

APPENDIX

South Gloucestershire Council, Policies, Sites and Places Plan: Main Modifications, September 2017

Main Modification Ref (MM)	Part (policy / para/ bullet / sentence)	Main Modification(s)
MM1	1.1	The Policies, Sites and Places Plan (PSP Plan) <del>is the final document in the current</del> <u>forms part of the</u> South Gloucestershire Local Plan.
MM2	PSP1	<p>Development proposal(s) will be acceptable where the proposals demonstrate an understanding of, and <b>positive</b> respond <u>se constructively</u> to the buildings and characteristics that make a particularly <u>positive</u> contribution to the distinctiveness of the <del>eat particular</del> area/locality</p> <p>...</p> <p>3.5 This policy is thus designed to supplement Core Strategy Policy CS1(1) and is primarily aimed at development that is not within or adjacent to a Conservation Area or impacts on a listed building where Policy PSP17 would be applicable. It will be expected therefore that context appraisals, if necessary, look further afield than the immediate locality <u>or most numerous buildings in an area</u> to identify and respond to distinctive building types and other features <u>of quality</u>, such as boundary treatments, plot size and shape, and landscape treatments, to inform new development.</p>
MM3	PSP2	<p><u>Landscape Protection and Enhancement</u></p> <p>Development proposals will be acceptable where they conserve and where appropriate enhance the quality, amenity, distinctiveness and <b>special</b> character of the landscape <u>(defined by the Landscape Character Assessment)</u>. This includes, but is not limited to:</p> <ul style="list-style-type: none"> <li>landscape attributes which define the inherent character of an area....</li> </ul>

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		<p><u>Where development proposals would result in harm to the landscape, it must be clearly demonstrated that:</u></p> <ul style="list-style-type: none"> <li>• <u>the proposal results in benefits that outweigh the harm; and</u></li> <li>• <u>any harm to the landscape is minimised and mitigated through the form of the development and where reasonable the provision of landscape enhancements.</u></li> </ul> <p><u>Landscape Design</u></p> <p>Amenity space, hard and soft landscape works and open space provision will...</p> <hr/> <p><u>Cotswolds Area of Outstanding Natural Beauty</u></p> <p>Within the Cotswolds Area of Outstanding Natural Beauty (AONB), <del>or on land that may affect its setting,</del> great weight will be given to the conservation and enhancement of the natural and scenic beauty of the landscape whilst taking account of the biodiversity interest and the historic and cultural heritage. <del>Major development proposals will only be acceptable where it is demonstrated to be in the national interest and that there is a lack of alternative sustainable development sites.</del> <u>Where development is proposed in a location which would affect the setting of the AONB, it must be demonstrated that it would not adversely impact upon the natural beauty of the AONB.</u></p> <p>...</p> <p>3.11 The landscape of South Gloucestershire will be protected for its intrinsic beauty. The Council places a high priority on the conservation and enhancement of the character and quality of the distinctive landscapes of South Gloucestershire for their own sake, so that they can contribute to quality of life in the district.</p> <p>3.12 South Gloucestershire has a varied and complex landscape which includes the nationally protected landscapes of the Cotswolds Area of Outstanding Natural Beauty (AONB) <del>and the protected habitats of the Severn Estuary, whilst being an important area for growth and economic development.</del></p> <p><del>3.13 The eastern portion of South Gloucestershire lies within the Cotswolds AONB.</del> The Cotswolds were designated as an AONB in 1966 with an extension in 1990 that made it the largest AONB in</p>

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		<p>England. The Countryside and Rights of Way Act 2000 requires local authorities to have regard to the purpose of conserving and enhancing the natural beauty of AONBs.</p> <p>3.14 The NPPF requires that great weight should be given to conserving landscape and scenic beauty in AONBs and, together with National Parks, they have the highest status of protection. <u>Proposals for major development will be determined in accordance with NPPF paragraph 116.</u></p>
MM4	PSP3	<p>... will only be acceptable where the need for, and benefits of, the development in that location clearly outweigh the loss or damage.</p> <p><del>Where tree loss or damage is essential to allow for development, replacement trees of an appropriate size and species should be provided.</del></p> <p>Development proposals should, where appropriate, include:</p> <ul style="list-style-type: none"> <li>• the protection of trees; and</li> <li>• <u>replacement trees, of an appropriate size and species, where tree loss or damage is essential to allow for development; and</u></li> <li>• additional tree planting, in accordance with Core Strategy Policy CS1 and the Landscape Character Assessment SPD's <del>aim to increase tree cover</del>, including, but not limited to, planting along arterial roads, in car parks and in the public realm; and</li> <li>• new planting schemes that retain and integrate healthy, mature trees and hedgerows, and include native species.</li> </ul> <p>...</p>

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		<p>3.32 Ancient woodland is a unique habitat that has evolved over centuries, with a complex interdependency of geology, soils, hydrology, and flora and fauna. Ancient woodland and veteran trees are a finite resource within South Gloucestershire. In accordance with the NPPF, planning permission will be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, <u>unless the need for, and benefits of, the development in that location clearly outweigh the loss</u> (Para 118). In accordance with national guidelines, an appropriate buffer will be required for development, in order to protect areas of ancient woodland and veteran trees. Within South Gloucestershire the average proportion of ancient woodland (as a % of land area) is 1.9% compared to a Great Britain average of 2.40%, therefore it is vital that this valuable natural resource is protected.</p> <p>3.33 The retention of existing healthy trees on a new development can greatly improve its appearance and give instant maturity. Trees should therefore be regarded as an asset, not a constraint during the planning and design of any new development. <u>Where existing trees are retained, sufficient space should be allowed for their canopy and root systems to develop.</u> Well-designed landscaping can have a positive influence on the final appearance and attraction of a new development. Including planting and areas of public open space in the development layout can significantly improve the environment for new residents, softening the appearance of new buildings and give the development an established appearance. Carefully designed tree planting has a significant effect, providing areas of shade and screening at a number of levels. Care is required in the selection of tree species and the location for planting, to ensure the trees are allowed to reach their natural mature height and spread. Where planting is proposed in areas of high footfall or vehicle movement, consideration should be given to species selection.</p> <p>...</p> <p>3.35 In accordance with Core Strategy Policy CS1 and Landscape Policy PSP2, site layouts should be designed to preserve and enhance the existing vegetation on the site. New tree planting should be an integral component of new development. <u>Where new tree planting is included as part of a development scheme, especially when adjacent to a proposed highway, a designed street or footway lighting scheme should be submitted, demonstrating that both the trees and lighting can co-exist without detriment to one another.</u></p>

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MM5	PSP4	<p><u>3.42a Local Green Spaces nominated for designation as part of this plan, but which have not been designated will be reassessed as part of the new Local Plan (due for adoption in 2019). This reassessment of spaces will include those which have a landowner objection to their designation.</u></p>
MM6	PSP5	<p>...Development proposal(s) on undesignated open space within the urban areas and settlements defined on the Policies Map, will be acceptable if it does not adversely affect <del>the contribution that an open area makes to</del> the quality, character, biodiversity, sustainable water management, recreation opportunities, heritage value, amenity or distinctiveness of the locality.</p> <p><del>Where a site contributes to local character and distinctiveness, measures to enhance and manage these areas will be negotiated.</del></p>

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MM7	PSP6	<p><u>All development proposals will:</u></p> <ol style="list-style-type: none"> <li>1. <u>be encouraged to minimise end-user energy requirements over and above those required by the current building regulations through energy reduction and efficiency measures, and in respect of residential for sale and speculative commercial development offer micro renewables as an optional extra, and</u></li> <li>2. <u>be expected to ensure the design and orientation of roofs will assist the potential siting and efficient operation of solar technology.</u></li> </ol> <p><u>In addition, all major<sup>1</sup> greenfield residential development will be required to reduce CO2 emissions further by at least 20% via the use of renewable and/or low carbon energy generation sources on or near the site providing this is practical and viable.</u></p> <p><del>Major development proposals will be expected to provide sufficient renewable and/or low carbon energy generation on or near the site, to reduce total annual electricity and gas use in the building(s) in line with the energy hierarchy below, by at least 20%, providing this is practical and viable:</del></p> <ol style="list-style-type: none"> <li><del>1. minimise end-user energy requirements;</del></li> <li><del>2. incorporate renewable energy sources;</del></li> <li><del>3. incorporate low-carbon energy sources.</del></li> </ol> <p><del>All major development proposals should ensure the design and orientation of roofs will assist the siting and efficient operation of solar technology. All major greenfield development should also include measures to reduce carbon dioxide emissions from energy use in accordance with the above energy hierarchy.</del></p> <p>The Council will <u>also</u> take positive account of and support development that provides further energy <u>reduction</u>, efficiency, renewable and low carbon energy measures on or near site, where measures comply with other policies of the plan.</p> <p><sup>1</sup> Major <u>residential</u> development is <u>that comprising defined as</u> 10 or more dwellings <del>or over 1000msq of commercial space.</del></p> <p>...</p>

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		<p>3.51 The Housing Standards Review (HSR) imposes a “Building Regulations” approach, with optional technical standards in respect of water, access and space standards. <del>The Government reaffirmed its commitment to implement the zero carbon homes policy for new homes from 2016.</del> The HSR did not however remove the ability of councils to set energy generation standards (Merton Rules) as allowed by the Planning &amp; Energy Act and left in place by the Deregulation Bill.</p> <p><u>3.51a For clarity, the baseline against which development will be required to reduce CO2 emissions by at least 20 per cent is total residual energy consumption, which includes regulated energy use (space heating, hot water, lighting and ventilation) and unregulated energy use (appliances and cooking).</u></p> <p><u>3.51b To calculate total residual energy consumption, developers should:</u></p> <ol style="list-style-type: none"> <li><u>1. set out the projected annual energy demands for heat and power from the proposed development against the appropriate baseline (the current enacted version of Part L of the Building Regulations (at time of full planning or relevant reserved matters approval))</u></li> <li><u>2. reduce this projected annual energy demand further by calculating the additional impact of any further energy reduction and energy efficiency measures incorporated in their design (to meet part 1 of the policy’s energy hierarchy). This will give a figure for total residual energy consumption.</u></li> </ol> <p><u>3.51c Developers should then demonstrate how they have calculated that the onsite renewable/low carbon measures they propose will generate sufficient carbon savings to offset 20 per cent of the total residual energy consumption.</u></p> <p><b>Delivery</b></p> <p>3.52 This policy will be delivered through development management. Given the evolving legislative environment and practice the Council will continue to monitor the applicability of this policy. <del>In addition, once regulations and guidance have been clarified in respect of Zero Carbon buildings t.</del> <u>The policy will be reviewed via the review of the Core Strategy (to be completed in 2018).</u></p>
<b>MM8</b>	<b>PSP8</b>	<p>4.10 Applications for development proposals will therefore be required to demonstrate how the development will respect the residential amenity of neighbouring dwellings and, where appropriate, that adequate provision is made in new developments for private amenity space, as set down in Policy PSP43. <u>Further guidance to assist applicants in understanding how the Council considers residential amenity when assessing planning applications and planning enforcement investigations</u></p>

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		<p><u>is available in the Technical Advice Note: Assessing Residential Amenity.</u></p> <p><b>Delivery</b></p> <p>4.11 This policy will be delivered through development management <u>and Technical Advice Note: Assessing Residential Amenity.</u></p>
<b>MM9</b>	<b>PSP9</b>	<p><u>All new development proposals should provide an environment that promotes health and wellbeing, addresses adverse health impacts and reduces health inequalities.</u></p> <p><b>For Very Major Developments proposals* applicants will be required to <u>consult the Director of Public Health at pre-application stage to ascertain whether a HIA is required and, if so, the requisite level. Where required, the applicant must</u> submit a Health Impact Assessment and address its recommendations in the planning application.</b></p> <p><del>New development proposals should provide a healthy living environment that promotes health and wellbeing, addresses adverse health impacts and reduces health inequalities.</del></p> <p><del>Development proposal(s) should not have a harmful impact on health and wellbeing, or create or widen existing health inequalities.</del></p> <p>* In relation to this policy, Very Major Development is defined as:</p> <ul style="list-style-type: none"> <li>• for residential development, over 200 dwellings or a site area of over 4ha;</li> <li>• for other development, over 10,000m<sup>2</sup> floorspace or a site area of over 4ha;</li> <li>• Significant Sites, as defined in the Council's Statement of Community Involvement.</li> </ul> <p>4.14 The National Planning Policy Framework (NPPF) recognises that well designed environments promote good health and wellbeing. The way in which we build and shape the environment holds great potential to address public health concerns, such as obesity and heart disease. Although access to primary healthcare services are a key component of development planning, the wider determinants of health, such as access to woodland, green spaces and outdoor sports, good transport links, education, housing, employment and community development must also be considered when making planning decisions. <u>Poor quality development can conversely negatively impact on people's mental and physical wellbeing, by potentially exposing people to increased levels of noise, dust and other forms of pollution, crime, isolation and sedentary lifestyles.</u> Therefore, an integrated approach to planning the built environment will be required to optimise good health and</p>



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		<p>wellbeing in new developments.</p> <p>4.15 A Health Impact Assessment (HIA) provides a systematic way of identifying and analysing the health consequences of a development, so that the health benefits may be enhanced and risks to health may be minimised. It includes consideration of the social, psychological and physical health impacts of development on different groups within the <u>existing local</u> population <u>and prospective new population</u>, particularly children, the elderly, disabled and more vulnerable groups within our communities. Public participation is considered a major component of the HIA process.</p> <p>4.16 The preparation of a HIA is the responsibility of the applicant. The HIA should be proportionate to the size of the development and its likely impact on health and wellbeing. Health and wellbeing is strongly linked to sustainability, equalities and the environment and a HIA should take account of any additional impact assessments undertaken in these domains. <u>For Very Major Development Proposals (see above), applicants must consult the Director of Public Health at pre-application stage to ascertain a view as to whether a HIA is required and what level of HIA is considered appropriate. HIAs usually can be categorised as either desktop, rapid or full (see below) in terms of their level of investigation and information. Most residential and mixed-use development schemes will only require a desktop or rapid HIA.</u></p> <table border="1" data-bbox="663 922 2047 1398"> <tbody> <tr> <td data-bbox="663 922 904 1193"><u>Desktop HIA</u></td> <td data-bbox="904 922 1267 1193"><u>Desk top exercise. Reliant on information already known. Minimum quantification. Limited consultation.</u></td> <td data-bbox="1267 922 2047 1193"><u>Unlikely to involve much data gathering or literature review. The output will list factors and their likely impacts with minimal quantification. The conclusion should state whether the net impact of the proposal is likely to be positive or negative. A scoping meeting may provide all the information needed to complete this task. Depending on the size of the proposal a desktop assessment may take as little as one hour or as much as one day.</u></td> </tr> <tr> <td data-bbox="663 1193 904 1398"><u>Rapid (intermediate) HIA</u></td> <td data-bbox="904 1193 1267 1398"><u>Limited literature search. Reliant on routine data, quantified where possible. Participation of stakeholders</u></td> <td data-bbox="1267 1193 2047 1398"><u>Will involve looking for relevant literature and examining routinely collected data. It will probably require a scoping meeting, stakeholder workshop and follow up meeting to finalise outputs and recommendations.</u></td> </tr> </tbody> </table>	<u>Desktop HIA</u>	<u>Desk top exercise. Reliant on information already known. Minimum quantification. Limited consultation.</u>	<u>Unlikely to involve much data gathering or literature review. The output will list factors and their likely impacts with minimal quantification. The conclusion should state whether the net impact of the proposal is likely to be positive or negative. A scoping meeting may provide all the information needed to complete this task. Depending on the size of the proposal a desktop assessment may take as little as one hour or as much as one day.</u>	<u>Rapid (intermediate) HIA</u>	<u>Limited literature search. Reliant on routine data, quantified where possible. Participation of stakeholders</u>	<u>Will involve looking for relevant literature and examining routinely collected data. It will probably require a scoping meeting, stakeholder workshop and follow up meeting to finalise outputs and recommendations.</u>
<u>Desktop HIA</u>	<u>Desk top exercise. Reliant on information already known. Minimum quantification. Limited consultation.</u>	<u>Unlikely to involve much data gathering or literature review. The output will list factors and their likely impacts with minimal quantification. The conclusion should state whether the net impact of the proposal is likely to be positive or negative. A scoping meeting may provide all the information needed to complete this task. Depending on the size of the proposal a desktop assessment may take as little as one hour or as much as one day.</u>						
<u>Rapid (intermediate) HIA</u>	<u>Limited literature search. Reliant on routine data, quantified where possible. Participation of stakeholders</u>	<u>Will involve looking for relevant literature and examining routinely collected data. It will probably require a scoping meeting, stakeholder workshop and follow up meeting to finalise outputs and recommendations.</u>						

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		<u>Full (comprehensive) HIA</u>	<u>Extensive literature search.</u> <u>Secondary analysis of existing data and collection of new data.</u> <u>Extensive quantification.</u> <u>Full participation of stakeholders.</u>	<u>This is a major exercise, which is likely to require a considerable investment of resource and involve specialised research staff.</u>
		<p>...</p> <p>4.23 This policy will be delivered through development management and will be supported by a Planning Advisory Note. <u>(Until such time as a South Gloucestershire PAN is produced applicants are recommended to refer to 'Planning a Healthier Bristol' practice note, produced by Bristol City Council for further information at: <a href="https://www.bristol.gov.uk/documents/20182/33167/Assessing+the+health+impacts+of+development/f0c5ade8-c8dc-4565-8dce-f62148d99a0c">https://www.bristol.gov.uk/documents/20182/33167/Assessing+the+health+impacts+of+development/f0c5ade8-c8dc-4565-8dce-f62148d99a0c</a>)</u></p>		
MM10	PSP11	<p>3. residential development proposal(s) are located <b>on:</b></p> <p>i. <b><u>safe, useable walking and, or cycling routes, that are an appropriate distance: within either: i. an appropriate walking and cycling distance of to</u></b> key services and facilities <b>and employment opportunities; or</b></p> <p><b><u>and then</u></b></p> <p>ii. <b><u>within 400m where some key services and facilities are not accessible by walking and cycling, are located on safe, useable walking routes, that are an appropriate distance of</u></b> to a suitable bus stop facility, served by an appropriate public transport service(s), which connects to destination(s) containing <b><u>the remaining</u></b> key services and facilities, <b>and employment opportunities; and</b></p> <p>4. commercial development is located <b><u>on safe, useable walking routes, that are an appropriate distance within 400m of to</u></b> a suitable bus stop facility, served by <b><u>appropriately frequent bus public transport</u></b> services, linking to major settlement areas; and</p>		

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		<p>...</p> <p>6. it would not generate traffic that would:</p> <ul style="list-style-type: none"> <li>i. create or <del>exacerbate</del> <u>contribute to severe</u> congestion;</li> <li>ii. severely impact on the amenities of <u>communities</u> surrounding <del>area and along access routes</del> <u>(local network to strategic road network)</u></li> <li>iii. <del>along access routes (local network to strategic road network);</del></li> </ul> <p>...</p> <p>5.18 In accordance with the NPPF and as set out in Core Strategy Policy CS8 to avoid a reliance on private car journeys the Council promotes <u>healthy vibrant communities with walking and cycling access to key services and facilities to meet day-to-day needs, and</u> sustainable transport access to all developments by all residents and employees of all abilities.</p> <p>...</p> <p>5.20 A failure to meet provision <del>criteria 3(i) and 3(ii)</del> <u>3 or 4</u> will be considered on balance with other objectives in the development plan and NPPF, along with the degree of harm arising such as number of car dependent journeys that might arise and residents that would be without sustainable access to facilities and services. <u>Information on how development proposals meets provision 3 and 4 should respond to the guidance and distance guidelines in the following supporting text and be included in the transport assessment where required, or planning/sustainability statement.</u></p> <p><u>5.XX When considering provision 3 or 4 the quality of routes to key services and facilities, or bus stop(s) from a proposal site must be safe for use by the mobility impaired and all members of a community. Details of the route safety and quality used to access services and facilities, and or bus stops should be included in any transport assessment or planning statements.</u></p> <p>5.21 <u>Provision</u> <del>Criteria 3(i)</del> requires residential development to be within an appropriate walking and cycling distance of key services and facilities. The council considers key services and facilities <u>required for residential development and the starting point for what constitute an appropriate distances</u> to be those set out in the table below. <u>Provision 3 (ii) is explicit that public transport access to key services and facilities is suitable to access “some”, e.g. just major employment opportunities or supermarket facilities, rather than the majority or all of the key services and facilities. It is intended</u></p>

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		<p><u>that greater weight will be given to the requirement for accessibility by walking and cycling, and then public transport, reflecting provisions within the NPPF on creating sustainable communities with local access to services and facilities, but recognising public transport forms a sustainable mode of access. Bus and rail usage will remain low if local access to service and facilities remains limited and therefore provides little incentive to reduce car use and ownership.</u></p> <p>5.22 <del>The appropriate walking and cycling distances set out</del>–The distances do not consider route quality and are set out based on an “as the crow flies” basis from the proposal site to services and facilities. Individual circumstances on the ground, including route safety, direction and lack of any dedicated cycling or walking facilities, may result in key services and facilities becoming inaccessible despite falling within the appropriate walking and cycling distances. Conversely high quality, safe routes or dedicated walking and cycling routes may facilitate access to key services and facilities from proposal sites, which are beyond the appropriate distances below. Therefore in applying the <del>eis</del> policy, consideration will also be given to distances as travelled <u>and any evidence submitted in support of longer walking or cycling distances to access services and facilities.</u></p> <p>...</p> <p>5.23 Policy provision 3(ii) requires residential development to be located where it is an appropriate distance to a suitable bus stop, served by an appropriately frequent public transport service connecting to destinations containing key services, facilities and employment opportunities. <u>An appropriate distance to a bus stop, required by 3(ii) will normally be 400metres, as set out in the governments adopted best practice guidance on transport and pedestrian infrastructure, “Inclusive Mobility”. For bus stops served by Metrobus services an appropriate walking distance would be between 400 and 800 metres, reflecting the increased frequency of services, and dedicated bus routes on Metrobus routes. Longer walking distances to bus stops will be considered where supporting justification is provided, and requirement for safe and useable route quality to the bus stop is satisfied. An “A</u>appropriate public transport service(s) <u>as a minimum</u> means:</p> <ol style="list-style-type: none"> <li>i. <u>Individual or combined services</u>, total journey time under 1 hour; and</li> <li>ii. at least 5 services a day during the week, 3 at weekends, <u>to and from the destination</u>; and</li> <li>iii. during the week; one service arriving at the destination before 9am, and one leaving after <u>5pm</u>.</li> </ol> <p><u>5.XX The larger the development proposal and, or the larger the reliance on public transport to access key facilities and services, the more frequent and extensive a bus service will be required, in order to</u></p>

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		<p><u>avoid a reliance on private car journeys</u></p> <p>5.24 For the purpose of meeting provisions of 3(ii) the following range of destinations contain the required range of key services and facilities and employment opportunities:</p> <ul style="list-style-type: none"> <li>i. Town Centres as designated in Core Strategy Policy CS14; or</li> <li>ii. Cribbs Causeway and Longwell Green out of centre areas; or</li> <li>iii. Town centres within neighbouring local authorities.</li> </ul> <p>...</p> <p>5.28 All such assessments must <del>examine, and where appropriate mitigate the transportation impact arising from the additional travel demand associated with a development for a 10-year period after its completion.</del> <u>give consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years).</u> <u>At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.</u> Particular attention must be paid to addressing the safety and congestion issues arising from the traffic associated with any development. Development will be expected to incorporate or contribute to traffic management/calming measures, on and off site, where improved safety and environmental enhancement are required as a result of the development. This is because the NPPF states that safe access by all people is essential and that minimising congestion is fundamental to sustainable economic growth. Furthermore, safety and congestion issues can have consequential effects on the environment and other local assets.</p>
MM11	PSP13	<p>The A38 Combination Ground Underpass is <del>safeguarded</del><u>allocated</u> and defined on the Policies Map.</p> <p>...</p> <p>5.41 The A38 Combination Ground Underpass is <del>safeguarded</del><u>allocated</u> for the MetroBus extension and existing users. It provides the opportunity to deliver the MetroBus extension route as shown on Figure 2, below.</p>

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MM12	PSP15	<p>Land is <b>safeguardedallocated</b> and defined on the Policies Map for the Park and Ride facility at Nibley, Yate, and for a Park and Share facilities at Tormarton, close to the M4 Junction 18.</p> <p>...</p> <p>5.55 The Council will consider formalising Park and Share facilities close to motorway junctions, as indicated in the Core Strategy Policy CS7. A recent study confirmed there is likely to be future demand for Park and Share facilities at Tormarton, close to the M4, Junction 18 and at Falfield, close to the M5, Junction 14. The Tormarton site is Council owned and is <b>safeguardedallocated</b> on the Policies Map for a Park and Share site. The Council is considering options for a site at Falfield that could be brought forward in line with CS7 and Policy PSP15. Current analysis indicates limited demand and site availability for a Park and Share facility at Aust.</p> <p>5.56 The land <b>safeguardedallocated</b> for sites at Nibley, Yate and at Tormarton are both within the Green Belt. 'Local transport infrastructure' such this Park and Ride/Share sites are not an inappropriate form of development, in accordance with the NPPF paragraph 90. They preserve the openness of the Green Belt; do not conflict with the 5 purposes of land in the Green Belt; and demonstrate a requirement for this location. Both <b>safeguardedallocated</b> sites conform to the provisions in the NPPF's Green Belt policy. Furthermore the Tormarton site is previously developed and therefore its complete redevelopment is acceptable in line with the NPPF (para 89).</p>
MM13	PSP16	<p><b>New development proposal(s) will be acceptable where the following parking standards are met:</b></p> <p><b><u>Cycle Standards</u></b></p> <p>1) The cycle parking standards (spaces and infrastructure) as set out in Schedule A, supported by appropriate and reasonable infrastructure to meet the needs of cyclists.</p> <p><b><u>Non-Residential Standards</u></b></p> <p><del>2) In new non-residential development, the car parking provision should not exceed the maximum standards set out in Schedule B, unless:</del></p> <ul style="list-style-type: none"> <li><del>• it can be demonstrated that demand will substantially exceed the standards; and</del></li> <li><del>• there are limited off-site parking opportunities (existing or proposed) to meet this</del></li> </ul>

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		<p><del>demand.</del></p> <p><del>The provision of on-site car parking below the maximum standards will — be expected in the following circumstances:</del></p> <ul style="list-style-type: none"> <li><del>• at locations which have good accessibility by non-car modes;</del></li> <li><del>• at locations where there is existing capacity in public on and off-street or shared parking availability; and</del></li> <li><del>• provided that the lower level of parking at the development would not result in unacceptable road safety problems.</del></li> </ul> <p><b><u>Residential Standards (C3 Dwelling House)</u></b></p> <p>3) In new residential development the minimum <del>residential</del> car parking standards are as defined:</p> <p>Minimum parking spaces* per dwelling</p> <table border="1" data-bbox="840 890 1872 1102"> <thead> <tr> <th>Dwelling type</th> <th>Parking space provision</th> </tr> </thead> <tbody> <tr> <td>1 bed dwelling/flat/apartment</td> <td>1</td> </tr> <tr> <td>2 bed dwelling/flat/apartment</td> <td>1.5**</td> </tr> <tr> <td>3 bed dwelling/flat/apartment</td> <td>2</td> </tr> <tr> <td>4 bed dwelling/flat/apartment</td> <td>2</td> </tr> <tr> <td>5 and 5+ bed dwelling/flat/apartment</td> <td>3</td> </tr> </tbody> </table> <p><b>Garages</b></p> <p>Only garages that meet the following internal space standards will count towards the parking standards:</p> <ul style="list-style-type: none"> <li>• Single garage: 6m x 3m</li> <li>• Double garage: 6m x 5.6m</li> </ul> <p>Where a garage is provided to the minimum size standards it will be accepted as providing</p>	Dwelling type	Parking space provision	1 bed dwelling/flat/apartment	1	2 bed dwelling/flat/apartment	1.5**	3 bed dwelling/flat/apartment	2	4 bed dwelling/flat/apartment	2	5 and 5+ bed dwelling/flat/apartment	3
Dwelling type	Parking space provision													
1 bed dwelling/flat/apartment	1													
2 bed dwelling/flat/apartment	1.5**													
3 bed dwelling/flat/apartment	2													
4 bed dwelling/flat/apartment	2													
5 and 5+ bed dwelling/flat/apartment	3													

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		<p>the ‘secure undercover [cycle] spaces’. Where garages are provided below the minimum size requirements only 50% of them will count towards the parking standards. Garages will not be acceptable as the sole parking space(s) serving a dwelling.</p> <p><b>Visitor spaces</b></p> <p>An additional 0.2 spaces per dwelling for use by visitors should be provided, unless otherwise agreed by the Council***</p> <p><b><u>Houses in Multiple Occupation (HMOs)</u></b></p> <p>4) Where planning permission is required for a House in Multiple Occupation (HMO), the minimum number of 0.5 car parking spaces**** per bedroom should be provided.</p> <p>This can be provided within the curtilage, or alternatively through submission of appropriate evidence of the availability of on street parking during evenings and weekends.</p> <p>Cycle parking should be provided at a minimum of one secure and covered space per bedroom.</p> <p><b><u>Standards for People with Disabilities</u></b></p> <p>5) The minimum provision for on-site car parking for people with disabilities in new development (<b>excluding C3 Dwelling Houses</b>) should be appropriately located and represent no less than 6% <b>over and above of</b> the <b>standard</b> parking provision, or a provision of one bay****, whichever is the most. Provision for mobility scooters should be determined on merit – except for Nursing and Residential Care Homes, Sheltered Housing, Extra Care Housing, where <b>no less than at least an additional</b> 6% <b>over and above of</b> the <b>standard</b> parking provision <b>should be provided</b>, or a provision of one bay, whichever is the most.</p> <p>*An external parking space is typically a minimum of 2.4 x 4.8m in size. Roadside visitor parking spaces plotted parallel to the highway may well need to be up to 6m in length, but may also be narrower than 2.4m depending on the location. Spaces to the side/between flank walls of dwellings should allow additional space for access to the vehicle. A minimum of 3m is recommended to accommodate a single space between two dwellings. Minimum length of a space in front of a garage and on curtilage parking 5.5m. If a driveway is also used as both vehicular and pedestrian</p>



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		<p>access to a dwelling the parking area should have a minimum width of 3.2m.  **Requirement rounded down to the nearest whole number. Where 2 bed flats are proposed the Council will encourage the provision of 1 parking space per flat, with the remainder of the requirement provided as unallocated visitor spaces in close proximity of the units they serve.  ***The minimum number of dwellings that will require an additional visitor space is 5. The requirement for visitor spaces will be rounded to the nearest whole number.  **** <u>Rounded up to the nearest whole number of spaces.</u>  ***** <u>A parking space for people with disabilities is typically a minimum of 3.6 x 4.8m in size, further guidance on the design and layout can be found at <a href="http://www.gov.uk/government/publications/inclusive-mobility">www.gov.uk/government/publications/inclusive-mobility</a>.</u></p> <hr/> <p><b><u>Deleted:</u></b>  <b><u>Schedule B – Parking Standards</u></b></p> <p><del>5.59 The Council remains committed to reducing travel by car, especially driver only journeys. In order to achieve this, we have adopted car parking standards for retail, employment, recreation and education uses that aim to encourage modal shift to more sustainable modes of transport by managing car parking availability at these destinations.</del></p> <p>5.60 <u>The Council is committed to improving accessibility by means other than the car.</u> This <del>approach</del> <u>commitment</u> is supported by the adoption of minimum cycle parking standards, thereby ensuring that where car parking is not available, cycle parking provides an easy alternative to the car, thus further enhancing the potential for modal shift. As the cycle parking standards are minimum standards, employers can provide additional cycle parking in support of their travel plans or travel surveys. The infrastructure provided at each site will be determined at the planning application stage, by making reference to appropriate national guidance. <u>This could include showers and changing facilities within a development.</u> The Council will ensure that matters such as design layout, location and security are fully addressed.</p> <p>...</p> <p><del>5.63 For B1 Use Classes in the allocated and safeguarded employment sites (Policy CS12) in the Bristol North Fringe and Emersons Green areas, a higher car parking standard of 1 space per 35m2 has been set. Large scale B1 developments are travel intensive and if on-site car parking is not restricted, then this type of development could exacerbate congestion, which would be detrimental to the quality of life in these urban areas and could undermine their economic wellbeing. The justification for this is based on the Council's desire to encourage a modal shift away from the</del></p>

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		<p><del>private car to more sustainable transport modes.</del></p> <p>5.66 ... retail and employment opportunities. <u>Parking provision standards have been set for mobility scooters at Nursing and Residential Care Homes, Sheltered Housing and Extra Care Housing. As the size and design of mobility scooters varies considerably, the space required should be determined by reference to Table C.5 of BS8300:2009, with consideration for charging points and cover requirements.</u></p> <p>...</p> <p>5.68 South Gloucestershire Council has adopted <del>local</del> <u>minimum</u> parking standards for residential <del>and non-residential development comprising of maximum standards for commercial uses to maximise sustainable modes of traffic with minimum standards for residential</del> uses to accommodate car ownership rates. The absence of adopted standards would result in <del>reduced take up of sustainable modes of transport and</del> parking congestion upon local residential streets <del>that would result in increased traffic flows, associated congestion and related environmental factors.</del> Parking provision that does not accord with the standards set out in Policy PSP16 and <del>it's</del> <u>the cycle schedule appendices</u>, may be acceptable. In such cases, conclusive factual statements confirming why deviation from the standards is necessary, must be included in the Transport Assessment. Where such departures from standard are agreed with the Highway Authority, a Travel Plan or other measures may be required to mitigate any intensified transport impact.</p> <p><u>5.68A Justification for minimum residential parking standards:</u></p> <p><u>The 2001 Census statistics showed that car ownership in South Gloucestershire is approximately 1.4 vehicles per dwelling. In 2011 the census statistics showed that this figure had risen to 1.5 vehicles per dwelling. In 2011, nationally 32.1% of households had 2 or more vehicles, whereas in South Gloucestershire some 44.7% of households had two or more. Conversely 25.6% of households had no car, but in South Gloucestershire this figure was 13.1%.</u></p> <p><u>5.68B On street residential car parking has become an issue in specific areas of the district, where parked vehicles have impeded larger vehicles, such as those used by the emergency services, affected sight lines and crossing points.</u></p>

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MM14	PSP17	<p><b><u>Understanding the Heritage Asset and the Impact of Development</u></b></p> <p>Development proposals involving or affecting heritage assets should demonstrate:</p> <ul style="list-style-type: none"> <li>• the significance of the heritage asset(s) affected;</li> <li>• the impact of the proposal on the significance of the heritage asset(s) and their setting(s); and</li> <li>• how the development will protect, <b>and/or</b> enhance or better reveal the significance of the heritage asset(s) and their setting(s).</li> </ul> <p><b><u>Assessment of development which <del>does not affects the conservation</del> or <del>enhancement of a heritage asset</del></u></b></p> <p>The conservation of South Gloucestershire’s heritage assets is a priority for the Council and, as a consequence, where development would result in harm to the significance of a heritage asset or its setting, planning permission will <b><u>only be granted when be refused, unless</u></b> it can be clearly demonstrated that all of the following can be met:</p> <ul style="list-style-type: none"> <li>• the proposal results in public benefits that outweigh the harm to the heritage asset, considering the balance between the significance of the asset affected, the degree of harm and the public benefits achieved;</li> <li>• there is no other means of delivering similar public benefits through development of an alternative site;</li> <li>• <del>there is no other alternative proposal, or a similar proposal, which achieves similar public benefits, but with less harm to the heritage asset;</del></li> <li>• the harm to the heritage asset is minimised and mitigated through the form <b><u>and design</u></b> of the development and the provision of heritage enhancements; and</li> </ul>

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		<ul style="list-style-type: none"> <li>the heritage asset will be properly recorded to professionally accepted standards.</li> </ul> <p>Where the loss of the whole or part of a designated or non-designated heritage asset is acceptable...</p> <p>6.11 Where the significance of a heritage asset (<u>including those with potential archaeological interest</u>) is not known, or cannot be determined through consultation with the HER or through the results of a desk-based assessment, <u>where deemed necessary by the local planning authority</u> the applicant will be expected to undertake field evaluation to clarify information that contributes to the significance of that asset. Such information may include the character, extent, survival and date of the asset. Field evaluation can comprise trial trenching, geophysical survey and building recording. Field evaluation should be undertaken in advance of submission of an application, so that it can be considered in determining the application. The assessment should incorporate all activities that will be required in construction and not just the final design of a development. Therefore the assessment should take account of all ancillary and infrastructure works, construction and landscaping activities required to build and complete the development.</p>
MM15	PSP19	<p><u>Development Proposals resulting in the loss or deterioration of irreplaceable habitats, including unimproved grassland(lowland hay meadows), ancient woodland, and ancient trees will be refused unless the need for, and benefits of, the development in that location clearly outweigh the loss</u></p> <p>Development proposals, where they would result in significant harm to sites of value for local biodiversity, <del>or significant harm</del> which cannot be avoided by locating it on an alternative site with less harmful impacts, adequately mitigated or, as a last resort, compensated for, will <del>not</del> be <u>acceptable-refused</u>. Sites of value for local biodiversity include (but are not limited to):</p> <p>...</p> <p><del>irreplaceable habitats, such as unimproved grassland (lowland hay meadows), ancient semi-natural woodland (including plantation on the sites of ancient woodland) and veteran trees;</del></p> <p>...</p>

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		<p>6.35 Paragraph 118 of the NPPF instructs that ‘opportunities to incorporate biodiversity in and around developments should be encouraged’. Accordingly, wherever appropriate <u>and feasible</u>, the Council will seek to ensure that biodiversity gain, <u>often provision of new semi-natural habitat to benefit wildlife</u>, is derived from development. <u>Gains will invariably be on land having low to negligible value for nature conservation – such as improved pasture or arable land (intensive farmland) rather than sites already of value - where real ‘gains’ can be achieved for wildlife. This will usually be within new areas of public open spaces in schemes where new semi-natural habitat such as species-rich grassland, mixed native scrub, broadleaved woodland and wetlands (SUDS) can complement retained farmland habitat such as hedgerow networks. However, these gains will be proportionate and appropriate to the size and type of the development proposal scheme; and be secured through a planning condition or legal obligation. For major development, this will also require a management plan, and a programme of future monitoring. The South Gloucestershire Biodiversity Action Plan consists of a range of species and habitats requiring urgent action to reverse significant declines in both local and UK populations. These include species such as glow worm, lesser horseshoe bat and wild service tree; and habitats such as species-rich grassland, saltmarsh and hedges. Where applicable, the Council will ensure that development contributes toward meeting the aims and targets of the individual action plans. Barn conversion schemes also offer the opportunity to provide new nesting and roosting opportunities for a variety of species of birds and bats’.</u></p>
MM16	PSP20	<p><b><u>1. Flood Risk and Surface Water Management</u></b></p> <p>All development proposal(s) should follow the sequential approach to flood risk, for all potential flood risk sources.</p> <p>All development proposal(s) will be expected to:</p> <ul style="list-style-type: none"> <li>(i) reduce surface water discharge from the site <del>by</del>, wherever practicable and feasible <u>on</u>; <del>providing a minimum</del> <ul style="list-style-type: none"> <li>a) <u>previously developed land, by reducing post development runoff rates for events up to and including the 1 in 100 year return period, with an allowance for climate change, to that of a greenfield condition. Where it can be demonstrated that this is not practical or feasible, a 30% betterment of the existing situation condition will be required;</u></li> <li>b) <u>greenfield sites, by restricting discharge to a watercourse or surface water sewer to the estimated mean Greenfield runoff rate (QBAR) by means of a controlled outflow. The</u></li> </ul> </li> </ul>

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		<p><u>drainage system should be designed so that flooding does not occur on any part of the development for the 3.33% (1 in 30 year) rainfall event other than in those areas/systems designated to store or convey water. Flooding within the development site should not occur in any part of a building or utility plant susceptible to water during a 1% (1 in 100 year) event, with an allowance for climate change; and</u></p> <p>(ii) incorporate Sustainable Drainage Systems (SuDS) to reduce surface water runoff and minimise the flood risk; <del>and iii) be supported by an appropriate surface water drainage strategy based on SuDS principles;</del> and</p> <p>(iii) ensure that surface water drainage proposals are designed <u>to 1 address existing drainage runoff within the site, and drainage runoff following development of the site;</u> and <del>2</del> not increase off-site flood risk; and</p> <p>(iv) wherever practicable achieve the top tier of the following Surface Water Discharge Hierarchy, providing justification where lower tiers are considered appropriate:</p> <ol style="list-style-type: none"> <li>1. infiltration</li> <li>2. surface water body (watercourse/ditch) (non-infiltration)</li> <li>3. surface water sewer (non-infiltration)</li> <li>4. combined sewer (non-infiltration)</li> </ol> <p>...</p> <p>6.42 Development resulting in the replacement of permeable surfaces by impermeable ones can have adverse effects, such as increased risk of surface water flooding and pollution, silt deposition, alteration to hydrological regime, damage to watercourse habitats and river channel instability. <u>Surface water discharge volumes on developed sites can be up to 10 times greater than when the site was undeveloped. To achieve existing discharge volumes, the difference between the existing and proposed volumes of water (referred to as the Long Term Storage Volume) should not be directly discharged off site. The additional volume of water should first be attenuated on site before being discharged via an agreed system (having regard to the Surface Water Drainage Hierarchy) at an agreed rate for the site. On previously developed land, <del>W</del>where it is not demonstrated to be practicable or feasible to achieve 30% betterment from the existing surface water discharge situation, the council as a minimum will expect no net increase in the amount of the surface water</u></p>

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		<p>discharged as a result of the development. Development proposals will be assessed to ensure that the individual or cumulative effect of water discharge does not increase the risk of flooding, or cause other adverse environmental effects, either locally or elsewhere <del>from new development.</del></p> <p>...</p> <p>6.46 A Surface Water Drainage Strategy based on SuDS principles, will be appropriate when in line with the requirements and checklists for Surface Water Drainage Strategies contained <u>in the</u> West of England <u>Sustainable Drainage</u> Developers Guide (<u>latest or current edition</u>) Part 1; Local Flood Risk Management Strategy (LFRMS), <u>or subsequent superseding document</u>; and also in line with the latest CIRIA guidance. However, information within a surface water drainage strategy need be no more than required for the particular location and type of development.</p>
<b>MM17</b>	<b>PSP21</b>	<p>Development proposals will be acceptable where they clearly demonstrate that development is sited and designed to <u>prevent unacceptable risks and avoid any unacceptable levels of pollution adversely impacting, by way of: fumes, dust, noise, vibration, odour, light or other forms of air, land, water pollution, exposure to contaminated land or land instability,</u> directly or cumulatively, on:</p> <ul style="list-style-type: none"> <li>• <del>the environmental amenity; or and</del></li> <li>• the health, safety and amenity of users of the site or the surrounding area. <del>by way of fumes, dust, noise, vibration, odour, light or other forms of air, land, water pollution, creating exposure to contaminated land or land instability.</del></li> </ul>
<b>MM18</b>	<b>PSP25</b>	<p>Development proposals for hydrocarbon extraction will be acceptable provided that the impacts are fully assessed with regard to the following operations:</p> <p><u>Exploration and Appraisal</u></p> <p>Development proposals for the exploration and appraisal of hydrocarbons will be acceptable where all of the following apply:</p> <ol style="list-style-type: none"> <li>1) well sites and associated facilities are sited in the least sensitive location from which the target reservoir can be accessed;</li> </ol>

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		<p>2) wildlife habitats and ecosystems on the site and surrounding area are protected;</p> <p>3) any adverse impacts are mitigated to an acceptable level, with safeguards to protect human health and environmental and amenity interests put in place as necessary, including for dust, noise, vibration, lighting, atmospheric pollution and groundwater contamination;</p> <p><del>4) it is demonstrated that the integrity of the geological structure, including flow paths, is suitable;</del></p> <p><del>5) where appropriate, an indication of the extent of the reservoir and the extent of the area of search within the reservoir is provided to the Council;</del></p> <p>4) it is demonstrated that sufficient water is available for exploration and appraisal processes, and that there is sufficient capacity to store and treat water from dewatering operations and flow-back;</p> <p>5) a traffic/vehicle movement plan has been completed to the satisfaction of the Council;</p> <p>6) exploration and appraisal operations are for an agreed, temporary length of time; and</p> <p>7) well sites and associated facilities are restored at the earliest practicable opportunity.</p> <p><b><u>Production, Restoration and Aftercare</u></b></p> <p>Development proposals for the production of hydrocarbons will be acceptable where <u>all of the requirements above (1 to 7 inclusive) are met, and</u> all of the following apply:</p> <p>8) <u>it is demonstrated that the integrity of the geological structure, including flow paths, is suitable;</u></p> <p>9) <u>where appropriate, an indication of the extent of the reservoir and the extent of the area of search within the reservoir is provided to the Council;</u></p> <p>10) an appraisal programme has been completed to the satisfaction of the Council;</p> <p>11) an acceptable framework for the production of the reservoir has been submitted to the satisfaction of the Council, including pipework for connecting well pads with each other and to the National Grid;</p> <p>12) the facilities required for production are justified in terms of their number and extent;</p> <p>13) extraction, processing, dispatch and transport facilities are sited, designed and operated to minimise environmental and amenity impacts;</p> <p>14) a scheme which includes progressive landscaping, as well as detailed plans for the removal of all equipment and restoration of the site, to a standard approved by the Council and the means to achieve this; and</p>



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		15) any adverse impacts, both individual and cumulative, can be mitigated to an acceptable level.
MM19	PSP27	<p>Proposals for B8 storage and distribution uses of <del>up to and</del> <b>any size, including those</b> above 3000m2 <del>in size</del>, will be acceptable at the following safeguarded economic development areas, identified in Core Strategy Policy CS12 as defined on the Policies Map:...</p> <p>... <del>In addition p</del> <b>Proposal(s)</b> that have rail served distribution facilities i.e. those directly served by a rail connection or directly associated with a rail freight facility, will be acceptable. <b>where it is demonstrated that they:</b></p> <ul style="list-style-type: none"> <li>I. <b><u>would not significantly conflict with neighbouring land uses; and</u></b></li> <li>II. <b><u>achieve the maximum density compatible with the site's location, its accessibility and its surroundings.</u></b></li> </ul> <p>...</p> <p>7.21 In relation to transport impact, however, <del>evidence suggests that</del> a restrictive policy on the size of warehouses <del>could lead has led</del> to an increase in trip generation, as stores are more quickly depleted and to a misconception that all users of B8 facilities will generate high levels of HGV movements.</p> <p>...</p> <p>7.28—<del>DSuch d</del> developments <del>of an exceptional nature</del> will also be required to demonstrate...</p>
MM20	PSP31	<p>Development proposal(s) for town centre uses will <del>primarily</del> be directed to town and district centres, identified on the Policies Map.</p> <p><b>Provision 3 Table, Bradley Stoke:</b> New <b>A1 retail</b> development of <del>non-retail land</del> within Primary Shopping Area <b>as defined on the Policies Map</b></p>

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		<p><b>Provision 3 Table, Emersons Green:</b> Intensification within Primary Shopping Area <u>as defined on the Policies Map</u></p> <p><b>Provision 3 Table, Kingswood:</b> <del>Redevelopment and additional</del> <u>New</u> A1 <u>retail development floorspace</u> at Downend Road and Kingschase within the Primary Shopping Area, <u>as defined on the Policies Map</u></p> <p><b>Provision 3 Table, Yate:</b> <u>Intensification within Primary Shopping Area as defined on the Policies Map</u></p> <p><b>Provision 3 Table, Stoke Gifford:</b> Within the boundary of new the District Centre, <u>within</u> the Primary Shopping Area and <u>appropriate designated</u> edge of centre sites, <u>as defined on the Policies Map</u></p> <p>7.60 A commentary on growth for each town and district centre is given within the Town Centre Summaries at Appendix 3 of the Plan. Where relevant these highlight locally prepared visions, health checks and town centre strategies, which should be addressed in considering proposal(s). To facilitate development that achieves key objectives for the new centre at Stoke Gifford, <u>the edge of centre sites suitable for retail and main town centre development proposals, referred to under provision 3, are shown as allocations on the Policies Map. -Development Vision is also being prepared, -</u>to assist and guide development proposal(s) for retail and main town centre uses in this area, <u>Key objectives for development proposals in</u> Stoke Gifford are defined in the Town Centre Summary in Appendix 3.</p> <p>7.61 The identified need for comparison floor space is 34,000m2 net by 2026/27. This is based on a retail study, which demonstrates needs arising from within the district 18,000m2 by 2021, and a possible further 16,000m2 by 2026/27. <u>However, F</u>loorspace needs beyond 2021, <u>are have been identified as far</u> less certain <del>and will be subject to a future review in line with paragraph 9.26 of the Core Strategy, as part of the replacement of the Core Strategy. Therefore, a revised retail need figure for the period after 2021 will be established and confirmed as part of the new Local Plan for South Gloucestershire</del> which is scheduled for <u>adoption in</u> 201<u>89</u>. <u>This will include the need for sub-regional consideration of retail issues.</u> In the interim, any <del>additional</del> <u>proposal(s) to meet retail need post 2021</u> will be considered against the strategy for retail development and investment for centres set out within this policy and national policy related to sequential and impact test requirements</p>

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		<p>...</p> <p>7.65 As set out in the Core Strategy Policy CS14, <del>the retail parks at</del> Cribbs Causeway/Mall, Longwell Green and Abbey Wood Retail Park will be treated as out of centre, with no separate notation on the Policies Map.</p> <p>7.66 The existing Abbey Wood Retail Park will remain out of centre, being 300 metres from the Primary Shopping Area within the new district centre of Stoke Gifford. The area of undeveloped land, to the east of Abbey Wood retail complex is within the town centre boundary of Stoke Gifford, <del>with certain sections being considered and designated as an</del> edge of centre <u>site</u> on the Policies Map suitable for A1 retail development <u>and main town centre uses</u>. The role of Abbey Wood Retail Park and its relationship with Stoke Gifford district centre will be addressed in the Joint Spatial Plan and review of the Core Strategy, scheduled for 2018.</p> <p><u>7.6X The provisions of 8(a), retail impact assessments for A1 development are applicable not only to new development but also to changes of use, Section 73 Applications and variations to S106 agreements which may seek amendments to existing permissions which necessarily restrict the level and type of goods that can be sold.</u></p>
<b>MM21</b>	<b>PSP33</b>	<p>7.77 The Primary Shopping Frontages comprise a high proportion of Use Class A1 retail shopping uses, whereas the Secondary Frontages provide opportunities for a greater range of uses that complement the retail role of the centres while providing for a diversity of uses, services and facilities. Such uses include cafes, restaurants and financial services, as well as leisure and community facilities, which would add to the vitality of the area and are considered active ground floor uses. <u>Primary and Secondary Frontages have been reviewed through the preparation of this plan and defined on the policies map.</u></p> <p>See corresponding policies map update Ref 24</p>
<b>MM22</b>	<b>PSP34</b>	<p>7.85 To determine that a pub is no longer viable, the following evidence will need to be provided:</p> <p>i. <u>In all locations outside of designated Primary Shopping Areas</u>, that the public house has been vacant for a continuous period of at least two years; and..</p>

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MM23	PSP37	<p data-bbox="663 284 1939 344"><b>POLICY PSP37 – INTERNAL SPACE AND ACCESSIBILITY STANDARDS FOR <u>AFFORDABLE DWELLINGS</u></b></p> <p data-bbox="663 419 1928 483"><del>New market housing will be acceptable where it is consistent with the nationally described (minimum internal) space standards and accessibility standard – M4(2).</del></p> <p data-bbox="663 520 1984 552"><b>Affordable Housing provided in accordance with Policies CS18 &amp; 19 of the Core Strategy shall:</b></p> <ul style="list-style-type: none"> <li data-bbox="701 588 1951 620">i. be consistent with the nationally described (minimum internal) space standards; and</li> <li data-bbox="701 657 1305 689">ii. meet accessibility standard M4(2); and</li> <li data-bbox="685 726 2029 821">iii. provide 8% of units to meet wheelchair standard M4(3) (<u>only applicable to dwellings where the Local Authority is responsible for allocating or nominating a person to live in that dwelling</u>).</li> </ul> <p data-bbox="663 858 2018 922"><b>Policy M4 (2) &amp; M4 (3) accessibility standards will only be required where step free access can be achieved.</b></p> <p data-bbox="663 938 696 962">...</p> <p data-bbox="663 999 2018 1062">8.2 In March 2015... order to underpin good practice in the sector, the policy therefore adopts the new optional Nationally Described Space and <u>M4(2)</u> accessibility standards <u>for all affordable dwellings</u>.</p> <p data-bbox="663 1099 2029 1265">8.3 To allow the sector to adapt, the provisions of the policy will become applicable on all new planning permissions <u>as of from</u> 6 months of adoption of the policy. <del>NDS standards will also be required on affordable housing for where reserved matters are required from 6 months of adoption of the policy.</del> NDS standards will be required for <del>market and affordable housing as of 1 year of adoption of the policy on</del> Reserved Matters <del>applications</del> pursuant to an extant outline planning consent.</p> <p data-bbox="663 1302 2018 1398">8.4 The 8% of affordable housing required to be M4(3) wheelchair <del>standard adaptable and M4(3) wheelchair accessible dwellings</del> (<u>only applicable to dwellings where the Local Authority is responsible for allocating or nominating a person to live in that dwelling</u>), (policy criterion iii), will be</p>

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		<p>negotiable depending on the local circumstances of the site, in particular sustainable access to local services and facilities, particularly convenience food retail, employment opportunities, community and health facilities, and also topography at the site.</p> <p>8.5 Level access...</p> <p>8.6 The Council also does not wish to prevent truly innovative housing. Where it can therefore be demonstrated that a dwelling will provide high levels of amenity through for example innovative methods of storage, high levels of daylight, immediate access to outdoor private space and high quality specification, the Council may make exception and permit <u>affordable</u> dwellings below the prescribed space standards.</p>
MM24	PSP42	<p><b>POLICY PSP42 – <u>SELF-BUILD &amp; CUSTOM HOUSEBUILDING DWELLINGS</u></b></p> <p><b>4. require developers to supply at least 5% of the total dwellings on residential and mixed–use sites of over 100 dwellings, <del>as serviced plots and/or shell homes for sale to self and custom builders;</del> <u>for sale to self and custom builders, on the following sequential basis:</u></b></p> <p><b><u>Firstly;</u></b></p> <p><b><u>A. As self and/or custom house building serviced plots (that meet the definition of self-build &amp; custom housebuilding plots within the Housing and Planning Act 2016 as amended or any subsequent amendment).</u></b></p> <p><b><u>Secondly; where it is demonstrated that it was not possible to deliver the self-build and/or custom housebuilding plots in accordance with A, above:</u></b></p> <p><b><u>B. as shell homes.</u></b></p> <p>...</p> <p><u>8.46a The Housing &amp; Planning Act 2016 (Section 9, (1)) defines self-build &amp; custom house building as,</u></p> <p><u>“the building or completion by—</u></p> <p><u>(a) individuals,</u></p>

Main Modification Ref (MM)	Part (policy / para/ bullet / sentence)	Main Modification(s)
		<p><u>(b) associations of individuals, or</u></p> <p><u>(c) persons working with or for individuals or associations of individuals,</u></p> <p><u>of houses to be occupied as homes by those individuals.</u></p> <p><u>But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.”</u></p> <p>...</p> <p>8.53 Part <del>45</del> of the policy seeks the provision of self and custom-build plots <u>(that meet the definition of self-build and custom housebuilding in the Housing &amp; Planning Act 2016 as amended or any further subsequent amendments)</u> on house builder lead schemes of over 100 units <u>where practicable, i.e. the requirement will not be sought where a site is comprised predominantly of high density, flatted development due to its context, characteristics and/or other objectives of the plan.</u> Like affordable housing, such plots may also be exempt from any prospective CIL charge. Developers should consider delivery models (see para 8.5<del>36</del> below) and site management issues carefully at the outset. In respect of 'shell homes' they will be expected to be offered at a point prior to 2nd fix. Developers may offer options and packages to completion but purchasers should not be tied into the use of such services as a condition of sale. Options that offer prospective purchasers involvement in customizing external appearance (where appropriate), internal arrangements and sustainability credentials are also encouraged. The affordable housing requirement (Core Strategy Policy CS18) should be calculated on 100% of the unit numbers, including the self-build element.</p> <p>8.53a <u>The Council recognises that there may be instances where self &amp; custom build plots made for sale under criteria 4 of the policy (that meet the definition within the act) may not be taken up in a reasonable timeframe and the developer may therefore wish to provide shell homes. As a last resort, the developer’s standard product would be acceptable. Where a developer may seek to offer shell homes or where necessary standard market product, an appropriate mechanism should be set out in the supporting ‘delivery’ statement (see para 8.56). This should include an independent valuation of the plots and appropriate marketing strategy. (Plots should be carefully selected to ensure they can be serviced in an agreed specified period in the construction programme and are attractive to</u></p>

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		<p><u>prospective self and custom house builders). It will thus be expected that varied plot sizes and 'shell homes' will be offered ahead of developer standard product. Evidence demonstrating that it was not possible to deliver the self-build and or custom build plots, in accordance with the act, or secondly shell homes, will therefore be required with any subsequent full application or reserved matters for the plots in question.</u></p> <p>...</p> <p><b>Delivery</b></p> <p>8.56 The Council recognises the emergence of a variety of business models, including self-finish options and for persons to attempt to circumvent the aspirations of this policy. Therefore, applications for custom-build sites over 10 dwellings in urban areas and 5 dwellings in rural areas, under the terms of this policy, should be accompanied by a <u>delivery</u> statement setting out how the proposed dwellings will be brought forward and how the proposed model fulfils the aspirations of the Government and this policy. Any such schemes that are permitted may be required to enter into a condition and or S106 agreement that requires the plots are sold for the purposes of <u>self or</u> custom-build, in accordance with the proposed business model, (as set out in the supporting <u>delivery</u> statement) where acceptable.</p> <p>...</p> <p>8.59 If such evidence is not provided the full CIL levy will become payable. It should be noted that <u>shell home</u>/self-finish options may not be applicable for CIL exemption.</p>
MM25	PSP43	<p>8.65 The space standards are a guide and include the totality of balconies, front &amp; back gardens and communal spaces etc, but not access paths. They should also be applied as an average across a development taking into account paragraph 8.6<del>40</del> above.</p>
MM26	PSP44	<p><b><u>Protection</u></b></p> <p><b>1) Development proposal(s) on land and buildings in existing use, last used for, or proposed for use for sport and recreation, including open space and playing fields, will not be acceptable unless:</b></p> <p><b>a. an assessment has been undertaken which clearly shows the land and/or the buildings are</b></p>

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		<p>surplus to requirements; or</p> <p>b. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location, and the replacement provision is available for use before the existing provision and its use is lost; or</p> <p>c. the development is for alternative sport and recreation provision, the need for which clearly outweighs the loss;<del>;-or</del></p> <p><del>d. the development proposal is of a limited scale and would substantially enhance sport and recreation provision at the site for community use; or</del></p> <p><del>e. in the case of school playing fields, the development is for education purposes or the Department for Education is satisfied that the land is no longer required for school use and its loss would not result in a shortfall in provision for the local community.</del></p> <p>...</p> <p><del>8.71 The policy allows for the partial limited development of a site in circumstances where this would provide for substantial enhancement of sport and recreation provision on site for community use (criteria d). Only a small proportion of the site will be permitted for redevelopment, usually up to 5% with anything above and up to a limit of no more than 10% requiring exceptional circumstances to be demonstrated, and usually much less. Substantial enhancements will relate to the improvement of existing sport and recreation provision and will generally entail all weather surfacing, drainage provision/improvements, floodlighting, changing facility provision/improvements and contributions to the long term maintenance of the facility.</del></p> <p><del>8.72 Criteria e of the policy acknowledges that, in accordance with paragraph 72 of the NPPF, Government attaches great weight to the need to create, expand or alter schools.</del></p>
MM27	PSP45	<p>POLICY PSP45 – <del>BURIAL FACILITIES (INCLUDING CREMATORIA)</del></p> <p>Outside of settlement boundaries, as defined on the Policies Map and outside of the Green Belt, new buildings serving <del>cemeteries/burial facilities</del> crematoria will only be permitted where the</p>



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		<p><b>conversion or re-use of existing buildings is not viable, and where they are essential to the primary purpose of the site and proportionate with the proposed use and existing building(s) on the site.</b></p> <p>...</p> <p>8.78 Core Strategy Policy CS23 Community Infrastructure and Cultural Activity seeks to ensure that in the first instance the role and viability of existing facilities are enhanced. Policy PSP45 will only allow new buildings for <del>burial facilities, including</del> crematoria, which are proposed outside of settlement boundaries and outside the Green Belt, where the re-use or conversion of an existing building is not viable. Any new building will have to be for the primary purpose of the site and proportionate to it and its surroundings.</p> <p>8.79 <del>In accordance with the NPPF, in the Green Belt, only new buildings providing appropriate facilities for cemeteries are acceptable in principle.</del> There are other policies in the Plan which <del>will</del> apply to crematoria, such as environmental policies, which will seek to ensure proposal(s) respect landscape quality and prevent environmental pollution, for example. These are sensitive uses where privacy for those visiting is as important as for those living close by. This will need to be reflected in the design of proposal(s), particularly for boundary treatment.</p>
<b>MM28</b>	<b>PSP46</b>	<b>See Appendix 1 at the end of this document for full Main Modifications to PSP46</b>
<b>MM29</b>	<b>PSP47</b>	<p>11.1 Site allocations and safeguarding for a range of land uses are required to support the delivery of sustainable communities and have been identified in Policy PSP47 below. These include those allocations previously contained in the South Gloucestershire Local Plan (adopted 2006) that still require allocated status; and new allocations and safeguarding made in this Plan. Other site allocations and safeguarding are <del>set</del> within the Development Management Policies, in Part 1 of the Plan. <u>These are listed in this policy along with a cross reference to the relevant Development Management Policy.</u></p> <p><b>PSP47 – SITE ALLOCATIONS AND SAFEGUARDING</b></p> <p>The sites/<u>routes</u> listed <u>in the tables</u> below and shown on the Policies Map will be</p>

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		<p>developed/safeguarded for the uses identified and brought forward in accordance with all other relevant development plan policies.</p> <p><b><u>Safeguarding:</u></b>  <b><u>The following sites/routes are safeguarded for future uses and activities identified. Alternative uses may compromise the delivery of the identified uses and will therefore not be permitted.</u></b></p> <table border="1" data-bbox="667 497 1975 1050"> <thead> <tr> <th data-bbox="667 497 920 531">Topic/Use</th> <th data-bbox="920 497 1711 531">Site/Use Details</th> <th data-bbox="1711 497 1975 531">Parish</th> </tr> </thead> <tbody> <tr> <td data-bbox="667 531 920 756" rowspan="3">Transportation</td> <td data-bbox="920 531 1711 608">1. Bus link between Coniston Road, Patchway and Waterside Drive Aztec West*</td> <td data-bbox="1711 531 1975 608">Patchway</td> </tr> <tr> <td data-bbox="920 608 1711 684"><b><u>1a. Rail Station Charfield (also see policy PSP14)*</u></b></td> <td data-bbox="1711 608 1975 684"><b><u>Charfield</u></b></td> </tr> <tr> <td data-bbox="920 684 1711 756"><b><u>1b. Active Travel Routes (also see PSP10)**</u></b></td> <td data-bbox="1711 684 1975 756"><b><u>Various</u></b></td> </tr> <tr> <td data-bbox="667 756 920 1050" rowspan="4"><b><u>Minerals Site Safeguarding</u></b></td> <td data-bbox="920 756 1711 833"><b><u>1c. Preferred Area – South West of Tytherington Quarry (also see policy PSP23)*</u></b></td> <td data-bbox="1711 756 1975 833"><b><u>Tytherington</u></b></td> </tr> <tr> <td data-bbox="920 833 1711 909"><b><u>1d. Preferred Area – East of Chipping Sodbury Quarry (Brinsham Farm) (also see policy PSP23)*</u></b></td> <td data-bbox="1711 833 1975 909"><b><u>Yate</u></b></td> </tr> <tr> <td data-bbox="920 909 1711 986"><b><u>1e. Preferred Area – North of Wickwar Quarry (also see policy PSP23)**</u></b></td> <td data-bbox="1711 909 1975 986"><b><u>Charfield</u></b></td> </tr> <tr> <td data-bbox="920 986 1711 1050"><b><u>1f. Area of Search – North West of Wickwar (Churchwood) Quarry (also see policy PSP23)**</u></b></td> <td data-bbox="1711 986 1975 1050"><b><u>Cromhall</u></b></td> </tr> </tbody> </table> <p><b><u>Allocations:</u></b>  <b><u>The following sites are allocated for development, for the uses identified. Alternatives uses that compromise the delivery of the identified uses will not be permitted.</u></b></p> <table border="1" data-bbox="667 1203 1975 1382"> <thead> <tr> <th data-bbox="667 1203 920 1236">Topic/Use</th> <th data-bbox="920 1203 1711 1236">Site/Use Details</th> <th data-bbox="1711 1203 1975 1236">Parish</th> </tr> </thead> <tbody> <tr> <td data-bbox="667 1236 920 1313" rowspan="2">Transportation</td> <td data-bbox="920 1236 1711 1313"><b><u>1g. The MetroBus network (also see policy PSP13)**</u></b></td> <td data-bbox="1711 1236 1975 1313"><b><u>Various</u></b></td> </tr> <tr> <td data-bbox="920 1313 1711 1382"><b><u>1h. The A38 Combination Ground Underpass (also see policy PSP13)**</u></b></td> <td data-bbox="1711 1313 1975 1382"><b><u>Filton</u></b></td> </tr> </tbody> </table>	Topic/Use	Site/Use Details	Parish	Transportation	1. Bus link between Coniston Road, Patchway and Waterside Drive Aztec West*	Patchway	<b><u>1a. Rail Station Charfield (also see policy PSP14)*</u></b>	<b><u>Charfield</u></b>	<b><u>1b. Active Travel Routes (also see PSP10)**</u></b>	<b><u>Various</u></b>	<b><u>Minerals Site Safeguarding</u></b>	<b><u>1c. Preferred Area – South West of Tytherington Quarry (also see policy PSP23)*</u></b>	<b><u>Tytherington</u></b>	<b><u>1d. Preferred Area – East of Chipping Sodbury Quarry (Brinsham Farm) (also see policy PSP23)*</u></b>	<b><u>Yate</u></b>	<b><u>1e. Preferred Area – North of Wickwar Quarry (also see policy PSP23)**</u></b>	<b><u>Charfield</u></b>	<b><u>1f. Area of Search – North West of Wickwar (Churchwood) Quarry (also see policy PSP23)**</u></b>	<b><u>Cromhall</u></b>	Topic/Use	Site/Use Details	Parish	Transportation	<b><u>1g. The MetroBus network (also see policy PSP13)**</u></b>	<b><u>Various</u></b>	<b><u>1h. The A38 Combination Ground Underpass (also see policy PSP13)**</u></b>	<b><u>Filton</u></b>
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			<u><a href="#">1i. Park and Ride Nibley, Yate (also see policy PSP15)**</a></u>	<u><a href="#">Westerleigh</a></u>
			<u><a href="#">1j. Park and Share Tormarton (also see policy PSP15)**</a></u>	<u><a href="#">Tormarton</a></u>
	Education and/or Community Use		2. The Common East, Bradley Stoke (Wheatfield Drive)*	Bradley Stoke
	Sports & Leisure		3. Within the Town Centre at Emersons Green* (indoor and outdoor leisure facilities)	Mangotsfield
			4. Tennis Court Road, Kingswood* (Sports/Leisure)	Unparished
			5. <del>Safeguarding of:</del> UWE Stadium** (21,700 seater sports stadium, ancillary and educational facilities)	Stoke Gifford
	Community Facilities		6. Wellington Road, Yate*	Yate
	Open Space		7. Adjacent to Thornbury Leisure Centre, Thornbury* (formal and informal open space)	Thornbury
			8. The Common, Yate* (formal and informal open space)	Yate
			9. Stub Ridings, Wickwar Road, Chipping Sodbury* (formal open space)	Sodbury
			<u><a href="#">9a. Yate Outdoor Sports Centre**</a></u>	<u><a href="#">Yate</a></u>
	Education		10. Adjacent To Malmins Drive, Frenchay*	Winterbourne
			11. Adjacent To Wellington Road, Yate*	Yate
	<u><a href="#">Retail – A1 Comparison Floorspace</a></u>		<u><a href="#">11a. Bradley Stoke Town Centre (also see policy PSP31)**</a></u>	<u><a href="#">Bradley Stoke</a></u>
			<u><a href="#">11b. Kingswood Town Centre (also see policy PSP31)**</a></u>	<u><a href="#">Unparished</a></u>
			<u><a href="#">11c. Stoke Gifford District Centre – Edge of Centre</a></u>	<u><a href="#">Stoke Gifford</a></u>

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			<p><b><u>Sites (also see policy PSP31)**</u></b></p> <p><b>12. South of Douglas Road, Kingswood (mixed residential development, comprising 306 dwellings, 40-bed nursing home, 28-bed sheltered housing scheme, and public open space)*</b></p> <p><b>13. Waterworks Depot, Soundwell Road, Kingswood (approximately 75 dwellings)*</b></p> <p><b>14. Land East of Coldharbour Lane and South of Bristol Business Park, Stoke Gifford (mixed use development, approximately 550 dwellings, retail and/or community meeting space and open space)*</b></p> <p><b>15. Land at Harry Stoke (site allocated for housing and supporting facilities and open space, to meet local needs)*</b></p> <p><b>16. Northfield (Charlton Hayes) (mixed use site)*</b></p> <p><b>17. Emersons Green East (mixed use site)*</b></p>		
<p>The following information is provided on the sites/<a href="#">routes</a> set out in Policy PSP47.</p> <p><b>Transportation</b></p> <p><u>Site 1: Bus link between Coniston Road, Patchway and Waterside Drive, Aztec West</u></p> <p>11.2 This bus link utilises private land and will require the agreement of the land owner. It will remove the need for bus services to take a circuitous route between Bradley Stoke and Cribbs Causeway. It will also improve public transport access to Aztec West.</p> <p><a href="#">Site 1a, see policy PSP14*</a></p> <p><a href="#">Routes 1b, see policy PSP10**</a></p> <p><a href="#">Sites 1g and 1h, see policy PSP13**</a></p>					

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		<p data-bbox="663 316 1120 347"><u>Sites 1i and 1j, see policy PSP15**</u></p> <p data-bbox="663 416 1041 448"><b><u>Minerals Site Safeguarding</u></b></p> <p data-bbox="663 485 1305 517"><u>Sites 1c-1d* and Sites 1e -1f**, see policy PSP23</u></p> <p data-bbox="663 531 696 547">...</p> <p data-bbox="663 616 2047 743">11.5 The site is in the Council's ownership and is retained subject to the completion of the sports strategy that is reviewing formal sports pitches and facilities provision. Pending the completion of this, the Council's position is that existing facilities are currently heavily over used and are expected to continue to be so.</p> <p data-bbox="663 772 2047 804"><u>Site 5: <del>Safeguarding of:</del> UWE Stadium** (21,700 seater sports stadium, ancillary and educational facilities)</u></p> <p data-bbox="663 841 1977 904">11.6 This is a site <del>allocated</del><b>safeguarded</b> for the bringing forward of a stadium, with 21,700 seats and ancillary and educational facilities, in line with the current planning permission.</p> <p data-bbox="663 948 696 963">...</p> <p data-bbox="663 1000 1160 1032"><u>Site 9a: Yate Outdoor Sports Centre**</u></p> <p data-bbox="663 1069 2024 1305"><u>11.10a This site is reserved for formal and informal open space aimed at meeting the assessed needs of this area. Recent evidence has identified a demand for additional provision, whilst the anticipated expansion of the population through additional housing sites will also increase demand. The site has existing facilities in place and further capacity could be provided to meet demand as it arises with an additional access from YOSC to the new housing development to the north. The site area incorporates land within the secondary school to allow for any future reorganization of the provision.</u></p> <p data-bbox="663 1342 2024 1406">11.12 This site is allocated for a primary school. Currently the site is providing a temporary facility for outdoor recreation activities provided by Yate Town Council. The Council supports this temporary</p>

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		<p>use provided that it does not involve built structures that would prejudice planned future educational development on the land.</p> <p><b><u>Retail – A1 Comparison Floorspace</u></b></p> <p><u>Sites 11a-11c, please see policy PSP31**.</u></p> <p>...</p> <p><b>Other <u>Designations Allocations and Safeguarding</u> in the Plan</b></p> <p>11.19 In addition to the allocations/safeguarding set out in the policy above, the following policies in Part 1 also contain <u>allocations, safeguarding and</u> designations (which are detailed on the Policies Map <u>or in the Changes to the Policies Map Booklet</u>).</p> <table border="1" data-bbox="792 762 1807 1353"> <thead> <tr> <th>Policy</th> <th>Topic</th> </tr> </thead> <tbody> <tr> <td>PSP4</td> <td>Designated Local Green Spaces (see Appendix 2)</td> </tr> <tr> <td><del>PSP10</del></td> <td><del>Active Travel Routes</del></td> </tr> <tr> <td><del>PSP13</del></td> <td><del>Safeguarding Strategic Transport Schemes and Infrastructure</del></td> </tr> <tr> <td><del>PSP14</del></td> <td><del>Safeguarding Rail Schemes and Infrastructure – Charfield Railway Station (as confirmed in Policy CS7 of the Core Strategy)</del></td> </tr> <tr> <td><del>PSP15</del></td> <td><del>Park and Ride/Share – Nibley Park and Ride, and Tormarton Park and Share</del></td> </tr> <tr> <td><del>PSP23</del></td> <td><del>Mineral Working and Restoration – Minerals Preferred Areas and Area of Search</del></td> </tr> <tr> <td>PSP24</td> <td>Minerals Safeguarding Areas</td> </tr> <tr> <td>PSP31</td> <td>Town Centre Uses - Town and district centres, and primary shopping area boundaries</td> </tr> <tr> <td>PSP33</td> <td>Shopping Frontages - Primary and Secondary retail frontages</td> </tr> </tbody> </table>	Policy	Topic	PSP4	Designated Local Green Spaces (see Appendix 2)	<del>PSP10</del>	<del>Active Travel Routes</del>	<del>PSP13</del>	<del>Safeguarding Strategic Transport Schemes and Infrastructure</del>	<del>PSP14</del>	<del>Safeguarding Rail Schemes and Infrastructure – Charfield Railway Station (as confirmed in Policy CS7 of the Core Strategy)</del>	<del>PSP15</del>	<del>Park and Ride/Share – Nibley Park and Ride, and Tormarton Park and Share</del>	<del>PSP23</del>	<del>Mineral Working and Restoration – Minerals Preferred Areas and Area of Search</del>	PSP24	Minerals Safeguarding Areas	PSP31	Town Centre Uses - Town and district centres, and primary shopping area boundaries	PSP33	Shopping Frontages - Primary and Secondary retail frontages
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<del>PSP14</del>	<del>Safeguarding Rail Schemes and Infrastructure – Charfield Railway Station (as confirmed in Policy CS7 of the Core Strategy)</del>																					
<del>PSP15</del>	<del>Park and Ride/Share – Nibley Park and Ride, and Tormarton Park and Share</del>																					
<del>PSP23</del>	<del>Mineral Working and Restoration – Minerals Preferred Areas and Area of Search</del>																					
PSP24	Minerals Safeguarding Areas																					
PSP31	Town Centre Uses - Town and district centres, and primary shopping area boundaries																					
PSP33	Shopping Frontages - Primary and Secondary retail frontages																					

Main Modification Ref (MM)	Part (policy / para/ bullet / sentence)	Main Modification(s)																																							
MM30	Appendix 2 – Local Green Space Designations	<p><b>Appendix 2 Local Green Space Designation</b></p> <p>The Local Green Spaces being designated in South Gloucestershire are listed below by Parish and displayed on the Policies Map.</p> <p><b>Acton Turville Parish</b></p> <table border="1" data-bbox="667 486 1865 523"> <tr> <td><del>LGSD004</del></td> <td><del>Acton Turville Playing Fields</del></td> <td><del>Cotswold Edge Ward</del></td> </tr> </table> <p><b>Almondsbury Parish</b></p> <table border="1" data-bbox="667 584 1872 620"> <tr> <td><del>LGSD1210</del></td> <td><del>Charlton Common</del></td> <td><del>Patchway Ward</del></td> </tr> </table> <p><b>Alveston Parish</b></p> <table border="1" data-bbox="667 681 1865 1166"> <tr> <td>LGSD004</td> <td>Jubilee &amp; Limekiln Fields</td> <td>Thornbury South and Alveston Ward</td> </tr> <tr> <td>LGSD005</td> <td>Alveston Allotments</td> <td>Thornbury South and Alveston Ward</td> </tr> <tr> <td><del>LGSD006</del></td> <td><del>Strode Common &amp; Play Area</del></td> <td><del>Thornbury South and Alveston Ward</del></td> </tr> <tr> <td>LGSD008</td> <td>Thornbury Cricket Club Pitch</td> <td>Thornbury South and Alveston Ward</td> </tr> <tr> <td>LGSD009</td> <td>Paddock Gardens</td> <td>Thornbury South and Alveston Ward</td> </tr> <tr> <td>LGSD010</td> <td>Beanhill Crescent</td> <td>Thornbury South and Alveston Ward</td> </tr> <tr> <td>LGSD592</td> <td>Church Road Old Village Green</td> <td>Thornbury South and Alveston Ward</td> </tr> </table> <p><b>Aust Parish</b></p> <table border="1" data-bbox="667 1228 1865 1401"> <tr> <td>LGSD013</td> <td>Woodwell Nature Reserve</td> <td>Severn Ward</td> </tr> <tr> <td>LGSD014</td> <td>Littleton-upon-Severn Village Pond</td> <td>Severn Ward</td> </tr> <tr> <td>LGSD015</td> <td>Aust Pound</td> <td>Severn Ward</td> </tr> <tr> <td><del>LGSD600</del></td> <td><del>Whale Wharf Fishing ponds and Nature Reserve</del></td> <td><del>Severn Ward</del></td> </tr> </table>	<del>LGSD004</del>	<del>Acton Turville Playing Fields</del>	<del>Cotswold Edge Ward</del>	<del>LGSD1210</del>	<del>Charlton Common</del>	<del>Patchway Ward</del>	LGSD004	Jubilee & Limekiln Fields	Thornbury South and Alveston Ward	LGSD005	Alveston Allotments	Thornbury South and Alveston Ward	<del>LGSD006</del>	<del>Strode Common &amp; Play Area</del>	<del>Thornbury South and Alveston Ward</del>	LGSD008	Thornbury Cricket Club Pitch	Thornbury South and Alveston Ward	LGSD009	Paddock Gardens	Thornbury South and Alveston Ward	LGSD010	Beanhill Crescent	Thornbury South and Alveston Ward	LGSD592	Church Road Old Village Green	Thornbury South and Alveston Ward	LGSD013	Woodwell Nature Reserve	Severn Ward	LGSD014	Littleton-upon-Severn Village Pond	Severn Ward	LGSD015	Aust Pound	Severn Ward	<del>LGSD600</del>	<del>Whale Wharf Fishing ponds and Nature Reserve</del>	<del>Severn Ward</del>
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<b>Bitton Parish</b>			
LGSD605		North Street and Redfield Hill Allotments	Oldland Common Ward
<a href="#"><u>LGSD606</u></a>		<a href="#"><u>Aitchison Field, Castle Road, Oldland Common</u></a>	<a href="#"><u>Oldland Common Ward</u></a>
<a href="#"><u>LGSD607</u></a>		<a href="#"><u>Pound Ground, Golden Valley Lane, Bitton</u></a>	<a href="#"><u>Bitton Ward</u></a>
LGSD608		Aubrey Meads and Pines Road Play Areas	Bitton Ward
<a href="#"><u>LGSD609</u></a>		<a href="#"><u>Linear park alongside Siston Brook from Hazelbury Drive, North Common to Court Road, Oldland Common</u></a>	<a href="#"><u>Oldland Common Ward</u></a>
LGSD611		Bitton Recreation Ground	Bitton Ward
LGSD614		The Retreat and Baron's Wood	Bitton Ward
LGSD615		Briarlands Guide Association Activity Site	Bitton Ward
LGSD1177		Tweeny Lane Play Area	Oldland Common Ward
LGSD1178		Torrance Close Play Area	Oldland Common Ward
LGSD1179		Coombes Way Play Area	Oldland Common Ward
<b>Bradley Stoke Parish</b>			
LGSD024		Land at Jordan Walk	Bradley Stoke South Ward
LGSD030		Land at Cross Tree Grove, The Culvert & Stevens Walk	Bradley Stoke South Ward
LGSD032		Land at Foxborough Gardens	Bradley Stoke North Ward
LGSD033		Land at Trench Lane	Bradley Stoke North Ward
LGSD044		Land at Huckley Way	Bradley Stoke South Ward
LGSD055		Land at Kingfisher Close	Bradley Stoke Central and Stoke Lodge Ward
LGSD056		Land at The Common East	Bradley Stoke Central and Stoke Lodge Ward
<b>Charfield Parish</b>			
LGSD057		Land at Old Manor Estate	Charfield Ward
<b>Cromhall Parish</b>			



Main Modification Ref (MM)	Part (policy / para/ bullet / sentence)	Main Modification(s)		
		LGSD667	Burltons Village Green	Charfield Ward
		<b>Dodington Parish</b>		
		LGSD067	Wapley Rank Orchard	Westerleigh Ward
		LGSD068	Three Dodington Allotments, Wapley	Westerleigh Ward
		<a href="#">LGSD069</a>	<a href="#">Chedworth Green Space</a>	<a href="#">Dodington Ward</a>
		LGSD070	Green Space between Witcombe/Brockworth, Yate	Dodington Ward
		LGSD071	Poco Strip	Dodington Ward
		LGSD072	Woodchester Park and Play Area	Dodington Ward
		LGSD073	QEII Playing Fields, Kelston Close, Yate	Dodington Ward
		<a href="#">LGSD074</a>	<a href="#">Merlin Way "Tump", Chipping Sodbury</a>	<a href="#">Chipping Sodbury Ward</a>
		LGSD075	Goldcrest Park and Play Area	Chipping Sodbury Ward
		LGSD076	Lilliput Park and Play Area	Chipping Sodbury Ward
		LGSD077	Land Between Mallard Close & Elswick Park	Chipping Sodbury Ward
		LGSD078	Robin Way allotments Chipping Sodbury	Chipping Sodbury Ward
		LGSD672	Wapley Common, Nature Reserve and Community Orchard for the future	Westerleigh Ward
		<b>Downend and Bromley Heath Parish</b>		
		LGSD081	Leap Valley	Downend Ward
		<a href="#">LGSD082</a>	<a href="#">Lincombe Barn Woods</a>	<a href="#">Downend Ward</a>
		<a href="#">LGSD084</a>	<a href="#">Britannia Woods</a>	<a href="#">Downend Ward</a>
		<a href="#">LGSD085</a>	<a href="#">Scantleberry Close Open Space</a>	<a href="#">Downend Ward</a>
		<a href="#">LGSD694</a>	<a href="#">Bury Hill View Open Space</a>	<a href="#">Downend Ward</a>
		LGSD695	Heathfields Open Space	Emersons Green Ward
		<b>Doynton Parish</b>		
		<a href="#">LGSD087</a>	<a href="#">Summers Field</a>	<a href="#">Boyd Valley Ward</a>
		LGSD102	Doynton Playing Recreation Field	Boyd Valley Ward
		LGSD700	Holy Trinity Village Green	Boyd Valley Ward

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628">LGSD186</td> <td data-bbox="846 593 1406 628">Land at Emersons Green Lane</td> <td data-bbox="1406 593 1861 628">Emersons Green Ward</td> </tr> <tr> <td data-bbox="663 628 846 663">LGSD187</td> <td data-bbox="846 628 1406 663">Emersons Green Common</td> <td data-bbox="1406 628 1861 663">Emersons Green Ward</td> </tr> <tr> <td data-bbox="663 663 846 699"><a href="#"><u>LGSD188</u></a></td> <td data-bbox="846 663 1406 699"><a href="#"><u>Emersons Green Park and also Pond near the Langley Arms Pub</u></a></td> <td data-bbox="1406 663 1861 699"><a href="#"><u>Emersons Green Ward</u></a></td> </tr> <tr> <td data-bbox="663 699 846 734">LGSD189</td> <td data-bbox="846 699 1406 734">Pond and Open Space behind Blackhorse Garage</td> <td data-bbox="1406 699 1861 734">Emersons Green Ward</td> </tr> <tr> <td data-bbox="663 734 846 769">LGSD191</td> <td data-bbox="846 734 1406 769">Green Lane Common Land</td> <td data-bbox="1406 734 1861 769">Emersons Green Ward</td> </tr> <tr> <td 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playing fields, North and South Side</u></a>	<a href="#"><u>Emersons Green Ward</u></a>	<a href="#"><u>LGSD193</u></a>	<a href="#"><u>Rodway Hill Common</u></a>	<a href="#"><u>Emersons Green Ward</u></a>	LGSD194	Carsons Copse	Emersons Green Ward	LGSD195	Common Land at Blackhorse Road	Rodway Ward	<a href="#"><u>LGSD197</u></a>	<a href="#"><u>Valley Gardens Green Space</u></a>	<a href="#"><u>Emersons Green Ward</u></a>	<a href="#"><u>LGSD198</u></a>	<a href="#"><u>Green Space in front of Walker Close</u></a>	<a href="#"><u>Emersons Green Ward</u></a>	LGSD200	Westons Hill Drive Ponds and Play Area	Emersons Green Ward	<a href="#"><u>LGSD203</u></a>	<a href="#"><u>Land near Mangotsfield Football Club and Gossham Street</u></a>	<a href="#"><u>Emersons Green Ward</u></a>	LGSD206	Springfield Park	Rodway Ward	LGSD207	Ponds at Westons Brake and Badminton Road	Emersons Green Ward
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		<del>LGSD1171</del>	<del>Pomphrey Hill playing fields, South Side only Emersons Green Ward</del>
		<b>Falfield Parish</b>	
		LGSD091	Orchard View Green Area, Sundayshill Lane, Falfield Charfield Ward
		<b>Filton Parish</b>	
		LGSD092	Elm Park Filton Ward
		LGSD098	Station Road Allotment Filton Ward
		LGSD099	Land behind Bulldog Pub Filton Ward
		<b>Frampton Cotterell Parish</b>	
		LGSD101	Beesmoor Road Playing Fields Frampton Cotterell Ward
		LGSD103	Brockridge Centre Play Area Frampton Cotterell Ward
		LGSD104	The Meads Play Area Frampton Cotterell Ward
		<del>LGSD106</del>	<del>The Park, School Road, Frampton Cotterell Frampton Cotterell Ward</del>
		LGSD715	Black Rocks Frampton Cotterell Ward
		LGSD722	Centenary Field Frampton Cotterell Ward
		<b>Hanham Parish</b>	
		<del>LGSD765</del>	<del>Tabernacle Congregational Church Hanham Ward</del>
		LGSD768	Hanham Mount Hanham Ward
		LGSD772	Christ Church, Church Road Hanham Ward
		LGSD774	Hanham Tennis Courts/Woodland Tennis Club Hanham Ward
		LGSD775	Aspects Leisure Hanham Ward
		LGSD781	Conham River Park Hanham Ward
		LGSD782	Magpie Bottom Hanham Ward
		<b>Hanham Abbots Parish</b>	
		LGSD129	Cleeve Woods Longwell Green Ward

Main Modification Ref (MM)	Part (policy / para/ bullet / sentence)	Main Modification(s)		
		LGSD130	Land off Abbots View between Stonehill View and the Cricket Ground	Hanham Ward
		LGSD724	Marion Road Amenity Area	Hanham Ward
		LGSD728	Granville Close/Riverside Way	Hanham Ward
		<del>LGSD729</del>	<del>Playing Fields at Abbots Road Sport Ground</del>	<del>Hanham Ward</del>
		LGSD730	Hanham Hall Park	Hanham Ward
		LGSD732	Gover Road	Hanham Ward
		LGSD733	Whittucks Road	Hanham Ward
		LGSD734	The Meadows	Hanham Ward
		<del>LGSD735</del>	<del>Headington Close</del>	<del>Hanham Ward</del>
		LGSD736	Iles Close	Hanham Ward
		<del>LGSD738</del>	<del>Williams Close, playing field</del>	<del>Longwell Green Ward</del>
		LGSD740	Ellacombe Road	Longwell Green Ward
		LGSD741	Court Farm Road, Stephens Green	Longwell Green Ward
		LGSD742	Marion Road	Hanham Ward
		LGSD743	Bickley Woods	Hanham Ward
		<del>LGSD750</del>	<del>Land at rear of Hanham Hall</del>	<del>Hanham Ward</del>
		<b>Hawkesbury Parish</b>		
		LGSD171	High Street Recreational Field	Cotswold Edge Ward
		<del>LGSD172</del>	<del>Drovers Pool</del>	<del>Cotswold Edge Ward</del>
		<del>LGSD174</del>	<del>Amenity Grass Sandpits Lane/ Birgage Road</del>	<del>Cotswold Edge Ward</del>
		<del>LGSD792</del>	<del>The Pound</del>	<del>Cotswold Edge Ward</del>
		LGSD793	Hawkesbury Cricket Club & Tennis Club	Cotswold Edge Ward
		<del>LGSD796</del>	<del>Hawkesbury Monument Area</del>	<del>Cotswold Edge Ward</del>
		<del>LGSD798</del>	<del>Birgage Road Green Space, opposite allotment gardens</del>	<del>Cotswold Edge Ward</del>
		<del>LGSD799</del>	<del>Highfields Green Space</del>	<del>Cotswold Edge Ward</del>
		<b>Iron Acton Parish</b>		
		LGSD1170	Acton Court	Frampton Cotterell Ward

Main Modification Ref (MM)	Part (policy / para/ bullet / sentence)	Main Modification(s)		
		LGSD1183	Chilli Wood	Frampton Cotterell Ward
		LGSD175	The Green at Chilwood Close /Algars Drive	Frampton Cotterell Ward
		<del>LGSD176</del>	<del>Land at the White Hart</del>	<del>Frampton Cotterell Ward</del>
		LGSD804	Parish Meadows	Frampton Cotterell Ward
		<del>LGSD805</del>	<del>Land at Rose and Crown Pub</del>	<del>Frampton Cotterell Ward</del>
		<b>Marshfield Parish</b>		
		LGSD215	Tanner's Close Playground	Boyd Valley Ward
		LGSD219	Allotments at Tormarton Road	Boyd Valley Ward
		LGSD221	St. Martin's Lane Cricket Ground	Boyd Valley Ward
		<b>Oldland Parish</b>		
		LGSD228	Land at rear of Ferndale Avenue / Shellards Rd	Longwell Green Ward
		LGSD229	Land at Long Beach Road / Bath Road Junction	Longwell Green Ward
		LGSD230	Land at Willsbridge Mill Car Park	Bitton Ward
		<del>LGSD233</del>	<del>Brereton Way</del>	<del>Oldland Common Ward</del>
		<del>LGSD235</del>	<del>The Tump, Kenilworth Drive.</del>	<del>Bitton Ward</del>
		<del>LGSD785</del>	<del>Land behind Aspects Leisure</del>	<del>Parkwall Ward</del>
		LGSD858	Tarzan Park	Parkwall Ward
		LGSD863	Barrs Court	Longwell Green Ward
		<del>LGSD865</del>	<del>Woodchip Park</del>	<del>Longwell Green Ward</del>
		LGSD867	Land to the rear of Ferndale/Longwell Green Community Centre	Longwell Green Ward
		LGSD868	Coronation Park	Parkwall Ward
		<b>Oldbury-upon-Severn Parish</b>		
		<del>LGSD225</del>	<del>The Cassy</del>	<del>Severn Ward</del>
		LGSD226	The Horse Pool	Severn Ward

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		LGSD1187	Chesley Hill Common	Siston Ward
		<del>LGSD1189</del>	<del>Webbs Heath Common</del>	<del>Siston Ward</del>
		LGSD914	Glebe Quarry	Siston Ward
		LGSD915	Warmley Nursery / Warmley Grotto and Gardens	Oldland Common Ward
		<b>Sodbury Parish</b>		
		<del>LGSD269</del>	<del>The Ridings Sports/Recreational Fields</del>	<del>Chipping Sodbury Ward</del>
		<del>LGSD273</del>	<del>Kingrove Common</del>	<del>Cotswold Edge Ward</del>
		<del>LGSD275</del>	<del>Allotments off Badminton Road</del>	<del>Cotswold Edge Ward</del>
		<del>LGSD277</del>	<del>Common Garden Allotments, Trinity Lane</del>	<del>Chipping Sodbury Ward</del>
		<del>LGSD278</del>	<del>The Ridings—Woodland area</del>	<del>Chipping Sodbury Ward</del>
		LGSD928	Brandish Park	Chipping Sodbury Ward
		LGSD929	Jubilee Park	Chipping Sodbury Ward
		<del>LGSD935</del>	<del>Allotment Field on Sodbury Common</del>	<del>Chipping Sodbury Ward</del>
		<del>LGSD936</del>	<del>Withy Wood</del>	<del>Cotswold Edge Ward</del>
		<del>LGSD937</del>	<del>Common Land linking Chipping Sodbury and Old Sodbury</del>	<del>Cotswold Edge Ward</del>
		LGSD938	Old Sodbury Village Green	Cotswold Edge Ward
		<b>Stoke Gifford Parish</b>		
		LGSD943	Little Stoke Park	Stoke Gifford Ward
		<del>LGSD945</del>	<del>Trust Recreation Ground</del>	<del>Stoke Gifford Ward</del>
		LGSD948	Mike Gallivan Memorial Field	Stoke Gifford Ward
		LGSD949	Village Green (including Cenotaph)	Stoke Gifford Ward
		<b>Thornbury Parish</b>		
		LGSD962	The Chantry Playing Field	Thornbury North Ward
		LGSD964	Land adjacent to the Sports Centre	Thornbury South and Alveston Ward
		LGSD965	Mundy and Poulterbrook Playing Fields	Thornbury North Ward
		LGSD966	Basil Harwood Memorial Tennis Courts	Thornbury North Ward

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		LGSD967	Oakleaze Green Open Space	Thornbury North Ward
		LGSD968	Play Area off Chantry Road	Thornbury North Ward
		LGSD969	Play Area off Thicket Walk	Thornbury North Ward
		<u>LGSD970</u>	<u>Play Area off Osprey Park</u>	<u>Thornbury North Ward</u>
		LGSD972	The Streamside Walk	Thornbury North Ward
		LGSD974	Rock Street Green	Thornbury North Ward
		LGSD975	Kington Lane Cemetery	Thornbury North Ward
		LGSD977	Daggs Allotments	Thornbury South and Alveston Ward
		<u>LGSD978</u>	<u>Streamleaze Green up to Tamar Close – owned by South Gloucestershire Council</u>	<u>Thornbury South and Alveston Ward</u>
		LGSD979	Eastland Tump	Thornbury North Ward
		LGSD980	Railway Land Between the Link and Morton Way	Thornbury South and Alveston Ward
		<u>LGSD1211</u>	<u>Land to the south of The Streamside Walk</u>	<u>Thornbury North Ward</u>
		<b>Tormarton Parish</b>		
		LGSD314	Tormarton Playing Field	Cotswold Edge Ward
		<del>LGSD315</del>	<del>Land adjacent St Mary Magdalene Church and Manor Farm</del>	<del>Cotswold Edge Ward</del>
		LGSD317	Tormarton Village Pond	Cotswold Edge Ward
		<del>LGSD318</del>	<del>Land adjacent Norley Lane, Lapdown Barn, The Old Rectory &amp; Drake House</del>	<del>Cotswold Edge Ward</del>
		<u>LGSD319</u>	<u>Tormarton Recreational Fields</u>	<u>Cotswold Edge Ward</u>
		<del>LGSD320</del>	<del>Land adjacent Glebe Farm Cottage, Beaufort Cottages, Old School House, St Marys House, Dauncey House, Old Hundreds Lane and south of Norley Lane</del>	<del>Cotswold Edge Ward</del>
		<del>LGSD989</del>	<del>West Littleton Common</del>	<del>Cotswold Edge Ward</del>



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			<b>Grounds</b>
		LGSD410	Kingswood Cemetery Woodstock Ward
		<a href="#">LGSD411</a>	<a href="#">Kingswood Park</a> Woodstock Ward
		LGSD413	Grimsbury Road Playing Fields Woodstock Ward
		LGSD414	Oakridge Close Play Area Woodstock Ward
		<a href="#">LGSD415</a>	<a href="#">Staverton Way/Rodborough Way/Whitecroft Way</a> Woodstock Ward
		LGSD417	Courtney View Woodstock Ward
		<a href="#">LGSD418</a>	<a href="#">Woodstock Open Space</a> Woodstock Ward
		<a href="#">LGSD420</a>	<a href="#">Westons Way</a> Woodstock Ward
		LGSD421	Wedmore Close Woodstock Ward
		<a href="#">LGSD422</a>	<a href="#">Gee Moors</a> Woodstock Ward
		LGSD423	Kingsleigh Gardens Woodstock Ward
		LGSD431	Barter Close/Dragonfly Close Woodstock Ward
		<a href="#">LGSD997</a>	<a href="#">Woodland Terrace</a> Woodstock Ward
		<b>Westerleigh Parish</b>	
		LGSD436	Bitterwell Lake/Newman Field Westerleigh Ward
		<a href="#">LGSD437</a>	<a href="#">The Pound</a> Westerleigh Ward
		LGSD441	War Memorial and Village Triangle Westerleigh Ward
		LGSD442	Westerleigh Playing Field Westerleigh Ward
		LGSD443	Ivory Wood Westerleigh Ward
		LGSD445	Pansy Vale Westerleigh Ward
		LGSD1119	Ram Hill Colliery Westerleigh Ward
		<b>Wickwar</b>	
		<a href="#">LGSD1133</a>	<a href="#">Amberley way and Burleigh Way Open Space</a> Ladden Brook Ward
		<a href="#">LGSD1134</a>	<a href="#">The King George V Playing Field</a> Ladden Brook Ward
		<a href="#">LGSD1135</a>	<a href="#">The field adjacent to the King George V Playing Field.</a> Ladden Brook Ward

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<b>Winterbourne Parish</b>			
		LGSD1138	Frenchay Common Frenchay and Stoke Park Ward
		LGSD1139	Frenchay Moor Frenchay and Stoke Park Ward
		LGSD1141	The Small Common Frenchay and Stoke Park Ward
		LGSD1142	Tuckett Field Frenchay and Stoke Park Ward
		LGSD1143	Pye Corner Winterbourne Ward
		LGSD1144	Quarry Barton - Hambrook Winterbourne Ward
		LGSD1145	The Small Common (Whiteshill ) Winterbourne Ward
		LGSD1146	Whiteshill Common Winterbourne Ward
		LGSD1148	Bradley Avenue Winterbourne Ward
		<del>LGSD1149</del>	<del>Bradley Brook</del> <del>Winterbourne Ward</del>
		<del>LGSD1153</del>	<del>Glebe Allotments off Beacon Lane</del> <del>Winterbourne Ward</del>
		LGSD1155	Huckford Quarry Winterbourne Ward
		LGSD1158	Monks Pool Winterbourne Ward
		LGSD1159	Newleaze Winterbourne Ward
		LGSD1161	The Duck Pond Winterbourne Ward
		LGSD1162	Winterbourne Recreation Pitch off Parkside Avenue Winterbourne Ward
		LGSD1163	Jubilee Allotments Winterbourne Ward
		LGSD1164	The Dingle Winterbourne Ward
		LGSD1165	Grange Park, Adjacent to Cleeve Road Frenchay and Stoke Park Ward
<b>Yate Parish</b>			
		LGSD482	Land to the rear of Ridgewood Community Centre Yate Central Ward
		LGSD1191	Brimsham Park Yate North Ward
		LGSD1192	Millside Yate North Ward
		LGSD1193	Tyler's Field Yate North Ward
		LGSD1194	Land at Goose Green Yate North Ward
		<del>LGSD1195</del>	<del>Longs Drive</del> <del>Yate North Ward</del>
		<del>LGSD1196</del>	<del>St Mary's Field and the Frome Valley Walk</del> <del>Yate North Ward</del>
		LGSD1197	Lye Field and Frome Valley Walk Yate Central

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		LGSD1198	Former Rodford School Site	Dodington Ward
		LGSD1199	Kingsgate Park	Yate Central Ward
		LGSD1200	Eggshill Lane Play Area	Yate Central Ward
		<u>LGSD1202</u>	<u>Somerset Avenue</u>	<u>Yate North Ward</u>
		LGSD1203	Dorset Way	Yate North Ward
		<u>LGSD1204</u>	<u>Wiltshire Avenue</u>	<u>Yate North Ward</u>
		<u>LGSD1205</u>	<u>Camarthen Close</u>	<u>Yate North Ward</u>
		<u>LGSD1206</u>	<u>Cornwall Crescent</u>	<u>Yate North Ward</u>
<b>MM31</b>	<b>14. Implementation and Monitoring</b>	<b>14. Implementation and Monitoring</b>		
		<b>Development Management Policy</b>	<b>New or additional monitoring arrangements</b>	
		PSP2 Landscape	<u>Appeals won/lost where PSP2 was a material consideration.</u>	
		PSP3 Trees and Woodland	<u>Number of permissions which involve the loss of ancient woodland and/or veteran trees</u>  <u>Number of Trees given Tree Preservation Orders</u>  <u>Area of SSSI lost as a result of built development</u>	
		PSP4 Designated Local Green Spaces	<u>Area lost to development</u>  <u>Number of permissions on Local Green Space that are contrary to Policy PSP4.*</u>	
		<del>PSP5 Undesignated Open Spaces Within Urban Areas and settlements</del>	<u>Area lost to development</u>	
		<u>PSP6 Onsite Renewable &amp; Low Carbon Energy</u>	<u>Renewable energy generation</u>	
		PSP7 Development in the Greenbelt	<u>Statutory Greenbelt change</u>  <u>Proportion Number</u> of permissions in the Green Belt that are contrary to	

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			Policy PSP7*
	PSP8 Residential Amenity		<p><del>Proportion of permissions having impacts on residential amenity that are unacceptable*</del></p> <p><del>Appeals won/lost where PSP8 was a material consideration.</del></p>
	PSP9 Health Impact Assessments		<p><del>Proportion</del> <u>Number</u> of Very Major Developments and other qualifying developments that submit Health Impact Assessments <del>with</del> <u>as part of a</u> planning applications*</p>
	<del>PSP10 Active Travel Routes</del>		<p><del>Proportion of applications/permissions having an adverse impact on Active Travel Routes*</del></p>
	<del>PSP11 Transport Impact Management</del>		<p><del>Number of permissions contrary to Policy PSP11*</del></p>
	PSP15 Park and Ride/Share		<p>Number of <del>proposals</del> <u>permissions</u> for park and ride/park and share/kiss and ride*</p>
	<del>PSP16 Parking Standards</del>		<p><del>Proportion of permissions which comply with the Parking Standards*</del></p>
	<del>PSP17 Heritage Assets and the Historic Environment</del>		<p><del>Conservation Areas/ Listed buildings/ Scheduled Monuments on the at risk register*</del></p> <p><del>Appeals won/lost where PSP17 was a material consideration*</del></p>
	<del>PSP18 Statutory Wildlife Sites: European Sites and Sites of Special Scientific Interest (SSSI's)</del>		<p><del>Area of SSSI's lost as a result of built development</del></p>
	<del>PSP19 Wider Biodiversity</del>		<p><del>Change in priority habitats and species, by type</del></p> <p><del>UK Priority Species</del></p>
	<del>PSP20 Flood Risk, Surface Water and Watercourse Management</del>		<p><del>Number of planning permissions granted contrary to Environment Agency advice on flooding or water quality.</del></p>
	<del>PSP21 Environmental Pollution and Impacts</del>		<p><del>No. of 'poor' air quality days when pollution exceeds national air quality objectives.</del></p> <p><del>Annual average nitrogen dioxide levels.</del></p>

Main Modification Ref (MM)	Part (policy / para/ bullet / sentence)	Main Modification(s)	
			<p><u>Number of monitoring sites exceeding the annual mean nitrogen dioxide objective (40 µg/m<sup>3</sup>) in South Gloucestershire</u></p> <ul style="list-style-type: none"> <li>a) <u>Total no. of monitoring sites exceeding the annual mean nitrogen dioxide objective (40 µg/m<sup>3</sup>) in South Gloucestershire</u></li> <li>b) <u>No. of monitoring sites exceeding the annual mean nitrogen dioxide objective (40 µg/m<sup>3</sup>) within Air Quality Management Areas.</u></li> <li>c) <u>No. of monitoring sites exceeding the annual mean nitrogen dioxide objective (40 µg/m<sup>3</sup>) outside AQMAs.</u></li> </ul>
		PSP22 Unstable Land	<p><u>Number of permissions on unstable land</u></p> <p><u>Number of planning applications granted contrary to The Coal Authority's advice*</u></p>
		<u>PSP23 Mineral Working and Restoration</u>	<p><u>Size of landbank for crushed rock</u></p> <p><u>Size of landbank for clay</u></p> <p><u>Production of primary land won aggregates</u></p>
		<u>PSP24 Mineral Safeguarding Areas</u>	<p><u>Area of land affected by permissions for major built development in the Mineral Safeguarding Areas</u></p>
		PSP25 Hydrocarbon Extraction (inc. Fracking)	<p><u>Number of proposals</u></p> <p><u>No. of licences granted for Hydrocarbon Extraction activity*</u></p> <p><u>No. of planning applications for Hydrocarbon Extraction activity*</u></p>
		<u>PSP26 Enterprise Areas</u>	<p><u>Employment land available in Enterprise areas – by type (hectares)</u></p> <p><u>Total amount of additional employment floorspace in Enterprise Areas– by type (net ha)</u></p> <p><u>Losses of employment land (B use classes) within Enterprise Areas (net ha)</u></p>

Main Modification Ref (MM)	Part (policy / para/ bullet / sentence)	Main Modification(s)	
			<u>Amount of employment land lost to residential development within Enterprise Areas</u>
		<u>PSP27 B8 Storage and Distribution Uses</u>	<u>No. of m2 approved for B8 Uses outside of the Enterprise Areas and Safeguarded employment areas*</u>
		<u>PSP31 Town Centre Uses</u>	<u>Total amount of floorspace for 'town centre uses'</u>
		<u>PSP33 Shopping Frontages</u>	<u>Percentage of vacant A1 (retail) units in South Gloucestershire's town centres</u>  <u>Amount of total primary frontage in town and district centres plus amount and proportion of primary frontage in A1 uses</u>
		<u>PSP34 Public Houses</u>	<u>Number of Public Houses lost*</u>
		<u>PSP35 Food and Drink Uses (including drive through takeaway facilities)</u>	<u>No. of planning applications approved for A3, A4, A5 uses*</u>  <u>Total number of A3, A4, A5 uses within Town Centres*</u>
		<u>PSP36 Telecommunications Infrastructure</u>	<u>No. of permissions granted for new telecommunications infrastructure.</u>
		<u>PSP37 Internal Space and Accessibility Standards for Dwellings</u>	<u>Appeals won/lost where PSP37 was a material consideration.</u>
		<u>PSP41 Rural Workers Dwellings</u>	<u>No. of planning applications for rural workers dwellings approved*</u>
		<u>PSP42 Custom Build Dwellings</u>	<u>No. of self/custom build plots granted permission*</u>
		<u>PSP43 Private Amenity Space Standards</u>	<u>Appeals won/lost where PSP37 was a material consideration*</u>
		<u>PSP44 Open Space, Sport and Recreation</u>	<u>Loss/gain of space used for sport and recreational uses.*</u>

## **Appendix 1: Main Modifications to Chapter 9 including Policy PSP46**

### **9. Major Infrastructure Projects- Oldbury New Nuclear Build**

#### **Introduction and Context**

9.1 National Policy Statement (NPS) EN-1 sets out national policy for the energy infrastructure which, when combined with the relevant technology-specific energy NPS, provides the primary basis for decisions by the Secretary of State on applications for energy developments that fall within the scope of the NPS.

9.2 In the NPS for Nuclear Power Generation (EN-6) the Government has included a site near to Oldbury-on-Severn as potentially suitable for a new nuclear power station by 2025. The 420 acre (170 hectare) site for the Oldbury New Nuclear Build (NNB) is located next to the former nuclear power station and is owned by Horizon Nuclear Power, which was acquired by Hitachi in 2012.

9.3 In response to the identification of Oldbury as a potentially suitable site for a NNB and acknowledgement of the need to consider local planning policy in determining NSIPs (as referenced in National Policy Statements), Major Infrastructure Project Policies CS36 and CS37 have been accepted and included in the adopted South Gloucestershire Core Strategy.

9.4 Policy CS36 is an overarching policy relating to all Major Infrastructure Projects, whether determined by the Secretary of State, the Council or any other agency. Policy CS37 applies to nuclear related development, including that associated with the proposed new power station at Oldbury, decommissioning of the existing and other proposals relating to nuclear waste. [The extent of the National Policy Statement EN-6 \(Core Strategy Policy CS37\) nominated nuclear new build site along with the existing Magnox Power Station site that is currently being decommissioned is shown at Map X.](#)

9.5 Although substantive work on the pre-application stages of the proposed Oldbury NNB may not start for some time, it is anticipated that this will be well within the Core Strategy Plan Period (which runs up to 2027). It is therefore considered important that the policy framework for what is likely to be the biggest development faced by the Council and its communities in generations, should be developed alongside and along with, the overall policy framework for South Gloucestershire.

9.6 This additional planning policy will support the delivery of the Core Strategy and help the Council achieve sustainable development, economically, socially and environmentally. The policy will inform the Council's pre-application engagement with the Oldbury NNB promoter, and its response to consultations, as well as informing the Council's input during Examination of the submitted Development Consent Order (DCO). In line with the Government's announcement and the adopted Core Strategy, this Plan's policy will also inform the negotiation of community benefits in recognition of the disturbance and burden placed on local communities, as a result of hosting a new nuclear power station.



## POLICY PSP46 – OLDBURY NEW NUCLEAR BUILD (NNB)

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

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

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

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

To support this, the Council will ~~also bring forward a:~~

- In advance of substantive pre-application engagement with the project promoter, prepare a Pre-Engagement Position Statement that sets out the Council's initial views information on constraints and opportunities in relation to the proposed development, as well as potential mitigation approaches, legacy opportunities and community benefits.
- Work collaboratively with the project promoter in seeking to agree and ensure the production of the evidence base necessary to inform the development of sustainable NNB and associated development proposals and the Council's assessment of those proposals, and
- After consultation with the scheme promoter and others prepare a Supplementary Planning Document (SPD) to provide more detailed and/or site specific guidance on the way in which development plan policies will be applied, seeking to ensure positive sustainable outcomes for the proposed NNB and its associated development. This SPD will inform the Council's:

- pre-and post-application engagement and consultation responses;
- role as consultee on the DCO and the preparation of a Local Impact Report; and
- position when determining any planning application in respect of other development proposals associated with the NNB proposal.

\* For the purposes of this Policy, in recognition of the scale of this project, the Council considers 'neighbouring or relevant local authorities' applies to the following, as they are considered to be within

commuting distance of the proposed development site: Bristol, Bath & North East Somerset, North Somerset, Wiltshire, Somerset, Sedgemoor, Mendip, Stroud, Gloucestershire, Cotswold, Forest of Dean, Monmouthshire, Gloucester City, Taunton Deane and West Somerset

9.7 Given the timeframe for the proposed project planning, development, operation and decommissioning for a nuclear power station, and also that the nature of the proposals is not yet known, it is considered that other issues of relevance to the Council and its communities may arise. The policy and accompanying text therefore sets out how the themes and issues relevant to the pre and post-application NSIP process and any associated planning applications will be taken into account and considered further.

9.x1 The pre-engagement position statement will consider the experience of other NNB projects in the particular context of Oldbury. It will address the issues set out in the table below, providing where appropriate the Council's initial view on constraints, and potential planning, design, mitigation, legacy and community benefit opportunities that align with wider strategies, objectives and policies for the Council area. It will be informed by early duty to cooperate engagement including with neighbouring Councils and advice from statutory bodies, as well as engagement with the project promoter. By providing an early view on potential constraints and opportunities, this will help to ensure efficient and effective engagement by the Council with the project promoter on the preparation of an evidence base that can underpin the development of positive and sustainable development proposals for the NNB and its associated development. The position statement and evidence base will then inform the preparation of an SPD as set out in the policy.

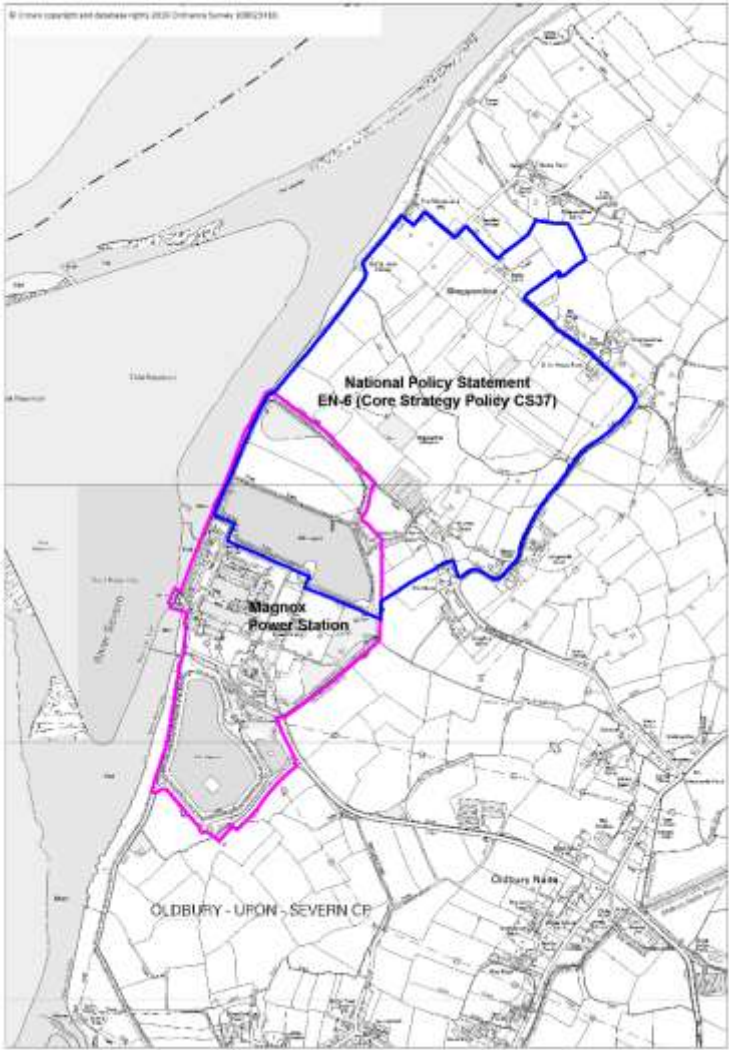
9.x2 It is proposed that the SPD is adopted in advance of formal pre-application consultation by the project promoter. It is intended to help inform the scheme development, and provide a basis for the Council's assessment of the project proposals and associated delivery plans, as well as providing the Planning Inspectorate and the Secretary of State with guidance that they may consider material to decision making on the project. It may therefore be necessary for the Council to consider further planning policy development in the future.

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

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

9.x3 The Council will work with the Nuclear Decommissioning Authority (NDA) and the operators of the existing Power Station site to consider if additional planning policy is necessary as part of the new Local Plan. Existing Core Strategy policies, CS36 and CS37, address the decommissioning process.

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



**Table of themes and issues relevant to the development of proposals for a nuclear new build power station near Oldbury on Severn**

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

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

	<ul style="list-style-type: none"> <li>• Community concerns about safety and flooding in a flood risk area</li> </ul>	
<p><b>Transport (Access and Movement) (including construction materials, equipment, including abnormal indivisible loads and workers)</b></p>	<ul style="list-style-type: none"> <li>• Established port facilities exist at Avonmouth and Sharpness, but nothing adjacent to the site</li> <li>• The Severn deep water channel runs close to the site.</li> <li>• Limited rail infrastructure exists in the locality, though rail access does exist to the local quarry at Tytherington (east of Thornbury) and port facilities to the north at Berkeley</li> <li>• Potential use of a station at Charfield for worker commuting, and legacy</li> <li>• Strategic Road Network (SRN) around Bristol is congested and limited capacity exists at key motorway junctions</li> <li>• Local roads are not well suited to carrying the number and type of vehicle movements that will be necessary to construct the development</li> <li>• Limited capacity exists at M5 J14, but this is the closest junction on the SRN to the main site</li> <li>• Strategic transport aspirations exist for Park and Ride/Share facilities at Falfield, Aust and Tormarton</li> <li>• The travel to work area will include South Wales, so there is a need to capture worker movements as close as possible to the Severn Bridge Crossing</li> <li>• A key focus for economic growth is</li> </ul>	<ul style="list-style-type: none"> <li>• <del>Delivery of key infrastructure is a priority in advance of commencement of development, including site preparation works. Early implementation of a segregated transport link to the site to avoid impact on local communities</del></li> <li>• <del>Maximise opportunities for water based deliveries, with appropriate infrastructure to facilitate this</del></li> <li>• <del>Recognise the role which local ports could play</del></li> <li>• <del>Maximise opportunities for rail based deliveries and worker access, with appropriate enhancement to existing infrastructure to facilitate this</del></li> <li>• <del>Potential use of Tytherington quarry for rail access, lay down, logistics and/or aggregate source/storage, plus Charfield station for workers</del></li> <li>• <del>Worker movements should be captured at key nodes in locations which dovetail with the Council's strategic transport aspirations and the preferred accommodation strategy for Oldbury NNB</del></li> <li>• <del>For workers travelling from South Wales, need to capture worker movements as close as possible to the Severn Bridge Crossing</del></li> <li>• <del>Encourage site access from the Strategic Road Network north of M4/M5 interchange</del></li> <li>• <del>Integrate Park &amp; Ride and logistics facilities with motorway access junctions improvements, including at Falfield, Tormarton and Aust</del></li> <li>• <del>Improve motorway access including M5 Junction 17</del></li> <li>• <del>Strategic connectivity between the main site and the wider Avonmouth and Severnside Enterprise Zone area to capture the opportunities for Oldbury NNB and facilitate the efficient movement of goods, services, and workers to the main site</del></li> <li>• <del>A sustainable, controlled and enforced solution for the movement of workers and materials from the SRN and other transport modes to the main site and any associated development that minimises disruption to local communities</del></li> <li>• <del>Control hours of operation and transport routes to avoid</del></li> </ul>

	<p>the Avonmouth and Severnside Enterprise Area which is in close proximity to the main site. The Oldbury NNB needs to dovetail with these plans</p> <ul style="list-style-type: none"> <li>• <u>Other NNB projects have proposed the use of temporary transport infrastructure, with potentially reduced impact on local communities and the environment.</u></li> </ul>	<p><del>impact on SRN and on the lives and businesses of local communities</del></p> <p><del>Consider the use of temporary infrastructure (both marine and land based) for the duration of the construction period to overcome local difficulties with the minor road network inside the motorway box, and disruption and disturbance to local communities</del></p>
<p><b>Accommodation &amp; Housing</b></p>	<ul style="list-style-type: none"> <li>• A number of workers are likely to need to be accommodated within the main site for operational reasons</li> <li>• Risk that purpose built temporary worker accommodation could overwhelm or unbalance local communities</li> <li>• A significant proportion of the workforce is likely to want functional low cost accommodation</li> <li>• The travel to work area will include adjoining authority areas, including to the north of the estuary</li> <li>• Legacy housing is an aspiration. Private rented sector is not currently considered able to meet the scale of accommodation required by the development and only relatively limited tourism accommodation exists in the area</li> <li>• <u>Experience on other NNB sites that temporary worker accommodation may lag behind construction needs Horizon's consultation for Wylfa NNB indicates up to a temporary</u></li> </ul>	<ul style="list-style-type: none"> <li>• <del>A general preference for an integrated approach to worker accommodation, with existing communities rather than a large single campus.</del></li> <li>• <del>A mixed economy of provision that blends campus style accommodation with investment in private sector housing to meet project needs whilst also helping to resolve existing shortcomings and deliver strategic housing aspirations</del></li> <li>• <del>Any temporary campus accommodation within or relatively near to the main site should be of a relatively modest scale and must not impact on the wellbeing of existing local communities</del></li> <li>• <del>Off-site campus accommodation may be appropriate on sites that are</del> <ul style="list-style-type: none"> <li><del>— Regeneration sites that are yet to be developed</del></li> <li><del>— Utilise latent units if available</del></li> <li><del>— Facilitate a potential legacy use</del></li> </ul> </li> <li>• <del>A supply of housing that will be available for the workforce, but which also provides a legacy consistent with strategic housing aspirations of the Council and neighbouring authorities and South Gloucestershire Local Plan review process and testing of future spatial options</del></li> </ul>



	<p><u>workforce of up to 10,720 temporary construction workers at peak of construction.</u></p>	
<p><b>Environment (archaeology &amp; historic environment, landscape &amp; visual, ecology)</b></p>	<ul style="list-style-type: none"> <li>• Impact upon surrounding historic built and natural environment arising from the main development plus associated development and infrastructure and traffic movements</li> <li>• The main site is located within a historic Levels landscape with direct relationship to international designations on the Severn Estuary. As such, a Habitat Regulations Assessment will be required that may shape the preferred development and associated development proposals, including transport and accommodation strategies</li> <li>• Both land and marine based impacts will arise, the nature of which will be different and may require alternative solutions</li> <li>• Uncertainty as to opportunities that exist for compensatory habitats in the local area</li> <li>• The main site is within an area of high archaeological potential and may contain assets of national importance</li> <li>• Physical form, scale and appearance of buildings within the wider context of the Severn Estuary and Levels landscapes</li> <li>• Potential for impact on the settings to above ground designated</li> </ul>	<ul style="list-style-type: none"> <li>• <del>Early and ongoing ecological surveys of the site and surrounding area</del></li> <li>• <del>Early production of a Habitat Regulations Assessment, and for this to inform the design of the scheme</del></li> <li>• <del>If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; this is the ‘avoid, mitigate, compensate hierarchy’ approach. Appropriate compensatory habitat should be located as close to the site as possible and is likely to be on land to the north of the site.</del></li> <li>• <del>Early investigation of buried archaeology, definition of settings to other heritage assets to establish nature of interest that may be affected.</del></li> <li>• <del>Where possible, design and site layout should consider the preservation of archaeology in situ, but where archaeology is disturbed, it should be discovered, recorded and suitably displayed</del></li> <li>• <del>The design of the buildings and landscape works should achieve a design quality that is sensitive to the character of the surrounding landscape, with careful consideration of layout, form, massing, materials and colour, and The height of any cooling facilities, should be minimised</del></li> <li>• <del>Early application of a landscape character and visual impact assessment to determine appropriate mitigation for wider environment impacts</del></li> <li>• <del>Landscape character assessment to address tranquillity, noise &amp; light</del></li> <li>• <del>Early implementation of key environmental mitigation measures, including landscape works to reduce construction impact</del></li> <li>• <del>A local and wider landscape and visual mitigation package, including to addresses near and distant impacts of both the</del></li> </ul>

	<p>heritage assets</p> <ul style="list-style-type: none"> <li>• Both near and distant views, across an open flat and estuarine landscape, will be affected with impacts upon local, historic and designated landscapes and their settings</li> <li>• A number of Public Rights of Way will need to be diverted with potential long term impacts for the Severn Way coastal path and for views from Offa's Dyke on the northern bank</li> <li>• Noise disturbance, light pollution, water &amp; air quality impacts on the environment and amenity</li> <li>• <u>Experience on other NNB sites is that a greater land area is required for construction than for operation, resulting in a need for early consideration of landscape restoration proposals.</u></li> </ul>	<p><del>main site and also for associated infrastructure</del></p> <ul style="list-style-type: none"> <li>• <del>Rationalisation of Public Rights of Way to better match local demand and long term management, and protect amenity of long distance routes</del></li> <li>• <del>Re-instatement and enhancement of landscapes post construction and following removal of any temporary infrastructure</del></li> <li>• <del>Need for monitoring, management and enforcement of environmental standards during construction as well as operation, to protect communities and the environment.</del></li> </ul>
<p><b>Economic Development/ Ensuring sustainable growth</b></p>	<ul style="list-style-type: none"> <li>• <u>The West of England Local Enterprise Partnership Strategic Economic Plan 2015 to 2030 recognises the potential role of new nuclear development, and identifies A key focus for economic growth is the Avonmouth and Severnside Enterprise Area as a key focus for economic growth that</u> and is in relatively close proximity to the main site. The Oldbury NNB needs to dovetail with these plans <u>as far as is reasonably practical</u></li> <li>• Opportunities to maximise economic growth should be</li> </ul>	<ul style="list-style-type: none"> <li>• <del>Focus upon local supply chain development, to address risk of boom and bust and provide lasting legacy</del></li> <li>• <del>Promotion of integration of NNB with Local Enterprise Partnership (LEP) and Enterprise Area objectives and delivery Ensure that Oldbury NNB does not outcompete existing local businesses for labour and skills</del></li> <li>• <del>Early intervention in schools to raise aspirations and to promote Science, Technology, Engineering and Maths (STEM) – to dovetail with the future needs of NNB construction and operation,</del></li> <li>• <del>Early development of links to local training providers, including South Gloucestershire and Stroud College and the University of the West of England and Bristol University</del></li> <li>• <del>Encourage local supply of aggregate and other materials/services where this accords with extant planning</del></li> </ul>



	<p>balanced against the impact that arises</p> <ul style="list-style-type: none"> <li>• Potential for boom and bust</li> <li>• Leakage of skills and training benefits and local labour to NNB at expense of existing local businesses.</li> <li>• Need to maximise local employment and business opportunities and benefits</li> <li>• <u>Long lead in times for supply chain interventions to be realised</u></li> </ul>	<p>policy objectives</p>
<p><b>Education &amp; skills</b></p>	<ul style="list-style-type: none"> <li>• Leakage of skills and training benefits and the need to maximise local employment and business opportunities</li> <li>• Long timeframes and lead in times if education and training opportunities are to be realised for <u>upskilling the local workforce to meet the construction and operational needs of</u> Oldbury NNB</li> </ul>	<ul style="list-style-type: none"> <li>• <del>Alignment between NNB and LEP objectives and initiatives</del></li> <li>• <del>Realise potential of existing education partnerships</del></li> <li>• <del>Early development of links to local training providers, including University of the West of England and Bristol University and South Gloucestershire &amp; Stroud College</del></li> <li>• <del>Ensure delivery of education and training initiatives in advance of pre-application DCO application process.</del></li> <li>• <del>Early intervention in schools to raise aspirations and to promote STEM, to dovetail with the future needs of NNB construction and operation</del></li> </ul>
<p><b>Community safety, community benefit and quality of life (including health and community facilities)</b></p>	<ul style="list-style-type: none"> <li>• Health impact, including human health, social and cultural wellbeing</li> <li>• Promoting healthy lifestyles</li> <li>• Actual and perceived impacts may arise primarily as a result of the large influx of workers (many of them likely to be migrant), and related to construction traffic and works</li> <li>• Concern about pressure on local health care</li> <li>• Concern about pressure on local community facilities</li> </ul>	<ul style="list-style-type: none"> <li>• <del>Ensure that existing communities are not unbalanced by an influx of construction workers</del></li> <li>• <del>Separation of transport routes to avoid mixing construction traffic with community access to essential services, such as shops, schools etc.</del></li> <li>• <del>An assessment of health and community impacts including during construction and definition of the mitigation should be undertaken alongside the development of transport and accommodation strategies.</del></li> <li>• <del>Facilities should be provided to support the wellbeing of construction workers, without compromising access by local communities and ensuring the appropriate community benefit and legacy in the long term</del></li> </ul>

	<ul style="list-style-type: none"> <li>Actual and perceived impacts will arise</li> </ul>	
<p><b>Emergency Planning*</b></p> <p>*The Office of Nuclear Regulation land use planning advice in respect of emergency planning around nuclear sites including Oldbury may be found at:  <a href="http://www.onr.org.uk/land-use-planning.htm">http://www.onr.org.uk/land-use-planning.htm</a></p>	<ul style="list-style-type: none"> <li>On site, Council and other responders' arrangements are achieved that must dovetail with each other with the Council's preferred procedures</li> <li>Evacuation boundary as a result of an off-site incident: It is understood that the Office of Nuclear Regulation may propose to extend this, and this may have implication for the road network or other arrangements</li> <li>The Detailed Emergency Planning Zone (DEPZ) for Oldbury B would come into force once the site comes under the nuclear licence conditions. This could be some years in the future, but it is considered prudent to include this in planning at an early stage, so that developments in the affected area could be controlled and residents are included from the outset</li> </ul>	<ul style="list-style-type: none"> <li>The promoter must demonstrate that it will ensure that the construction of the NNB proposal enables compliance with and compliments existing and future emergency planning arrangements</li> </ul>

<b>Integration of the Existing and proposed nuclear sites</b>	<ul style="list-style-type: none"><li>• Minimise the extent and impact of the new build</li><li>• Maximise sustainability by reusing on site existing facilities, and associated off-site infrastructure</li></ul>	<ul style="list-style-type: none"><li>• <del>Maximise reuse of land, buildings and infrastructure associated with the existing nuclear power station at Oldbury</del></li></ul>
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