS

Supply

Provision will be made for the extraction of 58 million tonnes of crushed rock between 2008 and 2026 (which represents 60% of the West of England's sub-regional apportionment) by maintaining a landbank of at least 10 years. In order to maintain this landbank, the existing Preferred Areas in the South Gloucestershire Minerals and Waste Local Plan will be rolled forward and any further resource requirement will be identified in the Policies, Sites and Places Development Plan Document.

Any proposal for the working of clay will only be allowed where it would support the level of capital investment required to maintain or improve Cattybrook Brickworks, or would meet a shortfall in the supply of clay to this brickworks.

Safeguarding

Mineral resources will be protected from permanent sterilisation by identifying Mineral Safeguarding Areas for the indicative hard rock and shallow coal resources identified by the British Geological Survey. These safeguarding areas will be defined in the Policies, Sites and Places Development Plan Document, together with consideration of the need to safeguard other mineral resources. Until then, the Mineral Resource Areas defined on the Proposals Map will remain in effect.

- 8.21 National policy requires that provision is made for a steady and adequate supply of minerals to support the economy, that the best use is made of these resources and that they are protected for the longer term. Provision of supplies to meet current needs is achieved through the maintenance of 'landbanks' (mineral reserves with planning permission for extraction), while future supplies are protected through Mineral Safeguarding Areas (areas with mineral resources which do not yet have planning permission for extraction).
- 8.22 Within South Gloucestershire, mineral activity is dominated by crushed rock aggregates and, to a lesser extent, brick making clay, although other minerals have been worked in the past. For aggregates, there are national and regional guidelines which set down the level of contribution expected from each region to meet forecast national requirements. The South West regional guidelines for 2005 – 2020 have been apportioned down to sub-regional level. The West of England figure has been split between South Gloucestershire and North Somerset, as the only two unitary authorities in the West of England with aggregate resources, on a ratio of 60% : 40% to reflect sales in recent years.
- 8.23 While the crushed rock landbank is in excess of 80 million tonnes, and there is an additional 20 million tonnes in the three Preferred Areas identified in the Minerals and Waste Local Plan (one of which has planning permission), the landbank is unevenly distributed between the five crushed rock quarries in South Gloucestershire. Two of the quarries are likely to exhaust their reserves before the end of the Core Strategy plan period and, in order for South Gloucestershire to meet its crushed rock guideline figure, additional resources may need to be released. This situation will be kept under review and, if necessary, when the Policies, Sites and Places DPD is in preparation, additional resources will be identified for release to meet the guideline figure.
- 8.24 Cattybrook Brickworks produces a range of specialist bricks by blending various clays, some of which are imported from outside of South Gloucestershire. Sufficient clay reserves exist in the adjoining claypit and in a long term stockpile at Shortwood to meet requirements, at least for the medium term. However, should an unforeseen situation arise with the supply of the clay material, or additional capital investment in the Brickworks be required, consideration will be given to the release of additional resources to support the continued operation of the Brickworks.
- 8.25 The efficient and sustainable use of mineral resources will be supported by maximising opportunities to recycle waste and other materials for use as secondary aggregates, and minimising the unnecessary consumption of minerals in new construction. This is required by Policy CS9 and by Policy 1 of the Joint Waste Core Strategy for the West of England. Policies 2 and 4 of this Joint Waste Core Strategy provide the policy framework for locating recycling facilities.
- 8.26 Mineral Safeguarding Areas are intended to safeguard proven deposits of minerals which are, or may become, of economic importance within the foreseeable future, from unnecessary sterilisation by surface development. Although minerals are currently safeguarded by way of Mineral Resource Areas in Policy 1 of the Minerals and Waste Local Plan, these areas were based on limited geological information and adapted from earlier planning documents. Guidance has been produced by the British Geological Society on the definition of Mineral Safeguarding Areas and this will be used to identify

Mineral Safeguarding Areas in the Policies, Sites and Places DPD. Until new policies are adopted in the Policies, Sites and Places DPD, development proposals in the surface mining coal area extending through the East Fringe of Bristol and north/north-east towards Cromhall will be considered in the light of:

- the potential for prior extraction of coal and the need to avoid unnecessary sterilisation; and
- potential ground instability associated with historic mining and the need for related remedial measures.

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

8.27 There is a growing interest in exploiting new sources of natural gas in the UK. The impact of any gas extraction, whether by 'fracking' or any other means, will need to be kept under review and assessed on an individual basis. Consideration will be given in the Policies, Sites and Places DPD to addressing this issue.

Delivery

8.28 This policy will be delivered through the development management process. Any further provision of land for the winning and working of minerals, as well as Mineral Safeguarding Areas, will be identified in the Policies, Sites and Places DPD.

9. Maintaining economic prosperity

Introduction

- 9.1 South Gloucestershire has a robust, diverse and vibrant economy which has experienced high job growth rates and low unemployment. The area has many strengths including excellent road and rail connections, the successful key sectors of aerospace engineering, the MOD and the financial services industries, as well as the University of the West of England (UWE) and the large retail area at Cribbs Causeway. Major development in the pipeline, including the Science Park at Emersons Green, will help to reinforce the local economy. However, after 20 years of high growth, there is a need for a more balanced and manageable strategy for economic development, within which some growth is steered towards other parts of the West of England sub region.
- 9.2 Maintaining economic prosperity is a key priority of the Council's Sustainable Community Strategy and the Council Strategy and is reflected in the Council's Economic Development Strategy, and in the Council's partnership with the West Of England Local Enterprise Partnership.

Core Strategy Objectives

- Ensuring that South Gloucestershire plays its role in making the West of England economy one of the most prosperous, innovative and vibrant in Europe, by providing a sufficient range of employment land for existing and new businesses of all sizes
- Providing for the key sectors of advanced engineering, including aerospace and defence; finance and business services; higher and further education; retail; environmental technology and hi-tech industries
- Taking opportunities to provide more balanced employment across the district so that every community has access to a range of employment opportunities locally
- Ensuring provision of appropriate communication technologies, such as broadband
- Enhancing town centre vitality and viability

Economic Strategy

- 9.3 The Core Strategy's Economic Strategy outlines how the economic objectives will be delivered through the policies in this chapter, which manage change on economic development sites and town centres, together with the policies on the delivery of new neighbourhoods in Part 2 of the Core Strategy.

Economic Strategy Objectives	Outcomes
Safeguarding existing economic development areas	A range of areas across the district will be safeguarded for economic development use. In deciding which areas to safeguard, consideration has been given to their suitability for continuing employment uses, the needs of businesses (including the key sectors) and the potential to improve the balance between jobs and resident workers across communities.
Increasing productivity	Making more efficient and intensive use of existing employment areas will be achieved by safeguarding the best sites whilst also encouraging their redevelopment and re-design. A wider range of employment uses to provide more high quality jobs may be considered appropriate. Further guidance will be required on sites where major change or regeneration is proposed.
Allocating new employment land	Limited allocation of new employment land will be made in association with housing development in the new neighbourhood north of Yate. The locational strategy proposes further housing growth at Cribbs Causeway/Patchway, part of which will be achieved through the re-modelling of existing employment areas. Some employment land in this area may therefore be released to provide for residential or mixed use development. An area of employment land will be retained to the east and west of the A38 to accommodate a range of business, industrial and warehousing uses that will support and enhance the existing cluster of aerospace excellence, and other employment sectors.
Managing change on economic development sites	To meet the need for small business premises, and to provide employment in mixed and balanced communities near to where people live, change will be managed on existing economic development sites, as appropriate, to ensure employment uses are retained.
Securing economic and social benefits from major infrastructure projects	If any major national infrastructure projects (see Chapter 18) are approved, the Council will ensure that the potential economic benefits for South Gloucestershire are realised.
Promoting and diversifying town centres	There is 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-town development will be carefully controlled so as not to undermine this strategy. New or improved local centres will be planned to serve new neighbourhoods.
Sevenside	A substantial area of land at Sevenside has planning permission for employment uses dating from the 1950s. The Council will seek to realise the potential of this area for distribution uses and to meet other needs whilst seeking to minimise environmental impacts (see Policy CS35).

Definition of economic development

9.4 The Core Strategy uses the following definition of economic development.

Economic development includes development within the B Use Classes, public and community uses and main town centre uses. It also includes other development which achieves at least one of the following objectives:

1. **provides employment opportunities**
2. **generates wealth; or**
3. **produces or generates an economic output or product.**

The definition does not include housing developments
The definition of town centre uses is set out in national policy

9.5 While the definition is broad, not all uses are appropriate in all locations. In particular, the strategy and policies distinguish between uses of a traditional employment character and those which are appropriate in a town centre location.

POLICY CS11 - DISTRIBUTION OF ECONOMIC DEVELOPMENT LAND

The Council will maintain a supply of economic development land in accordance with the Strategy for Development set out in Policy CS5. This will be distributed as follows:

Location	Total (Ha)
North Fringe of Bristol urban area Safeguarded areas	355 Ha
East Fringe of Bristol urban area Safeguarded areas	147 Ha
Yate & Chipping Sodbury Safeguarded areas	88 Ha
Allocated within the new neighbourhood at North Yate	Up to 9 Ha
Thornbury Safeguarded areas	19Ha
Rural Area Safeguarded areas	14 Ha
Sevenside Safeguarded area (existing area with planning permission)	635 Ha

In addition to the above there is also provision for employment uses in the interim safeguarded sites listed in Policy CS12 Table 2, the sites within settlement boundaries covered by Policy CS13 and in rural employment sites.

- 9.6 The South Gloucestershire Employment Land Review analysed the existing supply of employment land, economic forecasts, recent trends in the take up of employment land and local policy objectives to quantify the amount of land for employment uses required in the district to 2026. This policy sets out the overall quantum and distribution of land safeguarded or allocated in the Core Strategy in line with the recommendations of the Employment Land Review, the Strategy for Development and Policy CS5 (Location of Development). Safeguarded sites include those already in employment use, as well as South Gloucestershire Local Plan allocations and commitments which are at an advanced stage of planning and are central to the Strategy for Development.

Delivery

- 9.7 The policy will be implemented through Policy CS12 which safeguards land for economic development with criteria for managing change. Policies CS26, CS27 and CS31 provide detailed guidance on the new neighbourhoods at Cribbs/ Patchway, East of Harry Stoke and North Yate. South Gloucestershire Local Plan Policies E1, M1 and M2 set out detailed requirements for the major developments at Charlton Hayes (Northfield) and Emersons Green East.

Safeguarded areas for economic development

POLICY CS12 - SAFEGUARDED AREAS FOR ECONOMIC DEVELOPMENT

Land identified in Table 1 will be safeguarded for economic development. Proposals for change from B Use Classes to other economic development uses, including town centre uses, or to non-employment uses, will need to demonstrate that:

1. the proposal would not prejudice the regeneration and retention of B Use Classes elsewhere within the defined employment area; and
2. it can be clearly demonstrated that it would contribute to a more sustainable pattern of development in the local area as a consequence of the appropriateness of the proposed use to the location; and
3. the proposal would improve the number or range of jobs available in the local area; and
4. no suitable alternative provision for the proposal has been made elsewhere in the Local Development Framework.

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.

Table 1 - Safeguarded Areas**Communities of the North Fringe of Bristol**

1.	Abbey Wood Business Park – Emma Chris Way	7.	Land West of A38 and south of Hallen railway line (inc.Airbus) - South
2.	Almondsbury Business Park	8.	Ministry of Defence - Abbey Wood
3.	Aztec West	9.	Old Gloucester Road, Hambrook
4.	Bristol Business Park	10.	Parkway Business Park
5.	Employment Land at Filton Northfield	11.	Parkway North Business Park
6.	Land East of A38, Filton/Patchway		

Communities of the East Fringe of Bristol

12.	Emersons Green	21.	McBraid site
13.	Chapel Lane, Warmley	22.	Longwell Green Industrial Estate
14.	Tower Road, Warmley	23.	Southway Drive, North Common
15.	Bristol Uniforms site	24.	Hanham Business Park
16.	Oatley Trading Estate, Kingswood	25.	Former Kleeneze site
17.	The Civic Centre, Kingswood	26.	Bath Road, Willsbridge
18.	Station Road, Kingswood	27.	Hayward Industrial Estate
19.	North of Douglas Road	28.	2-8 London Road, Warmley
20.	Eclipse Office Park		

Yate and Chipping Sodbury

29.	Beeches Industrial Estate	33.	Great Western Business Park
30.	Bowling Hill, Chipping Sodbury	34.	Indesit Site, Station Road
31.	Broad Lane, Yate	35.	The Ridge, Yate
32.	Council Offices, Badminton Road	36.	Westerleigh Business Park

Thornbury and Rural Area

37.	Thornbury Industrial Estate	41.	Pucklechurch Trading Estate
38.	SGC Offices, Thornbury	42.	Station Premises and Yard, Winterbourne
39.	Arnolds Fields Trading Estate, Wickwar	43.	Station Road, Charfield
40.	Old Cider Mill Trading Estate, Wickwar	44.	Sungard Vivista Premises, Marshfield

Sevenside

45.	Sevenside Employment Area		
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Table 2 - Interim Safeguarded Areas**Communities of the North Fringe of Bristol**

46.	Employment Land at Filton Northfield	50.	Pearce/ Auto Techniques site, Hambrook Lane
47.	Cribbs Causeway	51.	University of the West of England Site / Hewlett Packard (see Policy CS28)
48.	Jupiter Road	52.	Land West of A38 (inc.runway & Royal Mail Depot)
49.	Patchway Industrial Estate		

Yate and Chipping Sodbury

53.	Badminton Court / Dairy Crest Site	56.	Minelco Site / Yate Mills, Broad Lane
54.	Coopers Site	57.	Stover Road and North Road Industrial Estate
55.	Hatters Lane	58.	Badminton Road Trading Estate

- 9.8 National policy requires that a supply of employment land is maintained to meet the identified needs of businesses. Consultation has highlighted support for: continuing to protect employment land, meeting the needs of the aerospace cluster/airfield and UWE and improving the balance between jobs and workers in the different communities of South Gloucestershire.
- 9.9 The South Gloucestershire Employment Land Review has considered the current supply and projected demand for employment land up to 2026, as well as an assessment of the suitability for continued employment use of existing and new sites. Sites for safeguarding have been chosen to reflect the Strategy for Development set out in Policy CS5 and in the spatial policies in Part 2 of the Core Strategy. The chosen sites are listed in Tables 1 and 2.
- 9.10 Priority on the safeguarded sites will be given to uses which fall within the B Use Classes. Retail and other main town centre uses will have to meet the sequential test set out in national policy. Office development outside town centres may be appropriate as this reflects the existing pattern of development in South Gloucestershire and is in line with the local and sub-regional strategy. Residential use will not be acceptable as provision has been made elsewhere in the Core Strategy.
- 9.11 Within the boundaries of some safeguarded areas there are areas of Green Infrastructure which will continue to be protected and managed as green assets.
- 9.12 Assessing contributions to sustainable patterns of development includes consideration of the range of jobs and services in the locality, transport and accessibility, the availability of alternative locations and the relationship to town and local centres. The area visions and policies in Part 2 of the Core Strategy should also be used in assessing a proposal's contribution to the local area.

- 9.13 The Council has identified some existing employment areas which will be subject to review (see Table 2). These are primarily in the Cribbs Causeway/Patchway area where new 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.
- 9.14 These sites will be safeguarded while their long term future is 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.
- 9.15 Opportunities to redevelop existing employment sites, through intensification or re-modelling, will be encouraged. Redevelopment can increase productivity through the more efficient use of land and enable the site to make a better contribution to the local area through better design and improving the number and range of jobs available. Where major change is proposed, more detailed guidance should be prepared. Sites listed in Table 2 will be reviewed on a regular basis and amended as necessary where there is clear evidence to support revisions.

Delivery

- 9.16 This policy will be delivered through the development management process. Developers promoting major development proposals will be required to carry out pre-application consultation in accordance with the Council's concept statement process as set out in the Statement of Community Involvement. The Policies, Sites and Places Development Plan Document will provide further detailed guidance. At Cribbs/Patchway development will be guided by a masterplan and detailed SPD in accordance with the Council's Statement of Community Involvement.

Non-safeguarded economic development sites

POLICY CS13 - NON-SAFEGUARDED ECONOMIC DEVELOPMENT SITES

Proposals for change of use on economic development sites not safeguarded in Policy CS12, within the settlement boundaries of the urban areas and villages defined on the Proposals Map, will not be allowed unless it can be clearly demonstrated that all reasonable attempts have failed to secure a suitable economic development re-use.

Where these circumstances occur, then priority will be given to alternative uses in the following sequence:

1. a mixed use scheme
2. a residential only scheme.

9.17 Evidence shows that in the last ten years, locally significant amounts of non-safeguarded employment land have been lost to residential uses in the urban areas and villages. The need to prevent further losses of smaller scale employment opportunities in the context of pressure to meet housing targets has been identified through engagement as a key issue. In the light of local evidence of loss of employment sites in villages, this policy sets out a preferred sequence for change of use on economic development sites and a process for determining when change of use would be acceptable.

9.18 Proposals for residential re-use of buildings will need to be accompanied by a statement clearly demonstrating that a market appraisal has been undertaken to assess alternative economic development uses, and that every reasonable attempt to secure a suitable re-use has been made and failed.

9.19 This assessment should take account of the visions and policies for the local areas set out in Part 2 of the Core Strategy and demonstrate that a sustainable solution for the local community has been found. In some cases a mixed use or residential scheme may be the most sustainable and appropriate solution for a site. Change of use to residential will only be allowed where appropriate in terms of flood risk in accordance with Policy CS9.

Delivery

9.20 This policy will be delivered through the development management process.

9.21 Where the loss of a community or cultural building is proposed, the tests in Policy CS23 (Community Buildings and Cultural Activity) will be applied before applying Policy CS13.

Town centres and retail

POLICY CS14 - TOWN CENTRES AND RETAIL

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:

Centres	Role & Function
Town Centres	
Bradley Stoke	Town centre
Emersons Green	Town centre. Opportunity for expansion to serve new housing
Kingswood	Larger High Street shopping and service centre
Thornbury	Market town
Yate (including Station Road)	Market town
Chipping Sodbury	Market town
Downend	High Street shopping and service centre
Filton	Convenience shopping and service centre
Hanham	High Street shopping and service centre
Staple Hill	High Street shopping and service centre
District Centres	
Patchway (new)	New centre to be developed by extending the existing local centre on Rodway Road to support Charlton Hayes development
Sainsbury's/B&Q, Stoke Gifford (new)	New centre to be investigated to serve the Stoke Gifford, Harry Stoke, UWE and Cheswick village area
Local Centres & Parades	
49 Centres/Parades (listed in Table. 3)	Provide local level services
Out-of-Centre	
Cribbs Causeway/Mall	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 role of Abbey Wood Retail Park is addressed under Policy CS25.
Abbey Wood and Longwell Green Retail Parks	

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 or a replacement Core Strategy/Local Plan.

Development in 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:

1. identifying in the Policies, Sites and Places Development Plan Document or a replacement Local Plan/Core Strategy centre boundaries, primary shopping areas, shopping frontages, and development opportunities in accessible locations within and on the edge of centres
2. encouraging retail, commercial, leisure and cultural development within a centre of an appropriate type and scale commensurate with its current or future function
3. 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
4. applying the sequential approach when considering proposals for new town centre uses
5. requiring impact assessments for edge-of-centre and out-of-centre proposals with a floorspace over 1,000 sq.m. gross
6. 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 or a replacement Local Plan/Core Strategy and Policy CS13 (Non-Safeguarded Economic Development Sites). 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 viability of other centres. Additional provision will be delivered through the Policies, Sites and Places DPD or a replacement Local Plan/Core Strategy. Until this review is completed, any additional retail floorspace provision in out-of-centre locations will be considered against national policy guidance in the NPPF having regard for the sequential approach and retail impact tests.
- 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**Communities of the North Fringe of Bristol**

1.	Gloucester Road North	7.	Gloucester Road, Patchway
2.	Filton Avenue (Nos. 508-550 & 551-557)	8.	Kingsway, Little Stoke
3.	Filton Avenue (at junction with Conygre Rd)	9.	Chelford Grove, Patchway
4.	Station Road, Filton	10.	Ratcliffe Drive, Stoke Gifford
5.	The Parade, Coniston Road, Patchway	11.	Peartree Road, Bradley Stoke
6.	Coniston Road, Patchway	12.	Webbs Wood Road, Bradley Stoke

Downend/Hanham/Kingswood/Staple Hill

13.	Baugh Gardens	26.	Oldland Common Village
14.	Burley Grove	27.	Poole Road, Soundwell
15.	Cleeve Wood Road, Downend	28.	Pound Road, Kingswood
16.	Dibden Road, Mangotsfield	29.	Quakers Road Parade, Downend
17.	Ellacombe Road, Longwell Green	30.	Soundwell Road, Kingswood
18.	High Street, Hanham	31.	Station Road, Kingswood
19.	Holly Hill Road	32.	Stockwell Drive, Mangotsfield
20.	Longwell Green Parade, Bath Road	33.	Tibberton, Kingswood
21.	Mangotsfield Village (St James Place, St James's St, Cossham St)	34.	Warmley Village (Deanery Road, High St, Stanley Rd, Tower Rd North)
22.	Memorial Road, Hanham	35.	Westbourne Road Parade, Downend
23.	New Cheltenham Road, Kingswood	36.	Westcourt Drive, Oldland Common
24.	Newton Road/School Road, Cadbury Heath	37.	Westons Way, Kingswood
25.	North Street/Pleasant Street/Victoria Street		

Thornbury

38.	Oakleaze Road
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Winterbourne/Frampton Cotterell

39.	Lower Stone Close, Church Road and Woodend Road, Frampton Cotterell	41.	Bradley Avenue, Winterbourne
40.	Flaxpits Lane, Whitegates and High Street, Winterbourne	42.	Park Avenue, Winterbourne

Sevenside

43.	Abbotswood Shopping Centre	47.	Cranleigh Court Road
44.	Brimsham Park, Yate	48.	Firgrove Crescent
45.	Heron Way	49.	Westerleigh Road Stores
46.	Wellington Road		

- 9.28 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. The Policies, Sites and Places Development Plan Document or a replacement Local Plan/Core Strategy will distribute floorspace between the various centres, identify sites, define town centre and primary retail area boundaries and define primary and secondary frontages.
- 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 and developed further through the Policies, Sites and Places DPD or through a replacement Local Plan and through neighbourhood planning.

10. Providing housing and community infrastructure

Introduction

- 10.1 Creating mixed and balanced communities is one of the government's aims for sustainable development and a core aim of the Council. This means providing sufficient good quality housing of the right types and mix, in the right places, which will be attractive to, and meet the identified needs of, different groups in society. The types of housing include market, social rented, mixed tenure, special needs and housing for groups like Gypsies and Travellers.
- 10.2 Access to community facilities is fundamental to creating sustainable communities. Similarly, opportunities to participate in the cultural life of communities can contribute greatly to the health and wellbeing of individuals and communities as a whole. New development will clearly put additional pressure on existing facilities, but can also create opportunities to bring about new or enhanced facilities and support participation in existing or new activities, thereby improving social cohesion.

Core Strategy Objectives

- Providing a range of housing to meet the needs of the whole community
- Providing decent and affordable housing in accessible locations and for local needs in rural areas
- Improving health and well-being by provision and access to a range of social, cultural, community, recreational facilities and green space in step with development whilst realising opportunities to redress any deficit
- Ensuring that environments for play are delivered as an integral part of the design of sustainable communities

- 10.3 This chapter directly links with the Sustainable Community Strategy's key priorities of managing future development and promoting safe and stronger communities, and with the Council Strategy.
- 10.4 The first policy sets out the scale and distribution of new housing development across South Gloucestershire in accordance with the vision and the Strategy for Development detailed earlier in this Core Strategy. The level of housing growth and the timescale for its delivery is set out in this strategy and the supporting Policy CS5 (Location of Development) and is conditional on the delivery of major new strategic infrastructure to support sustainable communities.

10.5 Subsequent policies address specific aspects of the mix and balance of housing provision, with the final policies covering provision of community buildings and cultural activity in new development and Green Infrastructure, sport and recreation standards.

Distribution of housing

POLICY CS15 - DISTRIBUTION OF HOUSING

Between 2006 and 2027, covering a period of up to 14 years from adoption of the Plan, a supply of deliverable and developable land will be identified to secure the delivery of a minimum of 28,355 new homes in accordance with the plan, monitor and manage approach and the location of development set out in Policy CS5. The indicative phasing capacity is shown below.

		2013/14- 2017/18 (5yrs)	2018/19- 2022/23 (5yrs)	2023/24 2026/27 (4yrs)	Total 2006- 2027
Completions 2006 – 2013					5,810
North & East Fringes of Bristol urban area	Existing Local Plan Allocations	4,175	2,885	-	7,060
	Potential housing sites, including infill development ³	4,175	2,885	-	7,060
	New Neighbourhoods:				
	•East of Harry Stoke	370	900	730	2,000
	•Cribbs/Patchway ¹	1,265	2,400	2,035	5,700
Rest of South Glos	Potential housing sites, including infill development ³	805	160	-	965
	New Neighbourhood at Yate ¹ ,	795	1,090	815	2,700
	Housing Opportunities at Thornbury ⁴	800	-	-	800
Small Site Windfall allowance		750	750	600	2,100
TOTAL available supply (excluding completions, and inc. 20% “buffer” for the first five year period) 2013 - 2027		10,125	8,435	4,180	22,740
TOTAL including completions 2006 - 2027					28,550

Footnotes

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 both large and small 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. Does not include allowance for large windfall sites.

⁴ Includes two sites: North of Park Farm, and at Morton Way North, Thornbury.

10.6 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.

10.7 Between 2006 and 2027 provision will be made for 28,355 new dwellings, 5,810 of which have already been completed, this means providing up to 22,545 dwellings, between 2013 and 2027.

10.8 The Council will seek to achieve an annualised rate of housing delivery over the 14 year plan period 2013 – 2027. This equates to 1,610 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, an additional site is identified at Thornbury to satisfy this requirement.



- 10.9 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.
- 10.10 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 the end of 2018. This should be based on a revised Strategic Housing Market Assessment undertaken in conjunction with other relevant authorities in the West of England region. Regard will also be had 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.
- 10.11 The April 2013 Update to the 2012 Annual Monitoring Report shows there was outline, detailed or reserved planning permission for 11,191 dwellings. A further 8,684 dwellings awaited completion of a legal agreement or are otherwise allocated in the South Gloucestershire Local Plan or identified in the Core Strategy.
- 10.12 To supplement the existing permissions and commitments, the Core Strategy identifies 3 new neighbourhoods which will deliver 10,400 dwellings. Development at Thornbury will provide a further 800 dwellings to support local housing needs and to address a deficiency in the Council's 5 year housing land supply. The additional site at Morton Way North is necessary to provide a 20% buffer to ensure choice and competition in the market for housing land as required by the NPPF.
- 10.13 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.
- 10.14 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

10.15 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.

Housing density

POLICY CS16 - HOUSING DENSITY

Housing development is required to make efficient use of land, to conserve resources and maximise the amount of housing supplied, particularly in and around town centres and other locations where there is good pedestrian access to frequent public transport services.

In addition, the density of new development should be informed by the character of the local area and contribute to:

- 1. the high quality design objectives set out in Policy CS1**
- 2. improving the mix of housing types in the locality; and**
- 3. providing adequate levels of public open space, semi-private communal open space and private outdoor space.**

10.16 The primary purpose of a density policy is to make efficient use of land, where density is a measure of the number of dwellings which can be accommodated on a site or in an area. This is an important aspect of housing delivery as the density of housing development has implications for sustainability. Higher densities mean more housing units can be provided in an area, thereby minimising the land take for development. Where there is good access to local facilities by walking or cycling, or good public transport, then higher density housing supports local businesses, services and infrastructure.

10.17 However, higher density housing that is poorly designed or poorly located can have an adverse impact on a locality and on sustainability. Therefore, housing density policies must be capable of being applied flexibly in order to support other objectives. In particular, development will be considered against the requirements of Design Policy CS1, which includes compatibility with the character of the local area. Also relevant are the objectives of providing a mix of housing to support a wide variety of households and maintaining a pattern of green and open space. Appropriate application of this policy will help to broaden the range and mix of homes available.

Delivery

10.18 This policy will be delivered through the development management process by private developers and affordable housing providers approved by the Council.

Housing diversity

POLICY CS17 - HOUSING DIVERSITY

In order to support mixed communities in all localities, new housing development, comprising both market and affordable, must provide a wide variety of housing type and size to accommodate a range of different households, including families, single persons, older persons and low income households, as evidenced by local needs assessments and strategic housing market assessments.

On the strategic sites which are key to the implementation of the Core Strategy, the broadest possible mix should be achieved. Such a mix should reflect:

1. the guidance on the amount and type of affordable housing set by Policy CS18; and
2. the need to provide for smaller family houses, in order to enable new households to get on the housing ladder and for older households to downsize.

On all other sites, the mix of housing should contribute to providing choice in tenure and type, having regard to the existing mix of dwellings in the locality and the character and relative accessibility of the location.

Sub-division of existing dwellings to form flats and building on gardens will be allowed where this would not adversely affect the character of an area and where, cumulatively, it would not lead to unacceptable localised traffic congestion and pressure on parking. Such development will be allowed where each home has adequate private/semi-private and/or communal outdoor space and where occupiers have access to adequate open and play space within the immediate vicinity.

Housing developments will also need to contribute to the provision of homes that are suitable for the needs of older people, persons with disabilities and those with other special needs, in a way that integrates these people with the wider community.

10.19 The Council is committed to improving housing choice and to creating sustainable, inclusive and mixed communities in both urban and rural areas.

10.20 In 2001, the average household size was 2.45 persons. Approximately 25% were single person households, 31% were 2 person households, and another 30% were households with dependent children. By 2026, the average household size is projected to shrink to around 2.19 persons, with single person households representing about 35% of all households.

10.21 In 2001, flats and maisonettes represented 9% of the total housing stock, terraced housing 28%, semi-detached 35% and detached 28%. Over the past few years the proportion of flats built annually has been between 40-60% of all new homes, with 75-85% of all 1-bed and 2-bed homes being built as flats. While the overall proportion of flats is still relatively low and the West of England SHMA indicates a need for smaller properties to reflect the changing demographic profile, there is a concern that the mix

of new housing is not reflecting community need for smaller family housing. In terms of social housing, for example, South Gloucestershire needs a significant proportion of this to be 2 and 3 bedroom family suitable housing, with some areas requiring no additional non-family 1 and 2 bedroom homes.

- 10.22 Within the owner/occupier market, the existing mix of supply is biased towards larger homes. There are indications that in some areas additional smaller properties would be appropriate for first time buyer demand and there is evidence of a shortfall of two bedroom properties for older people trading down in property size.
- 10.23 Demographic trends show that the population is ageing, increasing the demand for smaller size housing, a significant proportion of which will need to be accessible. There is also evidence of increasing demand for Extra Care housing.
- 10.24 The strategic sites referred to in this policy are: 1) the South Gloucestershire Local Plan allocations of Charlton Hayes, Harry Stoke, Wallscourt Farm, East of Coldharbour Lane and Emersons Green; 2) the new neighbourhoods at Cribbs/Patchway, East of Harry Stoke and north Yate; and 3) the Housing Opportunity Areas at Thornbury. These sites provide the opportunity to secure a mix of housing type and tenure.
- 10.25 On non-strategic sites, the Council will be looking for housing sizes which improve the housing choice in an area. Very small developments generally tend to provide a disproportionate number of 3 and 4 bedroom houses. The demand for 4+ bedroom house sizes is also provided through extensions to existing properties. Therefore the Council will expect smaller family housing to be included in the mix of housing on other sites. The emphasis of this policy is providing housing choice and mix. While new development must respect the character of the locality, this does not mean replication of existing housing style. Through the neighbourhood planning process and the Policies, Sites and Places DPD opportunities exist to identify details of local character.
- 10.26 Many localities in the district are suffering from the cumulative impact of residential conversions to flats and building on gardens. This can lead to problems of congestion, parking conflict (including managing expectations for car ownership) and loss of green space which threatens the health and well-being of existing residents. However, some intensification, if carried out sensitively, and where it would not adversely affect the character of an area, can contribute to the local mix and affordability of housing, viability of local services, vitality of local areas and contribute to the Council's housing delivery targets. Policy CS1 promotes good design in the broader sense and provides a basis for dealing with intensification issues. The need to provide sufficient open space should also be recognised (see Policy CS24). Further guidance on the sub-division of dwellings and building on gardens will be set out in a reviewed South Gloucestershire Design Checklist SPD.

Delivery

- 10.27 This policy will be delivered through the development management process by private developers and affordable housing providers approved by the Council.

Affordable housing

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:

1. 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) 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
2. delivery of direct provision on sites by registered providers
3. the delivery of Rural Housing Exception sites in accordance with Policy CS19
4. 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
5. 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; and
6. 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:

7. 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; and that
8. 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.

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.

Evidence of housing need

- 10.28 The findings of the West of England (WoE) Strategic Housing Market Assessment (SHMA), May 2009, which was undertaken in line with good practice advice published by the government, provide the background to this policy. The study shows that there is a high need for affordable housing in the West of England that is not being met through existing policies.
- 10.29 In South Gloucestershire there is an estimated average annual need for 903 new affordable housing units over the period 2009 to 2021 compared to a potential average annual housing supply (both market and affordable) of around 1,550 units. The proportion of younger households able to buy or rent in the market had fallen from 52.3% in 2002 to 45.3% in 2007. Other key features are the large backlog of need for affordable housing, the projected annual increase of newly forming households continuing to need social rented accommodation, and the relatively small existing stock of affordable housing limiting the ability to meet needs through re-lets.

Percentage of affordable housing

- 10.30 The main source of new affordable housing is expected to arise through Section 106 agreements on sites for market housing. The Council requires 35% of affordable housing on such sites given that a range of market conditions need to be taken into account, a position supported by the SHMA; para.10.34 sets out how the impact of current market conditions will be considered. The expectation is that such affordable provision would normally take place without public subsidy. However, the economic viability of individual site developments would be considered where the developer raised a site viability issue and a site appraisal was undertaken.
- 10.31 The definition of affordable housing is as set out in national policy, and includes social rented housing, affordable rented and intermediate affordable housing. Where affordable rent is provided, flexibility will be sought to provide such affordable rent housing at rent levels best suited to prevailing local levels of income whilst achieving a policy compliant percentage of affordable housing.
- 10.32 Delivery will comply with the provisions of national policy and other published national guidance. All provision will therefore include the expectation that affordable homes provided remain at an affordable price for future generations of eligible households and for the subsidy to be recycled for alternative affordable housing provision within South Gloucestershire where this is not so.
- 10.33 On sites allocated solely for affordable housing, or where only affordable housing is proposed, there will be no requirement to deliver a percentage without public subsidy where the threshold is exceeded, as set out in this policy, providing that the proposed affordable housing meets identified need and complies with the requirements of the Affordable Housing Supplementary Planning Document.
- 10.34 The expectation is that affordable housing will be provided on the application site. However, where it can be robustly justified, off-site provision, or a financial contribution

in lieu of on-site provision of broadly equivalent value may be accepted, providing the agreed approach contributes to the creation of mixed communities in South Gloucestershire.

Threshold (size of site)

10.35 The size site threshold at which on-site affordable housing should be provided will be set at 10 dwellings or above in urban areas, or 0.33 hectares irrespective of the number of dwellings, and 5 dwellings or above in rural areas, or 0.20 hectares, in order to maximise the provision of affordable housing whilst acknowledging viability issues. Some flexibility will need to be maintained to take account of site specific issues which may have a particular impact on smaller sites. The approach to seeking off-site contributions towards affordable housing will be set out in the Policies, Sites and Places DPD.

10.36 In accordance with Policy CS16 Housing Density all housing development will also be expected to make efficient use of land, maximising the amount of housing supplied. Therefore, where a planning application for residential development is made on a site, and the dwelling numbers proposed fall below the thresholds for affordable housing provision set out in Policy CS18, then an assessment of the housing density appropriate to the site will be made with a view to determining whether affordable housing should be required.

10.37 Similarly, where it is proposed to phase development, sub-divide sites or where recent sub-division has taken place, or where there is a reasonable prospect of adjoining land being developed for residential purposes in tandem, the Council will take the whole site for the purpose of determining whether the scheme falls above or below the site thresholds for the provision of affordable housing.

Site viability

10.38 The 35% figure is considered a robust target, capable of being achieved in an improving housing market in the medium to longer term, where a real increase in housing prices can be anticipated. In some cases, higher percentage targets have been achieved, but these have generally been in areas of higher land value where different viability conditions apply.

10.39 In a less favourable national economic climate, and without a real increase in house prices, then for some sites, total reliance cannot be placed on funding through land values alone to deliver this 35% affordable housing figure. A combination of other financial support measures therefore may be required to achieve the 35% target.

10.40 In finalising targets it will be important not to jeopardise the overall delivery of housing within South Gloucestershire that is required to meet both market and affordable need; a continuing supply of deliverable and developable residential sites being a requirement of national guidance.

10.41 Therefore, in seeking to negotiate the maximum level of affordable housing on each site, the Council will have regard to the economic viability of site development, likely costs,

market conditions, the availability of public subsidy and the aim of achieving a mixed and balanced community. Developers will be expected to demonstrate the validity of such viability factors, providing supporting evidence. This, the Council will seek to verify independently, with the developer being liable for reasonable costs incurred by the Council.

- 10.42 Where developers have clearly demonstrated that scheme viability prohibits the full provision of affordable housing, the Council may support an application for grant funding, or consider alternative financial support measures, to increase affordable housing provision to the 35% target figure. Alternatively it may negotiate a lower level of affordable housing provision and/or a different housing mix. Where public subsidy has been made available, unrelated to viability, the Council will consider seeking additional affordable housing above the targets where viability is not jeopardised.

Rural Areas

- 10.43 Local communities will be empowered to shape the future of their own areas, including the provision of affordable housing, through opportunities presented by Neighbourhood Planning. In the absence of an adopted Neighbourhood Plan Policy CS19 sets out the approach to rural housing exception sites. This policy allows for affordable housing to be developed in locations where market housing would not normally be acceptable, subject to there being an identified local need. Where it can be satisfactorily proved that an element of market housing will facilitate the delivery of the identified local affordable housing need this will be allowed subject to the proposals fulfilling other requirements of the policy. A legal obligation will limit occupancy to those with a local connection. Where there are small rural schemes for market housing, an affordable housing element will be sought on sites of five dwellings, or 0.20ha and over.

- 10.44 The particular shortage of affordable housing supply in rural areas, and the need to maintain and sustain rural communities, is recognised by the Council. Therefore, in planning agreements related to market housing sites where affordable housing is provided, consideration will be given to seeking specific provision for those who have both a housing need and a defined local connection to a settlement, or group of settlements, where evidence is available through local needs assessments that such needs exist. The development of a local connections policy will take place during the preparation of a future supplementary planning document.

Improving affordable housing provision

- 10.45 In order to further expand the provision of affordable housing, and recognising that there will be some residential sites that fall below the proposed size thresholds, it is also proposed that in future (a) consideration is given to seeking mixed use provision in suitably located commercial schemes so that a housing element might be provided, and (b) additional investment might be put into bringing more empty homes back into use by registered providers as permanent affordable housing, where these have fallen into disrepair and/or remained vacant for a long period. The use of commuted sums made in lieu of on-site provision will be considered for this purpose.

10.46 The SHMA provides guidance on the tenure split, type and mix of affordable housing the Council will seek in development schemes and developers will be expected to incorporate this guidance into housing proposals to ensure that affordable provision addresses the main housing need.

10.47 Within the wider context of Policy CS20 (Extra Care Housing), the Council will seek to deliver an affordable element in Extra Care schemes. These schemes are designed specifically to promote independent living in self-contained flats, predominantly for older people, who are also able to access high quality flexible support and care services on-site to suit their needs, and use a range of on-site communal facilities. In applying the affordable housing policy particular considerations will pertain because of the special nature of this accommodation; it will not normally be appropriate to seek the general size/type mix of housing set out in the SHMA.

Delivery

10.48 Affordable housing will be delivered within the framework of this Core Strategy and the Council's Housing Strategy and will also need to reflect Government policy. Delivery will be supported by more detailed guidance on policy requirements and implementation matters in a revised Supplementary Planning Document. The precise details of quantities, type and mix of affordable housing on specific sites will be a matter for negotiation with the Housing Enabling team and Planning Officers. Delivery will support the wider objective of creating sustainable, inclusive and mixed communities. To this end, affordable housing will normally form part of the overall development, well integrated with market housing. The "pepperpotting" of affordable housing in small clusters within mixed tenure developments will be sought in accordance with the design guidance in the revised SPD. Affordable housing can also be delivered through the neighbourhood planning process.

Rural housing exception sites

10.49 Where communities wish to support further housing development which would not normally be acceptable because of planning policy constraints, South Gloucestershire Council's preference would be to achieve this by empowering local communities through opportunities presented by Neighbourhood Planning. In the absence of an adopted Neighbourhood Plan the following policy will be applicable.

POLICY CS19 - RURAL HOUSING EXCEPTION SITES

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 where market housing would not normally be acceptable.

Proposals should be:

- 1. supported by an approved housing needs survey**
- 2. well related to a rural settlement**
- 3. modest in scale and in keeping with the form and character of the settlement and local landscape setting; and**
- 4. supported or initiated by the appropriate Parish Council.**

Permission will be subject to conditions, or a legal obligation will be negotiated, to ensure that the affordable housing is reserved in perpetuity for those in local affordable housing need.

10.50 The Council is committed to delivering affordable homes in the rural areas to meet the identified local needs of households unable to meet their housing needs on the open market and to promote inclusive and thriving communities.

10.51 This policy allows for the development of affordable housing in rural locations where market housing would not normally be acceptable, because of planning policy constraints, subject to there being identified need. 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 an identified local affordable housing need, subject to the proposals fulfilling the other policy requirements. Proposals containing an element of market housing should be supported by a viability assessment, which demonstrates that the proportion of market housing provided should be no greater than that required to deliver the agreed amount of affordable housing identified from an approved housing needs survey.

10.52 Proposals must be well related and in sympathy with the scale, form and character of the settlement and the locality and should pay particular attention to the local distinctiveness of the settlement and the surrounding area. Environmental considerations including landscape and heritage matters and other constraints, including the impact on the openness of the Green Belt and AONB policy, may determine the number of dwellings considered to be acceptable. This may result in fewer dwellings than that identified in the local housing need survey (see paragraph 10.55).

10.53 Proposals must be well related, in terms of their physical proximity and design, to an existing rural settlement.

10.54 The identification of appropriate sites and design principles will be best achieved through an appraisal of the whole rural settlement(s) concerned and should include engagement with the communities/parishes. Where proposals include an element of market housing, the design of the site and individual units should ensure integrated with the affordable housing. Development should be supported by the appropriate parish council.

10.55 Development proposals should be consistent with the local need identified by a housing need survey carried out in the last 5 years in accordance with national or any superseding Council approved guidance covering the rural settlement or parish (or group of rural

settlements or parishes) to which the proposal is related. Advice on the preparation of these surveys and their validation can be obtained from the Council. The local housing needs survey must demonstrate that there is a genuine local need for affordable housing within the settlement/parish (or group of rural settlements or parishes) from people who are or have been closely connected with the village/parish (or group of rural settlements or parishes) due to family ties, support network, birth or formative years spent in that locality or who have an existing employment connection to the area covered by the survey.

- 10.56 Affordable housing on rural exception sites will be subject to a condition or legal obligation, which limits occupancy to those with the local connection, defined in paragraph 10.55 above. Should dwellings remain unoccupied for a period of time a cascade approach to widen the area of connection will come into effect. The cascade approach will be defined in a legal agreement, together with details of how the dwellings will be reserved as affordable in perpetuity.
- 10.57 Policy CS18 does not apply to Policy CS19.
- 10.58 Rural communities are encouraged to undertake local housing needs surveys and prepare parish plans and/or design statements to set out the future needs and aspirations for their communities, in order to help inform proposals for rural housing exception sites and provide information to assist in determining such applications. The Council expects that affordable housing will also be delivered through the Neighbourhood Planning process.
- 10.59 Should rural affordable housing not be delivered in sufficient numbers through Neighbourhood Planning, the Rural Housing Exceptions (Policy CS19) and the Affordable Housing (Policy CS18), then consideration will be given to allocating Affordable Housing Only Sites in or adjoining a rural settlement. This will be considered in conjunction with the review of the defined settlement boundary approach to villages outlined in the text to the Rural Areas Policy CS34 and will involve engagement with local communities and other stakeholders/partners. Any such allocations will be identified in the Policies, Sites and Places Development Plan Document and will need to be supported by up to date and validated local housing needs surveys.
- 10.60 The Council will prepare a revised Affordable Housing Supplementary Planning Document to amplify this policy and Affordable Housing Policy CS18.

Delivery

- 10.61 This policy will be delivered through partnership working with parish councils, rural landowners, the Council (as planning and housing authority) and affordable housing providers approved by the Council.

Extra Care housing

POLICY CS20 - EXTRA CARE HOUSING

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 the new neighbourhoods identified in Policies CS26, CS27 and CS31. Regard will be had to the nature of a scheme to determine whether it comes within category C2 or C3 of the Use Classes Order and is subject to the provisions of Policy CS18 in relation to affordable housing provision.

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.

10.62 The strategic importance of Extra Care as an alternative accommodation choice for older people and those with special needs is reflected in the Sustainable Community Strategy, the Council Strategy, the Housing Strategy 2013-18 and the Better Services for Older People programme.

10.63 For most people Extra Care Housing is designed to be a home for life. It promotes independent living in self-contained accommodation, where people are able to readily access high quality, flexible support and care services on site to suit their needs. Differing from traditional sheltered/ retirement accommodation, schemes also incorporate a wide range of communal facilities, available not only to service users but also as a potential resource for the wider community.

10.64 Community inclusion is a central ethos of Extra Care Housing. Communal spaces can be used by health and social care partners to deliver a menu of services on site and into the community. A range of facilities, dependent on the scale and location should be considered to improve the health, fitness and well-being of individuals and provide a 'lifestyle' option. These facilities may range from a communal living room, small shop, hairdressing salon, gym and café/bistro to specialist health care facilities. Such facilities should complement the amenities available in the locality, not compete with them. Residents should be able to access locally available amenities as well, either by foot, mobility scooter or community/public transport.

10.65 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 & CS31 to deliver such schemes as an integral part of those developments. Extra care housing can take a variety of forms which can influence whether it is classified as a C2 or C3 use under the relevant Use Classes Order. The Council will consider the nature and type of accommodation to be provided in each scheme in order to determine this and whether the proposal therefore needs to accord with the provisions of policy CS18 in relation to affordable housing contributions where this is viable and appropriate.

10.66 Developers will be encouraged to contribute to the provision of homes that are suitable for the needs of older people, persons with disabilities and those with other special needs, in a way that integrates these people with the wider community in accordance with Policy CS17 (Housing Diversity). This could include Extra Care Housing.

10.67 Extra Care should be part of wider, balanced communities. Stand alone schemes should not be separate, gated developments. Equally, where provision is proposed as part of a larger development, Concept Statements and master plans should clearly define the scale and location of the Extra Care provision.

10.68 The Affordable Housing SPD will set out in greater detail how this policy will be implemented.

Delivery

10.69 Extra Care Housing is currently being delivered by the Council using a capital programme to meet the present need.

10.70 Delivery will be through partnership working with the Council (as planning and housing authority) and affordable housing providers approved by the Council and private developers.

10.71 Consideration will also be given to meeting emerging need by allocating sites through the Policies, Sites and Places Development Plan Document.

Gypsy and Traveller accommodation

POLICY CS21 - GYPSY AND TRAVELLER ACCOMMODATION

Provision will be made for Gypsy and/ Traveller accommodation through the Policies, Sites and Places DPD or a replacement local plan (whichever is the sooner) 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.

Applications for Gypsy and Traveller windfall sites will be considered having regard to the outstanding level of need and in accordance with the most recent government guidance.

Sites for Gypsies and Travellers will be considered appropriate where they meet the following criteria

1. the development would not have unacceptable environmental effects; and
2. the land is not the subject of unacceptable levels of noise disturbance, air pollution, smell, dust or contamination; and
3. the proposal would not unacceptably prejudice the amenities of existing and new neighbouring residential occupiers; and
4. adequate provision is made for vehicular access, parking and manoeuvring.

Preferably sites should be within a reasonable distance of local services and facilities, though more remote sites may be acceptable.

Proposals for sites within the Green Belt or Cotswold AONB will only be acceptable where it can be demonstrated that very special circumstances exist.

Existing authorised* land for accommodation by Gypsies and Travellers will be safeguarded at the following sites:

1. Hill View, Badminton Road, Nibley
2. Swan Lane, Winterbourne (3 sites)
3. Frampton Park, (Cog Mill), Bristol Road, Frampton Cotterell
4. Elm Farm, Westerleigh Road, Westerleigh
5. Green Orchards, Berwick Lane, Easter Compton
6. Shortwood Yard, Shortwood Hill, Pucklechurch
7. Greengate Yard, Shortwood Hill, Pucklechurch
8. Parkfield Road, Pucklechurch (2 sites)
9. Siston Lane, Siston (2 sites)
10. Orchard Farm, Pomphrey Hill, Mangotsfield
11. Westerleigh Road, Mangotsfield
12. Burton Road, Tormarton (2 sites)
13. Appletrees, New Street, Charfield
14. Bank Road, Pilning
15. Henfield Paddock, Henfield Road, Coalpit Heath
16. Cottage View, Gloucester Road, Almondsbury
17. 56 Ram Hill, Coalpit Heath
18. Moor Paddock, Westerleigh Road, Pucklechurch
19. Tall Trees, Over Lane, Almondsbury
20. Bridge View, Westerleigh Road, Westerleigh
21. Meadow View, Shortwood Road, Pucklechurch
22. Highwood Park, Highwood Road, Patchway
23. Northwood Park, Old Gloucester Road, Winterbourne
24. Homefield, Hall End Lane, Wickwar
25. 1 Dibden Lane, Emersons Green
26. Land at Giddy End, High Lane, Winterbourne
27. The Meadows, Parkfield, Pucklechurch
28. Leechpool Dairy Farm, Tanhouse Lane, Yate
29. Caravan Near Aust Services, Sandy Lane, Aust
30. Tytherington Road Nursery, Tytherington Road Thornbury

* See paragraph 10.76

- 10.72 The West of England Gypsy and Traveller Accommodation Assessment (GTAA) established that there was a need for 58 residential pitches and 25 transit pitches in South Gloucestershire to be provided in the period 2006 - 2011 and a further 22 pitches up until 2016 thereafter.
- 10.73 When the GTAA was prepared in 2007, unauthorised encampments in South Gloucestershire had historically been very high. It is considered that there are appropriate circumstances to reconsider the basis upon which provision for Gypsy/Traveller sites was established in the West of England GTAA in 2007.
- 10.74 It is believed the high numbers of unauthorised encampments were due to particular and unique circumstances in the district at that time. As a result, the GTAA placed a disproportionate reliance on the historic high numbers in setting provision for the district up to 2011 and, as a consequence, this figure now looks increasingly outdated as a basis to establish provision against, particularly in relation to transit provision.
- 10.75 Gypsy/ Traveller pitches will continue to be provided 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 working with Gypsy/ Traveller families on existing sites by making more efficient use of their land, where considered suitable, for additional pitches. Secondly, through new site provision, as part of delivering the strategic new neighbourhoods and finally through individual applications through the Council's Development Management process. It is anticipated that a proportion of new pitches/sites will continue to be met through the submission of windfall applications. Providing extra pitches on existing, family sites could potentially generate an additional 27 residential and 9 transit pitches and it is anticipated that between 24 and 32 residential pitches could be provided as part of delivering the new neighbourhoods. The need for a single, open transit facility within the area is acknowledged and it is anticipated this can be progressed in the plan period.
- 10.76 Existing, authorised sites will be safeguarded and this will apply to public and private Gypsy/Traveller provision. 'Authorised' land includes existing Gypsy and Traveller sites which benefit from a permanent planning permission or alternatively, a temporary planning permission. The term 'safeguarded' means that existing, authorised land for the accommodation of Gypsies and Travellers will be retained until such time as it can be proved no longer a need. In the case of sites with temporary planning permission, the site will be retained, or 'safeguarded' until such time as the existing permission expires and safeguarding status will no longer apply.

Delivery

- 10.77 This policy will be delivered through partnership working with the Council (as planning and housing authority) and affordable housing providers approved by the Council, private housing developers and private landowners.

Travelling Showpeople

POLICY CS22 - TRAVELLING SHOWPEOPLE

Provision will be made for Travelling Showpeople through the Policies, Sites and Places DPD in accordance with identified need and taking into account other provision within the district.

Sites for Travelling Showpeople will be considered appropriate where they meet the following criteria:

1. the development would not have unacceptable environmental effects; and
2. the land is not the subject of unacceptable levels of noise disturbance, air pollution, smell, dust or contamination; and
3. the proposal would not prejudice the amenities of neighbouring residential occupiers; and
4. adequate provision is made for vehicular access and parking; and
5. sites are within a reasonable distance of local services and facilities.

Applications for unallocated sites will be considered having regard to the above criteria and in accordance with identified need. Unallocated sites within the Green Belt or Cotswolds AONB will only be acceptable where it can be demonstrated that very special circumstances exist.

Existing land for accommodation by Travelling Showpeople will be safeguarded at the following sites:

1. Fairlands, Earthcott Green, Alveston
2. Acres Fair, North Road, Yate
3. Frog Lane, Coalpit Heath
4. Land at Beanwood Park, Wapley
5. The Burgage, Chipping Sodbury
6. Land at Cotswold Road, Chipping Sodbury
7. Land at Alexandra Road, Coalpit Heath
8. Land at the Causeway, Coalpit Heath
9. Land at Park Lane, Frampton Cotterell
10. Land adjacent to Hares Farm, Mapleridge Lane, Yate
11. Bristol Rd, Cromhall
12. Engine Common Lane, Yate

10.78 The Draft RSS Panel Report recognised that the needs of Travelling Showpeople required further work in the next round of GTAAs but, in the meantime, endorsed the approach regarding transitional arrangements outlined in Circular 04/2007 and recommended interim figures be provided at the county/sub-regional level.

10.79 Existing sites listed 1-12 above will be safeguarded. Sites 1 to 4, and 10 to 12 benefit from planning permission and sites 5 to 9, while not benefiting from planning permission, have been used as such for a number of years.

Delivery

10.80 This policy will be delivered through private landowners in accordance with identified need.

Community infrastructure and cultural activity

POLICY CS23 - COMMUNITY INFRASTRUCTURE AND CULTURAL ACTIVITY

The Council will work with partners to provide additional, extended or enhanced community infrastructure and encourage participation in cultural activity.

New development will be required to provide or contribute towards additional, extended or enhanced community and cultural infrastructure where it would generate a need for such facilities, in accordance with the following sequential criteria:

1. enhance the quality, role and viability of existing facilities that are within easy walking distance of the new development
2. provide adaptable multi-use building(s) on site in easily accessible location(s) for pedestrians and cyclists.

Existing community infrastructure will be retained, unless it can be demonstrated that:

3. the use has ceased and there is no longer a demand; or
4. the facility is no longer fit for purpose; and
5. suitable alternative provision is available within easy walking distance to the required standard.

Developers of Major Residential Schemes, and schemes that will attract a large number of users, will be required to demonstrate how their proposals will contribute to the objectives of the South Gloucestershire Cultural, Heritage and Arts Strategies, through the provision of additional, extended or enhanced facilities and access to/or facilitation of art and cultural activities for the new residents.

10.81 Community and Cultural Infrastructure cover a wide variety of services and facilities.

These can include:

- education facilities
- health & social care facilities
- police, Fire & Ambulance facilities
- libraries, museums & galleries
- community centres
- youth, children's and childcare facilities
- arts & cultural centres and venues
- Extra Care & other older peoples housing needs
- local pubs & clubs
- places of worship

- training centres
- public & private sports & recreation facilities
- civic & administrative facilities
- allotments/community gardens
- public conveniences.

10.82 The list is not exhaustive and may include any facility that provides for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. Retention of such facilities and provision in step with growth is an important objective of the Council. In particular, the Council considers that providing services for children and young people (0-19) is key to developing sustainable communities.

10.83 Many existing facilities will play multi-functional roles. Where new development creates additional need, the starting point should be to seek to enhance the role and viability of existing facilities that are within easy walking distance of the new development. Should this not be possible or appropriate, adaptable multi-use buildings should be provided on-site, in easily accessible and visible locations at the heart of the community it is intended to serve. Educational facilities or community centres should often form the core element of such multi-use facilities.

10.84 Where the redevelopment of an existing community facility is proposed for another use, the developer should clearly demonstrate that the use has ceased. In doing so it should be demonstrated that a reasonable amount of time has lapsed for an alternative agency or organisation to re-establish the use, or an alternative community use, or the facility no longer provides for the needs of its users to modern day standards and alternative suitable provision is available within a reasonable walking distance. Distances should be measured along suitable walking routes (easy walking distance is considered to be approximately 800m). This policy should be read in conjunction with Policy CS13 (Non-Safeguarded Sites for Economic Development Sites).

10.85 The policy should not be used to obstruct the re-organisation objectives of local service providers where a re-organisation plan has been adopted through their appropriate approval processes. In this context, local service providers include the Emergency Services, Local Education Authority, Primary Care Trust and NHS, and Council services. Similarly, new development will be expected to provide, or make contributions to meet good practice service standards that prevail at the time of the application.

10.86 The following strategies and plans are relevant and have been taken into account in developing this policy:

- The Council Plan (SGC)
- Children & Young Peoples Plan (SGC)
- Schools Commissioning Strategy (SGC)
- Library Delivery Plan (SGC)
- South Gloucestershire Heritage Strategy (SGC)
- Joint Accommodation & Care Strategy (SGC/PCT)
- Joint Strategic Needs Assessment (South Glos NHS)
- Police, Fire, Ambulance Service Delivery Plans
- South Gloucestershire Cultural Strategy (SGC)
- SW Regional Cultural Strategy (A Better Place to be...) (WEP)

- The vision for the West of England in 2026 and delivery priorities (WEP)
- Regional Cultural Infrastructure Development Strategy (People, Places & Spaces) (WEP)
- Play Policy and Strategy 2006 (SGC)
- South Gloucestershire Physical Activity and Sports Plan 2007-2009 (SGC)

Delivery

10.87 The policy will be implemented through the development management process, in conjunction with Policy CS6 (Infrastructure and Developer Contributions) and South Gloucestershire Local Plan Policies LC4 and RT11, and also through the wider functions of the Council and its partners in supporting local communities.

Green Infrastructure, sport and recreation standards

POLICY CS24 - GREEN INFRASTRUCTURE, SPORT AND RECREATION STANDARDS

Green Infrastructure assets are integral to sustainable communities. Where existing Green Infrastructure provision, including informal recreational open space, outdoor sports facilities, playspace, allotments, and natural/semi-natural spaces are inadequate in terms of providing for the quantity, quality and accessibility to meet the projected needs arising from the future occupiers of new development, those occupiers' needs must be met by the new development, together with provision for subsequent management and maintenance.

Provision for Green Infrastructure, outdoor space, sport and recreation facilities will be sought according to the following principles:

1. new developments must comply with all the appropriate local standards of provision in terms of quantity, quality and accessibility
2. provision must be delivered on-site, unless it is demonstrated that partial or full off-site provision or enhancement creates a more acceptable proposal; and
3. the functionality and usability of spaces and facilities must be suitable for their intended purposes.

New developments may also be required to contribute to Green Infrastructure schemes identified in the Green Infrastructure Strategy and the requirements contained within the Design Policy CS1. New Green Infrastructure should be an integral part of new employment areas, and should meet local objectives to be agreed as part of the planning application process. These spaces should adhere to the Green Infrastructure objectives (Policy CS2) and be managed to allow open access to both local workers and residents, unless it can be demonstrated that there is an overriding security issue such that access to local residents should be restricted.

Environments for play are required to be delivered as an integral part of site design within both public and semi-private communal open space areas.

- 10.88 Provision of Green Infrastructure is essential for sustainable communities. Green Infrastructure, sport and recreation facilities are all highly valued assets to South Gloucestershire's communities.
- 10.89 Where existing provision, in terms of quantity, quality and accessibility would be inadequate to meet the needs of future residents, then new provision and/or enhancement must be made in accordance with the appropriate local standards. Local open space standards, for informal recreational open space (including parks/public gardens, amenity green space and green corridors), outdoor sports facilities, playspace, allotments and natural/semi-natural green space, relating to quantity, quality and accessibility will be set out in the Green Infrastructure Strategy (to be adopted as Supplementary Planning Document). The local standards are set out in Appendix 5.
- 10.90 Open spaces can contribute to a range of social, environmental and economic benefits. These should be realised in accordance with the Design and Green Infrastructure Policies (CS1 and CS2).
- 10.91 Where development proposals on their own are too small to generate adequate provision of useable space, the Council will seek a financial contribution to enhancements or expansion of existing site(s) and/or to proposed sites in accordance with national guidance and local standards, in order to create a more acceptable proposal. Pooling of contributions may be necessary in order to provide enhancements and/or new provision.
- 10.92 In some areas, small pockets of open space exist within established urban areas that are not usable for recreational purposes due to scale, configuration and/or locations adjoining main roads. Whilst potentially of visual amenity and biological value, such spaces will be discounted when undertaking audits of existing open space for the purposes of calculating the need for additional provision to meet the requirements of this policy.
- 10.93 In appropriate circumstances the need for outdoor sports facilities (pitches and courts) can be met through the provision of all weather surface facilities. The Council accepts that such synthetic surface facilities allow for a greater intensity of use and therefore a smaller quantum of space will be required. The design and construction of each facility must be carefully planned according to the specific demands and priorities it is intended to address. Where required for competition use, facilities must be constructed to the standards adopted by the Governing Body of the sport. Where a need for more informal sports activities and training purposes for several sports is identified, design and construction must be to standards approved by the Council. Ancillary facilities that enable outdoor sport facilities to function, such as changing facilities, pavilions and parking (cycle and car), will be required to be provided where current provision is not adequate, in accordance with Policies CS6 and CS23.
- 10.94 Informal recreational open spaces should wherever possible link to existing open spaces, rights of way and cycle routes in accordance with the requirements and objectives in Policies CS1 and CS2. Where open spaces incorporate landscaping and planting, these should be provided in accordance with Policies CS1 and CS2 and, in particular, provide opportunities to make a net contribution to tree cover, biodiversity habitat creation and connectivity.

Employment development

10.95 Employment development will not require a specified quantity of Green Infrastructure provision, therefore the needs will be dealt with on a case by case basis, taking account of local objectives. It is important that these spaces are accessible to both workers and local residents, unless there are overriding security issues such as those relating to the Ministry of Defence.

Play

10.96 The Council's adopted Play Policy and Strategy recognises that there are various spaces that can contribute to local play opportunities, for example thoroughfares, residential estates, parks and open space, school grounds and designated play provision. These opportunities need to be delivered through the development management process and other delivery processes. The Play Strategy seeks to ensure that public spaces are places where individuals, groups and communities of all ages can share a common public realm, and recognises that children and young people have a right to be seen, heard and provided for. Opportunities for play should be provided for in public and semi-private areas, such as communal gardens shared by a group of flats, and should be within safe walking distances of residential areas.

Private/Semi-private outdoor space

10.97 Private or semi-private outdoor space will be required in accordance with the Design Policy (CS1). Adequate provision must be provided to meet the needs of the future occupiers, commensurate with design considerations. This space will be used for informal recreation and/or clothes drying, and includes private gardens, communal gardens and balconies.

Delivery

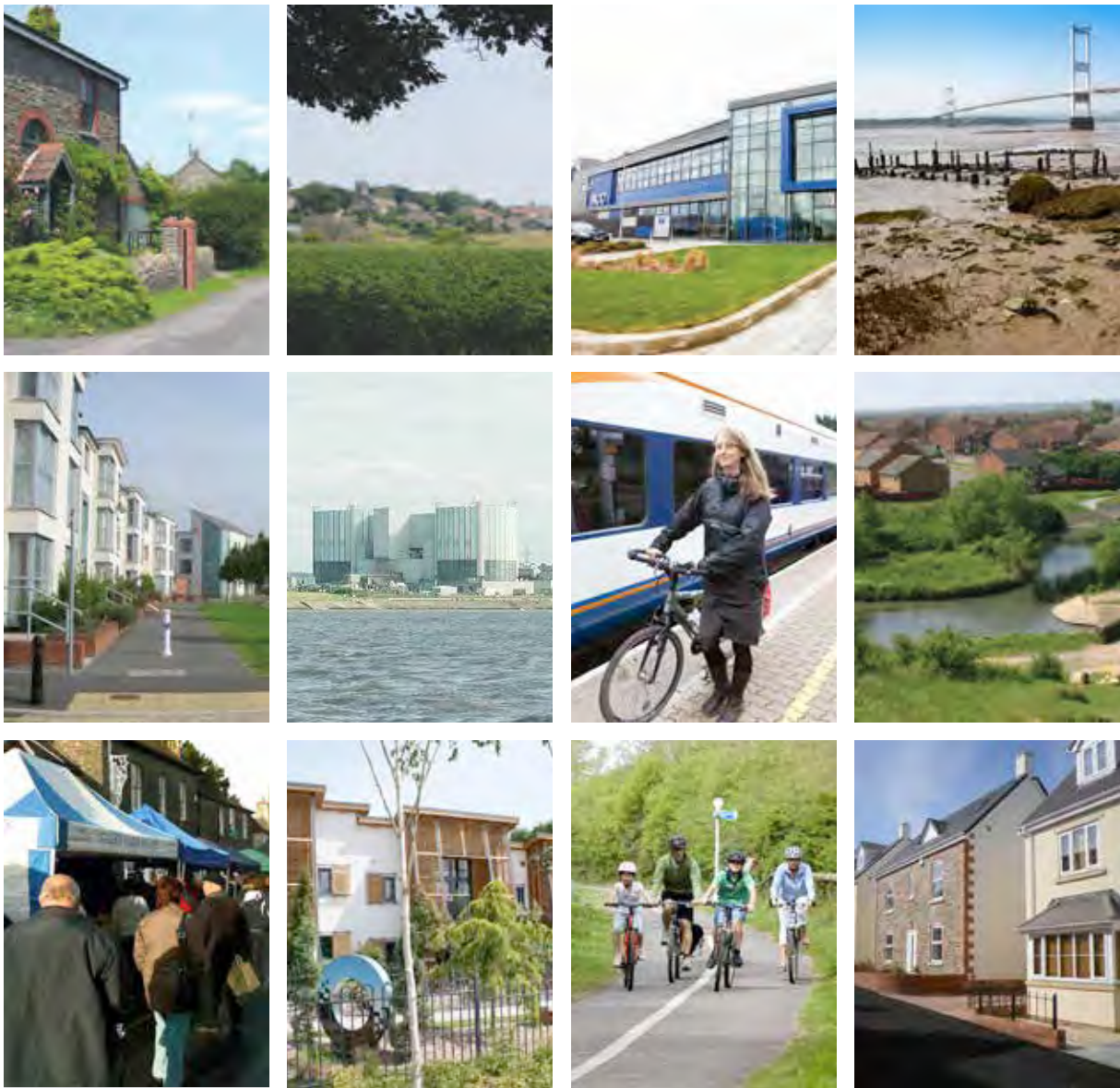
10.98 The Green Infrastructure Strategy (to be adopted as Supplementary Planning Document) will set out the methodology for calculating the requirements to meet the local provision standards for informal recreational open space (including parks/public gardens, amenity green space and green corridors), outdoor sports facilities, playspace, allotments and natural/semi-natural green space. The Strategy will also provide details of the subsequent management and maintenance costs of provision and will specify the quantity, quality and accessibility standards and detail minimum site sizes for the different types of Green Infrastructure.

10.99 This policy will be delivered through the development management process. Planning Obligations or Community Infrastructure Levy (CIL) may be used to ensure the open space provision standards are met.

- 10.100 Appropriate arrangements will be put in place to secure the satisfactory future maintenance of any open spaces and outdoor recreation facilities (for sport, recreation and play) that are to be provided in conjunction with new development. The Council may be willing to negotiate their adoption and future maintenance providing that the developer meets the costs associated with future maintenance and all fees associated with land transfers. The Council will also require the deposit of a refundable bond, as a surety for the cost of provision of open space facilities, should the development company for whatever reason not implement the proposed space to an acceptable standard. The Council will require developers to enter into a Section 106 Agreement to cover these matters.

Part 2 -

Spatial strategy



Introduction

- 11.1 A key role of the Core Strategy is to set out the spatial policies required to achieve the Council's place shaping objectives. South Gloucestershire remains committed to the importance of spatial planning to create strong, safe and prosperous communities which contribute to the principals of sustainable development. The Council believes that there should be clear visions for the future of places which respond to local challenges based on the community's views and locally derived area strategies. This we consider is fundamental to effective local spatial planning and the concept of place shaping through partnership.
- 11.2 This section of the Core Strategy connects the Strategy for Development with the individual visions for the different areas of South Gloucestershire. For each area the key issues are identified, together with a policy setting out the framework to achieve the vision. This is supported by details of how the policy will be delivered and how the Council will work with our partners to achieve our sustainable development objectives. This section also includes the policies and conceptual planning principles to guide and manage future growth.
- 11.3 The visions and proposals for this section have been drawn up following extensive engagement with local communities and taking account of locally relevant strategies. In particular workshops and community visioning exercises have steered the direction of the policies and proposals in the areas of future growth. Further information about the community visioning and engagement undertaken is set out in the Consultation Statement that supports the Core Strategy.
- 11.4 South Gloucestershire has been divided up into 6 areas:
1. The communities of the North Fringe of Bristol urban area (including the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay)
 2. The communities of the East Fringe of Bristol urban area (including the communities of Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham)
 3. Yate and Chipping Sodbury
 4. Thornbury
 5. Rural Areas
 6. Severnside

Figure 3A



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12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

12.1 The North Fringe of Bristol is a complex urban area, with major transport infrastructure, residential suburbs and supporting town and local centres, major industrial and commercial interests, a large retail area and significant educational and health complexes. Its strengths are:

- a strong diverse economy represented by significant sectors of international importance
- access to the motorway network and main line rail services
- a vibrant and expanding University
- Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay each has a strong sense of community and separate identity which distinguishes them from Bristol
- good access to green space and the wider countryside including the valued Frome Valley walkway; and
- historic assets include those associated with the early aerospace industry around Filton, Frenchay village with its distinctive Quaker and industrial heritage and the Dower House at Stoke Park.

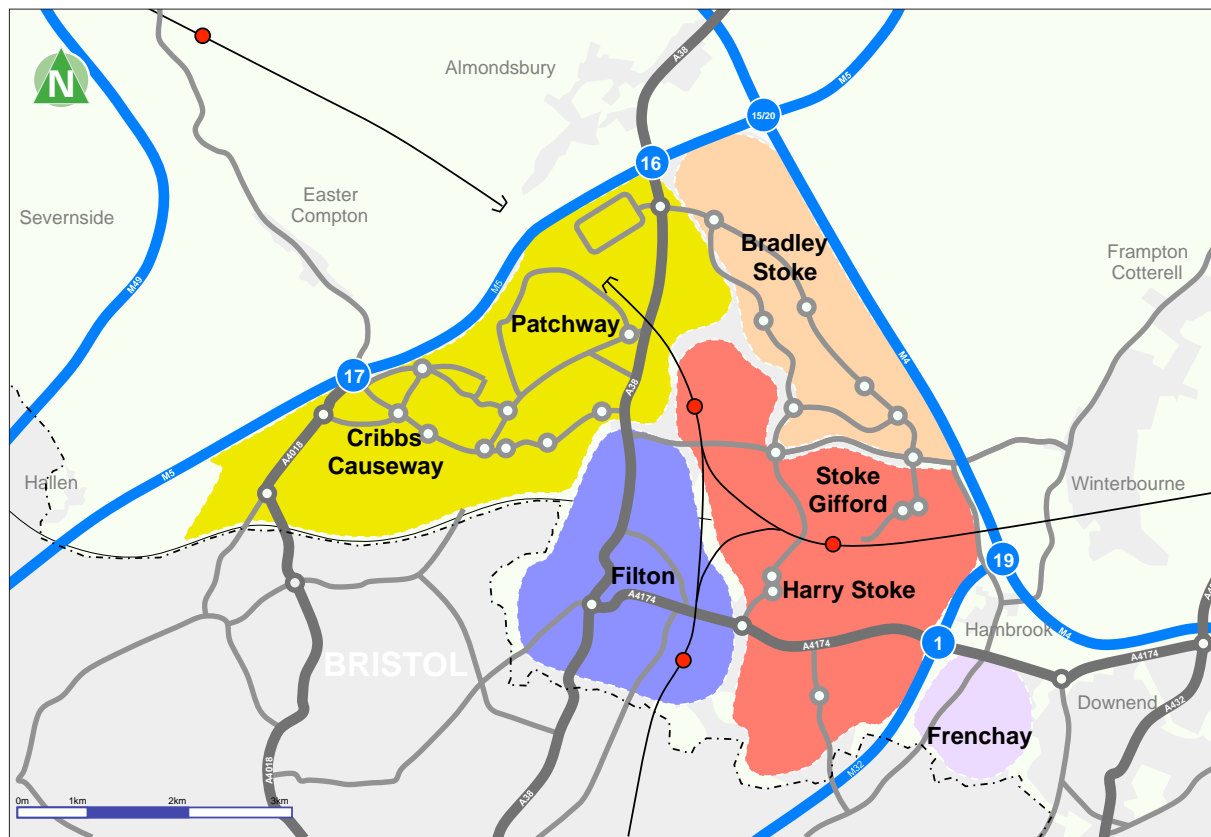
12.2 The rapid development which this area has experienced in recent years, is now resulting in some significant issues. Factual evidence, together with the results of community consultation exercises has told us:

- significantly more people work in the North Fringe of Bristol than live there, resulting in a high level of daily commuting in and out of the area and consequent traffic congestion at peak times
- provision of local amenities has not kept pace with the rapid growth
- traffic congestion creates problems of reliability and frequency for public transport. In addition major roads, rail corridors and large campus style employment developments, act as significant barriers to better walking, cycling, social and visual linkages. An Air Quality Management Area has been declared at Cribbs Causeway adjacent to Junction 17 of the M5 to ensure that levels of pollution do not exceed national targets
- the North Fringe of Bristol lacks a clear identity and sense of place, and the character and distinction of many existing communities is under threat.

12.3 Consultation has therefore assisted the Council in drafting the following vision, policy and partnership priorities which aim to support the strengths and begin to overcome the problems above.

Figure 4 – The communities of the North Fringe of Bristol urban area

(for illustrative purposes only)



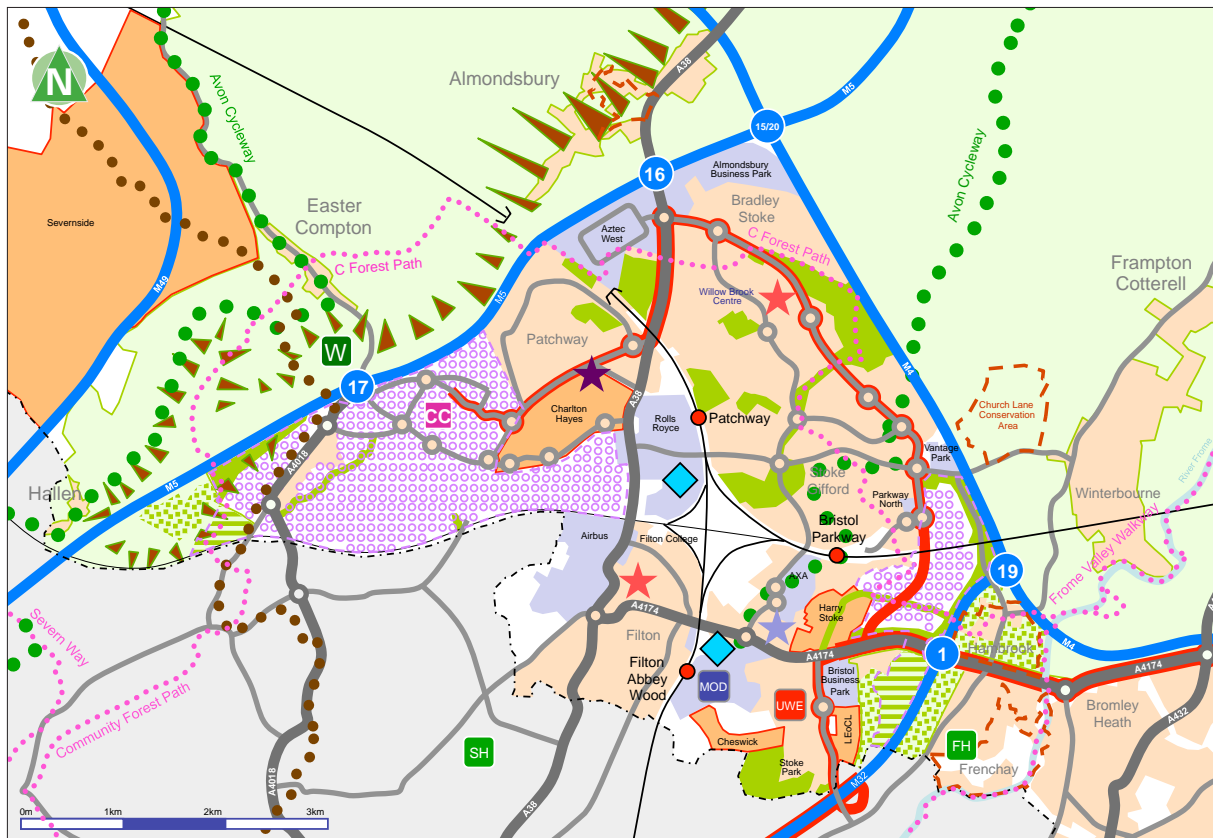
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Vision

The North Fringe of Bristol urban area will continue to be a major economic driver in the South West region and the West of England sub region. It will continue to maintain its role as a major focus for employment, commercial and retail activity, education and learning. The distinctive identities and heritage of the existing communities will also have been strengthened and preserved. Up to 2027 and beyond, new neighbourhoods will provide opportunities for people to live near to where they work and be well integrated with existing communities. All residents and workers will have better access to local amenities and high quality public transport, walking and cycling links. Community identity and neighbourhood distinctiveness will be improved by the development of new public spaces and high quality landscaping. The green network will be enhanced through opportunities to provide new and improved green spaces, within the existing urban area and which connect to the wider countryside. This network will include new corridors along the Henbury Trym, and Stoke Park to Three Brooks Nature Reserve via the East of Harry Stoke new neighbourhood.

Figure 5 – The North Fringe of Bristol urban area

(for illustrative purposes only)



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- | | | | |
|---------|---|--------------------------------------|--------------------------------------|
| - - - - | South Gloucestershire/
Bristol City Boundary | ◆ | Regeneration Opportunity Site |
| SH | Southmead Hospital | FH | Frenchay Hospital |
| CC | Cribbs Causeway Retail Area including
The Mall | UWE | University of the West of England |
| SH | Southmead Hospital | W | Wildlife Park |
| SH | Southmead Hospital | MOD | MOD Abbey Wood |
| SH | Southmead Hospital | W | Wildlife Park |
| SH | Southmead Hospital | Motorway | Motorway |
| SH | Southmead Hospital | Major Road | Major Road |
| SH | Southmead Hospital | Other Road | Other Road |
| SH | Southmead Hospital | Railway and Railway Station | Railway and Railway Station |
| SH | Southmead Hospital | Proposed North Fringe Hengrove | Proposed North Fringe Hengrove |
| SH | Southmead Hospital | Rapid Transit (from 2017) | Rapid Transit (from 2017) |
| SH | Southmead Hospital | Long Distance Footpath | Long Distance Footpath |
| SH | Southmead Hospital | Avon Cycleway | Avon Cycleway |
| SH | Southmead Hospital | National Cycle Network (NCN4) | National Cycle Network (NCN4) |
| SH | Southmead Hospital | Enhancement of Patchway Local Centre | Enhancement of Patchway Local Centre |
| SH | Southmead Hospital | District Centres | District Centres |
| SH | Southmead Hospital | Proposed District Centre | Proposed District Centre |

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

POLICY CS25 – COMMUNITIES OF THE NORTH FRINGE OF BRISTOL URBAN AREA

Development plan documents and development proposals will take account of the vision and partnership priorities for the communities of the North Fringe of Bristol urban area, and will:

1. provide housing and associated local facilities which are integrated with existing communities and in accordance with the Strategy for Development, Housing Policy CS15 and Strategic Site Policies CS26, CS27 and CS28
2. make provision for and contribute towards funding the North Fringe to Hengrove Rapid Transit route and an orbital bus service linking The Mall with Emersons Green and other strategic transport infrastructure, in accordance with Policies CS6 and CS7
3. support the redevelopment of the Rolls Royce East Site for new employment uses and the provision of additional small-scale employment opportunities that enhance the variety and integration of uses in new residential neighbourhoods or existing centres
4. enhance the vitality of 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
5. support the investigation, planning and potential redevelopment of the Sainsbury's and B&Q retail sites at Stoke Gifford to provide a new 'district centre' to serve the North Fringe South Area
6. provide high quality public realm and spaces, and new local amenities at existing local centres, the UWE, and Cribbs Causeway area
7. support the redevelopment of the existing hospital site at Frenchay for residential and ancillary infrastructure and services, including new health facilities
8. to support the provision of sports stadia with associated facilities which would be available for community use
9. provide new and enhanced existing wildlife and amenity routes, particularly along the Henbury Trym to Haw Wood and connections to the wider countryside, and from Three Brooks Nature Reserve, along the M32 Corridor via the East of Harry Stoke New Neighbourhood to Stoke Park
10. provide new and extend existing Heat Distribution Networks to assist the transition to a low carbon future in accordance with Policy CS4; and
11. demonstrate through the preparation of appropriate Flood Risk Assessments, surface water management plans and drainage strategies, how flood risk will be managed.

Development plan documents and development proposals should also accord with the following Key Principles:

12. respect the character and identity of existing communities, while promoting the distinctiveness of the Bristol North Fringe as a whole
13. where new neighbourhoods are located at key transit points into the North Bristol Fringe or can be seen from major arterial routes, high quality distinctive, landmark architecture and landscaping will be achieved
14. promote high quality landscaping that assists in developing neighbourhood distinctiveness and increases the number of street trees, particularly along main highways
15. provide convenient and safe routes across the locality for pedestrians and cyclists as part of an integrated transport network, with safe crossings to break the barriers of major roads and rail corridors, contributing to the improvement of air quality
16. provide new purpose built accommodation for housing students and older people; and
17. improve the legibility, urban structure and public realm of the North Fringe by rationalising car parking around major employment sites, thereby releasing land for development.

12.5 The vision, Policy CS25 and a number of partnership working objectives will continue the strategy of re-balancing land uses by delivering a series of new residential neighbourhoods, providing more people with the opportunity to live near to where they work, and maintaining a diverse mix of employment uses. New residential neighbourhoods, the remodelling of Abbey Wood Retail Park away from bulky goods retailing and the redevelopment of parts of the University of the West of England Campus provide an opportunity to improve the range of local 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. A more consistent approach to landscaping and particular attention to developing high quality architecture at key 'gateways' into the area, will assist the generation of a stronger 'sense of place' for the Bristol North Fringe as a whole and assist in reinforcing the character and identity of the existing communities. The existing and future land use mix in the North Fringe also presents the prospect of developing heat distribution networks in order to assist the transition towards a low carbon future.

Partnership Priorities

12.6 The Council will work with its partners to ensure:

- the Aerospace Industry will continue to be a world leading sector and major employer and the needs of other key economic drivers in the locality, including UWE, MoD, The Mall and other major employers will continue to be safeguarded and supported;

- the new Bristol Zoo Wildlife Park contributes fully to the tourism and employment potential of the area
- enhancement of training and employment prospects for residents of the Filton and Patchway priority neighbourhoods as and when development opportunities may arise in and around the locality
- the delivery of the University Technology College (UTC) for 14 to 19 year olds to be located on land adjoining Abbeywood Community School
- 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 or a replacement local plan
- the potential of the land occupied by Sainsbury's and B&Q in Stoke Gifford is investigated for redevelopment as a new district centre to serve the North Fringe South Area
- new housing and community facilities, including health and GP services are brought forward at the former Frenchay hospital site
- new foot, cycle and transport links are made to the Lockleaze residential area, which contribute to the realisation of the regeneration vision.

Phasing / Development Programme

12.7 The focus for development up to 2016 will be:

- the existing Local Plan sites at Charlton Hayes, Harry Stoke, Cheswick Village and Land East of Coldharbour Lane
- a new Wildlife Park to be developed adjacent Jct17 of the M5
- the planning and commencement of a further new neighbourhood at Cribbs/Patchway
- expansion and re-modelling of the UWE campus and Abbey Wood Retail Park will also be supported and
- planning of East of Harry Stoke New Neighbourhood.

Beyond 2015/2016 a new neighbourhood will be developed east of Harry Stoke.

Delivery

12.8 The major development proposals set out in Policy CS25 are being promoted by private sector providers and are expected to come forward during the plan period.

12.9 The Council, with the West of England Partnership and in conjunction with the private sector will seek the funding and resources to prepare and develop design documents in accordance with its SCI for the Bristol North Fringe South Area (comprising East of Harry Stoke New Neighbourhood Area of Search, UWE, Abbey Wood Retail Park and Local Plan residential allocations at Cheswick Village, Harry Stoke and Land East of Coldharbour Lane), and the Cribbs/Patchway New Neighbourhood (including Charlton Hayes) to ensure that development proposals are coordinated. Development and co-ordination of regeneration initiatives in the priority neighbourhoods and the Lockleaze regeneration area are being led by South Gloucestershire Council and Bristol City Council respectively.

- 12.10 Developer proposals for major development will be required to carry out pre-application consultation in accordance with the Council's concept statement process as set out in the Council's Statement of Community Involvement.
- 12.11 The North Fringe to Hengrove Rapid Transit scheme has secured programme entry approval from the Department for Transport and is programmed for delivery by 2017. Developer contributions from developments that will benefit from the scheme will be required as part of the local contribution to the funding package.

Cribbs / Patchway New Neighbourhood

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:

1. 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)
2. 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
3. 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)
4. a co-ordinated approach to carbon reduction, and new renewable and low-carbon energy generation and distribution networks
5. the continued operation of the Great Western Air Ambulance Charity and Police Air Operations
6. 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
7. sporting and commercial facilities including scope for hotels, conferencing and spectator sports
8. 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:

9. a range of housing types and tenures in accordance with Policies CS17 and CS18
10. a secondary school, primary schools and full day nursery facilities sufficient to meet the needs of the new communities
11. library, doctors surgery, community meeting space(s), indoor sport, children's and youth facilities
12. local retail, food and drink outlets (within character areas 1-3 on key diagram);
13. well planned and integrated Green Infrastructure, sport and recreation provision, particularly alongside the Henbury Trym, in accordance with Policies CS2 and CS24
14. the Cribbs/Patchway New Neighbourhood Transport Package (see Policy CS7); including safeguarded land for a new rail passenger station(s)
15. a waste transfer and recycling facility
16. neighbourhood-wide wireless internet network
17. the potential provision of pitches for Gypsies and Travellers
18. Extra Care Housing dwellings in no more than 3 separate schemes; and
19. high quality employment opportunities.

This list is not exhaustive and development should also meet other policies of the Local Plan 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, secure further investment to 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.

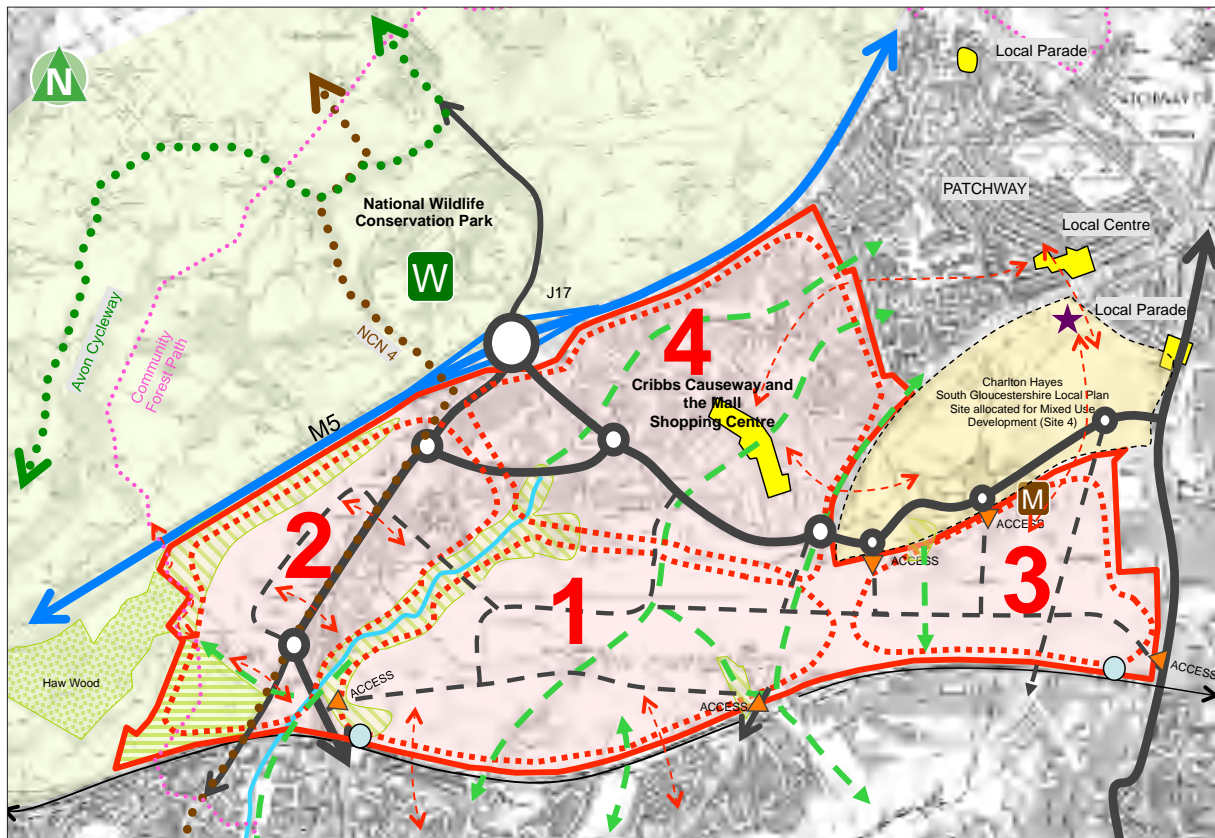
- 12.16 Development will also bring the opportunity to provide a significant amount of multi-functional green infrastructure across the area to ensuring landscape features are protected and sustainable travel options are promoted. This includes, but is not limited to: the protection and enhancement of 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.

Delivery

- 12.19 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.
- 12.20 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.

Figure 6 – Cribbs/Patchway New Neighbourhood Framework Diagram

(for illustrative purposes only)



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- | | | | |
|------------------------------------|--|--|--|
| | Green Belt | | Significant Green Infrastructure (GI) |
| | Existing Facilities | | Haw Wood (Significant GI outside of the New Neighbourhood) |
| | Committed Housing Site, South Gloucestershire Local Plan | | Green Infrastructure Connections (indicative) |
| | Enhancement of Patchway Local Centre | | Potential local connections (indicative) |
| | New Neighbourhood Development Area | | Community Connections |
| Indicative Character Areas: | | | |
| | 1. New Charlton – Mixed use 130 ha (approx) | | Road |
| | 2. Haw Wood – Housing 85 ha (approx) | | Railway and Safeguarded Station Sites |
| | 3. Filton Aerospace Cluster – Employment / Aerospace Excellence 50 ha (approx) | | Community Forest Path |
| | 4. Cribbs Causeway – Mixed use 130 ha (approx) | | National Cycle Network (NCN 4) |
| | Green Belt & Significant GI within the New Neighbourhood Area | | Avon Cycleway |
| | Proposed primary access points to Policy Area | | Wildlife Park |
| | Watercourse | | Potential Site of Heritage Museum (as at October 2013) |

East of Harry Stoke New Neighbourhood

12.21 Policy CS5 (Location of Development) makes provision for a major mixed-use development comprising 2000 dwellings and associated infrastructure west of Junction 1 of the M32 and extending east from SGLP site 13 (Harry Stoke). This new neighbourhood will further re-balance an area currently dominated by commercial and educational uses, strengthen the sense of place and play a key role in delivering new transport infrastructure and connections and high quality open space. This policy and supporting diagram set out the key principles of development for this new neighbourhood.

POLICY CS27 – EAST OF HARRY STOKE NEW NEIGHBOURHOOD

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:

1. a range of residential types and tenures in accordance with Policies CS17 and CS18
2. primary school(s) for approximately 3 forms of entry and full day nursery
3. a multi-use building comprising doctors surgery, library, community meeting space, children's and youth facilities
4. local retail, food and drink outlets
5. 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
6. sports pitches and changing facilities
7. the potential provision of pitches for Gypsies and Travellers
8. the East of Harry Stoke New Neighbourhood Transport Package (see Policy CS7)
9. junctions, public transport stops, pedestrian crossing points and street trees/landscaping in order to integrate the transport link with the new neighbourhood.

10. an Extra Care housing scheme; and
11. 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.

- 12.22 The site comprises land that stretches north to south along the M4 / M32 corridor into Bristol. At its northern end Mulgrove Farm and buildings sit at the top of a hill with views northeast towards Winterbourne. This area is divided from the main site by a main line railway, which runs east-west in a cutting. South of the railway line, the land generally falls southeast towards level fields. This area is intersected by Hambrook Lane and the Ham Brook which run east/west, and is bounded to the west by Maules Lane, (an historic hedgerow/tree lined ridge) and the existing SGLP housing allocation 13 (Harry Stoke). The eastern edge of the site is contained by the M32 and to the south by the A4174 Ring Road. The allocation continues south of the Ring Road taking in a variety of land uses including a golf driving range, cricket pitch and farmland. This southernmost area is dominated by a wooded escarpment that rises along its western edge.
- 12.23 The area south of the ring road will remain as Green Belt as it is not considered suitable for residential development due to highway access constraints and the visual amenity and character of the area. However, given existing sports facilities in the area, it has been identified as providing a potential opportunity to consolidate the outdoor sports pitch requirement from the new neighbourhood, possibly as part of a larger strategic facility for the wider area.
- 12.24 The Stoke Gifford Transport Link forms part of the Bristol North Fringe Rapid Transit route proposals as set out at Policy CS7.
- 12.25 The area currently forms part of a 'green corridor' running deep into the Bristol urban area along the M32 corridor. The new neighbourhood will look outward to a retained and enhanced 'green setting' where high quality landscaping will perform amenity, sustainable drainage, wildlife, woodland and recreational functions.
- 12.26 Given the size and location of the site it will be required to provide a range of local facilities and amenities to serve the new population, and cycle and pedestrian connections to nearby communities, commercial, educational and recreational land uses. Linkages with UWE will also be encouraged. These could include co-operation in the supply of energy and the provision and management of sports and community facilities.

Delivery

12.27 The development will be delivered by the private sector through the development management process. Community involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement. Development will be guided by the production of an illustrative masterplan and detailed SPD as necessary, including phasing with required infrastructure. Design Codes will also be required as part of this process. Delivery of the Stoke Gifford Transport Link is a primary objective of the Council. The Council is now taking this project forward as part of the North Fringe – Hengrove Package major scheme bid to the Department for Transport. A local contribution will be necessary, primarily from the private sector. The Council is also investigating other funding sources.

Figure 7 - East Of Harry Stoke New Neighbourhood Framework Diagram



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The University of the West of England

12.28 The University of the West of England is an educational establishment of national standing, contributing significantly to the local economy. It currently operates out of 4 campuses at Frenchay, Glenside, Bower Ashton & St. Matthias. In 2008, the University acquired approximately 28ha of land, immediately adjoining its Frenchay Campus, with the aim of consolidating activities from other campuses onto the one enlarged site and of re-modelling where possible to provide an improved environment for the students and visitors and so realise its vision, to become “an internationally acknowledged centre for knowledge exchange, drawing upon its excellent teaching, scholarship and research in order to prepare students for the various needs and challenges of work and society.”

POLICY CS28 – THE UNIVERSITY OF THE WEST OF ENGLAND

In the period up to 2027 the University of the West of England, Frenchay Campus will be further developed for academic and research purposes, including the provision of student housing, and as a focal point for wider community, exhibition & conference, sporting and cultural facilities.

In order to provide for satisfactory integration with surrounding areas, development will be planned on a comprehensive basis in accordance with the vision, Policy CS25 and partnership priorities for the communities of the North Fringe of Bristol, high quality design principles as set out in Policy CS1 and an agreed Concept Statement for the Campus.

In particular the Council will support development proposals that provide for:

1. the creation of a vibrant creative learning and research environment
2. the consolidation of satellite campuses onto the Frenchay site and the creation of a focal public space within the new campus
3. improved public transport connections to and through the site and stopping points, including the provision of the Cheswick bus link, a potential rapid transit route (as part of the Bristol North Fringe to Hengrove Rapid Transit route), and an improved bus interchange
4. additional foot and cycle routes through the site, to facilitate access to neighbouring residential, commercial and retail areas, including Southmead Hospital
5. enhanced community access to existing and proposed social, cultural, sporting and recreational facilities on site, including a proposed Centre for the Performing Arts
6. high Quality public realm
7. an enhanced and well integrated Green Infrastructure and surface water drainage network; and
8. substantial reductions in carbon dioxide emissions across the estate. This could include a renewable or low carbon Energy Centre and distribution network that would provide heat and power to the site and potentially neighbouring land-uses.

Proposals will include a green travel plan (including measures that assist control of off-site parking in nearby residential neighbourhoods).

12.29 The consolidation of the University estate onto an expanded and re-modelled Frenchay Campus represents an important opportunity for the University to upgrade its facilities to meet modern academic and student expectations. It also provides an opportunity to re-model a key site to continue to build on the work of reducing reliance on the private car and local parking problems by realising improved public transport, walking and cycling connections through the site and access to new social, cultural and recreational opportunities on the site, for local residential and business communities. The Council is therefore wholly supportive of the University’s plans and aspirations where they include proposals that meet wider objectives of the Bristol North Fringe as set out in the vision, Policy CS25 and partnership priorities to improve the connectivity, sustainability and health and wellbeing of the wider community.

Delivery

12.30 The development management process will assist in delivering this policy in partnership with the University of the West of England. Decisions will be guided by agreement of a Concept Statement and subsequent outline planning application and supporting master plan(s). A rapid transit link through or adjacent the site is subject to a major scheme bid to the Department for Transport and a local contribution.

Figure 8 – The University of the West of England: Expanded Frenchay Campus

(for illustrative purposes only)



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13. Communities of the East Fringe of Bristol Urban Area

Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham

13.1 The East Fringe of Bristol is a diverse urban area which includes the communities of Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham. These lie between Bristol City to the west and the open countryside to the east. Its strengths are:

- these are established communities with strong identities, most of which have grown up around historic settlements although Emersons Green has been completed in the last 10 years
- the adjacent open countryside with its prominent hillsides, footpaths, commons, Warmley Forest Park and Overscourt Wood is highly valued by communities and helps to visually define the extent of the urban area
- highly valued assets such as Kingswood and Page Parks, the Avon Valley, Cotswolds AONB, Bristol to Bath Railway Path, Avon Valley Railway and the long distance footpath and cycleway network
- major new development is proposed in the north of the area which will provide significant new housing and employment opportunities, well integrated with existing communities
- the area has a distinctive and important non-conformist and industrial heritage
- a series of established town centres serve the urban and surrounding rural areas
- the area is also served by two leisure centres and the retail park at Longwell Green.

13.2 However, as a result of recent trends the area also has a number of issues. Factual evidence, together with community consultation undertaken at the Issues and Options stage has told us:

- there are pockets of relative deprivation in Kingswood, Staple Hill and Cadbury Heath;
- employment land has been lost to residential development so that now the area significantly under-provides for the local workforce and 18,000 people commute daily to central Bristol and 6,300 commute to the North Fringe of Bristol
- traffic congestion is a major problem leading to air quality issues along some routes. Air Quality Management Areas in Staple Hill and Kingswood were declared in April 2010
- congestion affects the reliability of bus services due to long journey times, despite the frequency of service on radial routes. Orbital routes are poorly served by buses. The reliability of bus services is also affected by the length of the routes that serve this area
- there is a shortage of both green space and sports pitches in the East Fringe of Bristol while existing green assets, both within the urban area and in the surrounding countryside, need strategic visions and significant enhancement to realise their potential

- the traditional centres in Downend, Staple Hill, Kingswood and Hanham have suffered from competition from the retail park at Longwell Green and the new Emersons Green town centre, as well as from issues relating to congestion, parking, air quality and the quality of the public realm.

13.3 The following vision for future of the area has been drafted as a result of community engagement.

Vision

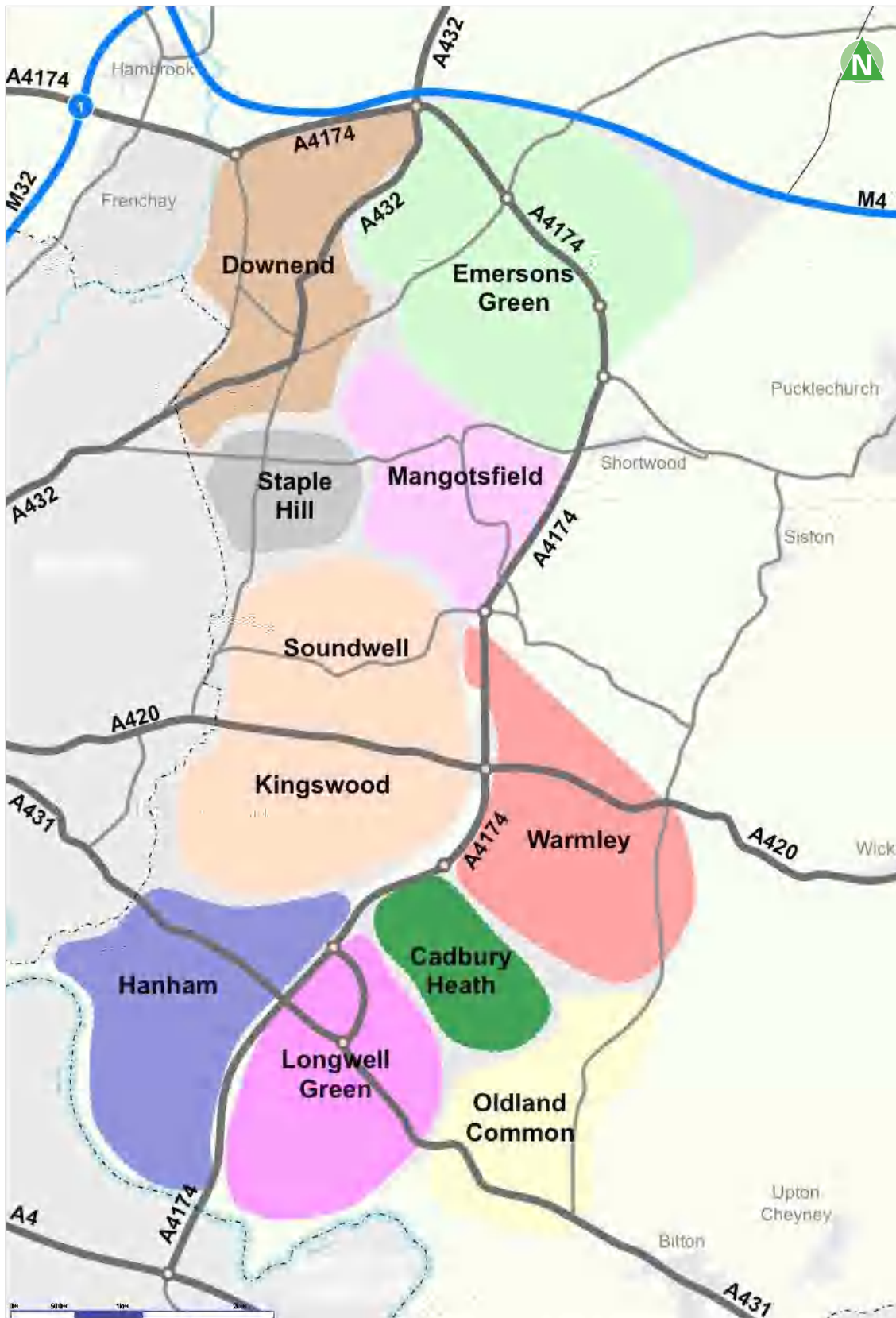
In the period to 2027 and beyond, the distinctive identity and heritage of the linked communities in the East Fringe of Bristol will be preserved and enhanced. The vibrancy and vitality of the traditional town centres at Downend, Staple Hill, Kingswood, and Hanham will be strengthened. The area will benefit from improved employment opportunities including the Science Park. Public transport services, especially to the North Fringe and central Bristol from the north of the area, will be more reliable, punctual and frequent.

Well designed housing developments, including the major development at Emersons Green, will be integrated with and connected to existing communities. This will achieve a stronger town centre at Emersons Green and support balanced and quality neighbourhoods throughout the urban area.

The landscape setting of the area and of surrounding villages will be preserved and opportunities will be taken to make the urban area greener. Green spaces, walking and cycling routes will lead through and out of the area into the open countryside. These routes will include key links to the commons, Warmley Forest Park and an enhanced forest park based around Overscourt Wood.

Figure 9 – The communities of the East Fringe of Bristol urban area

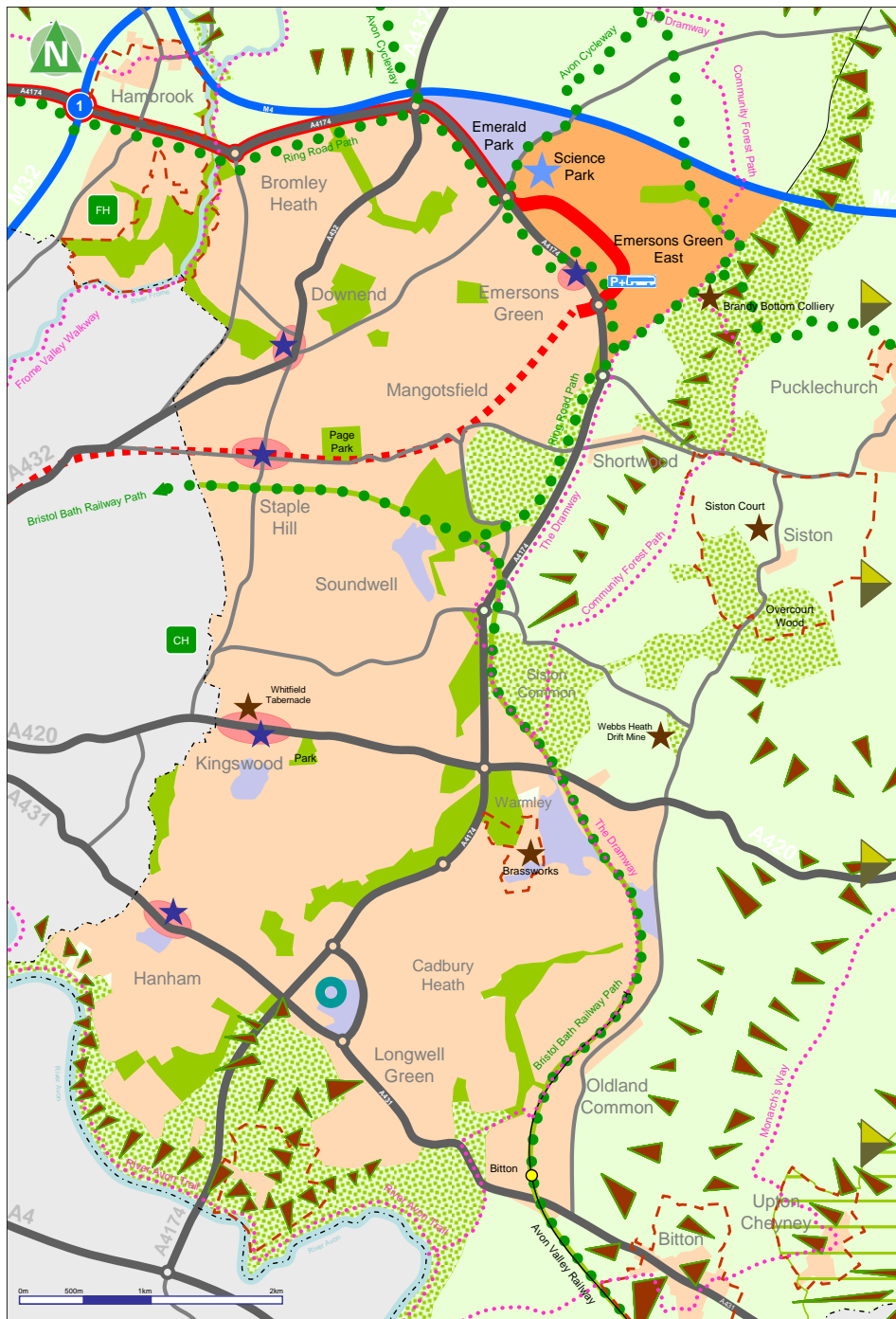
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Figure 10 – The East Fringe of Bristol urban area

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- | | | |
|---|---|--|
| <ul style="list-style-type: none"> --- South Gloucestershire Boundary Green Belt Area Significant Green Infrastructure (GI) Significant GI in the Green Belt Visually Important Hillside Main Built Up Area Employment Areas Committed Housing Site, South Gloucestershire Local Plan - - - Conservation Areas | <ul style="list-style-type: none"> ● Longwell Green Retail Park ★ Town Centre ★ Science Park (Employment) ★ Heritage Asset FH Frenchay Hospital CH Cossham Hospital Motorway Major Road Other Road ○ Railway and Station (Tourist Attraction) | <ul style="list-style-type: none"> North Fringe to Hengrove Package (MetroBus) Future Potential MetroBus extension (indicative alignment) Proposed Emersons Green Park and Ride Long Distance Footpath Main Cycleways Watercourse The Cotswolds AONB Views to the AONB from the urban area |
|---|---|--|

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

POLICY CS29 – COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA

Development plan documents and development proposals will take account of the vision for the communities of the East Fringe of Bristol urban area and the partnership priorities, and will:

1. deliver the major new housing and employment development, including the Science Park, with associated local facilities at Emersons Green, in a way that ensures this new development integrates effectively with existing communities and in accordance with the Strategy for Development, Housing Policy CS15, South Gloucestershire Local Plan Policy M2 and the adopted Emersons Green Development Brief
2. improve the viability and vitality of Emersons Green, Downend, Staple Hill, Kingswood and Hanham centres, to enhance their role as service centres for the urban and surrounding rural areas and provide for additional comparison floorspace as appropriate
3. manage change on economic development sites so as to maximise job opportunities within the local area
4. protect the open green hillsides to the east which encompass the Pucklechurch Ridge, Shortwood Hill and Oldland Ridge, as well as Hanham Hills to the south, which provide important backdrop views from the urban areas making a significant contribution to the character and quality of the East Fringe of Bristol
5. protect and enhance existing formal and informal green assets, and take opportunities to create new links including green streets and public spaces to form a network of green spaces for biodiversity, recreation and play, to address the current under-provision in the urban area
6. provide for access to the open countryside through a network of footpaths and bridleways as well as strategic green corridors, such as the Avon and Siston valleys, the long distance footpaths, and via the commons and Warmley Forest Park to an enhanced Community Forest park centred around Overscourt Wood
7. seek opportunities to protect and enhance sport and recreation provision to correct the current under-provision in this area
8. recognise, protect and enhance the heritage assets of the area, including the distinctive industrial and non-conformist heritage and the Avon Valley Railway
9. make provision for and seek contributions towards the North Fringe to Hengrove Rapid Transit route, the Temple Meads to Emersons Green route, an orbital bus service linking The Mall with Emersons Green, and other strategic transport infrastructure, in accordance with Policy CS7

- 10. protect and enhance bus services to central Bristol and nearby settlements**
- 11. seek opportunities to provide safe and convenient routes across the locality for pedestrians and cyclists, including enhancement to the Railway Path as a strategic cycle/walking link to Bristol and the open countryside**
- 12. demonstrate through the preparation of appropriate Flood Risk Assessments, surface water management plans and drainage strategies, how flood risk will be managed.**

13.5 The primary aim of this policy is to deliver the significant new development at Emersons Green in the north of the area to provide much needed high quality new employment opportunities, as well as new neighbourhoods and associated facilities. In the rest of the East Fringe of Bristol the focus will be on managing smaller scale development so that it contributes to improving the opportunities and environmental quality of the area. The ongoing re-use of brownfield land will take place, where appropriate, allowing for the intensification of residential, employment and mixed use development. However, such development must be achieved without compromising the key aims to respect, preserve and enhance green assets, and the distinct character and heritage of the neighbourhoods, as well as provide for new and enhanced community services and facilities, walking and cycling links and public transport.

Partnership Priorities

13.6 The Council will also work with its partners to ensure that:

- training and employment opportunities are enhanced for residents of the priority neighbourhoods at Kingswood, Staple Hill and Cadbury Heath as and when development opportunities may arise in and around the locality
- the long term preservation of the built heritage of the area is secured and, in particular, Warmley Brassworks, Whitfield Tabernacle and Middle Engine Pit which are nationally significant monuments currently identified as being at risk
- the provision of a new Junction 18a on the M4 to the east of Junction 19 is supported in the long term
- we establish a shared understanding of the impacts and level of recreational and leisure activities, residential moorings and associated development along the River Avon. Whilst recognising the need to minimise flood risk, suitable and proportionate action will be taken to address development and to seek to ensure that moorings have a positive impact on the surrounding environment, in order to protect the character and quality of the area which make it so popular.

Phasing / Development programme

- 13.7 The focus for development will be the existing SGLP sites at Emersons Green East which will be delivered from 2011/2012 and the ongoing development of sites with planning permission within the existing urban area.

Delivery

- 13.8 Developers promoting major development proposals will be required to carry out pre-application consultation in accordance with the Council's concept statement process as set out in the Statement of Community Involvement. Concept Statements and subsequent planning applications will be expected to make provision for and take account of the policy objectives and principles set out in the above policy.
- 13.9 The Policies, Sites and Places Development Plan Document will define the town centre boundaries and identify key projects and principles for sites relating to the town centres at Staple Hill, Kingswood and Hanham.
- 13.10 Improved bus routes and services will be delivered as part of major scheme bids to the Department for Transport. Further details of the package(s) are contained within Policy CS7 and the Infrastructure Delivery Plan. This funding is also reliant on developer contributions.
- 13.11 The Council will work in partnership with English Heritage to support local conservation groups to prepare and implement strategies to secure the long term preservation of Warmley Brassworks, Whitfield Tabernacle, Wesleyan Methodist Chapel and burial ground, Blackhorse Road, Kingswood and Middle Engine Pit, Shortwood.

14. Yate and Chipping Sodbury

14.1 Yate and the adjoining settlement of Chipping Sodbury are located north of the M4, approximately 10 miles north east of Bristol. The Yate and Chipping Sodbury built up area also includes parts of Dodington Parish to the south and Westerleigh Parish to the west. The key strengths of both towns are:

- the strong sense of identity and cohesion within the existing communities
- accessibility - Yate has a railway station and there are bus services to rural areas and nearby urban centres
- access to a good range of services and facilities, and most are centrally located
- Chipping Sodbury has a lively evening and vibrant daytime economy
- good walking and cycling routes within the towns, which link to the countryside, such as the Frome Valley walkway. Open spaces within and adjoining the towns help to define their character
- Chipping Sodbury's Conservation Area, heritage sites in Yate, and the landscape setting provide high quality environments
- good levels of educational attainment and low rates of crime
- they perform independently of the nearby cities, due to the range of services and facilities available.

14.2 There are a series of underlying issues that are experienced by residents and visitors to the towns. Factual evidence, together with the results of a number of consultations has highlighted the following issues:

- the population profile of the towns is changing, with an increase in elderly residents and a drop in the number of children of school age
- there are pockets of relative deprivation in the south and west of Yate, with issues relating to skills and training
- employment opportunities are primarily located in a number of trading estates and the shopping centres, with a higher than average percentage of semi-routine jobs and a lower than average percentage of higher managerial and professional jobs
- a significant number of the working population commute elsewhere for work
- at certain times there are traffic congestion issues, these are mainly in Yate and they affect air quality
- Yate has no significant, centrally located evening or cultural activities, such as a cinema, ten pin bowling alley, restaurants, theatre or meeting places and there is a desire to strengthen the diversity of shops and facilities
- public transport opportunities have not yet been realised, and congestion affects bus journey times
- there is a shortage of allotments and outdoor sport facilities (particularly grass sports pitches).

14.3 Through community consultation it has been accepted that, subject to the provision of the suitable infrastructure, in particular sewerage improvements, it is now an appropriate time to plan for the next phase of Yate and Chipping Sodbury's growth. Future growth

must address the issues, reflect and enhance the two towns' distinct yet complementary character and roles, provide opportunities to increase self-containment and protect and enhance the identities of the towns.

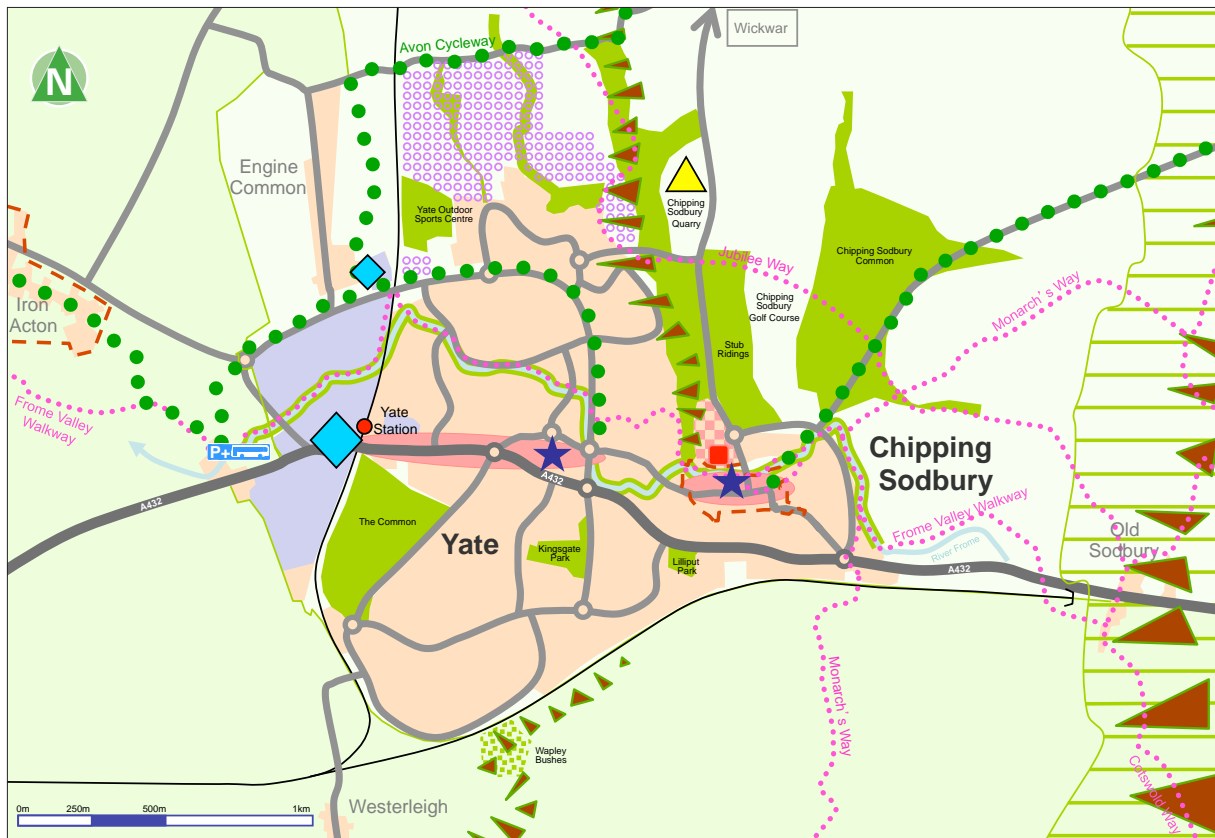
14.4 The following vision for the future of the area has been drafted as a result of community engagement.

Vision

In the period to 2027 and beyond, Yate and Chipping Sodbury will build upon their distinct yet complementary heritage, character and roles to develop a coherent sense of place, and provide a richer mix of social, cultural and economic opportunities. The towns will develop as a popular destination and a more attractive service centre for their surrounding villages and farming communities. Chipping Sodbury town centre will realise its retail and tourism potential. Yate's evening economy will develop and the range of town centre uses increased. Public transport services will be more attractive and accessible to users. The open spaces, playing fields, footpaths and cycleways, which contribute to each town's unique identity will be strengthened and enhanced with improved linkages throughout the towns and beyond into the surrounding countryside. A new neighbourhood to the north of Yate, will accommodate around 3,000 new homes (2,700 up to 2027), employment and community uses. This will enable the towns to meet locally generated housing requirements, provide a broader employment base and provide opportunities for modern flexible working practices, enhancing their sustainability.

Figure 11 – Yate and Chipping Sodbury

(for illustrative purposes only)



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- North Yate New Neighbourhood
- Green Belt Area
- Cotswolds AONB
- Significant Green Infrastructure (GI)
- Significant GI in the Green Belt
- Visually Important Hillside
- Settlement Areas
- Employment Area
- Conservation Areas
- Town Centre
- New Foodstore/Housing Opportunity Area
- Regeneration Opportunity Site (Employment led, see Policy CS12)
- Quarry
- Proposed Nibley Park & Ride Site
- Major Road
- Other Road
- Railway and Railway Station
- Long Distance Footpath
- Avon Cycleway
- Watercourse

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

POLICY CS30 – YATE AND CHIPPING SODBURY

Development plan documents and development proposals will take account of the vision and partnership priorities for Yate and Chipping Sodbury, and will:

1. provide for the development of housing, employment and associated local facilities in accordance with the Strategy for Development, Housing Policy CS15, Employment Policy CS11 and the north Yate New Neighbourhood Policy CS31
2. redevelop the Stover Road Industrial Estate/North Road/Badminton Road employment areas to improve the range and increase the number of jobs and to create a more attractive western approach to Yate, incorporating improvements to the railway station and enhancement of the ecological and recreational value of the Frome Valley corridor
3. make provision for and seek contributions towards the Yate/Chipping Sodbury Transport Package (see Policy CS7) including improvements of the Yate rail services, station facilities, car park and passenger interchange, and delivery of a multi-modal interchange at Nibley (including a Park & Ride), improvement of bus services within the towns and to key destinations
4. diversify the range of town centre uses in Yate Town Centre to encourage a more active and vibrant evening economy, and provide further retail floorspace in accordance with Policy CS14 to support and enhance the Centre's vitality and viability
5. preserve, enhance and interpret Chipping Sodbury's distinct architectural heritage to encourage and develop its role as a tourist destination and emphasise its niche retailing opportunities
6. provide a new medium size food store (of approximately 2,000 sqm net sales area) at Barnhill Quarry with enhanced pedestrian and cyclist routes to the town centre (including a new bridge) and alongside the River Frome corridor
7. deliver cycling routes to the communities of the Bristol North and East Fringes as part of the Cycle City Project and the Yate & Chipping Sodbury Transport Package
8. increase allotment provision, and enhance sport and recreation provision throughout the towns
9. demonstrate through the preparation of appropriate Flood Risk Assessments, surface water management plans and drainage strategies, how flood risk will be managed.

Development plan documents and development proposals should also accord with the following Key Principles:

10. diversify the range of jobs available and make more efficient use of existing and planned new employment land;
11. provide opportunities for modern working practices within residential developments to enable people to work from their homes;
12. enhance cultural and community opportunities, in line with the aspirations of the Town Councils, particularly where these opportunities are well related to the town centres;
13. reinforce the distinctive architectural character and landscape settings of both towns, preserve and enhance the special character of the historic assets of Chipping Sodbury and Yate and their settings, including the Conservation Area;
14. enhance the network of open spaces and create new/improved existing pedestrian and cycling connections across the towns, to connect with:
 - the town centres
 - railway station
 - community facilities
 - and protect and enhance links with
 - the countryside,
 - the long distance footpath and cycleway networks, and
 - the communities of the North and East Fringes of Bristol.
15. realise the potential of the Broad Lane Depot (safeguarded employment site) to re-balance jobs available in the area through the re-modelling of the site, while ensuring the separate identity of Engine Common is protected;
16. take opportunities to establish a Heat Distribution network delivered through the redevelopment of the Stover Road Industrial Estate/North Road/Badminton Road employment areas and development of a new neighbourhood at north Yate, to assist the transition to a low carbon future;
17. realise opportunities that prioritise the treatment and management of locally produced waste through the provision of local scale waste facility/ies within the local area, in accordance with the Joint Waste Core Strategy.

14.6 The vision, Policy CS30 and a number of partnership priorities propose to deliver a new mixed-use neighbourhood and re-modelled employment areas, providing more people with the opportunity to live near to their place of work, and re-balance the mix of employment opportunities away from distribution uses and also encourage start-up enterprises. The north Yate new neighbourhood provides an opportunity to improve the range of types of jobs on offer and will provide opportunities for people to work from their home.

Partnership priorities

14.7 The Council will also work with its partners to ensure that:

- the market towns of Yate and Chipping Sodbury continue to provide a range of facilities and services that are used by their own communities and those of the surrounding hinterland and villages that rely upon these important centres
- the highly valued network of open spaces that contribute to the identity of these market towns will be protected, where necessary enhanced, and recreational pressures managed and mitigated. These include the Commons, the Local Nature Reserves, the Stub Ridings, Yate Outdoor Sports Complex, the River Frome Valley, the limestone ridgeline (from Chipping Sodbury to Yate Rocks and across to Lower Wood Nature Reserve) and the nearby Cotswolds Area of Outstanding Natural Beauty
- the Commons will be managed to enhance their ecological value, through implementation of their management plans. Sites of nature conservation interest will be protected and enhanced
- high quality opportunities for learning and training for all ages will be strongly supported
- the health, skills and training issues identified within the west and south Yate priority neighbourhood action plan are addressed.

Phasing / Development programme

- 14.8 The focus of development to 2016 will be the redevelopment and re-modelling of previously developed land and the development north of Chipping Sodbury at Barnhill comprising of a new food store and limited housing.
- 14.9 The employment base will be diversified through the redevelopment of the Stover Road Industrial Estate/North Road/Badminton Road employment areas and other existing employment areas (such as Broad Lane Depot and other appropriate safeguarded employment sites). The Joint Waste Core Strategy has identified an area of search for a residual waste treatment facility within the existing industrial estates to the west of Yate. This area is referred to in the Joint Waste Core Strategy as 'Strategic Area A' and covers the Badminton Road Trading Estate, Great Western Business Park, Westerleigh Business Park, Beeches Industrial Estate, Stover Road and North Road Industrial Estates. The delivery of this facility is not expected before 2020, and will need to avoid prejudicing or being prejudiced by the redevelopment proposals for the Stover Road Industrial Estate/ North Road/Badminton Road employment area as identified on the Proposals Map.
- 14.10 All developments will need to ensure that appropriate supporting infrastructure is in place and in particular that there is sufficient sewerage capacity within all parts of the system affected by the development, including any cumulative effects when considered with other developments.
- 14.11 New development will contribute to the improvement of public transport, foot and cycle linkages within and around the towns.
- 14.12 Beyond 2016, subject to the provision of appropriate strategic sewerage infrastructure, land at north Yate has been identified as having the potential to provide up to 3,000 new

homes, of which 2,700 have the potential to be completed up to 2027. Provision will be made within the new neighbourhood for employment opportunities which contribute to the diversification of jobs in the area and for home working opportunities.

Delivery

- 14.13 Developers promoting major development proposals will be required to carry out pre-application consultation in accordance with the Council's concept statement process as set out in the Statement of Community Involvement. Concept Statements and subsequent planning applications will be expected to make provision for and take account of the policy objectives and principles set out in the above policy and the supporting partnership priorities. Where a number of individual sites are involved, and in accordance with Policy CS12, as is the case with the regeneration of the Stover Road Industrial Estate/North Road/Badminton Road employment areas at the western approach to Yate, the Council will seek to co-ordinate delivery through the preparation of delivery frameworks. These will be produced to set the context for site specific Concept Statements and will inform the extent, development and design principles and phasing, in accordance with the Council's SCI. Where relevant detailed boundaries and policies will be confirmed in the Policies, Sites and Places DPD.
- 14.14 The Policies, Sites and Places Development Plan Document will define the town centre boundaries and identify key principles for sites relating to the town centres of Yate and Chipping Sodbury.
- 14.15 Funding for the Yate/Sodbury Transport Package will be predominantly reliant on developer contributions, further details of the Package are contained within Policy CS7 and the Infrastructure Delivery Plan. Cycling routes to the communities of the North and East Fringes of Bristol will be delivered as part of the Cycle City Project and the Yate & Chipping Sodbury Transport Package.

North Yate New Neighbourhood

14.16 Policy CS5 (Location of Development) makes provision for the new neighbourhood at North Brimsham, Yate. In the plan period up to 2026, all the infrastructure required to support this major mixed use development comprising 3,000 dwellings in total will be required to be delivered. In recognition of the scale and level of development in the town, it is expected that 2,700 of the 3000 dwellings in total will be provided by 2027. This policy and supporting diagram set out the key principles of development for this new neighbourhood.

POLICY CS31 – NORTH YATE NEW NEIGHBOURHOOD

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 employment opportunities, social and community facilities, associated infrastructure and utilities.

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 & Chipping Sodbury communities, and the high quality urban design principles set out in Policy CS1.

Development will be contingent upon the provision of appropriate sewerage infrastructure. No more than 750 dwellings will be allowed prior to the completion of the strategic sewerage infrastructure.

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

The new neighbourhood will incorporate up to 9ha of employment land. Opportunities for modern working practices within residential dwellings to enable people to work from their homes must also be delivered.

A through road linking Randolph Avenue to the B4060 (Peg Hill) will be delivered as part of this new neighbourhood.

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.

Development will also provide the following infrastructure:

1. Two Primary Schools for approximately two forms of entry each and a full day nursery
2. a multi-use local centre comprising community meeting space, provision of a home working hub facility, doctors surgery, and facilities for children and young people
3. local retail, food and drink outlets
4. off-site contribution to extend Yate Library
5. the potential provision of pitches for Gypsies and Travellers
6. an Extra Care Scheme
7. Green Infrastructure, sport and recreation provision (including the provision of allotments), in accordance with Policies CS2 and CS24
8. enhancement of sport and recreation facilities, particularly on-site and at Yate Outdoor Sports Complex
9. contribution to waste disposal and recycling
10. contribution to the Yate and Chipping Sodbury Transport Package (see Policy CS7)
11. measures to slow traffic and retain the 'green' character of Tanhouse Lane
12. neighbourhood-wide wireless internet network
13. contribution to the provision of public arts, performance and cultural space to be located in the town centre
14. contributions will be sought for the provision of secondary school places in the locality.

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

14.17 The site comprises greenfield land that is located to the north of the current settlement edge of Yate, it is mainly flat and crossed by a number of mature hedgerows and trees. High voltage power lines and associated pylons cross part of the site. The new neighbourhood will adjoin the northern edge of the existing Brimsham estate; the other edges are defined by the railway line to the west and Tanhouse Lane to the north. The eastern edge of the site is defined by a rising slope to a limestone ridge; further to the east is the settlement of Yate Rocks.

14.18 In order to ensure that traffic is dispersed as far as possible onto the local highway network, access to the site is proposed at three points, at Randolph Avenue, Leechpool Way and off the B4060, Peg Hill. Pedestrian and cyclist links will be created that connect into the surrounding network, providing links with Yate and Chipping Sodbury Town Centres. No vehicular access will be permitted onto Tanhouse Lane; measures will be used to slow traffic to encourage recreational use of Tanhouse Lane by pedestrians, cyclists and horse riders.

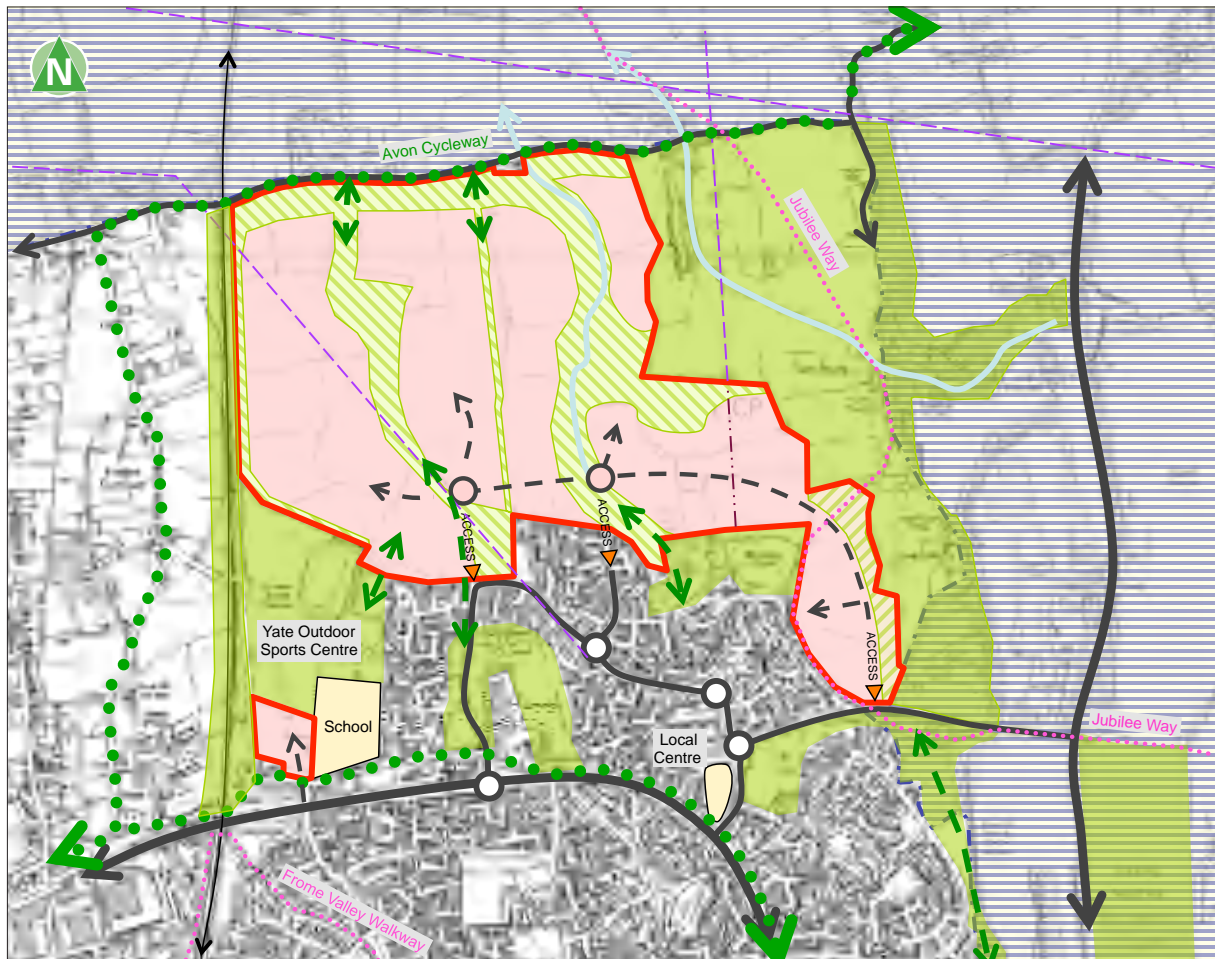
- 14.19 Given the size and location of the site it will be required to provide a range of local facilities and amenities to serve the new population. This site will need to provide up to 9 ha of employment land.
- 14.20 A range of multi-functional Green Infrastructure assets and linkages will be protected and delivered to ensure landscape features are protected and access opportunities are realised. These include, but are not limited to: protecting the limestone ridgeline from development, providing a range of open spaces and corridors, providing legible permeable routes to key destinations, and safeguarding the flood risk areas for their multi-functional benefits.
- 14.21 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 safeguarding the operation of 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).
- 14.22 Areas of proven flood risk will be managed to realise their potential multi-functional benefits, including their visual, wildlife, climate change and informal recreation functions.
- 14.23 New open space provision (including equipped play space) should be consolidated on high quality multi-functional space(s), based on local models of provision such as Kingsgate Park and Brimsham Fields.
- 14.24 Home working opportunities must be delivered by, for example, providing meeting space within the local centre, including work space in the design of new homes and ensuring appropriate connecting/communication technology (e.g. high speed internet and additional electrical sockets) is in place.

Delivery

- 14.25 The development will be delivered by the private sector through the development management process. Community Involvement and pre-application discussions will be in accordance with the Statement of Community Involvement. Development will be guided by the production of an illustrative masterplan and detailed SPD as necessary, in accordance with the Council's SCI. Design codes will be required as part of this process.

Figure 12 – North Yate New Neighbourhood Framework Diagram

(for illustrative purposes only)



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- 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)
- 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

15. Thornbury

15.1 Thornbury is an attractive and affluent market town. The town's strengths include its:

- attractive historical environment and market town character
- excellent standard of schooling
- low crime rates; and
- proximity to attractive countryside and areas of public open space.

15.2 In recent years however Thornbury has begun to experience some underlying problems. Factual evidence, together with the results of a number of previous consultation exercises, has told us:

- town centre shop unit vacancy rates have doubled from 1999 to 2009
- local people feel that there has been some decline in the overall health and vibrancy of the town centre
- the average age of the population is increasing
- there has been a decrease in household size and population
- surplus spaces exist in all Thornbury primary schools; and
- the Castle School (which is one of the top performing secondary schools in the country and a major attraction for families looking to live in Thornbury) requires some investment in its physical fabric. In addition, the building in which the sixth form is currently located is no longer adequate to meet the demands of a modern curriculum and is split from the main school site.

15.3 The results of previous consultation work conducted in 2008 and 2009 indicated that there is support for some sensitively planned and appropriately located new housing development at Thornbury, which may help to fill surplus spaces in the primary schools as well as increasing the potential number of visitors to the town centre. Community consultation has also identified the need to strengthen community health facilities and the Castle School have indicated that they would like to consolidate onto a single site.

15.4 The potential development of a new nuclear power station at Oldbury would have a significant impact on Thornbury. However as the principles or details of the project are yet to be confirmed, the strategy for Thornbury does not deal with the implications that might arise from the development. Further information about proposed major infrastructure projects is given in Chapter 18.

15.5 Community engagement and partnership working have helped the Council to draft the following vision for Thornbury which aims to help overcome the problems described above:

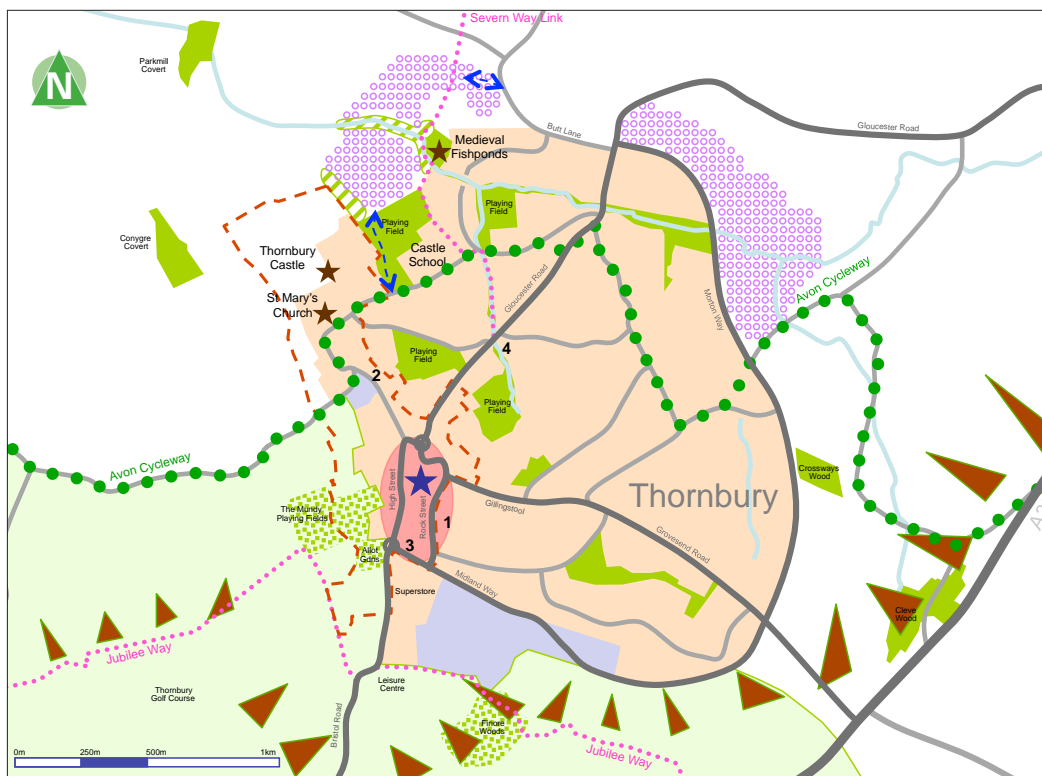
Vision

In the period to 2027 and beyond, Thornbury will be a thriving and socially cohesive historic market town with a diverse range of employment opportunities and modern healthcare facilities. The vibrant town centre will provide a range of facilities for the needs of its residents, visitors and workers, as well as its surrounding villages and farming communities.

These aims will be supported by an appropriate amount of high quality housing growth which will help to strengthen and develop the town centre, local schools and community facilities and activities. This growth will provide for the needs of young families and the elderly. The town centre will build on its rich historic character and setting and will promote itself as an attraction, a centre for the arts and an exciting place to shop.

Figure 13 - Thornbury

(for illustrative purposes only)



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- | | | |
|--|-----------------------------------|-------------------------------|
| Thornbury Housing Opportunity Areas | Main Built Up Area | Major Road |
| Green Belt Area | Employment Area | Other Road |
| Significant Green Infrastructure (GI) | Conservation Area | Long Distance Footpath |
| Significant GI in the Green Belt | Thornbury Town Centre | Avon Cycleway |
| Visually Important Hillsides | Heritage Asset | Watercourse |
| 1 Turnberrie's – Community Meeting Place | Community & Transport Connections | Indicative Development Buffer |
| 2 The Chantry – Community Meeting Place | | |
| 3 Armstrong Hall & Thornbury Museum | | |
| 4 Thornbury Hospital and Health Centre | | |

15.6 Policy CS32 will deliver this vision through managing development and where appropriate, partnership working.

POLICY CS32 – THORNBURY

Development plan documents and development proposals will take account of the vision and partnership priorities for Thornbury, and will:

1. secure better use of Thornbury's network of open spaces, including the Mundy Playing Fields, Streamside Walk, Severn Way Link and Jubilee Way footpaths, through improved signage and legibility and better accessibility for the disabled and the elderly
2. ensure that the current character and setting of Thornbury's open spaces, which contribute strongly to the attractiveness of Thornbury, is maintained and enhanced
3. provide increased and diversified employment opportunities, particularly within the town centre, through improvements to existing sites, premises and communications infrastructure
4. support opportunities to retain and enhance the arts, cultural and community provision, especially at the Armstrong Hall
5. conserve and enhance the special character and significance of Thornbury's historic assets and their settings in order to support its attraction as a tourist destination
6. support the provision of Extra Care Housing in Thornbury and the improvement of healthcare facilities through the re-provision of hospital services and a Health Centre to meet the requirements of the local population
7. promote the development of high quality housing and associated local infrastructure in accordance with the Strategy for Development and Policy CS33
8. support the continued excellence, viability and quality of all the educational provision and seek to increase pre-school nursery provision in Thornbury
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
10. demonstrate through the preparation of appropriate Flood Risk Assessments, surface water management plans and drainage strategies, how flood risk will be managed.

Partnership priorities

15.7 The Council will work with its partners to ensure:

- thornbury will be a more vibrant market town, through increasing opportunities to diversify the range of commercial and retailing businesses within the town centre to support its niche retailing offer, and to promote high quality, locally produced food and produce
- the updating of existing employment space with appropriate new communication technologies (e.g. high speed broadband) which will support working from home and therefore the town's self-containment, local businesses and the improvement of existing business premises
- the encouragement of development proposals which can genuinely demonstrate that they will make a meaningful contribution to supporting a vibrant town centre, and that will enhance the community fabric of the town and the aspirations for the town centre
- the availability, range and affordability of housing in Thornbury is increased, enabling an increased number of families to live in the town. Opportunities for older residents to downsize to high quality smaller dwellings will be maximised which may increase the availability of existing family housing within the town.

Delivery

15.8 Development will be delivered in conjunction with the Council's partners through the development management process. The Policies, Sites and Places Development Plan Document will define the town centre boundaries and identify key principles for sites relating to the town centre.

15.9 Planning applications for all major development proposals will be required to carry out pre-application consultation in accordance with the Council's Statement of Community Involvement.

POLICY CS33 – HOUSING OPPORTUNITY

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 up to 500 dwellings to be delivered within the plan period.

Development will be planned comprehensively in accordance with the vision, Policy CS32, and high quality urban design principles as set out in Policy CS1. In addition proposals will need to demonstrate that the development would not adversely impact upon the historic environment of Thornbury and its setting. Where adverse impacts cannot be avoided these impacts should be minimised by the use of sensitive high quality design and mitigation including appropriate enhancements to the historic environment of Thornbury and its setting.

The housing capacity of the area north of Thornbury and near the Castle School will be confirmed through the satisfactory completion of:

1. an Historical Environment Character Assessment which will also inform the layout and scale of development to help mitigate any possible impact on heritage values and assets; and
2. technical work to demonstrate that development would not increase the likelihood or severity of flooding either at Thornbury or further downstream at Oldbury.

The design of the development, informed by extended habitat and protected species surveys, will incorporate appropriate buffer zones around features of ecological importance. The design will address the need for connectivity between the Medieval fishponds and Park Mill Covert to the west along the stream corridor.

Development will need to address the following:

3. contributions to education provision where local education provision is inadequate to meet the needs arising from the future occupiers. Appropriate provision in scale and kind will be sought. Uses which may be required to meet wider community and Green Infrastructure needs, including a high level of footpath/bridleway permeability through the development and into the surrounding countryside.
4. improved transport links via Park Road from new development to the town centre to ensure its integration into the existing community. Any new vehicular access onto Butt Lane/Oldbury Lane will need to address any other related highway improvements arising from the development, including improved pedestrian and cycle routes to and from the town centre.
5. a range of house types and tenures in accordance with Policies CS17 and CS18.

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

A further site is identified on land off Morton Way North and is capable of providing an additional 300 dwellings. This is required to enable the Council to provide sufficient housing land in order to meet its 5 year housing land target and an additional 20% buffer of housing land in accordance with the National Planning Policy Framework.

15.10 Two of the primary aims of Policies CS32 and CS33 are to increase the vibrancy of Thornbury's town centre and the viability of its primary schools and other community facilities. Encouraging an increased number of younger families to live in Thornbury, and therefore increasing the number of children attending the town's primary schools, will help to achieve these objectives.

15.11 Castle School is currently located at two sites, with the main school site being located at Park Road and the sixth form centre being on Gloucester Road. The school will seek to consolidate its buildings and playing fields onto one site and will also seek opportunities to update and/or replace its existing buildings and facilities. Any housing development must therefore not prejudice the future aspirations and re-building of Castle School. To enable the delivery of a new Castle School sixth form centre and consolidated school site obligations related in scale and kind to any future housing development will be sought.

- 15.12 An increase in population should help to arrest the decline since the early 1990s and will bring more visitors to the town's shops, services and facilities. The location north of Thornbury near to the Castle School has therefore been selected as the most appropriate location to fulfil these objectives as it is not within the Conservation Area or Green Belt and will enable new development to integrate well into the existing fabric of the town, while helping to sustain and improve local services and community facilities. However, proposals will need to demonstrate that the development would not adversely impact upon the historic environment of Thornbury and its setting in accordance with provisions set out in Policy CS33.
- 15.13 Thornbury's self-containment will be encouraged through improving the installation of modern technology and/or re-modelling of existing employment floorspace/land to increase attractiveness to prospective tenants, therefore increasing local employment opportunities.
- 15.14 Thornbury benefits from a rich historical and cultural heritage. In order to improve trade and vibrancy in the town centre it is vital that the town takes advantage of this and markets itself as a tourist destination. Therefore proposals which improve cultural and community facilities, trade of local food and drink and linkages to Thornbury's attractive Green Infrastructure will be encouraged where these would help to increase the town centre's health.

Partnership priorities

- 15.15 The Council will also work with its partners to ensure:
- when vacated in the longer term, in view of its proximity to the town centre, the sixth form site on Gloucester Road should be strongly considered for development that meets the needs of older residents;
 - sustainable traffic control solutions will be implemented to ensure that there will not be increased adverse highway impact as a result of the school consolidation;
 - a mix of housing types is provided, with a particular emphasis on family housing and high quality dwellings suitable for those current residents of Thornbury wishing to downsize, together with affordable housing; and
 - development is sensitively designed to conserve and enhance local ecology and historic character, including the architectural and historic qualities and setting of Thornbury Castle and other listed buildings, the mediaeval fishponds and the character and appearance of the Conservation Area.

Delivery

- 15.16 The development described in Policy CS33 will be delivered by the private sector through the development management process. Development will be guided by the production of an illustrative masterplan and planning application(s) that will make provision for and take account of the objectives and principles set out in Policies CS32 and CS33. Planning applications for all major development proposals will be required to carry out pre-application consultation in accordance with the Council's Statement of Community Involvement.

16. Rural areas

16.1 The rural areas comprise the open countryside, the coastal/estuary areas and settlements outside the North and East Fringes of the Bristol urban area, excluding Thornbury, Yate and Chipping Sodbury and Severnside. The key strengths of these areas are:

- highly valued, distinct and attractive landscapes, including those protected for their national significance
- rural settlements with diverse and characteristic features
- provides a valuable setting to the main urban area contributing to a unique sense of place and identity
- provides a recreation and tourist asset for the residents of the urban areas and nearby towns and visitors to the district
- rich and varied habitats for a wide range of biodiversity and
- provides a resource for managing flood risk and contributes to addressing the challenges of climate change adaptation.

16.2 However, as a result of recent trends many rural communities are experiencing a number of issues. Factual evidence, together with community consultation undertaken at the Issues and Options stage has told us about the following issues:

- development pressures on the edge of the urban area and within villages;
- lack of affordable housing
- significant number of commuting trips for shopping, employment and education;
- poor public transport and accessibility
- access to and from the motorway network causes additional traffic on country roads and in villages, resulting in safety, noise and pollution issues
- visual intrusion, noise and pollution from motorways; and
- decline in local services and facilities.

16.3 Communities will be empowered to shape the future of their own local areas through opportunities presented by Neighbourhood Planning.

16.4 The following vision for the future of the rural areas has been drafted as a result of community engagement.

Vision

In the period to 2027 and beyond the rural areas will continue to be an important asset contributing to the economy, biodiversity and heritage of the district; providing public access to the countryside and recreation opportunities; and supporting local food production. The diversity and unique character of individual settlements and the open countryside will be conserved and enhanced and recognised as providing a valuable setting to the main urban area contributing to a unique sense of place and identity.

Through engagement with rural communities and where environmentally appropriate, new limited development will be provided which meets local needs. Innovative transport solutions will link rural communities with centres of employment, services and facilities. The rural areas will make a positive contribution to the generation of renewable energy and healthier lifestyles.

16.5 The following policy will deliver the vision by managing development and where appropriate, partnership working.

POLICY CS34 - RURAL AREAS

Development plan documents and development proposals will take account of the vision for the rural areas and partnership priorities, accord with Neighbourhood Plan initiatives and will:

1. protect, conserve and enhance the rural areas' distinctive character, beauty, wildlife, landscape, biodiversity and heritage
2. protect the best and most versatile agricultural land and opportunities for local food production and cultivation to provide for nearby urban areas and settlements
3. protect the unique and valuable setting provided by the rural areas to the urban areas and other settlements in South Gloucestershire, which contributes to the district's distinctive sense of place and identity
4. protect the designated Green Belt and the Cotswolds AONB from inappropriate development
5. maintain the settlement boundaries defined on the Policies Map around rural settlements until they are reviewed either through Neighbourhood Plans, the Policies, Sites and Places DPD or a replacement Local Plan following engagement with local communities and other stakeholders/partners
6. provide affordable housing through Policy CS19 (Rural Exception Sites), Policy CS18 (Affordable Housing) Neighbourhood Planning and give consideration to allocating Affordable Housing Only Sites, with any allocations to be identified in the Policies, Sites and Places DPD
7. protect rural employment sites, services and facilities and support farm diversification in order to provide local employment, sustain rural and village life and reduce the need to travel
8. encourage contributions to appropriate new communication technologies (e.g. high speed broadband) which will support working from home and other rural enterprises

- 9. support renewable energy proposals where they conform to Policy CS3 (Renewable, Low Carbon & Decentralised Energy Generation)**
- 10. seek contributions to providing Green Infrastructure, including woodland, public transport, walking, cycling and bridleway links to and from the rural area, in recognition of the rural area as a valuable recreation and tourist asset and in order to promote healthier life styles**
- 11. deliver with partners, and seek contributions to, the Rural Transport Package on improved accessibility and transport provision detailed in Policy CS7 (Strategic Transport Infrastructure)**
- 12. demonstrate through the preparation of appropriate Flood Risk Assessments, surface water plans and drainage strategies, how flood risk will be managed**
- 13. recognise the role that rural areas can make to projects and initiatives that address and adapt to the challenges of climate change.**

16.6 The Core Strategy sets out an integrated approach to balancing the conservation and enhancement of the countryside and rural settlements with sustaining and promoting thriving local rural communities and the rural economy.

16.7 Within the open countryside and within villages and other settlements without defined settlement boundaries, development will be strictly controlled in line with other relevant policies.

16.8 The best and most versatile agricultural land will be protected from unacceptable development. This is particularly important in view of the increasing need to produce food locally due to the anticipated impact of climate change. Lower grade land may also be valuable for the cultivation of non food crops, including biomass.

16.9 It is important for the rural areas to thrive by creating and maintaining sustainable, mixed and inclusive communities. Limited housing development will be allowed in accordance with Policy CS5 (Location of Development) within those villages or parts of villages which have settlement boundaries defined on the Policies Map. The approach to the distribution of development in the rural areas will be reviewed, in conjunction with community and stakeholder engagement. Any amendments to the approach will be identified in Neighbourhood Plans, the Policies, Sites and Places DPD, or a replacement Local Plan. Affordable housing will be delivered through Policy CS18 (Affordable Housing) and Policy CS19 (Rural Housing Exception Sites) and Neighbourhood Planning.

- 16.10 The viability of the rural economy also needs to be ensured by providing and protecting sufficient land and premises for a range of employment opportunities of a scale appropriate to the settlement/locality, supporting farm diversification and development for tourism where the scale and environmental impact is consistent with the rural location and by protecting existing services and facilities. National policy, the policies in Chapter 9 (Maintaining Economic Prosperity) of this document and other LDF documents will be applicable.
- 16.11 It is important to recognise the role that rural enterprises play in supporting the economy. Where appropriate, consideration will be given through the concept statement process (as set out in the Council's Statement of Community Involvement) to the long term future planning of existing significant rural enterprises located outside village development boundaries, provided there are no overriding conflicts with established policy.
- 16.12 The design of new development must respect and enhance the varied and distinctive character and settings of the rural areas.
- 16.13 A package of rural transport initiatives is proposed to improve linkages both within the rural areas, and to key places of employment, shopping, leisure, education and other facilities and services. Elements of this package require further investigation, for example the provision of additional multi-modal interchanges, including Park and Share provision, demand responsive transport initiatives and the reopening of Charfield Station.
- 16.14 The potential development of a new nuclear power station at Oldbury and associated transmission grid would have a significant impact on the rural areas. However as the principle or details of the project are yet to be confirmed, the strategy for the rural areas does not deal with the implications that might arise from the development. Further information about proposed major infrastructure projects is given in Chapter 18.

Partnership priorities

- 16.15 The Council will:
- encourage rural communities: to undertake local housing needs surveys, prepare parish plans and support Neighbourhood Planning, in order to set out the future needs and aspirations for their communities and to help inform the review of the approach to the distribution of development in the rural areas, the preparation of future DPDs and assist in the determination of planning applications
 - work with partners to encourage the provision of appropriate new communication technologies, such as high speed broadband, to the rural areas
 - work with partners and communities to enhance rural accessibility by the development of viable, innovative, demand responsive and community transport initiatives and improvements to public transport
 - work with partners to establish a shared understanding of the impacts and level of recreational and leisure activities, residential moorings and associated development along the River Avon. Whilst recognising the need to minimise flood risk, suitable and proportionate action will be taken to address development and to seek to ensure that moorings have a positive impact on the surrounding environment, in order to protect the character and quality of the area which make it so popular.

Phasing/Development programme

16.16 Development in rural areas will be achieved by empowering local communities to shape the future of their own areas through opportunities presented by Neighbourhood Planning. Limited development will be permitted within those villages with defined settlement boundaries. This approach to the distribution of development in the rural areas will be reviewed and any amendments to this approach will be identified in

Neighbourhood Plans, the Policies, Sites and Places DPD, or a replacement Local Plan.

Delivery

16.17 Development will be delivered by Neighbourhood Planning, the private sector and where appropriate Registered Social Landlords and other partners through the development management process.

16.18 Transport improvements will be delivered through the Rural Transport Package and partnership working.

16.19 Parishes will be encouraged to prepare parish plans and undertake Neighbourhood Planning.

17. 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, 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. 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 a major infrastructure project to be considered by the 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 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.

- 17.5 Taking account of consultation responses and to address the problems above, while recognising the extant planning permissions, the following vision and policy has been drafted for the Severnside area.

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. The archaeological heritage and interest of the Severn Levels will also be protected and conserved. 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.

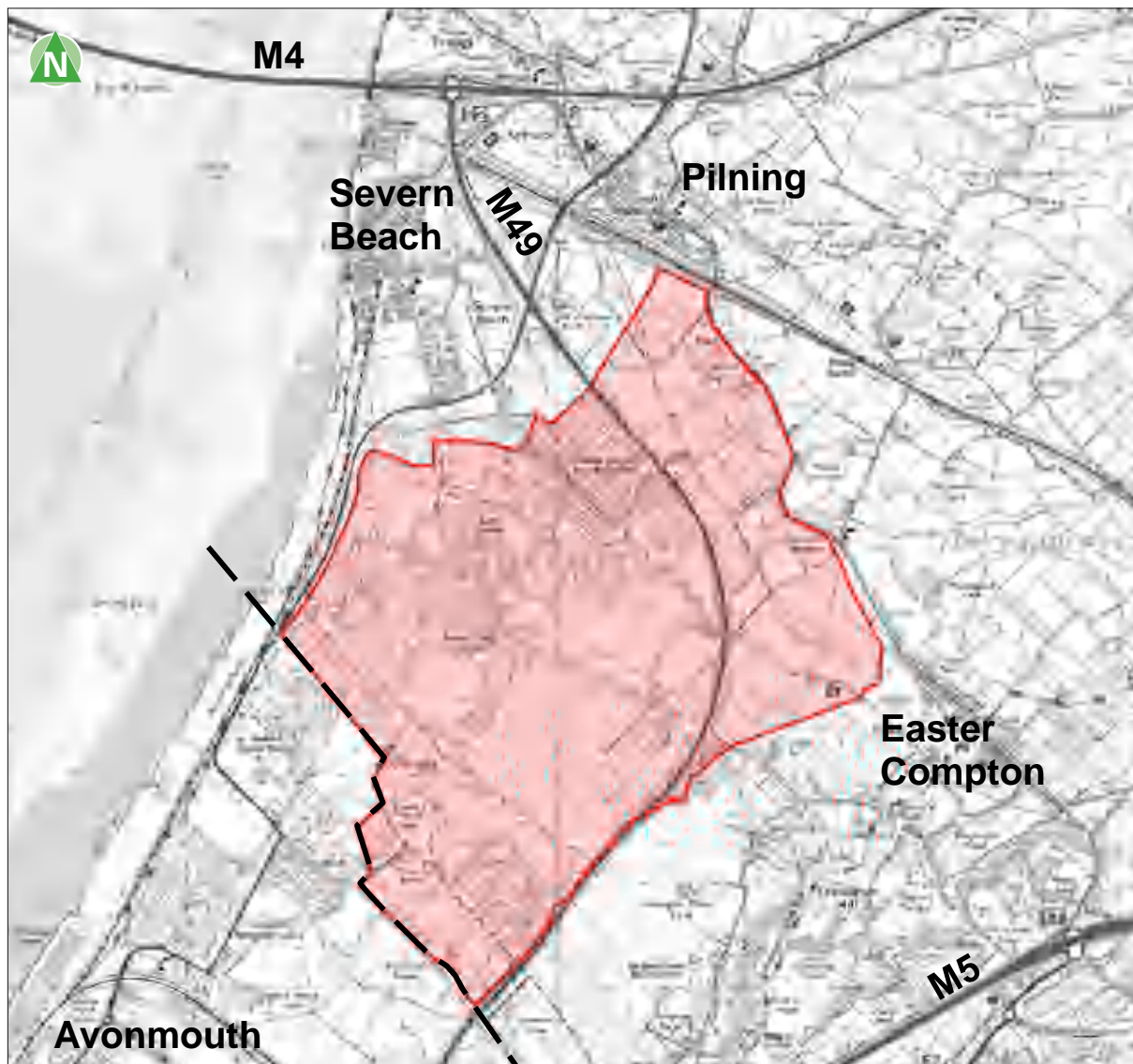
- 17.6 The following policy will deliver this vision through managing development and where appropriate, partnership working.

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 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.

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

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- 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.
- 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.

- 17.9 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

- 17.10 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 Habitats Regulations and meets the conservation objectives of the site.
- 17.11 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) 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.
- 17.12 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

- 17.13 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 strategic flooding infrastructure. The strategy and funding for this infrastructure is being taken forward by the Councils and the LEP. Until this infrastructure is in place, the Council would strongly encourage the following:

- 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.

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/Sevenside 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/Sevenside 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 Sevenside 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.
- 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 Sevenside 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 In summary, comprehensive development at Severnside/Avonmouth will require the following three major road schemes, together with local road improvements:

I 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).

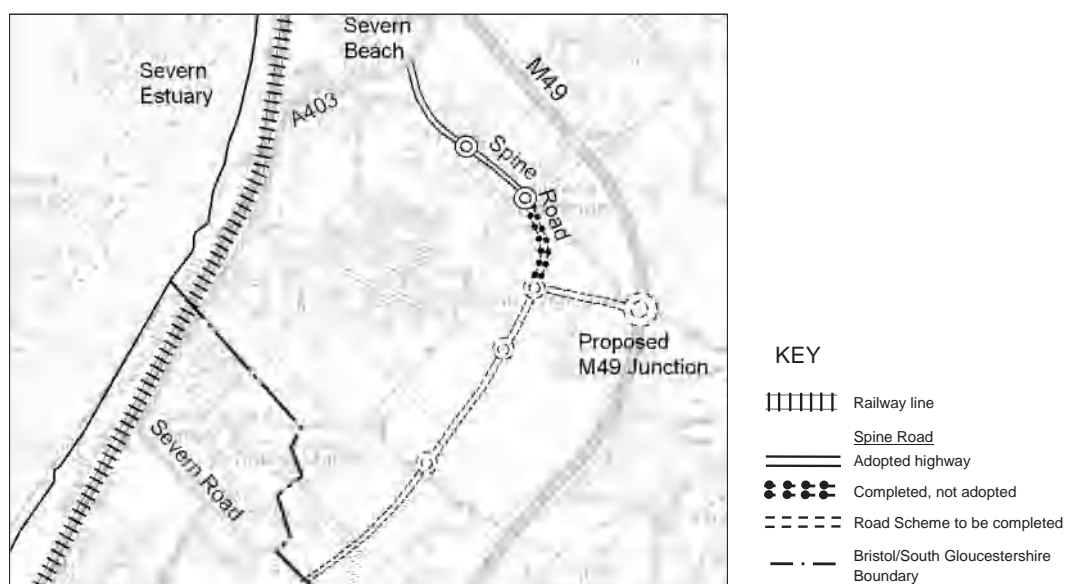
I The Spine Road

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.

I 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



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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 come forward with a comprehensive transport delivery strategy which include 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
- 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 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. The delivery of brownfield land redevelopment will in addition be subject to the development management process.

17.23 Grants and other funding, including S106 contributions, will be sought for infrastructure improvements and the establishing and managing of wetland habitat and Local Nature Reserves.

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.
- 18.2 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.
- 18.3 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.
- 18.4 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' (page 6 of Sustainable Community Strategy).
- 18.5 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.

POLICY CS36 - PROPOSALS FOR MAJOR INFRASTRUCTURE PROJECTS

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.

The Council will therefore seek compliance, as appropriate or relevant, with the following:

1. the development and its associated / ancillary infrastructure, including any proposals for accommodation, education and training, employment, supply chain, transport, community, 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

- 18.6 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.
- 18.7 The Planning Inspectorate (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 Plan 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.
- 18.8 There are currently four 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
 - Avon Power Station: Proposed Gas Turbine (CCGT) Power Station at Severnside, proposed by Scottish Power
 - Seabank 3: SSE proposes two new combined cycle gas turbines (CCGT) with a combined capacity of up to 1,400MW integrating with existing gas and electricity transmission infrastructure. These are proposed to be located within South Gloucestershire adjacent to the boundary with Bristol City Council and close to the existing Seabank power station.
- 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.
- 18.9 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.
- 18.10 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.
- 18.11 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.

18.12 It is important that the Local Plan 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.

18.13 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

18.14 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.

18.15 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.

18.16 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.

18.17 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 examination 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.

- 18.18 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.
- 18.19 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

- 18.20 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.
- 18.21 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.
- 18.22 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.
- 18.23 Community benefits which go beyond the requirements of the Planning Acts may be sought through the provisions of the Local Government Acts, or other legislation, or alternatively through voluntary agreement with the project provider, or in accordance with an industry protocol.
- 18.24 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 in this Core Strategy and other DPDs/SPDs and NDPs.

Delivery

18.25 Where appropriate, SPDs may be brought forward to set out a more detailed policy framework for Major Infrastructure Projects. Where applications for NSIPs 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 related 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.

18.26 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.

18.27 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 power stations in the Oldbury on Severn area

Planning context

- 18.28 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.
- 18.29 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 18.42 and 18.43)
- 18.30 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.
- 18.31 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.
- 18.32 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.
- 18.33 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.
- 18.34 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 18.20 to 18.43 sets out the Council's approach to impact mitigation and community benefits.

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 neighbourhood 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. 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 will be sought to offset and compensate the community for the burden and disturbance imposed by hosting the project.
12. 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

18.35 The nominated site area (as shown on the 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 in 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.

18.36 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.

18.37 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.

18.38 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.

18.39 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.

18.40 The ability to negotiate community benefit packages, as distinct from normal S106 and other requirements, 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 important that the Council on behalf of its residents achieves an appropriate level of community gain.

The existing power station at Oldbury

18.41 Generation of electricity at the existing nuclear power station at Oldbury ceased on 29 February 2012. The Council considers in order to minimise impact on the locality, it will be important where possible and practical to re-use 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 re-consideration 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

18.42 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.

18.43 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

18.44 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.

18.45 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.

Delivery

18.46 See paragraphs 18.25 – 18.27.

Severn Tidal Power

18.47 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.

18.48 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.

18.49 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.

18.50 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.

19. Implementation and monitoring

- 19.1 Monitoring and review are key components of the new planning system. Local plans need to be continually reviewed and revised, to be able to assess the success of the development plan documents and to ensure they are updated to reflect changing circumstances nationally, regionally and locally.
- 19.2 Implementation of the policies contained in the Core Strategy will require action by a range of public, private and voluntary sector bodies working in partnership. In particular, parish and town councils, voluntary and community groups, local businesses and public sector agencies that work actively in our communities. The Council works with a wide range of partners, both statutory and non-statutory. The partnerships that are formed will vary both geographically and thematically throughout the period of the Core Strategy.
- 19.3 The Core Strategy's role is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.

Table 4 – Implementation Framework

Policy	Potential Implementation Mechanisms	Lead Agencies
CS1 Design	<ul style="list-style-type: none"> determination of planning applications Concept Statements design & access statements area design frameworks, masterplans, design codes, site specific briefs and design guidance. Building for Life supplementary planning guidance Policies, Sites and Places DPD Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Landowners Communities
CS2 Green Infrastructure	<ul style="list-style-type: none"> determination of planning applications Green Infrastructure Strategy/supplementary planning document Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Partners Communities
CS3 Renewable & Low Carbon Energy	<ul style="list-style-type: none"> determination of planning applications Policies, Sites and Places DPD S106 contributions/CIL Council strategies Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities
CS4 District Heat Networks	<ul style="list-style-type: none"> determination of planning applications S106 contributions/CIL Council strategies Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities

<p>CS5 Location of Development</p>	<ul style="list-style-type: none"> determination of planning applications Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities
<p>CS6 Infrastructure & Developer Contributions</p>	<ul style="list-style-type: none"> determination of planning applications S106 contributions/CIL development plan document on CIL formulae Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities
<p>CS7 Strategic Transport Infrastructure</p>	<ul style="list-style-type: none"> Bid for Investment in Local Major Transport Schemes Joint Local Transport Plan determination of planning applications S106 contributions/CIL compulsory purchase orders 	<ul style="list-style-type: none"> South Gloucestershire Council West of England authorities¹ Public transport operators Developers Network Rail
<p>CS8 Improving Accessibility</p>	<ul style="list-style-type: none"> determination of planning applications Policies, Sites and Places DPD/ supplementary planning document Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities
<p>CS9 Environment and Heritage</p>	<ul style="list-style-type: none"> determination of planning applications Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities
<p>CS10 Minerals</p>	<ul style="list-style-type: none"> determination of planning applications Policies, Sites and Places DPD 	<ul style="list-style-type: none"> South Gloucestershire Council Mineral operators developers
<p>CS11 Distribution of Economic Development Land</p>	<ul style="list-style-type: none"> determination of planning applications Policies, Sites and Places DPD Concept Statements Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities
<p>CS12 Safeguarded Areas for Economic Development</p>	<ul style="list-style-type: none"> determination of planning applications Policies, Sites and Places DPD Concept Statements Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities
<p>CS13 Non-Safeguarded Sites</p>	<ul style="list-style-type: none"> determination of planning applications Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Developers Communities
<p>CS14 Town Centres & Retail</p>	<ul style="list-style-type: none"> determination of planning applications Policies, Sites and Places DPD Neighbourhood Planning 	<ul style="list-style-type: none"> South Gloucestershire Council Town centre operators Developers Communities

¹the West of England authorities work jointly to deliver the Local Transport Plan and major transport schemes through the Joint Transport Executive Committee.

<p>CS15 Distribution of Housing</p>	<ul style="list-style-type: none"> • determination of planning applications • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Affordable housing providers approved by the Council • Communities
<p>CS16 Housing Density</p>	<ul style="list-style-type: none"> • determination of planning applications • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Affordable housing providers approved by the Council • Communities
<p>CS17 Housing Diversity</p>	<ul style="list-style-type: none"> • determination of planning applications • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Affordable housing providers approved by the Council • Communities
<p>CS18 Affordable Housing</p>	<ul style="list-style-type: none"> • determination of planning applications • S106 contributions • Affordable Housing and Extra Care Housing Supplementary Planning Document • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Affordable housing providers approved by the Council • Communities
<p>CS19 Rural Housing Exception Sites</p>	<ul style="list-style-type: none"> • determination of planning applications • Neighbourhood Planning • Affordable Housing and Extra Care Housing Supplementary Planning Document 	<ul style="list-style-type: none"> • South Gloucestershire Council • Landowners • Parish councils • Affordable housing providers approved by the Council • Communities
<p>CS20 Extra Care Housing</p>	<ul style="list-style-type: none"> • determination of planning applications • Policies, Sites and Policies DPD • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Affordable housing providers approved by the Council • Communities
<p>CS21 Gypsy & Traveller Accommodation</p>	<ul style="list-style-type: none"> • determination of planning applications • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Landowners • Affordable housing providers approved by the Council • Communities

<p>CS22 Travelling Showpeople</p>	<ul style="list-style-type: none"> • determination of planning applications • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Landowners • Communities
<p>CS23 Community Infrastructure & Cultural Activity</p>	<ul style="list-style-type: none"> • determination of planning applications • partner investment programmes • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Partners • Communities
<p>CS24 Green Infrastructure, Sport & Recreation Standards</p>	<ul style="list-style-type: none"> • determination of planning applications • Green Infrastructure Strategy/supplementary planning document • S106 contributions • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Communities
<p>CS25 North Fringe</p>	<ul style="list-style-type: none"> • determination of planning applications • Design documents • Concept Statements • Bid for Investment in Local Major Transport Schemes • S106 contributions/CIL • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • West of England authorities¹ • Developers • Bristol City Council • Public transport operators • Other private sector providers • Communities
<p>CS26 Cribbs/ Patchway New Neighbourhood</p>	<ul style="list-style-type: none"> • determination of planning applications • Concept Statement • Bid for Investment in Local Major Transport Schemes • S106 contributions/CIL • Supplementary Planning Document 	<ul style="list-style-type: none"> • South Gloucestershire Council • West of England authorities¹ • Developers • Communities
<p>CS27 East of Harry Stoke New Neighbourhood</p>	<ul style="list-style-type: none"> • determination of planning applications • master plan and design codes • Bid for Investment in Local Major Transport Schemes • S106 contributions/CIL • Supplementary Planning Document 	<ul style="list-style-type: none"> • South Gloucestershire Council • West of England authorities¹ • Developers • Communities
<p>CS28 UWE</p>	<ul style="list-style-type: none"> • determination of planning applications • Concept Statement and master plan • Bid for Investment in Local Major Transport Schemes • S106 contributions/CIL 	<ul style="list-style-type: none"> • South Gloucestershire Council • West of England authorities¹ • UWE • Communities

¹the West of England authorities work jointly to deliver the Local Transport Plan and major transport schemes through the Joint Transport Executive Committee.

<p>CS29 East Fringe</p>	<ul style="list-style-type: none"> • determination of planning applications • Concept Statements • Policies, Sites and Places DPD • Bid for Investment in Local Major Transport Schemes • S106 contributions/CIL • heritage strategies • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • West of England authorities¹ • Public transport operators • English Heritage • Local conservation groups • Communities
<p>CS30 Yate & Chipping Sodbury</p>	<ul style="list-style-type: none"> • determination of planning applications • Policies, Sites and Places DPD • Yate/Chipping Sodbury Transport Package • Cycle City Project • S106 contributions/CIL • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • West of England authorities¹ • Public transport operators • Network Rail • Communities
<p>CS31 North Yate New</p>	<ul style="list-style-type: none"> • determination of planning applications • master plan & design codes • SPD 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers
<p>CS32 Thornbury</p>	<ul style="list-style-type: none"> • determination of planning applications • Concept Statements • Policies, Sites and Places DPD • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers • Businesses • Communities
<p>CS33 Thornbury Housing Opportunity</p>	<ul style="list-style-type: none"> • determination of planning applications • Masterplan framework 	<ul style="list-style-type: none"> • South Gloucestershire Council • Developers
<p>CS34 Rural Areas</p>	<ul style="list-style-type: none"> • determination of planning applications • Rural Transport Package • parish plans • Neighbourhood Planning 	<ul style="list-style-type: none"> • South Gloucestershire Council • Affordable housing providers approved by the Council • Public transport operators • Parish councils • Communities
<p>CS35 Sevenside</p>	<ul style="list-style-type: none"> • Strategic Framework Plan & Agreement • Concept Statements • determination of planning applications • S106 contributions/CIL • Habitats Regulations Assessment Grant 	<ul style="list-style-type: none"> • South Gloucestershire Council • Landowners • Developers • Bristol City Council • Natural England • Environment Agency • Highways Agency • Marine Management Organisation • Lower Severn Internal Drainage Board • Network Rail

¹the West of England authorities work jointly to deliver the Local Transport Plan and major transport schemes through the Joint Transport Executive Committee.

<p>CS36 Proposals for Major Infrastructure Projects</p>	<ul style="list-style-type: none"> • Determination of development consent order • Determination of Marine Management Organisation application • Determination of associated /related planning applications • S106 contributions/CIL • Community Benefit Fund • Policies, Sites and Places DPD 	<ul style="list-style-type: none"> • Secretary of State • Major Infrastructure Planning Unit • Marine Management Organisation • South Gloucestershire Council • Statutory Agencies • Developers • Communities
<p>CS37 Oldbury Power Station</p>	<ul style="list-style-type: none"> • Determination of development consent order • Determination of Marine Management Organisation application • Determination of associated /related planning applications • S106 contributions/CIL • Community Benefit Fund • Policies, Sites and Places DPD 	<ul style="list-style-type: none"> • Secretary of State • Major Infrastructure Planning Unit • Marine Management Organisation • South Gloucestershire Council • Statutory Agencies • Developers • Communities

Monitoring

19.4 The Authority’s Monitoring Report (AMR) will be the principal mechanism for monitoring the Core Strategy and other documents in the Local Plan, bringing together all the necessary information in one place subject to any changes arising from future reforms to the planning system. It will be published annually and will provide a commentary on progress with the delivery of the major projects and developments set out in the Core Strategy, as well as include an assessment of:

- whether policies and related targets or milestones in DPDs have been met or if progress is being made towards meeting them or, where they are not being met or not on track to being achieved, the reasons why
- what impact the policies are having in respect of national and local policy targets and any other targets identified in DPDs
- whether the policies in the DPDs need adjusting or replacing because they are not working as intended
- whether the policies need changing to reflect changes in national policy; and
- whether policies or proposals need changing, and the actions needed to achieve this.

19.5 Table 5 sets out how the Core Strategy will be monitored for the policies in Part 1 of the Core Strategy. The policies in Part 2 set out the framework for delivering the Strategy for Development across the district. Each of the policies is followed by an explanation of how it will be delivered. These explanations are supported by the Infrastructure Delivery Plan and, in the case of the new neighbourhoods and housing opportunity area, by a Delivery Statement. These have been produced as separate documents.

Table 5 – Monitoring

a). Responding to climate change and high quality design and

- Promoting high quality design that responds to its context, the distinctive assets of the district and creates 'sense of place' and civic pride.
- Using design to create attractive, cohesive, safe and inclusive communities with better integration between housing, jobs, services, public transport and facilities, so that people lead healthier lives and have the opportunity to reduce their CO2 footprint and adapt to the impacts of climate change.
- Protecting and enhancing valued open spaces and green links to create a network of connected and multi-functional, attractive and accessible spaces for people and wildlife, and to provide climate change adaptation and mitigation functions.
- Providing opportunities for flora and fauna to adapt to climate change.
- Ensuring that environments for play are delivered as an integral part of the design of sustainable communities.
- Promoting energy efficient development and new sources of decentralised, renewable and low carbon sources of energy.
- Understanding and reducing susceptibility to flood risk.
- Managing the impacts of urban intensification.

Core Strategy Policies	Measures
CS1 High Quality Design	Housing Quality – Building for Life Assessments
CS2 Green Infrastructure	Number of applications refused on design grounds (Proposed New Indicator)
CS3 Renewable and Low Carbon Energy Generation	Proportion of appeals won where policy CS1 was a material consideration (Proposed New Indicator)
CS4 Renewable and Low Carbon District Heat Networks	Strategic GI network indicator – To be set in the Green Infrastructure SPD
	Number of open spaces managed to Green Flag Award standard
	Area of SSSI lost as a result of built development
	Statutory Greenbelt change
	Renewable energy generation by installed capacity and type
	Per capita CO2 emissions in the district
	Percentage of major developments providing a renewable or low carbon heat generation network or CHP, or connecting to an existing facility (Proposed New Indicator)

b). Managing future development

- Concentrating the majority of new development to take advantage of existing services and facilities and higher levels of accessibility.
- Locating development where it will provide the opportunity to minimise the need to travel and allow safe and convenient access to services by walking, cycling and public transport.
- Recognising and protecting the identity and heritage of existing communities.
- Promoting greater self-containment and enhancing the service centre role of the market towns of Thornbury, Yate and Chipping Sodbury.
- Supporting local housing needs and services in villages.
- Protecting the Green Belt and the countryside from inappropriate development.
- Providing a range of infrastructure, together with integration and access, in step with new development.

Core Strategy Policies	Measures
CS5 Location of Development CS6 Infrastructure and Developer Contributions	None set as these policies are covered in more detail by the Part 2 policies, the Infrastructure Delivery Plan and the Development Statement.

c). Tackling congestion and improving accessibility

- Reducing congestion and air pollution by improving accessibility by means other than the private car.
- Widely improving and enhancing opportunities for walking, cycling and using public transport, and particularly to significant destinations, such as educational establishments, hospitals and employment areas.
- Completing delivery of the Greater Bristol Bus Network and delivering the North Fringe to Hengrove package, the link from Temple Meads - Emersons Green and the Greater Bristol Metro Project.

Core Strategy Policies	Measures
CS7 Strategic Transport Infrastructure CS8 Improving Accessibility	Congestion – reduction in the average journey time per mile in the morning peak on the Avon Ring Road
	Amount of new residential development within 30 minutes (public transport time) of a GP, hospital, primary school, secondary school, major retail centres and areas of employment
	Number of bus passenger journeys
	Index rate of cycle trips (at a representative number of cycling points)
	S106 contributions to green commuting
	Travel to school: Proportion of school pupils who travel to school via modes other than by car
	Travel to work: Proportion of workers who travel to their place of work via modes other than by private car (Proposed New Indicator*)

NB Progress with delivery of the major transport infrastructure projects will be reported in the AMR as commentary.

d). Managing the environment and heritage

- Conserving and enhancing the character and distinctiveness of the district’s heritage assets and maximising their contribution to quality of place.
- Conserving and enhancing the district’s distinctive landscapes, natural environmental resources and biodiversity.
- Safeguarding mineral resources for the longer term while ensuring an adequate and steady supply to meet identified needs.
- Safeguarding the quality of natural resources and ensuring prudent use.
- Protecting land, air, aqueous environments, buildings and people from pollution.

Core Strategy Policies	Measures
CS9 Managing the Environment and Heritage CS10 Minerals	Proportion of appeals dismissed where Conservation Area and/or listed buildings and/or AONB was a material consideration
	Number of trees given Tree Preservation Orders (TPOs)
	Improved local biodiversity – active management of local sites
	Change in areas of biodiversity importance
	Change in priority habitats and species, by type
	Amount of best and most versatile agricultural land lost to built development (Proposed New Indicator)
	Proportion of planning permissions for large residential and employment developments incorporating SuDS (Proposed New Indicator)
	Number of ‘poor’ air quality days when pollution exceeds National Air Quality Objectives
	Annual average nitrogen dioxide levels
	Number of planning permissions granted contrary to Environment Agency advice on flooding or water quality grounds
	Production of primary land won aggregates
	Size of landbank for crushed rock
	Area of land affected by permissions for major built development in the Mineral Resource Areas

e). Maintaining economic prosperity

- Ensuring that South Gloucestershire plays its role in making the West of England economy one of the most prosperous, innovative and vibrant in Europe, by providing a sufficient range of employment land for existing and new businesses of all sizes.
- Providing for the key sectors of advanced engineering, including aerospace and defence; finance and business services; higher and further education; retail; environmental technologies and hi-tech industries.
- Taking opportunities to provide more balanced employment across the district so that every community has access to a range of employment opportunities locally.
- Ensuring provision of appropriate communication technologies.
- Enhancing town centre vitality and viability.

Core Strategy Policies	Measures
CS11 Distribution of Economic Development Land	Estimate of the total number of jobs (employees in employment) by sector and geographical policy area (Proposed new Indicator)
CS12 Safeguarded Areas for Economic Development	Number of jobs arising from implemented planning permissions by geographical policy area
CS13 Non-Safeguarded Economic Development Sites	New employment development (floorspace & jobs) compared to the number of new residential developments in the North Fringe Policy Area (Proposed New indicator)
CS14 Town Centres and Retail	Number of new business start ups
	Small business in the district showing business growth
	Worklessness: a) Unemployment ILO measure (official district level estimate); b) Unemployment JSA Claimant Count (sub-district level estimate) (Proposed New indicator)
	Total amount of additional employment floorspace completed by type (use class) and geographical policy area
	Employment land available by type
	Losses of employment land to residential development within safeguarded areas
	Changes in employment use classes within safeguarded employment areas by geographical policy area (Proposed New Indicator)
	Losses of economic development uses to residential development outside of the safeguarded areas by area.
	Total amount of floorspace for 'town centre uses'
	Amount of completed retail development and proportion in town/district/local centres
	Total primary retail frontage in town centres and proportion in A1 Use
	Percentage of vacant A1 units in the town/district centres
	Mix of occupied 'A uses' in town / district centres
	Percentage of households within 500m of a food store selling basic food provisions
	New employment development in the three Enterprise Areas (Proposed New Indicator)

f). Providing housing and community infrastructure

- Providing a range of housing to meet the needs of the whole community.
- Providing decent and affordable housing in accessible locations and for local needs in rural areas.
- Improving health and well-being by provision and access to a range of social, cultural, community, recreational facilities and green space in step with development, whilst realising opportunities to redress any deficit.
- Ensuring that environments for play are delivered as an integral part of the design of sustainable communities.

Core Strategy Policies	Measures
CS15 Distribution of Housing	Net additional dwellings provided by area
CS16 Housing Density	Net additional dwellings in future years; and Managed Housing Delivery
CS17 Housing Diversity	
CS18 Affordable Housing	New and converted dwellings on previously developed land
CS19 Housing Exception Sites	Percentage of new dwellings completed (on fully completed sites of 10+ dwellings) at: i) < 30 dwellings per ha, ii) 30 - 50 dwellings per ha, iii) > 50 dwellings per ha
CS20 Extra Care Housing	
CS21 Gypsy and Traveller Accommodation	Proportions of 1, 2, 3 and 4 bed dwellings and flats built by tenure
CS22 Travelling Showpeople	Percentage of affordable housing negotiated and delivered on qualifying sites
CS23 Community and Cultural Activity	
CS24 Green Infrastructure, Sport and Recreation Standards	Gross affordable housing completions
	Affordable housing completions by tenure
	Number of dwellings completed on Rural Housing exception sites (Proposed New Indicator)
	Number of Extra Care housing units completed
	Net additional Gypsy and Traveller pitches
	Vacancy rate for South Gloucestershire’s authorised Gypsy/Traveller Sites
	Amount of completed community facilities (Proposed New Indicator)
	Amount of completed leisure development and the percentage within town centres
	Provision of new Green Infrastructure – To be set in the Green Infrastructure Supplementary Planning Document

Appendix 1 – Local plans and strategies

South Gloucestershire Council

A Vision for the North Fringe 2010 and Beyond, April 2002
Biodiversity Action Plan
Children & Young Peoples Plan
Climate Change Strategy & Action Plan, 2006
Conservation Area SPGs and SPDs
Cultural Strategy
Cycling and Walking Strategies (Local Transport Plan)
Design Checklist Supplementary Planning Document, 2007
Economic Development Strategy 2008-2015
Heritage Strategy
Housing Strategy 2008-2013
Joint Accommodation & Care Strategy
Landscape Character Assessment Supplementary Planning Document
Library Delivery Plan
Locally Listed Buildings Supplementary Planning Document, 2008
Minerals and Waste Local Plan
Our Area: Our Health – The Annual Report of the Director of Public Health
Physical Activity and Sports Plan 2007-2009
Play Policy and Strategy 2006
Schools Commissioning Strategy
South Gloucestershire Local Plan
Sustainable Community Strategy
The Council Plan

West of England

Forest of Avon 'Forest Plan'
Greater Bristol Strategic Transport Study (2006)
Joint Local Transport Plan
The Green Infrastructure Study for the West of England
The vision for the West of England in 2026 and delivery priorities
Avon Biodiversity Action Plan

Other

Bristol Health Services Plan
Cotswolds Area of Outstanding Natural Beauty Management Plan
Joint Strategic Needs Assessment (South Glos NHS)
Parish plans & village design statements
Police, Fire, Ambulance Service Delivery Plans
Regional Cultural Infrastructure Development Strategy (People, Places & Spaces)
Strategy for the Severn Estuary
SW Regional Cultural Strategy (A Better Place to be...)
Thornbury Town Centre Strategy
Yate Community Plan

Appendix 2 – Replaced Local Plan policies

On 27 September 2007 the government agreed that all the policies in the South Gloucestershire Minerals and Waste Local Plan (adopted May 2002) could be “saved” (except for Policies 2, 5, 7, 12, 15, 19, 25 and 30) until replaced by policies in documents prepared as part of the South Gloucestershire Local Development Framework (now referred to as the ‘Local Plan’).

The government agreed on 6 January 2009 that all the policies of the South Gloucestershire Local Plan (adopted 2006) could be “saved” (except for Policies L6, L19, T10, T11, T13 and H8) pending the production of the ‘Local Plan’. Table A1 contains a list of policies from the adopted South Gloucestershire Minerals and Waste Local Plan and the adopted South Gloucestershire Local Plan which will no longer be “saved” on the adoption of the Core Strategy, as the principles contained within them will be fully covered by the Core Strategy.

Those Local Plan policies previously “saved” but not listed in Table A1 will remain saved until superseded by the adoption of future local plan documents.

Table A1 Schedule of Replaced South Gloucestershire Council Local Plan Policies

South Gloucestershire Minerals and Waste Local Plan:

Policy	Title
31	Meeting Future Requirements: Crushed Rock
35	Meeting Future Requirements: Clay

South Gloucestershire Local Plan:

Policy	Title
D1	Achieving Good Quality Design in New Development
L3	Coastal Zone
L17 & L18	Water Environment
EP1	Environmental Pollution
EP5	Renewable Energy Installations
EP7	Unstable Land
GB1	Development within the Green Belt
T1	Rail Passenger Services and Facilities
T2	Retention of Rail Track Beds and Associated Land for Future Public Transport/Rail Freight Use
T14	Filton Airfield
E2	Sevenside
E4	Safeguarded Employment Areas
E5	Filton Airfield Safeguarding
H2	Proposals for Residential Development...within Existing Urban Areas and Defined Settlement Boundaries
H6	Affordable Housing
H7	Affordable Housing – Rural “Exceptions” Schemes
H12	Sites for Gypsies
H13	Sites for Travelling Showpeople
LC8	Open Space and Children’s Play in Conjunction with New Residential Development
LC11	Allotments
LC13	Public Art
S1	Service Infrastructure in New Development

Appendix 3 – Green infrastructure assets (including blue infrastructure assets)

Local focus (Non-Strategic)		Strategic focus (Strategic GI Network)	
Local/Site Scale	Neighbourhood Scale	District Scale	Regional & Sub-Regional Scale
Private gardens Green roofs and walls. SuDS (Sustainable Drainage Systems) Watercourses and ponds Hedgerows Footpath and cycleway network Landscape features and screens Trees Amenity greenspace. Childrens' and Young Peoples' play space	Allotments and orchards Footpath and cycleway network Parks, play areas, playing fields, village greens and amenity green spaces Sites of archaeology and cultural heritage Woodlands and nature reserves Cemeteries and Churchyards Watercourses, floodplains, ponds, rhines and flood attenuation areas Countryside under agri-environmental stewardship	Local Nature Reserves (LNRs) River corridors & their floodplains (Boyd and Ladden Brook) Locally Designated sites, SNCIs and RIGS Larger parks and amenity greenspace Strategic Footpath and cycleway network Historic Parks and Gardens Visually important landscapes and features (such as hillsides and ridgelines), historic landscapes Open access land The commons Nature Reserves (Lower Wood Nature Reserve) Ancient Woodland Landscape Character Areas (not displayed on the diagram)	Internationally & Nationally designated sites (e.g. Cotswolds AONB, SPA/ SAC – The Severn Estuary, SSSIs South West Nature Map (Strategic Nature Areas) National Trail (Cotswold Way) and long distance footpaths (The Dramway, Community Forest Path, Frome Valley Walkway, Jubilee Way, Rive Avon Trail, Monarch's Ways, Severn Way & Thornbury Link). National Cycle Network & Avon Cycleway (including the Bristol & Bath Railway Path) Major River Corridors/ Estuary (Avon, Frome and Severn Estuary) & their floodplains

Appendix 4 – Extract from the Strategic Housing Market Assessment (SHMA 2009)

Type and Mix of Affordable Housing

Table A2 - Housing Need by Tenure (Annual average 2009-2021)

2009-2021	South Glos
Total net need - social rent	727
Total net need -Intermediate	176
Percentage spilt social rent / Intermediate	80/20%
Total net housing need	903

Table A3 - Required Unit Mix of new housing for Social Rent

2009-2021	South Glos
1 bed	23%
2 bed flat	7%
2 bed house	38%
3 bed house	22%
4 + bed house	10%

Table A4 - Required Unit Mix of Intermediate Housing

2009-2021	South Glos
1 bed flat	44%
2 bed flat	17%
2 bed house	19%
3 bed house	19%
4 bed house	1%

Note- On large strategic sites the Council will seek to achieve this mix.

On smaller sites where site size may constrain the full range of provision, greater consideration will be given to the existing mix of housing and to any specific local need factors

Appendix 5 – Green infrastructure, sport and recreation standards

Category of Open Space	Definition	Quantity Standard - Minimum figures	Accessibility Standard	Quality Standards
Informal recreational open space	Include parks/public gardens, amenity green space and green corridors – these provide for informal recreation and access.	1.4 ha/1000 population	12.5 minutes walk / 600 metres	Quality standards have been established in the Open Space Audit. These will be incorporated into the Green Infrastructure Supplementary Planning Document
Natural and Semi-Natural green space	Areas of green space where the primary purpose is one of wildlife and biodiversity conservation and value.	1.5ha/1000 population	15 minutes walk / 720 metres	
Outdoor Sports facilities	Includes all outdoor sports facilities whether naturally or artificially surfaced, e.g. playing pitches, bowling greens and tennis courts. Including full sized Multi Use Games Areas (MUGAs).	1.6ha/1000 population	20 minutes walk / 1000 metres – Playing Pitches 22 minutes drive time – Synthetic Pitches, Athletics Tracks and Golf Courses	
Provision for Children and Young People	All equipped children's play areas, including provision for young people (skate parks, shelters etc.)	0.25ha/1000 population equipped playspace	10 minutes walk / 480 metres – Children's play space. 15 minutes walk / 720 metres – Young peoples provision	
Allotments	An area of allotment plots used for the purpose of producing, fruit, vegetable or flowers for personal use.	0.2ha/1000 population	15 minutes walk / 720 metre	
Cemeteries and Churchyards		N/A	N/A	
TOTAL		4.7ha/1000 population total. On the basis that provision for children and young people can be located within informal recreational open space.	15 minutes walk / 720 metres	

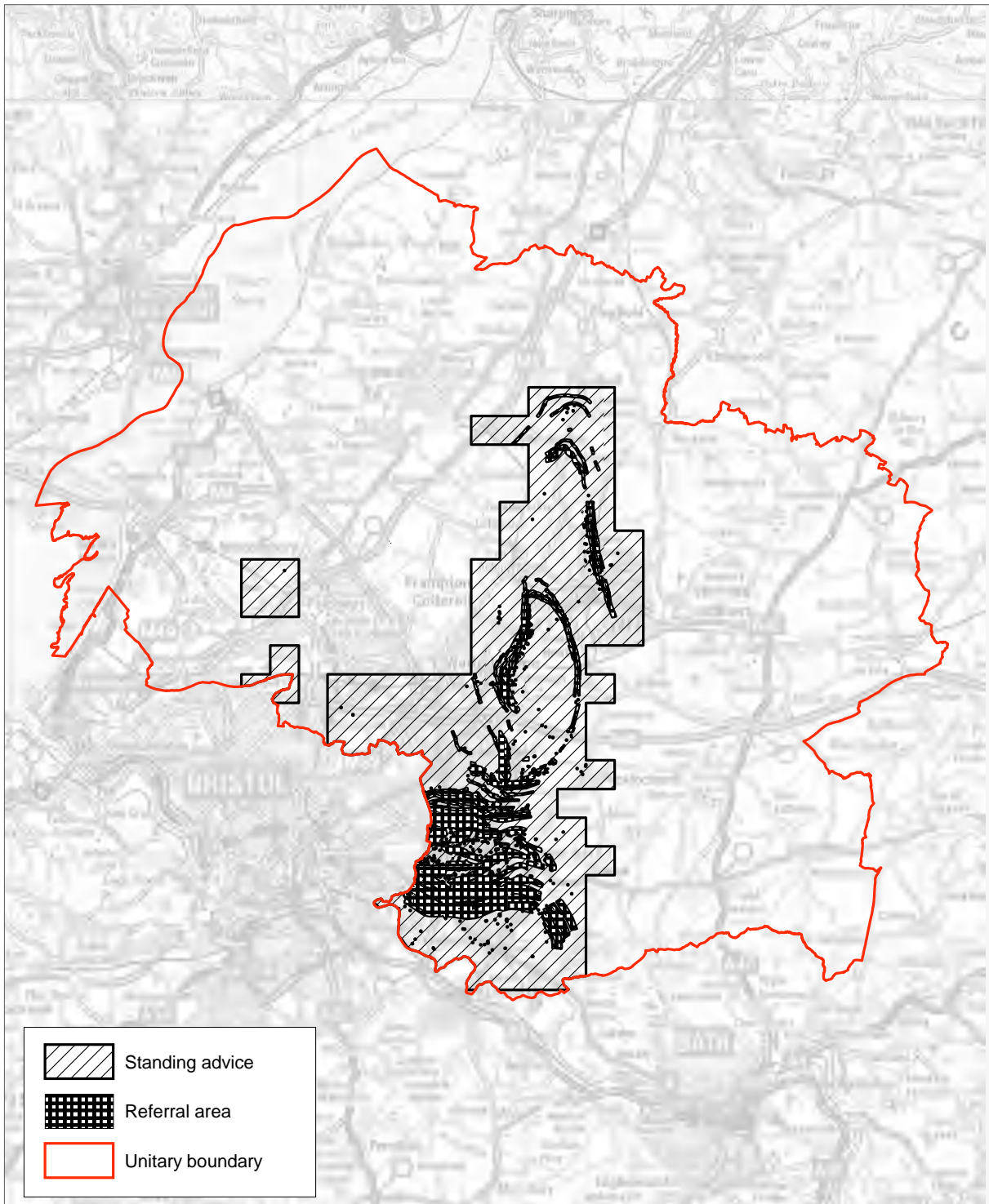
Appendix 6 – Coal resources

South Gloucestershire - Surface Mining Coal Resource Areas



Appendix 7 – Coal mining legacy

South Gloucestershire - Coal Mining Development Referral Area



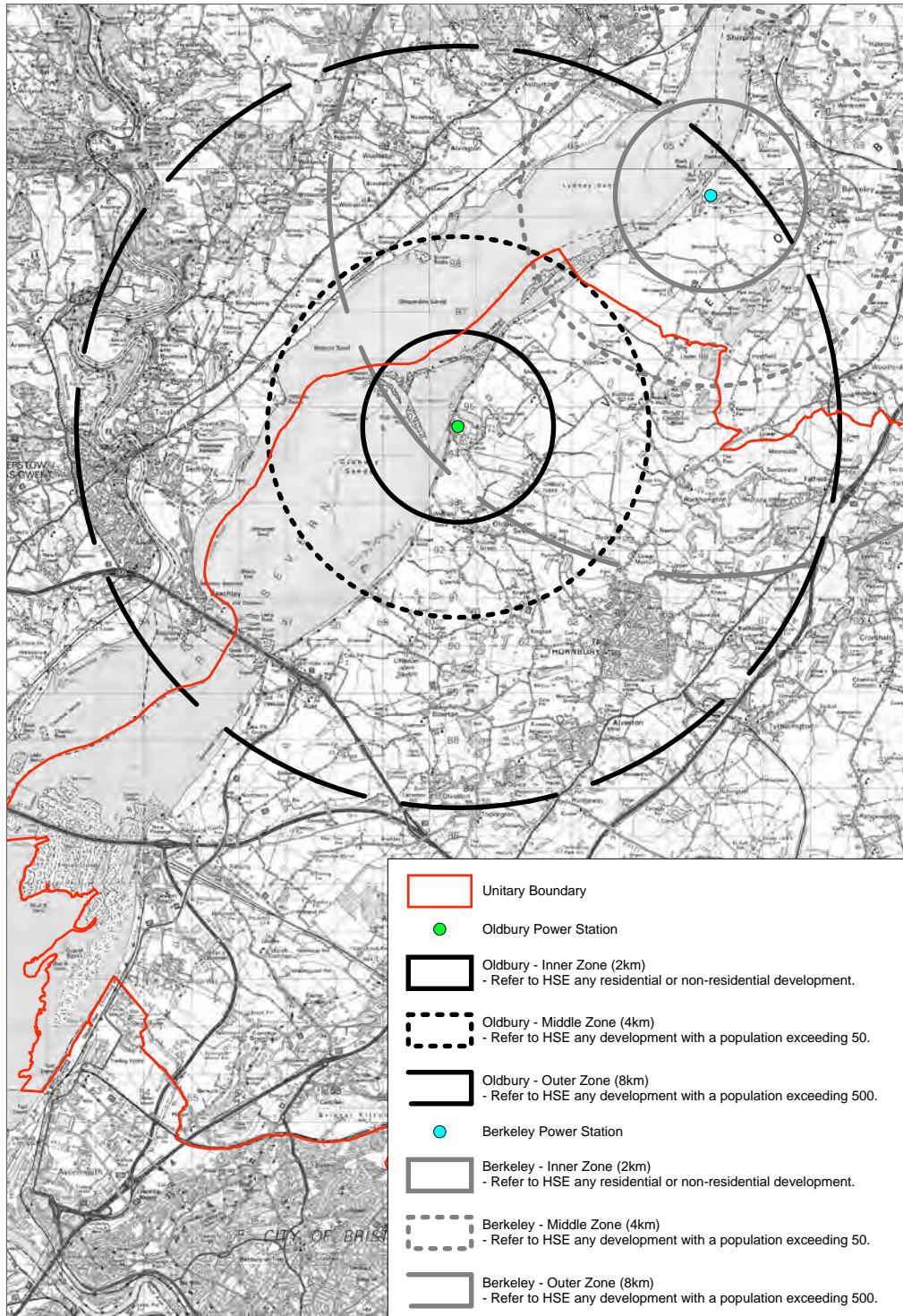
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Appendix 8 – Nuclear safeguarding (consultation) zones

Further information and guidance is available from:
<http://www.hse.gov.uk/nuclear/land-use-planning.htm>



Glossary of terms

Comprehensive glossary of planning terms can be viewed at:
www.planningportal.gov.uk/general/glossaryandlinks/glossary/

Affordable Housing	<p>Affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <ul style="list-style-type: none"> • Social rented housing is owned by local authorities and private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. • Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). • Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered, for planning purposes, as affordable housing.</p>
Authority’s Monitoring Report (AMR)	A report prepared by the local planning authority assessing progress with and the effectiveness of a Local Plan.
Area of Outstanding Natural Beauty (AONB)	An area of particularly attractive landscape and unspoilt character which should be protected and enhanced as part of the national heritage. It is designated by the Countryside Commission under the National Parks and Access to the Countryside Act 1949.
B Use Classes	The B use classes are types of business development as defined in the Town & Planning (Use Classes) Order 1987 (as amended). They include B1 – Business, B2 – General Industrial and B8 - Storage or Distribution.
Biodiversity	Biodiversity is the variety of life, which includes mammals, birds, fish, reptiles, amphibians, invertebrates, fungi and plants – and the woodlands, grasslands, rivers and seas on which they all depend including the underlying geology.
Blue Infrastructure	Assets, such as rivers, streams, floodplains, ponds, rhines and sustainable drainage systems which are part of the Green Infrastructure network.
Building for Life (BfL 12)	The national assessment method for well designed homes and neighbourhoods.
Building Research Establishment Environmental Assessment Method (BREEAM)	Environmental assessment method for buildings.
Comparison Retailing	Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Community Profiles	These are a collection of data for individual urban and rural communities, presented as raw data and in text format. They aim to present a picture of some of the current social, economic and environmental conditions within different communities.
Community Right to Build Order	An order made by the local planning authority (under the Town & Country Planning Act 1990) that grants planning permission for a site specific development proposal or class of development (see Neighbourhood Planning)
Community Transport	A responsive service for those who are unable to use public transport.
Concept Statement	A concise, diagrammatic document, which illustrates ideas with the potential to make the most of a site and its surroundings. It should be imaginative, positive, ambitious and practical, opening up design opportunities. The interpretive notes may refer to 'design requirements', but it is important to remember that the Concept Statement is not the design solution. It should emphasize creative opportunities and prompt designers and their clients to demonstrate their design skills. It is up to the designer to interpret and refine the concept, within the spirit of the overall quality objectives.
Conservation Area	Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.
Contribution	Land, services, facilities and/or money given by developers of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.
Convenience Retailing	Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
Core Strategy	A Development Plan Document which sets out the long term spatial vision and strategic objectives of the planning framework for an administrative area. It identifies where new development will take place, its type and scale, protects what is valued about the area and includes the policies needed to deliver the vision and objectives. It is prepared in line with the Sustainable Community Strategy. (see also Development Plan Documents).
Crushed rock	Hard rock that has been crushed and graded for use as an aggregate.
Demand Responsive Transport	A scheduled service between defined start and end points that follows a route in response to a request, for people who can use public transport but who do not have a regular service or any service at all.
Department for Communities and Local Government (DCLG)	The government department responsible for setting UK policy on local government, housing, urban regeneration, planning and fire and rescue.
Development	"The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land." (Town & Country Planning Act (1990) Part III Section 55).
Development Plan Document (DPD)	Development Plan Documents are prepared by local planning authorities as part of their Local Plan. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, before they can be adopted. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.
East Fringe	The East Fringe includes Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham.
Enabling Development	Development that would be unacceptable in planning terms but for the fact that it would bring public benefits, in this context to a significant place, sufficient to justify it being carried out. ('Enabling Development and the Conservation of Significant Places' - English Heritage, 2008).
Evidence Base	The data and information about the current state of South Gloucestershire.

Extra Care Housing	Extra Care is an alternative accommodation choice for older people and those with special needs. It promotes independent living in self-contained accommodation, where people are able to readily access high quality, flexible support and care services on site to suit their needs. Differing from traditional sheltered/ retirement accommodation, schemes incorporate a wide range of communal facilities, available not only to service users but also as a potential resource for the wider community.
Greater Bristol Metro Project	A West of England Partnership major transport scheme bid to the Department for Transport to provide half-hourly cross-Bristol train services. The project is scheduled for completion in 2020.
Green Belt	A planning designation designed to prevent urban sprawl by protecting open land around or between urban areas.
Green Infrastructure	Green Infrastructure (GI) consists of a multi-functional network of high quality open assets and linkages (both green and blue infrastructure assets) which operate at a variety of spatial scales. GI assets contribute to people's well-being, and together comprise a coherent managed resource responsive to evolving conditions.
Greenfield Land or Site	Land (or a defined site) usually farmland, that has not previously been developed.
Gypsy and Traveller	In this document, the term is used to include all ethnic Gypsies and Irish Travellers, plus other Travellers who adopt a nomadic way of life. It does not include Travelling Showpeople.
Gypsy and Traveller Site	An area of land laid out and used as pitches for Gypsy and Traveller caravans. Sites vary in type and size and can range from one pitch private family sites on Gypsy and Traveller's own land to large local authority sites.
Heritage Asset	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).
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.
Householder Application	Planning application for 'domestic' works within the ground of a single dwelling. It does not include the erection of a dwelling(s) or sub-division of a property to form flats.
Housing Need	A level of socially desirable housing, the demand for which is not reflected in the open market, normally due to a lack of income in relation to prevailing house prices or rents. It can therefore only usually be met through an element of subsidy.
Housing Market Area (HMA)	A geographical area which is relatively self-contained in terms of reflecting people's choice of location for a home, i.e. most people settling in the area will have sought a house only in that area.
Independent Examination	The process by which a planning inspector may publicly examine a Development Plan Document before issuing a report. The report will have one of three outcomes for a local authority – the Plan is unsound and can't be adopted, the Plan is sound and can be adopted without modification, or the Plan can be made sound and adopted as long as modifications are made.
Infill Development	The development of a relatively small gap between existing buildings, normally within a built up area.

Infrastructure	The utilities, transport and other communication facilities and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.
Interim safeguarded sites (Policy CS12 Table 2)	Safeguarded employment sites which have the potential for redevelopment, to be shaped through the Council's Local Plan and SCI procedures.
Joint Local Transport Plan (JLTP)	5-year strategy for the development of local, integrated transport, supported by a programme of transport improvements. Used to bid to government for funding transport improvements.
Joint Waste Core Strategy	A long term vision and strategy for managing waste and the spatial strategy for delivering strategic recovery facilities. It has been developed in partnership between Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire Councils.
Kiss and Ride	Where a passenger is dropped off from a car to continue their journey by public transport whilst the driver and vehicle continue to another destination.
Landbank	A stock of mineral reserves with planning permission sufficient to provide for continued extraction over a given time period.
Land Take	The land used or required for specific development.
Legibility (in terms of settlement patterns)	A legible area is one with a strong sense of local identity. Locations, streets, open spaces and places that have a clear image and are easy to understand. For example, a location that is easy to find your way around.
Listed Building	Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.
Local Development Scheme (LDS), now referred to as Local Plan Delivery Programme	A public statement identifying which Local Plan documents and Supplementary Planning Documents will be produced by the Council and when.
Local Nature Reserves (LNRs)	Local Nature Reserve is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it. (Additional details: http://www.english-nature.org.uk/Special/Lnr/office.htm).
Local Plan	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.
Local Strategic Partnership (LSP)	A Local Strategic Partnership is a single non-statutory, multi-agency body, which matches local authority boundaries, and aims to bring together at a local level the different parts of the public, private, community and voluntary sectors.
Locally Listed Building	A locally listed building is a building that appears on a list of locally listed buildings compiled and maintained by South Gloucestershire Council.
Major Development	The following categories of development: residential (over 10 dwellings), B1, B2/B8, retail and other (which includes agricultural, hotels, nursing homes, leisure complexes etc) where the floorspace is 1000 square metres or more or where the site area is 1 hectare or more. It covers applications which are outline, full, reserved matters, amended proposals, renewals, government agencies development and large change of use applications.
Market Towns	Thornbury, Chipping Sodbury and Yate.

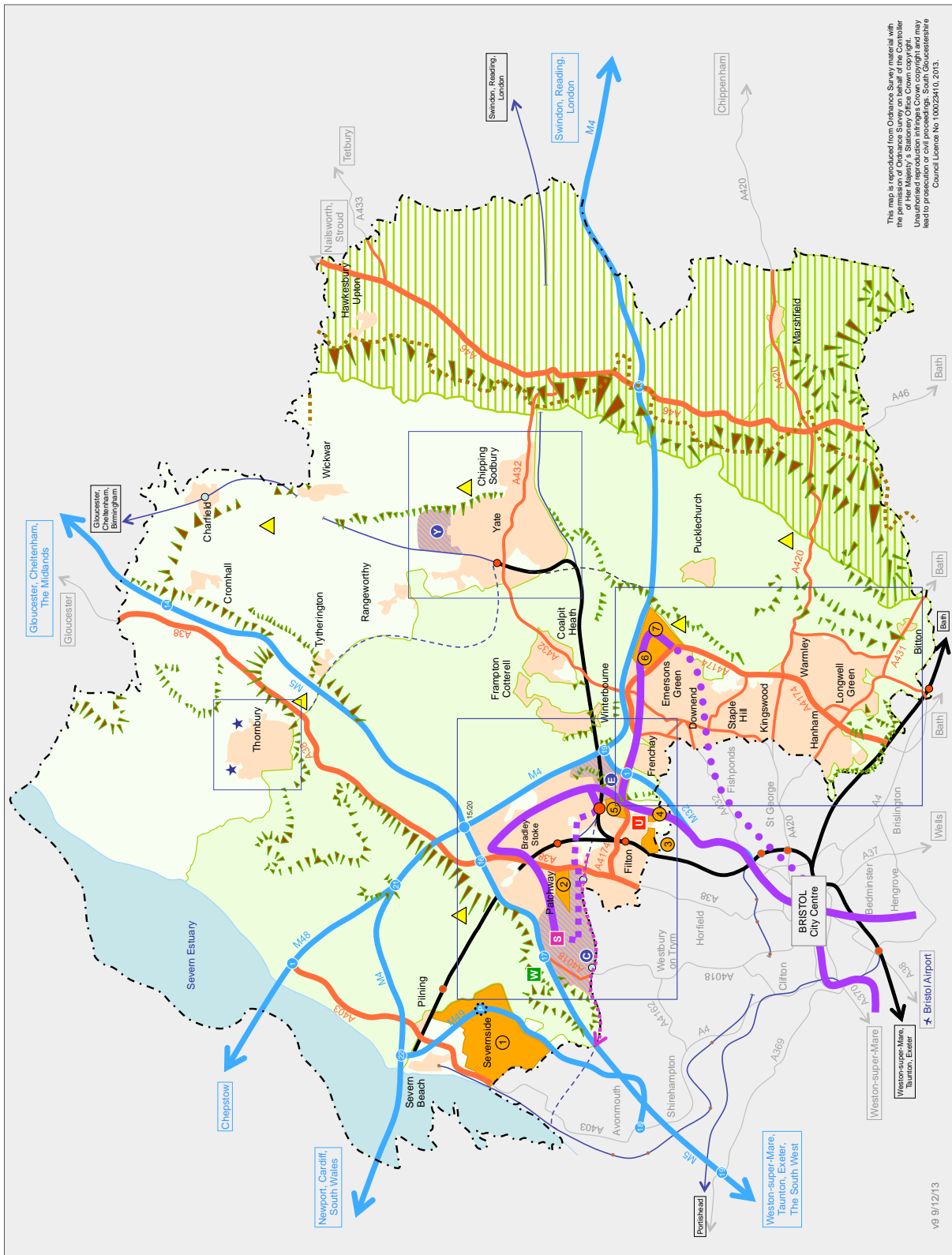
Mineral Resource	Potential mineral deposit where the extent and economic viability is unproven.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.
Neighbourhood Plan	A plan, introduced by the Localism Act, prepared by a parish/town council or neighbourhood forum for a local area, which contains a vision and general planning policies and proposals for the future development and use of different plots of land.
Neighbourhood Planning	A community initiated process where people get together through a local forum or parish/town council and produce a plan for their neighbourhood setting out policies and proposals for the development they wish to see. There are 3 elements of neighbourhood planning: <ul style="list-style-type: none"> • Neighbourhood Plans – prepared by the Town/Parish Council or Neighbourhood Forum for a particular Neighbourhood Area • Neighbourhood Development Orders - grant planning permission for a specific development or type of development in the local area. • Community Right to Build Orders – an order made by the local planning authority which grants planning permission for the local community to bring forward development in their area where the benefits stay within the community.
New Neighbourhood	A planned new development either within an existing urban area or an extension to an existing urban area.
North Fringe	The North Fringe consists of the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay.
Parish Plan	Parish plans set out a community or parish's vision for how they wish to see their area evolve, supported by a variety of actions aimed at achieving this.
Pitch	Area of a Gypsy/Traveller site where a single household lives in their caravans and other related amenities.
Place Shaping	The Lyons Inquiry into Local Government (Lyons 2006) set out a role for local government as the voice of a whole community and an agent of 'place'. This role includes building and shaping local identity, and making sure that the right services are provided to local people based on local needs and preferences.
Planning & Compulsory Purchase Act 2004	National planning legislation from central government aimed at improving the planning process and enhancing community involvement in it. Visit www.gov.uk to find out more.
Previously-Developed Land ("Brownfield" Land)	Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures.
Priority Neighbourhood	An area requiring additional support in order to improve the quality of life for local residents.
Regeneration	The process of putting new life back into often derelict older urban areas through environmental improvements, comprehensive development and transport proposals.
Registered Park or Garden	A registered park or garden is one that appears on the Register of Parks and Gardens of Special Historic Interest in England compiled and maintained by English Heritage.
Rhine	Lowland drainage channels.

Rural 'Exceptions' Scheme	Schemes for affordable housing which are allowed in certain circumstances as an exception to some restrictive planning policies.
Saved Policies	Policies within the adopted local that are saved pending the adoption of replacement policies.
Section 106 Agreement	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
Significance (for heritage policy)	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.
Smart Ticketing	A bus 'ticket' is stored electronically on a microchip, commonly contained in a plastic smartcard. Tickets are checked by presenting the smartcard to a smart reader on the bus. Integrated tickets are valid on more than one operator and/or mode of transport.
South Gloucestershire Local Plan (SGLP)	The South Gloucestershire Local Plan is the statutory land use planning document for the district. Adopted in 2006, it covers the period to 2011, setting a framework against which planning applications can be assessed, providing a basis for coordinating public and private development throughout the area and informing residents, property/landowners and developers how their interests will be affected.
South Gloucestershire Minerals and Waste Local Plan (M&WLP)	The South Gloucestershire Minerals and Waste Local Plan is the statutory land use planning document for the district. Adopted in 2002, it covers the period to 2011, setting a framework against which waste and minerals applications can be assessed, providing guidance to the minerals and waste industry, and bringing minerals and waste issues before the public and informing residents and property/landowners how their interests will be affected by future mineral and waste development.
South West Regional Assembly (SWRA) and SW Councils	SWRA was responsible for developing and coordinating a strategic vision for improving the quality of life in the south west region. The Assembly was responsible for setting priorities and preparing certain regional strategies, including Regional Spatial Strategies. Following voluntary abolition of the SWRA in 2009, the regional planning function was transferred to the Strategic Leaders' Board, an arm of the South West Councils. This role was subsequently revoked by the government in 2010.
Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
Special Area of Conservation (SAC)	A site designated under the EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora as of special importance.
Special Protection Area (SPA)	A site designated under Article 4 of EC Directive 19/409 as being of particular importance for the conservation of rare and/or migratory wild birds.
Stakeholder	A person, group, company, association, etc. with an economic, professional or community interest in the district or specific part of it, or that is affected by local developments.
Statement of Community Involvement (SCI)	The Statement of Community Involvement sets out the local planning authority's policy for involving the community in the preparation and revision of Development Plan Documents, Supplementary Planning Documents and planning applications.

Strategic Environmental Assessment (SEA)	A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment' requires a formal environmental assessment of all Development Plan Documents. In the UK this is incorporated into the Sustainability Appraisal (SA) process.
Strategic Flood Risk Assessment (SFRA)	A SFRA provides an overview of the flood risk, from a variety of sources, within a local planning authority area. The SFRA will assist the delivery of sustainable development by providing technical advice on the avoidance, reduction and management of flood risk. The document will inform decisions, on both the land allocation process (through the preparation of development plans) and planning applications.
Strategic Housing Land Availability Assessment (SHLAA)	A study aimed at identifying sites with potential for housing, assessing their housing potential and assessing when they are likely to be developed.
Strategic Housing Market Assessment (SHMA)	An assessment aimed at assessing the need and demand for housing within a housing market area.
Strategic Nature Areas (SNAs)	SNAs were defined by the South West Nature Map (www.biodiversitysouthwest.org.uk). They represent landscape scale blocks of land which may comprise a number of formally designated sites as well as land that has no designation for biodiversity conservation. One of the aims of these SNAs is to improve habitat networks and to sustain wildlife within them.
Sustainability Appraisal (SA)	Sustainability appraisal is as a systematic and iterative appraisal process, incorporating the requirements of the European Strategic Environmental Assessment Directive. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Development Plan Document from the outset of the preparation process.
Sustainable Community Strategy	The Sustainable Community Strategy is a developed by South Gloucestershire's Local Strategic Partnership and is a document which sets out how the vision and priorities for South Gloucestershire will be achieved.
Sustainable Drainage Systems (SuDS)	A sequence of management practices and control structures designed to drain water in a more sustainable manner than some conventional techniques. Typically these are used to attenuate run-off from development sites.
Supplementary Planning Document (SPD)	A document that has not been subject to independent testing and does not have the weight of development plan status. SPDs replace Supplementary Planning Guidance that was part of the old planning system. Helps to amplify the policies contained in Development Plan Documents.
Sustainable Urban Drainage (SUDs)	SuDs are physical structures designed to receive surface water runoff in order to reduce the negative impact of development on the water environment. They can usually be incorporated into the planted or paved area of the development.
Tidal Barrage	An obstruction in a tidal stream, which is designed to control tidal flow in order to change the environment or harness the energy of the tide.
Town Centre/Town Centre Uses	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).

Transit pitch	Authorised Gypsy and Traveller pitch intended for short-term use by those in transit to other areas. The pitch is permanent, sometimes seasonal, but people who stay on it may only do so for a temporary period. These pitches have fewer facilities than permanent residential sites. Pitches can be on sites solely designed for transit use or form an area on a residential site and designed for use by visitors to permanent residents.
Travel To Work Area (TTWA)	An area in which the majority of the resident population also work.
Travelling Showpeople	Travelling Showpeople are members of a community that consists of self-employed business people who travel the country, often with their families, holding fairs. Although their work is of a mobile nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment and more particularly for residential purposes.
Unauthorised Encampment	A piece of land where Gypsies and Travellers reside without planning permission. The land is not owned by those involved in the encampment and is often located on the edge of roads/car parks or in other unsafe or unsuitable environments.
Urban Extension	Development forming a planned expansion adjoining an existing urban area.
Waste	Material is waste if, when disposing of it, or having it disposed of on his behalf, the producer intends to discard it or throw it away. Even if the material is reusable, if it is discarded it is still waste. It is the original producer's intention that determines if a material is waste. Waste is generally referred to as being either controlled or uncontrolled. Controlled waste consists of household, commercial and industrial waste and falls within the scope of waste regulation and environmental protection legislation. Uncontrolled waste consists of radioactive waste, explosive waste, mines and quarries waste and agricultural waste and is regulated by other legislation.
Waste Recycling	Recovering re-usable materials from waste or using a waste material for a positive purpose.
West of England	The West of England covers the administrative areas of Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire.
Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Key Diagram



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Key

---	South Gloucestershire Council Boundary	S	Regional Shopping Centre
▭	Green Belt Area	U	University of the West of England
▭	Coatswold AONB	W	Wildlife Park
▭	Open Countryside (not Green Belt or AONB)	▲	Active Mineral Sites
▭	Visually Important Hillside	SGLP Committed Sites:	
▭	Severn Estuary	①	Sevenside
▭	Main Built Up Areas	②	Filton Northfield (Charlton Hayes)
Transport		③	Wallscourt Farm (Cheswick)
Ⓜ	Motorways	④	Land East of Coldharbour Lane
Ⓜ	Proposed M49 Junction	⑤	Harry Stoke
▭	Major Roads	⑥	Science Park
▭	Other main roads	⑦	Emersons Green East
▭	Railway Stations	New Neighbourhood Areas:	
▭	Passenger Railway	C	Cribbs/Patchway
▭	Freight Railway	E	East of Harry Stoke
▭	Re-introduction of passenger services - Rail	Y	North Yate
▭	Proposed Greater Bristol Metro (MetroWest)	★	Thornbury Housing Opportunity areas
○	Rail: Safeguarded Station Sites (Charfield, Filton & Henbury)		
▭	North Fringe to Hengrove Package (MetroBus)		
▭	Proposed MetroBus extension (indicative alignment)		
▭	Future potential MetroBus extension (indicative alignment)		
▭	Coatswold Way		

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