South Gloucestershire Council

Delivering with you

SOUTH GLOUCESTERSHIRE LOCAL PLAN

Regulation 19 2025

CONSULTATION DOCUMENT

February 2025



For more information and to comment, view events and access the Local Plan interactive maps visit: **www.southglos.gov.uk/newlocalplan**

Email queries and questions to **policy.consultation@southglos.gov.uk**

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Foreword

As residents, the future of our villages, towns and communities is vital to how we live our lives. As councillors and officers, we have listened to other residents, to identify what matters to local people.

Our vision is of a South Gloucestershire that is greener, fairer and more inclusive. It is of a place where people have secure, warm and affordable homes, in which they can live happy and healthy lives in thriving communities.

The Local Plan is one of the most important tools available to us to help deliver this vision.

A Local Plan is about much more than just policies, or buildings, or roads. It is about our sense of community and our pride in where we live. It sets out how we will create the places and neighbourhoods where people can meet and enjoy spending time with friends and family, where we can be productive and creative and where we can learn and develop skills to make better, more independent futures for ourselves.

This Local Plan is underpinned by a desire to improve the lives of all our residents. We have applied our core priorities to the Local Plan, so that it can support our work to build a fairer, greener future. At its heart, it is about building better places with secure, affordable housing and good sustainable transport links. The policies are also shaped by our efforts to respond to the climate and nature emergency and the positive impact good development can have in helping reduce inequalities, supporting children and young people to succeed and improving wellbeing and independence.

We face many challenges. There aren't enough homes that are genuinely affordable, and thousands of local families are in desperate need of a secure home. Public transport can be unreliable and doesn't go to the places people need to get to. And we don't yet have the infrastructure in place to make walking, wheeling and active travel a viable alternative to getting about by car. This leads to over-reliance on private vehicles, resulting in frustrating delays due to congestion, health issues caused by poor air quality and unnecessary damage to the environment. Worse, it deepens inequalities by cutting people off from access to work, education, healthcare and leisure.

We're also very aware of concerns residents have voiced about the conflicting priorities of addressing housing needs and protecting green fields. We have needed to make difficult decisions, which we know will not please everyone.

But this Local Plan faces the challenges head on and is intended to build on the positive work we are doing through our transport plan, and health and wellbeing strategy.

The plan celebrates the beauty and diversity of our countryside and green spaces. It protects our green spaces from speculative development and 'planning by appeal' allowing nature to blossom and enhancing biodiversity. It helps open access to nature for all, strengthening our connections with the land.

It champions our rich history of innovation, from mining the coal that fired the industrial revolution, to building the aircraft that today link the world. It harnesses that same bold spirit as we move on from the era of fossil fuels to help us maximise the opportunities of clean energy, nature recovery, artificial intelligence and the life sciences, strengthening South Gloucestershire's position as the region's home of innovation.

The Local Plan includes ambitious ideas to capitalise on our unique connectivity and character that will help us make it an even better place to invest or start a business. And an even better place to live, learn and raise a family.

Thank you for sharing our passion for our place, and for taking the time to read and contribute to our Local Plan. Whilst the Local Plan is by necessity a technical document and the process to provide feedback at Regulation 19 stage is legally defined, we hope that no matter who you are, when you read through it, you will recognise how ambitious we are for our place and people.





Cllr Chris Willmore
Cabinet Member for Planning,
Regeneration and Infrastructure

Cllr Matt Palmer
Labour Lead for Planning,
Regeneration and Infrastructure

1. A New Local Plan for South Gloucestershire

Introduction

Preparation of the South Gloucestershire Local Plan

What is this document?

1.1 This document is the pre-submission publication of the new South Gloucestershire Local Plan (SGLP). It is the version that the Council intends to submit to the Secretary of State for examination in accordance with legislation set out in the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012. When adopted it will form part of the Development Plan for the district.

1.2 As the Plan is now at Regulation 19 (Phase 5 in Figure 1.1 below) the process has moved from engaging with our communities and stakeholders on shaping the content of the document, to enabling interested parties to comment – known as 'making representations', on the draft plan and supporting information before it is submitted to the Secretary of State for Examination. It's not that we don't want to engage and discuss the plan, however in accordance with the regulatory procedures we need to ask people to identify if there are issues they want to raise against the Plan. At this stage it is not the Council who will assess and consider the comments, which under this tightly defined process are called duly made representations, but instead these will be submitted to the Planning Inspectorate for consideration at the examination. Details about how to comment on the Plan will be available on our website Have Your Say Today - Local Plan Reg 19 - Commonplace.

1.3 Accordingly, the SGLP at this stage sets out a new strategy to guide and manage development and change in our area over the period up to 2041 with the overall purpose to:

- identify the amount and types of new development required in the district to meet the needs of local residents and businesses and allocate sites to accommodate this level of development;
- sets out how development will be delivered in a sustainable manner through a range of policies and guidance to manage the form and quality of new development that will shape the places that we live, work and socialise in;
- maintain and enhance the quality of life, and tackle inequalities;
- have a positive impact on Council's commitment to addressing the climate and biodiversity emergencies, and delivering a green economy.

How to make representations?

1.4 The Council is seeking representations on behalf of the Secretary of State for Housing, Communities and Local Government (MHCLG) on legal compliance, compliance with the Duty to Cooperate and the four tests of soundness. The tests of soundness are whether the plan is:

- **positively prepared** – providing a strategy which as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- **justified** – an appropriate strategy, taking into account the reasonable alternatives, and is based on proportionate evidence;
- **effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statements of common ground; and
- **consistent with national policy** – enabling the delivery of sustainable development in accordance with the NPPF.

1.5 Representations should relate to the tests of soundness for local plans as explained in para 1.4 above. Further details on this process and to how to make representations are available on our consultation webpage Have Your Say Today - Local Plan Reg 19 - Commonplace

What will happen to my representations?

1.6 Following consultation on this document, the SGLP will be submitted to the Secretary of State for Housing, Communities and Local Government who will appoint an Inspector to examine the Plan. All feedback received during this stage will be passed on to the Inspector for consideration as part of the examination of the SGLP. The representations and a summary of the issues that they raise will be published on the Council's website at Have Your Say Today - Evidence base - Local Plan Reg 19

What if I previously made comments?

1.7 Comments made to the earlier versions of the SGLP (Regulation 18, Phases 1-4 along with summaries of the key issues raised, and how they have helped prepare this publication version of the SGLP are available to view on our website at Have Your Say Today - Evidence base - Local Plan Reg 19

The Plan making process

1.8 The SGLP has been prepared within the context of a hierarchical framework of planning legislation and policy for England. At the top of the hierarchy are a number of planning related Acts of Parliament and Statutory Instruments: The National Planning Policy Framework (NPPF, 2024[1]) which sets out Government's planning policies for England and how these should be applied, and the Planning Practice Guidance (PPG). Local authorities must take the NPPF into account when preparing Local Plans; this means that the Council should follow national policy unless there is local evidence and circumstances that would justify a different approach.

1 In accordance with NPPF 2024 paragraphs 234a and 235.

1.9 It has also taken account of the Planning Practice Guidance (PPG), which provides further guidance about national policy and its implementation. Other legal frameworks, including the European Habitats Directive, are also relevant to the plan making process.

1.10 In preparing the SGLP, the Council has followed the processes outlined in the Town and Country (Local Planning) (England) Regulations 2012. In so doing it has been informed by; by the Council's strategic vision set out in the Council Plan; a collection of research and information documents called the 'Evidence Base' and extensive stakeholder consultation and engagement with our local communities, specific consultation bodies, organisations. The Council is grateful to our communities and partners who have helped prepare our new Local Plan.

1.11 When work began on the Local Plan in 2020, the strategic planning context for South Gloucestershire was intended to be provided through the West of England Combined Authority Spatial Development Strategy (SDS). That plan was halted in May 2022 and is now not being progressed. As a consequence, the strategic planning context for the South Gloucestershire Local Plan is established through the process of cooperation with our neighbouring councils.

1.12 A summary of the process is set out in Figure 1.1.

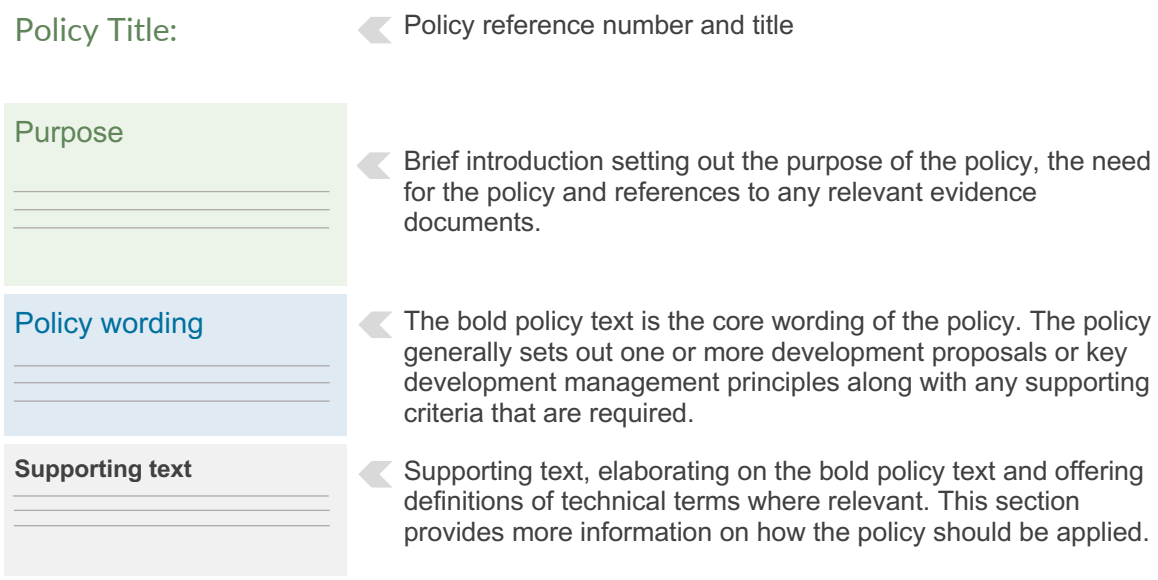
Figure 1.1 A summary of the SGC Plan making process

Stage	Description	Date Completed/ expected to be completed
Phase 1 - Issues and Approaches	Discussed the key issues and set out priorities for achieving sustainable development. It also explored alternative 'building blocks' for new development and potential locations, alongside the proposed range and scope of policies for the new Plan and 9 draft policies.	Completed 27th November 2020 to 1st March 2021
Phase 2 - Urban, Rural and Key Issues	Provided further detail on the approach that could be taken in urban areas, market towns and rural villages, including places that might be appropriate for new homes and jobs, along with proposed approach to renewable energy and green infrastructure and 5 draft policies. Up until this point, the Local Plan was being developed within the context of a sub-regional Spatial Development Strategy covering the West of England area.	*Completed* 7th February 2022 to 4th April 2022
Phase 3 - Towards a Preferred Strategy	Explained that the West of England authorities were no longer developing a Spatial Development Strategy. As a result, SGC was now responsible for determining the scale of housing, employment and infrastructure required from the Local Plan and a strategy for how this will be achieved. The Phase 3 document set out the key planning approaches and issues which are	Completed 6th December 2023 to 16th February 2024

	required to deliver the homes and jobs needed and presented three alternative 'lenses' for meeting these needs, to explore the implications of different spatial strategies. The lenses were used to inform and explain the key principles and proposed allocations in an emerging preferred strategy alongside an approach to Traveller communities, areas to be safeguarded for renewable energy and safeguarding for minerals and 14 draft policies.	
Phase 4 - Topic Paper for Housing Land Supply and Bristol Unmet Need	To assist to set out the Council's position with regard to: 1. Provision of further clarification on the process for how the lenses used to apportion site locations were chosen, and the process of site selection to form part of the Emerging Spatial Strategy. 2. Provision of additional supply to provide greater flexibility to meet South Gloucestershire's housing needs. 3. The Council's approach to considering whether it can assist with any of Bristol City Council's (BCC) unmet housing need to ensure the Council continues to discharge the duty to co-operate under s.33 A of the Planning and Compulsory Purchase Act 2004 on the cross-boundary strategic issue of BCC's unmet housing need	Completed 19th July to 13th September 2024
Phase 5	This is the stage we have reached now Preferred Spatial Strategy and supporting policy framework (Regulation 19 Publication stage)	28th February 2025
Phase 6	Submission of the Plan to Secretary of State (Regulation 22) Submission of Plan and representations to Secretary of State	September 2025
Phase 7	Examination Hearings Period (Regulation 24) Examination by independent inspector and public hearings	March to October 2026
Phase 8	Publication of Inspector's Report and recommendations (Regulation 25) Recommendations to make the Local Plan 'sound'.	November 2026
Phase 9	Adoption of the Plan (Regulation 26) This is the point at which the Local Plan formally becomes part of the statutory development plan and takes full effect in the determination of planning applications.	December 2026

How to read the policies

1.13 The policies in the SGLP publication version are set out as follows:



Key Diagram

1.14 The key Diagram set out in the Setting the Scene section below and in Policy LPS2 Locational Strategy for South Gloucestershire provides an overview of the broad locations designated for strategic development within the District. It is crucial to understand that the symbols on the key diagram are illustrative and do not represent precise locations or sites. More detailed visual information is available on the Policies Map that accompanies the SGLP. This map identifies areas earmarked for protection, strategic sites and strategic infrastructure, while specifying the areas where specific policies are applicable.

Assessments and evidence

1.15 The SGLP is accompanied by:

- Sustainability appraisal/strategic environmental assessment (SA/SEA) that considers the impact of policies on the community, the economy and the environment.
- a Habitat Regulations Assessment (HRA) which assesses the likely impacts of the SGLP policies on the integrity of national and European designated nature sites.
- An Equalities Impact Assessment (EqIA) which considers the implications for members of the community

1.16 Local plans are also required to be based on adequate, up-to-date and proportionate evidence. A comprehensive evidence base has been developed to support and inform the SGLP strategy and policies and forms part of the suite of documents that the Council is consulting upon. This evidence is a combination of documents that have informed the plan and new evidence used to determine the District's objectively assessed needs. Further details in relation to the evidence base for the SGLP can be accessed through the following link: Have Your Say Today - Evidence base - Local Plan Reg 19

1.17 In some places in this document you will see it refers to further guidance being prepared. This may take the form of supplementary planning documents or further policy guidance. As these are prepared, they will be subject to public consultation. You can find out more about this programme in our Local Plan Delivery Programme | BETA - South Gloucestershire Council.

List of policies

1.18 The current suite of adopted policies in the Core Strategy and Policies, Sites and Places DPD will remain in effect until the new SGLP is adopted. Once adopted the new SGLP will replace and consolidate many policies and site allocations in these previously adopted Plans. We also understand that there may be some things that you might expect to be in this document that are not. This is because when we looked at the wording of the previously approved policies it was considered these were still appropriate, so we have 'saved' those policies, which means they will have the same status as the policies in this document when they are adopted. Further details in relation to the policies that will be replaced and those that will be saved can be found in Appendix 2 Existing Core Strategy and Policies, Sites and Places Policies., The NPPF[2] requires Local Plans to include strategic policies to address priorities for the development and use of land and distinguish strategic policies from other non-strategic policies. Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: a) housing (including affordable housing), employment, retail, leisure and other commercial development; b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); c) community facilities (such as health, education and cultural infrastructure); and d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Relationship with other plans and strategies

1.19 England and Wales operate a 'plan led' planning system. This means that the development plan is the first consideration in determining planning applications. This Local Plan also provides an up-to-date framework for local communities who are preparing Neighbourhood Plans which must be consistent with national policies and the strategic policies of the Local Plan.

2 Paragraphs 17, 18 and 20 of the NPPF

1.20 The SGLP embeds the strategic visions and objectives of the Council's other plans and strategies and is the main delivery mechanism for the spatial elements of its Council Plan setting out the Council's vision, objectives and strategic planning framework that will guide future development for the next 15 years.

1.21 Neighbourhood Plans must be consistent with national policies and the strategic policies of the Local Plan. The new SGLP will sit alongside the adopted Neighbourhood Plans, which form part of our Development Plan for South Gloucestershire. Details of the 'made' neighbourhood plans in South Gloucestershire are available at Neighbourhood planning | BETA - South Gloucestershire Council.

Duty to Cooperate

1.22 Section 110 of the Localism Act (2011), subsequent regulations and the NPPF, impose a legal obligation on local planning authorities to cooperate with each other, and other bodies, when formulating policies related to strategic matters and on areas of common interest. It is important to emphasise that the duty to cooperate is an ongoing process that involves reviewing policies, their rationale, and their potential effects on neighbouring authorities and organisations. The duty remains relevant at all stages of the plan making process up to the point the Plan is submitted.

1.23 An interim Duty to Cooperate position has been provided as part of the Engagement Report that supports this Regulation 19 document. This details the bodies engaged under the Duty throughout the SGLP's preparation, the strategic issues that were identified and the outcomes that influenced policy formulation. It will be updated before submission to the Secretary of State (Phase 6) with the SGLP, in addition to other supporting documents.

Monitoring

1.24 It is important to assess whether the SGLP is fulfilling its aims and objectives. It is equally important to establish appropriate and effective mechanisms to enable the Council to take action if the Plan is not achieving its objectives. Monitoring indicators for the SGLP are set out under each policy and are also outlined in Appendix 3 – Monitoring Arrangements.

1.25 The performance of policies will be assessed and reported through the Authorities Monitoring Report (AMR). If certain policies are failing in delivering the required outcomes, appropriate actions will be identified. This will also help inform a future review of the SGLP.

Next Steps

1.26 Following consultation on this document, the SGLP will be submitted to the Secretary of State who will appoint an Inspector to examine the Plan. All feedback received during this stage will be passed on to the Inspector for consideration as part of the examination of the SGLP.

Our Vision for 2041

We want what local people want for South Gloucestershire. Our vision is of happy, healthy people living in thriving communities - both new and existing - which come together to improve quality of life for all.

Communities in which residents have access to secure, affordable, warm homes. Communities where everyone can meet their aspirations and potential and where businesses flourish. And greener communities where we cherish and enhance our natural environment and are doing all we can to minimise and mitigate the impacts of climate change.

We'll be delivering the right types of homes in the right places, thanks to carefully planned development which supports regeneration and renewal of our urban areas and market towns and enables villages to flourish and thrive.

Local people will enjoy the security that comes from having a decent, fulfilling job. The fruits of economic prosperity will be shared by all, bolstered by a green economy which provides new employment opportunities for those who live and work here.

People will be less dependent on their cars, because key facilities like shops, primary schools, healthcare, and wider opportunities for education, play and leisure will be available on their doorsteps. But when we need to move around, travel will be sustainable, convenient, reliable and affordable thanks to a strong public transport and active travel network.

We will be greener. With fewer cars on the road and better public transport, air quality will improve, and carbon emissions will reduce to Net Zero. A connected green infrastructure network will allow nature to thrive and enhance biodiversity. In built up areas, quality parks and green spaces will open access to nature for all, whilst in the countryside, we will maintain and strengthen our connections with the land.

Adaptations to buildings and public spaces will improve our resilience to climate change. The character of South Gloucestershire's landscapes and historic cities, towns and villages will be protected and enhanced, allowing residents to enjoy easy access to the natural, historic and cultural places that make our District special.

Our vision for South Gloucestershire is local people's vision: a place where current and future generations want to live.

Setting the Scene: Our Summary Statement About South Gloucestershire Today

This section gives a summary of the authority with key facts and figures which provide the context for our new Local Plan's objectives.

2.1 The Local Plan for South Gloucestershire highlights how we will deliver the changes the district needs. This is an area of great opportunity, but we also face challenges. The plan shows how development can be managed in a way which supports the area's strengths, takes advantage of new and existing opportunities and addresses local needs. But it also recognises the challenges we face.

2.2 From our conversations with local people, we have heard many different views of what their place means to them. Below we've set out what people think it means to live in, work in and visit South Gloucestershire. We've described what makes people proud of where they live and what ambitions they have for South Gloucestershire.

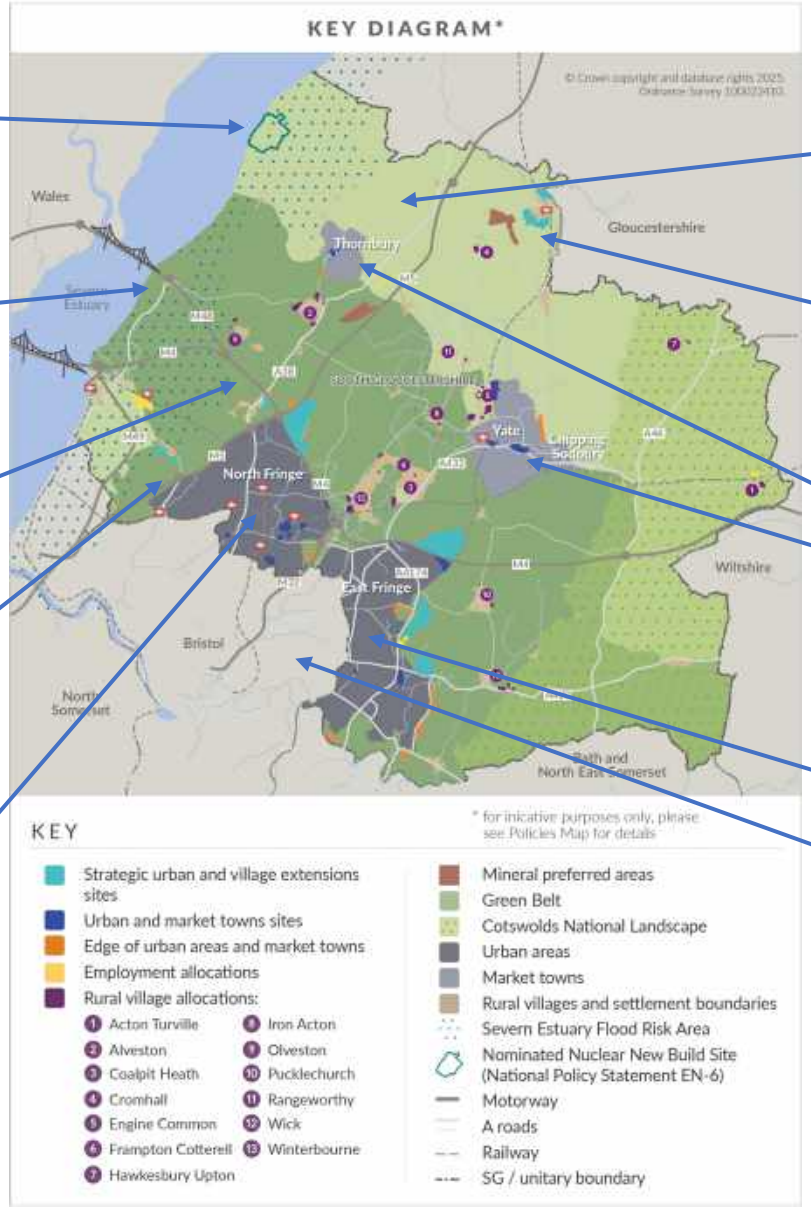
Opportunity to deliver 'first-of-a-kind' energy production, research & development skills, and training on former Oldbury nuclear site

Flood risk limits sustainable development across a large area incorporating the Severn Estuary and Avonmouth and Severnside Enterprise Areas

40% of South Gloucestershire's land area is within the Green Belt. This is mostly in the areas with the closest and best links to Bristol.

Constraints on development due to lack of capacity at motorway junctions.

South Gloucestershire has a prosperous and innovative economy. Traditionally a hub for the aerospace industry, today industries as diverse as robotics, logistics, retail and the green sector thrive. A strong research and development cluster drives future opportunities.



South Gloucestershire has a rich and varied natural environment including internationally, nationally and locally designated nature conservation sites.

To the north are several rural villages and communities with fewer transport links and facilities, notably schools.

Significant recent development in market towns of Yate, Thornbury and Chipping Sodbury. Good facilities but limited public transport and work to do to build cohesion between and within communities.

Support required to boost local economies impacted by decline of manufacturing and traditional industry. Opportunity to use development to drive regeneration.

Proximity to jobs and facilities in Bristol and access to beautiful countryside makes South Gloucestershire a popular place to live.

A region with its own strong, independent character, which benefits from close links to neighbouring Bristol

2.3 We are a district in the west of England bordering the city of Bristol to the north and east. We're within easy commuting distance of Bristol city centre and many people live in South Gloucestershire, travelling into the city regularly for work and to access facilities.

2.4 Recognising the links, South Gloucestershire is part of the West of England Mayoral Combined Authority (MCA) alongside Bath & North East Somerset and Bristol City Councils. Being part of this broader body allows us to better plan and manage housing, transport and economic development.

2.5 As well as the connections with Bristol, some communities in the north and east of the authority have functional links with Gloucestershire, Wiltshire, Bath & North East Somerset and south Wales.

A rapidly growing and aging population, with a mix of urban and rural communities

2.6 More than half of South Gloucestershire's population (around 63%) live in the urban and suburban areas to the north and east of Bristol. And a further 17% call the market towns of Yate, Chipping Sodbury and Thornbury home. The remaining population is spread across many smaller towns, villages and communities.

2.7 South Gloucestershire's proximity to the cities of Bristol and Bath provides local people with access to jobs, entertainment, retail and wider facilities, but they can also take advantage of beautiful countryside on their doorstep. This mix of urban and rural benefits is one of the key reasons why more people are moving here. The population recorded through the Census in 2021 was 290,400, an increase of 10.5% compared to the same survey ten years earlier. And this trend is predicted to continue. The population (based on 2018 projections) is forecast to rise to over 350,000 in the next 20 years.

2.8 We need more homes, but we need the right kind of homes in the right locations.

- We have over 5,800 families on the housing waiting list, with an increasing number of families being evicted from private rental properties.
- Rental prices in the private sector are high and become unaffordable when wages don't keep pace. In the year to October 2024, rental prices in South Gloucestershire grew by 6.1% to an average price of £1,352 per month - over £200 per month more than the average across the South West.
- House prices are well above the national average (£346,000 in South Gloucestershire compared to England and Wales average of £304,000) and continue to rise.

2.9 We need more affordable homes to address social need and to ensure people can continue to live in the places they know and love.

2.10 The diversity of South Gloucestershire and its local areas is a key strength. However, it also presents challenges. We have an aging population with an increasing number of residents who need access to appropriate housing and services. Data shows that more older people tend to own their home, often in larger, sometimes older properties. In South Gloucestershire, there are also higher proportions of older people living in rural areas. We are an 'Age Friendly' council and are committed to supporting people to continue living independently in their communities. The Local Plan will play an important role in achieving this aim by delivering homes that can adapt as our needs change, public spaces and facilities to meet the ongoing needs of our population in all parts of the district.

2.11 The Council is committed to supporting people to ensure everyone has access to an affordable, decent, safe, secure and sustainable home. The Local Plan shows how we will deliver an additional 24,095 new homes of the right type and in the right location to meet our needs from 2026 until 2041. This means increasing the current number of homes in South Gloucestershire by nearly a fifth.

2.12 There are several factors to consider. Key is concentrating development in areas which give people easy access to facilities and transport links, predominately either on the fringes of greater Bristol or in existing settlements. But we must also plan development in a way which is sympathetic to and protects and enhances the heritage and character of our different areas.

2.13 Many parts of our urban areas are well connected to existing services, facilities and public transport hubs. In these locations, where evidence supports it, we can adopt high quality new design to optimise density of new housing and employment and make best and most sustainable use of land.

2.14 The market towns of Yate, Chipping Sodbury and Thornbury also have strong local facilities and have recently seen considerable levels of planned and unplanned new housing. However, as we explore later in this summary, access to transport constrains future growth, and previous expansion in the towns has in some cases, impacted cohesion between communities.

2.15 Our villages and rural areas each have their own character and identity, but they are subject to uneven levels of services and facilities. Accessibility is a particular problem. Rural public transport, especially local bus services, have been cut over recent years as services become less financially viable, leaving some areas with no public transport provision except voluntary sector or temporary services.

2.16 Additionally, some villages and communities either do not have a school or have schools with low or declining pupil numbers. Given financial constraints, it is unrealistic to deliver new schools in the most remote areas and the costs of home to school transport are rising. Therefore, availability of, and capacity in, local schools also limits future development in some rural areas.

A Green Belt which covers 40% of South Gloucestershire

2.17 The Bristol and Bath Green Belt was established to limit urban sprawl and maintain the open character of areas, towns and villages around the Bristol and Bath built up areas.

2.18 The Green Belt plays an important role in the planning of development in South Gloucestershire as it occupies 40% of the district's land area, including the areas with the closest and best links to Bristol. Many of South Gloucestershire's towns and villages are located within or immediately adjoining the Green Belt. The locations of Thornbury, Yate and Chipping Sodbury outside, but bordering the Green Belt, has driven extensive previous development in these areas.

2.19 Any plan which avoids building on the Green Belt significantly limits the areas where development is possible. And, as highlighted in the next section, this approach would also focus development in areas away from existing facilities and transport links, which we consider unsustainable.

Partnership working is driving investment in infrastructure and services, but we need more and better options

2.20 The substantial levels of new development over recent years and decades has not always been fully matched by the timely provision of essential infrastructure. Local people want and deserve good quality and inclusive public transport, education, health, retail, open space and community facilities. In some communities, access to services and facilities needs to improve ahead of future housing development. Physical infrastructure is crucial, but the importance of community facilities also needs to be prioritised to act as a focal point for new developments and give people a head start in forging new communities.

2.21 The West of England Mayoral Combined Authority is the transport authority for the area, and we have been working with them in partnership with neighbouring local authorities, delivery partners and other stakeholders on our Joint Local Transport Plan. This has seen investment in infrastructure over the last 10 years, with a major focus on active and sustainable travel. This includes the ongoing expansion of the Metro Bus service connecting the Science Park, the Bristol North Fringe and Cribbs Causeway to Bristol city centre and Hengrove and more frequent train services between Yate and Bristol. Money has also been invested in flood defences along the Severn Estuary, drainage infrastructure in the Bristol north fringe and in improving provision of essential utilities.

2.22 Whilst we have seen new investment in some infrastructure, net funding for local bus services over the last 10 years has been reduced significantly, resulting in several local bus services connecting towns and villages being cut. This has come at a time when demand is increasing; latest figures show that from 2023 to 2024 there were nearly 40% more passenger journeys, and a 9% increase in bus journey vehicle miles. This issue of people being cut off from services because of a lack of transport options is one which is commented on regularly by local residents.

2.23 Delays in the delivery of key infrastructure necessary to support new development has added to the challenge.

2.24 The market towns of Yate, Chipping Sodbury and Thornbury benefit from a range of services and facilities and while located close to Bristol, public transport options are very limited and facilities for active and sustainable travel are currently lacking. People living in these rapidly expanding towns cannot access their local hospital using public transport and most commutes for work or education are reliant on driving in private vehicles. The options for some smaller villages are worse, with some located several miles away from a regular bus service.

2.25 We continue to work with the West of England Mayoral Combined Authority to improve options, but our plans assume that major scale sustainable trans-green belt transport infrastructure will not be delivered over the short to medium term.

2.26 Instead, our strategy for new development is designed to take advantage of existing infrastructure, whilst being synchronised and aligned with more realistic improvements and enhancements.

2.27 Looking at it on a map, South Gloucestershire has very good strategic road and motorway links including the M4, M5, M49 and the M32 leading to/from central Bristol. However, we experience issues with capacity at motorway junctions, with particular strain on junctions of the M5. This means that some areas, particularly in the north of the district, would not be able to cope with significant additional new housing or employment because of the impact on the strategic road network.

2.28 Except for the communities of the Bristol East Fringe area, all development in South Gloucestershire would have implications for use of motorways. Improved motorway junctions around the edge of Bristol would open development opportunities, but financial and environmental concerns make 'big ticket' infrastructure less forthcoming, and it often takes longer to deliver. There are no significant, deliverable plans to upgrade the junctions. Therefore, in determining where to locate houses, we must consider where those impacts can be best managed. We are committed to an approach which seeks wherever possible to prioritise embedding active and sustainable travel as a viable alternative to travel by private vehicle.

2.29 Mainline railways provide strategic links to the north, south, east and west and there are some local rail services and a local network of bus services.

2.30 South Gloucestershire Council has a strong commitment to improving options for all forms of active travel, opening additional opportunities for wheelchair users, cyclists and walkers. Our evolving strategic active travel network includes significant stretches of dedicated walking, wheeling and cycle lanes connecting key destinations around the North and East Fringes of Bristol and links to Bath and Bristol City Centres via the National Cycle Network. There is also an extensive network of public rights of way throughout the urban and rural areas.

2.31 But options to access key services, facilities and job opportunities by walking and wheeling varies significantly across both urban and rural areas. Active travel networks are still fragmented in places and road and rail corridors restrict movement. As a result, car ownership and the number of people who commute by car remains high in South Gloucestershire, especially for those who need to travel across the Green Belt.

2.32 Parts of the strategic and local road network can be impacted by congestion at peak periods and transport and private car use is a significant contributor to climate change.

2.33 Air quality problems have been identified in parts of Staple Hill and in areas near the A420 road between Kingswood and Warmley, which have been declared Air Quality Management Areas (AQMAs). The most recent data (2022) suggests that A roads in South Gloucestershire produced the most Co2 emissions in the West of England (142 kilotons) (although it should be noted we also have the greatest length of roads maintained in miles).

2.34 We must ensure that new development is accessible, inclusive, connected and decarbonised to allow people to get around quickly, efficiently and sustainably.

A prosperous, innovative and diverse economy

2.35 South Gloucestershire is the economic engine room of the West of England:

- South Gloucestershire is the most productive area in the South West with a figure of £52.20 Gross Value Added per hour worked (ONS Local Economic Indicators).
- Latest published data shows our GDP was £16,387m in 2022 ranking us 20th of all local authorities and 13th outside of London[3].

2.36 Our economic strength is spread across many industry sectors.

2.37 We have a globally significant aerospace innovation cluster, with Airbus UK, GKN Aerospace, BAE Systems and Rolls Royce all based here.

2.38 Together with Avonmouth (within the administrative area of Bristol City Council), the Severnside Employment Area is a globally significant enterprise area with strengths in net zero energy transition and logistics.

2.39 The West Innovation Arc is a major growth zone covering the North Fringe of Bristol urban area through to Emersons Green. The aerospace sector is based here, but it is also home to the Bristol & Bath Science Park, the National Composite Centre, the Institute for Advanced Automotive Propulsion Systems (IAAPS), the Isambard AI Supercomputer and the University of the West of England – the South West's largest university - and the world-renowned Bristol Robotics Laboratory.

2.40 We have a strong and diverse retail sector. The Mall at Cribbs Causeway has the largest concentration of shopping and leisure facilities in one location. And local town centres, high streets and retail parks provide shopping, community and leisure facilities and jobs for local people.

2.41 We see significant growth potential for our area, building on existing strengths and supporting the emergence of evolving and new sectors.

2.42 The strategic regeneration of the brownfield site at the former Filton Airfield (now known as Brabazon) is underway. The development will deliver a 19,000-seater indoor stadium, conference, leisure and entertainment facilities within the historic Brabazon hangar (within the boundary of Bristol City Council). The development will also bring thousands of new homes, substantial commercial floorspace and a new railway station.

2.43 Land around the former Magnox Nuclear Power Station at Oldbury Power Station has been recognised as a site of national importance alongside Berkeley Power Station (within the administrative area of Stroud) for the West of England to lead the UK in 'first-of-a-kind' energy production, research & development skills, and training.

2.44 South Gloucestershire is also an emerging tourist destination. Recently developed attractions including Britain's first man-made surfing lake, the Aerospace Bristol Museum which is home to Concorde and Bristol Zoo's Wild Place attract people to the District from across the country and abroad. Those who enjoy the natural environment are also well served. We have beautiful countryside on our doorstep and established attractions including the National Trust's Dyrham Park and the Cotswold Way national trail.

[3] ONS Regional gross domestic product by local authority, latest release April 2024

2.45 The principles of the Local Plan must support the ongoing success of the sectors and organisations which have called South Gloucestershire home for many decades and help us take advantage of new opportunities.

2.46 We must plan development so people can get to schools, colleges, universities and training centres and develop the skills employers need both now and into the future.

2.47 We must plan development so that people can get to work and customers can get to shops and entertainment facilities.

2.48 And we must deliver affordable homes so that people can stay or settle in South Gloucestershire.

A good community is an inclusive community

2.49 South Gloucestershire is a relatively affluent area with local people generally enjoying happy and healthy lives.

- The proportion of the economically active (aged 16-64) population in employment in South Gloucestershire (84.2%) is significantly higher than the national average (75.7%), and only 2.0% of the economically active population (16+) are unemployed (June 2024) (ONS local indicators).
- The median annual earnings of full-time workers in South Gloucestershire was £39,300 in 2024, greater than the England average of £37,600.
- Life expectancy for people in South Gloucestershire (84.6 for women and 81.0 for men) is higher than the national (82.8, 78.9) and South West (83.9, 80.0) averages.

2.50 But not everyone has benefited from the district's success and inequalities are growing.

2.51 In the wake of the pandemic, recent economic shocks and the rising cost of living, evidence shows that the inequalities gap in South Gloucestershire between the most and least deprived residents has increased across seventeen out of twenty-five health indicators. The most striking evidence of this is that men living in the most deprived areas of South Gloucestershire die on average 7.4 years before those in wealthier areas (the gap for women is 5.4 years). This means that many people in our communities have reduced opportunities for good economic, physical and mental health and well-being.

2.52 A new strategic and holistic approach to tackling inequality in our authority has been adopted and is recognised in our Council Plan. Our Local Plan has an important role to play in supporting this priority. For example, we can support better health and wellbeing by ensuring communities have access to healthy living environments, green spaces, good employment and social infrastructure to support their needs.

2.53 There are areas which need more support, particularly clustered around the urban area of the Bristol East Fringe. Here, the long-term decline of manufacturing industries brought large-scale job losses and there remain too few jobs for the number of residents.

2.54 We have directed in our new Local Plan how we will offer new opportunities for local people by developing the employment, housing, community and transport infrastructure needed to regenerate and rejuvenate the areas of South Gloucestershire which have suffered most from decline. We have also worked with our health and community partners to think about how we create well designed places which support the mental and physical health of our communities.

A rich and varied natural environment which must be protected

2.55 South Gloucestershire has a rich and varied natural and built environment.

2.56 We enjoy contrasting landscapes, ranging from the distinctive scarp and hills of the Cotswolds National Landscape, which covers 11,800ha (22%) in the east of the authority, to the flat expanses of the Severn levels, and the urban landscape around the edge of Bristol. Landscape ridges, hillsides and views frame the urban area and provide the setting for rural villages and settlements. More than 11% of South Gloucestershire is covered with trees and woodlands.

2.57 Our area also contains a high number of internationally, nationally and locally designated nature conservation sites:

- The Severn Estuary is designated as a Special Area of Conservation (SAC) Special Protection Area (SPA) and Ramsar site due to its international importance for wildlife
- 22 nationally important Sites of Special Scientific Interest (SSSI), with the most significant concentrations found near Cold Ashton and Wickwar. The Severn Estuary comprises the largest SSSI
- 271 locally designated Sites of Nature Conservation Interest (SNCIs) and 64 Regionally Important Geological Sites (RIGS) which together form a network of what are known as Local Sites
- 10 Local Nature Reserves
- 75 registered commons covering 1.17% of the area; and
- A diverse range of nationally and internationally important wildlife species, including bats, dormice, great crested newts, otters and water voles

2.58 South Gloucestershire currently contributes slightly higher greenhouse gas emissions than the UK average per year, and significantly higher than the South West average. Energy consumption by businesses, homes and road transport are the primary contributors to these emissions.

2.59 There are also regionally connected and multifunctional Green Infrastructure Corridors and areas of focus for the West of England Nature Recovery Strategy. However, our wildlife habitats and their biodiversity are under considerable pressure and are, in places, fragmented and disconnected.

2.60 Within South Gloucestershire there are areas at high risk of flooding. A large area of the district, predominantly along the Severn Estuary, the Avonmouth and Severnside Enterprise Area, and the villages of Severn Beach and Pilning, falls within Flood Zone 2 and 3. This limits the areas which are suitable for sustainable development.

2.61 Relics of historic settlements and the industrial past texture the landscape. These historic buildings, settlements, parks and gardens, and archaeological features make an important contribution to the character of our communities, and many are designated for protection in the planning system.

2.62 There are:

- 30 conservation areas
- 2,085 listed buildings and 1,470 locally listed buildings
- 38 scheduled ancient monuments; and
- 8 registered parks and gardens

Planning for the future

2.63 We have set out above what South Gloucestershire means to us. When things aren't planned properly, development can cause and exacerbate these problems. South Gloucestershire Council declared a climate and nature emergency in 2019, setting an overarching target for the district to be carbon neutral by 2030. Our Local Plan can play an important role in supporting these commitments.

2.64 We believe planning can and should make a positive difference to all our lives. Good planning delivers homes, jobs and better opportunities which provide better opportunities for South Gloucestershire's residents. Good planning delivers these priorities whilst protecting and enhancing our high quality natural and historic environment and conserving the countryside and open spaces. Above all, good planning helps create and strengthen sustainable communities; communities that stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential.

Local Plan Objectives

Introduction

3.1 The Local Plan is the result of extensive consultation and engagement with local people, partner organisations and other key stakeholders. Our work on the Council Plan has also identified the key goals and ambitions of our communities.

3.2 The foundations and core principles for our Local Plan were agreed through lengthy and wide-ranging conversations through both these processes to identify and better understand:

- what people like about our place, which we must protect and enhance,
- what opportunities there are to use development to make things better, and
- what challenges we must overcome and where there are restrictions which limit our ambitions.

Alignment with the West of England Growth Plan

3.3 The West of England Mayoral Combined Authority's Local Growth Plan, although not formally a part of our statutory development for South Gloucestershire, will be a regional level plan driven by jobs, innovation and a just transition to 'green jobs', alongside regional transport.

3.4 The Local Plan will have a key role in delivering these ambitions through its locational strategy and site allocations for homes and jobs and its polices on housing, employment, transport, energy, climate change and biodiversity, as well as its commitment to addressing inequality and the cost of living.

Alignment with the Council Plan

3.5 The South Gloucestershire Council Plan 2024 - 2028 is the overarching strategy for the Council and has five core goals:

1. Respond to the climate and nature emergency,
2. Help reduce inequalities,
3. Support children and young people to thrive,
4. Support wellbeing and independence in our communities,
5. Build better places with secure affordable housing and good sustainable transport links.

3.6 The table below shows how the Local Plan's objectives will contribute to the five core goals of the Council Plan.

Respond to the climate and nature emergency	Help reduce inequalities	Support children and young people to thrive	Support wellbeing and independence in our communities	Build better places with secure affordable housing and good sustainable transport links
			Objective 1	Objective 1
Objective 2			Objective 2	Objective 2
Objective 3	Objective 1	Objective 1	Objective 3	Objective 3
Objective 4	Objective 2	Objective 4	Objective 4	Objective 4
Objective 5	Objective 4	Objective 5	Objective 5	Objective 5
Objective 6	Objective 5	Objective 6	Objective 6	Objective 6

Objective 1	**Providing new homes to meet the needs of all our communities**
Objective 2	**Connecting development to existing transport and travel infrastructure, maximising opportunities to embed active and sustainable travel**
Objective 3	**Supporting development which mitigates and improves our resilience to climate change and enhances nature and biodiversity**
Objective 4	**Focusing on high quality design and adopting best practice approaches to place-making**
Objective 5	**Supporting a prosperous, innovative and diverse economy, which delivers good quality, high paid jobs for local people**
Objective 6	**Deliverability and Viability**

3.7 Reducing inequality is a key council priority. Through the Plan's objectives, strategy and polices we have sought to address issues of inequality and promoted inclusion. We will achieve this by listening to and addressing the needs of everyone in our community, opening up access to, and availability of, homes and jobs and the supporting physical infrastructure people need to live successful and prosperous lives. This Local Plan is about helping everyone have the best life chances and opportunity to reach their potential.

Local Plan Objectives

3.8 Our priorities for addressing issues and realising ambitions are set out in six Local Plan objectives. Our objectives are wide ranging and ambitious. It is the role of the planning system and our Local Plan to provide the structure to ensure that in our decision-making we reach the best outcomes given the range of issues and perspectives we need to consider.

Objective 1 – Providing new homes to meet the needs of all our communities

3.9 Through our Local Plan we will:

a. Support people with the cost of living and reduce inequality, helping to ensure that everyone has access to an affordable decent, safe and sustainable home. The Local Plan aims to deliver on this priority by allocating sites to deliver enough high-quality homes, with a focus on affordable and specialised homes, of different sizes, types and tenures to meet identified needs for all sections of our community, including, students, and travellers.

b. Ensure that a range of differently sized sites for new homes are planned for in sustainable locations to deliver and maintain a rolling five-year supply of housing. Development will be spread across urban and rural South Gloucestershire to provide opportunities for people to stay close to their existing social support networks.

c. Make the best use of land by optimising density in locations, such as town centres, where a range of local facilities can be accessed by walking and wheeling and there are wider transport connections.

Objective 2 – Connecting development to existing transport and travel infrastructure, maximising opportunities to embed active and sustainable travel

3.10 Through our Local Plan we will:

a. Locate homes and jobs in locations that are on existing public transport routes or could be capable of delivering in the future high-quality, viable and reliable journey patterns using active travel, and public transport to access key services and facilities, with the purpose of reducing dependency on long distance car reliant travel.

b. Plan development in places where there is capacity on existing transport infrastructure, including the strategic road network and motorway junctions or a realistic prospect of delivering new or enhanced infrastructure.

c. Locate new development on the edge of the urban area of Bristol to open up easy access to the full range of existing services and infrastructure rather than locations which embed longer distance car reliant commuting.

d. Support the future vitality of villages and settlements by locating small and proportionate development in these communities which have some access to services and facilities, in particular rural primary schools (with existing capacity).

e. Enable more active lifestyles and minimise the need to travel. Where travel is necessary, we will seek to decarbonise it by designing new development and infrastructure and adapting existing infrastructure to be inclusive, making it easier and safer to walk, cycle, wheel and to use public transport.

Objective 3 – Supporting development which mitigates and improves our resilience to climate change and enhances nature and biodiversity

3.11 Through our Local Plan we will:

a. Design places which people experience with the understanding of the future needs of a changing world. Development will be adaptable over time in response to climate change and to evolving lifestyle and working patterns. These places need to be safe, help to improve community cohesion and support the mental and physical health of our communities.

b. Increase our resilience to climate change impacts and threats, including buildings, infrastructure, and the natural environment.

c. Recognise the impact of locational decisions on both the causes and consequences of climate change, including risk of flooding.

d. Establish, maintain and enhance the function and connectivity of green infrastructure and Nature Recovery Networks for all our communities and, unless exempt, provide a minimum of 10% biodiversity net gain in new developments.

e. Prioritise the preservation of existing trees and hedgerows and increase tree cover and new tree-planting. Trees lost to development will be replaced.

f. Ensure all our communities – including urban populations - have access to high quality green infrastructure, nature rich habitat and open spaces.

g. Support South Gloucestershire's net zero commitments by significantly increasing renewable and low-carbon energy generation, including through community energy projects.

Objective 4 – Focusing on high quality design and adopting best practice approaches to place-making

3.12 Through our Local Plan we will:

a. Protect and enhance the character, distinctiveness, quality and intrinsic features of the natural and historic environment including the Cotswolds National Landscape and assets protected under a range of local, national and international legislation.

b. Create a positive sense of place, fostering a sense of belonging and safety and enable people to build relationships by reflecting and reinforcing the community's own identity, its sense of history and place, as well as responding to key natural, built, historic and landscape assets and character of both the local landscape and townscape to create high-quality developments.

c. Employ best practice design principles to enable residents from all backgrounds to live and work in places that provide opportunities for easy movement between everyday places and the type of living environment which avoids separation or segregation.

d. Require zero carbon, energy-efficient building design and construction and support retrofitting to reduce energy bills, decarbonise heating and adapt to climate change.

e. Design new homes and infrastructure so that it is adaptable and accessible to cater for our ageing population and for households whose needs may change over time.

f. Optimise the quality, density and range of uses in all new development, with higher density in the most accessible locations.

g. Ensure new homes and workplaces provide high quality private outdoor space and internal layouts, with positive residential amenity, including suitably sized new homes.

h. Ensure streets and areas of public realm adopt best practice design to safe, functional, accessible and attractive, with new streets being tree lined.

Objective 5 – Supporting a prosperous, innovative and diverse economy, which delivers good quality, high paid jobs for local people

3.13 Through our Local Plan we will:

a. Plan for a better balance between local jobs and resident workers in all our communities, recognising the need for more employment opportunities in the communities of our Bristol East Fringe urban area.

b. Allocate land, across both existing and new sites, dedicated for employment use to meet evidence-based need.

c. Support a "green" economic recovery through encouraging green technology and businesses which contribute to carbon reduction.

d. Recognise the rapidly changing economic and retail environment and ensure safeguarded employment areas are flexible and attractive to accommodate businesses of all sizes, including key local sectors.

e. Support town centres and high streets to be places that thrive, are flexible, adaptable and inclusive, fulfilling the needs of the communities they serve, and providing opportunities to deliver local regeneration.

f. Plan for mineral working to ensure a steady and adequate supply of aggregates.

Objective 6 – Deliverability and Viability

3.14 Through our Local Plan we will:

a. Direct development to those locations which are well-served or capable of being well-served by existing utilities and infrastructure.

b. Ensure that the delivery of new development is supported by the timely provision of all necessary infrastructure and that that the development industry plays its role in providing infrastructure.

c. Safeguard land for infrastructure and renewable energy where necessary.

d. Require new development to enable and support the long-term success and sustainability of schools, sports and community infrastructure and public open spaces, green infrastructure and areas identified for biodiversity net gain and nature recovery.

e. Build on and enhance digital connectivity across the area.

f. Embed infrastructure for alternative-fuel vehicles in new developments.

g. Establish strong and inclusive communities, working with a range of stakeholders and by using various approaches, including community engagement events, neighbourhood planning, design codes, and masterplans.

2. Where homes and jobs will go

Policy Title:

LPS1 - Strategy Principles

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Replaces Policy CS5 – Location of Development**
Non-Strategic / Strategic	**Strategic**

Purpose

The Local Plan delivers a strategy and policy framework to enable the delivery of high-quality homes, with a focus on affordable and specialised homes, of different sizes, types and tenures to meet identified needs for all sections of our community, including, students, Gypsies, Travellers and Travelling Showpeople and those in need of age friendly housing

The planning policies within the Local Plan look to balance the need to provide further homes and jobs with the conservation and enhancement of the natural and historic environment, provide new and enhanced Green Infrastructure, Biodiversity Net Gain and measures to address climate change mitigation and adaption. Planning policies will also secure high quality places, developments and developments which are accessible, adaptable and provide the right quality private amenity spaces The Local Plan sets out the approach and policies to direct investment and regeneration to our town and local centres, protect and enhance spaces for employment and businesses across the authority and ensure that future sites for mineral extraction and any development at the former Oldbury Nuclear site meets expectations and benefits surrounding communities.

All development proposals are required to be in accordance with relevant strategy principles and the range of strategic and non-strategic policies that support and set out detailed criteria to ensure the principles are achieved.

The Local Plan should be read as a whole including saved policies from the Core Strategy and Policies, Sites and Places Plan. The list of saved policies is set out in Appendix 2 of this Local Plan.

Policy wording

Part 1 - Strategy Principles

1. **Through applying the Local Plan policies in determination of planning applications, development proposals should take an inclusive approach, that addresses direct barriers, such as lack of affordable housing, accessible homes, adaptable spaces and places that can adapt as our needs change and we age as a population, employment close to homes, severance caused by transport infrastructure, or lack of transport connections to larger employment clusters. Along with more indirect, such as access to quality and affordable childcare, education; the affordable workspace; and the feasibility of juggling travel, work and care responsibilities. By opening up access to, and availability of, homes and jobs and the supporting physical infrastructure our Local Plan, and development which flows from it will help people to live more connected, successful, healthy and prosperous lives, enabling everyone to have the best life chances and opportunity to reach their potential.**
2. **All development is required to deliver on the council's climate emergency pledge and action plans, by optimising mitigation and adaptation to climate change. This includes through the design and delivery of all development and by locating development which minimises the need to travel by unsustainable means, recognising the diverse character and range of places in South Gloucestershire.**
3. **Green and Blue Infrastructure and Biodiversity, all development proposals will be required to both protect and enhance South Gloucestershire's unique natural landscapes, ecosystem, green and blue assets. Biodiveristy Net Gain will be required onsite and the designated Strategic Green Infrastructure Network, Visually Important Hillsides and Strategic Viewpoints will shape the location and design of development proposals.**
4. **To ensure development proposals are of a high quality, enhance and respond to South Gloucestershire's unique and varied natural and built environment, provide a net gain for biodiversity, are designed to be inclusive, age friendly and promote active travel and both address and adapt to our changing climate, all acceptable development proposals will be required to meet the criteria and linked policy requirements set out in Local Plan Strategic, Non-Strategic Policies and saved policies.**
5. **A minimum of 22,573 new homes, including a significant number of Affordable Homes, will be delivered during the local plan period. On new allocated sites as set out in the Locational Strategy Policy, on committed developments and through a policy framework which facilitates windfall development and small site windfalls in appropriate and sustainable locations.**
6. **The Local Plan makes provision for; 99 new pitches for Gypsies/ Travellers, through a combination of intensification of use or expansion or limited expansion on specific existing sites and new site allocations and 15 new plots for Travelling Showpeople. It also includes updated policies to facilitate the delivery of accommodation for Gypsies/ Travellers and Travelling Showpeople, and continue to safeguard existing provision.**

7. **Land for an additional 1,500 student bedspaces is allocated, as part of a mixed-use development site to come forward within land that forms part of the University of West of England. Future development of the UWE campus will need to recognise and mitigate its impact on surrounding residential areas and enhance its role to serve as a hub for the communities around it.**
8. **49.7 ha of new employment land is allocated and 1,372 ha of existing employment land is safeguarded across South Gloucestershire, for employment and economic uses. This land is intended to facilitate investment, innovation, job creation and retention and assist communities in South Gloucestershire access employment opportunities. Existing safeguarded employment areas in the East Fringe Urban Area, will have continued additional protection, to assist in providing long term opportunities for employment, investment and address economic inequalities in this area of South Gloucestershire.**
9. **Development proposals which create a need for new or enhanced infrastructure are required to demonstrate the infrastructure required can be delivered and funded, or it can contribute towards infrastructure, which has a reasonable prospect of being secured in parallel to the development and in all circumstances during the plan period.**
10. **Development proposals which generate a need to travel will be required to follow the movement hierarchy set out in the Sustainable Movement and Transport Infrastructure policy, with a priority on providing for active travel. All development proposals of a sufficient scale and location will be required to contribute to the sustainable transport and infrastructure packages to support active travel, public transport and sustainable developments, with access to services and facilities to facilitate healthy, inclusive communities.**
11. **A network of 12 designated town and 58 local centres will be the focus for investment and development of retail, main town centre and leisure uses, to meet identified need and provide key services, facilities for existing and new communities. Small scale facilities which support sustainable local communities particularly in rural villages and settlements, will be supported and protected.**
12. **All development proposals in the Green Belt, including on allocated sites removed from the Green Belt, for new homes, including Gypsy/ Traveller and Travelling Showpeople, employment land, community and leisure uses, will be expected to deliver new or enhanced, long term Green Belt boundaries, which are capable of enduring beyond the plan period. In addition;**
    a) **The extent of the Bristol and Bath Green Belt within South Gloucestershire is defined on the Policies Map.**
13. **Proposals for minerals extraction and renewable energy, areas safeguarded for wind, on land currently in the Green Belt, will not lead to Green Belt amendments. Once these uses have ceased the land is expected to be remediated and continue its Green Belt function.**
14. **The provisions of Saved Policy PSP7 - Development in the Green Belt will apply to development proposals in the Green Belt, for; Sport and Recreation; New Buildings for Sport and Recreation; and Proportionate Additions to a Building.**

15. **Villages and Settlements forming part of the locational strategy with a site allocation(s), will be partially or wholly removed from the Green Belt, in the following locations:**
    a) **Alveston**
    b) **Almondsbury**
    c) **Easter Compton**
    d) **Iron Acton**
    e) **Hortham Village**
    f) **Hambrook**
    g) **Wick**
16. **Communities that seek to deliver homes through neighbourhood plans will be supported and, where sufficient evidence and justification is provided, detailed amendments to the Green Belt will be acceptable in line with National Planning Policy Framework paragraph 145. Detailed Green Belt amendments will not take effect until the Neighbourhood Plan is made after successful examination and referendum.**
17. **The Cotswold National Landscape in South Gloucestershire is a living, working landscape of national importance. Acceptable development proposals will need to demonstrate they conserve and enhance its setting, natural and scenic beauty, tranquillity, biodiversity interest, cultural heritage, and other special qualities. A number of small-scale allocations for new homes, to facilitate affordable homes, support village services and community sustainability, and employment allocations to support the rural economy are made in four villages, on suitable sites in the Cotswold National Landscape.**
18. **New 'Preferred Mineral Areas' are allocated at three existing quarries to ensure a steady and adequate supply of aggregates throughout and beyond the plan period. Strategic Policy LPS13 - Mineral Working and Restoration sets out criteria for development proposals, including site specific considerations for proposals at the three allocated sites.**
19. **Oldbury Nuclear Site and National Infrastructure Project, in the Severn Estuary Growth Zone, which includes the former Magnox Nuclear Power Station, and land identified for new Nuclear, together form a site of national importance alongside Berkeley Power Station (within the administrative area of Stroud).**
20. **Healthy Development - ensure the creation of high-quality places that support healthy lifestyles, connect people to opportunities, and contribute to reducing inequalities, facilitate investment and contributions in deliverable health facilities supported by health partners.**

21. Agent of Change - In delivering the Plan's overall strategy it will be important to attend to the different needs and impacts of contrasting uses, working through the application of principles such as the 'Agent of Change' and appropriate design responses, such as buffering and enclosure. This is important to ensure that new development can be integrated effectively with existing businesses and community facilities, such as places of worship, pubs, music venues and sports clubs with the objective that the existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.

Supporting text

Climate Change

1. The Local Plan contains a suite of policies which all development proposals should consider to ensure that the adaptation and mitigation of climate change is designed into and planned for by new development. Strategic Policy LPS10 - Climate Change, Sustainable Design and Construction applies to all development. The following Local Plan policies should be considered by all development proposals Policy LP23 - Climate Change Adaptation and Resilience, Policy LP24 - Energy Management in New Development and Policy LP25 - Embodied carbon.
2. The Renewable and Low Carbon Energy Systems policy sets out criteria for consideration of proposals for renewable energy. The policies map sets out areas for Wind Safeguarding, which should be read in conjunction with the policy. In addition, Policy LPS27 - Community Energy sets out criteria for consideration of renewable energy schemes brought forward by communities or with community support.

New Homes

3. The Locational Strategy Policy sets out the spatial distribution of new homes and jobs. The Delivery of New Homes policy sets out the overall quantum by location that is considered appropriate. The Policies Map sets out the location of sites allocated for new homes, Appendix 1 to this Local Plan; 'Allocation Sites' provides details of each allocation and required site policies or development principle;
4. Strategic Policy; LPS4 - Affordable Homes, requires all development proposals of 10 dwellings or more, and 5 dwellings or more in designated rural areas, to provide an appropriate level of affordable housing. Further requirements and details are set out in that policy.
5. All new homes delivered, market or affordable will be required to meet Nationally Described Space Standards and provide an appropriate level of private and/or communal amenity spaces. Requirements and standards on these aspects are set out in policies Policy LP18 - Internal Space and Accessibility Standards and Policy LP30 - Private & Communal Amenity Space Standards.

Gypsy Travellers and Travelling Show People

6. The Policies Map sets out the location of allocated and safeguarded Gypsy Traveller and Travelling Show People sites. The principle of development for Gypsy Traveller or Travelling Show People will be acceptable on the appropriate and specified safeguarded and allocated site(s).

   Strategic policies LPS5 and LPS6 set out criteria for acceptable development proposals for Gypsy Traveller and Travelling Show People.

Employment, Economy and Town Centres

7. Allocated and Safeguarded Employment Areas are shown on the Policies Map. Strategic Policy LPS7 sets out criteria for acceptable development proposals and uses on safeguarded employment areas. Non-Strategic Policies LP19 and LP20, set out the approach to loss and provision of employment uses outside of the Safeguarded Area and making appropriate contributions to skills and training.
8. A range of currently saved policies set out the approach and requirements for specialist and general economic and employment development. The following saved policies apply until replaced: Policy PSP26 - Enterprise Areas covering specific requirements for Enterprise Areas; Policy PSP27 - B8 Storage and Distribution Uses directs proposals falling within Use Class B8 to the most appropriate locations, as well as requirements for density and avoiding significant conflicts with neighbouring uses, Severnside is considered the main focus for large-scale strategic distribution and logistics and Policy LP14 sets out additional criteria for proposals in this area. The benefits of ancillary offices to B8 uses may also form an important consideration; and Policy PSP28 - Rural Economy covering economic development within rural areas.
9. The network of Designated Town and Local Centres are shown on the Policies Map. Strategic Policy LPS8 - Town Centres and Leisure sets out criteria for acceptable development proposals relating to retail and main town centre uses, along with criteria relating to local centres, individual facilities and services in rural areas, along with approach to sequential and impact tests in South Gloucestershire.
10. A range of currently saved policies set out the approach and requirements for other main town centre uses and approaches to local retailing and specialists uses.

Green Belt

11. Land has been removed from the Green Belt by this Local Plan to meet identified requirements for sustainable development, for new homes, including plots for Gypsy Traveller and Travelling Showpeople, new employment land and at villages currently washed over by Green Belt where allocations for new homes and employment land are made.

12. The Strategic case for exceptional circumstances to alter the Green Belt boundary to allow for a sustainable strategy, is considered to exist. The spatial strategy initially focused sites, brownfield and greenfield within the urban area and within the settlement boundary of market towns. This was found however to not meet the standard method housing requirement for South Gloucestershire. The regulation 18 consultations carried out as part of this plan (Phase 3 2023-24 and Unmet Need Topic Paper 2024), set out a range of sites in locations beyond the Green Belt and within the urban area. As part of the Phase 3 consultation, a strategy approach of including sites and locations beyond the Green Belt was tested and consulted on. This was not considered the most appropriate strategy in terms of meeting the plans objectives, including impact on environmental, heritage and landscape assets, availability and reasonable prospect of delivering access to key services, facilities and necessary infrastructure, particularly in respect of Junction 14.
13. The locational strategy has looked to utilise sites on areas of Green Belt which accord with the overall plan objectives, including access to key Services, facilities and prospect of utilising or providing required infrastructure, would not undermine the Green Belt's overall purpose, have ability to create revised boundaries which endure beyond the plan period and wherever possible utilise sites located in lower performing areas of Green Belt.
14. It is the Local Plan that must establish the Green Belt boundary for the district and make amendments that ensure the Green Belt boundary will endure beyond the plan period. However NPPF paragraph 145 outlines that were the strategic need for Green Belt release is established, neighbourhood plan groups can make detailed amendments to the Green Belt boundary. The council are keen to support neighbourhood plan groups and believe, where justified and evidenced local housing need is identified within neighbourhood plan areas, they should be able to explore detailed Green Belt amendments. In justifying their approach, neighbourhood plans should evidence their housing need with a Housing Needs Assessment and justify why the delivery of homes outside the Green Belt is not possible. This evidence will be a key consideration for the council when determining whether detailed amendments can be supported and such amendments would have to pass both examination in public and referendum of the neighbourhood plan. As with all changes to the Green Belt, Neighbourhood Plans that seek to allocate land in the Green Belt will be expected to demonstrate how development on this land will deliver new or enhanced, long term Green Belt boundaries, which are capable of enduring beyond the plan period, of both the neighbourhood plan and local plan.

<u>Cotswold National Landscape</u>

15. Site Allocations made in the Cotswold National Landscape at Acton Turrville, Badminton, Hawkesbury Upton and Wick. Acceptable development proposals will be expected to meet the requirements of relevant plan policies, . In addition to the strategic Principle, policy criteria relating to the Cotswold National Landscape is set out in LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment Policy and currently adopted and saved Policy PSP2 - Landscape.

Oldbury Nuclear Site

16. The Oldbury Power Station site now being decommissioned by the Nuclear Decommissioning Authority, as a Nuclear Licensed Site, it is identified in the Nuclear National Policy Statement as a site that is potentially suitable for the deployment of a New Nuclear Build (NNB) power station. The site is shown on the Strategy Map and key diagram.
17. The site has also been identified by the UK Atomic Energy Authority as a proposed nuclear fusion power plant and could therefore potentially contribute to low/zero carbon energy generation in the region. Other emerging technologies such as small/advanced modular reactors and/or other energy generation and employment uses that could also come forward on the site.

Agent of Change

18. In addition to the Strategic Principles criteria, currently adopted and Saved Policy, 'PSP21 Environmental Pollution and Impacts' should be considered when new development is introducing in proximity to existing uses including businesses, community uses, social and music venues, that maybe negatively impacted by the agent of change effect.

Additions	
Key evidence	
Other relevant policies to cross-reference	LPS2 - Locational Strategy for South Gloucestershire LPS4 - Affordable Homes LPS5 - Accommodation for Gypsies and Travellers LPS6 - Accommodation for Travelling Showpeople LPS7 - Safeguarded Employment Areas LPS8 - Town Centres, Retail and Leisure LPS9 - Sustainable Movement & Transport Infrastructure LPS10 - Climate Change, Sustainable Design and Construction LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment LPS12 - Creating well-designed places LPS13 - Mineral working and restoration LPS14 - Nationally Significant Infrastructure Projects (NSIPs) and Related Development LPS15 - Nuclear New Build

Policy Title:

LPS2 - Locational Strategy for South Gloucestershire

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Replaces Core Strategy Policy CS5 Location of Development**
Non-Strategic / Strategic	**Strategic**

Purpose

South Gloucestershire has seen substantial levels of change, over the past 15 years. Guided by the former Core Strategy Policy CS5, land for new homes and jobs was allocated within the area of the greater Bristol 'motorway box' to the south of the M4 and M5 motorways, in the vicinity of Stoke Gifford, Filton and Patchway. Substantial growth has also taken place in the East Fringe of Bristol at Lyde Green and Emersons Green and, beyond the Green Belt, at Yate, Chipping Sodbury and Thornbury.

The sites and land allocated for homes in the Core Strategy in 2013, have now been developed or are in the process of being built out as they establish themselves as new communities.

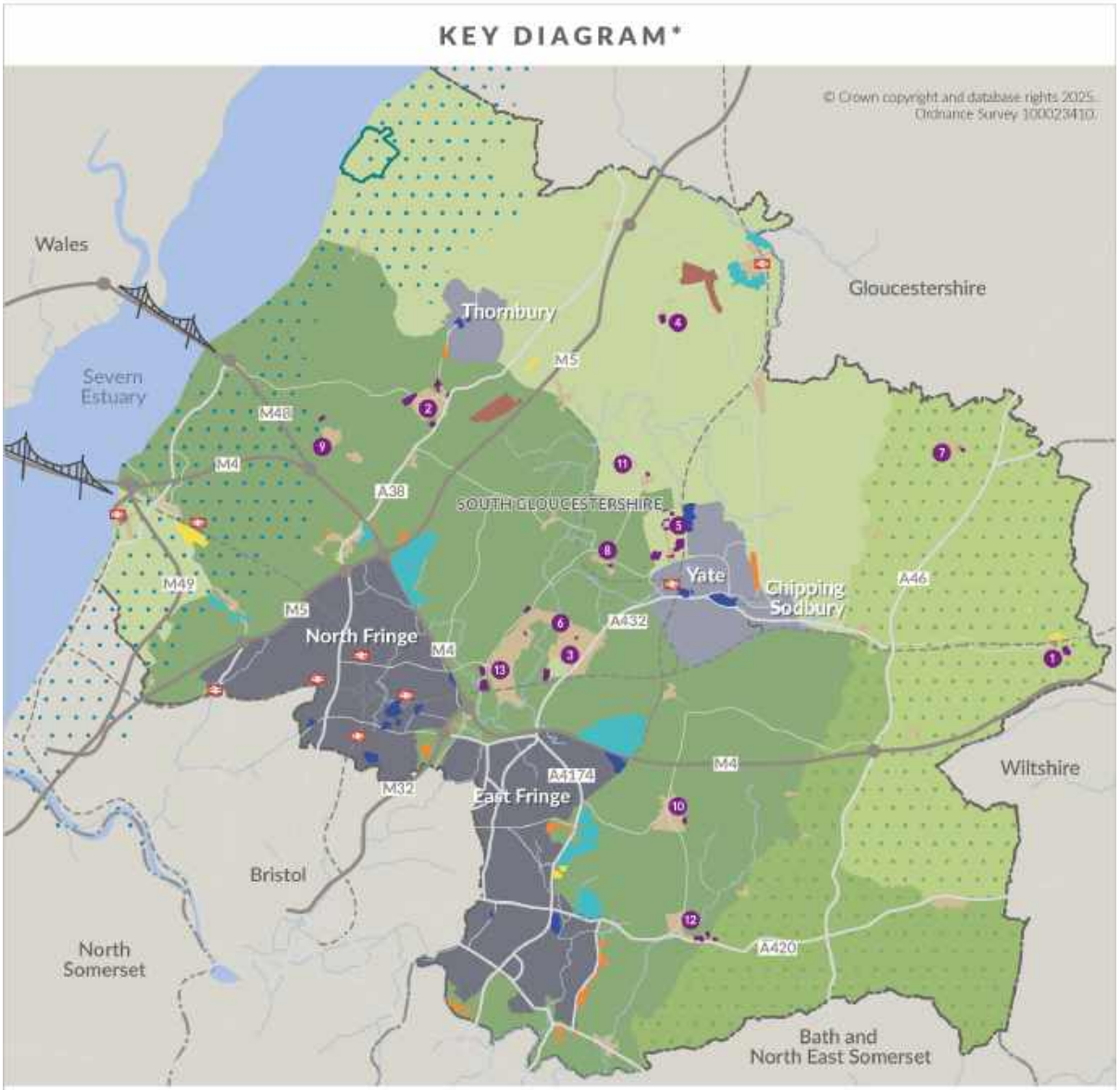
This Local Plan from 2026 to 2041 needs to set a new strategy underpinned by location principles and requirements to deliver the new homes, jobs and infrastructure that are needed in South Gloucestershire over the next 15 years.

The Locational Strategy's distribution and number of new homes and employment land has been set to avoid significant negative impacts and implications. It is reliant on deliverable infrastructure solutions, particularly in relation to the Strategic Road Network, motorway junctions, school provision and capacity. Our locational strategy has also been informed by choices and sites which either avoid or minimise harmful impacts on our environment, landscapes, diversity, heritage and ecological assets and unique character across our villages, market towns and urban areas.

Overall, the strategy for the pattern, scale and design quality of places seeks to provide new homes and jobs based on using land efficiently and locating homes and jobs in the most accessible locations, with the purpose of reducing dependency on long-distance and/or car reliant travel, The most accessible locations are those closest to existing infrastructure, public transport and services, predominately either on the edge of the urban areas or in existing settlements.

The Key Diagram below sets out the areas of change and locations for new homes, jobs and infrastructure. Along with the areas of South Gloucestershire which are sensitive and protected from wider scale change and development, including areas of high flood risk adjacent the Severn Estuary, the Cotswold National Landscape and the more unsustainable and isolated rural villages and areas of countryside.

Policies Map



KEY

- Strategic urban and village extensions sites
- Urban and market towns sites
- Edge of urban areas and market towns
- Employment allocations
- Mineral preferred areas
- Urban areas
- Market towns
- Rural villages and settlement boundaries

Rural village allocations:

1. Acton Turville
2. Alveston
3. Coalpit Heath
4. Cromhall
5. Engine Common
6. Frampton Cotterell
7. Hawkesbury Upton
8. Iron Acton
9. Olveston
10. Pucklechurch
11. Rangeworthy
12. Wick
13. Winterbourne

- Green Belt
- Cotswolds National Landscape
- Severn Estuary Flood Risk Area
- Nominated Nuclear New Build Site (National Policy Statement EN-6)
- Motorway
- A roads
- Railway
- SG / unitary boundary

*The Key diagram is a visual aid and for illustrative purposes. The full range of and extent of allocations, designations and safeguarding relating to the Local Plan consultation, are shown on the Regulation 19 consultation maps. These include Gypsy Traveller and Travelling Show Persons sites, Green Infrastructure Corridors, Strategic View Points and Visually Important Hillsides, Safeguarded Areas for Wind Energy, updated Settlement Boundaries, Transport Safeguarding, Effective Use of Land Areas and Parking Zones - which not shown on the key diagram.

Policy wording

Locational Strategy

1. **Proposals for major new development, including new homes and employment land will be acceptable if they are supported by the Plan's Locational Strategy and meet the requirements of all other policies in the Plan, including individual site policies or individual site allocation development principles.**
2. **Site allocations for new homes and employment land, where the principle of development is acceptable as part of the Locational Strategy, are set out on the Policies Map, and available to view in Appendix 1: Allocation sites.**
3. **Development of new homes, should prioritise use of suitable and deliverable brownfield sites, with an initial focus on the most sustainable areas of the existing North and East Fringe of the Urban Areas, then the existing developed areas of the market towns, before considering other brownfield sites, closely located to the existing North and East Fringe Urban Edge and then brownfield land in sustainable locations within our rural villages. However, to meet the need for new homes and employment land, the locational strategy of this Local Plan allocates mixed brownfield/green and greenfield sites, of a variety of capacity sizes, on the most suitable, deliverable, and sustainable sites, focusing on locations in proximity and connected to the North and East Fringe Urban Edge. The locational strategy also supports the proportional and sustainable development of homes and jobs in selected rural villages. Development in the open countryside is strictly controlled.**

The Locational Strategy includes the following components and requirements;

Within the North and East Fringe of the Urban Area

4. **The North Fringe and East Fringe Urban Area, are the most sustainable locations within South Gloucestershire. Within these areas small and major development proposals within the most accessible parts of the existing urban area and, on allocated sites will be required to optimise the density of development and make effective use of land, in accordance with Policy LP1 - Making Effective Use of Land in Urban and Town Hubs including on allocated sites;**
    a. **Development on Site Allocations within the existing settlement boundaries of the North and East Fringe of the Urban Area; will be required to deliver at least 2,489 new homes;**
    b. **Additional protection will be applied to existing safeguarded employment areas in the East Fringe of the Urban Area, to assist in addressing the imbalance of jobs to population and pockets of unemployment and other deprivation in that area;**

c. **In the North Fringe development proposals at former Filton airfield now referred to as Brabazon will be expected to make effective use of land and deliver a mixed-use destination which complements and integrates with the existing communities and facilities in the North Fringe, including Cribbs Patchway. The Brabazon area is defined on the Policies Map and key requirements for future proposals set out in Policy LP13 - Land at Former Filton Airfield - Brabazon;**

d. **In the North Fringe, development at University of West of England, Frenchay campus will deliver up to 1,500 additional student bedspaces, research and education facilities and compatible employment and recreation uses, with potential for further elements of new housing subject to providing core uses, green infrastructure and biodiversity net gain. Future development of the UWE campus will need to recognise and mitigate its impact on surrounding residential areas and its role to serve as a hub for the communities around it. The UWE policy area is set out on the Policies Map and key requirements for future proposals set out in the Local Plan Policy, LP12 - University of the West of England, Frenchay Campus.**

North and East Fringe – Urban Edge

5. **At the North and East Fringe - Urban Edge the Plan's strategy supports and requires;**

   a. **Acceptable proposals to connect into the existing urban area with new or enhanced active travel and/or public transport; maintain and enhance strategic and local green and blue infrastructure assets, landscape features including visually important hillside and Strategic Viewpoints and; protect and enhance designated and locally important assets for biodiversity and heritage; and**

   b. **All acceptable proposals to demonstrate the ability to deliver new and enhanced infrastructure in the plan period to support and mitigate the impacts of development.**

North Fringe - Urban Edge

6. **At the North Fringe Urban Edge, development proposals at Strategic Urban and Village Extensions, and Site Allocations, for up to 3,291 new homes at the following locations will be acceptable, subject to meeting all local plan policy requirements, including individual strategic site policies or site development principles:**

   a. **Strategic Urban Extensions Sites at Woodlands - in accordance with Site Policy LP5; and**

   b. **Strategic Village Extension site at Almondsbury - in accordance with Site Policy LP10; and**

   c. **Strategic Village Extension sites at Easter Compton - in accordance with Site Policy LP4; and**

   d. **development for economic and employment uses, on the site allocation for new employment, at Almondsbury; and**

e. **On site allocations for new homes, shown on the Policies Map, at the following locations on the North Fringe, Urban Edge;**

   i. **Almondsbury**

   ii. **Filton**

   iii. **Frenchay**

   iv. **Hortham Village**

7. **The Strategic Urban and Village Extensions and new employment site allocations of the North Fringe, Urban Edge, will collectively be required to;**

   a. **Deliver 3,000 new homes, with at least 1,584 delivered in plan period; and**

   b. **Deliver a new local centre and significant number of age friendly new homes at Woodlands; and**

   c. **Deliver new and enhanced education infrastructure and access including; one new primary school on Woodlands, expanded capacity at Almondsbury Primary, and a range of active travel improvements to improve safe routes to school from Strategic Sites to new and existing facilities in the North Fringe; and**

   d. **Deliver enhanced active travel, public transport connectivity and highways infrastructure, in accordance with Policy LPS9 - Sustainable Movement and Transport Infrastructure; and**

   e. **Deliver enhancement of the Strategic Road Network, to mitigate the impact of north fringe Urban and Village extensions allocations on M5, Junctions 16 and 17; and**

8. **Enhanced function and connectivity of existing Green Infrastructure Corridors and the Local Nature Recovery Strategy and design development with high regard to Visually Important Hillsides and Strategic View Points within and surrounding the North Fringe area site allocations.**

East Fringe – Urban Edge

9. **At the East Fringe Urban Edge, development proposals for Strategic Urban Extensions, Employment Allocations and Site Allocations, for up to 6,335 new homes at the following locations will be acceptable, subject to meeting all local plan policy requirements, including individual strategic site policies or site development principles:**

   a. **Strategic Urban Extension at North Lyde 'Ecotech' Village, in accordance with Strategic Site Policy LP6;**

   b. **Strategic Urban Extension at Carsons Green and Rockhouse Farm'; in accordance with Strategic Site Policy LP7;**

   c. **Strategic Urban Extension: Warmley North; in accordance with Strategic Site Policy LP8;**

d. on two site allocations for new employment land, in close proximity to Carsons Road and Warmley North;

e. on site allocations for new homes, as shown on the Policies Map, at the following locations on the East Fringe Urban Edge

i. Hambrook;

ii. Mangotsfield;

iii. Hanham;

iv. Oldland Common;

v. Willsbridge

10. The Strategic Urban Extensions and new employment site allocations on the East Fringe Urban edge, Will collectively be required to:

a. Deliver 5,040 new homes, with at least 2,880 delivered in plan period; and

b. Deliver at least 31 ha of new employment uses to complement the existing success of the Bristol and Bath Science Park and increase access to employment land and opportunities in the East Fringe for existing and new residents; and

c. Deliver new and enhanced education infrastructure and access including; one new primary school on site at Lyde Green North, one new primary school at Carsons Green and all sites to proportionally contribute to enhanced access and capacity at primary and secondary education in the East Fringe; and

d. Deliver and contribute to enhanced active travel, public transport connectivity and highways infrastructure, in accordance with Policy LPS9 - Sustainable Movement and Transport Infrastructure; and

e. Enhance the function and connectivity of Strategic Green Infrastructure Corridors, including Visually Important Hillside and Strategic Viewpoints and the Local Nature Recovery Strategy; and

f. Protect and enhance, through greater connectivity and appropriate buffering, common land within and adjacent to allocation sites; and

<u>Charfield - Strategic Village Extension</u>

11. At Charfield a Strategic Village Extension, of up to 775 homes, on allocated sites, will be acceptable in principle, subject to meeting all local plan policy requirements. Acceptable development proposals will be expected to meet requirements of Strategic Sites Policy LP9 for Charfield, including:

a. provision of a new or significant expansion of the existing primary school in Charfield; and

b. improvements to M5, Junction 14 to enable 775 homes; and

c. provision of the Wooton-Charfield-Kingswood Greenway.

Yate, Chipping Sodbury and Thornbury - Market Towns

12. At the Market Towns of Yate and Thornbury there has been a significant quantum of new homes delivered during the last plan period. There are also a large number of new housing commitments which will deliver during this new Local Plan period. The locational strategy and policy framework supports and requires:

a. Site allocations within the existing Market Town settlements in close proximity to services, facilities, active travel and public transport options; and

b. The principle of development at site allocations shown on the Policies Map, subject to meeting all local plan policy requirements, including individual site development principles; and

c. Within the settlement boundary of Thornbury and Yate in the most accessible parts surrounding the town centre(s) and railway station in Yate, all development proposals to optimise the density of development and make effective use of land, in accordance with Policy LP1 - Making Effective Use of Land in Urban and Town Hubs.

13. All development proposals within and around Thornbury will be required to;

a. Protect and reflect the individual character and identity of nearby and adjacent villages and hamlets and avoid visual coalescence with surrounding villages and hamlets; and

b. Protect the rural character of Thornbury's local environment, taking into account its location in the bowl of the Severn Vale; and

c. Have regard to the policy criteria set out in the adopted Thornbury Neighbourhood Plan

d. Enhance the function and connectivity of Strategic Green Infrastructure Corridors, including Visually Important Hillside and Strategic Viewpoints and the Local Nature Recovery Strategy.

14. At Chipping Sodbury the development on the site allocation at Barnhill Quarry will be acceptable in principle, to facilitate remediation and re-use of a former mineral extraction site, to provide new homes, retained and enhanced green infrastructure, active travel and enhancement of on-site Regionally Important Geological Sites. Within the settlement boundary of Chipping Sodbury in the most accessible parts surrounding the town centre, all development proposals, will be required to optimise the density of development and make effective use of land, in accordance with Policy LP1 - Making Effective Use of Land in Urban and Town Hubs.

Sustainable Rural Village Allocations

15. The following Rural Villages form part of the Locational Strategy. Accordingly development proposals for a sustainable and proportionate number of new homes, and development of rural employment sites will be acceptable at;

- **Acton Turville**
- **Alveston**

- **Coalpit Heath**
- **Cromhall**
- **Engine Common**
- **Frampton Cotterell**
- **Hawksbury Upton**
- **Iron Acton**
- **Olveston**
- **Pucklechurch East**
- **Rangeworthy**
- **Wick**
- **Winterbourne**

a. **The 'Delivery of New Homes' policy sets out the number of new homes considered sustainable and proportionate by the Locational Strategy at each of these villages.**

b. **Individual Site Allocations to deliver the new homes at each village are shown on the Policies Map. The principle of development at site allocations shown on the Policies Map will be acceptable, subject to meeting all local plan policy requirements, including individual site development principles.**

c. **The principle of development for employment and economic uses on allocated rural employment sites, at and in proximity to the following villages is supported at;**

- **Acton Turville**
- **Badminton**
- **Cromhall**
- **Tytherington**
- **Bridgeyate**

16. **At rural villages within defined settlement boundaries, the principle of development, and infill will be acceptable, subject to meeting the criteria set out in policy Local Plan Policy LP2 - Settlement Boundaries. Settlement Boundaries are set out on the Policies Map.**

Open Countryside

17. **In the open countryside, beyond the urban area, market towns and village settlement boundaries and outside of any site allocations, proposals for new development will be strictly controlled The only exceptions to this are;**

a. **Within or adjacent to the existing developed footprint of a settlement which does not have a defined boundary, proposals for new homes and infill development will only be permitted in accordance with Local Plan Policy LP2 - Settlement Boundaries; or**

b. **Within the open countryside, development proposals for new homes will only be permitted by exception, in accordance with Local Plan Policy LP3 - Residential Development in the Countryside, or related Local Plan Policy LP17 - Rural Housing Exception Sites and Community Led Development; or Saved Policy PSP41 - Rural Workers Dwellings**

c. **Development proposals for rural employment, or agricultural development or horse related development, will only be acceptable in the open countryside, when in accordance with; Saved policy PSP28 - Rural Economy, or Saved policy PSP29 - Agricultural development, or Saved policy PSP30 - Horse related development.**

Supporting text

Part 2- Locational Strategy

1. All Site Allocations are shown on the Policies Map, with site Information and Development Principles set out in Appendix 1: Site Allocations. The Locational Strategy should be read alongside Strategic Policy; Housing Delivery and the associated Local Plan Housing Trajectory. These sets out where commitments and local plan allocations for housing will be delivered and when, to meet the Local Plan target for new homes.

Within the North Fringe and East Fringe of the Urban Area

2. Consistent with national policy, the starting point of the locational strategy is within the existing urban area of South Gloucestershire, on brownfield sites within the communities of the North and East Fringe of the Urban Area. The strategy seeks to make effective use of land, by optimising the level of new homes, jobs and services that come forward in these locations and in revitalising urban town centres and high streets.
3. Optimising means achieving more, well-designed homes or businesses on each site, whilst respecting the local area's prevailing character and setting, and taking account of the amenity of existing residents. A key element is to locate higher density development in places where local facilities and public transport are available, within or close to our town centres, high streets, and transport hubs.
4. Greenfield sites within the existing urban boundary can also be sustainable and do form part of the strategy for development. Sites have been allocated, where no harm would arise to natural designations and local assets, biodiversity net gain can be secured, and the site has sustainable access for active travel to key services and facilities.

North and East Fringe Urban Edge

5. Future inclusively designed and delivered development proposals on site allocations, in these locations will enable communities within South Gloucestershire to benefit from the principle of proximity to existing major infrastructure, active travel and public transport links into, town centres and facilities, major employment areas within the Enterprise Areas of Bristol North Fringe, Severnside, the Bristol and Bath Science Park and opportunities in Bristol City centre.
6. Allocations focus on sites where development could benefit from existing connections and/or would not require significant infrastructure that has no realistic prospect of delivering in the plan period, particularly to address impacts on the Strategic Road Network and provide new or additional primary and secondary school facilities.
7. Locating homes in proximity to this key area will support our objectives to ensure new communities have local access to jobs, services and facilities and are not encouraged or required to travel long distances to access these.
8. The Bristol North Fringe is a sub regionally important location that supports both the communities of the North fringe and wider district giving access to services and facilities not available elsewhere as well as being home to a substantial employment sector, range of Town and Local Centres, transport hubs such as Parkway Station, major retailing destinations including Cribbs Causeway Shopping Mall, and The University of the West of England which includes a public transport hub. a large engineering base as well as many other successful businesses.
9. However, further and greater quantum of site allocations and any future proposals adjacent to the North Fringe, including areas adjacent at Severnside or along the A38 towards Thornbury are constrained by the capacity and safety issues at Junction 16 and 17 of the M5. Along with the ability to mitigate potential impacts on the natural environment, including habitat and recreational disturbance, flood risk, visually important hillsides and strategic viewpoints and designations for heritage and biodiversity.

Strategic Village Extension: Charfield

10. The new Charfield Train Station, which is due to open in 2027, provides an opportunity to decarbonise existing journeys made in private car and reduce the impact on the strategic and local highway networks. As such when compared to other rural villages in the district, this new infrastructure represents a unique opportunity to both unlock sustainable growth and support the long-term viability and operation of the station.
11. However, it is recognised that the train station does not represent a single comprehensive transport solution for the area. Off-site highways mitigation is required to ameliorate impacts on M5 Junction 14 alongside a requirement for a local Greenway between Wooton-Charfield-Kingswood to enhance connectivity and active travel choices. Junction 14 is a significant constraint on the level of change and development in this area of South Gloucestershire, the amount of new homes allocated is considered to be acceptable in the context of the scale of enhancement at J14 which has a reasonable prospect of being both funded and delivered to support the level of development, proposed in the plan period.
12. The scale of new homes proposed in Charfield justifies and requires an extension to existing or provision of a new primary school. Strategic Sites Policy LP9 for Charfield

sets out the requirements in respect of an education solution as part of future development.

Within and Adjacent Market Towns

13. Outside of the Bristol Urban Area, the Market Towns of Yate and Chipping Sodbury and Thornbury have continued to develop. These settlements have contributed extensively to meeting housing need as part of the previous Core Strategy, including through significant, speculative applications at Thornbury.

14. Existing allocations and commitments will continue to deliver a large number of homes within or adjacent to these market town communities. With the strategic allocation from the previous Core Strategy at North Yate (Ladden Garden Village) and development of Land West of Park Farm at Thornbury delivering during the new local plan period to 2041. To allow time for these developments, including new communities to integrate, and without provision of significant upgrades to infrastructure, services and facilities, including M5, J14, the A432 and a significant increase in employment opportunities at Thornbury, only a small number of site allocations around the edge of these two Market Towns are considered appropriate and sustainable.

15. The Strategy for the settlements of Yate and Thornbury in particular is therefore to focus on optimising development within the existing towns, protecting important assets and character of landscapes and separate hamlets in and around the towns, while allocating, some smaller new allocations within or on the edges of the market towns. At Chipping Sodbury a larger allocation of new homes, integrating Green Infrastructure and ecological assets, as part of a longer term project to restore and reuse a former quarry is also proposed.

Yate

16. As a location for effective and efficient use of land, Yate will build up its existing function as a vibrant, inclusive, distinct and accessible pedestrian priority town centre. Gradual redevelopment to optimise space within the town centre will enable a greater mix of uses, including housing and retail alongside complementary facilities. Enhanced linkages between the Town Centre and both Yate Rail Station and an upgraded bus interchange will support local accessibility and connectivity, particularly to safeguarded employment spaces in the west of the Town. Larger site allocations are focused on brownfield land in the Town Centre and adjacent to the railway station at the former Whirlpool Site. In addition within the settlement boundary, on greenfield sites, and immediately adjacent North Yate New Neighbourhood, three site allocations which avoid harm to any natural or heritage assets, linking to the existing New Neighbourhood.

Chipping Sodbury

17. In close proximity, but with a unique and separate character to Yate, Chipping Sodbury is an historic market town with an interrelated range of key services and facilities centred on the historic town centre. Given the historic nature of the town, development will be limited to that which makes the best use of land by optimising density whilst respecting the historic and unique character of the town. One site is allocated on the former quarry at Barnhill. This site requires remediation and integration of Green Infrastructure, local ecological sites and enhancing connections into Chipping Sodbury, the site is projected to deliver at the back end of the Local Plan period, as part of a remediation and infilling project.

Thornbury

18. Thornbury is an historic market town with a range of key services and facilities centred in and around the historic town centre at the southwest of the town. Although there are regular bus connections south to Bristol the public journey time to both the North Fringe and City Centre of Bristol is impacted by congestion and access across Junction 16. The growth in Thornbury in the last decade, including further build out of commitments during this plan period has neither been matched by equivalent growth in employment opportunities or by any significant enhancement required of more strategic services and facilities. Further significant and continued growth of Thornbury will also have an impact on the capacity and safety issues at Junction 14, for which there is no mitigation solution with realistic prospects of delivery in the plan period, beyond the scheme to support the local plan allocations at Charfield.

19. A future Local Plan review will consider the need and evidence for setting a designated green buffer around the north and eastern edge of Thornbury if the fragility and unique character of local assets, landscapes and features, requires designated protection on a future Policies Map.

20. Therefore, further new greenfield allocations around the edge of Thornbury are limited in this plan period to two smaller scale allocations and the build out of significant existing commitment. These allocations are complemented by a focus on redevelopment and regeneration of existing buildings and sites and through two allocations within the existing settlement boundary.

21. The Strategy for Thornbury is therefore to focus on optimising development within the existing market centre areas, protecting important assets and character of landscapes and separate hamlets in and around the towns. With some smaller new allocations within or on the edges of the market towns on sites adjacent to services, facilities, town centres and where remediation of former minerals working sites will be achieved, alongside build out of existing commitments.

Rural Villages: Local, Proportionate and Sustainable Change

22. Proportionate levels of new homes, to support the vibrancy and vitality of suitable rural villages and settlements, are proposed as part of this strategy on allocated sites. This will help to enable a greater choice of homes, particularly affordable homes, designed to high standards of sustainability, accessibility and size, maintain the sense of place within these communities, and enable ongoing sustainability of existing local infrastructure.

23. The following factors underpin the choices of villages, sites and level of change set out in this Locational Strategy; the ability of existing and future residents to access services and facilities by active travel or public transport; the availability of a local primary school with capacity, within safe walking distance,; the potential for deliverable/developable sites which do not harm the built and natural environment or unique character; and the level of change and growth within villages and settlements over the last 10 to 15 years. This along with feedback from stages of consultation where clear choice of sites has been presented, has informed the locational strategy, sites and levels of development shown in the strategy. The Delivery of New Homes Policy sets out the number of new homes considered appropriate in each village.

24. Rural primary schools are often a focal point of village and settlements and new homes and families can help sustain smaller and larger rural primary schools. However, the strategy has been informed by the known future capacity at schools and realistic prospects of whether village-level development would enable a deliverable and long-term operational extension or development of a rural primary school.

25. The locational strategy accepts that Secondary School children may need to utilise Council funded transport to access schools, given the nature of South Gloucestershire services and facilities and extensive rural areas. However, this comes at considerable financial cost, as does provision of primary school transport for any children located outside of safe and suitable walking distances. The Locational Strategy does not place new homes in villages or locations which do not have walking and active travel access to a local primary school, with capacity, in order toto avoid both dependency on private vehicles to access such a vital facility and long term and considerable unsustainable costs to the Council, which a one-off commuted sums from developers would be incapable of mitigating.

Other villages, settlements and open countryside

26. In relation to settlements without an existing formal settlement boundary, development proposals which are located within or adjacent to the existing developed footprint maybe acceptable subject to criteria within Policy Ref LP2 - Settlement Boundaries.

27. In relation to the open countryside, development proposals for new residential development in isolated and unsustainable locations will only be permitted for: rural housing exception sites initiatives and community led development, essential rural workers dwellings, and the replacement of an existing single dwellinghouse where the new dwellinghouse is of a similar size and scale.

Additions	
Key evidence	
Other relevant policies to cross-reference	LPS1 - Strategic Principles LPS3 - Delivery of new homes – South Gloucestershire's housing requirement LP1 - Making Effective Use of Land in Urban and Town Hub LP2 - Settlement Boundaries LP3 - Residential Development in the Countryside LP4 - Easter Compton Village Extensions LP5 - New Woodlands LP6 - North Lyde 'ecotech' Village LP7 - Carsons Green and Rockhouse Farm New Neighbourhoods (previously Shortwood) LP8 - North Warmley New Neighbourhood (previously Warmley) LP9 - Charfield Village Extensions LP10 - Almondsbury Village Extension LP11 - Major Sites Delivery Policy LP12 - University of the West of England, Frenchay Campus LP13 - Land at former Filton Airfield – Brabazon LP14 - Severnside Employment Area

Policy Title:

LPS3 - Delivery of New Homes – South Gloucestershire's Housing Requirement

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policy CS15 – Distribution of Housing**
Non-Strategic / Strategic	**Strategic**

Purpose

The Council is committed to supporting people to ensure everyone has access to an affordable, decent, safe, secure and sustainable home.

The Local Plan shows how we will deliver 22,573 new homes of the right type and in the right location to meet our needs from 2026 until 2041. This means increasing the current number of homes in South Gloucestershire by nearly a fifth.

The distribution of new homes, through site allocations in accordance with locational strategy is set out in the policy below.

The delivery of the range of sites which make up this supply is set out in the Local Plan Housing Trajectory, in Appendix 5.

The range of sites will deliver a Local Plan that meets a requirement for a five-year supply of housing on adoption.

Policy wording

1. **The Local Housing Need for South Gloucestershire for the period 2026/27 to 2040/41 is 20,423 new homes, or 1,362 per annum.**
2. **The 5 year housing land supply assessment throughout the plan period will be based on the housing requirement of 20,423 homes.**
3. **To ensure this number of new homes is delivered, the Local Plan makes provision for the supply of 22,573 new homes over the plan's 15 year period.**
4. **Existing commitments will continue to deliver new homes during the new Local Plan period (totalling 7,306 homes). The Local Plan's locational strategy and policy framework will deliver 15,267 new homes, through both site allocations and sustainable and appropriately located small sites windfalls (3,450 homes).**
5. **LPS2 - Table 1 below summarises, by reference to the elements of the plan's locational strategy, where houses will be delivered through existing commitments and allocations in this Local Plan.**
6. **The Policies Map and Appendix 1 'Site Allocations' set out the location and site information of individual site allocations.**

LPS2 - Table 1. Housing Delivery by elements of the plan's locational strategy

	Within Plan Period (2026/27 - 2040/41)		Beyond Plan Period (2041 Onwards)	
	Local Plan Allocations	**Existing Permissions**	**Local Plan Allocations**	**Existing Permissions**
Within Urban Areas				
East Fringe	**720**	**438**	**8**	0
North Fringe	**1,761**	**5,762**	0	**3,288**
Within Market Towns				
Thornbury	**175**	0	0	0
Yate	**662**	**342**		0
North and East Fringe Urban Edges				
Almondsbury Strategic Village Extension	**350**	0	0	0
Easter Compton Strategic Village Extension	**250**	0	0	0
Woodlands Strategic Urban	**984**	0	**1,416**	0

Extension				
North of Lyde Green Strategic Urban Extension	**1,050**	0	**1,000**	0
North of Warmley Strategic Urban Extension	**780**	0	**280**	0
Carsons Green & Rockhouse Farm Strategic Urban Extension	**1,050**	0	**880**	0
East Fringe Urban Edge Non-Strategic Sites	**1,295**	**9**	0	0
North Fringe Urban Edge - Non-strategic Sites	**291**	0	0	0
Charfield Strategic Village Extension				
Charfield	**775**	0	0	0
Edge of Market Towns				
Chipping Sodbury Edge	**300**	0	0	0
Thornbury	**55**	**613**	0	0
Yate	**0**	**7**	0	0
Rural Villages				
Acton Turville	**50**	**17**	0	0
Alveston	**250**	0	0	0
Coalpit Heath	**95**	0	0	0
Cromhall	**30**	0	0	0
Engine Common	**370**	**118**	0	0
Frampton Cotterell	**80**	0	0	0
Hawkesbury Upton	**20**	0	0	0
Iron Acton	**20**	0	0	0
Olveston	**20**	0	0	0
Pucklechurch East	**60**	0	0	0
Rangeworthy	**19**	0	0	0
Wick	**115**	0	0	0

Winterbourne	**190**	0	0	0
Totals	**11,817**	**7,306**	**3,584**	**3,288**
Small Site Windfalls (230pa)	**3,450**			

Total Within Plan Period	Total Beyond Plan Period
22,573	**6,872**

Supporting text

1. The Local Plan is prepared under the transitional arrangements in the NPPF 2024. Therefore, the housing need against which the plan is assessed is calculated according to the methodology under the NPPF 2023 and the PPG as it applied prior to 12 December 2024. The Local Plan's housing requirement meets that need as assessed, plus a buffer. In addition, and in order that the transitional provisions apply, the housing requirement exceeds 80% of the housing need assessed under the new methodology. The housing requirement in fact exceeds that minimum requirement by 11%.

Components of housing supply

2. **Existing commitments.** These are permissions that have already been allocated through previous plans or are windfalls that have been granted permission or there has been an application for consent which is pending before the Council.
3. **Small site windfalls.** These are sites with 1-9 homes which are brought forward through the development management process and are not included as specifically allocated land in the Local Plan. The Local Plan includes a small sites windfall allowance of 230 homes per annum. Previous trends, known sites with permission and a supporting and positive policy framework facilitate a continuation of this supply during the plan period. The Small Sites Topic Paper sets out evidence in relation to this source of supply.
4. **Diverse portfolio of new site allocations.** By offering this range of sites the Local Plan is ensuring that a sufficient amount and variety of land can come forward where it is needed to meet the area's identified housing need.
5. **Designated land for housing that is expected to be developed beyond 2041.** The new sustainable communities to be created at the urban edge of north and east fringes of Bristol and the continuing delivery of the Brabazon development of the former Filton Airfield will support housing delivery beyond the Plan period.

How the Regulation 19 Publication draft has considered meeting Bristol City Council's unmet housing need

6. Bristol City Council in October 2023 identified that their draft plan did meet 10,404 of their assessed need over their plan period 2022-40. They have not updated their position in the light of the revised December 2024 NPPF.
7. Whether some or all of this unmet housing need can be met through this Local Plan has been carefully reviewed by the Council in the light of the two rounds of Regulation 18 consultation that were undertaken in 2024. The Council has concluded that there is no capacity to do so and without significant adverse impacts. This judgement is reached on the basis of:

    - the need to increase housing supply in the Local Plan both to comply with the NPPF 2024 transitional arrangements and to ensure an adequate buffer for its own needs when measured across the whole housing supply;
    - the challenge of ensuring the effective delivery and funding of infrastructure; and
    - the sustainability constraints that impact across the District, given the policies of protection that exist, in particular for the Green Belt, CNL and areas at risk of flooding.

8. Moreover, given the future expectation post adoption of the South Gloucestershire Local Plan that the Mayoral Combined Authority (MCA) will commence work on a new SDS, where the identification of long term contingencies or safeguarding of land is likely to form part of that work, it is not considered appropriate or practical that the Council should seek to do this at this stage through in its own individual Local Plan. This is because it is likely to duplicate and potentially undermine the ability of the MCA to exercise its strategic planning role through the delivery of an SDS.

Ensuring a flexible supply of deliverable and developable land for housing

9. The Local Plan Housing Trajectory in Appendix 5 sets out when site allocations, commitments and small sites will deliver in the plan period, across the first 1-5, 5-10 and 10-15 year periods. Sites which will continue to deliver outside the plan period are also shown.
10. Applying the 5-year supply methodology as set by national policy, the locational strategy and sites set out on the housing trajectory will deliver at least a 5-year supply of housing, on adoption of the Local Plan.
11. It is important housing land supply is monitored to ensure that there remains a flexible supply of deliverable and developable land for housing. To achieve this, an annual update will be made as part of preparing the Council's Authority Monitoring Report (AMR), to continually update the housing trajectory set out in Appendix 5. This will set out the Council's housing land supply position and housing trajectory to ensure a supply of specific deliverable sites are available against the Plan's housing requirement as required by the NPPF.

Additions	
Key evidence	Housing Trajectory to support the Local Plan Regulation 19 Publication draft. Small Sites Topic Paper
Other relevant policies to cross-reference	LPS1 - Strategy Principles LPS2 - Locational Strategy for South Gloucestershire LP4 - Easter Compton Village Extensions LP5 – New Woodlands LP6 - North Lyde 'ecotech' Village LP7 - Carsons Green and Rockhouse Farm New Neighbourhoods LP8 - North Warmley New Neighbourhood LP9 - Charfield Village Extensions LP10 - Almondsbury Village Extension

Policy Title:

LP1 - Making Effective Use of Land in Urban and Town Hubs

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**NEW Policy to replace CS16 Housing Density**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

There are parts of our existing urban areas and market towns around our town centres, public transport hubs and high streets, where a range of facilities, services and wider public transport connections are accessible by walking, cycling and wheeling. Making the most effective use of land in these sustainable locations will help us to meet our housing needs, support our changing high streets and reduce the need to develop greenfield land.

In line with national guidance on achieving appropriate densities, this policy seeks to make the most effective use of previously developed land by optimising density in the most sustainable locations. 'Optimisation' can be defined as developing land to the fullest amount consistent with all relevant planning objectives. Evidence in the South Gloucestershire Council Density and Character Study (January 2022) has informed a density range for each of the locations which is contextual, appropriate and optimises opportunities to deliver new homes and high quality placemaking.

This policy defines the areas where a range of higher densities in new development will be suitable. It also sets out the standards, planning and design considerations which will be required when development proposals seek to build at higher density, to ensure quality of life for new and existing residents.

Policy wording

1. **Locations and Density Ranges for Urban and Town Hubs**

Development proposals for new homes within the Urban and Town Hubs listed below, will be required to optimise the use of land by achieving net densities within the ranges shown in LP1 - Table 1. These areas are designated on the Policies Map.

LP1 - Table 1 – Urban and Town Hubs	Density range (D/ha)
Communities of the Bristol North Fringe	
Cribbs Causeway	110 – 160
Former Filton Airfield	105 – 160
Patchway Town Centre	80 – 120
Bradley Stoke Town Centre	65 – 100
Filton Town Centre	50 – 90
Parkway, Stoke Gifford to UWE Corridor	80 – 120
Communities of the Bristol East Fringe	
Kingswood Town Centre	60 – 120
Staple Hill Town Centre	65 – 120
Downend Town Centre	40 – 115
Emersons Green Town Centre and Science Park	45 – 70
Hanham Town Centre	50 – 90
Longwell Green Retail Area	100 – 130
Market Town Focus Areas	
Thornbury Town Centre	50 – 90
Yate Station and Town Centre	65 – 120
Chipping Sodbury Town Centre	45 – 90

2. Standards for Higher Density Development

Development proposals for new homes within the Urban and Town Hubs set out in LP1 - Table 1, will be supported if they achieve densities in the ranges set out in Part 1 and demonstrate the following:

a. As a minimum, room sizes for all types of new homes, which meet the requirement set out in the Nationally Described Space Standards and adopted policy; and

b. Minimum standards for private and communal amenity space as set out in adopted policy; and

c. An appropriate level of car parking supported by a Parking Assessment where reduced parking provision is sought which demonstrates the sustainability of the site, the ability to mitigate and control potential on-street parking issues and that the design facilitates active travel; and

d. Access to an appropriate level of public open space provision, high-quality public realm and green infrastructure; and

e. Proposals in flatted developments should make suitable provision for waste and recycling collection; and

f. There is no physical or visual harm to designated or locally valuable heritage, ecological, landscape areas and features, and amenity areas, within or surrounding the site; and

g. The character and quality of the area surrounding the site informs the design, placement, scale, appearance and density of the scheme; and

h. Major development proposals will be expected to be supported by a density and character appraisal which is specific to its site and context. This will need to clearly demonstrate and justify proposals if a density of development falls outside the density ranges set out in Table 1.

Supporting text

Density Ranges and Design

1. The density ranges in LP1 - Table 1, should be used as a guide to minimum density for the development of new homes within the named and designated Urban and Town Hubs.
2. The appropriate density for a site will always require consideration of the individual site, context and character of immediate surrounding townscape/landscape area and buildings, meeting the requirements of Policy LPS12 - Creating Well-Designed Places. Sites which are located towards the centre of the Urban and Hubs, for example in existing areas of higher density closest to shops, facilities, services, public transport hubs and public transport provision, it will be more appropriate to aim for densities towards the top of the density range. Proposals which are within the designated Urban and Town Hubs, but more removed, for example 400 to 800 metres from the town centre, transport hub, or where the existing character is of a much lower density, will be more suited towards density at the lower end of the range.
3. The South Gloucestershire Council Density and Character Study (2022) should be referred to as a starting point and baseline to understand the background to the density ranges and inform consideration of appropriate density within each of the Urban and Town Hubs. Proposals which suggest significantly higher or lower density of development in the locations set out in Table 1 will be required to support their proposals with additional robust information relating to the impact on the context and character of the surrounding area, amenity and justification for departure from the density guides that have been informed by the Density and Character study 2022.
4. Major development proposals of 10 or more homes, as part of residential or mixed-use development should use the Council's pre-application advice service. Major developments are also encouraged to utilise the 'design review panel' which is endorsed by the Council to help guide the design of the development and to ensure design quality and optimised density is achieved.
5. Proposals in flatted developments should make suitable provision for waste and recycling collection as set out in the Councils Waste & Recycling Collection: guidance for new developments SPD.
6. Information including; cross sections, wind impacts information relating to taller buildings, sunlight and shadowing assessments, 3D context visualisations, and heritage assessments (including archaeological investigations), may also be required to support planning applications, depending on the scale, height and sensitivity of the site location and characteristics.

Minimum Room Sizes

7. Achieving optimised and higher density must be balanced with achieving quality of life and flexibility for future residents. To ensure the health and wellbeing of future residents, new homes of all types in higher density developments should achieve at least the minimum room sizes to meet the requirements of Policy 18 - Internal Space and Accessibility Standards.

Private Amenity Space

8. Optimising density of development within the most sustainable parts of our urban areas and market towns may involve more 1 and 2-bedroom flats and houses. These new homes also require space and opportunity for private amenity and the activities people associate with their own defensible space. The policy requires a minimum standard of private outdoor amenity space such as gardens, roof terraces or balconies to be provided, taking account of overlooking and privacy. External communal amenity space is also required within developments where 2+ bedroom flats are provided. Standards for all scales of residential development are set out in Policy LP30 - Private and Communal Amenity Space Standards. The council will bring forward guidance and examples of different types of acceptable and high-quality private spaces at different scales and types of development.

Parking

9. To achieve densities at the higher end of the ranges in each Urban and Town Hub area, and because of the proximity to a range of amenities and public transport options, it may be appropriate to have a level of car parking provision which is lower than the district wide standard. Any reduction in car parking will need to be justified in accordance with Policy LP22 - Parking Requirements, Including Electric Vehicles, using the Parking Assessment Tool specified by that policy.

Public Open Space

10. Public open space should be provided in line with standards in retained policy CS24 Green Infrastructure, Sport and Recreation Standards and Appendix 5, or future updates to this policy. Public open space should be designed and enhanced to reflect increased use by more people and provide a wider range of activities.

Green Infrastructure and Environmental Considerations

11. Policy LPS12 - Creating Well Designed Places and Policy LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment as well as retained policy PSP2 - Landscape include principles for local and community scale green infrastructure (GI) and criteria to ensure that existing and new green infrastructure is planned, delivered and managed. Development proposals should seek to deliver the aims of the Natural England Green Infrastructure Framework including the use of Urban Greening Factor and/or Building with Nature to demonstrate robust GI provision, as well as delivering the required level of Biodiversity Net Gain (Policy LP28 - Ecology and Biodiversity Net Gain). A key goal of urban greening and Biodiversity Net Gain is retaining and enhancing functionality and linkages as well as settings and character. The Council's Green Infrastructure SPD gives examples of appropriate interventions within an urban context.

Additions	
Key evidence	South Gloucestershire Density and Character Study 2022
Other relevant policies to cross-reference	Policy LP18 - Internal Space and Accessibility Standards Policy LP30 - Private and Communal Amenity Space Standards Policy LP22 - Parking Requirements, Including Electric Vehicles Policy LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment Policy LPS12 - Creating Well Designed Places Policy LP28 - Ecology and Biodiversity Net Gain **Saved policies** CS 24 - Green Infrastructure, Sport and Recreation Standards PSP2 - Landscape

Policy Title:
LP2 - Settlement Boundaries

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS5 - Location of Development** **Core Strategy Policy CS34 - Rural Areas**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Settlement Boundaries around urban areas, market towns, and some rural villages have been defined on the Policies Map. This policy assists the Local Plan strategy for development through providing a framework that:

1. Supports new development proposed in South Gloucestershire's most sustainable locations where services, facilities, employment opportunities, and public transport links can be conveniently, safely and accessibly reached by Active Travel means;
2. Protects the distinctive character of rural villages and the open countryside from development of inappropriate scale and/or quantum, and avoids creating the next generation of commuter settlements where the majority of new journeys would be made by private vehicle;
3. Supports well-designed infill and windfall developments within the settlement boundaries where they are of a scale and quantum appropriate to the location, and where they would not detrimentally impact upon their surroundings; and
4. Sets out exceptional circumstances upon which development proposals outside of the settlement boundaries and site allocations may be supported.

Policy wording

Development proposals within the Settlement Boundaries

1. **New development proposed within the Settlement Boundaries, as shown on the Policies Map, will be acceptable when:**

   a) **It would protect, conserve and enhance the distinctive character, landscape, biodiversity, heritage, visual and residential amenity, and operation of other nearby uses within the settlement as a whole and the location proposed to be developed; and**

   b) **For residential development that the scale and quantum would be proportionate to the locality, taking into consideration appropriate distances to conveniently, safely and accessibly reach key services, facilities, employment opportunities, and public transport links (which can include those within a nearby urban area, market town, or village) by Active Travel means; and**

   c) **For non-residential development that it would enhance the availability of key services, facilities and/or employment opportunities in the locality, and manage its off-site impacts including upon the environment and the highway network; and**

   d) **It would comply with other relevant Local Plan policies.**

Development proposals outside of the Settlement Boundaries

2. **New development proposed outside of the Settlement Boundaries as shown on the Policies Map, and which is not within Site Allocations supported by the Locational Strategy, the Severnside Employment Area, or other rural Safeguarded Employment Areas, will be strictly controlled and considered against relevant national and local policies covering development in the open countryside including for Green Belt and the Cotswold National Landscape.**

3. **Exceptionally, residential development proposals that are adjacent and/or well connected to the settlement boundaries will be supported where:**

   a) **The council's published housing delivery monitoring shows that sites allocated in the Local Plan are not delivering the number of homes as anticipated; and**

   b) **A sufficient housing land supply cannot be demonstrated through alternative sites; and**

   c) **The requirements of criterion 1 a), b) and d) are complied with; and**

   d) **It would not lead to the merging, or perceived merging, of one settlement with another; and**

e) **There is sufficient capacity within local primary schools to support demand for additional school places arising from the proposal, or alternatively that the proposal would provide for expansion of a specific local primary school or for a new local primary school with a realistic prospect of this being delivered within a timescale to meet the demand; and**

f) **The site lies within appropriate distances of key services, facilities, employment opportunities, and public transport links (which can include those within a nearby urban area, market town, or village), with routes to these being convenient, safe and accessible to reach by Active Travel means.**

4. **Residential development proposals meeting the requirements of criterion 3, where the location is adjacent and/or well connected to rural villages will additionally be required to demonstrate that the scale and quantum of the proposal would be proportionate when considered cumulatively with other completed and approved residential development in the village over the preceding 15 years.**

Supporting text

Definition and Approach

1. The Settlement Boundaries define the spatial extent of South Gloucestershire's urban areas, Market Towns, and some rural villages, and are shown on the Policies Map.
2. The Settlement Boundary Amendments Topic Paper (February 2025) sets out the methodology and approach used to define these settlement boundaries.
3. **Key Services and Facilities** and appropriate distances to reach these by Active Travel means are defined in Saved Policies Sites and Places Plan Policy PSP11 - Transport Impact Management (until replaced). Key Services and Facilities, and public transport links, must be able to be conveniently, safely and accessibly reached by such means.
4. **Public Transport links** excludes non-timetabled services such as Demand Responsive Transport (DRT) since these do not provide predictable journey times and are therefore not a reasonable alternative to private car use.
5. **Active Travel** means modes of travel which involve a level of activity, including walking, wheeling and cycling. Wheeling encompasses a range of modes such as trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, and cycle sharing schemes.[1]
6. **Site Allocations supported by the Locational Strategy** are those set out in Policy LPS2 - Spatial Strategy for South Gloucestershire.
7. The **Severnside Employment Area** is defined in Policy LP14 - Severnside Employment Area, which includes additional requirements for new development proposed in this area.

8. **Other rural Safeguarded Employment Areas** means those other than the Severnside Employment Area listed in table 2 of Policy LPS7 - Safeguarded Employment Areas, that are not within the Settlement Boundaries. Their extents are shown on the Policies Map and Policy LPS7 - Safeguarded Employment Areas provides requirements for supported uses which may take place within them.

Development Proposals within the Settlement Boundaries

9. New development proposed within an urban area, market town or village settlement should respect the characteristics which define the locality, its assets and constraints, including its character, landscape, historic and the natural environment, residential and visual amenity, and operation of nearby occupiers. It must also comply with other relevant Local Plan Policies.
10. When considering the scale and quantum of residential development proposed, the accessibility criteria of Saved Policy PSP11 - Transport Impact Management (until replaced) should be referenced, however additional clarifications in this policy to the definitions of Key services and Facilities and Appropriate Public Transport Service (the latter as referenced under Public Transport Links definition above) should take precedence.
11. Until replaced, the Policies, Sites and Places Plan policies PSP8 - Residential Amenity, Policy PSP11 - Transport Impact Management, Policy PSP21 - Environmental Pollution and Impacts, and Policy PSP27 - B8 Storage and Distribution Uses provide additional requirements for managing off-site impacts. These would particularly apply to new non-residential development.
12. Proposals within Site Allocations should adhere to the relevant development considerations or Strategic Urban/ Village Extension policy.

Development Proposals outside of the Settlement Boundaries

13. Other than Site Allocations supported by the Locational Strategy, the Severnside Employment area and other rural Safeguarded Employment Areas where requirements for supported uses are covered by other Local Plan policies, areas beyond the settlement boundaries, including villages which continue to have no boundary, will be treated as the open countryside and development will be strictly controlled. These areas are more susceptible to harmful impacts upon their character, including their historic pattern and heritage assets, green infrastructure, biodiversity, and sense of place. Many areas beyond the settlement boundaries also lie within the Green Belt and/or are within, or contribute to setting of, the Cotswold National Landscape.
14. However, there are some exceptional circumstances where development proposals outside of the settlement boundaries complying with the following other Local Plan policies, may be supported.
    - Policy LP17 - Rural Exception Sites and Community-Led Development;
    - Policy LP3 - Residential Development in the Countryside;
    - Saved Policy PSP41 - Rural Workers Dwellings (until replaced);
    - Saved Policy PSP28 - Rural Economy (until replaced).

Additional exceptional circumstances for development proposals adjacent and well-connected to the Settlement Boundaries

15. Where the requirements of criterions 3 and 4 are met in full, this policy supports consideration of land adjacent to the existing settlement boundaries, as the next most sustainable locations prior to land in other areas. In doing so this also act to safeguard against development which is inherently unsustainable, would result in urban sprawl and/or detrimental impacts upon local character, the historic and/or natural environments.

16. Proposed locations should be immediately adjacent to the settlement boundaries and well-connected to the settlement by Active Travel means via convenient, safe and accessible routes including those that are existing, improved and/or provided as part of the proposal.

17. Whether the scale and quantum of new development proposed adjacent to the Settlement Boundaries of rural villages is proportional must be considered cumulatively with those of other completed and approved (and extant) housing developments in the village within the preceding 15 years. In groups of smaller settlements, one village may support services of another village nearby, however this consideration should only be made where such services can be reached by Active Travel means via convenient, safe and accessible routes.

18. The merging of a settlement with another will be considered as the proposal, including its open space and boundary features, abridging the gap between two settlements. The perceived merging will be considered as the proposal having the appearance of abridging the gap between two settlements. Supporting information, such as a Landscape Visual Impact Assessment, should be submitted with the proposal to evidence compliance with criterion 3 d).

19. The tests of inappropriateness of development proposed within the Green Belt, as well as considerations relating to the Cotswold National Landscape and the open countryside will still apply to proposals considered under criterions 3 and 4.

Future Reviews

20. The Settlement Boundaries will be kept under review, with any wider updates taking place through Local Plan Reviews and/or an updated Local Plan.

[1] 'What Active Travel Means' https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit

Additions	
Key evidence	Settlement Boundary Amendments Topic Paper (February 2025)
Other relevant policies to cross-reference	LPS2 - Locational Strategy for South Gloucestershire LPS7 - Safeguarded Employment Areas LP3 - Residential Development in the Countryside LP14 - Severnside Employment Area LP17 - Rural Exception Sites and Community-Led Development Saved Policy PSP8 - Residential Amenity (until replaced) Saved Policy PSP11 - Transport Impact Management (until replaced) Saved Policy PSP21 - Environmental Pollution and Impacts (until replaced) Saved Policy PSP27 - B8 Storage and Distribution Uses (until replaced) Saved Policy PSP41 - Rural Workers Dwellings (until replaced) Saved Policy PSP28 - Rural Economy (until replaced)

Policy Title:

LP3 - Residential Development in the Countryside

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**POLICY PSP40 – Residential Development in the Countryside**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Development Proposals for new dwellings in the open countryside, beyond settlement boundaries and away from any allocated or safeguarded sites for appropriate development, is generally strictly controlled by national policy to preserve both the character of the landscape and also to restrict unsustainable patterns of development.

This policy aims to reflect national guidance and provide a local interpretation of what type of development is considered to be acceptable to meet 'exception criteria' and therefore may constitute appropriate development in the countryside.

Criteria in the National Planning Policy Framework relating to paragraph, including 84e, will also apply to determination of applications in the open countryside, but are not repeated in this policy, to minimise duplication.

Policy wording

New Development within the Open Countryside

1. **Development proposals for new residential development in isolated and unsustainable locations within the open countryside will only be permitted for:**
    a. **Rural housing exception sites; and**
    b. **Essential rural workers dwellings; and**
    c. **The replacement of an existing single dwellinghouse where the new dwellinghouse is of a similar size, scale and is of a design that looks to enhance its immediate setting.**
2. **The replacement of residential caravans or mobile homes, which do not benefit from a permanent planning permission, with permanent buildings, will only be acceptable for rural workers dwellings. In addition, the replacement of residential caravans or mobile homes on traveller sites with permanent buildings will not be acceptable.**

Re-development of an existing building within the open countryside

3. **Development proposals for the conversion, subdivision and reuse of an existing building in the open countryside for residential use will only be acceptable where all the following criteria are met:**
    a. **The existing building is of a permanent and substantial construction; and**
    b. **The form, bulk and general design of the proposal, including any extensions, respects the rural character and design of the building; and**
    c. **The proposal, including curtilage and access, is in scale and sympathy with the immediate and surrounding wider landscape(s); and**
    d. **Prominent buildings, particularly those located within the Cotswolds National Landscape, or within the setting of designated heritage asset(s), must also consider design requirements related to new door and window openings, extensions, means of access, service provision and creation of any new residential garden curtilage; and**
    e. **Buildings of modern and or utilitarian construction, materials, buildings of substandard quality and incongruous appearance will not be considered appropriate for residential conversion; and**
    f. **Buildings have been used for their intended purpose for a significant period of time, as a minimum (10 years, in most circumstances); and**
    g. **The building is capable of providing adequate living space and meet adopted requirement for internal space standards (and ancillary space such as garaging) within the structure. Only very modest extensions will be allowed. The removal of permitted development rights will be considered to limit further extensions and ancillary buildings, depending on the sensitivity of the building in relation to landscape or historic context; and**

h. The conversion of buildings that are in employment and business uses to residential use, will not be acceptable unless the applicant can provide proportionate evidence which demonstrates significant efforts to secure suitable business use has been made, in line with relevant local plan policies on employment; and

i. The proposal would not adversely affect the operation of a rural business(es) or working farm(s); and

j. Where a conversion is being proposed for a building associated with a working farm, the redundancy of the building needs to be clearly evidenced to avoid a replacement being subsequently required to compensate for the loss of function the relevant building provides.

4. Where relevant, the above criteria will also be applied to proposals to extend buildings that have already been converted.

Supporting text

Application of the policy

Defining 'Isolated and Unsustainable Locations'

1. As set out within the policy wording criteria 1, where a proposal considers new residential development in the countryside on a site which is in an 'isolated' and/ or a 'unsustainable' location, the only acceptable forms of development are those listed in points a) – c).
2. 'Isolated' or 'unsustainable' proposals will be assessed against two separate assessments:
   a. Compliance with the requirements of Criteria 3 of saved Policy PSP11, which considers the availability of local services in the locality
   b. The isolation characteristics of a site will require a case-by-case judgement, but this need to consider to isolated nature of any development is based on a need to consider and potentially protect of the character of the existing rural area. This should not rely on a landscape assessment alone, as it may require a wider contextual analysis.
3. While it also may be that an isolated site is also an unsustainable one and so both factors can be considered intertwined, this is not always the case, as a new build within an existing hamlet may not be considered to be one of an "isolated" nature, it could be a development completely reliant on private car use and so unsustainable.
4. In relation to Criteria 1, point a) this policy must be read alongside Local Plan Policy LP17 - Rural Housing Exception Sites and Community-Led Development; in relation to point b), this policy must be read alongside Policy PSP41 - Rural Workers Dwellings.

Re-development of an existing building within the Open Countryside

5. Open countryside refers to land beyond settlement boundaries, site allocations and safeguarded sites, as show on the policies map. Policy LP2 provides detail on settlement boundaries.
6. The conversion and reuse of existing buildings is a component of the Council's overall approach to sustainable development in that it supports reuse of an existing resource. Conversion and reuse can be beneficial to the overall character and appearance of an area. The Council's supports re-use of rural buildings for employment purposes, however, conversion of buildings for recreational uses (including tourist attractions) or for holiday accommodation can help the rural economy and benefit the local community.
7. However, reuse or conversion can have an adverse impact on the character of the countryside and so in all circumstances, proposals will need to demonstrate that they will not lead to harm upon the character of the local countryside or surrounding amenities.
8. It is expected that conversion of a building will need to be of permanent construction.
9. The residential "exception" policy test for new residential development within the countryside as reflected in the criteria set out under criteria 1 of this policy is not considered to apply to the conversion of existing buildings.
10. Any proposals for the re-use or conversion of buildings in the open countryside will therefore only be permitted where these conform to the criteria set out above and other relevant policies of the plan, particularly those which seek to minimise any detrimental effect on landscape value, environmental quality and amenity. Applicants are directed to the "Traditional Rural Buildings" Supplementary Planning Document (Adopted March 2021), which provides guidance on matters of design, scale and sympathy with the surrounding landscape, and materials, such as restricting the use of concrete block work and portal framed buildings clad in metal sheeting.
11. Changes to the General Permitted Development Order 2015 (as amended) introduced permitted development rights to convert agricultural buildings to residential uses. While subsequent further changes have also been made and it is anticipated that the permitted development right will see further evolution, these permitted development rights do not apply to listed buildings or in AONBs and conservation areas

Additions	
Key evidence	
Other relevant policies to cross-reference	Policy LP17 - Rural Exception Sites and Community-Led Housing Saved Policy PSP41 - Rural Workers Dwellings

Policy Title:

LP4 - Easter Compton Village Extensions

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**NEW**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2 - Locational Strategy for South Gloucestershire makes provision for a significant expansion of Easter Compton village, comprising about 250 dwellings and supporting infrastructure. About 160 new homes and open space will extend south of Prospect Close in a sensitive extension that respects the setting of All Saint Church and the listed farmhouse. About 40 homes will be provided on zoo land east of Bow Street Lane and about 50 homes on the triangle land off Blackhorse Hill at the eastern end of the village. This new housing will provide a significant proportion of affordable homes and help rebalance homes to jobs in this part of the district. It will also assist in delivering enhanced bus services and improved active travel infrastructure within the village. This policy and supporting Concept Diagram set out the key principles of development for the new village extensions.

Policy wording

Land comprising 3 sites will deliver a maximum of 250 dwellings in a series of distinct high-quality, net zero energy village extensions. 40% of homes will be affordable.

Acceptable development proposals will be required to:

1. **Ensure a new robust Green Belt edge along existing field boundaries, Farm Lane, Bow Street Lane & Over Lane.**
2. **Site A, served off Prospect Close will provide 160 dwellings. 5% will be for self and or custom build. It will provide a direct cycle link to the National Cycle Network (Farm Lane) from the existing village, remove modern farm buildings to enhance the setting of the listed Farmhouse and All Saints Church, and provide a new informal recreational space for the community and species rich meadow land on land between Main Road and All Saints Church. Design will be heritage led and shall be of a form, scale, density and layout that respects the open nature of the existing setting of All Saints Church. The development will also deliver a robust and integrated GI framework including the enhancement and reinstatement of historic hedges, tree lines and orchards, allotments and retention of key views towards and from the church. New dwellings adjacent the existing village will be provided with additional planting and garden space (at least 15m long) to assist respect the amenity of existing residents.**
3. **Site B, (the Zoo land) served off Main Road will provide 40 dwellings. It will provide a foot & cycle link parallel to Bow Street Lane connecting Main Road to Hollywood Lane and cycle/pedestrian friendly improvements to the junction of Bow Street Lane and Main Road, whilst respecting the rural, sunken lane character including roadside hedgerows. A robust woodland edge will be established along the site's southern boundaries to mitigate views from Spanorium Hill, buffer the adjacent ancient woodland and integrate the new development into its surroundings. Design and appearance will be clearly informed by its association with the aspirations/objectives of the Zoo project.**
4. **Site C, (the Triangle Land) will provide 50 dwellings. Vehicle movements will be served off Love Lane. Overs Lane will be investigated for safer foot and cycle access. Green Infrastructure (woodland) will be concentrated along Love Lane and the northeastern corner of the site to soften the edge of the village and connect existing woodland belts. An area of open space and specimen trees will form the western corner where a number of easements cross the site. Design will focus on creating a high-quality attractive gateway to the village, including a new gateway and physical traffic calming to Blackhorse Hill to slow traffic to 20mph. The footpath along Main Road between the site and Bow Street Lane will also be widened and resurfaced to improve safety for active travel.**
5. **All the sites will contribute financially towards:**
    a. **Outdoor sports facilities at the village recreation ground & improvements to local library, primary care and waste services, and the village hall.**

b. A package of traffic calming, active travel and environmental improvements works along Main Road including a new pedestrian-controlled crossing(s) to access existing facilities safely.

c. Increased frequency of bus services (including school transport) and additional and improved accessible bus stops.

d. Improvements to the nearby National Cycle Network & Hollywood Lane, which will become more attractive to pedestrians and cyclists.

e. Travel Plans & an Easter Compton Car Club and mobility hub.

f. Nursery, primary, secondary and special education needs.

g. Improvements to the local PROW network, and

h. Sites B & C will contribute towards a new consolidated allotment site on site A.

The Concept Diagram provides a framework for future community consultation processes and planning applications. An Infrastructure Delivery Plan for the village will be approved prior to approval of any of the above sites. Planning applications will only be submitted following respective participative community consultation processes.

Supporting text

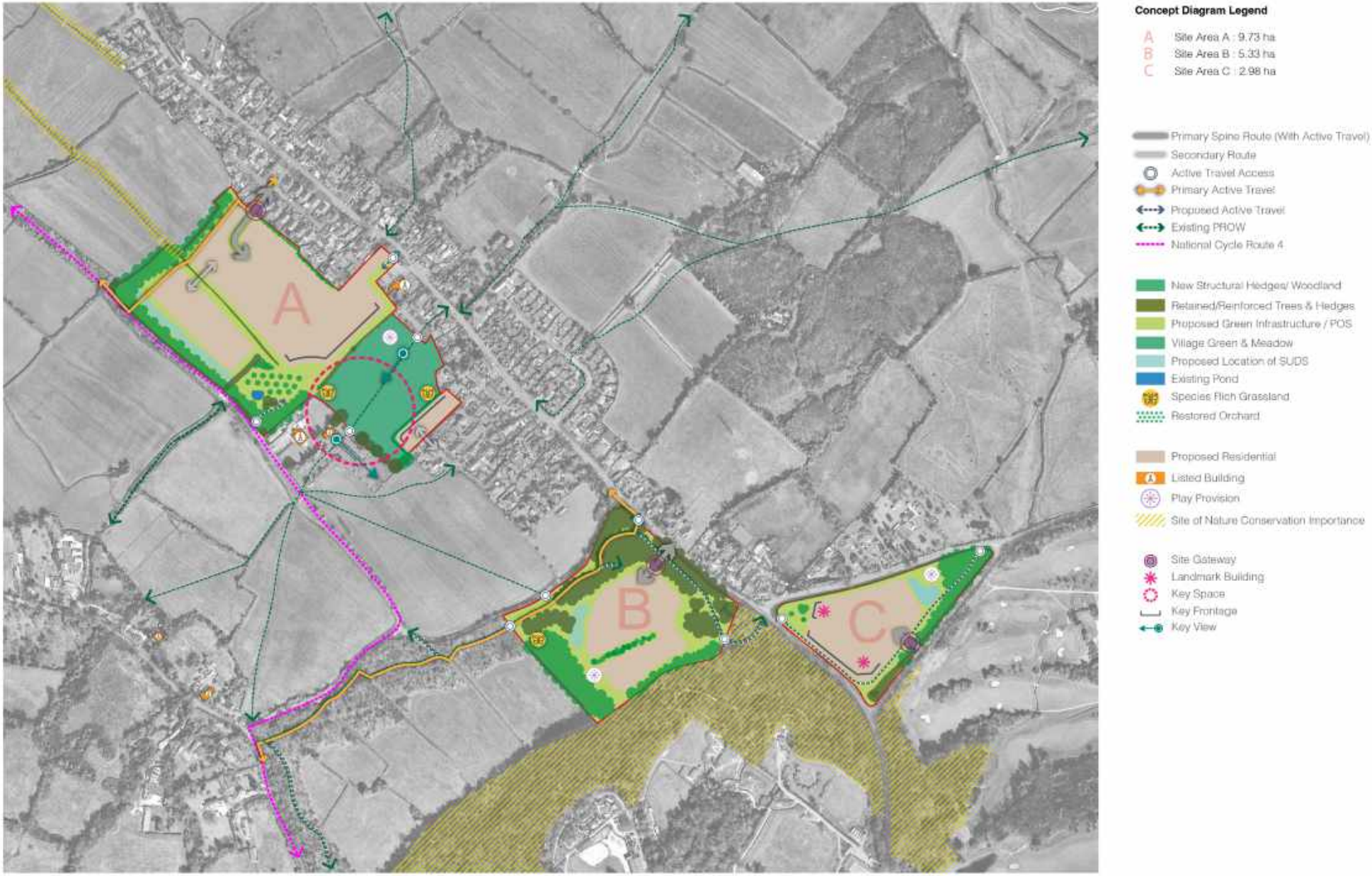
New development at Easter Compton is primarily designed to provide more homes in close proximity to the expanding employment areas at Severnside. Easter Compton also already has a number of facilities, including small convenience store, village hall and public house. Nearby is also a farmshop and The Wave surf facility with cafe and meeting rooms. It therefore is already and has further potential to be an attractive and sustainable place to live.

1. The existing village and the new sites will be released from the Green Belt (see Policies Map) and where necessary boundaries reinforced with new woodland planting.
2. Site A is located between the existing settlement and All Saints Church (grade II*). This church is unusual in its isolated, rural setting. This setting will need to be conserved. Therefore, the existing modern farm buildings will be replaced by re-instated historic orchards. New informal open space & meadow land will be provided between the church and rear of the village hall & pub and new homes will be set back, softened with new trees and predominantly 1.5 storey homes along the church & farmhouse facing edges, so helping to preserve the church's dominance in the landscape. It will also provide new foot & cycle connections from the village to the National Cycle Network. Some sensitive development may be provided in the pub car park to enable an additional active travel connection into the site.

3. Site B provides an opportunity to realise some distinct new homes characterised by their association with the Zoo in an attractive hillside woodland setting and provide a new safe foot/cycle link parallel to Bow Street Lane, connecting Main Road to Hollywood Lane. Works to the junction of Bow Street Lane and Main Road will also be required to make it safer for active travel. A new tree belt along the site's western boundary will screen views of the new homes from the newly designated strategic viewpoint on Spaniorum Hill.
4. Site C will provide a new visually attractive entrance into the village, physical traffic calming measures to slow traffic to 20mph and include new woodland buffers to soften views from the north and further enhance the backdrop to the new homes.
5. To help make Easter Compton a more sustainable place, all the sites will contribute financially towards better amenities and facilities. An Infrastructure Delivery Plan will be agreed for the village prior to approval of any of the allocated sites. This will set out required works and contributions and divide the cost proportionately between the 3 sites.
6. Sites B&C also lie within a 'focus area for nature recovery' (Northwest Bristol Woodlands) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of traditional orchards, mixed scrub, lowland mixed deciduous woodland, species rich hedgerows will be prioritised to receive a 15% BNG uplift. At least 10% BNG improvement will be provided onsite. The sites may also need to contribute towards SAMM (Strategic Access Management & Monitoring) and on or offsite SANGS (Suitable Alternative Natural Greenspace).
7. CIL receipts as well as s106 contributions will need to be retained locally to achieve these objectives. Contributions may be used to pay back expenditure on infrastructure, such as the Severnside Transport Package, where the infrastructure is delivered ahead of s106 triggers.

Additions	
Key evidence	
Other relevant policies to cross-reference	

Figure 1. Easter Compton - Concept Diagram



Policy Title:

LP5 - New Woodlands

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**NEW**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2– Locational Strategy for South Gloucestershire makes provision for a major mixed-use development comprising 2400 dwellings plus supporting facilities and infrastructure on land east of the M4 M5 interchange and Bradley Stoke. This new contemporary village will provide more and a greater choice of homes, with an emphasis on age friendly accommodation to this part of district and in relatively good proximity to existing jobs and services, in an extensive landscape setting. It will also play a key role in enhancing bus services and active travel infrastructure in the locality. This policy and supporting Concept Diagram set out the key principles of development for the new urban extension.

Policy wording

Land comprising four sites including the former Woodlands Golf Course (Figure 2) will deliver about 2400 new dwellings in a new compact, net zero energy, mixed-use contemporary village.

Acceptable development proposals will be required to:

1. **Ensure a new robust Green Belt edge along the Hortham Brook, tree & hedgelines along eastern edge of sites A, C & D and Gaunts Earthcott Lane to the north. Tree & hedgelines will require reinforcement with substantive new woodland planting.**

2. **Provide a comprehensively planned and connected development to ensure full integration between different uses, phases and landholdings to deliver a single distinct compact mixed-use new village.**

Site A (Woodlands Golf Course) will:

3. **Provide about 1900 dwellings including a minimum of 250 age friendly dwellings. 30% of the new homes will be affordable. About 1000 dwellings will be delivered in the plan period. The site will be phased from south to north.**
4. **Deliver a vibrant local centre anchored by a high-density, vertically mixed-use age friendly/retirement and residential facility. New facilities will comprise, a convenience retail store, cafe/restaurant/pub, indoor leisure uses, community meeting space(s), nursery, primary care services, office space and some small affordable workspaces. A 2FE primary school will also be provided nearby. All the facilities will be open to the wider community providing intergenerational activity.**
5. **Establish a multi-functional green infrastructure network that enhances existing woodland cover, particularly along the motorway bund, takes an integrated approach to SuDs, incorporates the local PROW network where practical and in the interests of good placemaking, creates an interlinked network of wetland spaces focussed along the Hortham Brook, provides tree-lined streets, allotments & provision for children & young people. A minimum of 10% biodiversity net gain will be delivered onsite.**
6. **Meet formal outdoor sports requirements onsite in a single complex with ancillary facilities on land east of the Hortham Brook/north of the water sports centre. Any remaining requirement to be provided via financial contributions towards existing local outdoor sports facilities.**
7. **Provide a new active travel bridge across the M4 motorway and widen the carriageway on the existing M4 bridge to allow the passage of buses (the bridge will be opened prior to the first occupation). It will also create a very low speed active travel corridor between Trench Lane, the local centre and Gaunts Earthcott Lane, provide a strategic mobility hub that will include provision of electric bikes & scooters, private bike storage and repair shop, EV charging spaces, bus stop and at least 5 car club vehicles for hire. A circular walking route around the site will also be provided. Minimum parking standards will be reduced to enable the efficient use of land and encourage non-car modes of transport.**
8. **Provide utilities, active travel and vehicular connections to sites B, C & D as necessary.**

Sites B & C will:

9. **Be planned and delivered together to provide about 330 dwellings, with vehicular and active travel connections between themselves and to site A. They will also include a robust green buffer to the east and north, allotments, provision for children and young people in a central play area and segregated cycleway alongside Gaunts Earthcott Lane. Sites B & C will only be developed when key local amenities (primary school and convenience retail store) have been opened on Site A.**

Site D will:

10. **Provide about 170 dwellings with a robust green buffer to the motorway, new wetland and meadow habitat along the Hortham brook, a mobility hub, provision for children & young people, allotments, segregated cycleway and traffic calming along Trench Lane, footpaths and safe crossing(s) to Site A. Buildings opposite the Site A access will have landmark status. Site D will only be developed when the new active travel bridge has been provided across the M4, the existing M4 bridge carriageway has been widened to allow for buses to pass and safe access for pedestrians has been provided.**

Sites B, C & D will:

11. **Contribute a greater (40%) of affordable housing than site A and proportionately more per dwelling than site A towards offsite infrastructure (see below). They will provide financial contributions towards existing local outdoor sports facilities to meet their own respective needs.**

All sites will:

12. **Provide and or contribute as necessary and towards traffic calming and new active travel infrastructure along Trench Lane, Hortham Lane & Gaunts Earthcott Lane, delivery of a new bus service to the new village and enhanced services in the locality, and financial contributions towards secondary and special education needs places, primary care, Travel Plans, library & waste services. Contributions towards gypsy & travellers pitches offsite will also be required:**

    and

13. **The developers of site A will work together and with the Council to develop a single robust stewardship model/entity to manage and maintain all the strategic green infrastructure, public realm and communal facilities on that site that ensures public access in perpetuity. This will also include the creation of a single stakeholder group and appointment of a community development worker to assist in promoting community integration and cohesion. The Developers of sites B, C and D will need to join the agreed entity when they come forward to ensure that open space across all four sites is managed as a whole.**

    The Concept Diagram provides a framework for a more detailed community consultation and master planning process. An Infrastructure Delivery Plan, coordinating masterplan & strategic design code will be agreed prior to approval of any outline permission(s) on any of the sites. A detailed phase 1 design code (site A) will be agreed prior to the submission of any applicable reserved matters. On sites B, C & D detailed design codes will be agreed as necessary prior to the grant of any detailed permissions.

Supporting text

Woodlands benefits from its proximity to the principal urban area, nearby employment opportunities, amenities in Bradley Stoke and leisure facilities at the West Country Water Park. Existing planting and ponds associated with the golf course and motorway bund also provide a mature green infrastructure framework within which to plan the new village. It is though separated from the urban area by the motorways so will need to work hard to provide a suitable level of local amenities to make it a sustainable and vibrant new settlement.

Comprising 4 sites it is expected that a total of about 2400 dwellings will eventually be constructed. The core of the new village will be on the Golf Course (site A), which will therefore provide the key services and amenities, in a mixed-use development.

1. The Green belt will be drawn back to the Hortham Brook to the east, [eastern edge of the Water Park], existing tree & hedgelines & Gaunts Earthcott Lane. Some hedge and tree lines will need to be reinforced with new woodland planting.
2. The four sites will need to be connected via foot/cycle and vehicular links. Landowners & developers will therefore be required to work together to deliver these links in a timely way. Ransoms of any kind will not be permissible.

<u>Site A (Woodlands Golf Course)</u>

3. This site will provide about 1900 dwellings (30% will be affordable) and include a substantive age friendly offer. The site will build out beyond the plan period. As the principal access point and existing amenities are located to the south it is expected that the scheme will build out from south to north.
4. The site sits within a landscape bowl so development will not be prominent in the wider landscape. There is therefore potential for higher buildings within the core of the development Such critical mass creates the opportunity for a vibrant vertically mixed local centre, lending itself to delivery of a significant integrated age friendly (extra-care/retirement) neighbourhood with a wide variety of local amenities to serve the new community. (Note: Age Friendly accommodation comes in a variety of models, but essentially is Homes with Care. It is also known as ExtraCare Housing, Assisted Living, Retirement Living Plus or Integrated Retirement Communities). See Policy X – Age Friendly Housing & Care Homes, for more detail. A new primary school and nursery will also be a key component of this new centre.
5. The site is bounded by a mature and substantive hedges and woodland providing a robust framework from which to provide a comprehensive and integrated green infrastructure network to serve the new community. Woodland planting along the motorway bund will be further enhanced to provide a wooded backdrop and screen the new village, the Hortham Brook will be protected and supplemented with new wetland habitat and some of the existing ponds will remain to provide a mature and interesting setting for new residents. The site also contains two ‘focus areas for nature recovery’ (watercourse & riparian buffers, & The Motorway Bund) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of riparian habitat (floodplain wetland mosaic grassland, lowland mixed deciduous woodland, ponds and scrub) should be prioritised accordingly to receive a 15% BNG uplift.

6. Outdoor sports provision will be provided on a new single complex east of the Hortham Brook adjacent to the West Country Water Park. It is hoped that via this co-location some mutual benefit could be realised between the two facilities.
7. The number of new homes necessitates two vehicular access points. These will be on Trench & Gaunts Earthcott Lanes. This north south connecting route will be tree lined, designed to restrict speeds to a maximum of 20mph and promote bus use and active travel. Sustainable travel modes will also be supported by a strategic mobility hub including electric vehicle and bike charge points, scooter parking, bus stop, car club vehicles, bike stands and repair point. Parking standards will necessarily be lower than current (Jan 25) standards to enable compact forms of development with a high degree of green infrastructure integrated into the scheme.
8. To ensure the sites to the north are connected, Site A will provide utilities, vehicular, pedestrian and cycle connections to the legal boundary.

Sites B & C

9. At the northern end of the new village the landowners/developers will need to work together to bring forward a comprehensively planned single parcel for about 340 dwellings with connections between the two sites and with site A. Given their peripheral location and site A provides amenities to serve these two sites they will only be sustainable and therefore permitted to come forward when, as a minimum, the school and a convenience retail store have been opened on site A.

Site D

10. Located to the south of the new village off Trench Lane, this parcel is much better located in terms of access to existing services and facilities in Bradley Stoke and surrounds. Subject to the new M4 active travel bridge opening, works to the existing bridge to enable buses and safe pedestrian passage and to calm traffic along Trench Lane and make active travel to site A safe, this site will be able to come forward alongside the first phases of Site A. At the gateway to the new village buildings at the northern end of this site will be expected to be of high-quality distinct architecture befitting landmark status. The site will also provide new meadow and wetland habitat along the Hortham Brook.

Sites B, C & D

11. Sites B, C & D, due to their smaller size, have a higher net developable area and lower infrastructure burden than site A making them more financially viable. To ensure fairness they will therefore deliver a higher % of affordable housing than site A. They will also pay a higher per dwelling contribution towards offsite infrastructure needs than site A.

All sites

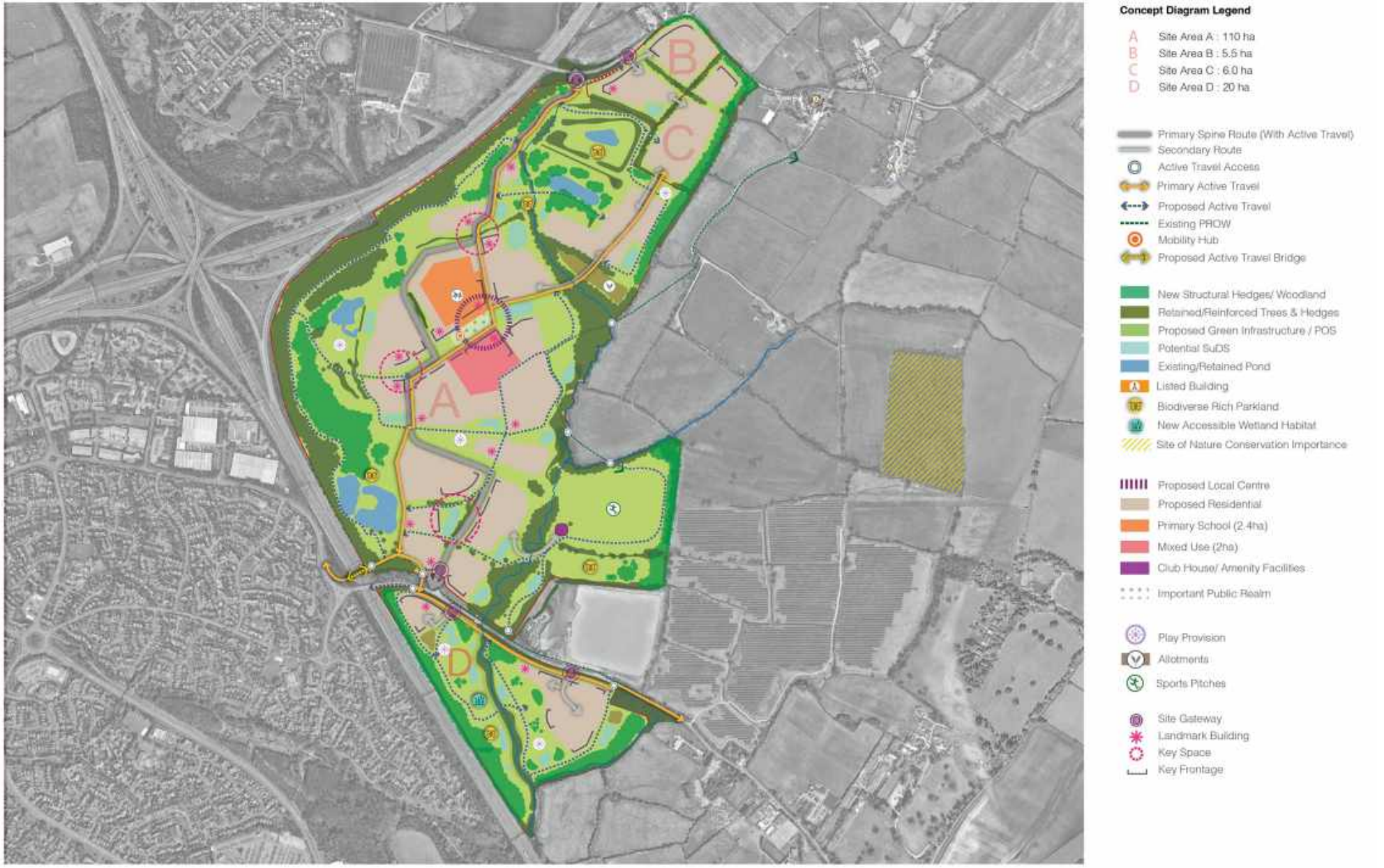
12. There will need to be an extensive package of offsite infrastructure needs agreed, including new active travel routes, traffic calming works, support for new and enhanced bus services, funds to provide for secondary and special education school places and improvements to primary care, waste and library services. The sites may also need to contribute towards SAMM (Strategic Access Management & Monitoring) and on or offsite SANGS (Suitable Alternative Natural Greenspace). As planning permissions for

sites B, C & D will be agreed no sooner than site A, proportionate contributions (either in kind or financial) can be calculated on a per dwelling basis, i.e. the package for the whole allocation will be broadly agreed with the promoter of site A and works / contributions required by sites B, C & D can be apportioned and agreed in a pragmatic consultative way via an Infrastructure Delivery Plan SPD or similar. Given sites B, C & D only represent about 20% of the new village are peripheral to the main site and alongside the differential AH%, this approach is considered pragmatic & proportionate and can avoid protracted and complex landowner and planning agreements.

13. As Sites B, C & D will benefit from open spaces and facilities on Site A, it is only equitable that these sites contribute towards their management. It is required therefore that developers and landowners of all three sites will collaborate and join the agreed stewardship arrangements for site A, enabling all open spaces and amenities across the 4 sites to be managed equitably. These stewardship arrangements should be carefully considered from very early in the development process and ensure public access in perpetuity.
14. CIL receipts as well as s106 contributions will need to be retained locally to achieve the objectives above. Contributions may be used to pay back expenditure on infrastructure, such as the Woodlands/Almondsbury Transport Package, where the infrastructure is delivered ahead of s106 triggers.
15. An Infrastructure Delivery Plan, coordinating master plan and strategic design code will be agreed for all 4 sites via a community consultation process with local people and stakeholders to inform future development proposals prior to any outline planning permission approval. Detailed design codes on a phased and site basis will then be agreed ahead of reserved matters.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP16 - Age Friendly Housing & Care Homes LP11 - Major Sites Delivery Policy

Figure 2. New Woodlands - Concept Diagram



Policy Title:
LP6 - North Lyde 'Ecotech' Village

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**NEW**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2 - Locational Strategy for South Gloucestershire makes provision for a major mixed-use development comprising 2050 dwellings and 18ha of employment land, plus supporting facilities and infrastructure on land north of Lyde Green and the M4, and east of the Westerleigh Road extending to the rail line. This contemporary village will provide a new strategic scale employment campus / extension to the Science Park, bringing more jobs closer to existing communities in the East Fringe of Bristol supported by high quality housing in an extensive landscape setting. It will also play a key role in assisting deliver new bus services and active travel infrastructure between Yate and principal urban area. This policy and supporting Concept Diagram set out the key principles of development for the new urban extension.

Policy wording

Land comprising 2 sites off the Westerleigh Road north of Lyde Green (Figure 3) will deliver a comprehensively planned employment led, net zero energy village. Acceptable Development proposals will be required to:

1. **Enhance a new Green Belt boundary along the Westerleigh Road and Oakleigh Green Farm Lane and the railway line.**

Site A will:

2. **Deliver a minimum of 130,000m^2 of mixed employment space and 1,800 dwellings including a minimum of 100 age friendly homes. At least 30% of the dwellings will be Affordable Homes and 5% will be for self and or custom build. The employment area will provide a variety of accommodation including some small low-cost affordable flexible workspaces integrated into a new local centre / high street. A minimum of 1000 dwellings and 75,000m^2 of employment accommodation will be delivered within the plan period.**
3. **Provide a high-quality mixed-use street that will link the employment zone with the residential area. It will provide office type accommodation at one end transitioning to residential at the other via a mix of uses including retail and food outlets (with office and or residential above), a community meeting space, nursery, 2FE primary school, library, youth & primary care services and age friendly accommodation.**
4. **Deliver an employment zone characterised by its high quality 'net zero' architecture in a compact campus style development with shared decked employee parking and significant tree canopy cover. Residential areas will also be characterised by development forms and appearance driven by the net zero energy ambition, including tree lined streets and space for SuDs, swales and rain gardens. Homes will predominantly be compact in form (terraces and small apartment blocks) interspersed with communal courtyard gardens, parking courts and shared space public realm.**
5. **Establish a multi-functional green and blue infrastructure network that takes an integrated approach to SuDs, landscape design & biodiversity net gain, softens views from the Pucklechurch Ridge/Visually Important Hillside, respects the local PROW network, enhances the Folly Brook corridors, provides new wetland habitat and tree lined streets, allotments, buffers homes from the motorway, pylons, oil depot and oil and gas pipelines, and the abattoir. Land north of the Westerleigh Road will be used for new wildlife habitat and allotments. A minimum of 10% Biodiversity Net Gain will be provided onsite. The extensive areas of Green & Blue Infrastructure will necessitate a collaborative approach with a range of partners to ensure the long-term maintenance burden does not fall on new residents (see policy LP29 – Stewardship Arrangements).**
6. **Meet provision for children & young people onsite including a central play park. The priority for delivering outdoor sports facilities will be to provide for a range of sports, courts and pitches (all-weather and grass) on the site. Any residual need for pitches will be provided offsite with developer funding.**

7. **Create two new vehicular access points on the Westerleigh Road and provide environmental and sustainable travel improvements including new planting, traffic calming and segregated cycleway along the Westerleigh Road between Old Foundary/Yate Jct & Jenner Boulevard Roundabout.**
8. **Promote active travel by; integration of cycle storage into the front of properties, provision of a mobility hubs in the employment zone and residential area including electric bikes & scooters for hire, a cycle repair shop or service, EV charging spaces, at least [5] car club vehicles for hire, reduced parking standards, a remodelled Henfield Lane into a greenway (active travel route) connecting to the Lyde Green Enterprise zone and Secondary School, and an enhanced Dramway and other local active travel connections to Lyde Green, Westerleigh and Yate. Travel Plans for both the residential and employment areas will be developed and implemented.**
9. **Provide utilities, active travel and vehicular connections to site B as necessary.**

Site B will:

10. **Provide a minimum of 250 dwellings (40% affordable and 5% for self and or custom build), a robust green buffer to the motorway, oil depot and pylon, provision for children and young people, allotments, improved active travel/PROW connection to land south of the motorway and proportionate contributions towards facilities on site A including the nursery, primary school, sports pitches (and ancillary amenities) and community building.**

Both Sites will:

11. **Contribute to delivery of a Strategic Transport Package including ring road bus package and local services, provide financial contributions towards Secondary Education & special education needs, primary care & waste services in the locality and provide a financial contribution towards the delivery of gypsy & traveller pitches in the district.**

    The Concept Diagram provides a framework for a future more detailed community consultation and master planning process. An Infrastructure Delivery Plan, co-ordinating master plan & strategic design code will be agreed prior to approval of any outline permission(s). Detailed phased design codes will be agreed prior to the submission of any applicable reserved matters prior to the commencement of development.

Supporting text

The proposed net zero energy 'ecotech' village benefits from its proximity to the Bristol Urban Area, the Bristol & Bath Science Park and adjoining employment areas, Henfield Lane link under the motorway to a new Secondary School at Lyde Green and cycle paths towards Yate. It therefore has the potential to be a sustainable place to live and work.

Comprising two sites it is expected that it will deliver a minimum of 2050 dwellings and a new strategic employment campus. The employment element and core of the new village will be on site A which will therefore provide the key services and amenities. Site B will provide proportionate contributions to facilities on Site A.

1. The Green Belt will be drawn back to new boundaries along the Westerleigh Road and Oakleigh Green Farm Lane and the railway line to enable the new development.
2. To provide a vibrant new village, a broad mix of employment and residential typologies will be provided. It is expected that construction will complete well after the plan period (to 2041). (Note: Age Friendly accommodation comes in a variety of models, but essentially is Homes with Care. It is also known as ExtraCare Housing, Assisted Living, Retirement Living Plus or Integrated Retirement Communities). See Policy LP16 - Age Friendly Housing & Care Homes, for more detail.
3. At the core of the village will be a vibrant street linking the employment zone with residential areas. Retail and food outlets alongside new community facilities will benefit employees, occupiers and visitors of the commercial areas as well as the new residents. A community centre (including ancillary café and facilities) and new primary school will be a key element of this new street. Buildings along this street will be vertically mixed-use and could be up to 6 storeys in height.
4. Inspired by and providing further expansion potential for the Bristol & Bath Science Park, a high-quality tech & science-based employment offer will be delivered underpinned by a clear approach to architectural appearance driven by the need to deliver net zero energy buildings. In so doing more linked building forms will be required to drive more efficient energy standards. This will necessitate reduced and different approaches to parking. A higher density more compact and greener campus style of development will therefore be delivered as opposed to typical employment campuses built in recent decades. This theme will carry through into the new residential areas, where a high-quality compact 'eco' style of development characterised by more communal space and innovative parking solutions, will create a distinctive new place.
5. Constraints around the site will necessitate new homes and businesses to be buffered by an extensive green & blue infrastructure network. There is great potential to provide a comprehensive network of habitat, recreational routes and informal recreational open spaces that provide for nature and support people's health and well-being. The site also contains a 'focus area for nature recovery' (watercourse & riparian buffers) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of riparian habitat (floodplain wetland mosaic grassland, lowland mixed deciduous woodland & ponds) should be prioritised accordingly to receive a 15% BNG uplift. Real care will need to be given as to who undertakes and how the maintenance of these spaces is financed, ensuring it doesn't fall unduly on the new residents. Early consideration and collaboration will be required (see PolicyLP29 - Stewardship Arrangements). Land in the NE corner of the site beyond the alignment of the gas

pipeline will be safeguarded as green infrastructure with potential to come forward for development beyond the plan period.

6. The site offers the opportunity to provide a significant proportion of the equipped play requirements in a large central play park. Provision of sports facilities will prioritise a broad range of indoor and outdoor activities on courts, all-weather and grass pitches onsite, some of which could be closely associated with a new community hub in the centre of the site and the retained golf driving range facilities in the employment zone. Only when all options for delivery of the need on the site have been explored will improvements to nearby facilities offsite with financial contributions be considered.
7. Two new vehicular access points will be created off the Westerleigh Road to access the site. The Westerleigh Road will have new planting and traffic calming to reduce speeds to 30mph, between the Old Foundary/Yate junction and Jenner Boulevard to promote active travel and enable safe crossing points. A segregated cycleway will be provided along its length.
8. Long-term sustainability and efficient use of land will require active travel opportunities to be maximised. Parking standards will necessarily be lower than current (Jan 25) parking standards to enable compact forms of development with a high degree of green infrastructure to be integrated into the scheme. Henfield Lane will become an active travel connection between the new High Street, Westerleigh Road cycleway to the north and Lyde Green to the south. Mobility hubs will be provided, and homes will have convenient and generous cycle parking to promote use of nearby cycle networks which will also be improved including resurfacing of the Yate spur. A car club(s) and bus service through the site will also reduce the need for parking.

Site B

9. Site B, due to its smaller size, will have a higher net developable area and lower infrastructure burden than site A, therefore making it more financially viable. It will therefore deliver a higher % of affordable housing than site A. It will also pay proportionate contributions on facilities and amenities on site A.

Both sites

10. The new development will also need to provide financial contributions to support a new ring road bus package and local services, so improving north south connectivity between Keynsham, Yate and the north fringe communities, employment areas and amenities including Lyde Green and the Science Park. Financial contributions will be necessary to support the delivery of secondary school and special needs places in the locality, and offsite gypsy & traveller pitches.
11. As site A will deliver the critical amenities and infrastructure, planning permission for site B will be agreed no sooner than site A. Proportionate contributions (either in kind or financial) can therefore be calculated on a per dwelling basis, i.e. the package for the whole allocation will be broadly agreed with the promoter of site A and works / contributions required by site B can be apportioned and agreed in a pragmatic consultative way via an Infrastructure Delivery Plan SPD or similar. Given site B only represents about 12% of the new village and is peripheral to the main site and with the differential AH%, this approach is considered pragmatic, equitable & proportionate and can avoid protracted and complex landowner and planning agreements, although a single simple equalisation agreement between the promoters would be preferable.

12. As Site B's residents will benefit from open spaces and facilities on Site A, it is only equitable that this site contributes towards their management and maintenance. It is required therefore that the developer will collaborate and join the agreed stewardship arrangements for site A, enabling all open spaces and amenities across the 2 sites to be managed equitably. These stewardship arrangements should be carefully considered from very early in the development process and ensure public access in perpetuity.
13. CIL receipts as well as s106 contributions will need to be retained and spent locally to achieve these objectives. Contributions may be used to pay back expenditure on infrastructure, such as the Ring Road Package, if the infrastructure is delivered ahead of s106 triggers.
14. An Infrastructure Delivery Plan, master plan, strategic site wide design code and detailed phase 1 (site A) design code will be produced in consultation with local people and stakeholders prior to any detailed planning submissions to inform future development proposals.
15. The promoter (site A) will also work with the owners of the abattoir to relocate it to modern more efficient and compact premises on a new site adjacent the oil depot or other suitable location offsite. Similarly, the promoter will engage in negotiations with National Grid to underground and potentially realign the powerlines. These actions will maximise residential development capacity and enable expansion of the new village (beyond 2040).

Additions	
Key evidence	
Other relevant policies to cross-reference	LP29 - Stewardship Arrangements LP16 - Age Friendly Housing & Care Homes LP11 - Major Sites Delivery Policy

Figure 3. New Lyde 'ecotech' Village - Concept Diagram



Policy Title:

LP7 - Carsons Green and Rockhouse Farm New Neighbourhoods

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**New**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2 - Locational Strategy for South Gloucestershire makes provision for two residential led mixed-use new neighbourhoods comprising about 1930 dwellings, plus supporting facilities and infrastructure on land just east of the A4174 Ring Road between the B4465 & Carsons Road. These new neighbourhoods will provide new homes, facilities and jobs on a significant new employment area. It will also play a key role in assisting deliver new orbital bus services and active travel infrastructure in the local area. This policy and supporting Concept Diagram set out the key principles of development for the new neighbourhood

Policy wording

Land comprising 3 sites at Shortwood, north and south of Main Road (Figure 4), will deliver a minimum of 1930 dwellings and a new strategic employment area.

Acceptable development proposals will be required to:

1. **Ensure a new robust Green Belt edge for the northern site (B) along the B4465 and Cattybrook Road, and for the southern sites (A and C) along Shortwood Hill, Carsons Road and existing readily recognisable physical features along the eastern edge of site A, which will require reinforcement with new planting. (See Policies Map).**
2. **Provide two comprehensively planned, visually attractive, compact, functionally and physically connected (to ensure full integration between different uses, phases and landholdings), net zero energy, mixed-use new neighbourhoods, that respond sensitively to the topography and mining heritage of the locality. Parking standards will be reduced to enable the efficient use of land and encourage the use of non-car modes of transport.**

<u>Site A (Carsons Green) will:</u>

3. **Provide a minimum of 1600 dwellings including a minimum of 100 age friendly homes (30% of the new homes will be affordable and 5% for self and or custom build) in a series of distinct character areas and a minimum of 5.8 ha of safeguarded employment land. About 770 homes will be delivered in the plan period. The site will be phased from south to north. Land north of the golf course will be developed post 2041.**
4. **Establish a robust and multi-functional green infrastructure network that takes an integrated approach to SuDS, provides tree lined streets and allotments, safeguards the amenity of existing properties on Main Road, enhances the mosaic of existing vegetation cover, includes belts and blocks of tree planting to soften the appearance of new development areas in long distance views and views of the visually important hillside and its ridgeline, minimise harm to the Siston Conservation Area & conserve the setting of the Grade I listed Siston Court and Grade II listed Lodge Farm. It will also contribute to the setting of the local PROW network including the Community Forest Path, connect wildlife movement corridors and seek to achieve a minimum of 10% Biodiversity Net Gain (BNG) onsite.**

5. **Provide a local centre comprising architecturally distinct and well-designed, vertically mixed-use block(s) including hotel & convenience retail store, primary care services, nursery, small affordable workspaces and cafe or similar with apartments above, mobility hub and new public realm. Nearby, linked by attractive active travel routes, will be a new primary school, community building and neighbourhood play area. The priority for delivering outdoor sports facilities will be to enhance provision at existing nearby facilities. Any residual need for pitches and associated facilities will be provided on-site. If required, ancillary buildings and floodlighting associated with new on-site outdoor sports facilities will need to be sensitively located and designed to mitigate the impact on views from visual receptors, which, subject to detailed assessment could include the Cotswold National Landscape (AONB) and Siston Conservation Area.**
6. **Create vehicular access points on Carsons Road and off the A4174 Ring Road. An active travel connection and emergency access will be required off Shortwood Hill near the junction with the B4465. Highways within the new neighbourhood will generally be very low speed and prioritise active travel. Site A will also provide an unfettered level active travel connection to Site C.**
7. **Provide a strategic mobility hub that will include provision of bus stop/shelter, electric bikes, scooters & charge points, private bike storage and repair point/service, EV charging spaces and at least 5 EV car club vehicles for hire.**

Site B – (Rockhouse Farm) will:

8. **Provide a minimum of 280 dwellings (40% affordable and 5% for self and or custom build) and new flexible employment space, retail/café/community space and a mobility hub in renovated and or redeveloped farm buildings adjacent the site entrance on Cattybrook Road.**
9. **Establish a robust, multi-functional green infrastructure network that takes an integrated approach to SuDS, provides tree lined streets and allotments, extends the woodland SNCI east of Cattybrook Road, enhances the play area on Cattybrook Road and safeguards the amenity of the existing miners' cottages on Main Road and in so doing provides a minimum of 10% BNG onsite.**

Site C (Shortwood Hill) will:

10. **Provide 50 dwellings (post 2041) of which 40% will be affordable.**
11. **Include a play area and substantial area of woodland up the slope to soften the appearance of new development on the visually important hillside in overlooking views, safeguard the amenity of existing properties on Shortwood Hill and achieve a minimum of 10% BNG onsite.**
12. **Create a vehicular access off Shortwood Hill and active travel and unfettered level active travel connection to Site A.**

Sites A & C will:

13. **Use development forms, access and connectivity arrangements that work sympathetically with the topography to ensure the landform and gradient of the visually important hillside is predominantly unaltered and avoids the creation of construction platforms & retaining structures that significantly impact on its profile and associated/adjoining retained vegetation, and in so doing create an interesting roofscape and skyline. A single 'Levels Strategy' will be agreed at Outline stage so agreed principles can be reflected in Design Codes and Reserved Matters Applications.**
14. **Development will also need to investigate and record the potential Roman Road that runs north-south across the sites. Designs should respond to the archaeology in a creative way.**

Sites B & C will:

15. **Provide proportionate financial contributions towards the delivery of amenities on Site A, including the primary school, community centre, outdoor sports pitches and pavilion, primary care services and strategic mobility hub.**

All sites will contribute towards:

16. **Delivery of a Strategic Transport Package including the Ring Road Package & local bus service(s), local transport improvements including new traffic calming, enhanced footways and bus stops to Main Road & Shortwood Hill and a package of measures that protect and enhance the Dramway and other local foot and cycle connections to Mangotsfield, Pucklechurch, Siston Common and Emersons Green Retail Park, plus secondary & special education needs in the wider area, improvements to outdoor sports nearby existing facilities and offsite G&T pitches in the district;**

and

17. **All developers will work together and with the Council to establish a single management entity/arrangement to manage and maintain all the strategic green infrastructure and communal facilities across the three sites. This will also include the creation of a single stakeholder group and appointment of a community development worker to assist promote community integration and cohesion across the 3 developments and with the local community (see Policy LP29 - Stewardship Arrangements).**

The Concept Diagram provides a framework for a more detailed community consultation and master planning process. An Infrastructure Delivery Plan, coordinating Master Plan & design code will be agreed prior to approval of any outline permission(s). Detailed design codes will be agreed as necessary prior to the submission of any reserved matters.

Supporting text

1. The locality benefits from its proximity to the principal urban area, several sporting facilities nearby, the ring road and Bristol to Bath cycleways, and nearby secondary schools at Mangotsfield, Kingswood and Lyde Green (under construction). Shortwood village also contains a pub and chapel. The locality also has dense PROW network into the open countryside, nearby conservation area and grade I listed buildings at Siston. It therefore has the potential to be a sustainable and very attractive place to live. It is though separated from the urban area by the ring road so will have to work hard to provide additional local amenities and to reduce the barrier to active travel that this road presents.
2. The allocation comprises three sites; Carsons Green (site A), Rockhouse Farm (site B) and Shortwood Hill (site C). These sites will come forward independently whilst making proportionate contributions towards shared facilities and new strategic infrastructure. Specifically:
    a. The Green Belt will be drawn back to the B4465 & Cattybrook Road around site B, Shortwood Hill and an enhanced tree and hedge buffer along the eastern edge of the site A down to Carsons Road around sites A & C (see Figure 4).
    b. The area has a rich mining heritage, including the Dramway, a former 19th century tramway that carried coal from mines to the north of Bristol down to the Bristol Avon. The Dramway runs down the western edge of the allocation. Shortwood village is characterised by its terraced miners' cottages and a linear form becoming more dispersed up Shortwood Hill. This rising land forms part of the visually important hillside of the Pucklechurch Ridge, a north-south escarpment that provides a natural edge to the Bristol urban area. The land then rolls eastward towards Pucklechurch, the Siston Estate and Conservation Area. Development will therefore necessarily need to respect and respond to the topography, history and character of the locality. This will necessitate the achievement of a locally distinct character and, in some parts a very compact built form (e.g. more terracing and small apartment buildings interspersed with communal gardens and small parking courts and car barns). Parking standards will consequently need to be relaxed and provided in more innovative ways to help respond to the topography and make efficient use of the land as well as promote non-car modes of transport. Parking standards will therefore need to be less than the current (Jan 25) minimum standards.

<u>Site A – Carsons Green</u>

3. Site A will deliver a minimum of 1600 dwellings (about 770 within the plan period) and new employment land, providing much needed jobs in the east of Bristol urban area. Both the housing and employment areas will be expected to utilise compact development forms (e.g. more terraces and small apartment buildings interspersed with communal gardens and small parking courts) to ensure the dwelling numbers and jobs are maximised on this relatively constrained site. Providing the ring road and Carsons Road accesses at the southern end of the site first will enable a significant amount of development, including the employment land and local centre to be released early in the build out. Land north of the former golf course is not expected to be developed until after 2041. Steps will also be taken to ensure a safe footpath back to Main Road, Shortwood for early occupiers.

4. The fall of the land generally from north-east to south-west, means the site will predominantly drain to the low flat land adjacent the ring road and existing settlement. A small water course also runs along the rear boundaries of dwellings along Main Road providing a wildlife corridor. New SuDS and wetland habitat will therefore be created along the western edge which will also assist buffer the existing settlement from the new neighbourhood. Field F5 is of high ecological value and will be retained and enhanced as wildlife habitat. Robust green infrastructure corridors will be necessary to maintain and enhance existing wildlife movements and PROWs up onto the ridgeline where a wide mosaic of new habitat and recreational opportunities will be provided to integrate the development into the wider countryside. Belts of new structural tree planting will screen and soften the appearance of new buildings in external views.
5. Being the largest of the three sites, Site A will accommodate most of the new facilities necessary to make this a vibrant and sustainable place. These will include some small affordable workspaces, a new primary school, nursery, convenience retail offer, café/restaurant, primary care services, community building and outdoor sports facilities (subject to offsite investigations).
6. The number of homes necessitates at least two vehicular accesses; from Carsons Road and the A4174 Ring Road. An emergency access may also be required in later years to serve land north of the golf course. It is also advantageous to provide an early access off the ring road to serve the employment land, local centre, new homes and provide bus access into the site. The access off the ring road will cross The Dramway and will inevitably cause harm to this asset and therefore have to be carefully designed to ensure any impacts are minimised. An active travel connection will be necessary to site C to integrate the two developments through a co-ordinating masterplan.
7. To promote sustainable forms of travel and reduced parking standards a strategic mobility hub will be provided including electric vehicle and bike charge points, scooter parking, bus stop, car club vehicles, bike stands and repair point.

Site B – Rockhouse Farm

8. Comprising relatively flat land between the ring road and Cattybrook Road the site has potential to provide a minimum of 280 dwellings, 40% of which will be affordable. Rockhouse Farmhouse will be retained and the wider yard near to the site entrance repurposed to provide some small workspaces, a retail/cafe outlet/community space and include a small mobility hub.
9. Land east of Cattybrook Road and around the northern perimeter of the site will be used to provide habitat so buffering and extending Shortwood West Woodland SNCI which provides an important backdrop to the development when viewed from the west. A new naturalistic SuDS and green infrastructure corridor will form the eastern and southern boundaries providing drainage, habitat and active travel routes. This green infrastructure will also safeguard the amenity of existing cottages that sit at a lower level on Main Road.

Site C – Shortwood Hill

10. Linked to and reliant on Sites A & B for supporting infrastructure, this site will provide 50 dwellings (post 2041) on the lower field. 40% will be affordable housing.

11. The upper slopes will be wooded so protecting the ridgeline and providing a green backdrop to the sites when viewed from the west and southwest.

12. The main site access will be off Shortwood Hill. It will be necessary to integrate the scheme via an unfettered, foot and cycle connection to site A.

Sites A & C

13. The energy used and carbon released from the ground in undertaking reprofiling / cut & fill operations is a fundamentally unsustainable activity. Responding sensitively to the existing topography can also create more distinct built forms and architecture. Meeting accessibility requirements may well however mean that some reprofiling is necessary. This should be minimal and sympathetic to the existing topography and adjoining vegetation. Suitable forms of housing and a creative approach to street & block layout will therefore be expected to ensure these visually important hillsides are respected and earthmoving and retaining structures are minimised. A single 'Levels Strategy' will need to be agreed at Outline Application stage and set principles for Design Coding and Reserved Matters.

14. A Roman Road is also thought to run across these sites from north-south. Archaeological investigations will therefore need to be agreed and undertaken, and findings recorded. Layout and designs should respond sensitively and creatively to any remains.

Sites B & C

15. Site A, being by far largest will deliver a wider variety of amenities and facilities that will be necessary to serve all three sites. Sites B&C will therefore be required to contribute financially towards the delivery of these facilities, particularly a new primary school, outdoor sports facilities & community building. Sites B & C due to their smaller size, have a higher net developable area and lower infrastructure burden than site A making them more financially viable. To ensure fairness they will therefore also deliver a higher % of affordable housing than site A. An Infrastructure Delivery Plan shall inform the equitable funding of all assets and a tariff mechanism or similar will need to be agreed ahead of s106 agreements for each site. Site C will not be allowed to come forward until Sites A & B have delivered supporting infrastructure such as a new school & convenience retail outlet(s) which will likely push it beyond the plan period (2041).

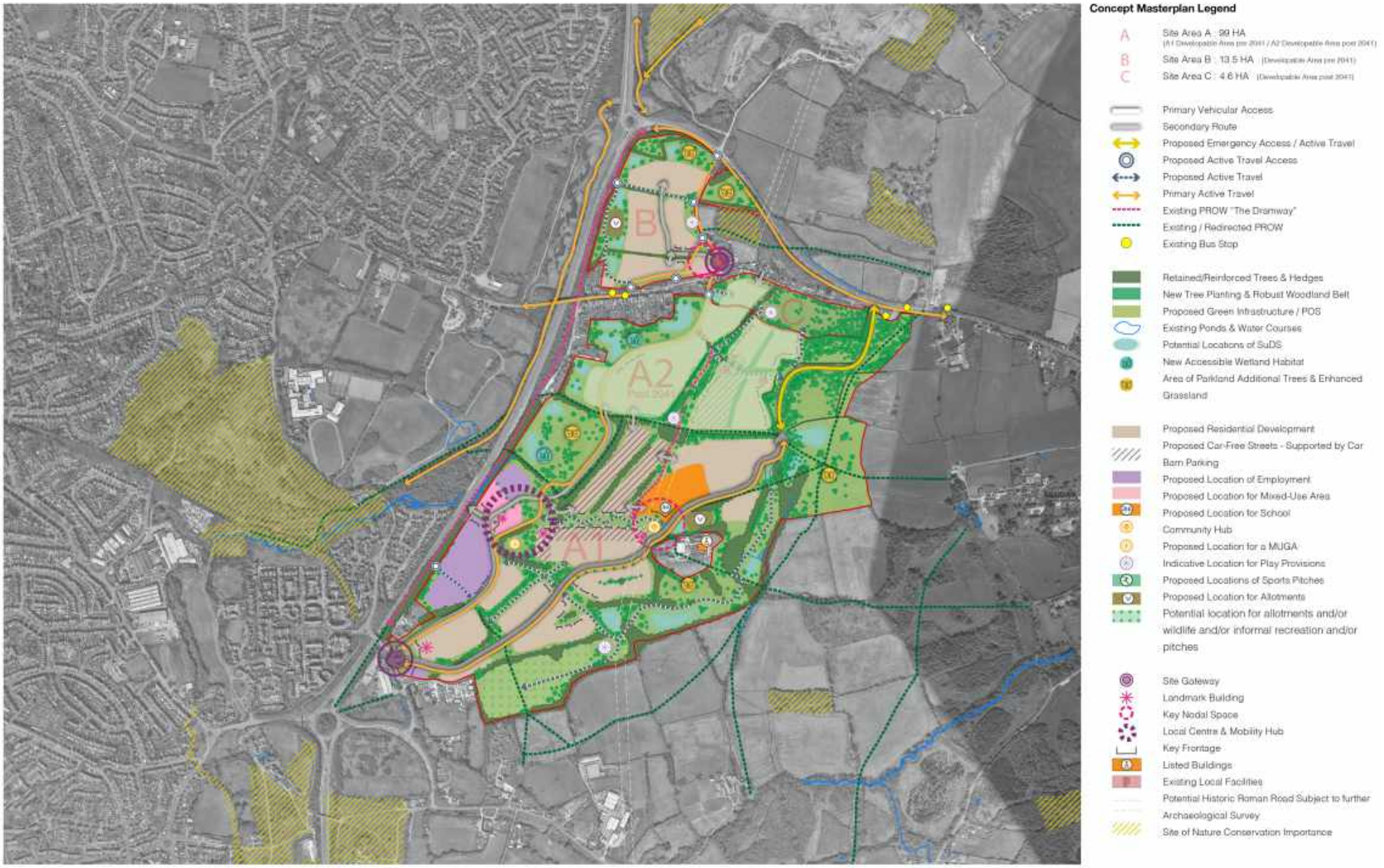
All sites

16. All three sites will be required to contribute towards a wider package of works, to improve sustainable transport options in the locality. This will include improved bus services, improvements to Main Road & Shortwood Hill, Dramway improvements and other local foot & cycle connections. It is also expected that contributions will be necessary to provide for secondary school places & improvements to the nearby sports facilities (this will be prioritised over new onsite provision given its proximity and established management arrangements). The site promoters /developers will be required to commission and fund a joint feasibility study by an accredited specialist sport organisation/s of the existing nearby outdoor sports facilities to assess pitches, soil quality, drainage and ancillary facilities, so to identify options for investment to provide necessary mitigation for the new developments. The brief should be agreed with the Council and Sport England.

17. As Sites B & C will benefit from open spaces and facilities on Site A, it is only equitable that these sites contribute towards their management. It is required therefore that developers and landowners of all three sites will collaborate to bring about the formation of a single resident's management entity to manage all the public open spaces across the three sites. These stewardship arrangements should be carefully considered from very early in the development process. It should also be noted that the site also lies within a 'focus area for nature recovery' (East of Bristol Commons Connection) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of lowland meadow, dry acid and calcareous grassland should be prioritised accordingly to receive a 15% BNG uplift.
18. CIL receipts as well as s106 contributions will need to be retained locally to achieve these objectives. If any elements of infrastructure are forward funded by the Council contributions will be used to pay back incurred expenditure.
19. An Infrastructure Delivery Plan, coordinating master plan and strategic design code will be agreed for all 3 sites via a community consultation process with local people and stakeholders to inform future development proposals prior to approval of any outline permissions being granted. Detailed design codes on a phased and site basis will then be agreed ahead of reserved matters.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP29 - Stewardship Arrangements LP11- Major Sites Delivery Policy

Figure 4. Concept Diagram for Carsons Green & Rockhouse Farm New Neighbourhoods



Policy Title:

LP8 - North Warmley New Neighbourhood

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**New**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2 - Locational Strategy for South Gloucestershire makes provision for a residential led mixed-use development comprising about 1060 dwellings, plus supporting facilities and infrastructure on land between London Road and Webbs Heath.

This New Neighbourhood will make a significant contribution to the establishment of a green corridor between the existing urban area / Siston Common and Overscourt Wood via a significant extension to the Warmley Forest Park. It will also play a key role in assisting deliver new bus services and active travel infrastructure in the local area.

This policy and supporting Concept Diagram set out the key principles of development for the new neighbourhood.

Policy wording

1. **Land comprising 4 sites north of Warmley between London Road & Webbs Heath (see figure 5) will deliver a landscape led, net zero energy neighbourhood and mixed-use hub, and contribute towards a strategic green corridor between Siston Common and Overscourt Wood.**
2. **Acceptable development proposals will be required to:**

   Ensure a new robust Green Belt boundary along the Siston Brook, Webbs Heath & Webbs Heath Road. The existing tree & hedgeline along the western edge of Webbs Heath will be reinforced with new planting, contribute to the expansion and improvement of Warmley Forest Park and establishment of a strategic green corridor between Siston Common & Overscourt Wood. They will also be comprehensively planned and connected to ensure full integration between different uses, phases and landholdings.

   Site A will:

3. **Deliver a minimum of 950 dwellings (including a minimum of 75 age friendly homes). At least 30% of the dwellings will be Affordable Homes and 5% will be for self and or custom build. A mixed-use hub will provide a minimum of 600m2 employment space including some small low-cost affordable flexible workspaces and a cafe type outlet, a convenience retail store and nursery. The mixed-use hub will be sited adjacent a new open space in the centre of the new neighbourhood.**
4. **Establish a multi-functional green infrastructure network that;**
   - i. **provides tree lined streets and allotments,**
   - ii. **takes an integrated approach to SuDs,**
   - iii. **respects the local PROW network,**
   - iv. **protects and enhances the existing hedge network and retains and reinforces a wooded skyline on the central ridgeline,**
   - v. **respects the setting of nearby listed buildings including the historic drift mine head and miner's cottages,**
   - vi. **improve & expands the species rich common land alongside Webbs Heath Road, and**
   - vii. **Assists to respect the amenity of existing residents, including on Winfield Road, and**

viii. **The scheme will also contribute towards the establishment of a strategic green corridor between Siston Common & Overscourt Wood by providing a substantial expansion of the adjacent Warmley Forest Park (for wildlife and recreation) and create a new accessible wetland habitat along the Siston Brook. Works will also be required to improve connectivity for existing residents and the new population on the adjoining common land and Warmley Forest Park through the improvement of footpaths and enhanced habitat creation for local wildlife. A minimum of 10% Biodiversity Net Gain will be provided onsite.**

5. **Use development forms, house typologies, drainage infrastructure and access arrangements that work sympathetically with the topography to ensure the profile of the Siston Brook Valley hillside is retained, existing vegetation protected, and the skyline enhanced. Dwellings along the western edge should create a landmark frontage overlooking the Siston Brook Valley. Elsewhere homes will predominantly be compact forms including dwellings that reflect the historic local vernacular such as Webbs Heath mining cottages and local terraces. They will be interspersed with communal courtyard gardens and parking courts to ensure the efficient use of land.**
6. **Meet outdoor sports and provision for children & young people requirements by investing in the nearby Forest Park, Commons and other open spaces and sports facilities combined with a central green space that will accommodate some equipped play and an inclusive games area.**
7. **Active travel will be achieved and promoted by; integration of cycle storage (where possible into the front of properties), provision of a mobility hub including electric bikes & scooters for hire, a cycle repair shop or service, EV charging spaces, at least 3 car club vehicles for hire, and reduced car parking standards. The promoter and Council will collaborate to secure a new active travel route and improved safety for walking and wheeling along and or parallel to Siston Hill and Webbs Heath Lane. The main spine route through the site will be a very low speed active travel corridor. Safe and direct active travel links to the National Cycleway Network (Bristol to Bath Route – NCN4) and Warmley High Street, plus enhancements of other local active travel connections to nearby schools will also be required.**
8. **Provide utilities, active travel and vehicular connections to sites B, C & D as necessary.**

Site B will:

9. **Retain and repurpose the existing stone farm buildings for residential and employment uses, provide a minimum of 50 dwellings (40% affordable) and new grassland habitat corridor along the frontage of the site.**

Site C will:

10. **Provide a minimum of 60 dwellings (40% affordable), a segregated active travel and vehicular connection from London Road to Site A. New dwellings adjacent Winfield Road will be provided with additional planting and garden space (at least 15m long) to protect the amenity of existing residents.**

Site D will:

11. **Provide 30 dwellings (40% affordable) and substantive grassland and woodland buffer to Webbs Heath Road.**

All sites will:

12. **Contribute proportionately towards offsite outdoor sports provision, improved walking and wheeling routes through the Forest Park, improvements to the local active travel network to ensure safe routes to school, additional, primary, secondary school and special needs places, primary care & waste services, a Strategic Transport Package including the Ring Road Transport Package and local bus services, sustainable travel improvements including new traffic calming to Warmley High Street and traffic calming to Siston Hill & Webbs Heath Road and respective Travel Plans. Financial contributions towards offsite Gypsy & Traveller pitches will also be required.**
13. **Provide funds to invest in a substantial upgrade of the existing Community Centre and support the economic and social vibrancy of Warmley High Street by contributing to (1) environmental improvements to the high street, (2) investment in existing youth venues and local library services and (3) a fund to support local businesses.**
14. **Investigate and record sites of archaeological potential, such as the Roman Road and associated settlement/heritage, and medieval agricultural features associated with Mounds Court Farm. The results of these shall be analysed, published and archived. Designs should respond to the archaeology in a creative way.**

And

15. **All developers will work together and with the Council to develop robust stewardship arrangements to manage and maintain all the strategic green infrastructure and communal facilities across the four sites. This will also include Council adoption of areas dedicated as Community Forest Park. A stakeholder group will be formed and a community development worker appointed to assist promote community integration and cohesion across the four developments and with the local community. (See Policy LP29 - Stewardship Arrangements).**

The Concept Diagram provides a framework for a future more detailed community consultation and master planning process. A coordinating masterplan & design code will be agreed prior to the commencement of development.

Supporting text

1. The Commons and Warmley Forest Park provide the basis for the establishment of a permanent green corridor between Siston and Overscourt. Land in the control of the promoter offers the potential for a major expansion of the Forest Park and so consolidation of the significant green assets in the locality. The proposed extension to Warmley also benefits from its proximate location to the Bristol Urban Area and Bristol to Bath cycleway, supporting facilities and employment opportunities in Warmley, and recreational opportunities offered by the Warmley Forest Park and Commons. It therefore has the potential to be a very attractive and sustainable place to live.
2. The development area bounded by the Siston Brook, Goose Green, Webbs Heath Road and Webbs Heath common will be removed from the greenbelt to facilitate the new development. Existing planting along the western edge of the heath will be enhanced and maintained.
3. The four sites will need to be connected via active travel and vehicular links. Landowners & developers will therefore be required to work together to deliver these links in a timely way. Ransoms of any kind will not be permissible.

Site A

4. This site will provide a minimum of 950 dwellings (30% will be affordable) including an element of age friendly accommodation. To achieve efficient use of land and environmental performance objectives the new development will need to be relatively compact in form. An element of Self and Custom build housing will also be provided. The mixed-use hub will provide some affordable flexible workspace and a café, with a convenience store and nursery, which will, alongside a play park, inject some vibrancy into the centre of the scheme. The mixed-use hub will be supported by robust long-term stewardship arrangements that ensure affordability of the workspaces in perpetuity. (Note: Age Friendly accommodation comes in a variety of models, but essentially is Homes with Care. It is also known as ExtraCare Housing, Assisted Living, Retirement Living Plus or Integrated Retirement Communities). See Policy LP16 - Age Friendly Housing and Care Homes, for further details.)
5. The site benefits from a mature network of hedges and trees. These field boundaries will be maintained and reinforced. Any vegetation removed in the interests of positive placemaking should be replaced by more comprehensive linear green infrastructure in the vicinity, contributing to the green/blue infrastructure network. Streets will be planned to incorporate trees of sufficient stature to provide further canopy cover so softening views of the new homes from near & afar. New trees, swales and SuDs features will also be incorporated to collect and cleanse surface water before entering the Siston Brook as well as provide biodiversity benefits. New grassland habitat will be required to reinforce the species rich verges along Siston Hill & Webbs Heath Lane. A major extension and improvements to accessibility of the Forest Park provides a key benefit of the scheme for the wider community. Enhancements to paths and additional habitat will also be provided to the Heath to mitigate additional use. The site also lies within a ‘focus area for nature recovery’ (East of Bristol Commons Connection) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of lowland meadow, dry acid and calcareous grassland should be prioritised accordingly to receive a 15% BNG uplift. At least 10% BNG improvement will be provided onsite.

6. The western edge of the site is characterised by slopes down to the Siston Brook. Care will therefore be required to sensitively incorporate SuDs infrastructure and active travel access towards the high street and Bristol to Bath National Cycle Path. This edge will also be a key driver of character and has potential to create a new wetland habitat mosaic, such as an Alder Carr with boardwalks, naturalistic pools, flowering marsh etc, offering high quality amenity and biodiversity value. Where necessary reprofiling should be minimal and sympathetic to the existing topography. Dwellings will be designed to look over the valley so facing towards the forest park and the Bristol urban area and be of a distinct and beautiful character along this edge.
7. Due to the topography but also the availability of offsite enhancement opportunities afforded by the adjacent Forest Park, Commons and nearby sports facilities provision for children and young people and outdoor sports requirements will primarily be met offsite using developer contributions to strengthen the existing offer. To ensure an accessible neighbourhood and heart to the scheme a new play and outdoor meeting space will be provided near the community hub. This will include an equipped play area, multi-use inclusive space, and a little green space for informal recreational and social use such as picnics. Allotments will be provided elsewhere onsite.
8. Successful integration into the existing community, long-term sustainability and efficient use of land will require active travel opportunities to be maximised. Parking standards will necessarily be lower than current (Jan 25) standards to enable compact forms of development with a high degree of green infrastructure integrated into the scheme. This also necessitates a development which provides high quality routes and significant enhancements for existing active travel connections to the High Street, local schools and west towards Siston Hill. A mobility hub will be provided, and homes will have convenient and secure cycle parking, to promote use of the nearby local national cycle network. A car club and bus service through the site will also reduce the need for parking.
9. To ensure the sites B, C & D are a connected part of the new neighbourhood Site A will provide utilities, vehicular, and active travel connections to the legal boundary as necessary.

Site B

10. The site comprises an attractive collection of farm and outbuildings. These will be retained, refurbished and repurposed as appropriate to provide some residential and business use opportunities. The species rich grassland adjacent the road will be enhanced via a corridor along the frontage of the site. A minimum of 50 dwellings will be provided.

Site C

11. Located between site A & the London Road this site will provide an additional segregated route for active travel between the two sites and possible second vehicular access onto London Road for site A. A minimum of 60 dwellings will be provided. Care will be taken to respect the amenity of the adjoining properties.

Site D

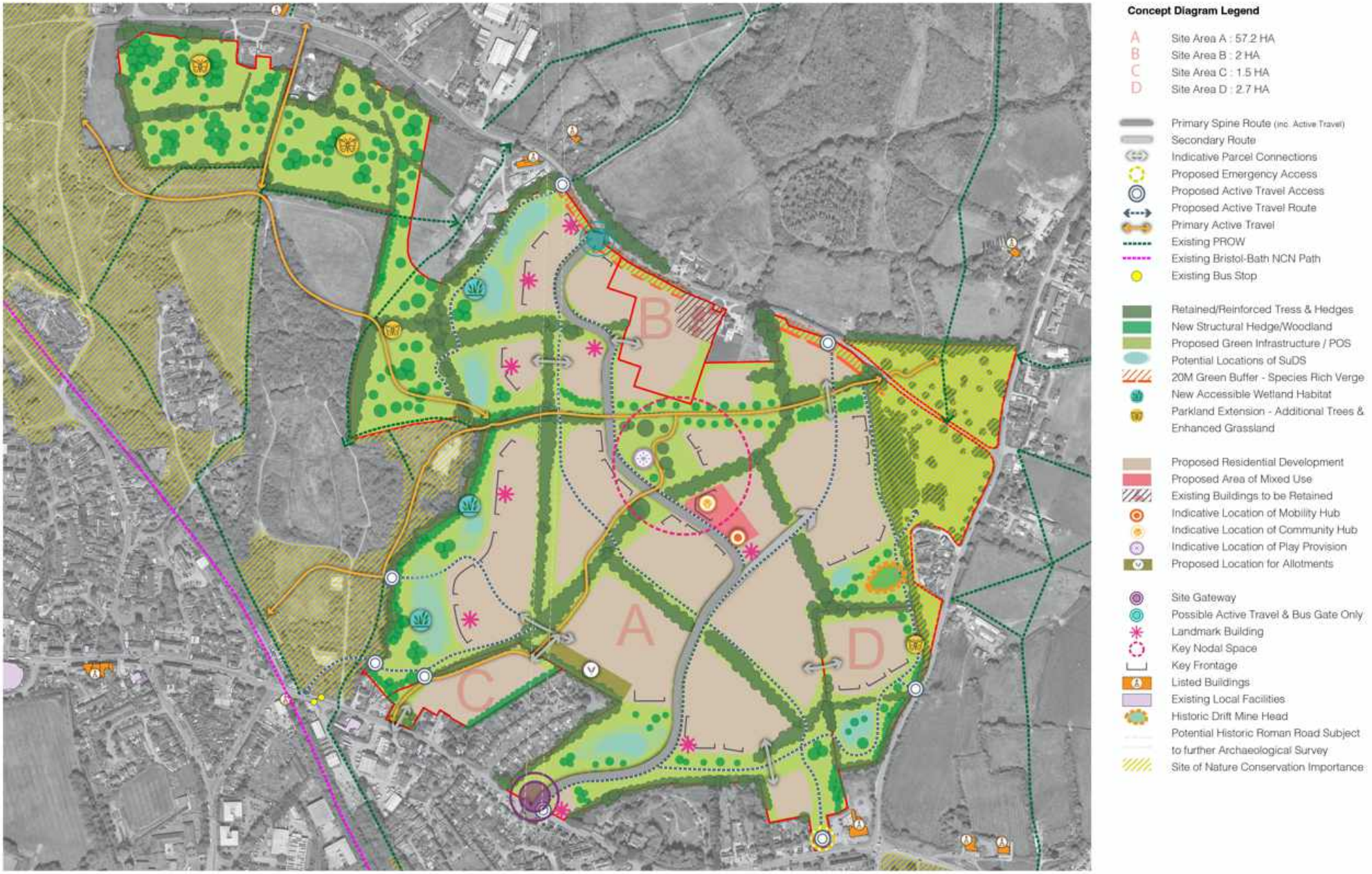
12. Adjacent Webbs Heath Road this site will provide a thick meadow and woodland buffer to the new neighbourhood so contributing to local biodiversity objectives and protecting the rural aspect of this edge and therefore connect (vehicularly) westwards into the new residential area. About 30 dwellings will be provided.

All sites

13. A package of offsite measures will be required to integrate the new neighbourhood into the existing community. All sites will therefore be expected to contribute proportionately towards these items. Sites B, C & D though, due to their smaller size, have a higher net developable area and lower infrastructure burden than site A making them more financially viable. To ensure fairness they will therefore deliver a higher % of affordable housing than site A. In the event that elements are forward funded by the Council contributions will be used to pay back incurred expenditure. An apportionment & tariff mechanism or similar may therefore be necessary to enable these contributions to be equitably shared.
14. Given the proximity of the site to Kingswood Town Centre and Warmley High Street, the development needs to support and not compete with the existing services and facilities. It will therefore not have its own 'local centre' but will provide direct and safe active travel connections to the High Street via the forest park and Site C. The existing Community Centre is also in need of modernisation. Financial contributions will therefore be used to provide environmental improvements to the High Street and invest in improvements to the existing community centre. A small investment fund will also be created for local businesses to bid into and facilitate links between the new neighbourhood and the existing business community.
15. A Roman Road, identified from excavations to the north, is likely to occur within site A and potentially site C. Such roads have the potential to include roadside settlement. Medieval agricultural features are also evident in sites A & B around Mounds Court Farm. Therefore, archaeological investigations will need to be undertaken, the archaeology recorded, and the results properly analysed, published and archived. Layout and designs should respond sensitively and creatively to any remains.
16. Given the large extent of open space and green infrastructure across the 4 sites stewardship arrangements will need to be carefully considered. As residents on sites B, C & D will benefit from public open space and amenities on Site A they will therefore be required to join and contribute towards Site A's stewardship arrangements. The scheme also offers the opportunity for a major expansion to Warmley Forest Park. The Council will work with the promoter of site A towards public ownership and adoption of these areas. (see policy LP29 - Stewardship Arrangements).
17. CIL receipts as well as s106 contributions will need to be retained and spent locally to achieve these objectives. Contributions may be used to pay back expenditure on infrastructure, such as the Ring Road Package, where the infrastructure is delivered ahead of s106 triggers.
18. A master plan and detailed design code will be produced via a community consultation process with local people and stakeholders to inform future development proposals prior to any detailed planning submissions.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP29 - Stewardship Arrangements LP16 - Age Friendly Housing and Care Homes LP11 - Major Sites Delivery Policy

Figure 5. North Warmley New Neighbourhood Concept Diagram



Policy Title:

LP9 - Charfield Village Extensions

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**NEW**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2 - Locational Strategy for South Gloucestershire makes provision for a significant expansion of Charfield village, comprising 775 dwellings and supporting infrastructure. New homes, facilities and open space will extend east of New Street to the Little Avon River and on land around the southwest of the village from the Wotton Road to Little Bristol Lane. This new housing will benefit from the new rail station expected to open in 2027 and provide funding for a major expansion and refurbishment of the primary school, as well as extensive areas of new public open space and provision of new amenities. It will also assist in delivering new bus services and improved active travel infrastructure within the village. This policy and supporting Concept Diagram set out the key principles of development for the new village extensions.

Policy wording

Land comprising two sites at Charfield, north and south of the Wotton Road (Figure 6), will deliver up to 775 new dwellings and supporting strategic and local infrastructure. Development proposals should also comply with policies set out in the made Neighbourhood Plan (Jan 2021). Homes will predominantly be traditional in appearance reflecting the local vernacular characterised by railway cottages and Victorian villas.

Acceptable development proposals will be required to:

1. **Deliver or make financial contributions towards supporting infrastructure, including capacity improvements to J14 of the M5, an expanded primary school and additional nursery places, environmental improvements including active travel & traffic calming measures to the Wotton Road, improved foot and cycle paths throughout the village including the Greenway (and connections to it), outdoor sports provision, a new rail station and enhanced bus services, new local amenities, EV charge points and Travel Plans.**
2. **Work with the Parish Council, existing community and new residents, to consider and implement robust stewardship arrangements for all the strategic green infrastructure and communal facilities across the two sites. This will also include the creation of a single stakeholder group and contribution for community support to assist promote community integration and cohesion across the two developments and with the existing local community (see Policy LP29 - Stewardship Arrangements).**

Site A (south of the Wotton Road) will:

3. **Provide up to 525 dwellings in two distinct, well-designed character areas including a minimum of 75 age friendly homes. 35% of the new homes will be affordable.**
4. **Provide new outdoor sports facilities with ancillary facilities. Meet provision for children and young people including in a central park, and a minimum of 1ha of land for non-residential uses including a mobility hub (including EV charging points, car club vehicles & cycle parking), new community meeting space, nursery, commercial & retail floorspace and funds for repairs to St.James Church.**
5. **Establish a robust and multi-functional green infrastructure network that takes an integrated approach to SuDS, provides tree-lined streets and allotments, enhances and buffers the two SNCI's, respects the PROW network where practical and in the interests of good placemaking, respects the existing vegetation and helps protect the setting of heritage assets, including the Grade I Listed St James Church. New dwellings adjacent the existing village will be provided with additional planting and garden space (at least 15m long) to protect the amenity of existing residents.**
6. **Create vehicular access points onto the Wotton Road and Little Bristol Lane. The two parcels of development will be connected by a tree lined active travel corridor.**

7. **Ensure new development works sympathetically with the topography to minimise the need for reprofiling works and retaining structures.**
8. **A master plan & design code will be agreed prior to the commencement of development.**

Site B (north of the Wotton Road) will:

9. **Provide up to 250 dwellings (35% affordable), an enhanced green infrastructure corridor alongside the Little Avon River, tree-lined streets, provision for children and young people, allotments, and a strategic pedestrian & cycle connection linking New Street to the Wotton Road/Greenway. Access will be via the Wotton Road and off New Street. Existing vegetation will be respected and new dwellings adjacent the existing village will be provided with additional planting and garden space (at least 15m long) to assist respect the amenity of existing residents. A design code will be agreed prior to the commencement of development.**
10. **Work with Network Rail to secure a permanent solution for the Charfield 8 rail crossing.**

Supporting text

Charfield benefits from a range of local amenities, facilities and employment opportunities in the village and local area. A new rail station is also expected to open in 2027. It therefore presents an attractive place to live. New housebuilding in the village in recent years has also been accompanied by a new Co-op convenience food store, café and improvements to the village hall. To expand further the village will need additional infrastructure to make it a more sustainable place to live. The Parish also benefits from a Neighbourhood Plan (Jan 2021).

The number of new dwellings in this part of the district is constrained by capacity and safety issues at M5 Junction 14. National Highways have agreed that up to 775 dwellings may be provided but only subject to the early implementation of an improvement scheme for the junction. In addition:

1. Developers will need to provide early financial contributions for the expansion of the existing primary school and nursery places, as the small Victorian school is now over capacity. Delivery of new primary school places is of high priority and will be required early in the build-out of any further dwellings. The Wotton Road through the centre of Charfield is already busy and footways narrow in places. Traffic will therefore need to be further slowed and provision for pedestrians and cyclists improved, as will foot & cycle infrastructure around the village to encourage local trips by non-car modes. Both sites will also be expected to contribute either in-kind or financially towards the new Greenway (cycle path between Charfield, Renishaw's New Mills, Katharine Lady-Berkeley Secondary School and Wotton-under-Edge), the new rail station, primary care and library services, community meeting space, outdoor sport facilities, active travel, and enhanced bus services. Parking standards on the new sites may be lower than the current minimum standards subject to innovative approaches taken such as car barns and car club vehicles to encourage use of non-car modes of transport and enable lower car ownership.
2. Both sites contain extensive areas of green space. This is welcome but presents a long-term management & maintenance issue. It is paramount therefore that a robust financial solution is found. The developers will therefore work with the Parish Council and local community to formulate Stewardship arrangements that are fair and equitable to all.

Site A (south of the Wotton Road)

3. The site is constrained by the escarpment, the setting of the Grade I Listed church (St. James') at Churchend and distance from the Wotton Road. It also contains two SNCI's and central field/pastureland with mature trees that provides an attractive parkland landscape through the centre of the scheme. It therefore divides into three parcels with capacity for up to 525 dwellings. This creates the opportunity to develop two distinct characterful neighbourhoods and a central sports hub. The scheme will also include land for non-residential uses, including some age friendly accommodation and be at least 35% AH to create a mixed community. (Note: Age Friendly accommodation comes in a variety of models, but essentially is Homes with Care. It is also known as ExtraCare Housing, Assisted Living, Retirement Living Plus or Integrated Retirement Communities). See Policy LP16 - Age-Friendly Housing & Care Homes, for more detail.
4. Non-residential uses will include a new mobility hub, community meeting space, outdoor sports pitches and ancillary facilities (including changing rooms and toilet), MUGA, nursery, retail and commercial opportunities to ensure the new development is a lively vibrant place. The Neighbourhood Plan - policy 8, supports proposals for a 'Business Hub' and the Parish Council are known to need new office space.
5. Existing fields and the SNCI's will be enhanced for wildlife and recreation, including new meadow on the escarpment, new wetland habitat and ponds, equipped play spaces, allotments and walking routes. Existing trees and hedges will be retained and supplemented with additional trees helping to integrate the development into the landscape. The main route through the site will also be tree lined. New dwellings adjacent the existing village edge will be provided with additional planting and garden space to soften views of the new dwellings and help protect the amenity of existing residents.

6. The two residential parcels will be accessed off the Wotton Road and Little Bristol Lane respectively and linked by an active travel corridor. Lighting along the active travel corridor will be sensitively designed, particularly where it crosses the parkland landscape and skirts the outdoor sports facilities.
7. The eastern and western edges of the development are on slopes. It will not be acceptable to simply bulldoze these hillsides to create flat development platforms as this is neither sustainable nor will achieve visually attractive development. New housing will therefore be expected to be planned carefully to work with the slope and to prevent an over-engineered appearance to the development. In some areas roofscape and skyline will also be important, particularly in the context of the setting of the Grade I listed church at Churchend that looks down across the village.
8. A master plan and design code will be produced in consultation with the community prior to any detailed planning submissions to inform future development proposals.

Site B (north of the Wotton Road)

9. This site is characterised by its gentle slope down to the Little Avon River and existing mature field boundaries. The development is therefore necessarily set back from the river to allow for flood events, so providing a wide green infrastructure corridor along its eastern edge that will be enhanced with new meadow and wetland species, improved paths and ponds. New and enhanced green infrastructure will also be used to conserve the setting of adjacent heritage assets. Provision for children and young people and allotments will be provided on-site outside of the flood zone. Access will be off the Wotton Road and a small parcel of development will be served off New Street at its northern end. The Greenway will connect from New Street to the SE corner of the site/Wotton Road. The site is also visible from the Cotswold National Landscape so the roofscape will be an important consideration. New dwellings adjacent the existing village edge will be provided with additional garden space and planting to soften views of the new dwellings and help to protect the amenity of existing residents.
10. The nearby rail crossing was moved to its existing position some years ago to improve its safety, but now due to increased frequency of services and faster trains is again considered unsafe. It is likely that it will need to be closed. The developer will therefore need to work with Network Rail to find a permanent solution before occupations on this site will be acceptable.
11. Both sites also contain a ‘focus area for nature recovery’ (watercourse & riparian buffers) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of riparian habitat (floodplain wetland mosaic grassland, lowland mixed deciduous woodland & ponds) should be prioritised accordingly to receive a 15% BNG uplift.
12. CIL receipts as well as s106 contributions will need to be retained and spent locally to achieve these objectives. Contributions may be used to pay back expenditure on infrastructure, such as the rail station, where the infrastructure is delivered ahead of s106 triggers.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP16 – Age-Friendly Housing & Care Homes

Figure 6. Charfield - Concept Diagram



Policy Title:

LP10 - Almondsbury Village Extension

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**NEW**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2 - Locational Strategy for South Gloucestershire makes provision for an extension to Almondsbury village, comprising 350 dwellings and supporting infrastructure. New homes and open space will extend south and east of Florence Park to a reinforced field boundary and motorway respectively. This new housing will benefit from new foot, cycleways and bus facilities planned along the A38 corridor, expected to be in place by 2028. It will also provide funding for an extension to the primary school, as well as new areas of public open space and additional local amenities. This policy and supporting Concept Diagram set out the key principles of development for the new village extension.

Policy wording

Land adjoining the southern extent of Almondsbury (Figure 7) will deliver an exemplar residential-led contemporary village extension. It will comply with the following key principles and infrastructure requirements:

1. **Ensure a new robust greenbelt boundary along the southern and western edge of the developable area of the allocation [see Figure 7].**
2. **Provide a high-quality, net zero energy residential extension that delivers about 350 dwellings (including a minimum of 75 age friendly homes). At least 40% of the dwellings will be Affordable Homes and 5% will be for self or custom build. It will also provide some small affordable workspaces, a convenience retail outlet and/or cafe.**

3. **Establish a multi-functional green infrastructure network that takes an integrated approach to SuDs, respects the local PROW network, protects and enhances the existing hedgerows, provides allotments, tree lined streets, provision for children & young people and achieves a minimum of 10% Biodiversity Net Gain (BNG) onsite. New dwellings adjacent the existing village will also be provided with additional planting and garden space (at least 15m long) to protect the amenity of existing residents.**
4. **Provide an area of informal recreational open space on flat land in the southwestern field, seek to collaborate with and make improvements to the adjacent Charity land and provide financial contributions to enhance nearby existing outdoor sports facilities.**
5. **Provision of a primary vehicular access from the A38 with primary active travel connections via Florence Park. The primary street will be a very low speed tree-lined corridor incorporating segregated active travel. New pedestrian crossings will be provided across the A38 (by the CRSTS project), and improvements made to existing paths to provide a safe active travel route(s) to the school. Active travel will be further promoted by integration of cycle storage (where possible into the front of properties), and a mobility hub including provision of electric bikes & scooters for hire, a cycle repair shop or service, EV charging spaces, a car club and reduced parking standards. A Travel Plan will also be provided for new residents.**
6. **Provide financial contributions towards nursery, primary, secondary and special education needs, community meeting space(s), primary care, library, bus and waste services in the locality. Financial contributions will also be required towards offsite Gypsy & Traveller pitches.**
7. **The Concept Diagram provides a framework for a future more detailed community consultation and master planning process. A masterplan & design code will be agreed prior to the commencement of development.**

Supporting text

The proposed extension to Almondsbury benefits from its proximate location to the Bristol Urban Area and planned active travel and bus improvements to the A38 corridor. In one ownership, this site has the potential to be legacy defining, raising standards of new development in the district and sub-region.

1. The development area, Cope Park and Florence Park will be removed from the Green Belt, so establishing a new Green Belt boundary along the A38, M4 & the southern edge of the allocation. The southwestern most field, which is exposed to views from the SW and adjacent charity land will remain in the greenbelt and accommodate informal active recreation uses. The southern boundary of the site will be reinforced with new tree planting, swale and SuDs features and a strong build line with homes looking out over the adjacent landscape.

2. To achieve efficient use of land, a vibrant community and environmental performance objectives the new development will need to be relatively compact in form and include a mixture of uses including some small-scale affordable workspaces, a convenience retail and or food outlet(s), age friendly accommodation and allotment. Strong continuous build lines will also be established along the M4 and southern edges to help protect the rest of the development from noise and create characterful edges. These non-residential uses as well as open space areas will be supported by robust long-term stewardship arrangements that ensure affordability in perpetuity (see policy LP29 - Stewardship Arrangements). (Note: Age Friendly accommodation comes in a variety of models, but essentially is Homes with Care. It is also known as ExtraCare Housing, Assisted Living, Retirement Living Plus or Integrated Retirement Communities). See Policy LP16 - Age Friendly Housing & Care Homes, for more detail.
3. Green Infrastructure will be integrated throughout the scheme. Existing field boundaries will be maintained and reinforced, streets will be planned to incorporate trees of sufficient stature to provide effective canopy cover and rain gardens. New trees, swales and SUDs features will be used to reinforce the greenbelt edge as well as provide biodiversity benefits. The site also lies within a 'focus area for nature recovery' (South Gloucestershire Ridges & Parkland Vale) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of traditional orchards, lowland mixed-deciduous woodland, scrub & species rich hedgerows should be prioritised accordingly to receive a 15% BNG uplift. The scheme may also need to contribute towards SAMM (Strategic Access Management & Monitoring) and on or offsite SANGS (Suitable Alternative Natural Greenspace).
4. The southwestern most field is relatively flat on its northern part and provides extensive long-distance views. Therefore, potentially in combination with the adjoining Charity land will provide a sizeable area of informal recreational open space to deliver informal recreational opportunities. Some on-site outdoor sports facilities will be provided such as a full-sized multi-use games area with the remaining requirement to be provided via financial contributions towards existing local outdoor sports facilities. Working with the adjoining Charity to make improvements to this land would be considered a major benefit of the scheme.
5. The primary vehicular access will be from the A38 via the northeastern field. An emergency access and primary active travel route will be provided via Florence Park. An additional pedestrian connection will also be provided via The Hill to the west. New crossings are planned across the A38 to provide safe walking routes to amenities in the village. Options will be considered and improvements made to active travel connections to the lower village. Active travel will also be promoted by a range of measures including homes that promote cycle use via accessible bike storage to the front of properties, a mobility hub including electric bike & scooter hire and repair services, a car club, EV charging points, reduced residential allocated parking provision and travel planning measures.

6. The local primary school is small and at capacity. Financial contributions will therefore be prioritised to fund expansion and improvements to accommodate the increase in pupils. Safe Routes to School from the new development will therefore be essential, including improvements to the public realm outside the school. Gypsy & Traveller pitches will be provided offsite via a financial contribution. CIL receipts as well as s106 contributions will need to be retained and spent locally to achieve these objectives. Contributions may be used to pay back expenditure on infrastructure, such as the Woodlands/Almondsbury Transport Package, if the infrastructure is delivered ahead of s106 triggers.

The local primary school is small and at capacity. Financial contributions will therefore be prioritised to fund expansion and improvements to accommodate the increase in pupils. Safe Routes to School from the new development will therefore be essential, including improvements to the public realm outside the school. Gypsy & Traveller pitches will be provided offsite via a financial contribution. CIL receipts as well as s106 contributions will need to be retained and spent locally to achieve these objectives. Contributions may be used to pay back expenditure on infrastructure, such as the Woodlands/Almondsbury Transport Package, if the infrastructure is delivered ahead of s106 triggers. A master plan and detailed design code will be produced via a community consultation process with local people and stakeholders to inform future development proposals prior to any detailed planning submissions.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP29 - Stewardship Arrangements LP16 - Age Friendly Housing & Care Homes

Figure 7. Almondsbury - Concept Diagram



Policy Title:

LP11 - Major Sites Delivery Policy

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**N/A – new supplementary policy**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

The NPPF requires LPAs to maintain a 5-year housing land supply. Large strategic development sites can take years to implement given the number of interested stakeholders, complexity and significance of issues such as the infrastructure required to accompany them. Several strategic sites are now under construction in South Gloucestershire at places such as Lyde Green, Harry Stoke, Charlton Hayes, North Yate and Cribbs Patchway/Filton Airfield. The Council therefore now has substantial experience in large site delivery. Similarly, the importance of such strategic sites to housing supply in creating successful new mixed and balanced communities for the long-term and the inherent delivery challenges have been recognised at a national level by organisations such as the Town and Country Planning Association (TCPA). Consequently, the TCPA have published documents including, 'Building Successful New Communities' and 'Delivering New Communities (A Technical Guide to Project and Programme Management for Local Authorities'). In order to improve outcomes and speed delivery it is vitally important that this learning is captured and applied in a consistent way across the new strategic development sites both to bring forward the sites and supporting infrastructure as quickly as possible. The policy therefore sets out a series of critical generic requirements applicable to proposed developments at Woodlands & North Lyde New Villages, Carsons Green & Rockhouse Farm, & North Warmley New Neighbourhoods, but may be tailored accordingly to smaller allocations and development proposals that come forward during the life of the plan.

Policy wording

In order to deliver high quality and cohesive communities at the strategic development allocations of Woodlands & North Lyde New Villages, Carsons Green & Rockhouse Farm, & North Warmley New Neighbourhoods, landowners & developer partners will be required to:

1. **Agree a clear vision, programme management plan and governance structure.**
2. **Plan the allocation in a comprehensive manner, working jointly with relevant landowners and developers including registered providers and self and custom build enablers, to ensure infrastructure costs are shared fairly and proportionately.**
3. **Agree the composition, administer, and promote community co-design and ongoing liaison via a stakeholder engagement group that will meet regularly through the design and construction phases.**
4. **Develop a wider community engagement strategy that communicates progress of the scheme and opportunities for community involvement from concept to final delivery.**
5. **Undertake pre-app engagement and Design Review of the emerging masterplan and Affordable Housing masterplan, initial development parcels, and key parts of the scheme, including Design Code testing prior to 1st R/Ms approval.**
6. **Provide an Affordable & Self & Custom Housing masterplan(s) and delivery schedule(s) to ensure that they are delivered in step with the market housing over the course of the development.**
7. **Depending upon the vision and particular objectives of the scheme, and where otherwise required by other policies of the plan, utilise a nationally recognised accreditation standard(s) for example, BREEAM Communities and Building with Nature.**
8. **Set out, consult on and agree long-term community development & stewardship arrangements in partnership with the Council and relevant stakeholders including registered providers (see Stewardship Arrangements Policy also).**
9. **Provide topographical and strategic level drainage & earthmoving information at outline application stage to demonstrate strategic green infrastructure, drainage & public open space requirements function and fit as part of the master planning process.**
10. **Provide ecological, landscape, play and community benefits early in the early construction phases.**
11. **Work with partner organisations to realise additional infrastructure and Affordable Housing funding throughout the lifetime of the construction phase.**
12. **Include review mechanisms to ensure sustainable construction, climate mitigation and adaptation objectives keep pace with new regulations, technology, national and local policy objectives.**
13. **Provide opportunities for SME housebuilders, custom and self-builders.**

14. **Provide a community, retail & employment strategy that integrates opportunities and floorspace across the scheme for a range of uses, types and scale of businesses including marginal activities such as start-ups, SMEs and charities, in the short (during the construction phase) and long-term.**
15. **Agree and implement a construction and post construction monitoring and reporting regime to ensure compliance with required standards and feedback of resident's satisfaction.**

Promoters of other major development sites (over 500 dwellings / 50,000sqm commercial) should carefully consider and agree at pre-application stage with the Council which of the above requirements are appropriate and should form part of any subsequent planning application and permission.

Supporting text

1. Large scale new communities are complex, long-term projects that require commitment across the political, economic, corporate and planning divisions of the Council as well as clear lines of responsibility both at the Council and developer partner(s). Success will also in large part depend on robust programme management so that the various elements can be holistically planned and delivered, and a strong shared vision of the new community to clarify priorities, measure progress against and thereby ensure that the ambition is achieved. A clear programme should as a minimum identify milestone dates and key stakeholders. Appropriate governance, in terms of the composition, responsibilities and regularity of meetings of personnel on both sides can then be identified and agreed. The vision, programme and governance structure should be agreed ideally at pre-app stage but absolutely prior to outline approval. Governance arrangements should evolve through the life of the development and include specific arrangements for collaboration to ensure for example, timely and phased adoption of roads and open spaces. A Planning Performance Agreement(s) (PPA) will be integral in creating and structuring a collaborative approach as well as identifying necessary additional resources and expertise required by the Council to assist deliver the new community in a timely way.
2. Complexity and thereby risk and time can be reduced if the number of delivery partners is minimised. The Council will therefore require that all key landowners and developers, including registered provider partners and self & custom build enablers where appropriate, work together to equalise land value where possible, master plan in a comprehensive way and share infrastructure costs proportionately. The vision and governance arrangements should reflect this comprehensive approach.

3. People and community should be central to the vision of a new place. Community involvement can be undertaken in many ways but critically it should be ongoing, regular, honest and open. Clear scope and defined objectives can assist this process. Developer partners will therefore be required to set out, agree and administer a clear community engagement process, including community co-design & regularised stakeholder engagement through the life of the scheme to final completion. Stakeholder engagement arrangements during the pre-construction phase should be identified in the PPA and post outline approval via the s106.
4. The benefits of a new development to the wider community are often not widely shared leading to a negative view of new housing. Developer partners will therefore be required to set out and deliver a community engagement strategy beyond the usual pre-application and outline application stages. It should be agreed at outline planning application stage and should provide updates on progress, including delivery of infrastructure such as Affordable Housing and new sustainable transport options. It should also, provide and advertise opportunities to get involved.
5. The NPPF requires that Local Authorities have access to tools such as design review panels to assist promote high quality design. Design review is best carried out early in the design process but can also be used to test emerging design codes and subsequent reserved matters for key parts of the development such as the first residential phases, local centre and strategic POS areas. Formal pre-app advice services should similarly be used to test emerging proposals. Design competitions for key aspects of the scheme should also be considered and included as part of the process. Developer partners will therefore be required to agree and set out, through the PPA and subsequent Design & Access Statement at outline stage, when design review and pre-app services will be utilised. Design Codes for early phases will be required as part of the outline application.
6. A specific Affordable Housing masterplan is required to set out where the Affordable Housing will be approximately located. This is to ensure that each phase of the development delivers an appropriate tenure balance and AH clusters are appropriate such that the development will result in a mixed and balanced community. An Affordable Housing delivery schedule is also required so that the proportion of Affordable Housing planned for each phase can be monitored. This is to ensure that Affordable Homes are not deferred until late in the construction period, which would delay meeting need, and potentially lead to overly large clusters and threaten deliverability. The delivery schedule must be updated alongside each reserved matters layout application for respective parcels of development. Equally, the site(s) and phasing for the self and custom build housing must be identified on the masterplan. Custom and self-build developments are best delivered in a single or large cluster(s) in a location(s) that enables delivery separate to the main housing development. This is to enable safe access for the custom and self-builders or sale to a custom build enabler to deliver the dwellings on behalf of the custom and self-builders and the master developer.
7. Accreditation to an independent development standard is a further way to ensure design quality. The Council will therefore expect at outline application stage and via condition or s106 that the master developer seeks to achieve an appropriate nationally recognised accreditation to demonstrate high quality design.

8. Community development and stewardship arrangements are critical components of delivering long-term sustainable communities. Community development should be considered from the outset and agreed via the outline application, to ensure early residents are supported in terms of accessing services and social cohesion. Some Affordable Housing providers have experience in providing such support and or community development and should be part of long-term estate stewardship arrangements. Such support should not therefore be onerous if considered early and carefully with possible partners. See Policy LP29 - Stewardship Arrangements also.
9. Time and again insufficient attention is paid at the feasibility stage and pre-app stage to the space required to accommodate strategic green infrastructure, drainage and formal public open space areas. This can lead to significant delays during the detailed planning application process. Common mistakes during the pre-application master planning / design phase include failure to consider the impacts of or accommodate slopes and insufficient space provided to buffer existing green infrastructure and proposed new sports, play areas and SUDs features. This can lead to hard usually unacceptable and over engineered solutions being put forward at the detailed design phase, leading to time delays and the loss of both existing vegetation and development areas, potentially undermining the original vision and ambitions of the scheme. Developer partners should therefore take steps and care to demonstrate that such requirements can be accommodated appropriately prior to and at the outline application stage.
10. The health & wellbeing benefits of access to green space and community amenities are now well established. ‘Landscaping’ and sometimes community facilities are however often left to the end of the development process. This can leave large new developments appearing stark and denuded of vegetation and lacking in amenities for many years during the construction phase and after. Strategic areas of open space that can be planted up early, potentially at the very start of the development should therefore be identified and delivered as soon as possible. Similarly, areas for play and temporary or permanent community meeting spaces should be provided early in the build out. This will lead to benefits for new and existing nearby residents and wildlife, but no doubt also assist market the development to prospective customers. These areas for early planting and community amenities should be identified at outline stage and agreed via condition or s106.
11. Large scale new developments often have very high infrastructure costs that can impact on viability and ultimately the amount of Affordable Housing. This can undermine local support for such projects from the outset. New funding opportunities however may arise during the construction phase as national and sub-regional imperatives to speed delivery and/or deliver more affordable homes change. Mechanisms should therefore be considered and agreed at outline stage to promote joint working to enable any such opportunities to be investigated and bids to be made to maximise affordable housing and infrastructure delivery.
12. Similarly, technology and regulatory standards are likely to continue to evolve as the necessity to meet climate change objectives continue to step up. Mechanisms should therefore be considered and agreed at outline stage to ensure and enable that the most up-to-date standards and technology are incorporated as the development builds out.

13. In recent decades the number of housebuilding companies has been declining. The diversity of new housing has also declined with many of the large housebuilders providing extremely similar 'product' and therefore little customer choice. The Letwin Review subsequently identified the need to maximise diversity in local housing markets as a key means not only to provide more choice but also to speed delivery of large-scale new communities, by ensuring 'product' caters for as wide a possible cross section of potential customers so increasing sales rates. It is required therefore that opportunities for small and medium sized housebuilders, such as by providing a variety of parcel sizes, as well as self and custom build opportunities should be provided for sale on these new communities. SME & self-build parcels should be agreed at outline stage.
14. Recent years have seen significant changes away from traditional forms of retail & employment uses to more online and footloose activities. However, integrating a range of uses across a new community remains critical to providing walkable and vibrant places. Indeed, more homeworking for instance means that local amenities and services become more important. These, often small-scale activities, can also sit comfortably side by side with residential properties. As residential property values have also risen outpacing yields from some employment and retail activities the economic incentive to provide for such activities is increasingly challenging. Proposals and permissions that for instance provide 'up to' xm^2 of retail & employment space now appear out-dated and not fit for purpose, leading to disillusionment with the development, as promised maximum square footage of such space do not materialise. Careful consideration is therefore required as to how more homeworking and marginal economic activities can be supported and integrated into new developments, as well as the usual convenience retail and commercial operations. Minimum floorspace requirements should be set, owner and stewardship models put in place to enable the early and long-term provision of a range of affordable flexible space integrated into central hubs and more generally across the new community. Pop-up and meanwhile uses should also be provided during the construction phase to help promote such economic and community activity. Some Housing Associations have experience in regeneration and foundation economy delivery that could be explored to assist deliver other non-residential uses. A strategy and partners should be set out and agreed at outline stage.
15. The difference between stated high ambitions and eventual outcomes (the performance gap) is a genuine problem and again can lead to disillusionment and opposition to new development. There are many reasons for this from poor regulation and communication to lack of resources, skills and staff turnover during the life of a project. Agreeing realistic ambitions and good governance can go some way to addressing the issue, but good governance requires good information. Measures should therefore be agreed, and resources put in place to collect some key indicators and regularise monitoring activities. These key indicators may vary through the life of the new development. Results should be shared openly and honestly with all stakeholders. Indicators and monitoring activities could range from regularised surveys of tree protection fencing and post phase completion audits of landscape & street tree implementation, to new resident satisfaction surveys. Better communications and regularised monitoring of activities will also lead to reduced potential for enforcement and remediation activities as well as improved relations between all parties. A monitoring strategy should be agreed at outline stage.

All of the issues above should be reflected appropriately in the respective plans, conditions and legal agreements of the new communities to ensure their delivery.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP29 - Stewardship Arrangements

Policy Title:

LP12 - University of the West of England, Frenchay Campus

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS28 – The University of the West of England**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

The University of the West of England (UWE) has more than 42,600 students (including 11,700 based abroad) and 4,300 staff and contributes significantly to the local economy, playing a key role in the West Innovation Arc and West of England local Growth Plan. Over the Plan period its long-term aim is to consolidate its activities at Glenside and Bower Ashton onto its primary campus at Frenchay, which it will continue to remodel in accord with its academic-first focus supporting an improved environment for students and visitors including additional student accommodation, better public realm and shared community facilities.

Once located on a greenfield site, over time firstly commercial and now residential development, including significant new communities at Cheswick and Harry Stoke, now adjoin the site. As a result, UWE is now integrated into wider suburban context and needs to serve as a hub for the suburban community lying around it. Therefore, whilst the campus provides opportunities for example in relation to a modal hub, it also generates pressures on parking, transport, character of the local housing market, health care and other public services that will need to be addressed as a result.

This change of locality for the University is key in planning for the future role of the campus and it will be important to ensure decisions are located in this wider spatial and resource context. Accordingly, as UWE brings forward further development phases of its plan for the Frenchay campus, including increased student accommodation on site, it will be expected to play its part in creating a successful mixed community, including supporting community facilities and mitigating the impacts on transport and other infrastructure.

This policy will guide future development at UWE by setting out the main uses and key development criteria for the wider campus. In addition to this policy, part of the site is currently undeveloped and is being allocated through this plan for mixed use with a minimum 1,500 student bed spaces and 50,000sq.m. employment uses (Policy - LPS2 Locational Strategy for South Gloucestershire as shown on the Policies Map (NF3) and in Appendix 1 NF3 - Land at the University of the West of England).

Policy wording

1. **The following types of development will be supported within the University of the West of England Frenchay Campus:**
    a. **Specialist student accommodation, Build to Rent accommodation, research and education facilities, compatible employment uses, renewable energy generation, community, sporting and cultural facilities, additional public transport and active travel infrastructure and public realm, green infrastructure and open space.**
2. **Development proposals will be supported that provide for:**
    a. **Improved public transport connections to and through the site and stopping points, and an improved bus interchange; and**
    b. **Additional walking, wheeling and cycling access points and routes through the site, to facilitate access within the site and opportunities to improve connectivity to and serve neighbouring residential, commercial and retail areas, Southmead Hospital and Parkway and Filton Abbey Wood stations; and**
    c. **Measures that ensure there will be no addition to off-site parking as a result in nearby residential neighbourhoods; and**
    d. **The provision of specialist student accommodation, including 1,500 bed spaces within site allocation (NF3) within the Plan period; and**
    e. **Enhanced community access to existing and any new, proposed on-site social, cultural, sporting and recreational facilities; and**
    f. **New and enhanced public realm and open space which provides a high-quality campus environment; and**
    g. **An enhanced and well-integrated Green Infrastructure and surface water drainage network including a strategic woodland link between Splatts Abbey Wood and Stoke Park via the east side of the site allocation (NF3) to respond to the Local Nature Recovery Strategy focus area; and**
    h. **Continuation of the substantial contribution UWE has made to reduce its carbon dioxide emissions across the estate; and**

i. **Employment uses that are compatible with the University within Use Classes E(g)(i) - Office, E(G)(ii) - Research and Development, E(G)(iii) - Light Industrial, B2 - General Industry and F1(a) for the Provision of Education, of the Use Classes Order 1987 (as amended) or any future equivalent provision.**

3. **Application of the policy:**

   a. **All major development proposals should be supported by a wayfinding strategy, incorporating highways traffic management proposals; and**

   b. **Proposals for specialist student accommodation should:**

      i. **make appropriate provision to health care, and other public services as required, and**

      ii. **be supported by an open space strategy.**

   c. **The MOD should be consulted at an early stage and be satisfied that there are no security issues arising from proposed development, in particular relating to taller buildings.**

Supporting text

Improved public transport connections and bus interchange

1. UWE is now a public transport hub as the Cheswick bus link and rapid transit route have been delivered in recent years with the high volume of student use supporting an attractive bus service. There is need to continue to enhance routes and provide additional stopping points as the campus develops. The bus interchange requires upgrading to facilitate service and modal interchange.

Walking wheeling and cycling accessibility

2. The campus has developed in a piecemeal way and as a result it is difficult to navigate on foot, wheeling or cycling in places. A wayfinding strategy incorporating appropriate traffic management proposals, is required to demonstrate enhancement to the accessibility and legibility both within and through the campus given the role the campus now plays at the heart of the surrounding residential communities, to ensure its integration and its ability to play a full role in the communities around it.

Parking

3. To ensure parking in neighbouring residential neighbourhoods continues to be well managed. Opportunities for further parking management measures including contributions from the university will be sought in association with new proposed student accommodation or employment development including through Section106 and green travel planning. This will continue UWE's proactive management arrangements to discourage students from keeping cars. Complementary measures will also be expected to be taken to reduce the need for staff car parking.

Specialist Student Accommodation and Build to Rent

4. UWE has an ambition to provide specialist student accommodation for c3,000 bed spaces to meet the needs of students within its Frenchay campus. The accommodation is planned in a series of phases with the first c1,600 subject to planning consents and applications. The final 1,500 bed spaces will be provided during the plan period within the site allocation (Land at the University of the West of England – NF3).
5. In addition to its specialist student accommodation there may be potential to provide specialist Build to Rent accommodation within the campus which is typically 100% rented, professionally managed, in single ownership and management control.

Enhanced community access

6. Proposals which would deliver enhanced community access to social, cultural, recreational and sporting facilities at the University will be supported, where appropriate, to help to provide community facilities within the locality, encourage social integration and support communities' health, social and cultural wellbeing.

High quality Green Infrastructure, public realm and open space

7. The quality of recent buildings at UWE has been good, however, a co-ordinated and connected approach to design is required to achieve an enhanced and integrated university campus. Applications for new development should be accompanied by a wayfinding strategy and a green infrastructure and open space strategy which meets the requirements of CS24.
8. In planning Green Infrastructure consideration should be given to links for nature into and through the campus. The site allocation NF3 has been identified in the West of England Local Nature Recovery Strategy as a focus area for nature recovery. To respond to this a strategic woodland link should be provided between Splatts Abbey Wood and Stoke Park as shown indicatively on Figure 1. This will provide the best solution for nature and most cost-effective solution for the University to meeting their requirements for Nature Recovery and Biodiversity Net Gain.

FIGURE 1: UNIVERSITY OF THE WEST OF ENGLAND, FRENCHAY CAMPUS



KEY

- University of the West of England, Frenchay Campus
- Green corridors: Strategic woodland links between Splatts Abbey Wood and Stoke Park
- Site Allocation NF3, land at the University of the West of England, Frenchay Campus
- Safeguarded Employment SEA51, University of the West of England

Carbon reduction across site

9. The continuation of the university's substantial progress in making reductions in carbon dioxide emissions across the estate aligned will be expected to be continued over the plan-period, with the objective for it to be carbon neutral with net-zero emissions of greenhouse gases by 2030. Measures to achieve this would include the implementation of energy efficiency programmes intended to minimise energy demand, new on-site renewable energy generation plant, measures to decarbonise UWE's existing heat networks, and to extend the delivery of heating and cooling via thermal networks.

Economic Development Uses

10. UWE is a major driver of the local economy in terms of its direct employment and has a research and innovation role which already supports associated business uses. Parts of the campus are safeguarded for employment uses under Policy LPS7 - Safeguarded Employment Areas and in addition 50,000MSq of employment uses, which could also include new research and education facilities will be provided with the site allocation NF3. Compatible employment uses within the UWE campus are those falling within Use Classes E(g)i – office, E(G)(ii) - Research and Development E(g)(iii) Light Industrial, B2 – General Industry and F1(a) for the Provision of Education of the Use Classes Order 1987 (as amended), or any future equivalent provision and Other Economic Development uses as set out in Policy LPS7 - Safeguarded Employment Areas. Main Town Centre uses will additionally need to meet requirements of the sequential test and impact tests, where applicable under Policy LPS8 - Town Centres, Retail and Leisure.

MOD Abbey Wood

11. MOD Abbey Wood is a Ministry of Defence establishment which is adjacent to the UWE campus to the West. The MOD should be consulted at an early stage to ensure that there are no security issues arising from proposed development in the vicinity of the MOD site. This includes location and height of buildings which overlook the site.

Additions	
Key evidence	
Other relevant policies to cross-reference	Policy LPS8 - Town Centres, Retail and Leisure Policy LPS7 - Safeguarded Employment Areas

Policy Title:

LP13 - Land at former Filton Airfield - Brabazon

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Partially replaces CS26 Cribbs/Patchway New Neighbourhood**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

The purpose of this policy is to guide development at the former Filton Airfield, now known as Brabazon. This is a very significant brownfield development site which, if its potential is realised and supported by appropriate infrastructure investment, will transform the area and play a major role in the West of England Mayoral Combined Authority Growth Plan and 'West Innovation Arc'.

The site was allocated in the South Gloucestershire Core Strategy (2013) as part of the wider Cribbs Patchway New Neighbourhood (CPNN) (Policy CS26). CS26 allocated land for a major mixed-use development on 480 hectares of land at Cribbs Causeway, Patchway and Filton, with 5,700 dwellings, 50ha of employment land, together with supporting infrastructure, services and facilities. Much of CPNN has been subject to separate planning applications and consents and is already developed or under construction. These will continue to be managed through saved policy CS26 until fully delivered. This policy concerns the former Filton Airfield and will replace CS26 for that part of the CPNN.

Planning permission was obtained in 2018 for mixed use development on the former airfield based on the Patchway Development Framework (2014). This consent was partly delivered but has been superseded by a higher density scheme and planning applications. This is in response to and supports a proposed arena adjoining the site but within the Bristol City council area. A resolution to grant outline permission was given in February 2024 for 6,500 homes, student and extra care accommodation, new schools and nurseries, restaurants, hotels, 270,000 sqm of offices, 55,000 sqm industrial, 25,000 sqm town centre uses, community buildings, health and sports provision. The masterplan also provides for adequate access to the planned 17,000 seat arena which is accessed through the airfield. During the Plan period is it likely that the aspiration for a further increase in the density of

development, beyond that envisaged in the current planning applications, will also be explored.

As it develops, Brabazon will need to continue to mitigate the impacts of development and play its part in integrating with neighbouring communities.

This allocation meets national guidance to make effective use of land and make best possible use of brownfield land within the plan area.

Policy wording

1. **In the period up to 2040 and beyond, Brabazon will be further developed as a high density, urban, mixed-use community with transport infrastructure and services and facilities on site to support the higher densities.**
2. **In particular, the Council will support development proposals that provide for:**
    a. **A minimum of 6,500 dwellings up to and beyond 2040, including affordable housing and specialist accommodation for students and older people. The number of homes which are deliverable within the plan period will be reviewed and updated annually and set within the Council's Housing Trajectory; and**
    b. **Potential for further residential and employment capacity dependent on significant transport infrastructure improvements; and**
    c. **The committed infrastructure secured by the CPNN Infrastructure Delivery Plan (IDP) will support and fully mitigate residential development up to 3,675 dwellings; and**
    d. **Residential development beyond 3,675 dwellings will come forward as a series of further key phases and will be dependent on monitoring, assessment of infrastructure impacts and delivery of any additional supporting infrastructure required; and**
    e. **Higher density development with a mixture of houses and apartments, including taller buildings and mixed-use commercial developments; and**
    f. **Schools and nurseries, community buildings, health facilities public open space and sports facilities to support the quantity and type of residential and employment development; and**
    g. **A new railway station, metrobus route, active travel measures and key links to support 3,675 homes based on existing transport schemes secured in the CPNN Infrastructure Delivery Plan (IDP). Further phases of development will need to be based on modal shift by significantly improving the capacity and frequency of public transport including new modes and rail network infrastructure as well as encouraging and enabling active travel. Strategic road infrastructure improvements may also be required; and**

h. Delivery of high-quality public realm and public open space, a new destination park and surface water drainage network. Due to the unique density and nature of development involved at Brabazon, proposals will need to demonstrate high quality multifunctional open spaces, robust management and maintenance provision, an appropriate long-term stewardship vehicle and compliance with Natural England's Urban Greening Factor standards; and

i. A series of local centres and a local centre with variety of uses located adjacent to the new arena of up to 25,000 sqm; and

j. Employment development including 6.5 ha of industrial uses and significant further E use employment within mixed use areas.

Supporting text

Housing

1. Delivery of new homes is dependent on a number of factors including the provision of supporting infrastructure. The number of homes which we can demonstrate to be deliverable within the plan period will be presented in the Council's Housing Trajectory and updated annually.
2. Due to the scale and location of the Brabazon development and the aspiration to achieve higher density urban environment it will be possible to accommodate taller buildings than would be acceptable elsewhere in South Gloucestershire.

Public Realm and Open Space

3. As a uniquely high-density development within South Gloucestershire, the adopted policies and requirement for public open space set out in saved policy CS24 are unlikely to be met. However, this policy does require green infrastructure and high-quality open space and places meeting needs for all categories of open space with enhanced utility in response to high numbers of users.
4. Significant new areas of public realm and open space created should be age friendly, resilient to a changing climate and allow for 24 hour access where on key public routes.
5. Development proposals should seek to deliver the aims of the Natural England Green Infrastructure Framework including the use of Urban Greening Factor and/or Building with Nature to demonstrate robust GI provision.
6. A long-term stewardship vehicle is required to ensure open spaces will be adequately funded and avoid maintenance costs being disproportionately passed onto residents.

Employment

7. This is area has potential to play a key part in the region's growth plan and the Western Innovation Arc. 6.5 Ha of land is safeguarded for industrial uses under Policy LPS7 - Safeguarded Employment Areas as well as a substantial element of office and commercial uses within mixed-use, high-density development. There is a need to strictly control and monitor the level of commercial floorspace delivered within mixed use areas to ensure that it is the desired quantum and type to meet economic needs.

Additions	
Key evidence	
Other relevant policies to cross-reference	Policy LPS7 - Safeguarded Employment Areas Saved policy CS 26 - Cribbs Patchway New Neighbourhood

Policy Title:

LP14 - Severnside Employment Area

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS35 - Severnside**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

This policy, in addition to the requirements of Policy LPS7 - Safeguarded Employment Areas, provides requirements for new developments coming forward within the Severnside Employment Area. It is a significant employment location of over 650 hectares, comprising predominantly large-scale warehousing and industrial uses, previously developed land, and greenfield sites not yet developed. Land East of B4055, Pilning Station is an additional proposed site allocation to complement this and provide further grow on space.

Together with employment developments at Avonmouth (within the administrative area of Bristol City Council) the Severnside Employment Area forms a globally significant enterprise zone at the Severn Estuary with strengths in net zero energy transition and logistics.

Outside of the defined employment area however, Severnside is a rural location where many people live. It includes five villages; Severn Beach, Redwick, Pilning, Easter Compton, and Hallen, as well as residential properties in the open countryside. It is crucial that economic benefits arising from the employment area should not come at the detriment to living conditions of residents in the wider area.

Severnside is also part of the Severn Estuary which provides for nationally and internationally important wildlife, reflected by its nature conservation designations, as well as having significant heritage assets.

Recent improvements to flood defences along the Severn Estuary maintain the current level of risk from tidal flooding up until the year 2098 at the 1 in 200 years flood event including an allowance for climate change. While this provides sufficient protection for employment uses, due to the flood risk level, Severnside remains unsuitable for uses more sensitive to flooding. Severnside's important ecological and heritage assets, as well as other major constraints include:

- National and international nature conservation designations relating to the Severn Estuary;

- Risk of flooding from the River Severn due to breaching or overtopping of the existing flood defences, coupled with a rising tide level, as well as groundwater flooding, fluvial flooding from the local rhine network, and surface water flooding;
- Limited capacity on the existing local highway network;
- High level of archaeological assets and potential assets across the Severn Levels; and
- Risks of mobilising contaminants, particularly those within land linked to the former long-established chemical and petrochemical industries, and associated landfills.

The continuing development of individual land parcels could cumulatively impact on these, and in particular:

- Have a significant effect on the ecology and conservation assets of the Severn Estuary and cause significant and irreparable damage to estuarine and floodplain ecology;
- Reduce flooding capacity and increase the risk of flooding to third parties;
- Damage the network of rhines which provide the local drainage network, and which are of ecological interest;
- Worsen traffic congestion on the local road and motorway network; and
- Result in the irretrievable loss of valuable archaeological assets.

The vision for the Severnside Employment Area is therefore that it will continue to provide a regionally significant employment location where employers, landowners and developers will work with the Council, other agencies, and Bristol City Council to unlock its economic potential and improve strategic and local transport infrastructure.

Further employment developments however must be designed and sited, and include schemes of mitigation, to prevent and manage all off-site impacts upon nearby residential communities and those which would impact upon the Severnside Constraints. The Severn Estuary and adjoining floodplain, internationally important for a wide range of ecological interests will be protected, and a network of new nature reserves implemented. The archaeological heritage and interest of the Severn Levels will also be protected and conserved. A longer-term strategy for managing flood risk and improving adaptation and resilience to the changing climate will be adopted.

Policy wording

1. **Land within the Severnside Employment Area will be safeguarded and developed for:**
   a. **Distribution and Industrial uses; and**
   b. **Uses focussed on net zero energy, adaptation and resilience to the changing climate; and**
   c. **Other uses meeting the requirements of Policy LPS7 - Safeguarded Employment Areas.**
2. **Development proposals at the Severnside Employment Area will be supported where they demonstrate:**
   a. **Mitigation of on-site constraints, and mitigation of the Severnside Constraints, without these resulting in harm elsewhere; and**
   b. **Land raising, and other on-site flood risk mitigation(s), proposed, would avoid increasing flood risk on land outside of the application site; and**
   c. **They contribute to a strategic development approach with existing and consented developments in the Severnside Employment Area; and**
   d. **High-quality design and landscaping which mitigates the impact of large-scale buildings and associated operations, including upon the surrounding landscape and residential communities; and**
   e. **That a Habitats Regulations Assessment of the proposals confirms that development will not have an adverse effect on integrity of the Special Area of Conservation, Special Protection Area or Ramsar sites or functionally linked habitats; and**
   f. **Biodiversity net gain and enhanced green infrastructure connections and assets; and**
   g. **Fully exploring, and where feasible deliver, opportunities to enhance the sustainability of the area.**

Supporting text

Background and Definitions

1. The **Severnside Employment Area** is shown on the Policies Map, and listed in Table 2 of Policy LPS7 - Safeguarded Employment Areas as comprising 7 parts:

   SEA45a - Westgate

   SEA45b - Central Park South

   SEA45c - Central Park

   SEA45d – Old Power Station Site

   SEA45e – Mount Park and Surroundings

   SEA45f – Central Park South East

   SEA45g - Land East of B4055, Pilning Station

2. The **Severnside Constraints** include, but are not limited to:

   a. Nature conservation designations related to the Severn Estuary;

   b. Tidal, Fluvial, and Ground Water Flood Risk;

   c. Highway Network Capacity; and

   d. Archaeological interest in the Severn Levels;

3. Where planning permission, or approval of details for extant permissions, is required criterion 1 of the policy ensures consistency with its Safeguarded Employment Area designation. This includes support for ancillary uses (such as for example food, drink and hotels) where they would complement and not undermine the primary function and specialism of the employment area. Development proposals should also be considered against other Local Plan policies, including those covering sequential and impact tests for main town centre uses, design, travel, climate, impacts upon residential amenity and upon amenity of other nearby uses, to determine whether they are appropriate in each location.

4. Criterion 2 of this policy directs development proposals to address on-site constraints, for example mitigating biodiversity impacts within the site itself. It also directs proposals to mitigate their impact, both individually and cumulatively, upon the Severnside Constraints (explained in further detail below) and in doing so comply with Conservation of Habitats and Species Regulations 2017 (as amended) (the “Habitats Regulations”). Regardless of consent status the Habitats Regulations require the competent authority to assess the implications of any proposed plan or project that is likely to have a significant effect on a European Site, and that is not directly connected with or necessary to the management of that site before deciding to grant permission. Consideration of these matters alongside details of the proposal is therefore practical, and in some cases both an Environmental Impact Assessment together with a Habitat Regulations Assessment may be appropriate.

5. In particular measures to address flood risk, such as land raising and/or attenuation areas, must clearly demonstrate they would not increase flood risk elsewhere nor result

in other associated detrimental impacts upon the wider locality such as harms to visual and residential amenity, landscape and the environment.

6. Individual land parcels brought forward in isolation can also cumulatively result in substantive negative impacts upon the wider area, including visually and upon the highway network. As set out in national policy, sustainable development encompasses a wide range of objectives, but for the Severnside area would particularly include protecting and enhancing the natural, built and historic environment, and incorporating opportunities for active travel. Criterion 2 therefore further directs development proposals to enhance sustainability and to manage and ensure cohesion with developments in other land parcels, including use of masterplans for large land areas. In doing so, together with mitigating site and Severnside Constraints, future development can align with the vision outlined in the purpose to this policy.

7. To achieve high-quality design and manage impacts upon landscapes and residential communities, development proposals must meet requirements of other Local Plan policies, including Policy LPS12 - Creating Well-Designed Places, and Policy LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment, as well as currently adopted and saved Policies Sites and Places Plan Policies PSP2 - Landscape, PSP3 - Trees and Woodland, PSP8: Residential Amenity, and PSP21 - Environmental Pollution and Impacts (until replaced). In applying these policies to the Severnside Employment Area, with its predominance of large-scale buildings, new development should in particular:

    a. Demonstrate through the siting, form, scale, height, massing, detailing, materials and colour finishes, an integration with the character and appearance of existing built forms, the landscape, waterscape, and skies; and

    b. Secure robust, high quality and integrated landscaping, proportionate to the scale of development proposed, which is adequate to absorb the impact of large-scale buildings; and

    c. Demonstrate it would not have unacceptable visual and amenity impacts upon nearby residential communities.

8. The Council, jointly with Bristol City Council and other bodies, has commissioned several studies to understand constraints affecting the Avonmouth-Severnside area and how the economic potential of the area could be further unlocked. The following paragraphs provide more details of the major constraints.

Nature Conservation

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

10. Under Regulation 63 of the Habitats Regulations the Council has a duty to review all unimplemented or partially implemented planning permissions likely to have a significant effect on the international nature conservation designations covering the Severn Estuary. This review of consent (Habitats Regulations Assessment) has been carried out as part of a wider coastal floodplain wetland habitat project (including land gifted under the scheme) in partnership with Bristol City Council and Natural England.

11. In order to address these potentially significant effects, The Avonmouth Severnside Enterprise Area Ecology Mitigation and Flood Defence Project (the "ASEA Project") has provided ecological mitigation in the form of newly created wetland habitats at Northwick and Hallen Marshes. New development proposals, and those from existing consents which require approval of their detailed design, will be subject to the Habitats Regulations and must be supported by a Habitats Regulation Assessment to demonstrate that they will not have adverse effects (including for example through habitat loss, pollution, disturbance, or impacts on bird flight paths).

12. Development proposals must meet requirements of Policy LP28 - Ecology and Biodiversity Net Gain, with expectation for onsite provision of mandatory 10% Biodiversity Net Gain, and requirements of saved Policy PSP18 - Statutory Wildlife Sites: European Sites and Sites of Special Scientific Interest (SSSIs) (until replaced). They may also need to contribute towards SAMM (Strategic Access Management & Monitoring) and on or offsite SANGS (Suitable Alternative Natural Greenspace).

Flood Risk

13. The ASEA Project covers 17km of improved flood defences which will maintain, up until 2098, the area's flood protection at the 1 in 200 year flood event (with 0.5% Annual Exceedance Probability), plus an appropriate allowance for climate change impacts such as rising sea levels. Irrespective of this, new development proposals will need to:

    a. Include Site specific Flood Risk Assessments and Surface Water Drainage Strategies taking into account the likely cumulative impacts of further development in the area and the effect on third parties; and

    b. Demonstrate active engagement with the Lower Severn Internal Drainage Board, Marine Management Organisation and the Environment Agency.

14. The Severnside Employment Area, together with other land along the Severn Estuary, is particularly susceptible to flooding from rivers, rhines, and ground water, with surface water flood risk also present. Land raising and mitigation(s) proposed to mitigate flood risk within the application site, should not increase flood risk elsewhere arising from all flood sources. This will need to be clearly demonstrated through site specific Flood Risk Assessments and Surface Water Drainage strategies. Saved Policy PSP20: Flood Risk, Surface Water and Watercourse Management (until replaced) provides further requirements for managing flood risk that development proposals must meet.

Archaeology

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

16. Where development is proposed within the Levels, geoarchaeological and archaeological investigation is expected. Some of this work can tie into ongoing geotechnical work, provided discussion with appropriately qualified archaeologists takes place when the specifications for the surveys are being agreed. At other times, however, dedicated geoarchaeological and archaeological investigations will be needed including geoarchaeological boreholes, geophysical survey and evaluation, to determine the presence and significance of archaeology and to formulate any further mitigation.

Highway Network Capacity

17. Traffic modelling demonstrates limited capacity within the existing local road network to meet traffic demand arising from new development at Severnside, resulting in congestion both within the Avonmouth/Severnside area and road links leading up to it. Use of Junction 1 of the M49 is therefore recognised as essential to realising the economic potential of the Severnside area. This junction was delivered in 2019 however, a 160m link road between this and Severnside Employment Area was not completed. It is therefore not currently connected to the local road network.

18. Planning permission for this link road to the western arm of the M49 Junction 1 of the M49 was granted in 2023 which, once delivered, would assist to address capacity issues in the local highway network. Longer term, connection to the eastern arm would provide more direct linkage to the Westgate part of Severnside. Whilst currently this part of Severnside is largely undeveloped, the pace of development is anticipated to significantly increase over the plan period. Proposed site allocation: Land East of B4055, Pilning Station, would provide additional development opportunities to the east of Westgate, and similarly require use of an eastern arm connection to M49 J1.

19. A large section of north-south spine road through the Severnside Employment Area has been completed within Central Park. Subject to partnership working, including with Bristol City Council and the West of England Mayoral Combined Authority, continued southward extension to Severn Road may further improve highway network resilience and enhance the convenience of sustainable travel options.

20. While the Council will seek to direct HGV movement to the main routes to and through the area, employee related trips are more likely to use the local road network. The use of the motorway network for short commuter trips is also likely to increase. Use of the M5 junctions 16 and 17 via the adjoining minor road network by Severnside development traffic would be of particular concern to the Council. Ambitious travel plans for staff and visitors of new developments will be encouraged to minimise car-based travel and thereby assist in meeting requirements to mitigate the impact of new

development upon the highway network. Proposals will additionally be considered against Policy LPS9 - Sustainable Movement and Transport Infrastructure.

21. There are some existing, although limited, public transport options in the area with bus services between Central Park, Cribbs Causeway and Parkway Railway Station. Severn Beach Railway Station lies 1km from Central Park, and up to 4km from other parts of the Severnside area, with train services to Bristol Temple Meads. National Cycle Network Route 4 runs between Severn Beach, Central Park, over M49 J1 through to near Easter Compton and Cribbs Causeway. Future public transport network provision would need to support anticipated job roles and shift patterns.

22. Future large-scale development will also be expected to come forward with comprehensive transport delivery plans which includes significant improvements to bus and rail services between Severnside, Avonmouth, Bristol, and the wider West of England Region.

Partnership Priorities

23. The coastal floodplain of the Severn Estuary is internationally important for protected species of migratory wildfowl, waders and fish. It straddles the boundary between Severnside and Avonmouth in the administrative area of Bristol City Council. The Council will work with:

    a. Bristol City Council and Natural England to carry out a Habitats Regulations Assessment on any new applications under Regulation 63 of the Habitats Regulations.

    b. Bristol City Council, Bristol Port Company, RSPB, British Trust for Ornithology, Natural England and Avon Wildlife Trust regarding allocating land for Local Nature Reserves.

    c. Linking the Levels, a landscape scale nature recovery partnership project funded by the West of England Mayoral Combined Authority which aims to restore nature across the Lower Severn Vale, levels and shore of South Gloucestershire. The project is led by South Gloucestershire Council and builds on the A Forgotten Landscape project.

    d. The Severn Estuary Partnership (SEP), which supports planning, management, and development of the Severn Estuary for all who live and work here. This includes co-ordination of the ASERA Management Plan, the Shoreline Management Plan and the Severn Estuary Strategy.

    e. Bristol City Council, the West of England Mayoral Combined Authority and Local Enterprise Partnership, Landowners, Natural England, Environment Agency, Marine Management Organisation and the Highways Agency to agree a strategy for development and secure funding for the strategic infrastructure.

    f. The West of England Mayoral Combined Authority, Bristol City Council, North Somerset Council, and Bath and North East Somerset Council, to deliver improved public transport provision, including more frequent rail services from Severn Beach Station and improved bus connectivity across the region.



Figure 1. Severnside Employment Area

Additions	
Key evidence	The Avonmouth Severnside Enterprise Area Ecology Mitigation and Flood Defence Project
Other relevant policies to cross-reference	Policy LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment Policy LP28 - Ecology and Biodiversity Net Gain Saved Policy PSP18 - Statutory Wildlife Sites: European Sites and Sites of Special Scientific Interest (SSSIs) (until replaced) Saved Policy PSP20 - Flood Risk, Surface Water and Watercourse Management (until replaced) Saved Policy PSP17 - Heritage Assets and the Historic Environment (until replaced) Policy LPS7 - Safeguarded Employment Areas Policy LPS9 - Sustainable Movement and Transport Infrastructure Policy LPS12 - Creating Well-Designed Places Saved Policy PSP2 - Landscape (until replaced) Saved Policy PSP3 - Trees and Woodland (until replaced)

3. Homes for all

Policy Title:

LPS4 - Affordable Homes

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Replaces - Core Strategy policy CS18 – Affordable Housing**
Non-Strategic / Strategic	**Strategic**

Purpose

The Council is committed to supporting people to ensure everyone has access to an affordable, decent, safe, secure and sustainable home. The affordability of housing and providing a range of housing types for the different stages of people's life journeys are key priorities to ensure the housing secured through the Local Plan policies and sites supports inclusive development and addresses inequalities in housing, income and standards of living. The Council wants to ensure local people are not priced out of their communities and everyone can put down sustainable roots and buy into the community they live in and call home.

Maximising the provision of Affordable Housing in South Gloucestershire to meet housing need and create sustainable, inclusive communities is a key way the Council will achieve these objectives. The greatest Affordable Housing need continues to be for family-sized homes and for this to be delivered as social rent. There is also a marked increase in the older population creating a demand particularly for suitable housing to downsize into to meet changing needs.

The main source of new Affordable Homes is on sites for market housing through planning policy. The Affordable Homes delivered are mainly for social rent and shared ownership at lower equity shares affordable to people on local incomes.

In addition, the Council will maximise opportunities to deliver Affordable Homes using grant funding or other forms of investment with preference for social rent. This will include 100% Affordable Housing schemes, additional Affordable Homes on market-led sites and Community-Led Housing.

Acceptable development for relevant residential schemes will be expected to deliver, as a minimum, policy-compliant levels of Affordable Housing to design and quality standards as defined in this Plan which may be above requirements of National Planning Policy Framework 2024 or any national policy that updates it.

The average need identified by the Local Housing Needs Assessment 2023 (LHNA) per year over the period 2025-2040 is 365 new Affordable Homes, equating to 27% of need for housing of all tenures (5,478 in total). This compares to the Local Housing Need for South Gloucestershire for the period 2026/27 to 2040/41 of 20,423 new homes, or 1,362 per annum.

In addition to meeting the identified level of Affordable Housing need in full, the Council's aspiration is to achieve a 25% reduction in the number of properties rented by Housing Benefit claimants in the private rented sector to return to the pre-pandemic level.

To meet the need (365 Affordable Homes pa) and this aspiration (81 Affordable Homes pa), the Affordable Housing target in the Plan is set at 6,686, or 446 Affordable Homes per year, which is 33% of the total housing need of 20,490 in the LHNA. To secure overall provision of Affordable Housing at 33% of the total, the policy will require a range of % requirements with a higher percentage of 40% on allocated and windfall greenfield sites and 50% on speculative Green Belt sites to allow for sites which have a lower percentage of 30% and where the policy does not apply or where there may be viability constraints.

Between 30% and 40% will be required on the Strategic Allocation and Village Extension sites (SUaVEs) in line with the Local Plan Viability Assessment & Community Infrastructure Levy (CIL) Scoping Report.

Sites on land which has previously been developed are required to achieve 30% Affordable Housing. 30% is the minimum level to create sustainable, inclusive communities which offer choice and broaden opportunities for current and future residents, with the exception of Build to Rent and Age-Friendly developments which are required to achieve a minimum of 20% Affordable Housing.

Local communities will be encouraged and supported to play a greater role in shaping the future of their own areas, including the provision of Affordable Homes, using opportunities presented by Neighbourhood Planning. The particular shortage of Affordable Housing in rural areas and the need to maintain and sustain rural communities is recognised by the Council. To support local communities to meet their Affordable Housing need, a local connection will be applied on homes for Affordable Housing for Rent on all new housing developments in rural areas of up to 30 homes.

New Local Plan policy sets out the Council's approach to rural exceptions and Community-Led Housing to address local assessed need for affordable homes. The Council will further explain its policy guidance on Affordable Housing by updating and replacing the current Affordable Housing Supplementary Planning Document and Technical Advice Notes.

Policy wording

1. **The policy target is 6,686 Affordable Homes (446 per year).**
2. **All new housing developments of 10 or more dwellings or 0.5 hectares (the lower of the two thresholds applies) and self and custom-build schemes of 10 or more plots are required to achieve without public subsidy an appropriate level of affordable housing provision. The appropriate level will be dependent on the type of site and type of development, with the following minimum thresholds applied:**

Site Type	Appropriate level of affordable housing
Greenfield Site (allocated and windfall)	40%
Green Belt (unallocated or windfall including previously developed Green Belt land)	50%
Previously developed land (allocated and windfall)	30%
Build to Rent	20%
Age Friendly	20%
Almondsbury Village Extension	40%
Easter Compton Village Extensions	40%
Carsons Green and Rockhouse Farm New Neighbourhoods	Site A 30%, Sites B&C 40%
North Lyde 'ecotech' Village	Site A 30% Site B 40%
North Warmley New Neighbourhood	Site A 30%, Site B,C & D 40%
New Woodlands	Site A 30%, Site B,C & D 40%

3. **In designated rural areas the threshold will be 5 or more dwellings**
4. **Where this results in a 'fraction' of a dwelling, this should be rounded up to a whole dwelling.**
5. **Affordable Housing will be maximised, and as well as meeting the overall quantum, it is expected that specific Affordable Housing tenure and unit types are provided to meet the housing need demonstrated in the latest version of the South Gloucestershire Local Housing Needs Assessment, and in rural areas, where appropriate, local housing needs surveys. The need is primarily for social rented homes, and shared ownership at lower equity shares that are affordable to people on local incomes.**
6. **To meet sustainability and community objectives, Affordable Housing should be provided on the application site. However, in exceptional circumstances and where it can be robustly justified, the Council may accept off-site provision, or a financial contribution of broadly equivalent value in lieu of on-site provision.**

7. **In exceptional circumstances a lower percentage may be agreed by the Council if the developer demonstrates that the planning obligations fundamentally impact the economic viability and prevent the site from coming forward. In such cases, other types of funding should be sought to make up the shortfall, with preference for delivery of social rent. There will be a requirement throughout the build-out period for the viability of the development and the availability of public subsidy or other forms of investment to be periodically reviewed to identify whether a figure closer to the policy requirement can be achieved from the site.**
8. **All Affordable Homes delivered under this policy must be let to eligible households and remain at an affordable price for future generations of eligible households. In the case of any sales of properties delivered under planning policy, the subsidy is to be recycled to provide alternative Affordable Housing in South Gloucestershire via a Section 106 Agreement.**
9. **All sites for 10 or more self-contained dwellings will be subject to this policy including where care and/or communal facilities are provided as part of the development (except Build to Rent where criterion 11 applies).**
10. **Where it is proposed to either phase development, sub-divide sites or there is a reasonable prospect of adjoining land being developed for residential purposes, including where there are existing buildings on the site, the Council will consider the whole land package and the total quantum of homes across that land package, to determine whether the scheme falls above the threshold set out in criterion 2 to require Affordable Housing. Applications will be refused if it is considered that the developer is artificially suppressing the quantum to avoid delivering Affordable Housing.**
11. **Developers of Build to Rent housing will be required to provide a minimum of 20% on-site Affordable Private Rented homes without public subsidy with rents (including service charges) set at up to 80% of the market rent for an equivalent property, but not exceeding the relevant Local Housing Allowance (including rent increases). The Council and the developer can agree to meet this requirement by other routes, preferably by providing other forms of Affordable Housing as defined in NPPF and/or a financial contribution.**
12. **Where a site of 100 dwellings or more is to deliver only Affordable Housing, policy PSP42 - Self Build and Custom Housebuilding will apply. Where the requirement for Self and Custom Housebuilding is triggered, 5% of the Affordable Homes must be provided as Self and Custom-build that meets the Affordable Housing definition in the NPPF and the definition of a Self-build or Custom build home in the NPPG. This should be delivered as Affordable Self and Custom Build homes. In exceptional circumstances, and where it can be robustly justified, the Council may agree that a requirement can be met by delivery of Affordable Homes built by a Registered Provider or an Affordable Housing financial contribution.**
13. **Housing developments of up to 30 units in rural areas will be subject to conditions or legal obligation to ensure that homes for Affordable Housing for Rent are reserved in perpetuity for those in local Affordable Housing need and the long-term occupancy restricted to those with a local connection. Where no applicants are identified in the parish of provision, a cascade approach to widen the area of local connection will operate on a housing need priority basis.**

Supporting text

Affordable Housing requirement

1. The Council's policy objective is to deliver sustainable and inclusive communities by meeting both the identified need for Affordable Homes in full and its target to achieve a 25% reduction in the number of properties rented by Housing Benefit claimants in the private rented sector to return to the pre-pandemic level. It is a robust target, capable of being achieved in the medium to longer term.
2. This policy requires a range of % Affordable Housing at nil public subsidy depending on site typology. Having regard to economic viability constraints, Green Belt sites will be required to achieve 50% Affordable Homes, allocated and windfall greenfield sites to achieve a minimum of 40% Affordable Homes and sites on previously developed land will be required to deliver a minimum of 30%. The Strategic Urban and Village Extension sites (SUaVEs) are required to achieve a minimum of 30% and up to 40% as set out in the relevant policy. These requirements are demonstrated to be viable in the Local Plan Viability Assessment & Community Infrastructure Levy (CIL) Scoping Report.
3. The requirement is justified because all sites do not deliver the full policy requirement; some sites are under-threshold or affected by viability or Vacant Building Credit.
4. Build to Rent schemes are required to achieve a minimum of 20% Affordable Housing in line with National Planning Policy Guidance paragraph 002.
5. Age-Friendly schemes are required to achieve a minimum of 20% Affordable Housing as this is the level demonstrated to be viable in the Local Plan Viability Assessment & Community Infrastructure Levy (CIL) Scoping Report.
6. It is reasonable to expect that where sites can deliver a higher level of Affordable Housing, 40% will be required, rising to 50% on speculative sites in the Green Belt in line with NPPF 24 paragraph 157. These sites are likely to be in greenfield and rural areas, where there is a more competitive market and fewer new homes are delivered, resulting in a wider gap between incomes and house prices making affordability issues more acute. It is acknowledged that some greenfield sites may carry significant abnormals such as remediation of contamination or relating to quarries, which will need to be fully demonstrated and costed.
7. Where the requirement results in a fraction of a dwelling, this should be rounded up to a whole dwelling to ensure that Affordable Housing provision is maximised and no less than the full policy requirement is delivered.
8. If it is agreed by the Council that the policy requirement is not viable at nil public subsidy, a combination of other financial support such as grant funding must be sought to achieve the full requirement.
9. The target reflects the Council's aspiration to reduce the number of people in the private rented sector who have to rely on benefits to afford their housing costs to the pre-pandemic level of just over 4,000 claimants. This equates to just over 1,200 additional dwellings for social rent over the course of the Local Plan period.

10. The target allows for any losses from Right-to-Buy, Right-to Acquire and small-scale demolitions to be absorbed while ensuring that the identified need is met in full.

Relevant housing sites

11. NPPF specifies that provision of Affordable Housing should be sought on major sites, defined as development where 10 or more homes will be provided or the site has an area of 0.5 hectares or more, and that a lower threshold of 5 units or fewer may be set in designated rural areas.
12. In South Gloucestershire, the only currently designated rural area is the Cotswold National Landscape and this will be updated in the Affordable Housing Supplementary Planning Document.
13. The Affordable Homes policy applies to:
    a. all self-contained dwellings, regardless of Use Class. This includes specialist residential developments that also provide care and support and communal facilities such as a residents' lounge or a restaurant, and non-campus-based student accommodation
    b. mixed-use schemes
    c. Build to Rent housing schemes
    d. Self and custom-build developments
14. Where scheme proposals fall directly below the threshold for Affordable Housing, the density and unit types will be assessed by the Council to identify whether the proposed quantum is being suppressed to avoid the Affordable Housing requirement. Any such applications will be refused.

Types of Affordable Housing required

15. Affordable Housing must be provided to meet the need identified in the LHNA (or as updated by future housing needs assessments and in rural areas, where appropriate, to local housing needs surveys). This includes tenure types, unit mix and accessibility standards as well as the overall quantum.
16. In applying the Affordable Housing policy to specialist or supported housing, particular considerations may apply because of the nature of this accommodation; the Council will advise if it is appropriate to provide the general size/ type mix of housing set out in the LHNA.
17. The definition of Affordable Housing is set out in the NPPF and includes:
    a. Affordable Housing for Rent (including Social Rent, Affordable Rent and Affordable Private Rent
        i. The greatest need in South Gloucestershire is for social rented housing. This is the Council's preferred rented tenure type.

ii. If Affordable Rent is provided, the Council will expect to agree rent levels that are appropriate to local incomes (not exceeding the relevant Local Housing Allowance) while achieving a policy compliant percentage of Affordable Housing. Local Housing Allowance (LHA) rates are used to calculate Housing Benefit for tenants renting from private landlords and are decided by the Department for Work and Pensions using information provided by the Valuation Office Agency.

iii. Build to Rent housing is defined in NPPF as 'purpose-built housing that is typically 100% rented out'. Affordable Private Rented homes are provided within Build to Rent schemes as Affordable Housing, distributed throughout the development and physically indistinguishable from the market rent homes in terms of quality and size.

b. Affordable routes to home ownership (including shared ownership)

i. Shared Ownership is the Council's preferred Affordable Home Ownership tenure, with equity shares of up to 40% and residual rent of 2.5% to meet local incomes.

ii. Discounted market sale (including First Homes)

A. Discounted market homes must be sold with a discount of at least 20% below market value and be affordable to people on local incomes and house prices and remain discounted in perpetuity.

B. All discounted market homes must comply with the Affordable Homes Policy and relevant Supplementary Planning Document.

C. First Homes are a form of discounted sale housing (sold at a maximum of 70% of open market value). Specific criteria and exemptions apply. The Council will monitor local house prices against incomes and may introduce a requirement for a larger % discount if the needs evidence supports it.

18. In 2025 the Council considers the tenure split should be 67% social rent and 33% shared ownership and this will be subject to review.

Site viability

19. Normally, the full policy requirement for Affordable Housing for each site category will be expected to be provided without public subsidy as it is broadly viable as demonstrated by the Local Plan Viability Assessment & Community Infrastructure Levy (CIL) Scoping Report. However, if the applicant demonstrates that exceptional circumstances justify the need for a viability assessment at the application stage, the Council will consider the economic viability of individual developments. All viability assessments must be carried out following RICS guidance and will be independently verified by the Council with the developer liable for reasonable costs incurred. All viability assessments must be made publicly available.

20. The Council will expect the maximum level of Affordable Housing on each site to be provided, taking into account the economic viability of the site, likely costs, market conditions, the availability of public subsidy and the aim of achieving sustainable, inclusive communities.

21. Where developers have clearly demonstrated that full provision of Affordable Housing is not viable, and the Council agrees, the applicant must actively seek and secure other forms of subsidy such as grant funding from Homes England and other government funding streams to demonstrate that every effort has been made to deliver the full policy requirement. The Council will support an application for grant funding or consider alternative financial support measures to increase the Affordable Housing to the full policy requirement, with preference for social rent delivery to meet the greatest need.

22. The Council will accept a lower amount of Affordable Housing only where it is demonstrated that other forms of subsidy are not available to deliver additional Affordable Housing to meet the full requirement. This is to ensure that Affordable Housing is maximised, and that sites that are not fully viable are not prevented from coming forward. On sites where the full requirement cannot be met, viability and the availability of public subsidy and other forms of investment must be reviewed throughout the build-out period via the Section 106 Agreement. This is to ensure that all opportunities to maximise Affordable Housing have been taken.

23. On sites allocated solely for Affordable Housing, or where only Affordable Homes are proposed, there will be no requirement to deliver a percentage without public subsidy where the threshold is exceeded, providing that the proposed Affordable Housing meets identified need and complies with the requirements of the Affordable Housing Supplementary Planning Document.

Financial contributions

24. Financial contributions for Affordable Housing secured through planning policy as a last resort and receipts from the sale of any properties secured through planning policy will be used to meet the housing objectives set out in the Housing Strategy, for example:

    a. To support unviable schemes

    b. To increase the amount of Affordable Housing above the policy requirement

    c. To increase the proportion of social rented homes

    d. To increase the proportion of family-sized Affordable homes

    e. To support specialist schemes for supported housing or older people.

Delivery

25. Affordable Housing will be delivered within the framework of this Local Plan and the Council's Housing Strategy and must reflect Government policy. Delivery is supported by more detailed guidance in the Affordable Housing Supplementary Planning Document. Delivery will support the wider objective of creating sustainable, inclusive communities, infrastructure and growth. Affordable Housing will normally form part of the overall development, well integrated with and indistinguishable from market housing.

26. The precise details of quantities, type and mix of Affordable Housing on specific sites will be a matter for negotiation with the Housing Enabling team and Planning Officers.

27. The “pepperpotting” of Affordable Housing in small clusters within mixed tenure developments will be sought in accordance with the design guidance in the Affordable Housing Supplementary Planning Document.

Local Connection

28. Affordable Housing for Rent on sites of up to 30 homes in rural areas with a population of 3,000 or less, will be subject to a condition or legal obligation, which limits occupancy to those with a local connection (definition of local connection to be provided in the Affordable Housing Supplementary Planning Document). Where no applicants are identified in the parish of provision, a cascade approach to widen the area of local connection will operate on a priority basis. The cascade approach will be defined in a legal agreement, together with details of how the dwellings will be reserved as affordable in perpetuity.

First Homes on exception sites

29. The Council will support proposals for First Homes Exception sites where it can be demonstrated that the need for such homes is not being met elsewhere in South Gloucestershire.

Self-build and custom housebuilding

30. The Council would welcome an early opportunity to discuss how Self and Custom Build plots can be delivered as Affordable Housing.

31. The precise details of quantities, type and mix of Self and Custom Build plots on relevant sites will be a matter for negotiation with the Self-Build Officer. Flexibility shall be allowed for plot sizes to reflect different tenure and house types that may be required to meet the need identified by the LHNA and the demand for Self-build reflected in the registrations on the South Gloucestershire Self and Custom build register and the evidence base; “South Gloucestershire: The Demand for Self-build and Custom Housebuilding”. The Self and Custom Build Supplementary Planning Document will apply. The initial self or custom-builder must have a primary input into the home’s final design and layout.

Additions	
Key evidence	Local Housing Needs Assessment 2023 LHNA Affordable Housing Addendum 2023 – Options for Establishing the Affordable Housing Requirement LHNA Shared Ownership Addendum 2024 Local Plan Viability Assessment and Community Infrastructure Levy (CIL) Scoping Report
Other relevant policies to cross-reference	LP16 - Age-Friendly Housing and Care Homes LP17 - Rural Exception Sites and Community-Led Development LP 18 - Internal Space and Accessibility Standards Saved Policy PSP42 - Self and Custom Build

Policy Title:

LPS5 - Accommodation for Gypsies and Travellers

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policy CS21 - Gypsy and Traveller Accommodation**
Non-Strategic / Strategic	**Strategic**

Purpose

South Gloucestershire is home to a significant population of Gypsies and Travellers who have been a long-established part of the community. The majority of Gypsies and Travellers who live in South Gloucestershire are Romany Gypsies, Irish Travellers and English, Scottish or Welsh Gypsies who are protected ethnic minorities.

There has been a longstanding shortage of sites for these groups in South Gloucestershire. This policy is intended to meet this need, safeguard existing authorised sites for Gypsy/ Traveller use and set out the updated criteria which will be used to determine all planning applications for new Gypsy/ Traveller provision.

Policy wording

Proposals for Gypsy and Traveller sites will be considered against the following essential criteria:

a. **Sites should have adequate provision for vehicular access, parking and manoeuvring;**

b. **Sites should not have a significant impact on character and appearance which is unable to be mitigated by landscaping measures;**

c. **Sites should be an acceptable level of amenity for site residents and any adjacent residential uses;**

d. **Sites should not be located on land that is deemed unsuitable for general housing, such as land that is contaminated (and not capable of remediation), adjacent to refuse sites, landfill sites, heavy industry or electricity pylons.**

In addition, the following desirable criteria should be considered:

e. **Any opportunities for green infrastructure within the site design;**

f. **Any opportunities for adequate play space for children.**

Gypsy/ Traveller sites are as matter of principle acceptable in the open countryside. Due to the nature of South Gloucestershire no location should be excluded on the basis of distance to services. Notwithstanding this, the Council's preference is that proposals be located within appropriate distance to key services and facilities.

Green Belt

Sites in the Green Belt will be considered against national planning policy.

Safeguarded sites

Existing authorised* land for accommodation by Gypsies and Travellers will be safeguarded from alternative development at the sites listed at Schedule 1 of this policy.

Existing sites within the Green Belt (shown with *) are shown on the Policies Map and are removed from the Green Belt to protect their use as a Gypsy/ Traveller site only.

Proposals that would result in the loss of existing authorised Gypsy and Traveller sites/ pitches will not be supported.

Meeting our needs

In order to meet the needs of our Gypsy/ Traveller community, new provision will be made through:

1. **Intensification of use (within existing site boundaries) of sites listed at Schedule 2a and shown on the Policies Map;**

2. **Limited expansion of those sites listed at Schedule 2b and shown on the Policies Map;**
3. **Allocating new sites to meet:**
   a) **The identified social need, listed at Schedule 2ci; and**
   b) **The need for private sites, listed at Schedule 2cii.**

Windfall sites

Applications for new Gypsy/Traveller provision on unallocated (windfall) sites will be determined having regard to the criteria set out above and other material considerations as appropriate.

Supporting text

1. South Gloucestershire has well-established Gypsy and Traveller communities. The majority of Gypsies and Travellers in our area identify themselves as Romany Gypsy, Irish Traveller or Gypsies. These communities reside on a mix of privately owned and social rent sites within our area.
2. There has historically been a persistent level of unmet need for accommodation for Gypsies, Travellers and Travelling Showpeople in South Gloucestershire.
3. Need for Gypsies/ Travellers is usually expressed as a number of 'pitches' – a 'pitch' is a unit of accommodation occupied by a single family. While there is no official definition of what constitutes a 'pitch' for Gypsy and Traveller use, they typically comprise a mobile home, touring caravan and amenity block.

Application of the policy

4. National Planning Policy for Traveller Sites (PPTS) requires local planning authorities to make an assessment of the needs of Gypsies and Travellers. The identified need for pitches in South Gloucestershire is 119 new pitches for Gypsies/ Travellers in the period 2022-2042.
5. One of the aims of PPTS is to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites. This means that in South Gloucestershire the need is split, taking account of permissions granted since the GTAA baseline, is for:
   - 76 private pitches;
   - 43 socially provided pitches.
6. In order to meet the need, this plan allocates land at locations detailed above, as defined on the Policies Map. It also includes a permissive and inclusive criteria-based policy to facilitate meeting needs, through applications for additional provision including windfall sites.

7. While no location no should be excluded on the basis of distance to services, in line with its desire to create sustainable communities (consistent with saved Policy PSP11), the Council's preference is that new sites are located within appropriate distance to key services and facilities.
8. Development proposals should avoid areas of high flood risk, and consider specific mitigation measures such as flood-resilient construction techniques, sustainable drainage systems to manage surface water, in line with saved Policy PSP20.

Safeguarded sites

9. Existing, authorised sites will be safeguarded, and this will apply to public and private Gypsy/Traveller provision. 'Authorised' land includes existing Gypsy and Traveller sites which benefit from a permanent planning permission or alternatively, a temporary planning permission.
10. The term 'safeguarded' means that existing, authorised land for the accommodation of Gypsies and Travellers will be retained until such time as it can be proved no longer a need. In order to ensure that those sites that benefit from planning permission (including those with personal or temporary use conditions) are safeguarded and available for Gypsy/ Traveller use going forward, they have been allocated for that specific use. It is important to note that the allocation of sites for Gypsy/Traveller use is for the use of the land only. The number of pitches permitted on a site would remain as allowed by the existing planning permission. Any proposal for the intensification of use of these sites would need to be considered through a new planning application. No further intensification/ development on the site could take place unless expressly permitted.
11. Safeguarded sites include those within the Green Belt. National planning policy sets out that Green Belt boundaries should only be altered in exceptional circumstances. In the case of Gypsy/ Traveller sites, the demonstrable level of need for sites is considered to provide the justification for this approach.
12. In the case of sites granted permission for Gypsy/ Traveller use, subsequent proposals that would result in the loss of existing authorised Gypsy and Traveller sites/ pitches will not be supported.
13. If, through review of this Plan, it can be demonstrated that there is no longer a need for sites for Gypsy/ Traveller use, this position will be reconsidered.

Meeting our needs

14. Meeting the private and social needs of our Gypsy/ Traveller communities (identified above) is a priority for the Council and, to this end, new provision is made through the Local Plan through the following typologies:
    - Intensification of use on specific existing, authorised sites;
    - Limited expansion of specific existing, authorised sites;
    - New sites for allocation.

Need for private provision

15. In order to meet our need for new private provision, through the sites submitted through the Call for Sites process, and working with the Council's Traveller Unit to engage with the community, a number of new pitches have been identified through a combination of the typologies listed above.

Intensification

16. In line with the approach taken previously, the potential for appropriate intensification of use on existing, authorised sites (without the need to alter the sites' boundaries) to accommodate 'family growth' was investigated.
17. The outcome of this work is that the 7 sites listed at Schedule Y1 and shown on the Policies Map are proposed for additional pitch provision through intensification of use, providing 31 new private pitches.

Expansion

18. Through engagement with the community, some opportunity for limited expansion of existing authorised sites has been identified to accommodate family growth. The 3 sites listed at Schedule Y2 and shown on the Policies Map will deliver an additional 11 new private pitches.

New sites

19. Through the work described above, the 5 new sites listed at Schedule Y3b and shown on the Policies Map are proposed for allocation, providing 21 new private pitches.

Remaining need for private provision

20. Taken together, through the 3 typologies identified above, a total of 63 new private pitches are allocated through the Local Plan, against an overall need for 76. It is anticipated that the remaining 13 pitches will be delivered through the Development Management process, or potentially through considering the suitability of any new sites submitted through future stages of the Local Plan process or through a review of the Local Plan.

Need for social provision

21. The Council recognises that there will always be those who cannot provide their own sites, and is cognisant that, generally speaking, new provision that comes through the Development Management process is to meet the private needs of individual families. With this in mind, the Council undertook a review its land holdings, with a view to identifying sites for new social provision and, in doing so, has demonstrated significant leadership
22. The outcome of this process is that the 8 sites listed at Schedule Y3a and shown on the Policies Map are proposed for allocation to meet social needs in the short term, through providing 37 new pitches.
23. As part of this, through the Local Plan additional provision (6 new pitches) is proposed on the land on and surrounding the Council's exiting Northwood Park site, subject to the resolution of existing issues on site in the short term. The provision of additional pitches will be realised through a redesign of the site (incorporating land adjacent) to provide for upgraded living accommodation and amenity space for residents.

Remaining need for social provision

24. Opportunities to meet the remainder of the social need identified (and any social need identified through future needs assessments) will be considered through Plan review, unless an opportunity to do so comes in advance of this process, including through the Development Management process.
25. As part of this, opportunities to provide for an identified family need through limited intensification of use or through limited expansion of their existing socially provided sites (where space, conditions etc exist to do do) will be considered in the first instance. Opportunities to identify new provision will be considered through future reviews of Council land (including smallholdings) at such time as their lease is up for renewal.

Status of the allocated sites

26. The sites referred to above (shown at Schedule 2 (parts a-c) and as defined on the Policies Map) are allocated for Gypsy/ Traveller use. This means that the principle of bringing forward provision to meet our needs (and for the level of provision described) is accepted, subject to detailed/ site specific issues being addressed through the Development Management process.

Additions	
Key evidence	Evidence paper: Proposed allocations and policies for Gypsy, Traveller and Travelling Showpeople communities
Other relevant policies to cross-reference	

Accommodation for Gypsies and Travellers

Schedule 1: Safeguarded sites for Gypsies and Travellers
1. Appletrees, New Street, Charfield
2. Bank Road, Pilning* (Meadow View)
3. Berwick Park, Berwick Lane, Easter Compton*
4. Bridge View, Westerleigh Road, Westerleigh*
5. Burton Road, Tormarton (2 sites)
6. Bury Hill, Hambrook*
7. Caravan near Aust Services, Sandy Lane, Aust*
8. Cottage View, Gloucester Road, Almondsbury*
9. Elm Farm, Westerleigh Road, Westerleigh*
10. Frampton Park (Cog Mill), Bristol Road, Frampton Cotterell*
11. Green Orchards, Berwick Lane, Easter Compton*
12. Greengate Yard, Shortwood Hill, Pucklechurch*
13. Henfield Paddock, Henfield Road, Coalpit Heath*
14. Highwood Park, Highwood Road, Patchway (Council-owned)
15. Hill View, Badminton Road, Nibley*
16. Land adjacent to Tormarton Road and Rushmead Lane
17. Land at Giddy End, High Lane, Winterbourne*
18. Land at Henfield Road, Coalpit Heath*
19. Land at Marsh Common Road*
20. Land at Northwick Road, Pilning*
21. Land north of Lime Kiln Court*
22. Land South Of The Northwick Road And Bank Road Junction, Pilning*
23. Meadow View, Bristol Rd, Frampton Cotterell*
24. Meadow View, Shortwood Road, Pucklechurch*
25. Moor Paddock, Westerleigh Road*
26. Northwood Park, Old Gloucester Road, Winterbourne* (Council-owned)
27. Orchard Farm, Pomphrey Hill, Mangotsfield*
28. Parkfield Road, Pucklechurch (2 sites)*
29. Shannon Parks, Tanhouse Lane, Yate
30. Shortwood Road, Pucklechurch*
31. Shortwood Yard, Shortwood Hill, Pucklechurch*
32. Siston Lane (2 sites), Pucklchurch*

33. Stone Acre, Norley Lane, Tormarton
34. Swan Lane, Winterbourne (3 sites)*
35. The Conifers, Oldbury Lane
36. The Meadows, Parkfield, Pucklechurch*
37. The Plaza, Northwick Road, Pilning*
38. Tytherington Road Nursery, Tytherington Road
39. Westerleigh Road, Mangotsfield
40. Willows, Latteridge Road, Iron Acton*
41. 1 Dibden Lane, Emersons Green
42. 56 Ram Hill, Coalpit Heath*

Schedule 2: Meeting our needs	
Schedule 2a - Sites for intensification	
Site name	No. additional pitches
Berwick Park, Berwick Lane (GTI01)	2
Henfield Paddock, Henfield (GTI02)	3
Hill View, Badminton Road, Nibley (GTI03)	4
Frampton Park, Bristol Road (GTI04)	8
Land North of Lime Kiln Court, Tytherington (GTI05)	4
Moor Paddock, Westerleigh Road, Pucklechurch (GTI06)	2
The Willows, Latteridge Road (GTI07)	8
Schedule 2b - Sites for expansion	
Site name	No. additional pitches
Green Orchards, Berwick Lane (GTE01)	4
The Conifers, Oldbury Lane (GTE02)	5
The Meadows, Parkfield (GTE03)	2
Schedule 2ci – New sites to meet identified social need	
Site name	No. additional pitches
Land at Foxhole Lane and B4461 (GTPU01)	4
Doynton Lane, Doynton (GTPU02)	2
Froglands Cross, Old Gloucester Road (GTPU03)	3
Land at Peg Lane, Pucklechurch (GTPU04)	8
Rectory Lane, Cromhall (GTPU05)	8

The Firs, Swan Lane (GTPU06)	3
Tormarton Road, Marshfield (GTPU07)	2
Land adjacent to Northwood Park (GTPU08)	6
Schedule 2cii – New sites to meet identified private need	
Site name	No. additional pitches
Land at Beech House, Iron Acton (GTNS01)	1
Land at Church Lane, Rangeworthy (GTNS02)	6
Land at Commonmead Lane, Old Sodbury (GTNS03)	6
Land at Henfield Road (GTNS04)	4
Land opposite Green Orchards, Berwick Lane (GTNS05)	4

Policy Title:

LPS6 - Accommodation for Travelling Showpeople

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policy CS22 – Travelling Showpeople**
Non-Strategic / Strategic	**Strategic**

Purpose

South Gloucestershire is home to a significant population of Travelling Showpeople whom have been a long-established part of the community. They provide an important service to the community in the form of fairground attractions and mobile catering.

There has been a longstanding shortage of sites for this group in South Gloucestershire. This policy is intended to meet this need, safeguard existing authorised sites, and set out the updated criteria which will be used to determine all planning applications for Travelling Showpeople.

Policy wording

Proposals for Travelling Showpeople sites will be considered against the following essential criteria:

a. **Sites should have adequate provision for HGV vehicular access, parking, and manoeuvring;**

b. **Sites should not have a significant impact on character and appearance which is unable to be mitigated by landscaping measures;**

c. Sites should be an acceptable level of amenity for site residents and any adjacent residential uses;

d. Sites should not be located on land that is deemed unsuitable for general housing, such as land that is contaminated (and not capable of remediation), adjacent to refuse sites, landfill sites, heavy industry, or electricity pylons.

In addition, the following desirable criteria should be considered:

e. Any opportunities for green infrastructure within the site design;

f. Any opportunities for adequate play space for children.

Sites for Travelling Showpeople are as matter of principle acceptable in the open countryside subject to the criteria above. Due to the nature of South Gloucestershire no location should be excluded on the basis of distance to services. Notwithstanding this, the Council's preference is that proposals be located within appropriate distance to key services and facilities.

Green Belt

Sites in the Green Belt will be considered against national planning policy.

Safeguarded sites

Existing authorised land for accommodation by Travelling Showpeople will be safeguarded from alternative development at the sites listed at Schedule 1 and shown on the Policies Map.

Existing sites within the Green Belt (shown with *) are shown on the Policies Map and are removed from the Green Belt.

Proposals that would result in the loss of sites/ plots for Travelling Showpeople will not be supported.

Meeting our needs

In order to meet the needs of our community of Travelling Showpeople, the sites listed at Schedule 2 and shown on the Policies Map are allocated to contribute to meeting needs.

Windfall sites

Applications for new provision for Travelling Showpeople on unallocated (windfall) sites will be determined having regard to the criteria set out above, and other material considerations as appropriate.

Supporting text

1. South Gloucestershire is home to a significant population of Travelling Showpeople whom have been a long-established part of the community. They provide an important service to the community in the form of fairground attractions and mobile catering.
2. There has been a longstanding shortage of sites for this group in South Gloucestershire. This policy is intended to meet this need, safeguard existing authorised sites, and set out the updated criteria which will be used to determine all planning applications for Travelling Showpeople.
3. Need for Travelling Showpeople is usually expressed as a number of 'plots' - a 'plot' is a unit of accommodation occupied by a single family of showpeople. It can be similar to a traveller pitch but can also be a conventional bricks and mortar dwelling. However, a show person's plot will also normally include space to store and maintain equipment used for the business such as fairground rides or hot food trailers.

Application of the policy

4. National Planning Policy for Traveller Sites (PPTS) requires local planning authorities to make an assessment of the needs of Traveling Showpeople. Taking account of permissions granted since the GTAA baseline, there is an identified need for additional plots 59 new plots for Traveling Showpeople in the period 2022-2042. This includes those who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently.
5. In order to address part of the need, this plan allocates land at one location detailed above, as defined on the Policies Map. It also includes a permissive and inclusive criteria-based policy to facilitate meeting needs, through determining applications for additional provision including windfall sites.
6. While no location no should be excluded on the basis of distance to services, in line with its desire to create sustainable communities (consistent with saved Policy PSP11), the Council's preference is that new sites are located within appropriate distance to key services and facilities.
7. Development proposals should avoid areas of high flood risk, and consider specific mitigation measures such as flood-resilient construction techniques, sustainable drainage systems to manage surface water, in line with saved Policy PSP20.

Safeguarded sites

8. Existing, authorised sites will be safeguarded. 'Authorised' land includes existing Travelling Showpeople sites which benefit from a permanent planning permission or alternatively, a temporary or personal planning permission.

9. The term 'safeguarded' means that existing, authorised land for the accommodation of Travelling Showpeople will be retained until such time as it can be proved no longer a need. In order to ensure that those sites that benefit from planning permission (including those with personal or temporary use conditions) are safeguarded and available for Travelling Showpeople use going forward, they have been allocated for that specific use. It is important to note that the allocation of sites for Travelling Showpeople use is for the use of the land only. The number of plots permitted on a site would remain as allowed by the existing planning permission. Any proposal for the intensification of use of these sites would need to be considered through a new planning application. No further intensification/ development on the site could take place unless expressly permitted.

10. Safeguarded sites include those within the Green Belt. National planning policy sets out that Green Belt boundaries should only be altered in exceptional circumstances. In the case of sites for Travelling Showpeople, the demonstrable level of need for sites is considered to provide the justification for this approach.

11. In the case of sites granted permission for use by Travelling Showpeople, subsequent proposals that would result in the loss of existing authorised yards/ plots for Travelling Showpeople will not be supported.

12. If, through review of this Plan, it can be demonstrated that there is no longer a need for sites for Travelling Showpeople use, this position will be reconsidered.

Meeting our needs

13. Meeting the needs of our Travelling Showpeople communities (identified above) is a priority for the Council.

14. Through a review of the Council's landholdings, 1 new site (TSP1) has been identified to meet in part the needs of South Gloucestershire's community of Travelling Showpeople. Within the area defined on the Policies Map, provision is made for a 15 no. plot yard for Travelling Showpeople (across 3 hectares of land, at 5 plots per hectare). Within this area, the exact location of the site will be determined through masterplanning of the wider site area to incorporate other important landuses consistent with Council Plan objectives. Once this work has been completed, the Council will remove the appropriate area of land from the Green Belt through the Local Plan process. This means that the principle of bringing forward provision to meet our needs (and for the level of provision described) is accepted, subject to detailed/ site specific issues being addressed through the Development Management process.

Remaining need for provision

15. There is therefore need for a further 44 new plots to be delivered to meet our need for new provision in full. With a view to meeting this need, the Council will proactively seek to engage with the community to understand whether there is land in individuals' ownership where potential exists for new sites to be delivered, with a view to these being brought forward through the Development Management process, or potentially through considering the suitability of any new sites submitted through future stages of the Local Plan process or through a review of the Local Plan.

Status of the allocated site

16. The site referred to above (shown at Schedule 2 and as defined on the Policies Map) allocated for use by Travelling Showpeople. This means that the principle of bringing forward provision to meet our needs (and for the level of provision described) is accepted, subject to detailed/ site specific issues being addressed through the Development Management process.

Additions	
Key evidence	Evidence paper: Proposed allocations and policies for Gypsy, Traveller and Travelling Showpeople communities
Other relevant policies to cross-reference	

Accommodation for Travelling Showpeople

Schedule 1: Safeguarded sites for Travelling Showpeople
1. Acres Fair, North Road, Yate
2. Beanwood Park, Wapley*
3. Engine Common Lane, Yate
4. Fairlands, Earthcott Green, Almondsbury*
5. Homefield, Hall End Lane, Wickwar
6. Land at Cotswold Road, Chipping Sodbury
7. Land at Park Lane, Frampton Cotterell
8. Land West of Pound Mill Business Centre
9. Oakleigh Green Farm Lane*
10. The Burgage, Chipping Sodbury
11. The Firs, The Causeway, Coalpit Heath
12. The Maples, Maple Ridge Lane, Yate
13. The Orchards, Bristol Road, Cromhall
14. The Willows, Frog Lane, Coalpit Heath*
15. The Willows, Hall End Lane, Wickwar
16. Willowcrest, North Road, Yate

Schedule 2: Meeting our needs	
Site name	No. additional plots
Land at Leigh Farm, Pucklechurch (TSP01)	15

Policy Title:

LP15 - Houses in Multiple Occupation (HMO)

Relating to the management of planning applications for new HMOs formed of seven or more unrelated residents or three to six people if located within an Article 4 Direction Area (A4D)

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policies Sites and Places policy PSP39 – Residential Conversions, Sub-Divisions and Houses in Multiple Occupation**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Houses of Multiple Occupation (HMOs) are properties rented out to at least 3 people who are not from one household (for example, a family) but share facilities like a bathroom or kitchen. These types of homes meet a variety of needs for private rented housing, ranging from young professional 'house-shares' and students wanting to live off campus, as well as providing a vital source of housing supply for people on lower incomes. In accordance with Objective 1, HMOs therefore help to provide a diverse portfolio of housing types in South Gloucestershire and for many people.

Evidence shows that there has been an increase in this type of development in South Gloucestershire over recent years. This has resulted in concentrations of HMOs in particular parts of the district which has, in some cases, created a perception of issues for the neighbouring properties and the wider community. These issues mainly relate to increased parking pressures, noise, management of waste and recycling, and anti-social behaviour. Concentration of HMOs in any one area also gives rise to concerns that it impedes delivery of achieving housing mix which accommodates a range of different households and housing needs, which supports a sustainable community demographic, social interaction and a sense of wellbeing.

This policy aims to ensure that new HMOs are of a sufficiently high standard and are located appropriately, such as to avoid harmful impacts on local amenity and to HMO occupants, as well as to ensure that a diversity of housing can be maintained. Until replaced, this policy should be read alongside adopted policy CS17.

Policy wording

Location and concentration of HMOs

1. **Where a planning application is required for:**
    a. **A change of use from residential dwelling (Use Class C3) or any other use to a small HMO (Use Class C4)**
    b. **A change of use from residential dwelling (Use Class C3) or any other use to a large HMO (Sui Generis)**
    c. **Intensification of a small HMO (Use Class C4) to a large HMO (Sui Generis)**
    d. **New build HMO properties**
2. **development will be supported if the location of the proposed HMO would not result in:**
    a. **any single residential dwelling being 'sandwiched' between two HMOs; or**
    b. **three or more adjacent HMO properties; or**
    c. **a harmful and inappropriate concentration of HMOs in a locality, when measured as:**
        i. **an additional HMO in localities where known HMO properties already representing more than 10% of households; or**
        ii. **more than 20% of households within a 100m radius of the application property ate licenced/ licensable HMOs.**

Standard of HMO accommodation

3. **Where the location of HMO development is found acceptable in accordance with Part 1 of the policy, development will be supported if the proposed HMO would:**
    a. **Respect the character of the host property, street scene and surrounding are with regard to consistency, compatibility and congruence; and**
    b. **Provide sufficient room space for everyday activities and enable flexibility and adaptability by meeting appropriate space standards; and**
    c. **Contribute to the Council's work on the Climate Emergency by achieving an Energy Performance Certificate (EPC) rating of C or higher; and**

d. Ensure that adequate amenity space is retained; and

e. Provide sufficient recycling and refuse facilities; and

f. Not prejudice the amenity of neighbours.

4. Where HMO development is new build or includes extension of an existing building, the development should be consistent with other relevant Local Plan policies and guidance relating to new build residential accommodation and residential extensions.

Car parking and bicycle parking provision

5. Where the location and standard of HMO development is found acceptable in accordance with Part 1 and Part 2 of the policy, development will be supported if an appropriate level of car and bicycle parking can be provided which:

a. Accords with the Council's car and bicycle parking standards; and

b. Maintains the character of the street-scene and host property; and

c. A minimum number of 0.5 car parking spaces per bedroom must be provided in new HMO development. If this cannot be provided within the curtilage of the property, the availability of sufficient on-street parking must be evidenced through a parking survey. This should be undertaken not more than 6 months before and identify any changes in between the submission of the planning application, with the data being collected in term time including taking account of parking availability at both weekday and weekend periods. For further details see the Parking Surveys Technical Advice Note.

Supporting text

Application of the policy

1. In most areas of South Gloucestershire, a residential dwellinghouse, which is defined in planning terms as Use Class C3, can be converted to a small HMO (Use Class C4) without the need for planning permission, under what is termed permitted development rights.
2. Currently, HMOs require planning permission once they exceed six people if that change results in a material change in use. Large HMOs, formed from seven unrelated residents or more, become Sui Generis. Sui Generis is a "class of its own", and no Permitted Development Right exists to change an HMO with seven or more residents from any use. Consequently, for the change of use of any premises to a HMO for seven or more residents, an assessment has to be made as to whether a material change of use from the prior lawful use has occurred and, if it is determined that it has, then planning permission is required.

3. The provision of additional rooms within an existing HMO may also require planning permission. For example, an existing small HMO with six unrelated residents would require planning permission for the occupation of 1 further resident where this represents a material change of use. Existing large HMOs may require planning permission for the occupation of further residents if they have a previous planning permission that states the number of residents within the application description, or they have a restrictive condition.
4. For the purposes of assessing impact of the location of an HMO on a local community, the distribution of licensable HMOs will be used. This requires landlords to have a licence if renting out an HMO to 5 or more people living in 2 or more households.in England or Wales. This is often referred to as “Mandatory Licensing.” Licensing is independent of any planning restrictions and is there to protect tenant safety and ensure suitable amenities.

Article 4 Direction areas

5. Two areas of South Gloucestershire are the subject to an Article 4 Direction. Within these areas, the conversion of a dwelling house (Use Class C3) to small HMO (Use Class C4) is no longer permissible through permitted development rights set out above.
6. In areas where Article 4 Directions apply, the development or intensification of any HMO in the Article 4 Direction area would require planning permission and be subject to this policy. Further information about areas subject to an Article 4 Direction is available here.

Supporting mixed communities

7. This policy should be read alongside existing adopted Policy CS17 Housing Diversity, which aims to support mixed communities and the delivery of different types of housing to meet local needs. It is supported by the HMO Supplementary Planning Document (SPD) which provides further definition of criteria for the acceptable location of new HMOs, set out as follows, alongside the expected standard of new HMO development in order to create an acceptable living environment for occupants and neighbours.
8. Sandwiching and adjacent HMOs: ‘Sandwiching’ situations can occur even where there are limited breaks in the building line, including across private or unadopted adjacent access tracks within the curtilage of properties. ‘Sandwiching’ is unlikely to occur across separating roads.
9. An ‘adjacent property’ is considered to be any property that shares one or more boundaries with the application boundary. For example, in any streets, this would include the immediate neighbouring property or those where the rear garden is adjoining.



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Figure 2.Example of 'Sandwiching' of an existing CS Dwelling House

10. In relation to calculating concentration of HMOs, the HMO SPD provides further guidance regarding the number of HMOs as a proportion of all residential households in a locality which will be considered harmful and inappropriate. It provides detailed guidance on how the concentration will be calculated in determining applications for new HMO development.

Achieving Good Standards of Accommodation:

11. All proposals for HMO development should have regard to the contents of the HMO SPD which provides further guidance on how this policy will be applied and identifies additional considerations for proposed HMO development and operation, such as licensing requirements.
12. In addition, specific guidance on the following criteria can be found in the following documents:
13. Car parking:
    i. the Residential Parking Standards SPD, December 2013 which provides further guidance as to what parking provision is required with new residential development.
    ii. Parking Survey Technical Advice Note, February 2022. which provides guidance on how applicants should demonstrate 'appropriate evidence of the availability of on-street car parking during evenings and weekends' to support planning applications for Houses in Multiple Occupation (HMOs) in South Gloucestershire. Refuse and recycling: Waste and Recycling Collection: Guidance for New Developments SPD, March 2020 which provides further guidance on ensuring local waste requirements are considered during the earliest stages of the planning process to prevent adverse effects on the environment and residents.

Additions	
Key evidence	
Other relevant policies to cross-reference	CS17 – Housing Diversity

Policy Title:

LP16 - Age-friendly Housing and Care Homes

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy policy CS20 – Extra Care Housing**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Population projections show a substantial increase in the older population by 2041. It is an objective of the Local Plan to provide a choice of age-friendly homes to meet the aspirations of older people, and any specialist housing need, including with care where appropriate. Working towards age-friendly communities is a core tenet of the Council Plan 2024 to 2028.

The market will be expected to provide mainstream homes that are suitable for and attractive to older people as part of a range of housing on new residential developments that meet identified housing needs.

Specific policy intervention is required to ensure that suitable options are available to meet the requirements of those older people with more complex needs while enabling those with lower-level care and support needs to continue living as independently as possible.

This will be achieved by a policy focus on Housing with Care and Nursing Care Home provision.

Policy wording

1. **The provision of Housing with Care dwellings and nursing home beds will be supported to meet the identified need for specialist housing for older persons. The policy targets in the Local Plan are 1,680 Housing with Care dwellings and 380 nursing home bedspaces.**
2. **To assist in meeting emerging need for age-friendly homes in sustainable, inclusive and mixed communities, where care can be delivered if and when it is needed, Housing with Care will be required on the Strategic Urban and Village Extensions listed in the supporting text.**
3. **Policy LPS4 - Affordable Homes will apply to developments for specialist housing for older people, and all major developments of self-contained dwellings will be required to provide policy-compliant Affordable Housing regardless of use class.**
4. **Any developments approved under C2 Use Class must be occupied only by people with an assessed need for a minimum of 2 hours personal care per week, and their partners or carers.**
5. **Housing with Care must meet the following requirements:**
    a. **schemes must be located on sites that are easily accessible to public transport and local facilities and are prominent and visible to other local residents, ideally at the heart of new major developments or existing neighbourhoods.**
    b. **ancillary facilities should be provided as part of the Housing with Care development that are proportionate in scale to the locality and located and designed to be part of and accessible to the wider, balanced community. These facilities should enable residents to engage in community life, complement locally available amenities and encourage use by people from the surrounding and wider community. Stand-alone gated developments and proposals that restrict public access will not be acceptable.**
6. **Where Housing with Care is provided as part of a Strategic Urban and Village Extension or Local Plan allocation, the design and development of the wider community should consider the needs of all generations including older and disabled people and those with non-physical disabilities. This will enable everyone to use the services offered within the scheme.**
7. **All developments of housing for older people regardless of tenure must meet the requirements of policy LP18 - Internal Space and Accessibility Standards and be designed to meet good practice in design of specialist housing, including for people with dementia.**
8. **Where market-led older people's housing is proposed, the preference is for this to be delivered as mixed tenure Housing with Care as this best meets the identified need. Where retirement housing without on-site care is proposed, applicants must clearly demonstrate how they meet the identified and forecast need of the locality.**

9. **Where market-led care homes are proposed, the preference is for this to be delivered as nursing care provision for people with complex needs. Where residential care homes are proposed, applicants must clearly demonstrate how they meet the identified and forecast need of the locality.**

Supporting text

1. Specialist housing for older people is defined in NPPG para 010 as:

    a. Age-restricted general market housing – this type of provision does not include care and support and does not meet the need identified in the Local Housing Needs Assessment 2023 (LHNA).

    b. Retirement living or sheltered housing – defined in this policy as 'Housing with Support'. This means self-contained homes to rent or buy that offer at minimum a 24-hour emergency alarm call system, a common room for social activities and an on-site scheme management service. There is usually a minimum age threshold (typically 55 or 60). The Council expects housing with support to facilitate access for personal care and community nurse support in case they become needed, to enable the occupant to stay in their home for as long as possible.

    c. ExtraCare housing or Housing with Care – this means self-contained accommodation to rent or buy with design features and activities to promote and enable independent living, with facilities available to the wider community of all ages, and on-site care and support available 24 hours a day. It is also known as Assisted Living, Retirement Living Plus or Integrated Retirement Communities. Housing with Care is designed to be a home for life for most people. It promotes independent living in self-contained housing, where people can easily access high quality, flexible support and care services provided on site that suit their needs. Housing with Care schemes incorporate a wide range of communal facilities available to service users and the wider community of all ages, enabling inter-generational integration, and will be subject to an operational management plan approved by the Council.

    d. Residential care homes – this means individual en-suite rooms with shared facilities in a care home that provides 24-hour personal care for people who need help with daily tasks such as washing and dressing, meals provision and support to engage in physical and mental activity, and will be registered with the Care Quality Commission as a residential home.

e. Nursing homes or complex care homes – this means homes that provide a higher level of care than residential homes. They offer both 24 hour residential and nursing care and are equipped to look after people with complex needs who struggle significantly with daily life or need regular treatment from registered nurses. Some nursing homes specialise in a specific condition, for example advanced dementia or complex cancer conditions. They will be registered with the Care Quality Commission as nursing homes.

2. Personal care is a regulated activity that involves supporting people in their homes (or where they are living at the time) with things like washing, bathing or cleaning themselves, getting dressed or going to the toilet. Support with housework, laundry, shopping or similar activities are not personal care. The owner of a care home or Housing with Care scheme must ensure that a needs assessment is undertaken to identify care needs and must review it for changes at least annually.

3. The Local Housing Needs Assessment 2023 (LHNA) identifies that older people account for a significant proportion of the overall growth in population during the plan period, particularly those aged 75 and over. Those aged 85 and over are likely to have increasingly complex care and support needs, including dementia. It demonstrates that by 2040:

    a. 1,446 additional specialist homes for older people are required (LHNA para 5.40) and

    b. 831 additional places in institutions for older people are required (LHNA figure 5),of which 825 are for people who need care (i.e. excluding 6 prison places). 46% of the current institutional population is in nursing care and 54% in residential. Assuming this proportion continues, the projected over-75s institutional population change of 825 care home places would split into needs of approximately 380 nursing and 445 residential. The conversion ratio of bedspaces to dwellings is 1.9:1 (see LHNA figure 5) and therefore the residential care need proportion equates to 234 dwellings.

4. This policy seeks to meet the need for older people's accommodation by requiring Housing with Care on the Strategic Urban and Village Extensions and via market-led opportunities, and nursing care homes to meet complex needs. Where provision is proposed as part of a larger development, concept statements and master plans should clearly define the scale and location of the provision.

5. The strategic importance of Housing with Care as the Council's preferred option for older people and those with special needs is reflected in the Council Plan 2020-2024, the Housing Strategy 2023, the Joint Health and Wellbeing Strategy 2021-25 and the Adult Social Care and Ageing Well Needs Assessment 2024.

6. The LHNA emphasises that while the study assumes that current types of housing for older people will continue to be provided, people's aspirations are changing and some types of specialist older people's housing are already experiencing lower demand. The Council's view is that Housing with Support and residential care homes fall into this category, and that older people's need can best be met by a combination of enabling people to remain in their existing homes with relevant care and support alongside a programme of new Housing with Care and nursing homes to meet the needs of those with complex needs. The increase of 445 bedspaces equating to 234 dwellings should be considered a maximum as some people will be supported to remain in their existing homes instead of moving into ExtraCare or residential care.

7. Housing with Support typically provides limited facilities and support but with no care on-site. This often results in people needing to move again as their regular care needs increase or they require emergency care intermittently. Having considered the strategic disadvantages of Housing with Support, the Council is seeking to meet all 1,446 additional specialist homes for older people as Housing with Care, as this is more effective in meeting long term needs. Where Housing with Support schemes are proposed, the applicant must provide a justification that the scheme will meet a specific need in the locality.

8. Similarly, Housing with Care can meet the need of many who currently must move into residential care due to the lack of options for independent living. The Council is confident that the needs of up to 445 people could be met with the addition of up to 234 Housing with Care or ExtraCare homes.

9. The targets in the Local Plan are therefore 1,680 Housing with Care dwellings (1,446 + 234) and 380 nursing home places.

10. Good design of homes for older people is critical. All housing for older people must meet the requirements of policy LP18 - Internal Space and Accessibility Standards and be designed to meet good practice in design of specialist housing, including for people with dementia.

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

12. Occupancy of developments approved under C2 use class is restricted to those who are assessed as needing at least 2 hours personal care per week and their partners or carers. The restriction does not apply to remaining resident partners or carers of occupiers who have moved in and subsequently moved into another care setting or hospice or died. The care provided must be by a CQC-registered professional other than in exceptional circumstances, such as where evidence is provided that without the support of a partner or carer who is also moving in, at least 2 hours personal care from a CQC-registered professional would be required.

13. Paragraph 2 of this policy applies to the following Strategic Urban and Village Extensions:

    a. Policy LP10 - Almondsbury Village Extension

    b. Policy LP9 - Charfield Village Extensions

    c. Policy LP7 - Carsons Green and Rockhouse Farm New Neighbourhoods

    d. Policy LP5 - New Woodlands

    e. Policy LP6 - North Lyde 'ecotech' Village

    f. Policy LP8 - North Warmley New Neighbourhood

14. The Age-Friendly Housing Supplementary Planning Document will set out in greater detail how this policy will be implemented.

Additions	
Key evidence	Local Housing Needs Assessment 2023
Other relevant policies to cross-reference	LPS4 - Affordable Homes LP18 - Internal Space and Accessibility Standards

Policy Title:

LP17 - Rural Exception Sites and Community Led Development

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS19 Rural Housing Exception Schemes**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

We want to ensure our planning policies support all communities to investigate and bring forward sustainable growth in their local area, where it would help in meeting local and identified needs.

This policy is intended to assist communities of any size and place, take forward their own plans and ideas, primarily for new Affordable Homes. This policy supports new homes in addition to any allocations or existing development permissions in local communities.

The opportunities for new homes to meet locally identified needs for just Affordable or a primarily Affordable led scheme in rural areas are called ‘Rural Exception Schemes’. In addition, ‘Community Led Developments’ provide a pathway for local communities to bring forward new Affordable Homes, to meet local community needs, they can be brought forward in urban and rural areas.

This policy will support proposals by Affordable Housing providers, working with and in agreement with the local communities to bring forward rural Affordable schemes which are appropriate for the settlement. It will also support community land trusts, neighbourhood planning groups and other community led initiatives, to bring forward Affordable and mixed tenure schemes on land they own, either through a planning application or to inform preparation of a neighbourhood plan.

The Council, in partnership with others, will bring forward new guidance to illustrate how the policy requirements would be met by evidence particularly in relation to the proposed ‘local housing needs survey’.

Policy wording

Rural Exceptions Sites and Community Led Developments

1. **Within and around rural villages and settlements, development proposals for Rural Exception Sites or Community Led Development(s) will be acceptable where their primary purpose is to provide new Affordable Homes, provided:**
    a. **The number, tenure and size (bedroom number) of Affordable dwellings reflect an identified and genuine local need, as evidenced by an approved local housing needs survey; and**
    b. **Market housing is only be included to assist in making a rural exception scheme viable, with the number and size of market units proposed demonstrated through an appropriate viability assessment. Any market housing included must be integrated throughout the development so as to be indistinguishable in quality from the Affordable Housing; and**
    c. **The site is within, adjoins or is well-related to the existing village/ settlement and avoids a reliance on travel by private car to access services and facilities within the village or settlement; and take opportunities to enhance and provide Active Travel from within and surrounding the site; and**
    d. **Will avoid harm to key environmental, landscape and national policy designations and considerations, including flood risk, Green Belt and the Cotswolds National Landscape; and**
    e. **The placement, scale and design is appropriate to the nature of the village or settlement and will respect the character and setting of that place; and**
    f. **The overall scheme has the clear support from the local community through evidenced consultation and a local housing needs survey.**
2. **Development proposals for Community Led Development will need to meet all above criteria, with the exception of provision C when the proposal is in an urban area. Community Led Development will also clearly need to demonstrate that they meet the definition of Community Led Development as set out in National Policy. Community Led Development can take place in urban areas and within market towns, in addition to rural areas.**
3. **Proposals on Rural Exception Sites or Community Led Developments, which include plots for self and custom build Affordable Homes will be supported where they meet the above criteria and the Self and Custom Build Policy.**
4. **In all instances where Affordable Homes are provided through a Rural Exception Site or Community Led Development, proposals will be subject to conditions or legal obligation to ensure that Affordable Housing is reserved in perpetuity for those in local Affordable Housing need and the long-term occupancy restricted to those with a local connection.**

Supporting text

Local Housing Needs Assessment

1. Local housing needs survey – The council and partners will develop guidance on the suitable level of evidence and approach to collecting survey data for both Affordable, market and potential specialist housing local need. The current Guidance on Local Housing Need Assessments can be found here - 2633-Affordable-Housing-and-Extra-Care-Housing-SPD.pdf (southglos.gov.uk), and should be utilised until superseded.

Market Housing on Rural Exception Scheme Sites

2. Proposals containing an element of market housing, should be supported by a viability assessment which demonstrates that the proportion of market housing provided should be no greater than that required to deliver the agreed amount of Affordable Housing, identified in the approved local Affordable Housing needs survey. All viability assessments must be carried out following RICS guidance and will be independently verified by the Council with the developer liable for reasonable costs incurred. All viability assessments must be made publicly available.

Connectivity to Village or Settlement

3. Consideration of the existing settlement boundary, layout and character will need to inform appropriate proposals. Safe and high-quality walking links to the relevant rural village or settlement will need to be demonstrated to satisfy provision C. Currently adopted PSP11 sets out the appropriate level of service and facilities, including levels of public transport provision, proposals in location lacking any of the key services and facilities and minimum level of public transport will ordinarily be considered in conflict with provision C.

Development Proposal in the Green Belt

4. Green Belt 'Harm' proposals should consider Green Belt evidence as to which Green Belt 'purpose' that the area of Green Belt the site is within fulfils, along with the relative contribution and role of the area of Green Belt the proposal site is within will need to be considered. The level of harm to Green Belt should not undermine the overall purpose and role of Green Belt in which the sites is located. Requirement to create revised, defensible long-term boundary as set out in national policy will apply.

Landscape Character

5. Landscape character and the more detailed approaches to consideration of applications which may impact landscapes including the Cotswold National Landscape CNL are covered by currently adopted policy PSP2 Landscape.

Local Connection

6. Affordable Housing on Rural Exception Sites will be subject to a condition or legal obligation, which limits occupancy to those with a local connection (with guidance to be provided on the definition of local connection). Where no suitable applicants are identified in the parish of provision, a cascade approach to widen the area of local connection will operate on a priority basis The cascade approach will be defined in a

legal agreement, together with details of how the dwellings will be reserved as affordable in perpetuity.

First Homes on Exception Sites

7. The Council will support proposals for First Homes Exception sites where it can be demonstrated that the need for such homes is not being met elsewhere in South Gloucestershire.

Delivering Rural Exception and Community Led homes

8. Proposals for Rural Exception and Community Led homes will ordinarily be secured through planning applications. These would be in addition or outside of any Local Plan allocations. However, these schemes can also be progressed through neighbourhood plans, with sites allocated in those documents to focus on meeting locally identified and evidenced needs.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP3 - Residential Development in the Countryside LPS4 - Affordable Homes Saved Policy CS17 - Housing Diversity Saved Policy PSP2 - Landscape Saved Policy PSP11 - Transport Impact Management

Policy Title:

LP18 - Internal Space and Accessibility Standards

Existing Policies	**PSP37 – Internal Space and Accessibility Standards for Affordable Dwellings**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Homes must provide sufficient space for living, socialising, working from home or studying and be adaptable to cater for a variety of different household needs over time. Pressures to provide housing and to intensify uses presents a risk of erosion of internal spaces within new homes, which can have long-term consequences for health and wellbeing and daily living. This can particularly impact the most deprived communities in South Gloucestershire, which tend to be located in our urban areas and may have fewer choices about where to live. This policy requires the Nationally Described Space Standards (NDSS) to be applied to all housing types, including market housing and Affordable Housing tenures.

Accessible homes flexibly support the changing needs of our communities, from raising children, to living independently with disabilities and promoting safe and inclusive communities for those who might need Extra Care. Our ageing population means that the proportion of households containing wheelchair users or with mobility impairments will also be higher, and homes will therefore need to meet the needs of users on occupation or through future adaptation. The policy sets out requirements relating to accessibility, including Building Regulations Approved Document M, M4(2) and M4(3).

Policy wording

1. **All new housing (Market and Affordable) will be required to meet the M4(2) accessible and adaptable dwellings standard and meet or exceed the Nationally Described Space Standards (NDSS), or any future replacement standards. Evidence should be provided with each application setting out areas for bedrooms, built-in storage, floorspace and ceiling heights for each dwelling.**

2. **As a minimum, all market housing for major development (10 or more dwellings) should provide 4% of dwellings built to meet the M4(3) (2a) standard (wheelchair adaptable housing); and**
3. **As a minimum, Affordable Housing for major development should provide 10% of dwellings built to meet the M4(3) (2a) standard (wheelchair adaptable housing); and**
4. **For specialist accommodation for older people, all dwellings, irrespective of tenure, will be required to meet Building Regulation M4(3) (2a) standard (wheelchair adaptable housing).**

Supporting text

1. The South Gloucestershire Council Plan and the Tackling Inequalities Plan, alongside other goals, aim to enhance health and wellbeing, promote suitable housing, and encourage healthy lifestyles. The Local Plan emphasises high-quality design and supports health and wellbeing objectives.

2. The application of space and accessibility standards ensures new developments are appropriately sized to meet the needs of residents and can adapt and evolve over time, including greater accessibility as people age, helping them remain in their homes longer. This policy is essential in supporting the objectives of both the Council Plan and the Local Plan.

3. This amended policy on internal space and accessibility standards sets out the requirements that all new types of housing must meet and is based on the requirements set out in the National Described Space Standards (NDSS), supported by the Internal Space Standards and Accessibility Topic Paper, the Building Regulations Approved Document M, M4(2) and M4(3) and the supporting Local Housing Needs Assessment (LHNA).

Space Standards

4. Where new dwellings are created with sufficient internal space, inhabitants are afforded a range of benefits including; the ability to better socialise with family members and guests, sufficient storage for household items, greater flexibility in arranging rooms to suit need, the ability to work from home, the ability to exercise at home, space for effectively managing waste and recycling, adequate access to daylight and ventilation, and allowance for adaptation should inhabitants suffer from permanent or temporary impaired mobility.

5. There is substantial evidence on the impact of housing and the homes in which we live, on health and well-being. The Covid-19 pandemic has drawn greater attention to the link between housing, health, and adequate indoor space and has amplified housing-related health inequalities. Research carried out during the pandemic highlighted that 31% of adults in Britain have been affected by mental or physical health problems due to the condition of, or lack of space in, their home during lockdown.

6. There are various ways in which the amount of space in a house may impact on health. Whilst the relationship is complex, several studies provide strong evidence of an association. Evidence suggests associations between overcrowded and inadequate space and poor health and development rates, infectious diseases, particularly respiratory illness, mental health and stress, and educational attainment.

7. This policy seeks to apply the Nationally Described Space Standards (NDSS) to market and Affordable tenures, thereby ensuring an acceptable level of internal space across all new dwellings. The NDSS is a well-used national space standard and helps to ensure that appropriate living spaces are created. This was introduced in March 2015 by the Government through the Housing Standards Review. Space standards for new homes set out requirements for the floor space area and dimensions of the building according to the number of occupants, including dimensions for bedrooms, built-in storage and floor to ceiling height.

Accessibility Standards

8. The provision of appropriate housing for older people, physically disabled communities, long-term sick and those with invisible illnesses makes an important contribution to a safe and independent life. Additionally, an ageing population will see the numbers of disabled people continuing to increase in South Gloucestershire. Currently, 19% of the population are aged over 65, which is expected to increase to 21% by 2043. This is because people are living longer, but also because less people are choosing to have children. In 2011, around 14% of the South Gloucestershire population had a long-term health problem or disability that affected their ability to carry out day to day activities.

9. There is expected to be an increase of 9,300 additional households by 2040 where illness or disability affects their housing need. In addition, the latest South Gloucestershire Housing Strategy highlights the impact that housing has on health and wellbeing and recognises that the accessibility standards of new homes will have a positive impact on household health and welfare, and are particularly relevant to the protected groups, age and disability.

10. National policy and guidance enables local planning authorities to identify the proportion of dwellings in new developments that should comply with the accessibility requirements within the Building Regulations - Access to and use of buildings within Approved Document Part M (2015 & 2016), M4(2) and M4(3) as part of the Local Plan, based on the likely future need and taking account of the overall impact on viability.

11. The Local Housing Needs Assessment – Report of Findings 2023, sets out the evidence base for housing accessibility requirements within South Gloucestershire. It provides clear evidence of a need to support the M4(3) percentages for market, Affordable and age restricted housing outlined in this policy, providing that this does not compromise viability. Furthermore, it sets out that the Government proposes to mandate the current M4(2) (Category 2: Accessible and adaptable dwellings) requirement in Building Regulations as a minimum standard for all new homes, subject to a further consultation on the draft technical details.

12. There are a range of specialist needs which people have and while mobility issues are one of the critical ones to carefully consider, sensory impairments can also have a significant impact on how residents live and how the design of homes can support their needs. One example to be encouraged is the provision of fire safety equipment, such as smoke alarms, which can be designed with clear visual and sound warnings, to accommodate people with a range of impairments.

Application of Policy

13. The Council will generally seek to support truly innovative housing. Where it can be demonstrated that a dwelling will provide high levels of amenity through, for example, innovative methods of storage, high levels of daylight, and direct access to outdoor private space, the Council may make an exception and permit Affordable dwellings below the prescribed space standards.

14. Exceptional circumstances which might impact on the ability to achieve Building Regulations M4(2) and M4(3) are likely to be narrow in range, and limited to factors such as vulnerability to flooding, topography and where provision of a lift to dwelling entrances may not be achievable. Only in these circumstances which should be fully justified, may the Council agree to a reduced requirement.

Additions	
Key evidence	Local Housing Needs Assessment (LHNA) - Report of Findings (2023) Technical Housing Standards – Nationally Described Space Standards (NDSS) – DCLG (2015) Internal Space and Accessibility Standards Topic Paper Building Regulations Approved Document M, M4(2) and M4(3) The South Gloucestershire Housing Strategy
Other relevant policies to cross-reference	

4. Delivering jobs and prosperity

Policy Title:
LPS7 - Safeguarded Employment Areas

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS11 – Distribution of Economic Development Land** **Core Strategy Policy CS12 – Safeguarded Areas for Economic Development**
Non-Strategic / Strategic	**Strategic**

Purpose

Housing a growing population needs to be balanced with providing sufficient jobs for existing and new residents and ensuring there is enough land to accommodate these jobs. Having land of the right type and in the right places also supports; a strong, responsive and competitive economy, ensuring people have access to employment opportunities close to where they live, managing the impacts of climate change, and assisting to meet a zero-carbon ambition.

South Gloucestershire has strong-performing economic locations that play a key part in priorities for the West of England as set out in the emerging West of England Mayoral Combined Authority (MCA) Local Growth Plan, including:

- **The West Innovation Arc** - A major investment zone for the region covering the North Fringe Urban Area, including an aerospace and advanced engineering cluster with Rolls Royce, GKN and Airbus, together with the Ministry of Defence, University of the West of England, Aztec West and Bristol Business Park. The zone extends through to Emersons Green, hosting the UK's major aerospace Research & Development Cluster, the Bristol & Bath Science Park, the National Composite Centre, the Institute for Advanced Automotive Propulsion Systems (IAAPS), and the Isambard AI Supercomputer. The zone also incorporates many regional capabilities supporting the transition to net zero and creation of green jobs. This is alongside major brownfield development at the Former Filton Airfield (now known as Brabazon) with potential to deliver thousands of new homes together with substantial commercial floorspace, a new railway station, and public open space, all of which is adjacent to the new Bristol arena. Future review of the local plan would, alongside the MCA Local Growth Plan, holistically consider the density and effective use of employment areas in the North Fringe. Contingent on significant upgrades to transport infrastructure and to the range of convenient, safe and accessible transport modes, this could explore opportunities for a wider variety of uses,

increased vitality and a more sustainable urban character, while strengthening the location's economic role and function.

- **The East Fringe Urban Area** - Extending from the West Innovation Arc along the Avon Ring Road with the allocation of thousands of new homes together with circa 25 hectares of new employment land. This will offer a greater range and choice in the market with local job opportunities reachable by sustainable travel modes, connecting through to Hicks Gate and Keynsham Railway Station (within the administrative area of Bath & North East Somerset) and the Bristol to Bath corridor.
- **Severnside** – Together with Avonmouth (within the administrative area of Bristol City Council) it forms a globally significant enterprise zone at the Severn Estuary with strengths in net zero energy transition and logistics. Delivery of key infrastructure will further realise its significant economic potential and decarbonisation opportunities, and its contribution to the regional green economy.
- **Oldbury Power Station** – Located at northern end of the Severn Estuary, the former Magnox Nuclear Power Station, and land identified for new Nuclear, together form a site of national importance alongside Berkeley Power Station (within the administrative area of Stroud). This presents an opportunity for the West of England to lead the UK in 'first-of-a-kind' energy production, research & development skills, and training.

In addition, a range of employment activities support the rural economy of South Gloucestershire, such as quarrying, farming and agricultural, rural offices, industrial and small-scale storage and distribution uses.

The Local Plan's Economic Strategy is to maintain and further realise the potential of these strong-performing locations and their supporting business networks, while further enhancing the North Fringe, the East Fringe, Severnside, and rural areas, with new employment allocations. Fundamental to achieving this is also continuing to safeguard a range of areas for employment uses across the district and manage change on them to ensure that development proposals do not harm their employment offer.

Through this strategic policy the Local Plan is supporting the emerging MCA Local Growth Plan by enabling the region to attract investment, foster business expansion, create jobs and help drive inclusive and sustainable economic development.

Policy wording

Distribution of Safeguarded Employment Land

1. **A supply of land will be maintained for employment, distributed in accordance with Table 1.**

Supported proposals within Safeguarded Employment Areas identified in Table 2

2. **The following types of development will be supported:**
    a. **Business, Industrial and Distribution uses; and**
    b. **Other Economic Development uses where they would improve economic output of the safeguarded employment area; and**
    c. **Ancillary uses where they serve Economic Development uses and are small in scale relative to them; and Uses in accordance with Criterions 3, 4, and 5.**

Criteria relating to specific Safeguarded Employment Areas

3. **At Safeguarded Employment Area 51: University of the West of England, major educational institution and academic investment proposals, which can demonstrate significant benefits to local and sub-regional employment activity will additionally be supported.**
4. **Land at Former Filton Airfield (Brabazon):**
    a. **In Safeguarded Employment Area SEA52a: Brabazon (Mixed Use including Offices) – 8 Land Parcels between 78,030 sq. m and 270,000 sq. m Office floorspace as part of Mixed Use Development where other uses specified in Policy LP13 - Land at Former Filton Airfield – Brabazon will additionally be supported; and**
    b. **In Safeguarded Employment Area SEA52b - Brabazon (Research and Industrial) between 31,130 sq. m and 55,000 sq. m Research & Development and Industrial Floorspace.**

    Proposals for part development of these safeguarded employment areas will be required to demonstrate that the minimum employment floorspace figure (or higher) can be achieved within remainder of that safeguarded area.
5. **At the following Strategic Urban Extensions:**
    a. **In Safeguarded Employment Area 59: North Lyde 'ecotech' Village; and**
    b. **In Safeguarded Employment Area 60: Carsons Green and Rockhouse Farm New Neighbourhoods – 3 Land Parcels;**

    Proposals with a focus on Business, Industrial and Distribution uses together with other uses that are in accordance with their Strategic Urban Extension policies (LP6 - North Lyde 'ecotech' Village and LP7 - Carsons Green and Rockhouse Farm New Neighbourhoods) will be supported.

Proposals for Non-Economic Development Uses within Safeguarded Employment Areas identified in Table 2

6. **Except for development meeting the requirements of criterion 2, proposals for non-Economic Development uses within Safeguarded Employment Areas lying in the East Fringe Urban Area will not be permitted.**

7. **Except for development meeting the requirements of criterion 2, proposals for non-Economic Development uses within Safeguarded Employment Areas lying outside of the East Fringe Urban Area will not be permitted unless it has been clearly demonstrated, through adequate marketing together with other relevant evidence, that all reasonable attempts have been made to secure an economic development only re-use, in the following priority sequence:**

   a. **Business, Industrial or Distribution uses; and then**

   b. **Other Economic Development uses.**

   In such circumstances a mixed-use scheme of economic and non-economic development uses, where the economic development element would improve economic output of the safeguarded employment area, may be supported.

   Financial contributions, secured through an appropriate mechanism, will be required to enable assessment by the Council of evidence submitted to address these requirements.

Proposals within the Interim Safeguarded Employment Area identified in Table 3

8. **Proposals within the Interim Safeguarded Employment Area will continue to be assessed against criterion 2, 6 and 7 (as applicable for their location) unless a more fundamental review establishes, through a masterplan approach, that it is unlikely to have a long-term future as safeguarded employment. In such circumstance, a notable element of economic development uses should be retained and/or provided within the proposal.**

General Assessment Criteria

9. **The following will additionally apply to proposals within Safeguarded Employment Areas, and the Interim Safeguarded Employment Area, identified within Tables 2 and 3:**

   a. **All development should make efficient use of land; and**

   b. **All development should manage its off-site impacts including those upon residential amenity, the operation of other nearby uses, the environment and the highway network; and**

   c. **Proposals for other economic development uses, ancillary uses and non-economic development uses must not impact upon the continued use, development, or redevelopment of Business, Industrial and Distribution uses elsewhere within the Safeguarded Employment Area, or within other Safeguarded Employment Areas.**

Supporting text

Definitions

1. **Safeguarded Employment Areas** and **Interim Safeguarded Employment Areas** are identified in Tables 2 and 3, with their extents defined on the Policies Map.
2. **Business, Industrial and Distribution uses** are those falling within Use Classes E(g)(i) - Office, E(g)(ii) - Research and Development, E(g)(iii) - Light Industrial, B2 - General Industry, and B8 - Storage and Distribution of the Use Classes Order 1987 (as amended), or any future equivalent provision.
3. **Other Economic Development uses** includes:

    a. Local Community uses falling within Use Class F2 of the Use Classes Order 1987 (as amended), or any future equivalent provision;

    b. Main Town Centre uses as defined in the National Planning Policy Framework; and

    c. Other development which achieves at least one of the following objectives

        i. Provides employment opportunities;

        ii. Generates wealth; and/or

        iii. Produces or generates an economic output or product.

    While the definition is broad, not all uses will be appropriate in all locations.

    The definition of economic development uses does not include residential developments falling within Use Classes C2 and C3 of the Use Classes Order 1987 (as amended), or any future equivalent provision. These will be assessed as non-Economic Development uses.

4. **Adequate** Marketing requires compliance with the council's Commercial Marketing Guidance (being prepared) covering the factors which will be considered for assessment of the adequacy of marketing undertaken. It will need to be evidenced that there is no demand for existing commercial premises and sites, and that they have been actively marketed without success.
5. **University of the West of England** is covered by Safeguarded Employment Area 51 - University of the West of England, identified in table 2. Within this Safeguarded Employment Area only, proposals falling within Use Class F1(a) of the Use Classes Order 1987 (as amended) or any future equivalent provision, will additionally be supported where they are linked to a major educational institution and can demonstrate would provide local and sub-regional economic benefits. Such benefits could be through the range and number of jobs created the proposal's contribution towards innovation and academic excellence, and/or potential to attract further investment.
6. **Land at Former Filton Airfield (Brabazon)** comprises the following two Safeguarded Employment Areas, supported uses, and range of floorspaces:

a. SEA52a - Brabazon (Mixed Use including Offices) – 8 Land Parcels – Between 78,030 sq. m and 270,000 sq. m Offices (Use Class E(g)(i) of the Use Classes Order 1987 (as amended) or any future equivalent provision) as part of Mixed Use Development with other uses specified in Policy LP13 - Land at Former Filton Airfield – Brabazon.

b. SEA52b - Brabazon (Research and Industrial) – Between 31,130 sq. m and 55,000 sq. m Research and Development and Industrial Floorspace (Use Classes E(g)(ii), E(g)(iii) and B2 of the Use Classes Order 1987 (as amended) or any future equivalent provision).

A range of floorspaces are stated to ensure that the desired quantum and type of commercial floorspace is delivered to meet economic needs in accordance with Policy LP13 - Land at Former Filton Airfield – Brabazon.

Application of the Policy

7. Land within Safeguarded Employment Areas is prioritised for Business, Industrial and Distribution Uses. Opportunities for these uses to be intensified, or to become more flexible and adaptable so that they make more efficient use of land, and in doing so provide more and a wider range of jobs, will be encouraged provided this would not undermine the viability or specialism of the safeguarded employment area, nor those of other Safeguarded Employment Areas.

8. Until replaced, the following saved Policies, Sites and Places Plan policies provide additional criteria for Enterprise Areas and managing off-site impacts that new development must meet the requirements of, including:

    a. **Policy PSP8 - Residential Amenity** protecting against unacceptable living conditions or impacts upon residential occupiers; and

    b. **Policy PSP11 - Transport Impact Management** requiring the transport implications of new development to be fully addressed; and

    c. **Policy PSP21 - Environmental Pollution and Impacts** requiring prevention of unacceptable pollution and mitigation of this and other adverse impacts to nearby uses; and

    d. **Policy PSP26 - Enterprise Areas** covering specific requirements for Enterprise Areas; and

    e. **Policy PSP27 - B8 Storage and Distribution Uses** directs proposals falling within Use Class B8 to the most appropriate locations, as well as requirements for density and avoiding significant conflicts with neighbouring uses. Severnside is considered the main focus for large-scale strategic distribution and logistics. The benefits of ancillary offices to B8 uses may also form an important consideration; and

    f. **Policy PSP28 - Rural Economy** covering economic development within rural areas.

9. Allowing flexibility for changes in economic circumstances, other economic development uses can be supported on Safeguarded Employment Areas provided they would improve economic output of the safeguarded employment area. This could for example be through:

a. Increasing the number and/or range of jobs available;

b. Demonstrable increase to GVA performance;

c. Economic appropriateness of the use to the proposed location, for example a retail/ food and beverage use in an area with significant footfall/ passing trade; and/or

d. There being no suitable alternative provision for the use elsewhere.

A wider range of employment generating development can therefore be considered as well as the individual economic merits of a proposal, balanced with harm arising from any losses of Business, Industrial and Distribution uses.

Main Town Centre uses will additionally need to meet requirements of the sequential test and impact assessment, where applicable under Policy LPS8 - Town Centres, Retail and Leisure.

10. Non-economic development uses are unacceptable in principle, as once employment land is lost, it is in most cases permanent and irreversible. Since Safeguarded Employment Areas are safeguarded for a wide range of economic development uses, unviability of the existing use alone does not justify a non-economic development use being appropriate.

11. However, in very limited circumstances, there may be no reasonable prospect of an economic development use coming forward for the whole site. In such cases it must be clearly demonstrated that all reasonable attempts have been made to secure a use higher in the sequence before moving to the next, and the proposal must be for a mixed-use scheme where the economic development element would improve economic output of the Safeguarded Employment Area. Proposals comprising only residential, or other non-economic development uses (except uses meeting requirements of criterion 2), or those with only minimal economic development element will not be appropriate in Safeguarded Employment Areas and should therefore not be permitted.

12. Assessment of commercial marketing has significant resource implications for the Council, potentially requiring consultant support. It is therefore reasonable for applicants to cover the costs for proposals where these requirements arise. A Planning Performance Agreement or other appropriate mechanism may be used to secure a financial contribution.

13. Due to the severe economic imbalance within the East Fringe Urban Area, no further losses of Safeguarded Employment Areas to non-economic development uses will be appropriate (including within a mixed-use scheme), with any new residential development in its place likely to result in further imbalance. The policy therefore directs that avenues to improve employment opportunities for residents in these communities must instead be undertaken.

14. The extents of Safeguarded Employment Area 59 at North Lyde ‘ecotech’ Village and of Safeguarded Employment Area 60 at Carsons Green and Rockhouse Farm New Neighbourhoods, are shown on the Policies Map based on available information at time of publication. To enable these strategic sites to evolve, particularly in relation to elements of mixed use, this policy allows flexibility provided the uses proposed remain in accordance with requirements of the relevant strategic site policy.

15. An Interim Safeguarded Employment Area (34 - Indesit Site, Station Road, Yate) is identified in Table 3 as it has potential for future change. This area will continue to be safeguarded for employment while its long-term future is resolved. However, in the longer-term alternative uses may be more appropriate such as mixed use including residential. Given its co-location with other safeguarded areas and partly lying within the designated Town Centre boundary of Yate, it is anticipated that economic development uses would be provided for within the wider mix.
16. In addition to this policy, development proposals should be considered against other Local Plan policies, including those covering design, travel, climate and impacts upon amenity, to determine whether they are appropriate in each location.

Additions	
Key evidence	Future Economic Needs Assessment (December 2023) and Addendum (February 2025) South Gloucestershire Employment Land Review (January 2022) – as reviewed and updated by the Future Economic Needs Assessment 2023
Other relevant policies to cross-reference	LPS8 - Town Centres, Retail and Leisure LP6 - North Lyde 'ecotech' Village LP7 - Carsons Green and Rockhouse Farm New Neighbourhoods LP13 - Land at Former Filton Airfield – Brabazon LP14 - Severnside Employment Area LP19 - Non-Safeguarded Employment Sites LP20 - Employment and Skills Development Saved Policy PSP8 - Residential Amenity (until replaced) Saved Policy PSP11 - Transport Impact Management (until replaced) Saved Policy PSP21 - Environmental Pollution and Impacts (until replaced) Saved Policy PSP26 - Enterprise Areas (until replaced) Saved Policy PSP27 - B8 Storage and Distribution Uses (until replaced) Saved Policy PSP28 - Rural Economy (until replaced)

Table 1 – Distribution of Safeguarded Employment Land

North Fringe Urban Area	
Economic Description	A dense employment and residential location on the outskirts of Bristol, which includes the Filton Enterprise area, Ministry of Defence and University of the West of England. Due to unrivalled connectivity, it remains the most attractive commercial area in the West of England, including being an established hub for aerospace and advanced engineering. The area is attractive to the commercial market in terms of both offices and industrial, accommodating local, regional, national and international business in all sectors, especially defence, distribution, and professional services.
Existing Employment Land Safeguarded	426.9 ha including: • Between 9.8 ha and 33.8 ha Office uses (equivalent land area for 78,030 - 270,000 sqm) within Former Filton Airfield (Brabazon) • 6.7 ha Research and Industrial Uses within Former Filton Airfield (Brabazon)
Allocation	(None)
Total	443.3 to 467.3 ha
East Fringe Urban Area	
Economic Description	An area on the outskirts of Bristol with the highest residential concentration for South Gloucestershire, having key strategic employment assets within the Emersons Green Enterprise Area. In the wider East Fringe, extending south to Hanham, many safeguarded employment areas need investment to modernise and adapt to modern business needs but currently provide low-cost premises for smaller businesses. The area is attractive to the commercial market being well located and easily accessible with potential to meet demand from local, regional and national business in sectors particularly industrial but also distribution and last mile logistics, and also serve as a good location for companies looking to relocate or expand in the West of England sub-region.
Existing Employment Land Safeguarded	126.4 ha
Allocation	• 16.6 ha within North Lyde 'ecotech' Village • 5.8 ha within Carsons Green and Rockhouse Farm New Neighbourhoods • 4.6 ha within West of Carsons Road • 2.6 ha within Glenfern and Land to the East of Carson Road
Total	156 ha

Severnside	
Economic Description	The Severnside Employment Area is a significant economic centre for South Gloucestershire. forming part of the globally significant Avonmouth-Severnside Enterprise zone.
Existing Employment Land Safeguarded	648.6 ha
Allocation	• 13.6 ha within Land East of B4055, Pilning Station
Total	662.2 ha
Yate and Surrounding Areas	
Economic Description	Yate and the area surrounding are reasonably well located and attractive to local and regional companies looking to serve the wider region. It includes employment areas in Yate, Chipping Sodbury and Wickwar. Most jobs are concentrated within industrial, storage and distribution uses at West Yate, where there are opportunities to intensify and diversify the employment offer and maximise their capacity. Wholesale and retail also account for a significant part of the area's employment with Yate Town Centre representing an important retail location. The majority of future interest is expected from the industrial sector, with office demand to remain from local and regional companies.
Existing Employment Land Safeguarded	126 ha
Allocation	(None)
Total	126 ha
South and East Rural	
Economic Description	Covers the eastern edge of South Gloucestershire from Hawkesbury Upton in the north to Marshfield and Bitton in the south. Green Belt designation and the Cotswold AONB restrict development in some parts. The area remains attractive to local demand, and while less easily accessed, alongside the East Fringe the area main demand is centred around local and regional industrial uses with potential to house local and regional business in sectors such as distribution and last mile logistics and serve as a good location for companies looking to relocate or expand in the West of England sub-region.
Existing Employment Land Safeguarded	9.6 ha

Allocation	• 3 ha Buffer Depot, Acton Turville • 0.8 ha within Land at Rushmore Dairy, Badminton • 0.45 ha within Homeapple Close, Bridgeyate
Total	13.9 ha
Thornbury and North Rural	
Economic Description	Covers Thornbury Market Town together with rural areas, including Almondsbury to the South, Oldbury Power Station to the west, Falfield and Charfield to the north. The commercial market is centred around local demand, attracting local office as well as regional and local industrial occupiers, having connectivity to the motorway network and access to the North Fringe region. A focus on local demand servicing the local community and the wider region is expected to continue.
Existing Employment Land Safeguarded	18.1 ha including: • 0.7 ha within Collester Way, Thornbury
Allocation	• 1.2 ha within Woodend Farm, Woodend Lane, Cromhall • 1.1 ha within Oaklands Drive, Almondsbury
Total	20.4 ha

Figures may not sum due to rounding.

Table 2 – Safeguarded Employment Areas

North Fringe Urban Area	
SEA1 Abbey Wood Business Park	SEA2a Almondsbury Business Park (Western Site)
SEA2b Almondsbury Business Park (Central Site)	SEA2c Almondsbury Business Park (Eastern Site)
SEA3 Aztec West Business Park	SEA4 Bristol Business Park
SEA5a Land at Filton Northfield (First Field Way)	SEA5b Land at Filton Northfield (Brabazon roundabout)
SEA5c Land at Filton Northfield (Blenheim)	SEA5d Land at Filton Northfield (Ring Mead / Bishop Drive)
SEA6a Land East of A38, Filton/Patchway (North Parcel)	SEA6b Land East of A38, Filton/Patchway (Rolls Royce Main)
SEA6c Land East of A38, Filton/Patchway (South of B4057)	SEA6d Land East of A38, Filton/Patchway (South Parcel)
SEA7 Land West of A38 and South of Hallen Railway Line	SEA8 Ministry of Defence, Abbey Wood
SEA9 Old Gloucester Road, Hambrook	SEA10 Parkway Business Park
SEA11 Parkway North Business Park	SEA47a Cribbs Causeway, Lysander Road North
SEA47b Cribbs Causeway, The Laurels	SEA47c Cribbs Causeway, Lysander Road South
SEA48 Jupiter Road	SEA49 Patchway industrial Estate
SEA50 Pearce/Auto Techniques Site	SEA51 University of the West of England
SEA52a Brabazon (Mixed Use including Offices) – 8 Land Parcels	SEA52b Brabazon (Industrial)
SEA52c Land West of A38 (Aerospace Museum)	SEA52d Land West of A38 (Royal Mail Depot)
East Fringe Urban Area	
SEA12a Emersons Green (Bristol & Bath Science	SEA12b Emersons Green (Emerald Park and

Park)	Harlequin Office Park)
SEA12c Emersons Green (Vertex Park and Residual)	SEA13 Chapel Lane, Warmley
SEA14a Tower Road, Warmley (Eastern Site)	SEA14b Tower Road, Warmley (Western Site)
SEA15 Bristol Uniforms Site	SEA16 Oatley Trading Estate, Kingswood
SEA17 The Civic Centre, Kingswood	SEA18 Station Road, Kingswood
SEA19a North of Douglas Road (Wood Road/Moravian Road)	SEA19b North of Douglas Road (Former Lucas Works)
SEA20 Eclipse Office Park	SEA21 McBraida Site
SEA22 Longwell Green Industrial Estate	SEA23a Southway Drive, North Common (North Site)
SEA23b Southway Drive, North Common (South Site)	SEA24 Hanham Business Park
SEA25 Former Kleeneze Site	SEA26 Bath Road, Bitton
SEA27 Hayward Industrial Estate	SEA28 2-8 London Road, Warmley
SEA59 North Lyde ‘ecotech’ Village	SEA60 Carsons Green and Rockhouse Farm New Neighbourhoods – 3 Land Parcels
SEA61 Glenfern and Land to East of Carsons Road	SEA SEA62 West of Carsons Road
Yate and Surrounding Areas	
SEA29 Beeches Industrial Estate, Yate	SEA30 Bowling Hill, Chipping Sodbury
SEA31 Broad Lane, Yate	SEA32 Council Offices, Badminton Road, Yate
SEA33 Great Western Business Park, Yate	SEA35 The Ridge, Yate
SEA36 Westerleigh Business Park, Yate	SEA39 Arnold Fields Trading Estate, Wickwar
SEA40 Old Cider Mill Trading Estate, Wickwar	SEA42 Station Premises and Yard, Winterbourne
SEA53 Badminton Court/Dairy Crest Site, Yate	SEA55 Hatters Lane, Chipping Sodbury

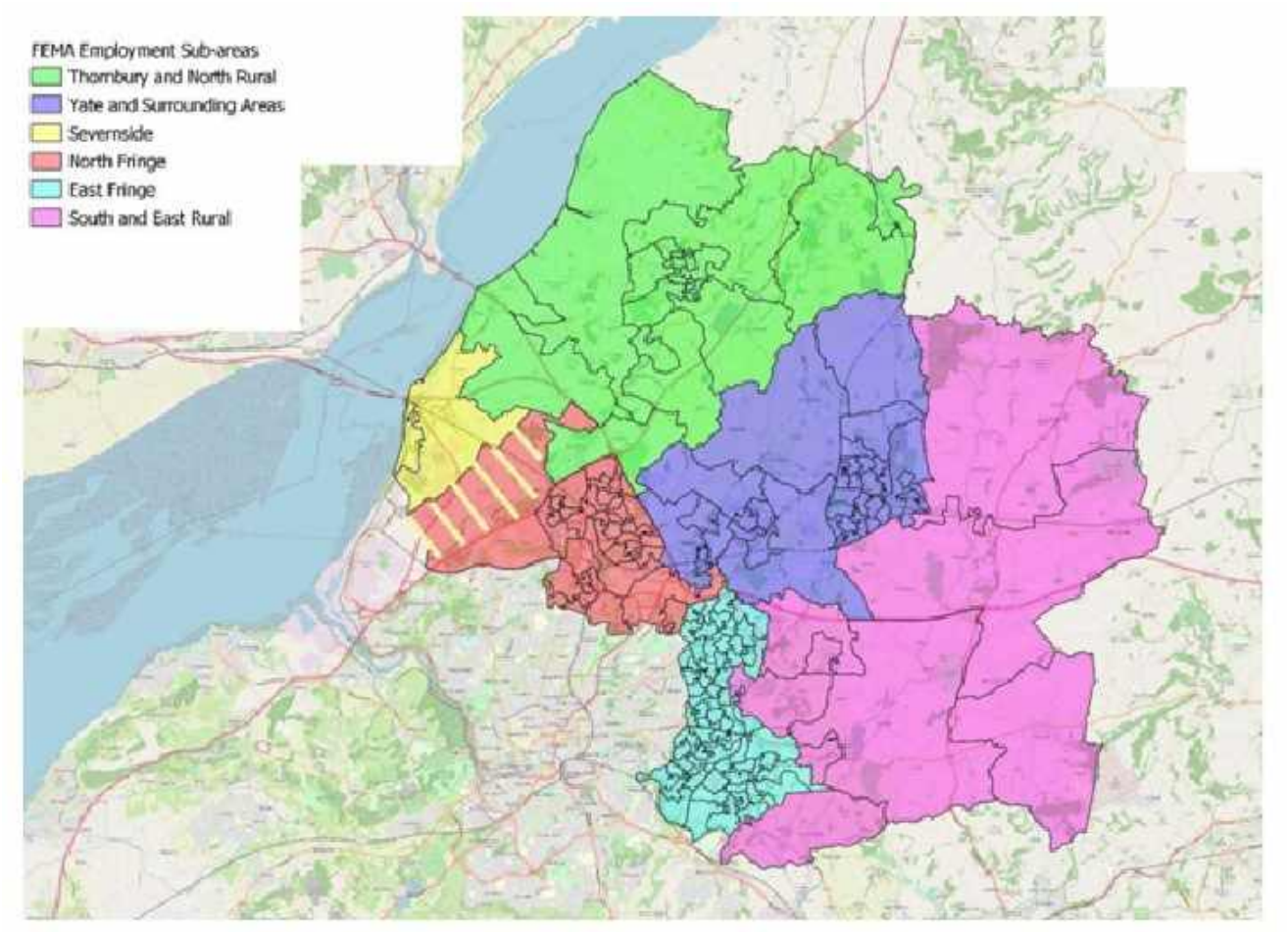
SEA57 Stover Road + North Road Industrial Estate, Yate	SEA58 Badminton Road Trading Estate, Yate
South and East Rural	
SEA41 Pucklechurch Trading Estate	SEA44 Sunguard Vivista Premises, Marshfield
SEA64 Homeapple Close	SEA65 Land at Rushmoor Dairy, Badminton
SEA66 Buffer Depot, Acton Turville	
Severnside	
SEA45a Severnside Employment Area (Westgate)	SEA45b Severnside Employment Area (Central Park South)
SEA45c Severnside Employment Area (Central Park)	SEA45d Severnside Employment Area (Old Power Station Site)
SEA45e Severnside Employment Area (Mount Park & Surroundings)	SEA45f Severnside Employment Area (Central Park South East)
SEA45g Land East of B4055, Pilning Station	
Thornbury and North Rural	
SEA37 Thornbury Industrial Estate	SEA43 Station Road, Charfield
SEA67 Collester Way, Thornbury	SEA68 Oaklands Drive, Almondsbury
SEA69 Woodend Farm, Woodend Lane, Cromhall	

Table 3 – Interim Safeguarded Employment Area

Yate and Surrounding Areas	
SEA34 Indesit Site, Station Road, Yate	

Figure 1 - Functional Economic Marketing Area (FEMA) sub-areas

South Gloucestershire can be characterised as having six broad Functional Economic Marketing Area (FEMA) sub-areas, as shown in Figure 1.



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Source: South Gloucestershire Employment Land Review (January 2022)

Policy Title:

LP19 - Non-Safeguarded Employment Sites

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS13 – Non-Safeguarded Economic Development Sites**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

In addition to Safeguarded Employment Areas, Economic Development uses within other sites contribute to South Gloucestershire's economy. The purpose of this policy is therefore to maximise retention and/or reprovision of these uses within new development proposals.

Policy wording

Supported proposals within Non-Safeguarded Employment Sites

1. **The following types of development will be supported:**
    a. **Proposals for the continued use, development, or redevelopment for Economic Development uses where they are compatible with neighbouring uses and do not have unacceptable wider impacts; and**
    b. **Ancillary uses where they serve Economic Development uses and are small in scale relative to them.**

Proposals for Non-Economic Development Uses

2. **Proposals for change of use to non-Economic Development uses will not be permitted unless it has been clearly demonstrated, through Adequate Marketing together with other relevant evidence, that all reasonable attempts have been made to retain Economic Development uses, in the following priority sequence:**
    a. **Economic Development re-use of the whole site; and then**
    b. **A mixed-use scheme of economic and non-economic development uses, where the economic development element would improve economic output of the site; and then**
    c. **A mixed-use scheme of economic and non-economic development uses.**

General Assessment Criteria

3. **The following requirements will additionally apply to proposals within Non-Safeguarded Employment Sites:**
    a. **All development should make efficient use of land; and**
    b. **All development should manage its off-site impacts including those upon residential amenity, the operation of other nearby uses, the environment and the highway network; and**
    c. **Proposals for ancillary uses and non-economic development uses must not impact upon the continued use, development, or redevelopment of Economic Development uses elsewhere within the Non-Safeguarded Employment Site.**

Supporting text

Definitions

1. **Non-Safeguarded Employment Sites** are sites which are not safeguarded under Policy LPS7 - Safeguarded Employment areas, and where the existing, or last known lawful use, is for Economic Development.
2. **Economic Development** includes:
    a. Business, Industrial and Distribution uses falling within Use Classes E(g)(i) - Office, E(g)(ii) - Research and Development, E(g)(iii) - Light Industrial, B2 - General Industry, and B8 - Storage and Distribution of the Use Classes Order 1987 (as amended), or any future equivalent provision;
    b. Local Community uses falling within Use Class F2 of the Use Classes Order 1987 (as amended), or any future equivalent provision;
    c. Main Town Centre uses as defined in the National Planning Policy Framework; and

d. Other development which achieves at least one of the following objectives

   i. Provides employment opportunities;

   ii. Generates wealth; and/or

   iii. Produces or generates an economic output or product.

While the definition is broad, not all uses will be appropriate in all locations. The definition of economic development uses does not include residential developments falling within Use Classes C2 and C3 of the Use Classes Order 1987 (as amended), or any future equivalent provision. These will be assessed as non-Economic Development uses.

3. **Adequate Marketing** requires compliance with the council's Commercial Marketing Guidance (being prepared) covering the factors which will be considered for assessment of the adequacy of marketing undertaken. It will need to be evidenced that there is no demand for existing commercial premises and sites, and that they have been actively marketed without success.

Application of the Policy

4. This policy sets out a priority for retaining Economic Development uses within Non-Safeguarded Employment Sites. Economic Development proposals will need to be appropriate for the site, including not having unacceptable impacts on neighbouring employment or residential uses, nor wider impacts such as upon the environment or the highway network. As part of this, Main Town Centre uses will additionally need to meet requirements of the sequential test and impact assessment, where applicable under Policy LPS8 - Town Centres, Retail and Leisure.

5. Until replaced, the following saved Policies, Sites and Places Plan policies provide additional criteria for Enterprise Areas and for managing off-site impacts that new development must meet the requirements of, including:

   a. **Policy PSP8 - Residential Amenity** protecting against unacceptable living conditions or impacts upon residential occupiers; and

   b. **Policy PSP11 - Transport Impact Management** requiring the transport implications of new development to be fully addressed; and

   c. **Policy PSP21 - Environmental Pollution and Impacts** requiring prevention of unacceptable pollution and mitigation of this and other adverse impacts to nearby uses; and

   d. **Policy PSP26 - Enterprise Areas** covering specific requirements for Enterprise Areas; and

   e. **Policy PSP27 - B8 Storage and Distribution Uses** directs proposals falling within Use Class B8 to the most appropriate locations, as well as requirements for density and avoiding significant conflicts with neighbouring uses. Severnside is considered the main focus for large-scale strategic distribution and logistics. The benefits of ancillary offices to B8 uses may also form an important consideration; and

   f. **Policy PSP28 - Rural Economy** covering economic development within rural areas.

6. In circumstances where it can be clearly demonstrated that the existing Economic Development uses are unviable in their current form, a priority sequence is set out to maximise the retention and/or reprovision of other Economic Development uses within a new development. In such cases it must be clearly demonstrated that all reasonable attempts have been made to secure a use higher in the sequence before moving to the next, and the maximum provision of Economic Development uses within the new development should be secured.
7. Examples of improving economic output of the site could be through:
    a. Increasing the number and/or range of jobs available;
    b. Demonstratable increase to GVA performance;
    c. Economic appropriateness of the use to the proposed location, for example a retail/ food and beverage use in an area with significant footfall/ passing trade; and/or
    d. There being no suitable provision for the use allocated elsewhere within the local plan.

    A wider range of employment generating development can therefore be considered as well as the individual economic merits of a proposal.

    Opportunities for economic development uses to be intensified, or to become more flexible and adaptable so that they make more efficient use of land, and in doing so provide more and a wider range of jobs, will be encouraged.

Additions	
Key evidence	N/A
Other relevant policies to cross-reference	LPS7 - Safeguarded Employment Areas LPS8 - Town Centres, Retail and Leisure LP20 - Employment and Skills Development Saved Policy PSP8 - Residential Amenity (until replaced) Saved Policy PSP11 - Transport Impact Management (until replaced) Saved Policy PSP21 - Environmental Pollution and Impacts (until replaced) Saved Policy PSP26 - Enterprise Areas (until replaced) Saved Policy PSP27 - B8 Storage and Distribution Uses (until replaced) Saved Policy PSP28 - Rural Economy (until replaced)

Policy Title:

LP20 - Employment and Skills Development

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**New Policy**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

This policy is to enable local residents to benefit from employment and training opportunities arising from new major developments, particularly where development is proposed in or near to areas of deprivation, priority neighbourhoods and where opportunities would benefit people in disadvantaged or vulnerable groups including those with learning disability.

Opportunities for local employment and training may arise during construction for a wide range of major developments. For Economic Development proposals, opportunities may also arise during operation of the completed development.

Where new development would result in larger losses of employment uses, the policy places requirements on developers to mitigate the impacts of these.

Policy wording

1. **Major Development proposals should contribute, proportionate to their scale, to enabling local residents to access employment and training. Such contribution should include, but not be limited to, supporting employment initiatives and skills development during construction and through the supply chain, and where relevant within the completed development.**
2. **Employment and Skills Plans will be required from all Major Development which comprises:**
   a. **10 or more residential dwellings;**
   b. **1,000m² or more Economic Development floorspace; or**
   c. **Loss of 1,000m² or more Economic Development floorspace**

Supporting text

Definitions

1. **Major Development** is as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), or any future equivalent provision.
2. **Economic Development** includes:
   a. Business, Industrial and Distribution uses falling within Use Classes E(g)(i) - Office, E(g)(ii) - Research and Development, E(g)(iii) - Light Industrial, B2 - General Industry, and B8 - Storage and Distribution of the Use Classes Order 1987 (as amended), or any future equivalent provision;
   b. Local Community uses falling within Use Class F2 of the Use Classes Order 1987 (as amended), or any future equivalent provision;
   c. Main Town Centre uses as defined in the National Planning Policy Framework; and
   d. Other development which achieves at least one of the following objectives:
      i. Provides employment opportunities;
      ii. Generates wealth; and/or
      iii. Produces or generates an economic output or product.

   While the definition is broad, not all uses will be appropriate in all locations.

   The definition of Economic Development uses does not include residential developments falling within Use Classes C2 and C3 of the Use Classes Order 1987 (as amended), or any future equivalent provision. These will be assessed as non-Economic Development uses.

3. An Employment and Skills Plan is a document which promotes local employment and training associated with a proposed development. It may comprise a range of measures, including as a minimum:
   a. apprenticeships, training schemes, and/or job shops; and
   b. promoting employment within the locality such as nearby schools and colleges, commitments to recruiting a proportion of new employees from the local area, commitments to placing work with local suppliers; and
   c. travel measures which would assist local residents to access employment and/or training opportunities created.

   The opportunities promoted should be local to the proposed development, reducing the need and distance to commute, and encouraging access by Active Travel means and public transport. This is particularly important where the proposal, and/or the neighbourhoods local to it, are in areas identified as having lower numbers of jobs than resident workers.

   Where losses of Economic Development floorspace take place, the Employment and Skills Plan should support people impacted to gain alternative employment within the new development or elsewhere, including provision of training and skills development to support this.

Application of the Policy

4. It is anticipated that requirements for an Employment and Skills Plan would be secured as a planning condition for new developments which meet the policy criteria.
5. The requirement to prepare an Employment and Skills Plan should not be subject to viability since the contribution sought is proportionate to the proposal's scale and would be reflected as such within initiatives put forward in the document.
6. Local employment and training opportunities during construction, and for losses of employment, should be approved prior to commencement of development to ensure commitments made for these can effectively be put into place.
7. Local employment and training opportunities within the completed development apply to relevant proposals i.e. those in which jobs would be created in its operational phase. Details of these should be approved at an early stage depending upon specific circumstances such as the proposed phasing/build out of the proposal.
8. The Council will work with its partners to prepare a planning obligations SPD supporting the approach to realising the economic benefits of new development for local residents. Once adopted, proposals meeting the policy criteria should comply with the SPD requirements.

Additions	
Key evidence	N/A
Other relevant policies to cross-reference	LPS7 - Safeguarded Employment Areas LP20 - Employment and Skills Development

5. Thriving town centres, leisure and cultural facilities

Policy Title:
LPS8 - Town Centres, Retail and Leisure

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy policy CS14 – Town Centres and Retail** **Policies Sites and Places Plan policy PSP31 – Town Centre Uses**
Non-Strategic / Strategic	**Strategic**

Purpose

South Gloucestershire's Town Centres are envisaged to be places where people can live, work, meet together, and access a range of facilities and services by walking, wheeling, and cycling, as well as public transport connections to other destinations. They will offer a thriving daytime and evening economy, fulfilling needs of the communities they serve, being inclusive, age friendly and accessible to all. They will support a range of uses, including major employment, with the flexibility to adapt to changing market conditions, and provide opportunities for regeneration with urban greening and high-quality public realm.

In this way Town Centres support making effective use of land, and they can be vibrant and successful places over the long term. This policy promotes their vitality and viability, recognising their importance to the local community and economy, their social function, and their sense of place.

The National Planning Policy Framework requires a network and hierarchy of town centres to be defined. The majority of South Gloucestershire's population lies within the two urban areas, within which are 9 town centres, and in the three market towns. In addition to retail these 12 centres all provide, to a greater or lesser extent, a range of services and facilities including financial, community, leisure, employment and housing.

Local Centres are smaller centres within urban areas, around market towns, and larger village settlements, that meet the needs of residents for everyday convenience goods and basic services within walking distance.

South Gloucestershire's town centre hierarchy therefore comprises two levels:

1. 12 Town Centres of equal status; then
1. 58 Local Centres (47 existing, 4 new (designated from existing facilities), 7 proposed)

Local shops and other smaller facilities within urban areas, market towns and villages, where not having Local Centre status, also provide an essential and valuable service to their communities as focal and community service points for which there is a need to protect against their loss.

Policy wording

Network and Hierarchy of Centres

1. **Development proposals for main town centre uses shall be directed sequentially to South Gloucestershire's Town Centres and Local Centres listed in Table 1.**
2. **Proposals for main town centre uses within existing and proposed Local Centres will be supported where they are of an appropriate scale and size to the centre.**
3. **Cribbs Causeway/Mall, Abbey Wood and Longwell Green Retail Parks will be treated as Out of Centre. Development proposals within these areas will need to satisfy the Sequential Test, and where required, an Impact Assessment.**

Range of permitted uses in Primary Shopping Areas

4. **Primary Shopping Areas, as defined on the Policies Map, are locations where new comparison and convenience retailing, including both large and smaller scale retail proposals, should first be directed. Café's, restaurants, public houses, community buildings, libraries, banks, health and leisure facilities will also be permitted where they support the vibrancy and offer of key services of the Primary Shopping Area, and its retail character. All uses must provide daytime active frontages.**
5. **New residential development in vacant upper floors of properties will be supported provided that it would not undermine operation of commercial frontage(s) in the primary shopping area, nor in the wider town centre, nor the centre's vitality and viability. Proposals to redevelop for, or change of use at ground floor to, residential use will not be permitted.**

Range of permitted uses in the Wider Town Centre

6. **Small scale retail proposals, non-retail other main town centre uses, and other Economic Development uses, which contribute to the vitality and viability of the Town Centre, and provide daytime or nighttime active frontages, will be supported.**
7. **New residential development in vacant upper floors of properties will be supported provided it would not undermine operation of commercial frontage(s) within the town centre, nor the centre's vitality and viability. Proposals to redevelop for or change of use at ground floor to, residential development, or other uses with an inactive frontage, will need to demonstrate that:**

a. **Following Effective Marketing that there is no realistic prospect of securing the continued existing use of the unit, nor any alternative main town centre use with an active frontage; and**

b. **Grants, loans and other funding sources to secure the continued existing use, or an alternative main town centre use, have been fully explored; and**

c. **The proposal would not, individually or cumulatively, have a detrimental impact upon adjoining main town centre uses nor the vitality and viability of the town centre.**

Edge of Centre and Out of Centre Development Proposals

8. **Edge of Centre and Out of Centre proposals for main town centre uses, except for offices within Safeguarded Employment Areas, offices within the University of the West of England, and Small Scale Facilities meeting criterion 11 of this policy, will need to demonstrate through application of the sequential test:**

   a. **That no suitable sites are available within the Town Centre to accommodate the proposal; and**

   b. **Flexibility of the proposal including consideration of alternative formats and scales; and**

   c. **That the site would be accessible and well connected by pedestrian, cycle, and public transport links to the Town centre.**

   Out of Centre proposals will additionally need to demonstrate that there are no suitable Edge of Centre sites available to accommodate the proposal.

Impact Assessments

9. **An Impact Assessment will be required for:**

   a. **Retail proposals larger than 350m² gross internal floorspace in all locations outside of Primary Shopping Areas; or**

   b. **Leisure development proposals above 1000m² gross internal floorspace, where they are outside of the designated Town Centre boundary.**

Local Centres and Small Scale Facilities

10. **Development of new Local Centres will be supported where they:**

    a. **Demonstrate meeting requirements of criterion 8, and where exceed the floorspace thresholds, criterion 9 of this policy; and**

    b. **Would facilitate sustainable choices for new residents and the surrounding community; and**

    c. **Would not undermine the vitality, viability, role or function of existing Town and Local Centres.**

    New Local Centres proposed within Strategic Sites should additionally adhere to the scale, type and format set out within the relevant strategic site policy.

11. **Development of Small Scale Facilities providing main town centre uses, in urban areas, market towns and rural areas, will be supported where they would not undermine the vitality, viability, role or function of existing Town and Local Centres, and would not cumulatively when considered together with other existing and/or proposed facilities within a 300m radius exceed 350m2 gross internal floorspace.**
12. **Within Local Centres listed in Table 1, and established Small Scale Facilities (including valued local shops and other facilities that meet a community's day-to-day needs in rural areas), proposals to redevelop for, or change of use at ground floor to, non-main town centre uses will need to demonstrate that:**
    a. **Following Effective Marketing that there is no realistic prospect of securing the continued existing use of the unit, nor any alternative main town centre use with an active frontage; and**
    b. **Opportunities for community ownership and/or operation of the unit have been fully explored over the Effective Marketing period; and**
    c. **Grants, loans and other funding sources to secure the continued existing use, or an alternative main town centre use, have been fully explored; and**
    d. **The proposal would not, individually or cumulatively, have a detrimental impact upon vitality and viability of other main town centre uses in the Local Centre/ within 300m radius of the Small Scale Facility.**

Markets and Garden Centres

13. **Development proposals which would undermine or lead to the loss of existing markets will not be supported unless appropriate alternative market provision would be provided.**
14. **Development proposals for new garden centres, or remodelling of existing garden centres, unless within a Town or Local Centre will need to demonstrate meeting requirements of criterions 8 and 9 of this policy. Proposals will additionally be assessed to ensure that any general sales, and other uses taking place within them, remain ancillary to plant sales.**

General Assessment Criteria

15. **Development proposals for all main town centre uses, in any location, should:**
    a. **Positively respond to any Town Centre health check; and**
    b. **Be in proportion to the locality in which it is proposed; and**
    c. **Demonstrate a positive contribution towards the street scene and the public realm; and**
    d. **Be conveniently and safely accessible by Active Travel means; and**
    e. **Be well served by public transport; and**
    f. **Have appropriate provision of staff, customer and goods parking and servicing areas (both for cycles and vehicles); and**

g. **Have appropriate provision for electric vehicle charging; and**

h. **Make efficient use of land.**

16. **Any shopfront(s), sign(s) or advertisement(s) should be of a scale, detail, siting and type of illumination appropriate to the character of the host building, wider street scene and avoid harmful effects on amenity of the surrounding area.**

Supporting text

Network and Hierarchy of Centres

1. **Town Centres** are South Gloucestershire's nine town centres within the North and East Fringe Urban Areas, and three Market Towns, listed in Table 1. Boundaries of the Town Centres and Primary Shopping Areas are defined on the Policies Map.
2. Creation of new Town Centres are not anticipated during the local plan period. Proposals for a new Town Centre, including elevating an existing or proposed Local Centre to Town Centre status, should therefore be assessed as a departure from the Local Plan and be subject to the Sequential Test and Impact Assessment as required under criterions 8 and 9 of this policy. A key consideration for assessment will be the overall effect that creation of a new Town Centre would have upon the existing network and hierarchy of centres, including whether it would offer a level of facilities exceeding that of existing Town Centres within South Gloucestershire. It must not undermine the purpose of existing Town Centres including their being vibrant and successful places for people to live, work, meet together, and to access a range of facilities by sustainable means, nor should it have any detrimental impacts upon the network and hierarchy of centres within adjoining authorities.
3. 47 (out of 49) **Local Centres** are carried forward from the previous Local Plan, and 4 Local Centres are designated from existing facilities at Alveston, Charfield, Cheswick Village and Wick. These are listed in Table 1 and their general locations shown on the Policies Map, but without a defined boundary, allowing them flexibility to grow in response to the needs of the communities that they serve.
4. 7 proposed Local Centres are anticipated to come forward in the following **Strategic Sites** to support the growth of communities in their areas; East of Harry Stoke, Ladden Garden Village, Lyde Green, New Woodlands, North Lyde 'ecotech' Village, and Carsons Green and Rockhouse Farm New Neighbourhoods, and Former Filton Airfield (Brabazon). These form part of the Network and Hierarchy of Centres listed in Table 1 and their expected general locations are shown on the Policies Map. The principle of providing new Local Centres in these locations, including their broad role, is confirmed through this policy, with additional criteria for their location, content and function (other than for Lyde Green) set out in the following strategic site policies:

    a. Saved Core Strategy policy CS27 - East of Harry Stoke New Neighbourhood (until replaced)

    b. Saved Core Strategy policy CS31 - North Yate New Neighbourhood (until replaced)

c. Policy LP5 - New Woodlands

d. Policy LP6 - North Lyde 'ecotech' Village

e. Policy LP7 - Carsons Green and Rockhouse Farm New Neighbourhoods

f. Policy LP13 - Land at Former Filton Airfield – Brabazon

Further assessment of the detailed proposals will however be required as they come forward.

5. Proposals for new local centres should include supporting information on its anticipated catchment, the scale and format of the uses proposed within it, and analysis of any similar provision and/or overlap within the nearest existing town and/or local centres. To ensure viability in early stages of their establishment, information should also be included on the proposed marketing strategy and a timetable for their implementation.

Definitions

6. Main Town Centre Uses, Primary Shopping Areas, Edge of Centre, and Out of Centre are defined in the National Planning Policy Framework.
7. Primary Shopping Areas within each of the 12 town centres have a focus on shops for food, drink, clothing and household goods, and their boundaries are defined on the Policies Map. Permitted development rights cover a range of main town centre uses, but where planning permission is required, retail uses - particularly larger shops, will be directed to the primary shopping areas. Other main town centre uses, such as café's, restaurants, community buildings, health and leisure facilities may also be appropriate to support viability of this town centre core. Where proposed these uses should demonstrate supporting the main purpose of the Primary Shopping Area for retail and shopping, and their contribution to it being an active, vibrant and interesting environment. Residential uses at ground floor, being inactive frontages, are considered harmful to viability and vitality of primary shopping area, and consequently the town centre as a whole since the primary shopping area serves as the town centre core. Where planning permission is required, changes of use to residential at ground floor should therefore be refused.
8. **The Wider Town Centre** is the area within the town centre boundary but outside of the primary shopping area boundary. Large scale retail developments are less appropriate in these areas having potential to detract from primary shopping areas as the core of town centres. Large scale retail developments are therefore directed to the primary shopping areas through application of the sequential test where required. Criterion 6 for small scale development proposals applies to new build development, redevelopment, and changes of use.

9. **Effective Marketing** is where the site is proactively marketed without any constraints that may unduly influence the scope of interest being received, using a range of media, by an appropriate professional agent experienced in marketing main town centre uses. For Town Centres, and Local Centres within Urban Areas and Market Towns, this marketing is required to be undertaken for a minimum period of 12 months. For Local Centres and Small Scale Facilities within rural areas, as loss of these valued services may leave communities without a nearby alternative facility, marketing is required to be undertaken for a minimum period of 24 months. Longer marketing periods to these stated minimums may be necessary in some circumstances, such as during an economic recession and/or disruption resulting from national/ international events. It must be demonstrated that the sale/ lease/ rental price sought is reasonable over full duration of the marketing period.
10. **Retail Development** means development falling within Use Classes E(a), (c), and F2(a), as well as retail warehouse clubs and factory outlet centres (Sui Generis) of the Use Classes Order 1987 (as amended), or any future equivalent provision.
11. **Small Scale Retail Development** in South Gloucestershire is Retail Development of 350m² gross internal floorspace or below.
12. **Large Scale Retail Development** in South Gloucestershire is Retail Development above 350m² gross internal floorspace.
13. **Leisure Development** means development falling within Use Classes E(b), F2(c) and (d), as well as theatres, amusement arcades, centres and funfairs, nightclubs, casinos, betting offices, pay day loan shops, public houses, wine bars, drinking establishments, drinking establishments with expanded food provision, hot food takeaway, live music performance venues, cinema, concert halls, bingo halls, and dance halls (Sui Generis) of the Use Classes Order 1987 (as amended), or any future equivalent provision.
14. **Small Scale Facilities** are main town centre uses of 350m² gross internal floorspace or below.
15. **Economic Development** uses are defined in Policy LP19 - Non-Safeguarded Employment Sites.
16. Active Travel means modes of travel which involve a level of activity, including walking, wheeling and cycling. Wheeling encompasses a range of modes such as trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, and cycle sharing schemes.[1]

Application of the Policy

17. South Gloucestershire's Town Centres range in their size and scale of uses, and so while vibrancy of particular uses, for example nightlife, may be positive in some centres, it may not be appropriate in others. The characteristics of each centre are therefore important considerations in decision making.
18. Guidance on application of the Sequential Test and Impact Assessment is set out in National Planning Practice Guidance: Town Centres and Retail. This includes a distinction between the definition for Edge of Centre for retail uses, and Edge of Centre for other main town centre uses, in application of the Sequential Test.

19. Proposals for offices within Safeguarded Employment Areas, and in the University of West of England (the boundaries of which are defined on the Policies Map), are not subject to requirements of the Sequential Test. This is because they would be in accordance either with Policy: Safeguarded Employment Areas or Policy: University of the West of England. The principle of office use, of any size, is therefore accepted in those locations.

20. Saved policy PSP32, until such time as it is replaced, provides additional criteria relating to **Local Centres**, as shown on the policies map and listed in Table 1, and for **Small Scale Facilities**. Definitions for **Retail Development** and **Small Scale Retail Development** within this policy shall take precedence over definitions for Retail Uses and Small Scale Retail Uses, and for Use Classes Order references, within paragraphs 7.69 and 7.70 of the supporting text to saved policy PSP32.

21. To provide for day-to-day needs of communities Small Scale Facilities with main town centre uses are supported out of centre in both urban and rural areas, subject to meeting requirements of criterion 11. The radius for cumulative impacts reflects national planning policy and guidance for distances from primary shopping areas and town centre boundaries.

22. In South Gloucestershire some town centres are relatively small and experiencing reduced vitality. A dominance of edge of centre or out of centre floorspace, particularly for retail can have significant impacts on our designated town and local centres which serve an important role for local and sustainable access to services and facilities. Consequently, relatively smaller developments can, on their own or cumulatively, have a significant impact on existing centres. The locally set threshold of proposals larger than 350m² gross internal floorspace to be subject to an impact assessment therefore reflects this, and are applicable not only to new development, but also section 73 Applications and variations to S106 agreements that seek amendments to existing permissions restricting the level and type of goods that can be sold.

23. The impact assessment should include an assessment on the health of, and investment within, both existing and planned new Town and Local Centres. Applicants should agree the scope of the impact assessment with the council including which centre(s) it should cover, the key impacts, and level of detail required based on the proposed development's scale, nature, and its proximity to existing and planned centres, together with any local considerations to be taken into account.

24. Proposals in any location involving the loss of main town centre uses to non-economic development uses will also need to meet the requirements of Policy LP19 - Non-Safeguarded Employment Sites and Policy LP20 - Employment and Skills Development.

25. Appropriate cycle and vehicle parking/ servicing and EV charging provisions referenced in criterion 15 includes meeting requirements of Policy LP22 - Parking Requirements, including Electric Vehicles.

26. In addition to this policy, development proposals should be considered against other Local Plan policies, including those covering design, travel, climate and impacts upon amenity, to determine whether they are appropriate in each location.

[1]'What Active Travel Means' https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit

Additions	
Key evidence	Topic Paper: Retail & Town Centre Planning Policy Matters (February 2025)
Other relevant policies to cross-reference	LP5 – New Woodlands LP6 - North Lyde 'ecotech' Village LP7 - Carsons Green and Rockhouse Farm New Neighbourhoods LP13 - Land at Former Filton Airfield – Brabazon LP19 - Non-Safeguarded Employment Sites LP20 - Employment and Skills Development LP22 - Parking Requirements, including Electric Vehicles Saved Policy CS27 – East of Harry Stoke New Neighbourhood (until replaced) Saved Policy CS31 – North Yate New Neighbourhood (until replaced) Saved Policy PSP32 – Local Centres, Parades and Facilities (until replaced) Saved Policy PSP34 – Public Houses (until replaced) Saved Policy PSP35 – Food and Drink Uses (Including Drive Through Takeaway Facilities) (until replaced)

Table 1 – Town Centre Hierarchy

North Fringe of Bristol Urban Area	
Town Centres	
Bradley Stoke	Filton
Patchway	Stoke Gifford
Local Centres	
Gloucester Road North	Gloucester Road, Patchway

Filton Avenue (Nos. 508-550 & 551-557)	Kingsway, Little Stoke
Filton Avenue (at junction with Conygre Rd)	Chelford Grove, Patchway
Station Road, Filton	Ratcliffe Drive, Stoke Gifford
The Parade, Coniston Road, Patchway	Peartree Road, Bradley Stoke
Coniston Road, Patchway	Webbs Wood Road, Bradley Stoke
Brabazon**	East of Harry Stoke**
Cheswick Village*	New Woodlands**
East Fringe of Bristol Urban Area	
Town Centres	
Kingswood	Staple Hill
Hanham	Downend
Emersons Green	
Local Centres	
Oldland Common Village	Burley Grove
Poole Road, Soundwell	Cleevewood Road, Downend
Pound Road, Kingswood	Dibden Road, Mangotsfeld
Quakers Road Parade, Downend	Ellacombe Road, Longwell Green
Soundwell Road, Kingswood	High Street, Hanham
Station Road, Kingswood	Holly Hill Road
Stockwell Drive, Mangotsfeld	Longwell Green Parade, Bath Road

Mangotsfeld Village (St James Place, St James's St, Cossham St)	Warmley Village (Deanery Road, High St, Stanley Rd, Tower Rd North)
Memorial Road, Hanham	Westbourne Road Parade, Downend
New Cheltenham Road, Kingswood	Westcourt Drive, Oldland Common
Newton Road/School Road, Cadbury Heath	Westons Way, Kingswood
North Street/Pleasant Street/Victoria Street	North Lyde 'ecotech' Village**
Carsons Green and Rockhouse Farm New Neighbourhoods**	Lyde Green**
Yate and Surrounding Areas	
Town Centres	
Yate Market Town	Chipping Sodbury Market Town
Local Centres	
Lower Stone Close, Church Road and Woodend Road, Frampton Cotterell	Bradley Avenue, Winterbourne
Flaxpits Lane, Whitegates and high Street, Winterbourne	Park Avenue, Winterbourne
Abbotswood Shopping Centre	Cranleigh Court Road
Brimsham Park, Yate	Firgrove Crescent
Heron Way	Westerleigh Road Stores
Wellington Road	Ladden Garden Village**
Thornbury and North Rural	
Town Centre	

Thornbury Market Town	
Local Centres	
Oakleaze Road	Charfield Village (Manor Lane/Poskett Way/ Station Road)*
Alveston*	
South and East Rural	
Town Centre	
(None)	
Local Centres	
Wick*	

*Existing facilities to be designated as New Local Centres

**Proposed Local Centres

Policy Title:
LP21 - Major Stadia

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced?	**New Policy**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

The Council is not currently proposing to allocate a specific site for major stadia. The intention of this policy is to provide criteria against which such a proposal, or expansion of an existing facility to that scale, would be assessed if put forward, including criteria relating to its location, and specification, managing impacts upon the national and local road network, the environment, residential amenity, and neighbouring uses.

To maximise the benefits of a venue of this scale, the policy requires provision for a range of professional sports as well as leisure and cultural events, and to provide facilities available at local community level to encourage active participation in sport, art and culture, to be inclusive and improve both physical and mental health.

The policy may also guide the council's response if consulted on such a proposal within a neighbouring authority, including potentially the YTL Arena.

Policy wording

New Major Stadia

1. **Proposals for new Major Stadia (or expansion of an existing venue to this scale) will be supported where they:**
    a. **Apply the mitigation hierarchy to avoid harm to designated sites for nature conservation, their functionally linked habitats, Irreplaceable Habitats, Species of Importance, Local Wildlife Sites and/or Regionally Important Geological Sites (RIGS); and**
    b. **Are in a location easily accessible to the catchment population by appropriate public transport services, maximising the convenience of using rail stations, and through provision of new public transport services or enhancements to existing connecting services; and**
    c. **Are conveniently and safely accessible by Active Travel means and/or demonstrate enhancements to achieve this; and**
    d. **Include an effective and integrated travel plan, focussed on rail and connected public transport services, together with an off-site parking strategy; and**
    e. **Manage off-site impacts including upon the highway network, the environment, upon residential amenity and upon the operation of other nearby uses; and**
    f. **Comply with National Planning Policy and Guidance in respect of any harm to the Green Belt; and**
    g. **Comply with the sequential approach for main town centre uses, both for primary use(s) of the stadium and for any ancillary uses; and**
    h. **Provide for a range of activities and functions; and**
    i. **Demonstrate that the number of spectators it would provide for is appropriate to both the primary use(s) and location; and**
    j. **For proposals of less than 20,000 spectators, demonstrate the ability to increase the number of spectators which could be provided for over a temporary period and how this would be managed; and**
    k. **Provide an asset with social value and health benefits for the local community, including participation in community sport, cultural and/or leisure activity, engagement and inclusion; and**
    l. **Demonstrate contribution to urban regeneration of the wider area; and**
    m. **Comply with other relevant Local Plan policies.**

Further expansion to Major Stadia

2. **Proposals to permanently expand a Major Stadium once approved, or to expand temporarily beyond the limits of that approved, will be subject to further consideration and need to demonstrate they would continue to fully meet the requirements of criterion 1.**

Supporting text

Definitions

1. **Major Stadia** and **Major Stadium** mean a facility used for holding large scale events (both regular or temporary), including, but not limited to, a sports stadium, an arena, leisure and/or cultural venue with capacity for 5,000 or more spectators/visitors to attend.
2. **Appropriate Public Transport Service** is as defined in Saved Policies Sites and Places Plan Policy PSP11 (until replaced).
3. **Active Travel** means modes of travel which involve a level of activity, including walking, wheeling and cycling. Wheeling encompasses a range of modes such as trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, and cycle sharing schemes.[1]
4. **Main Town Centre Uses** are defined in the National Planning Policy Framework.
5. **Town Centres** and **Local Centres** are defined in Policy LPS8 - Town Centres, Retail and Leisure.

Threshold for Application

6. This policy applies to proposed facilities with a capacity of 5,000 or more spectators/ visitors. While a location for a Major Stadium has not been allocated, were an opportunity to come forward over the plan period the council is supportive of this being realised where it would meet the requirements of criterion 1.
7. Proposals for a venue of less than 5,000 spectators/ visitors would be assessed under other Local Plan policies, including but not limited to saved Core Strategy Policy CS23: Community Infrastructure and Cultural Activity (until replaced).

Mitigation Hierarchy

8. The impact of a Major Stadium upon designated sites (both International and National) and their functionally linked habitats, Irreplaceable Habitats, Local Wildlife Sites and/or Regionally Important Geological Sites (RIGS) may be of an extent that it would not be appropriate in the location proposed. Acceptability of the proposal in that regard should be determined in accordance with Policy LP28 - Ecology and Biodiversity Net Gain and, until replaced, saved Policies, Sites and Places Plan policy PSP18 - Statutory wildlife Sites: European sites and Sites of Special Scientific Interest (SSSIs). Where the proposal meets requirements of both policies, it may also need to contribute towards SAMM (Strategic Access Management & Monitoring) and on or offsite SANGS (Suitable Alternative Natural Greenspace), and there will be an expectation for onsite provision of mandatory 10% Biodiversity Net Gain.

Sustainability and Accessibility

9. Proposals for a Major Stadium will need to demonstrate that the location is sustainable for the expected number of spectators/ visitors they would generate, and where the majority of visitors would be able to access it through a genuine choice of travel modes. Given the potential scale of a Major Stadium and number of visitors who may travel from a range of distances, it would therefore need to utilise the public transport network in South Gloucestershire.
10. The most efficient form of public transport to manage large numbers of people is rail, particularly via Bristol Parkway Station but also Yate and potential future North Filton/Brabazon stations. Proposals should demonstrate through an integrated travel plan a focus on rail and connected public transport services, incentivising use of these through nil or low-cost shuttle services, or through enhancement to existing connecting services.
11. An off-site car parking strategy will also be required as part of the travel plan which utilises availability within, but does not overwhelm, existing park and ride facilities and/or provides an appropriate new park and ride facility to serve both the proposed use and other needs in the location, at reasonable cost to visitors.
12. For cycle parking and any proposed car parking at the major stadium, the requirements of Policy LP22 - Parking Requirements, Including Electric Vehicles must be met. Due to the unique nature of major stadia this would in most instances require bespoke provision in discussion with the Local Planning Authority.
13. To maximise travel by Active Travel means, appropriate on-site provision should also be made to accommodate a range of other wheeled means covered by the Active Travel definition.

Green Belt

14. If proposed within the Green Belt proposals will need to demonstrate how alternative non-Green Belt sites have first been considered, compliance with the latest published national planning policy and guidance, and that very special circumstances demonstrably outweigh any harm to the Green Belt.

Main Town Centre Uses

15. Main Town Centre uses proposed will need to meet requirements of the sequential test and impact assessment, where applicable under Policy LPS8 - Town Centres, Retail and Leisure. This includes the primary use(s) of the proposed Major Stadium as well as any ancillary uses, where its function would comprise a main town centre use, and also applies to their future changes of use where planning permission is required. Applicants are recommended to discuss with the Local Planning Authority the relevant Town and Local Centres to be considered in the application of both tests.

Major Stadia Specification

16. To maximise the benefit of proposals of this scale and impact, a range of primary activities and functions must be demonstrated, for example use for sport, major leisure and/or as a cultural venue attracting a large number of visitors. Sporting facilities should meet requirements of Sport England guidance.

17. Major Stadia are anticipated to provide for a large number of spectators, such as 20,000, however for a new venue a smaller number of 5,000 or more spectators may be appropriate. Proposals of fewer than 20,000 spectators should demonstrate whether they can temporarily increase capacity, such as for one-off events depending upon site and other constraints, together with details of how such an expansion would be managed. In all cases the proposal should demonstrate how its proposed capacity is appropriate to the nature of the primary use.

18. It is essential that Major Stadia facilities are available for use by the local community. The aim is both to expand and complement existing sports and leisure provision in the area, and to meet Sport England objectives of improving participation in grassroots level sports, attracting young people and minority groups into sport, arts and cultural activities, improving both physical and mental health of the local community through participating in a level of activity and/or engagement with other people. Proposals are therefore required to demonstrate how they will accommodate not only the primary use of the venue at elite/ professional level but also how it could be directly used by individuals, groups, and organisations from the local community.

19. Proportionate to their scale, proposals should demonstrate how they contribute towards urban regeneration for their location, including their relationship to Policy LPS1 - Strategy Principles, Policy LPS2 - Locational Strategy for South Gloucestershire, relevant masterplans and/or strategies.

Compliance with other relevant Local Plan Policies

20. In addition to Local Plan polices referenced above, proposals must also meet the requirements of other relevant Local Plan policies and, until replaced, relevant saved Core Strategy and Policies, Sites and Places Plan policies. This includes, but is not limited to policies covering design, landscape, green infrastructure, climate change resilience and adaptation, transport, heritage, flood risk and drainage, residential amenity and operation of neighbouring uses.

[1]'What Active Travel Means' https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit

Additions	
Key evidence	N/A
Other relevant policies to cross-reference	LPS1 - Strategy Principles LPS2 - Locational Strategy for South Gloucestershire LPS8 - Town Centres, Retail and Leisure LP22 - Parking Requirements, Including Electric Vehicles LP28 - Ecology and Biodiversity Net Gain Saved Policy CS23 - Community Infrastructure and Cultural Activity (until replaced) Saved Policy PSP18 - Statutory wildlife Sites: European sites and Sites of Special Scientific Interest (SSSIs) (until replaced)

6. Helping you get around

Policy Title:

LPS9 - Sustainable Movement & Transport Infrastructure

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS7 Strategic Transport Infrastructure** **Core Strategy Policy CS8 Improving Accessibility** **PSP 13 Safeguarding Strategic Transport Schemes and Infrastructure** **PSP 14 Safeguarding Rail Schemes and Infrastructure**
Non-Strategic / Strategic	**Strategic**

Purpose

South Gloucestershire Council declared a Climate Emergency on 17 July 2019. The overarching target is for South Gloucestershire to be carbon neutral by 2030. Energy consumption by businesses, homes and road transport account for 95% of all greenhouse gas emissions, with 39% of those emissions coming directly from transport. Achieving the decarbonisation of transport will require significant investment in active and sustainable travel through new walking, cycling, wheeling and public transport infrastructure, as well as charging infrastructure for electric vehicles. In delivering this policy South Gloucestershire Council aims to increase sustainable travel choice, enabling people to travel using a variety of alternative, attractive and viable modes, and to create places which are safer, healthier, and more attractive for people to travel to and spend time in.

The transport policies in this Local Plan seek to give spatial planning policy expression to the vision and ambition set out in the sub-regional Joint Local Transport Plan 4 (JLTP4), recognising this was published in 2020 and is due to be refreshed in line with the guidance that will be expected from the Department for Transport in 2025.

This policy sets out the strategic transport infrastructure improvements and sustainable travel measures that will be required to ensure that new development planned to be delivered up to 2041 will be accessible, inclusive, connected and decarbonised, thereby enabling people to move around efficiently with increased transport options, while also reducing the impacts of transport on the environment and encouraging healthy lifestyles.

Policy wording

Movement Principles

1. **Development proposals will need to demonstrate they are located in sustainable locations and that they provide users of new development with a range of travel options that maximise opportunities for walking, wheeling, cycling and public transport and which minimise the need to travel by the private car and assist in reducing carbon emissions.**

2. **Development proposals should use the movement principles below to demonstrate how users will access health, education, work and other services and facilities, as defined in saved policy PSP11 or its replacement. Developments that are unable to demonstrate how sustainable access will be achieved, using a combination of the below principles, will not be supported. Development should:**

    a. **Be located in proximity to existing services and facilities, as defined in saved policy PSP11, or provide a suitable level of new services and facilities on site; and**

    b. **Be located adjacent to the Active Travel Network and be able to connect to and enhance the Active Travel Network. Extension, connection and enhancement to the Active Travel Network should be delivered to standards set out in saved policy PSP10 to provide for walking cycling wheeling and where appropriate equestrian; and**

    c. **Be located in proximity to suitable and established public transport connections or demonstrate how proposals will enhance or provide suitable public transport connections.**

3. **In addition to compliance with principles a-c in paragraph 2 above, development proposals should support the decarbonisation of travel through further interventions including the following where the location or scale of development allow:**

    a. **Support the delivery of sustainable rural alternatives to private car travel, for example through Demand Responsive Transport or other alternatives.**

    b. **Support the continued operation or establishment of new community transport.**

    c. **Support and deliver Shared Mobility Schemes on site.**

    d. **Provide or contribute to the delivery of strategic Mobility Hubs, to support connectivity and improve door to door travel times.**

e. **Make provision for additional on-site electric vehicle charging infrastructure above minimum building regulations and policy requirements where relevant (see Parking Requirements, Including Electric vehicles), to support swifter decarbonisation of transport.**

Inclusive and Safe Development

4. **Streets connecting to and within new development must be designed to be safe and accessible for walking, cycling and wheeling* to all sections of our community recognising the range and diversity of needs.**

Strategic Infrastructure interventions to deliver Local Plan growth

5. **Priority will be given to the implementation of strategic infrastructure proposals that support modal shift and the decarbonisation of travel. All new development proposals will be required to contribute financially or in kind to support the delivery of the packages below.**

6. **The Council will work with its partners to deliver within the plan period the following key projects:**

   a. **Active Travel Package**

   b. **Ring Road Package**

   c. **Yate Package**

   d. **North Fringe Package (Woodlands/Almondsbury)**

   e. **Severnside Package**

   f. **Mobility and Car Club Package**

Safeguarding Land

7. **Development will not be permitted where it is prejudicial to the Council's strategy of developing the strategic infrastructure packages to deliver local plan growth, or other strategic transport measures that may emerge through the Joint Local Transport Plan or its replacement/successor.**

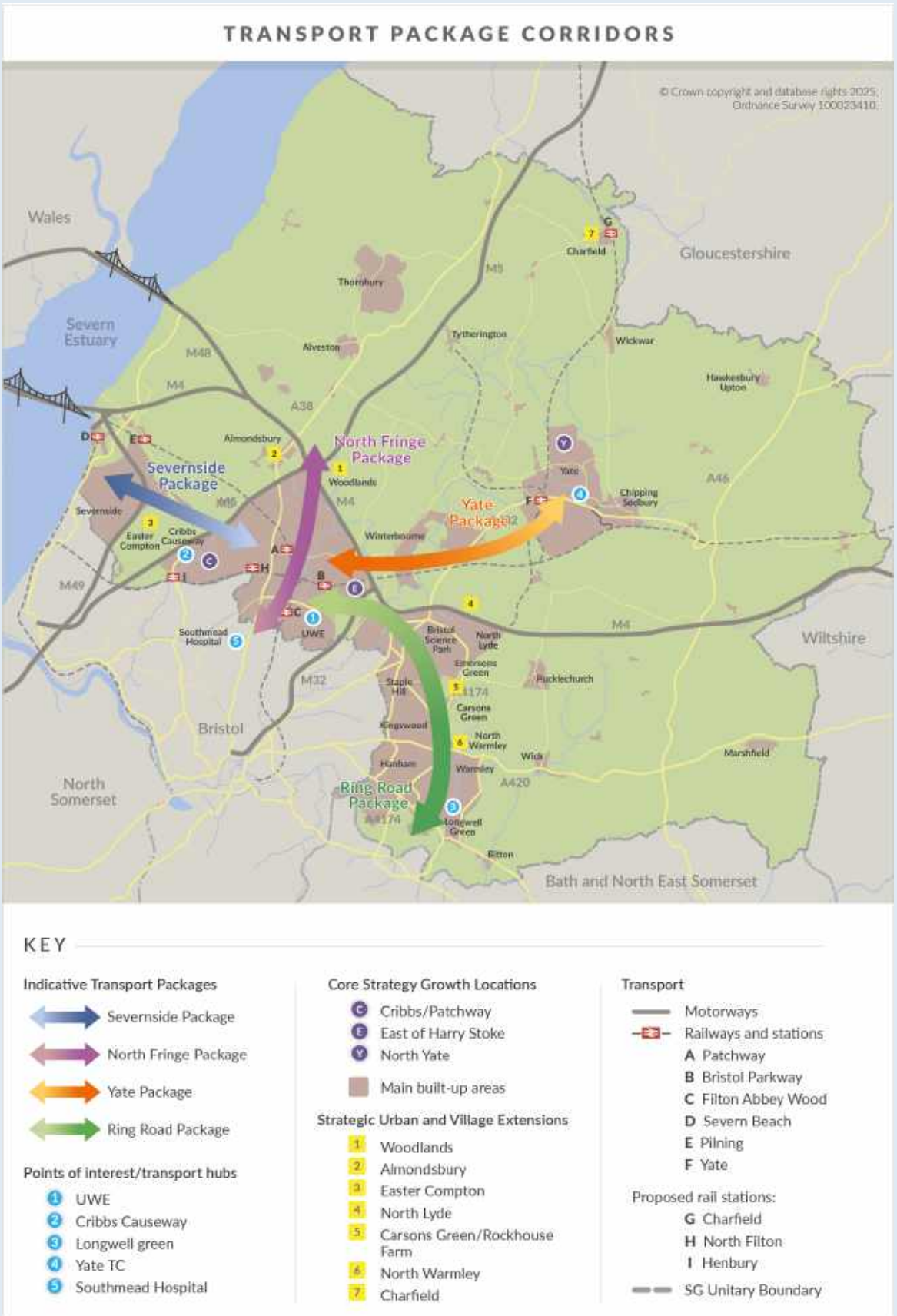
8. **Rail track beds and associated land will be safeguarded for their continuing use or reuse for public transport or rail freight, or foot and cycleways.**

9. **Land in the following locations is identified for transport infrastructure safeguarding and are defined on the Policies Map:**

a. **Severn Beach station improvements**

b. **Pilning station safeguarding**

c. **Westerleigh Junction upgrade**



LPS9 Figure 1. Strategic Transport Infrastructure Packages Indicative Diagram

Supporting text

Movement Principles

1. The Movement Principles require new sustainable development to provide users with a range of travel options that maximise opportunities for walking, cycling, public transport and bike, car and ride sharing, in preference to single occupancy car use. It sets out the Council's approach to new development, ensuring sites provide attractive, affordable, accessible and sustainable travel options.

Suitable services and facilities

2. When considering the delivery of new or proximity to existing services and facilities saved Policy PSP11 or its replacement policy provides guidance. The table at PSP11 supporting text paragraph 5.23 provides a list of suitable services and facilities considered to support sustainable access as well as acceptable walking and cycling travel distances.

Suitable Active Travel Routes

3. As outlined in saved policy PSP10 New connections or enhancements to the Active Travel Network should be delivered to the latest government guidance. The current latest standards for planning and design of Active Travel infrastructure have been developed by Active Travel England (ATE) and are considered latest best practice and delivery of routes to this standard supporting new development is required. Details of how any development proposals meet the ATE standards should be included in any transport assessment or planning statements. Where government guidance is not available saved policy PSP10 or its replacement policy sets out the minimum standards.
4. The existing Active Travel Network routes can be found on the Policies Map by viewing saved policy PSP10 or its replacement.

Suitable Public Transport

5. PSP11 or its replacement policy outlines the minimum standards for any public transport services across the plan area to be considered sustainable and can be found in PSP11 supporting text paragraph 5.24. Public Transport routes that are supported by short-term funding packages with no long-term funding and unable to demonstrate pathways to commercial viability will not be considered established routes. Developments in these locations should consider how their development will support the establishment of a commercially viable route.
6. The West of England Mayoral Combined Authority has published a vision for the delivery of enhanced public transport connections across the sub region. The public transport provision set out in the West of England Bus Service Improvement Plan (BSIP), or its replacement plan are supported where they exceed the minimum criteria set out in PSP11. Development proposals are encouraged to support the delivery of this higher level of service where the BSIP exceeds the minimum standards in saved policy PSP11.

7. The BSIP recognises that the region has a diverse geography and that appropriate public transport service levels will vary depending upon the location. The BSIP targets of relevance to our movement principles and future decisions on development proposals, in relation to appropriate public transport service(s) across the region are set out below:

    a. **Conurbations – population over 70,000**

        i. Radial routes (cross-centre) – minimum provision of 6 buses per hour (bph)

        ii. Orbital routes – minimum provision of 4 bph

        iii. Inter-conurbation routes – minimum provision of 4 bph to the nearest adjacent conurbation

    b. **Large urban areas – population over 20,000 but under 70,000**

        i. Radial routes – minimum provision of 4 bph

        ii. Inter-large urban area routes: minimum provision of 4 bph to the nearest adjacent large urban area, except where potential demand clearly justifies a lower level of provision

    c. **Small urban areas – population over 10,000 but under 20,000**

        i. Minimum provision of 3 bph

    d. **Large rural areas – population over 3,000 but under 10,000**

        i. Minimum provision of 2 bph

    e. **Medium rural areas – population over 500 but under 3,000**

        i. Minimum provision of 1 bph

8. The minimum service provision for each category will apply from 0700 to 1900 on Mondays to Saturdays. At least 33% of minimum provision will apply from 0600 to 0700 and from 1900 to 2400 on Mondays to Saturdays, and all day on Sundays and most Public Holidays.

<u>Supporting further decarbonisation of travel</u>

9. Development proposals that meet the movement principles will be expected to enhance decarbonisation by delivering further interventions where the location or scale of development allow. This includes support for sustainable rural alternatives to the private car, the support or procurement of community transport, delivery of Shared Mobility Schemes, contributions towards the delivery of strategic Mobility Hubs as well as making additional provision for electric vehicle charging infrastructure above the minimum requirements. Supporting the decarbonisation of travel through implementing one or more of the measures in paragraph 3 will not in policy terms outweigh a failure to comply with principles a-c in paragraph 2 but instead provide an opportunity for sites in certain locations or of a certain scale further enhance decarbonisation.

10. An example of sustainable rural alternatives to the private car could be Demand Responsive Transport, however other alternatives could also be considered. Demand Responsive Transport will not be considered a sustainable replacement for Public Transport Services and does not make development acceptable. It is recognised that DRT can make a contribution to the decarbonisation of travel where traditional public transport services cannot be delivered.
11. Shared Mobility Schemes include the provision of Car Clubs and /or other suitable schemes such as bike, e-bike or e-scooter hire that provide access to vehicles without the necessity of ownership, promoting flexible, cost-effective, and eco-friendly transportation options to private vehicle use.
12. Strategic Mobility Hubs must be delivered to the Gold Standard CoMo Accredited Mobility hubs standards.
13. Proposals could also deliver onsite infrastructure for electric vehicles over and above the minimum standards set out in current buildings regulations and the parking policy standards in this plan.

Strategic Transport Infrastructure to support Local Plan Growth

14. The principal elements of the **Active Travel Package** comprise:
    a. Active Travel
        i. Provision of or contributions towards the delivery of the wider Active Travel Network across the district from small and medium allocations within the plan not included in the packages below.
15. The principal elements of **The Ring Road Package** comprise:
    a. Active Travel
        i. Reduction in Active Travel severance along and across the corridor, improving radial and orbital connectivity to and along the Ring Road between Parkway Station and Keynsham Station.
        ii. Improvements to the surrounding Active Travel Network, improving connectivity to the Ring Road.
    b. Public Transport
        i. Prioritisation of bus movements along and across the ring road for improved radial and orbital connectivity and the introduction of new higher frequency services to achieve mode shift to sustainable transport modes.
    c. Traffic Management
        i. Traffic management measures along the Ring Road Corridor to ensure the continued safe operation and efficient use of the road network including M32 Junction 1.
16. The principal elements of the **Yate Package** comprise:
    a. Active Travel
        i. Improvement of Active Travel connectivity between Yate and North Bristol.

b. Public Transport

   i. Introduction of higher frequency and quality services along key routes.

c. Traffic Management

   i. Measures to manage surrounding rural traffic movements.

17. The principal elements of the **North Fringe Package (Woodlands/Almondsbury)** comprise:

    a. Active Travel

       i. Provision of new active travel bridge across the M4 motorway to connect to the existing Active Travel Network.

       ii. Deliver Savages Wood Active Travel Route.

       iii. Deliver active travel routes between Upper Almondsbury and Lower Almondsbury Village.

    b. Public Transport

       i. Delivery of new and higher frequency public transport services.

    c. Traffic Management

       i. Traffic management measures to the surrounding rural lanes.

18. The principal elements of the **Severnside Package** comprise:

    a. Active Travel

       i. Improved Active Travel routes to better connect Severnside to North Fringe.

    b. Public Transport

       i. Higher frequency bus services between Severnside and North Fringe.

    c. Traffic Management

       i. Traffic Management through Easter Compton Village

       ii. Traffic Management in the rural communities of Severnside.

       iii. Ensure appropriate access to the highway network for major employment uses at Pilning avoiding Easter Compton.

19. The principal elements of the **Mobility and Car Club Package** comprise:

    a. Provision of a network of strategic and local mobility hubs, car clubs and public realm improvements to provide a wide range of travel choices to local communities.

Safeguarding

20. Network Rail has requested the land at Westerleigh Junction be safeguarded for the potential future upgrading of the line to allow for expanded passenger and freight services along this known bottleneck on the network. The Policies Map shows the area to be safeguarded for the Westerleigh Junction.

21. The Pilning and Severn Beach Neighbourhood Plan Group have expressed their aspiration for the delivery of upgrades to the Severn Beach Station. The Group will set out their ambitions for the station in their Neighbourhood Plan. Set alongside the West of England Mayoral Combined Authority's (MCA) Ten Year Rail Delivery Plan and the aspiration for increased service frequency on the Severn beach branch line it is considered appropriate to safeguard the land. The safeguarding aims to allow the potential future delivery of a car park at the station as well as a potential additional platform and therefore the site is safeguarded to prevent the loss of the land to other conflicting development. The exact safeguarded land boundary can be found on the Policies Map. The West of England Mayoral Combined Authority's Ten Year Rail Delivery Plan is also considering the case for investment at Pilning Station. The safeguarding aims to allow the regional transport authority to continue to explore this beyond the plan period.

Delivery

22. Schemes identified in the policy are expected to be funded primarily either by Central Government through a major transport scheme bid, the West of England Mayoral Combined Authority or through developer contributions. Through the West of England Mayoral Combined Authority and the Joint Local Transport Plan, the Council is committed to working alongside the other three unitary authorities, partners such as Network Rail and National Highways and the MCA to achieve their delivery. Local contributions will also be sought primarily from the private sector. Local schemes funded by the private sector will be handled through the development management process. Further details are laid out in the Infrastructure Delivery Plan. The packages will remain under review subject to the availability of Central Government and other funding sources and detailed negotiations with the private sector.

23. Compulsory Purchase Order powers may be employed, where appropriate, to support the delivery of the local plan.

* Wheeling encompasses a range of modes such as trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, and cycle sharing schemes.

Additions	
Key evidence	Infrastructure Position Statement – Transport Infrastructure Position Statement Topic Paper (December 2023) Infrastructure Delivery Plan Transport Topic Paper Transport Modelling • Local Model Validation Report (November 2023) • WERTM Network Updates (November 2023) • Local Plan Stage 1 Transport Report (January 2024)
Other relevant policies to cross-reference	Saved Policy PSP10 - Active Travel Routes (or its replacement) Saved Policy PSP11 - Transport Impact Assessment (or its replacement) LP22 - Parking Requirements, Including Electric Vehicles

Policy Title:

LP22 - Parking Requirements, Including Electric Vehicles

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policies Sites and Places Plan policy PSP16: Parking Standards**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

This policy will ensure that new development includes sufficient, well-designed cycle and car parking spaces and electric vehicle charging points to meet the needs of future residents and businesses and avoid problems with on-street parking in neighbouring areas.

The policy sets out district wide standards for bicycle and car parking spaces and electric vehicle charging infrastructure for residential and non-residential properties. It also enables an appropriate reduction in car parking standards in the most sustainable locations where this is justified by appropriate evidence. These are areas which are demonstrably well connected with ample opportunities for walking, wheeling and cycling access to key services and facilities as well as good public transport provision. This will support the Plan's objectives to encourage low carbon means of transport and optimise the use of land.

This updated policy approach responds to national guidance, the Local Plan's increasing focus on decarbonising travel and reducing reliance on private car journeys, the high levels of car ownership and congestion in SGC with associated air quality issues, improvements to electric vehicle technology making this option more viable and the need to optimise the use of brownfield land. The policy reflects that we are in a period of transition. It will help support the process of moving from established practices to new approaches which will better support our sustainability objectives in the medium and longer term.

Policy wording

1. **Car Parking Provision**

   a) **New development proposal(s) will be acceptable where an appropriate level of car parking is provided. The appropriate level of car parking for three types of development, across different areas of the district, is provided in:**

      Schedule A – Residential

      Schedule B – Non-Residential

      Schedule C – Disabled Persons Parking

   b) **Developments within the sustainable urban and town hubs will be required to undertake an assessment of travel containment and sustainability if a reduced parking provision is sought. The "Parking Assessment Tool" will determine any appropriate reduction in parking provision to that set out in the schedules. The assessment tool should demonstrate the sustainability of the site through proximity and access to key services and facilities; sustainable travel infrastructure; appropriate public transport services which are frequent and provide early morning evening and weekend travel options, ensuring that the primary or sole public transport service featured is not one with temporary funding and/or subject to closure in the next 12 months; the ability to mitigate and control potential on-street parking issues; and that the design facilitates active travel; and**

   c) **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, rounded up to the nearest whole number of spaces. This should be provided within the curtilage. Where on-site parking provision is insufficient for the policy requirement, on-street parking can be considered where the submission of appropriate evidence of the availability of on-street parking during term-time, evenings and weekends is demonstrated. Surveys should be carried out in line with the SGC Parking Survey Technical Advice Note and be undertaken no more than 6 months before the submission of a planning application. The survey should reflect existing parking conditions and consider any planning consents in the local area that could have an impact on on-street parking demand. Cycle parking should be provided at a minimum of one secure and covered space per bedroom; and**

   d) **The minimum provision for on-site car parking for people with disabilities in new development (excluding C3 Dwelling Houses) should be appropriately located and represent no less than 6% of the parking provision, or a provision of one bay, whichever is the most. A parking space for people with disabilities is typically a minimum of 3.6 x 6m in size; and**

e) Provision for mobility scooters should be determined on merit. For Nursing and Residential Care Homes, Sheltered Housing, and Extra Care Housing an additional 6% of the parking provision should be provided, or a provision of one bay, whichever is the most. For other types of flatted developments, suitable levels of safe storage and charging facilities for residents' mobility scooters should be provided, to prevent the storage of these in communal corridors or spaces which are not designed or suitable for this purpose; and

f) There should be no increase in on-street parking as a result of the development which would detrimentally affect highway safety; and

g) Areas related to loading, unloading, waiting, drop off and pick up, will be provided as appropriate depending on the proposed site use(s); and

h) Only garages that meet the following minimum internal space standards will count towards the parking standards:

- **Single garage: 6m x 3.2m**
- **Double garage: 6m x 6m**

A minimum of 1.9m height is required for the clear opening of a garage door, with a 2.6m minimum width to allow sufficient movement. Where a garage is provided to the minimum size standards it will be accepted as providing 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 generally not be acceptable as the sole parking space(s) serving a dwelling, unless it can be demonstrated that an enhanced internal space provision has been provided, with safe manoeuvring of vehicles; and

i) Standards for external parking spaces are as follows;

i. Should be a minimum of 2.5m x 4.8m in size for off-road spaces including communal parking areas.

ii. Spaces to the side/between flank walls of dwellings should allow additional space for access to the vehicle, and where part of the layout, a width of 1m for a bicycle or waste bin to be easily pushed past the parked vehicle should be provided.

iii. A minimum of 3m is recommended to accommodate a single space between two dwellings.

iv. The minimum length of a space in front of a garage and for on-curtilage parking is 5.5m.

v. If a driveway is also used as both vehicular and pedestrian access to a dwelling the parking area should have a minimum width of 3.2m.

vi. Tandem parking is limited to two spaces only and each tandem parking space must serve the same property. This approach can only be applied to a maximum of 50% of the houses within a development, with the rest being single-space driveways. Vehicles must not overhang a footway or pavement.

vii. **Where agreed as part of the design, on-street parking spaces which are parallel to the highway verge should be up to 6m in length and may be narrower than 2.5m in width depending on the location.**

viii. **Parking restrictions should be considered for on-street areas which are not designated as parking space.**

ix. **A visitor parking space will be required for 5 dwellings, with an additional 0.2 spaces per dwelling above 5 dwellings, rounded to the nearest whole number.**

2. **Car clubs**

a) **Developments of 500 or more employees/dwellings (combined figure) will be required to set up and operate a car club. It is recommended that a car club is considered at a lower trigger point, especially if the new development adds to dwelling/employee numbers cumulatively to an existing settlement or employment area; and**

b) **At Strategic Urban Extensions (SUEs), parking standards will be appropriately reduced, taking into account local accessibility factors, to enable the efficient use of land and encourage the use of sustainable transport modes. Each strategic development area is required to provide an electric or ultra-low emission car club facility and provide dedicated space for the club with active charging facilities. 1 car club vehicle should be provided for developments of between 500 to 1,000 dwellings/employees (combined figure), with an additional car club vehicle upon reaching 1,000 dwellings/employees. An additional vehicle should be provided every 500 dwellings/employees. The first vehicle must be electric with a charging point, then at least 50% of the car clubs after this must be electric on one site.**

3. **Electric and Ultra Low Vehicle charging provision**

a) **All new buildings, major renovations or change of use to residential or non-residential buildings will require provision of electric vehicle charging facilities in line with Building Regulations Approved Document S: Infrastructure for Charging Electric Vehicles (or any future updates), as well as the submission of a copy of the management strategy for any communal chargers; and**

b) **In all developments where provision is made for taxi stopping, the taxi spaces are required to include active charging facilities; and**

c) **Where on-street parking forms part of the development, the design and layout of the on-street parking must incorporate infrastructure to enable the charging of electric and other Ultra-Low Emission vehicles. 20% of the on-street, visitor parking must also be provided with EV charging points. This on-street charging infrastructure must not obstruct the footway.**

4. **Motorcycle Parking Provision**

   a) **For all developments, except residential developments and those where there is no on-site car parking provision proposed, provision should be made for motorcycles and powered two-wheelers equal to 3% of the number of car parking spaces required; and**

   b) **Provision of suitable covered infrastructure to secure motorcycles to whilst parked is required.**

5. **Cycle Parking Provision**

   a) **New-build development and conversion proposals will be acceptable where an appropriate level of secure and covered cycle parking is provided. The minimum appropriate level of cycle parking for different types of development is provided in Schedule D; and**

   b) **Development proposals will also be required to provide secure, covered and appropriate charging infrastructure for powered e-bikes and e-cargo bikes, at ground level.**

Supporting text

1. **Car parking provision**

   The Parking Assessment Tool

   1. There are a number of highly sustainable areas within the urban and market town areas where a reduced level of parking for new developments may be appropriate, given their close proximity to shops, public transport routes and other amenities. The Urban and Town Hubs map, outlines where these hubs are located, and their extents.
   2. These Urban and Town Hubs are explored in more detail within the Evidence Base Density and Character Study, and a range of densities and criteria are set out within Policy LP1 - Making Effective Use of Land. This new flexible approach is intended to only cover the most sustainable locations, with most of the district retaining the existing parking standards.
   3. The neighbourhoods that are within walkable distance of key facilities and services; are adjacent to key public transport hubs including UWE, Cribbs Causeway, Yate shopping centre, or within ideal walking distance of rail stations with good services to key destinations, will be considered for reduced minimum car parking provision as the choice of travel options favours non-car travel. The reduced parking provision itself will help encourage the use of sustainable travel.

4. If a reduced parking level is sought by an applicant, the Parking Assessment Tool (PAT) will need to be used to justify the level of reduction. The criteria which are included in the calculation are designed to assess development sites by weighting site-specific local circumstances, such as the distances to nearby facilities, such as schools, shops, employment, and parks, and the opportunities for walking, cycling and public transport provision.
5. The existing surrounding parking situation is also considered. Parking issues arise where on-street parking demand exceeds the parking supply which can create difficulties for safe travel for pedestrians, cyclists and motorists, including access for waste collection and emergency services. Where this is the case, it is important that the Parking Assessment records these and any other parking issues. This will allow council officers to make an informed and sensible judgement, balancing the aspirations of the policy whilst allowing flexibility to respond to site specific parking issues which may negate the possibility for any reduction in parking standards, particularly where mitigation and control of parking issues is not possible.
6. The Parking Assessment is to be undertaken by the developer/applicant as part of their Transport Assessment/Statement. This assessment will then be checked by council officers as part of the application process. The Parking Assessment Tool will be available to use upon the Submission of the New Local Plan and used to check if a site can benefit from a reduced parking provision, as part of the design process.

Strategic Urban Extensions (SUEs)

7. These urban extensions aim to make effective use of land and will therefore benefit from the application of variable parking levels, to be considered on a case-by-case basis depending on specific local constraints or opportunities. This will also encourage the use of non-car modes of transport. A range of approaches might be suitable, including reductions on the established parking standards, access to regular bus services, the creation of focussed mobility hubs, and the provision of car clubs, alongside requirements for passive and active EV charging.
8. Mobility scooters offer a way for less able-bodied or disabled people more freedom of movement. However, the storage of the scooters can present issues if they cannot be stored close to, or inside the property, in a secure area which doesn't block corridors of hallways. Therefore, flatted developments should provide secure space for mobility scooters, at a level which is appropriate for the size of the block. Charging should be provided for scooters which do not have detachable batteries.

Garage and parking space sizes

9. The design and integration of parking into all forms of development is one of the key challenges during the planning application process. Well-designed and functional parking is essential to the day-to-day success of developments. There are various issues and challenges which this policy takes into account, including the trend of a gradual increase in the overall size of vehicles over time, and the relatively low use of garages for parking vehicles.

10. As such, this policy sets out minimum standards for internal garage sizes and for external parking spaces. There will be circumstances where these minimum sizes may need to be increased, for example where vehicle sizes are found to be wider or longer than an average size, or where the internal dimensions of garages could be widened to create a more usable space which makes using garages more appealing to residents.
11. The choice by residents not to use their garages and park on-street instead can add to on-street parking issues, so where garages are proposed, they are required to be designed to encourage their use for vehicle parking. There are areas where on-street parking can create safety concerns over pedestrian crossing points, obstructed footways and parking on the verge, as well as affecting access for larger vehicles such as waste and recycling vehicles and emergency services.
12. Secure and covered cycle parking is included if a garage is provided, however there are practicalities in the useability of a garage for cycle storage as well as car parking, as whilst the minimum dimensions can allow a pushed cycle to pass a parked car, it requires the car to be parked allowing more room on one side.
13. As set out in the policy wording, in most cases, garage-only parking will not be considered suitable to meet the parking standards. However, there may be circumstances, particularly within higher-density urban developments, where a wider and deeper integrated garage could be considered acceptable. This approach can create a positive feature which can be used for comfortably parking a vehicle as well as some storage for household items. In these circumstances, suitable space must be provided on the external side of the garage door to allow for safe vehicle manoeuvring.

Disabled parking

14. This policy sets out the need for appropriately located and sized parking spaces to meet the needs of people with disabilities. These spaces are significantly wider than standard parking spaces, in order to accommodate access to the sides of vehicles by wheelchairs and to allow for more comfortable movement and circulation.
15. Providing appropriate spaces for mobility scooters will extend the range of properties which are suitable for residents of all ages who use mobility scooters, add to the quality of life of residents and enhance independent living opportunities. Space for internal storage and charging of mobility scooters should be secure and must not be combined with bin stores.
16. During the design process, reference should be made to the Government's guide to mobility, titled, '*Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (Department for Transport, December 2021)',* or future updates.

2. Car clubs

17. Car clubs allow users to access a vehicle without owning one and can offer a flexible, cost-effective alternative to private car ownership or leasing. As car club vehicles are often newer, they tend to have lower emissions than private cars, which helps to reduce carbon emissions and air pollution. Car clubs can have benefits, including; achieving net zero targets, improving air quality, increasing vehicle occupancy rates, reducing parking pressures and congestion, and offering a sustainable transport option that can fill gaps in public transport provision.

18. Car clubs will be required on sites where a combined figure of 500 employees and/or dwellings is reached. However, given the range of benefits which car clubs can offer to residents and businesses, the provision of car clubs will be strongly encouraged for smaller developments, particularly where there are cumulative impacts from a number of new developments, or where there is an existing population which could benefit from this service.

19. The car clubs provided by each of the Strategic Urban Extensions will be one of the essential ways to reduce parking levels, make more effective use of land, and create more sustainable developments. The number of car club vehicles provided is based on the designed capacity of each development area, and experience gained during the roll-out of car clubs within South Gloucestershire at various locations, including Charlton Hayes, Lyde Green, Cheswick Village, and from 2025 at Filton and Staple Hill.

20. The number of car club vehicles required will depend on the numbers of dwellings and employees for each area. The number of residential dwellings will be combined with the number of employees for non-residential uses. A single car club vehicle will be required when the combined number of dwellings and employees reaches 500, with the next vehicle being required at the 1,000 dwellings/employees trigger point. A further vehicle will be required every 1,000 dwellings/employees.

3. Electric and Ultra Low Vehicle charging provision

21. The demand for suitable Electric Vehicle (EV) charging infrastructure is increasing every year as EV ownership increases, and this policy sets out the need to meet the requirements set out in Building Regulations Approved Document S: Infrastructure for Charging Electric Vehicles.

22. EV charging points must also be fully accessible to the full range of potential users, including those with disabilities. The accessibility standard ‘PAS 1899:2022 Electric Vehicles – Accessible charging – Specification' (or future revisions), should be followed. This standard has been produced by the British Standards Institution (BSI), and co-sponsored by the Motability Foundation and the UK Government’s Office for Zero Emissions Vehicles (OZEV).

4. Motorcycle Parking Provision

23. Motorcycle and other powered two wheelers, including mopeds, e-Bikes & e-scooters, can offer an affordable means of movement for trips where public transport is limited, and walking and cycling is unrealistic. They have a role to play not just at the West of England scale but also at the local level, where they can provide a more economical, flexible and space-efficient alternative to private car use

and enable access to opportunities that cannot otherwise be gained. Bicycles, including e-bikes, mopeds and motorcycles can use many of the bus lanes in the district.

24. Providing specific parking provision for two wheelers allows a more efficient use of the parking area as otherwise car parking spaces will be less efficiently used. The segregated areas also allow consideration of sheltered provision.

5. Cycle parking provision

25. Cycle parking must be provided which is as accessible as vehicle parking, to encourage use. Cycle parking provided within rear garden sheds should be considered as the least-accessible solution. If the house type and space allows, frontage parking within purpose-built, secure and covered shelters offers a more easily accessible solution, which can be combined with bin storage. For apartments, any cycle parking solution must be secure, covered, and ideally integrated within the building itself, while also being physically separate from bin stores to enhance security and appropriate access. Remotely located cycle parking will not be accepted.

Schedule A Car Parking Provision Standards – Residential		
Type	**Standard Minimum spaces**	**Urban and town hubs**
1 Bed dwelling	1	Percentage reduction; to be demonstrated by SGC Parking Assessment* calculation with supporting evidence.
2 Bed dwelling	1.5	
3 Bed dwelling	2	
4 Bed dwelling	2	
5+ Bed dwelling	3	
HMO	½ space per bedroom rounded up	
Visitor spaces per dwelling	0.2 per dwelling (rounded to nearest whole number)	

*Any reduction in minimum residential parking standards will require the completion of the SGC Parking Assessment Tool calculation which will form the basis for any discount from the prescribed standard.

Schedule B Car Parking Provision Standards – other land uses		
Land Use	**Standard Guidance**	**Urban and town hubs**
A1 Retail	Below 1000sqm 1 space per 35sqm	Percentage reduction; to be demonstrated by SGC Parking Assessment calculation with supporting evidence.
	Above 1000sqm Food: 1 space per 14sqm; Non-Food 1 space per 20sqm	
A2 Financial and Professional Services	1 space per 35sqm	
A3 Restaurants and Cafes and public houses	1 space per 5sqm dining area or public drinking area	
B1 Office, Light Industrial, R&D, Laboratories	1 space per 35sqm	
B2 General Industry	1 space per 50sqm	
B8 Storage, Distribution & Warehousing	1 space per 200sqm	
C1 Hotels	1 space per bedroom	
Other Land Use Types	Discuss with local authority	

Schedule C Disabled User Parking Provision		
Land Use	**Parking Provision Minimum Standard**	**Notes**
Shopping, leisure, recreation and other uses requiring	In addition to and equal to 5% of the level of parking derived from Schedule B	1) Car parking spaces should be clearly identified for blue badge holders only and should be located

public access and employment		so as to allow easy access to the building they serve 2) A minimum of 1 space should be provided, where calculations produce a figure of less than one whole space. 3) Where development is to take place without on-site parking, the availability of parking for disabled people in public/shared car parking needs to be reassessed and additional provision funded by the development if appropriate. The availability of on-street parking for disabled people may also be taken into consideration.

Schedule D Cycle Parking Provision Standards		
Type of land use	**Per**	**Proposed cycle parking standards. Minimum provision required**
Shops, services less than 3,000m2 gross floor area (GFA) (A1, A2)	100m2 GFA staff	2 visitor spaces 1*
Food retail over 3,000m2 (A1 only)	1,000m2 staff	24 visitor spaces 1*
Non-food retail over 3,000m2 (A1, A2)	1,000m2 Staff	20 visitor spaces 1*

Garden centres, including those attached to other retail premises	Indoors: 1,000m2 Outdoors: 1,000m2 Staff	10 visitor spaces 10 visitor spaces 1*
Motor vehicle services (garage, workshops, car sales, car hire)		To be determined on merit
Restaurants, cafes (A3). Pubs, Drinking Establishments (A4)	dining area 100m2 bar/dance floor 100m2 Staff	5 visitor spaces 8 visitor spaces 1*
Hot food takeaway (A5)	100 m2 Staff	2 visitor spaces 1*
Offices, studios, laboratories (B1)	100m2 Staff	2 visitor spaces 1*
Light industry (B1)	100 m2 Staff	1 visitor space 1*
General industrial (B2)	1,000 m2 Staff	2 visitor spaces 1*
Warehouses, repositories	1,000 m2 Staff	1 visitor space 1*
Hotels, motels, guest houses (C1)	10 bedrooms dining area 100m2 bar/dance floor 100m2 Staff	1 2.5 4 1*
Multiple occupation/bedsits (C4)	Unit / bedroom	1 secure, undercover space

Student accommodation (Sui Generis/C3/C1)	Unit / bedroom	1 secure, undercover space
General Hospital (C2)	in patients: 100 beds day surgery: 100 beds outpatient's suite accident units (10,000 visits per annum) staff	10 10 2 3 1 per 2 employees
Other hospitals and nursing homes (C2)	in patients: 100 beds day surgery: 100 beds outpatient's suite Staff	10 10 2 1*
Dwellings with garage (C3)	1 bed space/bedroom unit 2 or more bedrooms	1 (provided garage design accommodation both car and cycle storage). Otherwise 1 secure, undercover space 2 secure, undercover spaces
Newly built and converted dwellings without garage (C3)	1 bed space/bedroom unit 2 or more bedrooms	1 secure, undercover space 2 secure, undercover spaces
Places of worship (D1)	100 seats	5
Health Centres, doctors surgery, dentist surgery, veterinary surgery (D1)	consulting room staff	1 1*
Day nurseries/playgroups, crèches (D1)	staff	1*

Community centres, family centres/family resource centre (D1)	Visitor staff	To be determined on merit 1*
Primary schools (Non-residential) (D1)	visitor/parents staff students	1 per 100 pupils 1* To be determined on merit
Secondary schools (Non-residential) (D1)	visitor/parents staff students	1 per 200 pupils 1* 1 per 5
Colleges, University (Non-residential) (D1)	Visitor Staff students	1 per 500 students 1 per 2 1 per 2
Churches, exhibition halls (D1), stadia and spectator facilities, cinemas, bingo halls (D2), and theatres (Sui-Generis)	100 fixed seats (open hall) 100m2	5 2.5
Multi-screen cinema (D2)	100 seats staff	6 1*
Sports hall; indoor bowls; health club/gymnasium; Ice rink/swimming pool (D2)	100m2 ; 100m2 rink/pool Staff	2 1*
Bowling centres (D2)	10 lanes staff	8 1*
Tennis courts, squash courts, playing fields (D2)	per court/pitch	2

Golf courses	18 hole 9 hole	To be determined on merit To be determined on merit
Golf driving range (D2)	spaces per 100m2 staff	4 1*
Marinas	10 berths	3
Museums and libraries (D1)	spaces per 100m2 staff	4 1*
Public transport interchanges	Visitor staff	To be determined on merit

Note * secure, undercover space(s) per 8 employees

Additions	
Key evidence	Density and Caracter Study (2022) Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport, December 2021) PAS 1899: 2022 Electric Vehicles – Accessible charging – Specification
Other relevant policies to cross-reference	LP1 - Making Effective Use of Land Policy LPS12 - Creating Well-Designed Places Policy

7. Responding to climate change

Policy Title:

LPS10 - Climate Change, Sustainable Design and Construction

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced?	**New Policy**
Non-Strategic / Strategic	**Strategic**

Purpose

Our climate is changing, and we need to both limit this change, by reducing emissions (mitigation), and adapt to the changes to the climate that are already going to occur (adaptation and resilience).

The Council declared a Climate Emergency on 17th July 2019, which included a pledge to provide the leadership to enable South Gloucestershire to become carbon neutral by 2030, and also to enable our communities to achieve 100% clean energy across all sectors.

The risks from a changing climate are wide and include flooding, coastal change, extreme temperatures and the growth in pests and diseases new to the UK. However, there can be wider social, environmental and economic benefits from tackling climate change, for example, by providing adaptation measures such as trees that provide shading and also benefit nature.

In a context where we are proposing sustained delivery of new development, including homes to meet our needs, it is vital that new development both mitigates its contribution to the causes of climate change and is designed to be resilient to the further climate impacts that are expected over the plan period and beyond.

This policy sets the overarching context, including BREEAM, with the following policies in this plan setting out further detailed technical requirements.

Policy wording

1. **Development proposals must demonstrate how they will address both the mitigation of climate change and the adaptation to its escalating effects to support the delivery of local and national climate objectives.**

Climate mitigation, adaptation and resilience in development

2. **All development proposals must:**
    a. **Minimise heating and cooling energy demand and associated emissions of greenhouse gas emissions, using layout, orientation and built form and net zero energy (or Passivhaus equivalent) fabric efficiency standards**
    b. **Maximise on-site renewable energy generation with the objective of meeting annual energy demand**
    c. **Minimise embodied carbon and make efficient use of natural resources**
    d. **Ensure the proposal has been designed to be resilient to the effects of a changing climate**
    e. **Include measures to show how they will utilise water efficiently.**
3. **New development will be expected to demonstrate through an Energy and sustainability statement how it would incorporate these measures, including the detailed technical requirements as set out in the technical policies. These measures should be integrated into the design of new development from the outset and be considered at all stages of the design process.**

BREEAM

4. **For major non-residential development, a BREEAM assessment will be required, using the most up to date BREEAM methodology. A BREEAM 'Excellent' Rating will be required.**
5. **For residential or mixed-use development consisting of more than 100 residential units, a BREEAM Communities scoping assessment will be required to determine whether a partial or full BREEAM Communities Assessment is required. Where a full BREEAM Communities Assessment is applicable an 'Excellent' rating will be required.**

Supporting text

1. Our climate is changing, and we need to both limit this change, by reducing emissions (mitigation), and adapt to the changes to the climate that are already going to occur (adaptation and resilience).
2. By incorporating mitigation, adaptation and resilience measures into development we will reduce emissions and help to meet local and national climate change targets. This policy sets the overarching context, including BREEAM, with the following policies in this plan setting further detailed technical requirements.

Energy and sustainability statements

3. In order to demonstrate compliance with this policy, and the following policies within this plan, information proportionate to the scale of development proposed should be submitted with planning applications. For all development except householder applications an Energy and sustainability statement will be required.
4. These Energy and sustainability statements should set out a comprehensive approach to climate mitigation, adaptation and resilience covering the full range of issues set out in this policy (including water and BREEAM) and in the Energy Management in New Development; Embodied Carbon; and Climate Change Adaptation and Resilience in development proposals policies, as well as any other relevant policy. The application drawings and supporting information should show how the measures proposed form an integral part of the proposed design and should show the approach to green infrastructure.
    a. **LP24 - Energy Management in New Development policy:** This policy sets requirements for energy in new and refurbished development and sets targets for space heating and for total energy use. The policy also requires new buildings to achieve 'net zero energy' on an annual basis. A net zero energy building will generate as much energy as it uses in one year from renewable sources, such as solar photovoltaic (PV) panels, attached to the building.
    b. **LP25 - Embodied Carbon**: The policy sets targets for embodied carbon in new residential and non-residential buildings.
    c. **LP23 - Climate Change Adaptation and Resilience**: This policy requires an adaptation and resilience assessment to consider future climate hazards and risks and the incorporation of suitable adaptation and resilience measures in new development.
5. Incorporating adaptation, resilience and mitigation into development proposals will require the consideration of a wide range of wider issues. The following is intended as a (non-exhaustive) guide to further policies, when the plan was adopted, likely to also need consideration prior to undertaking an Energy and sustainability statement. These should be considered alongside any additional guidance, replacement policies or additional plan policies, as relevant.
    a. **LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment policy and Green infrastructure SPD (Adopted April 2021) - Policy and SPD** which seek to ensure that green and blue infrastructure (GI) is planned, delivered, conserved and enhanced throughout the development process.

b. **LP28 - Ecology and Biodiversity Net Gain policy and Biodiversity and planning SPD** - Policy contains information on biodiversity net gain from development, with detailed information on policy, such as how ecological connectivity provides adaptation and resilience; and specific development suggestions such as the incorporation of bird boxes.

c. **PSP3 - Trees and Woodland policy and Trees and development sites SPD** (Adopted April 2021)- Currently Adopted Policy and SPD. SPD provides guidance and advice on how trees can be incorporated into new development, as well as conserving and enhancing the existing trees, hedgerows, groups and woodlands within a scheme.

d. **PSP20 - Flood Risk, Surface Water and Watercourse Management policy and Sustainable Urban Drainage SPD** - Sets out the policy development proposals should follow in relation to flood risk (including the incorporation of sustainable urban drainage systems) and land drainage and water quality. The SPD sets out more detail on incorporating SUDs in new development, including controlling run off through means such as green roofs, rainwater harvesting and permeable paving.

Water

6. Water should be conserved wherever possible, as it is a limited natural resource. Low summer rainfall and fluctuations due to greater climate instability could lead to water shortages, a decrease in water quality and impacts on the natural environment due to inflows into watercourses having less of a dilution effect on pollutants.

7. There are also emissions associated with its provision to and removal from new development and this policy aims to limit these emissions by ensuring water is conserved to an appropriate level.

8. Methods for conserving water resources may include:

    a. Reduction in water demand, for example through low water-use planting and efficient fixtures and fittings;

    b. Increased use of reclaimed and recycled water; and

    c. Use of sustainable drainage systems to collect and store water.

BREEAM

9. BREEAM is a methodology for assessing, rating and certifying the energy, climate and environmental impact and performance of buildings and other built environment projects, that has been in use since 1990. Using BREEAM to assess major projects will ensure that new development thoroughly considers the wide range of issues that constitute sustainable design and construction by applying a certified and quality assured methodology with assessments carried out by licensed assessors.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP24 - Energy Management in New Development LP25 - Embodied Carbon LP23 - Climate Change Adaptation and Resilience LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment LP28 - Ecology and Biodiversity Net Gain Saved Policy PSP3 - Trees and Woodland Saved Policy PSP20 - Flood Risk, Surface Water and Watercourse Management

Policy Title:

LP23 - Climate Change Adaptation and Resilience

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced?	**New Policy**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

The risks from a changing climate are wide and include flooding, coastal change, extreme temperatures and the growth in pests and diseases new to the UK. However, there can be wider social, environmental and economic benefits from tackling climate change, for example, by providing adaptation measures such as trees that provide shading and also benefit nature.

To ensure development is suitable for its lifetime use, appropriate adaptation and resilience measures should be incorporated in all development.

Policy wording

1. **The climate we experience at present is not the climate we will experience in the future. All development will need to demonstrate that its vulnerability to climate change has been taken into consideration through the provision of a climate change adaptation and resilience assessment.**

Assessment of climate risk

2. **Adaptation and resilience assessments should include an assessment of the proposal's context using the latest evidence base and climate change projections available for the lifetime of the development taking into consideration the probability and consequences of the risks and the changing level of risk over time. This assessment should:**
    a. **Identify climate change hazards; associated risks; and where present, opportunities; including but not limited to more extreme temperature, drought, rising sea levels and flooding for:**
        i. **The development and associated infrastructure.**
        ii. **Current and future occupants if known, (as specific additional considerations or measures may be appropriate to different groups).**
        iii. **Development's surroundings.**
    b. **Identify the vulnerability of the development's present and future occupants if known, and inhabitants of the proposal's surroundings.**
    c. **Identify local needs and opportunities relating to climate change impacts.**
    d. **Identify whether the development is in a location that could exacerbate climate change risks in the surrounding area.**

Informed design

3. **The assessment will feed into the design of the development, and should be used to inform as appropriate:**
    a. **Layout, form, massing and orientation of the development.**
    b. **External hard and soft landscape design.**
    c. **Building design and building integrated measures.**
    d. **Use of green and blue (and brown) infrastructure.**
4. **The strategy should demonstrate how an adaptation pathway approach has been taken to ensure the development has been designed to:**
    a. **Be resilient to climate change impacts for the lifetime of the development.**
    b. **Be adapted to risks and to take advantage of opportunities.**
    c. **Provide for the comfort, health and wellbeing of current and future occupants.**

d. Not make the surrounding area less resilient to climate change impacts, and where appropriate is designed to support identified local needs and opportunities associated with climate change.

General principles

5. The adaptation and resilience assessment should include:

a. Technical modelling and assessment of the risk of overheating in current and future climate change scenarios and demonstrate how this modelling has informed the design so that the overheating risk is minimised, and any residual risk is overcome ensuring that cooling needs are met sustainably.

b. Demonstration of how water supplies will be conserved.

c. Demonstration of how multifunctional blue and green infrastructure has been used to provide both climate adaptation (e.g. shade to indoor and outdoor spaces, reduction of surface water run-off rates, reduction of the urban heat island effect) and biodiversity benefits.

d. Demonstration of how comfort will be maintained in outdoor spaces.

e. Description of how the development is resilient to flooding and use multi-functional SuDS.

f. A description of how the development responds to other significant climate risks identified.

g. Demonstration of how the responses to climate change avoid or minimise increases to energy use and CO2 emissions.

Supporting text

1. The climate we experience at present is not the climate we will experience in the future. To ensure development needs is suitable for its lifetime use, appropriate adaptation and resilience measures should be incorporated in all development.
2. In general, the climate change impacts that are expected in the UK are:
    a. Warmer, wetter winters.
    b. Hotter, drier summers.
    c. Rising sea levels.
    d. More extreme weather events.

3. These impacts give rise to a number of hazards including, but not limited to extreme high temperatures, drought and water stress, flood events, subsidence and soil erosion; and a number of associated risks including impacts to human health, damage and degradation to the built and natural environment, increased building energy and maintenance costs or interruption to utility services.
4. The magnitude of these impacts hazards and associated risks will depend on how successful attempts to reduce greenhouse gas emissions are and how complex planetary systems respond to the changing climate.

Adaptation and resilience assessment

5. All development should undertake an adaptation and resilience assessment that is proportionate to the scale of development. Householder applications should review the current householder checklist and include this alongside their application with any adaptation and resilience measures shown on the plans (for example alterations to glazing size). For all other development the adaptation and resilience assessment should form part of the overall Energy and sustainability statement submitted with the planning application as set out in policy LPS10 - Climate change, Sustainable Design and Construction in development proposals.

Assessment of climate hazards and climate risks

6. The assessment should identify climate change related hazards and risks affecting the development over its lifetime (100 years for residential development, 60 years for non-residential). The strategy should show that the development has been designed to be resilient to the identified risks and where available, take advantage of any opportunities.
7. The assessment should take into consideration the vulnerability of the development's present and future occupants (where known), and inhabitants of the proposal's surroundings, and local needs and opportunities relating to climate change impacts. It should consider whether the development could exacerbate climate change risks in the surrounding area (such as from additional surface water run increasing flooding). Both site and building-level adaptation measures should be set out in the adaptation and resilience assessment and included on the application drawings.
8. Climate change hazards are climate-related physical events or trends, for example extreme high temperatures or extreme precipitation. Climate change risk is the potential for adverse consequences of a climate-related hazard, for example on human health, ecosystems, or impacts on the function of the built asset or impacts on the occupants. Climate change opportunities refer to the potential for a beneficial consequence, as a result of a changing climate. Further guidance on the identification of relevant hazards, risks and opportunities will be provided in supporting guidance.
9. In assessing climate hazards, risks and opportunities over the lifetime of a development, the adaptation and resilience assessment should take account of the latest evidence base. For example, at time of writing, this includes tools such as the Good Homes Alliance Early-Stage Overheating Risk Tool checklist and evidence of risk and hazards within the UK CP18 - Climate Projections. Further information will be provided in the supporting guidance.

10. The UK Climate Change Committee has warned that expected changes to the UK climate by 2050 are largely locked in, regardless of any current pathways in place to reduce global emissions. Development proposals should reflect this level of certainty in their design and ensure development is resilient to these predicted climate conditions. Beyond this, there is a range of potential future climates that could occur, and the strategy should take an adaptation pathway approach. An adaptation pathway approach involves planning for this uncertainty, identifying thresholds and trigger points at which certain actions need to be taken. This allows for adaptation to be targeted to climate outcomes as they occur, ensuring the best allocation of resources and eventual outcomes (for example building a plant room sized to allow for future cooling needs as part of planned maintenance).

Vulnerability, climate hazards and climate risks

11. Certain groups are more vulnerable to the impacts of climate change including infants, elderly people, people with chronic physical and mental health conditions and people with extra care needs. These groups are particularly vulnerable to the risk of overheating and other heat-related illnesses. Where the occupants of a proposed development are more vulnerable to the impacts of climate change, the proposals should make it clear how this has been taken into account.
12. The adaptation and resilience assessment should include a checklist of site features affecting vulnerability to climate risks, including but not limited to overheating and more extreme temperatures, droughts and flooding. Reflecting this, it should demonstrate how the development will provide for the comfort, health and wellbeing of current and future occupiers and the surrounding environment over the lifetime of the development.
13. For all development except householder applications the risk of overheating within the building should be assessed using the following methodologies or future replacement standards:
    a. CIBSE TM52 for non-residential buildings.
    b. CIBSE TM59 for residential buildings.
14. The important component of the above methodology is that is undertakes an assessment of the development against future weather files, currently 2050 and 2080, as well as current weather files. This is key to understanding the lifetime climate risks of the development in relation to overheating. Where the analysis identifies ‘fails’ the Energy and sustainability statement should set out what mitigation measures or changes need to be made to the design to achieve a pass. Should fails be identified when applying 2080 weather files the Energy and sustainability statement will need to demonstrate that suitable provision has been made within the design to enable appropriate mitigation measures to be added in the future as part of normal maintenance and refurbishment programmes. Further detail can be found in the supporting guidance.

15. Policy for new development seeks to reduce any potential overheating and the need to cool a building through active cooling measures (currently set out in LP24 Energy Management in New Development policy). Air conditioning systems are a resource intensive form of active cooling, increasing CO^2 emissions and emitting waste heat into the surrounding area, and should therefore be avoided wherever possible. By incorporating sustainable cooling into the design process, buildings will be better equipped to manage their cooling needs and to adapt to the changing climate they will experience over their lifetime, whilst not relying on other more carbon and energy intensive means.
16. The adaptation and resilience assessment should incorporate the response to flood risk and water management required by the local plan, with specific reference to the impact of climate change over the lifetime of the development.
17. Certain adaptation measures, particularly well-designed sustainable drainage systems, urban greening and other forms of green/blue infrastructure, can contribute to the resilience of the surrounding area. The benefits of such adaptations will be taken into consideration when assessing the adaptation strategy.

Building with Nature: Green and Blue Infrastructure

18. Green and blue infrastructure can provide direct adaptation benefits, such as shading, but also has benefits beyond helping places adapt to a changing climate. It can also protect and enhance biodiversity, improve visual amenity, provide green and active travel routes, improve mental and physical health and wellbeing of individuals and local communities, provide space for food growing and improve water quality. When designing green and blue infrastructure for climate adaptation, the provision for a wide range of multifunctional benefits will be encouraged in accordance with local plan policies. Adaptation measures such as trees can for example provide shading and also benefit nature.

Flood risk and drainage

19. A summary of the approach to flood risk and drainage should be included in the adaptation and resilience assessment, with the full details included in a separate Flood Risk Assessment as set out in the relevant policy.

Additions	
Key evidence	
Other relevant policies to cross-reference	LPS10 - Climate change, Sustainable Design and Construction LP24 - Energy Management in New Development

Policy Title:

LP24 - Energy Management in New Development

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policies, Sites and Places Plan Policy PSP6 – Onsite renewable and low carbon energy**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

This policy concerns operational energy use in new and refurbished development: that is the energy used to heat, cool, and light buildings and run appliances and services. The purpose is to ensure that new buildings are designed, and constructed in ways that minimise operational energy use, and greenhouse gases emissions arising from these demands, and to maximise the amount of energy that can be generated from building-integrated renewable energy technologies so that energy demand is balanced by energy generation on an annual basis.

The Climate Change Act requires the UK government to set legally binding 'carbon budgets' as stepping stones to achieving 'net zero' emissions in 2050. Each budget is a cap on the quantity of greenhouse gases emitted in the UK over a five-year period. Under the 4th carbon budget, which runs from 2023 to 2027, emissions must be reduced by 52% from 1990 levels, then by 58% by 2032 and 77% by 2037 under the 5th and 6th budgets. 'Net zero' means reducing UK emissions by a 100% and that any emissions that cannot be eliminated, are offset by activities that remove an equivalent quantity of greenhouse gases from the atmosphere. For electricity, net zero means generating power in ways that do not emit greenhouse gases, or capturing emissions where fossil fuels are used. For heating it means replacing gas and oil boilers with renewable heating, such as air or ground source heat pumps or connection to a heat network supplied by heat generated renewably or by waste heat recovered from industrial or commercial processes.

As more of our electricity is generated renewably, buildings that use electricity rather than gas or oil for heating will have lower carbon dioxide emissions – regardless of how efficient they are – because the electricity itself is low carbon. The fall in the carbon intensity of electricity is a welcome and crucial step in response to the climate emergency. But it means that on their own, emissions of carbon dioxide are no-longer a good indicator of the energy efficiency or 'sustainability' of a building. For this reason, this policy uses annual energy usage and annual energy generation as the performance targets for new development.

The policy sets two energy efficiency targets, one for space heating and one for total energy use. Total energy use, also known as Energy Use Intensity (EUI), is the total amount of energy used in a building as recorded by the energy meter. To allow for differences in the size of buildings, both targets are expressed per square meter of floor area and refer to the energy used in one year. EUI targets for non-residential buildings are adjusted according to building type, to reflect different functions and levels of use.

The policy also requires new buildings to achieve 'net zero energy' on an annual basis. A net zero energy building will generate as much energy as it uses in one year from renewable sources, such as solar photovoltaic (PV) panels, attached to the building.

Policy wording

Operational Energy

Energy Hierarchy for new development

1. **All residential and non-residential development proposals will be expected to:**
    a. **Calculate and report predicted energy use intensity (EUI) using an operational energy model; and**
    b. **Minimise energy demand for heating, cooling, hot water, lighting and power through building and site-level measures adopting a 'fabric first' approach, and including demand response and storage measures to support energy system flexibility; and then**
    c. **Meet its remaining heat/cooling demand sustainably as set out below; and then**
    d. **Maximise on-site renewable energy generation to achieve an annual net zero energy balance; and then if necessary;**
    e. **Meet any outstanding balance in residual energy use through energy offsetting.**
2. **Using the information in their Energy and Sustainability Statement, proposals should show how these policy requirements will be met, including the specific standards set out below.**

Specific standards for development

3. **All proposals for residential and non-residential development must achieve the following standard:**
    a. **A space heating demand equal to or less than 20kWh/m^2.yr in bungalows and detached dwellings, and equal to or less than 15kWh/m^2.yr in all other building types; and**
4. **All proposals for residential development should also achieve a total energy use (EUI) equal to or less than 35 kWh/m^2.yr: and**
5. **All proposals for non-residential development should also achieve a total energy use equal to or less than the following targets, based on typology:**
    a. **Student accommodation: 35kWh/m^2.yr**
    b. **Multi-residential accommodation: 35kWh/m^2.yr**
    c. **Key worker accommodation: 35kWh/m^2.yr**
    d. **Care homes: 35kWh/m^2.yr**
    e. **Warehouses: 35kWh/m^2.yr**
    f. **Light industrial units: 35kWh/m^2.yr**
    g. **Schools: 65kWh/m^2.yr**
    h. **Leisure centres: 100kWh/m^2.yr**
    i. **Offices: 70kWh/m^2.yr**
    j. **Retail: 70kWh/m^2.yr**
    k. **Higher education teaching facilities: 70kWh/m^2.yr**
    l. **Research facilities: 150kWh/m^2.yr**
    m. **GP surgeries: 70kWh/m^2.yr**
    n. **Hotels: 160kWh/m^2.yr**
6. **Where it can be demonstrated that for technical reasons it is not feasible to generate sufficient energy from on-site renewable energy technologies to match annual energy consumption, then**
    a. **the development proposal should provide on-site renewable energy of at least 150 kWh/m^2_{fp}/year in 1 and 2 storey industrial buildings, and 105 kWh/m^2_{fp}/year in other buildings and then:**
    b. **the remaining operational energy needs of the development should be met by offsetting measures as set out below.**

Energy Offsetting

7. **Where the requirement to achieve net zero energy cannot be met through on-site energy generation measures alone, any remaining balance in annual energy demand will be met by offsetting measures such as:**
    a. **Entering into an appropriate legal agreement to provide a financial contribution to South Gloucestershire Council,**
    b. **Agreeing to provide new and acceptable, directly-linked or near-site renewable energy generating capacity.**
8. **The financial contribution required will be a one-off payment equivalent to the cost of providing additional small-scale solar PV energy generation elsewhere in South Gloucestershire, over a 30-year period. This cost is tied to the most recent UK government solar PV cost data for small scale solar PV, and includes a 15% administrative charge. Currently, the cost is £99 per MWh. This rate is index linked and will be adjusted annually.**

Development involving existing buildings

9. **Where work is being undertaken on existing buildings and it is not feasible for the full residential and non-residential targets above to be met, the Energy and Sustainability Statement should explain why (for example the building is listed) and show that energy demand has been reduced to the lowest practical level using energy efficiency measures, heating/cooling systems have been selected in accordance with the heating/cooling hierarchy and that on-site renewable energy will be installed where feasible.**

Passivhaus

10. **An alternative route to compliance is through the certified PassivHaus Plus or certified Passivhaus Premium standards. Where it is proposed to build and certify development to the Passivhaus Plus or higher Passivhaus standard, it will not be required to meet the specific policy requirements above relating to energy use, on-site renewables and energy offsetting. In this instance a full Energy assessment will not be required as part of the Energy and Sustainability Statement. It will be sufficient to submit the technical information required to demonstrate that the PassivHaus Plus standard (or higher) can be achieved and for the Energy Assessment to demonstrate that residual heating/cooling demand for the development has been met sustainably, as set out below.**

Demand and System Flexibility

11. **Proposals for major development should demonstrate how smart and flexible technologies that support the balancing of energy supply and demand over the course of the day and seasonally have been incorporated, taking account of the latest best practice and guidance.**
12. **Among others, measures may include:**
    a. **Minimising energy demand at peak times;**

b. **Allocating space for internal and/or external battery energy storage; and**

c. **Making provision for the installation and use of vehicle-to-grid (V2G) bi-directional charging.**

Heating and Cooling Systems

13. **Development will be expected to demonstrate through its Energy and Sustainability Statement that heating systems have been selected in accordance with the following hierarchy:**

    a. **Where feasible connection to an existing classified heat network or a new classified heat network from the point of occupation; and then**

    b. **Elsewhere, employing individual renewable heat or communal renewable heat which is fossil fuel free.**

14. **Proposals should seek to eliminate the need for cooling systems throughout the lifecycle of the development and, in instances where cooling systems are required, minimise their capacity and energy consumption in accordance with the following steps:**

    a. **Optimise solar gain in order to minimise unwanted heat entering buildings during warmer months through measures including orientation, built-form, fixed, moveable and seasonal shading, surface finish, glazing design and G-values and insulation without penalising beneficial solar gain during the heating season; then**

    b. **Minimise internal heat generation through energy efficient design and specification; then**

    c. **Maximise the use of passive cooling and ventilation to manage internal temperatures; and then**

    d. **Having minimised the need for cooling, meet any residual requirement through energy efficient mechanical ventilation and active cooling systems.**

Monitoring

15. **Proposed development will be expected to minimise the potential performance gap between design aspiration and completed development. The Energy Statement must set out details of the assured performance arrangements that will be implemented.**

16. **As a minimum, this will require:**

    a. **The submission of 'pre-built' estimates of energy performance; and**

    b. **Prior to each building being occupied, the submission of updated, accurate and verified 'as built' calculations of energy performance.**

17. **Such a submission should also be provided to the first occupier (including a Non-Technical Summary of such estimates to allow occupants to compare actual and predicted energy demand).**

18. In addition to minimising the performance gap, and assisting occupants to reduce their energy consumption and running costs, this information is intended to inform future advice and policy.

Supporting text

Energy use in development

1. This policy concerns operational energy use in new development; that is the energy used to heat, cool, light and run appliances and services in buildings. Measuring and reducing the embodied carbon in a building is addressed in a separate policy. Together, operational emissions and embodied carbon emissions make up the whole life emissions of the building.
2. Almost half of UK greenhouse gas emissions are linked to the construction and operation of its built environment, and 90% of a building's environmental impact is defined by early design decisions. Ensuring new development achieves the net zero energy standards set out above is a key part of responding to the climate emergency.

Energy assessments

3. Proposals for development should be accompanied by an Energy Assessment as part of the Energy and Sustainability Statement submitted with the planning application. The Energy Assessment should describe how the operational energy needs of the building or buildings will be met, and how the space heating and energy use intensity (EUI) targets set in this policy will be achieved.
4. The EUI and space heating demand should be calculated using the gross internal floor area (GIA) and expressed as the energy consumption per square meter of floor area (kWh/m2). The EUI is the total energy use of the building as recorded at the consumption meter so includes regulated and unregulated energy use. It excludes the energy used to charge electric vehicles.

Modelling operational energy use

5. The statement should include all energy use (regulated and unregulated), calculated using a methodology proven to accurately predict a building's actual energy performance.
6. Currently, South Gloucestershire Council's preferred approach to modelling operational energy use is for developers to use CIBSE TM54: Evaluating Operational Energy Use at Design Stage, and for residential development the Passivhaus Planning Package (PHPP). Any change to this will be detailed in further guidance issued by the Council.

Space heating, hot water, and cooling

7. The Energy Assessment should demonstrate how the maximum space heating demand target of 15kWh/m²/year, (20kWh/m^2/year in bungalows and detached dwellings) has been achieved.
8. The Energy assessment should follow the energy hierarchy and demonstrate how:
    a. The demand for heating, cooling, hot water, auxiliary energy, lighting and unregulated energy consumption will be minimised through energy efficiency measures; then
    b. The remaining heat/cooling demand will be met sustainably; then
    c. On-site renewable energy generation will achieve net zero energy; then
    d. Any remaining outstanding reduction in residual emissions will be achieved through accepted means of energy offsetting.
9. Building design (including built form, orientation, layout, and glazing ratios) should seek to optimise solar gain, that is make use of beneficial solar gain during winter months without increasing the risk of summer overheating or the need for active cooling now or in the future.
10. In accordance with the hierarchy above, measures to control solar gain including fixed, moveable, and seasonal shading, deeper reveals, and reduction in glazing G-values (total solar transmittance) should applied before active cooling is considered.
11. Where usability issues (as described in Part O of the Building Regulations), such as noise, are stated as the reason that a development requires active cooling, then all reasonably practicable passive means of minimising cooling requirements should be applied first and a full justification as to why they were insufficient provided.

Definition of renewable heating

12. Renewable heating includes ground, water and air source heat pumps, geothermal heat, heat and cooling from former mine workings, solar thermal, and biomass.
13. The policy approach to heating systems intentionally excludes non-renewable electrical space and water heating, (such as electric resistive heating and electric immersion heaters) with a Seasonal Performance Factor (SPF) of less than 2.5, and in all cases excludes individual gas boilers.
14. In the case of certified Passivhaus Plus and Passivhaus Premium developments non-renewable electric heating (also known as direct electric heating or resistive electric heating) may be specified. This is because in such schemes the need for space heating has been shown to be minimal and is largely met through the heat recovery ventilation system, and the ‘performance gap’ is very small or effectively eliminated meaning buildings achieve their design performance. Also, certified Passivhaus buildings are much less likely than conventional buildings to be subject to an evening peak in space heating demand.

Communal gas and gas CHP

15. Where the use of gas boilers or gas CHP is proposed as a temporary or interim source of heat for a heat network or communal heating system, a full justification will be required within the Energy Assessment explaining why non-fossil gas alternatives are not feasible, and including evidence to show how and when gas will be removed.

16. When considering proposals for heat pumps and active cooling systems, the global warming potential of the refrigerants used will need to be taken into account in a manner consistent with the policy on embodied carbon.

Hydrogen

17. Given the low overall ('round-trip') efficiency when using hydrogen for heating, its limited availability, and a potential need to use it to decarbonise specific processes such as steel production, we do not expect to see hydrogen being used as a fuel for heating and cooling. However, where hydrogen constitutes all or a part of the energy mix for a development's heating or cooling strategy, all CO2,methane and other greenhouse gas emissions arising from the production of the hydrogen must be accounted for within calculations submitted in the Energy Assessment. A 20-year integrated time-period, and a global warming potential of no less than 86 must be used when calculating the impact of methane emissions.

Biomass and bioenergy

18. Biomass and bioenergy refer here to the burning of biomass (including wood chip, wood pellets, logs straw and liquid and gaseous biofuels) for the production of heat, electricity or heat and electricity (CHP).

19. Given concerns about particulate emissions and whole life greenhouse gas emissions from burning biomass we do not expect developers to specify biomass as the primary source of fuel for heating or power generation or production of heating and power.

20. Where biomass is specified as a primary or secondary source of heat a full description justification and whole life carbon assessment must be provided in the Energy Assessment. This should set out how concerns about particulate emissions have been addressed, describe the fuel source and how this will deliver genuine reductions in carbon dioxide emissions for the lifetime of the scheme. All schemes using crops should demonstrate a positive impact on biodiversity where the fuel is grown or sourced from.

21. Where biomass appliances are specified to meet peak heating demand and allow a smaller primary heat system to be specified, the Energy Statement should provide full justification and demonstrate how other policy requirements will be met and issues relating to air quality and whole life emissions have been addressed.

Heat networks

22. Heat networks (also known as district heating) supply heat from a central source to consumers, via a network of insulated underground pipes carrying hot or ambient temperature water. Heat networks can serve large areas including towns and cities or supply a small cluster of buildings or units within a single building, avoiding the need for individual boilers or electric heaters. Heat networks delivering heat at ambient temperatures (8-15 deg C) can be used to provide heat during the heating season and cooling during the summer months.

23. Heat networks supplying heat generated from renewable sources such as air and water source heat pumps, or recovering 'waste' heat that would otherwise be rejected to the atmosphere are key to decarbonising heating and cooling in existing buildings as well as new development. Connecting new developments to a heat network can support the expansion of a network to existing settlements and buildings.

24. The development of heat networks is central to South Gloucestershire Council's strategy for delivering affordable, secure and zero carbon heat and the Council is actively considering how heat networks can be used to provide affordable and very low carbon heat to existing communities and new development in the district. This includes the potential use of reject heat from industrial and commercial processes and the thermal energy in flooded former mine workings as a source of heat and coolth.

25. 'Classified heat networks' refer to heat networks which may be developed by South Gloucestershire Council or third parties, and which meet specific requirements.

26. These are:

    a. Compliance with the appropriate technical standards (presently the CIBSE Code of Practice), and regulatory requirements set by Ofgem or another regulator.

    b. The heat and cooling supplied by the network is derived from renewable/low carbon sources or it can be demonstrated that the network is on a clear timeline and technology pathway towards decarbonising the heat provided by the energy centre or centres.

    c. The heat network provider offers heating and/or cooling services at a fair and affordable price to the consumer in accordance with minimum standards set by the regulator or industry best practice (such as standards defined by the Heat Trust or Ofgem).

    d. The heat network provider publishes an annual report on the energy performance and carbon content of the network.

    e. Residual emissions from low-carbon sources of heat (including gas) are offset by approved measures.

27. The creation of new heat networks should be considered in the case of proposals that would provide more than 100 homes or 10,000m² floorspace. In these cases, a feasibility study should be undertaken by or on behalf of the applicant to establish whether a new heat network could be established. This should include an assessment of whether there are local sources of waste heat that could be recovered.

28. Where heat networks are proposed as part of development, they will be expected to meet the requirements for a 'classified' heat network as set out above.

29. When calculating the Energy Use Intensity (EUI) of a development connecting to a heat network, an Energy Conversion Factor will be applied to take account of the efficiency of the network and energy centre. Energy Conversion Factors for classified heat networks will be provided by South Gloucestershire Council, or the heat network operator, and updated to reflect changes in the operation of the heat network.
30. Where new heat networks are proposed that connect to or form part of an existing network, the Energy Conversion Factor shall be calculated by the applicant and supported by a full methodology.

Former mine workings as a source of heating and cooling

31. South Gloucestershire has an extensive network of former mine workings with a potential thermal resource that could provide heating and cooling to new and existing developments. For developments of 100 units or more the Energy Assessment should consider whether flooded, former mine workings could serve as a source of heating and cooling delivered via a heat network.

Net zero energy and on-site renewable energy generation

32. A net zero energy building will generate as much energy from renewable sources at is uses in one year.
33. For buildings achieving net zero energy by using on-site PV there may be periods when the electricity generated by the PV system exceeds demand and vice versa. At times when supply exceeds demand, the 'surplus' power will be exported to the distribution network, however, as energy demand from charging electric vehicles increases, and static, building-integrated battery energy storage becomes more affordable the proportion of energy used in the building or to charge electric vehicles is likely to increase.
34. The Energy Assessment should set out what renewable heating, renewable cooling and renewable power generation measures have been considered and which will be incorporated into the proposed specification. The Assessment should show that minimum targets for electricity generation from PV have been met and that the scheme will generate sufficient energy to achieve net zero energy. Where this cannot be achieved full justification with data and calculations should be provided.

Energy Offsetting

35. We expect net zero energy to be achievable in most instances, so energy offsetting should only be considered as a 'last resort' where it is not possible to generate sufficient energy on-site to meet annual energy demand.
36. Where an applicant believes that net zero energy is not achievable, they will need to demonstrate to the satisfaction of the planning authority why it is not possible, with full justification.
37. The Energy Offsetting fund will be established and administered by the Council and will be collected via Section 106 agreements. Financial contributions will be spent on the delivery of new additional renewable energy generation within South Gloucestershire. The financial contribution cost per MWh will be index linked and updated annually to reflect the costs of administrating, purchasing and installing additional solar PV.

38. Further information will be set out via South Gloucestershire's website.

Passivhaus

39. In recognition of the high sustainability standards required to achieve a 'certified Passivhaus Plus' scheme, this may be used as an alternative route to policy compliance.

40. Passivhaus is an international energy standard for buildings. It sets stringent standards on energy consumption for heating, air permeability and total energy demand, and also sets design requirements to control the quality of the internal environment.

41. Proposals seeking to follow the Passivhaus Plus route to compliance set out in this policy will need to be accompanied by full Passivhaus Planning Package outputs demonstrating that the Passivhaus Plus standard or Passivhaus Premium Standard can be achieved.

42. Prior to commencement, a 'Pre-construction Compliance Check' completed by a Passivhaus certifier will be required and secured by condition.

43. Upon completion, a Quality Approved Passivhaus Plus certificate for each dwelling/building will be required.

44. For developments where existing buildings are being refurbished, applicants should consider whether the Passivhaus EnerPhit standard can be applied.

Minimising the performance gap and delivering modelled performance

45. There is a significant body of evidence showing that the actual energy performance of buildings is worse, and in some cases significantly worse than their design energy performance, and that this difference is greatest where quality regimes have not been applied. The variation between anticipated and actual performance is known as the 'performance gap'.

46. Addressing the performance gap is a key part of ensuring the built environment is net zero in practice.

47. Implementing a quality regime from the design stage, through to construction and handover has been shown to reduce the performance gap.

48. Relevant regimes include:

    a. BSRIA Soft Landings;

    b. Government Soft Landings;

    c. NABERS Design for Performance;

    d. Passivhaus;

    e. EnerPHit;

    f. Actions set out in BREEAM credits Ene 01 Reduction of Energy Use and Carbon Emission, Man 04 Commissioning and Handover and Man 05 Aftercare; and

    g. Actions set out in the Home Quality Mark issues 9 Quality Assurance and 11 Customer Experience.

49. Monitoring, verifying and reporting on the actual energy performance of buildings in-use can enhance the construction industry's knowledge on the performance gap and help to identify issues with new buildings that then can be addressed by building owners.
50. Reporting on energy performance will become increasingly common whether through Government initiatives such as the proposed national performance-based policy framework for rating the energy and carbon performance of commercial and industrial buildings or voluntary initiatives such as the Built Environment Carbon Database.
51. Weight will be given to proposals which demonstrate a deliverable commitment to on-going monitoring of energy consumption, post-occupation, and monitoring regimes where occupiers are notified if actual energy use exceeds design calculations, and advice and information is provided to enable the potential causes to be identified.

Additions	
Key evidence	
Other relevant policies to cross-reference	

Policy Title:
LP25 - Embodied Carbon

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**N/A - New Policy**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

This policy concerns embodied carbon emissions in new residential and non-residential buildings. Embodied carbon refers to the emissions of carbon dioxide, and other greenhouse gases, produced by the extraction, processing, manufacture and transport of materials used in a building, and emissions from the energy and water used in its production, assembly, construction, and demolition. It also includes any emissions from leakage of the refrigerants used in building services systems, where the refrigerant is a greenhouse gas.

The UK Government has committed to achieving 'net zero' emissions by 2050. This requires a 100% reduction in emissions (from 1990 levels), and any emissions that cannot be eliminated, to be offset by activities that remove an equivalent amount of greenhouse gases from the atmosphere. For buildings 'net zero' includes the emissions from operational energy use (energy used for heating, cooling, lighting, services and appliances), and the embodied carbon emissions. Together, these make up the 'whole life carbon' emissions of a building. As emissions from operational energy use in new buildings reduce, due to higher efficiency standards and renewable heating, embodied carbon emissions make-up a larger proportion of whole life carbon emissions. For this reason, South Gloucestershire Council is introducing polices on operational energy use and emissions, and this policy on embodied carbon emissions.

Embodied carbon emissions will be different for each building and will depend on the embodied carbon of each kilogram of material specified, and the total quantity of that material in the final building. The embodied carbon of a new building can be reduced by selecting materials which have low embodied carbon and by reducing the quantity of materials with high embodied carbon. Where existing buildings are being demolished and replaced, the embodied carbon of the new building will be reduced if materials from the old building can be reclaimed and reused, so this policy is designed to encourage the reuse and recycling of materials, as well as the efficient use of resources. Reducing embodied carbon has also been shown to be mutually compatible with reducing operational energy demand; for example, more energy-efficient buildings will require less extensive heating and cooling systems which are in turn less carbon intensive to produce.

The policy sets targets for embodied carbon in new residential and non-residential buildings. To allow for different sizes of buildings, targets are expressed per square meter of floor area. The need for stronger construction, and therefore higher embodied carbon, in taller buildings is also allowed for in the targets. Developers are required to calculate the embodied carbon emissions of a residential or non-residential building using a nationally recognised assessment methodology. Emissions of greenhouse gases other than carbon dioxide are converted into carbon dioxide equivalent emissions (CO_{2e}) to allow a single target to be set for each development type. In seeking to reduce embodied carbon emissions, developers should ensure that this will not have a detrimental impact on adaptation to changes in the local climate and resilience to overheating over the lifetime of new buildings.

Policy wording

Embodied carbon – general principles

1. **All proposals will be expected to show how development will minimise its embodied carbon.**
2. **In doing so, development should:**
    a. **Prioritise the renovation or retrofit of existing structures, as part of an efficient use of land, subject to technical feasibility, compatibility with the other policies in the local plan, in particular resilience to overheating, and any relevant neighbourhood plans;**
    b. **Minimise the quantity of materials required to meet the building's functional requirements;**
    c. **Select high quality materials and systems which:**
    d. **Have low embodied carbon, and;**
    e. **Minimise the need for replacement over the lifetime of the development, and;**
    f. **Can be reused, recycled and disposed of sustainably at end of life, and**

g. **Ensure that waste reduction is designed-in from project inception to completion, including consideration of the use of standardised components, modular build, and reuse of secondary products and materials;**

h. **Ensure that new buildings are flexible and adaptable to future uses, reducing the need for future redevelopment.**

3. **All proposals should set out how these issues will be addressed in the Energy and Sustainability Statement, with major applications required to provide additional information and calculations as set out below.**

Embodied carbon – major applications

4. **Proposals for major development will be required to include an Embodied Carbon Assessment, submitted as part of the Energy and Sustainability Statement. The assessment should use a nationally recognised embodied carbon assessment methodology, and demonstrate actions taken to reduce whole life-cycle embodied carbon emissions.**

5. **Major new development will be expected to achieve the following targets as a minimum:**

   a. **Upfront embodied carbon (construction phase),**

      i. **Residential (4 storeys or fewer) - <400 $kgCO_{2e}/m^2$**

      ii. **Residential (5 storeys or greater) - <500 $kgCO_{2e}/m^2$**

      iii. **Major non-residential schemes - <600 $kgCO_{2e}/m^2$**

   b. **Whole life-cycle embodied carbon:**

      i. **Residential (4 storeys or fewer) - <625 $kgCO_{2e}/m^2$**

      ii. **Residential (5 storeys or greater) - <800 $kgCO_{2e}/m^2$**

      iii. **Major non-residential schemes - <970 $kgCO_{2e}/m^2$**

6. **Where it is not viable to meet these targets for embodied carbon, a full justification will be required as part of the Embodied Carbon Assessment within the Energy and Sustainability Statement.**

7. **Any shortfall against the embodied carbon targets will be offset through a financial contribution towards South Gloucestershire Council's carbon offset fund.**

8. **The value of a tonne of CO_{2e} is tied to the 'high' scenario in the Valuation of Energy Use and Greenhouse Gas supplementary guidance to the Treasury's Green Book (£373 at the time of publication), and will be updated accordingly.**

Refrigerants

9. **In all new development with fixed building services that include a refrigerant, the global warming potential (GWP) of the refrigerants should be minimised, by designing systems to have the lowest possible refrigerant mass/charge and specifying appliances (including heat pumps, VRFs, VRVs and chillers) that use refrigerants with the lowest global warming potential available, and implementing measures to minimise the risk of refrigerant leakage, and to detect refrigerant leakage.**
10. **Refrigerants and their associated impacts should be included and accounted for within the embodied carbon assessment conducted by the developer using an approved methodology as set out in the guidance.**

Materials

11. **The materials used in development should use and manage resources as efficiently as possible. As well as having low embodied carbon within the materials, the wider environmental impacts arising from their sourcing, manufacture, construction, and end of life demolition and disposal must be considered within the Energy and Sustainability Statement.**
12. **Development should avoid the use of tropical hardwoods, unless these are reclaimed, reused or recycled, and if virgin tropical hardwoods are specified, provide full justification showing that there are no feasible alternatives.**

Demolitions, waste and recycling

13. **Development proposals should seek to minimise and design-out construction and end-of-life waste, ensuring that waste reduction is planned in from project inception to completion, including consideration of standardised components, modular build, designing for deconstruction, and reuse of secondary products and materials. Where waste is generated, reuse and recycling should be maximised.**
14. **Where development proposals include demolition, this should aim to maximise the amount of material recovered for reuse and recycling, either on-site or at another site (either directly or via broker). Demolition materials should be recovered at their highest value possible.**
15. **Major proposals should submit a site waste management plan as part of their Energy and Sustainability Statement.**

Supporting text

Embodied Carbon

1. Embodied carbon refers to the emissions of carbon dioxide, and other greenhouse gases, produced by the extraction, processing, manufacture and transport of materials used in a building, and emissions from the energy and water used in its production, assembly, construction, and deconstruction and demolition. It also includes any emissions from leakage of refrigerants in building services systems, where the refrigerant is a greenhouse gas.
2. It is important that measures to reduce embodied carbon emissions are considered and implemented alongside other polices on climate mitigation and adaptation and operational energy. If these policies are not considered together there is a risk that buildings become more vulnerable to overheating (for example through the selection of materials with a lower thermal mass combined with a reduction in air permeability) and that demand for active cooling will increase, which will in-turn lead to higher operational energy demand, energy running costs and lifetime emissions.

Embodied carbon – general principles

3. This policy is intended to reduce the embodied carbon in new buildings and to encourage the reuse and recycling of materials, as well as the efficient use of resources.
4. Emissions are produced at all stages of the development process with the majority of embodied carbon emissions being ‘upfront’, meaning that they are produced at the beginning of the development cycle. Embodied carbon emissions will be different for each building and will depend on the embodied carbon of each kilogram of material specified, and the total quantity of that material used to construct the building. Embodied carbon can be reduced by selecting materials which have low embodied carbon and by reducing the quantity of materials with high embodied carbon, and by combining these approaches.

Embodied carbon assessments

5. Embodied carbon assessments should be undertake using a council approved methodology, which is proven to accurately assess embodied carbon and should demonstrate actions taken to reduce life-cycle carbon emissions.
6. Currently, our preferred methodology is the RICS Professional Statement Whole Life Carbon Assessment for the Built Environment. Any changes to this will be detailed in supporting guidance.
7. The scope should include the substructure, superstructure, finishes, fixed furniture, fixtures and equipment, building services and associated refrigerant leakage.
8. The following life-cycle stages as defined in BS EN 15978 Sustainability of Construction Works should be included within the assessment and reported on separately and in aggregate:
    a. A1-A5
    b. B1-B5

c. C1-C4

9. The upfront embodied carbon targets refer to life-cycle stages A1-A5 and the whole life-cycle embodied carbon target refer to life-cycle stages A1-A5; B1-B5; and C1-C4.
10. The assessments will be expected to address a minimum of 95% of the cost associated with each of the following elements:
    a. Demolition.
    b. Substructure.
    c. Superstructure.
    d. Internal finishes.
    e. Fixed furniture, fixtures and equipment.
    f. Building services.
11. The carbon assessment targets do not include external works outside the building footprint.
12. Where the embodied carbon assessment indicates that it is not feasible to meet the targets in this policy, full justification will be required, and assessments will be evaluated for technical quality and to determine whether appropriate actions have been taken to reduce embodied carbon throughout the project's development. Any change to this will be detailed in guidance issued by the council.

Carbon offset fund

13. For use of the offset mechanism to be permissible, the applicant will be expected to justify and demonstrate to the satisfaction of the planning authority that it is not possible to achieve the embodied carbon targets.
14. The council's carbon offset fund will be spent on built environment carbon reduction projects. Details of the fund and the cost per tonne of carbon, which will be index linked, will be provided on the council's website.

Refrigerants

15. Many refrigerants used in fixed building services like heating and cooling systems are potent greenhouse gases with the potential to make significant contributions to global warming if released to the atmosphere. As appliances using refrigerants such as heat pumps become more common in new and existing buildings it is important to consider the climate impact of the refrigerants they use.
16. For reference, many of the refrigerants commonly used in heat pumps and chillers have a global warming potential (GWP) many times higher than CO_2. For example, R32 has a global warming potential 675 times that of CO_2 and R410A is a greenhouse gas 2,088 times more potent than CO_2. This means that releasing 1kg of R32 into the atmosphere is equivalent to releasing 675kg of CO_2, and releasing a kilogram of R410A is equivalent to releasing over 2 tonnes of CO_2.

17. The global warming impact of refrigerants should be minimised by:
    a. Minimising the mass of refrigerants used in a development by:
        i. Reducing or eliminating the need for heating or cooling systems through energy efficient design.
        ii. Avoiding the use of systems that have high refrigerant charge per kW capacity, such as systems that use refrigerant as the distribution medium to emitters.
    b. Minimising the potential impact of the refrigerant used by selecting equipment that uses refrigerants with the lowest available global warming potential.
    c. Minimising the risk of refrigerant leakage through:
        i. Avoiding the use of systems that use refrigerant as a distribution medium, particularly where refrigerant is distributed to emitters.
        ii. Specifying leak detection and monitoring systems in accordance with industry best practice.
        iii. Regular maintenance.
        iv. Ensuring that installation, maintenance, decommissioning and disposal of all appliances using refrigerants is only ever undertaken by suitably qualified persons.
18. In major developments where heat pumps of any type (including VRF and VRV units) are proposed, the global warming impact from refrigerant leakage should be included within the embodied carbon calculation using an approved methodology (please refer to detailed technical guidance for approved methodologies).
19. Where heat pump systems use refrigerants that have a global warming potential (GWP) of 750 or greater are specified, full justification will be required including numerical whole-life carbon modelling, comparing their use to low global warming potential refrigerants.

Tropical hardwoods

20. Tropical forests have an essential role to play in providing eco-system services, biodiversity and climate change mitigation and adaptation. However, they are vulnerable to deforestation, degradation and the direct impacts of changes in the local, native climate as a consequence of global heating.
21. Research has found that even ‘sustainable harvesting’ of timber can lead to the degradation of forest ecosystems. For these reasons developers should not specify any tropical hardwoods in new development, unless these are shown to be reclaimed, reused or recycled.

Demolitions, waste and recycling

22. Ensuring that materials are reused and recycled whenever possible, and that waste is minimised at all stages of development, including the final end-of-life stage, is an important consideration in reducing the embodied carbon and other environmental impacts of new development.

23. Construction stage waste should be considered as part of the Construction Environmental Management Plan (CEMP) for the site, which should set out how materials can be reused and recycled as much as possible.
24. Though, it is not possible to control how a building will be dismantled, demolished and disposed of until it reaches the end of its life, in specifying and designing new buildings, developers should consider how to minimise the use of materials that cannot be easily reused and recycled, and materials which may toxic and difficult to dispose safely.

Additions	
Key evidence	
Other relevant policies to cross-reference	

Policy Title:

LP26 - Renewable and Low Carbon Energy Systems

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policy CS3 – Renewable and low carbon energy generation** **Policy CS4 – Renewable or low carbon district heat networks (partial replacement)**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

South Gloucestershire has significant opportunities to increase renewable energy generation and facilitate development that enables a smarter and more flexible energy system.

Accelerating the transition to a zero-carbon heat and a zero-carbon electricity system is essential to addressing the climate emergency. It can also bring wider environmental, public health and economic benefits, and improve the security of our energy supply.

Policy support is therefore provided to development proposals which generate energy renewably or recover waste heat; and the infrastructure that goes alongside this.

Policy wording

1. **Proposals for the generation of renewable energy and associated infrastructure; or the recovery of waste heat or cooling; and proposals that support the transition to a smart, flexible, and zero carbon energy system will be supported in the context of sustainable development and climate change. The contribution of the proposals, in light of the Council's climate and nature emergency declaration and national carbon reduction targets, to cutting greenhouse gas emissions and decarbonising our energy system, is a material consideration.**
2. **When assessing proposals:**
    a. **Great weight is to be given to the conservation of heritage assets and their setting. The impact of any proposal on the significance of any non-designated heritage assets should also be taken into account; and**
    b. **Landscape and visual impact; conservation of and impact on designated ecological assets; impact on amenity; cumulative impact; and other considerations as relevant (including those specific to each technology) should be taken into account.**
3. **Proposals must include measures to enhance and enable nature and biodiversity in scheme design for the lifetime of the development.**
4. **Opportunities for the co-location of renewable energy generation with energy demand and storage for local need, will be encouraged. Where a proposal is linked to an existing use, is located in close proximity (to that use) and is designed to displace otherwise imported energy (to that use); this will be considered an additional benefit.**
5. **Proposals to re-power wind and solar PV farms at the end of their operational life can make efficient use of land and in principle will be considered favourably, provided the turbines and/ or solar panels are replaced with new equipment of either the same or larger installed capacity (when this has no significant change on off-site impact), and subject to compliance with statutory, site-specific, and other constraints.**
6. **Proposals require appropriate plans and a mechanism in place for the removal of the technology on cessation of generation. Site restoration should maintain or enhance the sites ecological value.**

In addition to the above, the following will be considered for the specific technologies outlined:

7. **Wind Energy**
    a. **Areas safeguarded for wind energy development are defined on the Policies Map.**
    b. **Proposals within these safeguarded areas are subject to the assessment of the other criteria as set out in this policy and other relevant policy.**

c. **Wind energy development will need to demonstrate through Habitats Regulations Assessment of the proposals that there will be no adverse effects on the integrity of SAC, SPA or Ramsar sites, for example through impacts on the flight paths and habitat corridors of protected mobile species such as birds and bats, or at functionally linked habitat associated with protected sites.**

d. **Proposals for development that is not associated with wind energy within these safeguarded areas will only be acceptable where:**

   i. **it can be demonstrated that they would not prejudice or interfere with the operation of any installed, permitted, proposed or future potential wind energy installation or its enabling infrastructure; or**

   ii. **the use proposed would be temporary, and would not restrict the potential future use of the area (or adjacent land) to be developed for wind energy; or**

   iii. **it can be demonstrated that due to permanent technical generation related constraints, there is no reasonable likelihood of a wind energy installation ever coming forward on or within reasonable proximity to the application site or that an exception should be made based on substantial public benefits arising from the proposal.**

   iv. **It is also considered that large new development sites or safeguarded employment sites may be suitable in principle for wind energy development subject to the assessment of the other criteria as set out in the policy, all other relevant policy, and any further material considerations.**

8. **Ground mounted Solar**

   a. **Proposals for ground mounted solar developments should avoid being sited on the best and most versatile agricultural land unless significant benefits can be shown which would outweigh the temporary loss of the land.**

9. **Mine-water**

   a. **Proposals should not have an unacceptable impact on the water regime and water quality impacts are assessed and mitigated.**

10. **Energy balancing including storage and generation**

   a. **Proposals for new energy generation or storage installations/ proposals, that support the transition to a smart energy system are considered an integral part of a low carbon energy system and will be acceptable when;**

      i. **They demonstrate that the lowest emission technology available has been utilised;**

      ii. **They are in an appropriate location;**

      iii. **There has been satisfactory resolution of issues in relation to fire risk.**

b. Our strong preference is for the inclusion of energy storage technology alongside energy deployment (for large scale energy development (over 1MW).

c. Fossil fuel-based energy installations in which greenhouse gas emissions are not captured and sequestered, are not considered compatible with a net zero energy system and as such will only be acceptable where no other alternative is available and for a temporary period. Full justification should be set out in the Energy and sustainability statement.

Supporting text

1. Increasing renewable and low carbon energy generation and storage within the local authority area is an important means of delivering both our local and national carbon dioxide emissions reductions targets.

2. Renewable energy generation covers a range of technologies such as solar photovoltaic generation, wind and tidal power, and heat produced by air, ground, or water source heat pumps. Low carbon energy supplies include waste heat and coolth (cooling) from commercial and industrial processes and heat or coolth (cooling) recovered within or from buildings, neighbourhoods and developments.

3. This policy sets out how stand-alone renewable energy projects are to be assessed. Proposals over 50MW, other than for battery storage, are considered Nationally Significant Infrastructure projects and are determined by the Planning Inspectorate with the local authority as a consultee.

Renewable Energy Resource Assessment for South Gloucestershire (RERAS)

4. To ensure we had the technical information to underpin this policy, we undertook a study to develop an evidence base for the potential of renewable energy technologies in the district. The full Renewable Energy Resource Assessment for South Gloucestershire (RERAS) can be found on our website alongside a Landscape Sensitivity analysis.

General considerations

5. Accelerating the decarbonisation and decentralisation of the energy system in the UK is essential to mitigating climate change. Renewable energy generation will assist us in meeting our local and the national climate targets and this should be a consideration in determining planning applications.

6. The general criteria as set out in this policy should be considered against all types of technologies that may come forward within the plan process, including new and evolving technologies such as hydrogen (which has potential uses including for storage). The general criteria are to be considered alongside all other statutory considerations. Criteria to consider can include (but are not limited to): ecological assets, including local, national, and international designated sites and impacts on biodiversity; the historic environment, including heritage assets and their settings; townscape and landscape character; living conditions from vibration, noise, shadow flicker, glint, glare and air quality; and infrastructure assets including power lines, roads, rail and aircraft safety.

7. National guidance and the RERAS can give further information as to considerations and constraints.

Designing to enhance nature and biodiversity

8. Where designed appropriately renewable energy installations can offer opportunities to maintain and enhance site biodiversity and help meet our green infrastructure objectives. Applications are expected to show how measures to enhance biodiversity and maintain it have been incorporated into the design and how measures have been incorporated (the use suitable planning conditions can ensure these outcomes). For example, with solar panels, the specification of the panels in terms of height and cabling should be suitable to allow biodiversity measures such as wildflowers under panels. Current best practice in relation to this is NCBPG-Solar-Energy-UK-Report-web.pdf (solarenergyuk.org).

Location of energy and re-powering

9. Where renewable energy installations are being developed to specifically provide power to meet the needs of an existing development, in particular if they are privately connected, this can make efficient use of land and this is considered a benefit. The same principle applies to locating heat users and heat producers in close proximity.

10. Re-powering existing turbines also making efficient use of land and existing resources and infrastructure.

11. As renewable energy applications are temporary a consideration of site restoration should be undertaken at the planning application stage. Due to their temporary nature and the definition of previously developed (brownfield) land in the current NPPF being ‘land which is or was occupied by a permanent structure’ we do not consider land previously used for renewable energy to be previously developed (or brownfield) land.

Community Energy

12. Community developed energy schemes contribute towards carbon reduction and renewable energy generation targets. It is considered that all communities, including those within the Cotswold National Landscape and Green Belt, should be able to benefit from, and bring forward, community led renewable energy schemes; as communities live within their local landscape and will be most impacted by both the benefits and impact of any scheme. With this in mind, we have a specific policy relating to Community Energy (LP27 - Community Energy).

Technology specific policies

13. The REREAS reviewed a series of principal constraints to assess how much resource there might be for a variety of technologies and provided information as to how large these potentially suitable areas might be as well as giving some further policy recommendations.

14. These technology specific criteria are in conjunction with all other criteria in this policy and the wider local plan. Design policy LPS12 - Creating Well-Designed Places, which contains specific considerations for all development which would include for supporting infrastructure, is particularly relevant.

Wind

15. The data from the RERAS showed a limited number of potentially suitable areas where large scale wind installations could effectively operate within South Gloucestershire. Therefore, this Local Plan identifies and safeguards those areas potentially suitable for wind turbine development from the RERAS, to protect this limited resource from sterilisation by other uses and to allow the potential for wind energy development within these areas to be considered further.

16. There are a variety of other issues that would need to be considered when a planning application is put forward (see Table one below) and paragraph 4.2.3 in the RERAS.

17. These issues are likely to vary significantly depending on the specifics of the exact area and the nature of the proposal within the safeguarded areas and as such are considered best balanced at the planning application stage when a proposal can be considered. For additional clarity Table two below sets out some particular key considerations for each safeguarded area.

Table one: Wind Safeguarding area RERAS and planning application considerations

Stage	Considerations
Planning application stage (planning balance)	• Impact on the Cotswold National Landscape (AONB) and Green Belt • Wider impact on protected onshore and adjacent habitats • Impact on the setting of designated heritage assets and impact on non-designated heritage assets • Climate and Nature Emergency • Cumulative impact and all other considerations as set out in the criteria-based policy or national guidance • Policy from other regimes and other material considerations
Primary constraints removed as set out in the RERAS	Special Protection Areas (SPA) and foraging buffers; Special Areas of Conservation (SAC); RAMSAR sites; National Nature Reserves (NNR); Sites of Special Scientific Interest (SSSI); Scheduled Monuments; Listed Buildings; Registered Historic Parks and Gardens; Ancient Woodlands; Broadleaved Woodland; Existing buildings; Existing buildings; Watercourses; Active mines/quarries; Local Nature Reserves; Major and minor transport infrastructure; Ministry of Defence (MoD) sites and Ministry of Defence (MoD) Low Flying Zones * *Some constraints have buffers, some of which can change due to turbine size, see RERAs for further detail

Table 2: Wind safeguarding area key specific area considerations

Area	Key Considerations (to be considered alongside all other considerations as set out within this policy and plan)
Area One	• Located immediately adjacent to the Severn Estuary Special Protection Area/Special Area of Conservation/RAMSAR, as such, a site-specific Habitats Regulations Assessment is likely to be required. • Area is within the flood plain.
Area Two	• Area within the flood plain.
Area Three	• Area within the Green Belt and flood plain.
Area Four	• Grade I Horton Court is located to the west of the area, as such siting within the area in relation to this asset and its setting should be considered. • Area is in the Cotswolds National Landscape.
Area Five	• Grade I Dyrham Park is located to the south of the area, as such siting within the area in relation to this asset and its setting should be considered. • Area is in the Cotswolds National Landscape.
Area Six, Nine and Ten	• Areas are in the Cotswolds National Landscape.
Area Seven	• N/A

Area Eight	• Grade I Badminton Court is located to the east of the area, as such siting within the area in relation to this asset and its setting should be considered. • Area is in the Cotswolds National Landscape.
Area Eleven	• Area is located within a narrow area of the Greenbelt, siting to ensure the purpose of the Green Belt is maintained, including in relation to cumulative impact of developments, should be considered.

18. All applications for wind turbines, including those within safeguarded areas, will be assessed against the detailed policy criteria set out in this policy, and all other relevant policies in this Local Plan, policies in any relevant Neighbourhood Plan, National Policy and any further material considerations. Aviation will need to be considered and the advice of relevant agencies should be sought. Several safeguarded areas are in close proximity to each other and the areas themselves are large therefore cumulative impact should be a particular consideration.

19. Policy LP28 - Ecology and Biodiversity Net Gain requires development to be informed by 'appropriate ecological survey' and 'be designed to avoid any harm to identified habitats and species of importance'.

Solar

20. The RERAS showed that the ground mounted solar resource is widespread across the South Gloucestershire area and as such no specific safeguarding of areas is proposed.

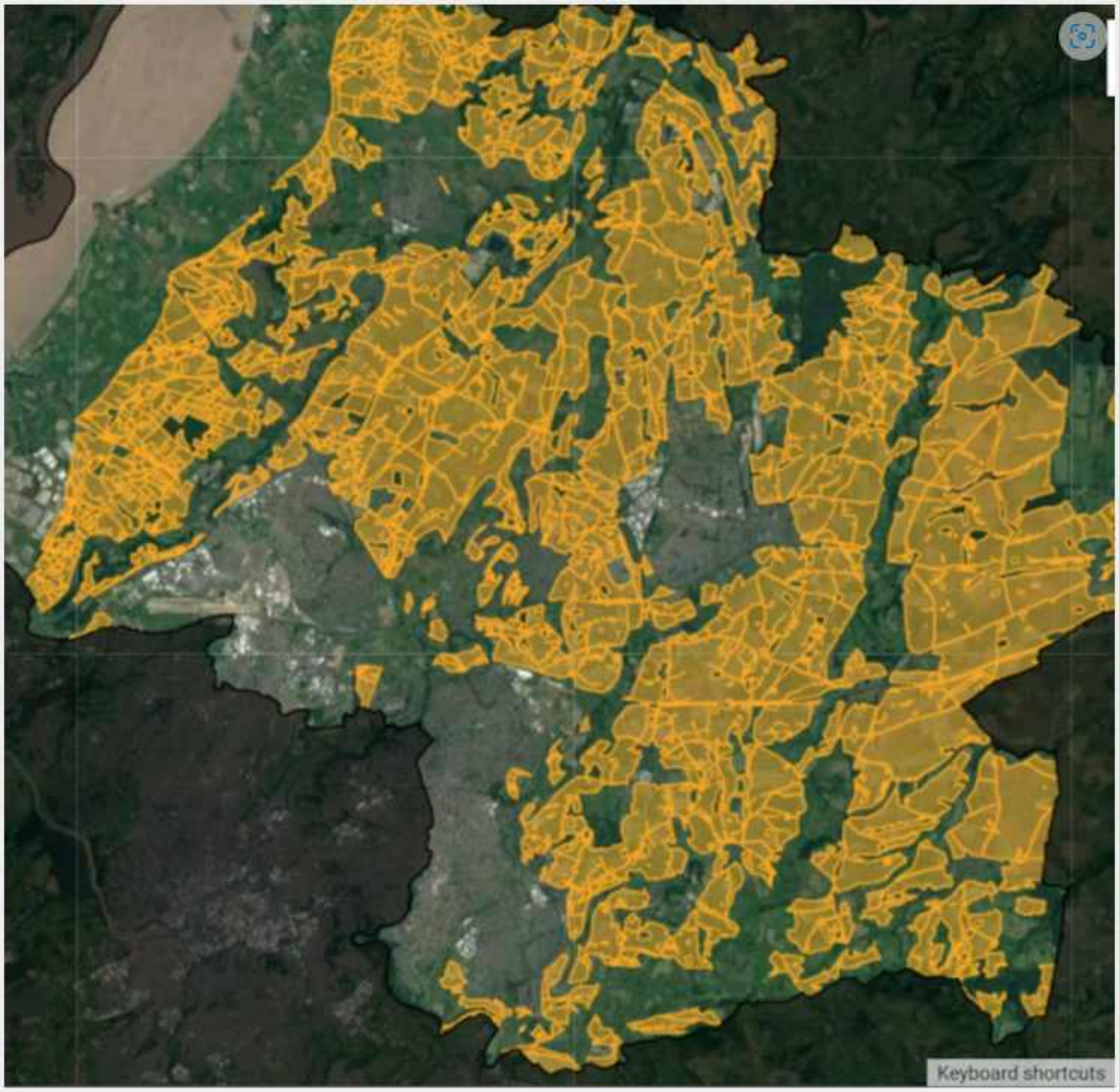


Figure 3. Solar PV Potential resource in South Gloucestershire (data from RERAS, 2021)

21. As the solar resource is widespread and best and most versatile agricultural land is limited, it is considered that it should be avoided unless justification is provided as set out in the policy. As more solar is developed it is considered that cumulative impact is a topic that needs particular consideration.

Mine-water heat

22. South Gloucestershire has an extensive network of former mine workings. These were worked for the extraction of coal over a period of 150 years up to the 1920's. Mine workings flood when no-longer used and this floodwater is warmed by natural geological processes. This provides a potential heat resource, that in combination with heat pumps, can supply heat networks delivering space heating and hot water. Mine water can also be used to provide cooling in new and existing buildings. Ensuring the water regime is protected is a particular additional consideration for this technology.

Biomass

23. For biomass to be a sustainable fuel source it is important that electricity generators are committed to sustainable sources for fuels at the planning stage and that such sources are utilised once the energy plant is operational. If such plants do not use sustainable sources clearly this undermines the benefits of this source of energy and its contribution to responding to the climate emergency, contrary to the 2008 Act.

Energy balancing, including storage and generation

24. As renewable generation accounts for an increasing proportion of electricity generation, and fossil fuel generating plant such as coal and gas, are decommissioned, the requirement for grid balancing services is increasing. These are needed to ensure that energy supply always matches demand and to respond to inherent fluctuations in the output from wind and solar and variations in electricity demand.

25. Grid balancing will be achieved by measures including shifting demand peaks (such as winter evenings) through special energy tariffs, and the use of smart appliances including electric vehicles, and energy storage. Electric vehicles and storage can be charged with electricity when supply exceeds demand, and then supply electricity when demand exceeds supply.

26. Applications for grid balancing services align with the council's climate declaration, however, applications for services using fossil fuels (e.g., gas turbines) are not encouraged and will need to provide a full justification for why this technology, rather than alternatives such as battery storage are proposed.

27. Unlike other renewable energy technologies, battery energy storage does not make use of natural resources that are constrained by location. Stand-alone battery storage facility proposals will therefore need to show how they have considered their choice of location to reduce their overall impact on the natural and historic environment. Co-location with energy demand or new renewable generation is also encouraged as set out below.

28. As set out in the RERAS study when storage is provided alongside large-scale generation it can provide direct balancing benefits storing excess energy when it is not needed by the grid. It also helps to make the best and most efficient use of storage technologies and the embodied energy within them. Therefore, locating storage alongside generation is our strongly preferred approach and for renewable applications

over 1MW energy storage options should be investigated alongside renewable energy generation.

29. Fire risk is an area for consideration, and as set out in the current 'Renewable and low carbon energy' planning practice guidance to the NPPF, the views of the local fire and rescue service will be sought through the development management process.

Additions	
Key evidence	
Other relevant policies to cross-reference	

Policy Title:

LP27 - Community Energy

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Policy CS3 – Renewable and low carbon energy generation**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Community developed energy schemes contribute towards carbon reduction and renewable energy generation targets, but they also offer wider benefits. They can bring greater awareness of energy and climate issues to communities and the money raised by renewables schemes can be utilised within the community for further energy saving measures. Some organisations also use the money raised from community energy for other wellbeing projects. Communities themselves are becoming more aware and starting to look at how they can develop schemes.

It is considered that all communities, including those within the Cotswold National Landscape and Green Belt, should be able to benefit from, and bring forward, community led renewable energy schemes; as communities live within their local landscape and will be most impacted by both the benefits and impact of any scheme.

Policy wording

1. **In the case of community energy proposals within the Cotswolds National Landscape, where community benefits are proposed to meet the 'exceptional circumstances' test; or, the Green Belt, where community benefits are proposed to meet the 'very special circumstances' test, an exception to policies of constraint will be considered favourably where:**
   a. **The majority of the benefit is directed to the host community or communities, and:**
   b. **The host community, or communities, maintain an enduring legal interest in the operation and governance of such proposals, and:**
   c. **Robust and compelling evidence of the host community, or communities, broad support for the proposal is provided.**

Supporting text

1. All applications for community proposals including wind turbines will be assessed against the detailed policy criteria set out in policy LP26 Renewable and Low Carbon Energy Systems, all other relevant policies in this Local Plan, as well as policies in any relevant Neighbourhood Plan.

2. Community developed energy schemes contribute towards carbon reduction and renewable energy generation targets, but they also offer wider benefits. They can bring wider awareness of energy and climate issues to communities and the money raised by renewables schemes can be utilised within the community for further energy saving measures. Some organisations also use the money raised from community energy for other wellbeing projects. Communities themselves are becoming more aware and starting to look at how they can develop schemes.

3. It is considered that all communities, including those within the Cotswold National Landscape and Green Belt, should be able to benefit from, and bring forward, community led renewable energy schemes; as communities live within their local landscape and will be most impacted by both the benefits and impact of any scheme.

4. For flexibility, the policy does not set out specifically what is meant by a community-led scheme, but it is considered that it should be led by and directly meet the needs of the local community putting it forward and the majority of the benefit should be for the local community.

5. Communities are likely to be defined at Parish level, or a geographical area defined by a neighbourhood plan, and should have a suitable legal mechanism already in place defining the community group prior to submission of an application.

6. For example, the project could be part or fully owned by a local community group or social enterprise; local community members could have a significant governance stake in the project or organisation e.g. with voting rights, or a community could work alongside a commercial developer, ensuring the development is meeting the needs of the community.

7. We would also expect that the local community most significantly impacted by the proposals are involved in a scheme put forward as a community led scheme.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP26 – Renewable and Low Carbon Energy Systems

8. Enhancing our natural environment

Policy Title:

LPS11 - Strategic Green and Blue Infrastructure and the Natural Environment

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced?	**Core Strategy Policy CS2 – Green Infrastructure, and parts of Core Strategy Policy CS9 – Managing the Natural Environment**
Non-Strategic / Strategic	**Strategic**

Purpose

This policy provides protection for the strategic Green Infrastructure (GI) network at a landscape scale. The principles in this policy can also be applied to local green infrastructure and criteria to ensure that existing and new green infrastructure is planned, delivered and managed, including the principles and requirements relating to Biodiversity Net Gain.

South Gloucestershire's Strategic Green Infrastructure Network comprises nine corridors and is strongly linked to the West of England Local Nature Recovery Strategy (LNRS), which was based on the West of England nature recovery network mapping and underlying ecological designations. The LNRS seeks to take a strategic approach maintaining and enhancing habitat networks, and plans for the enhancement of natural capital at a catchment or landscape scale, including across local authority boundaries.

The character, diversity, and distinctiveness of the South Gloucestershire landscape forms an integral part of the strategic green and blue infrastructure. The nationally designated Cotswold National Landscape (CNL), previously known as the Cotswold Area of Outstanding Natural Beauty, comprises one of the district's most important landscape areas. The strategic principles relating to consideration of landscape are set out in this policy and linked policies in the Local Plan.

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

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

Policy wording

Acceptable development proposals will be required to;

1. **Maintain, protect and enhance the integrity, connectivity and function of any Strategic Green/Blue Infrastructure corridors in which the proposed development is physically situated, or where its location, scale or prominence may physically or visually influence these. Proposals that sever or harm the connectivity and function of individual corridor(s) and key GI assets will be refused. The Strategic Green Infrastructure Network Corridors are defined on the policies map; and**
2. **Conserve and enhance the character, quality, distinctiveness, and amenity of the landscape; and**
3. **Protect visually important hillsides in terms of their relationship to, and distinctive appearance in, the landscape and townscape, and the green skylines and backdrops they form in views. Visually Important Hillsides are defined on the policies map; and**
4. **Protect and enhance views from identified strategic viewpoints and incorporate appropriate design and mitigation measures to reduce any adverse impacts. Strategic Viewpoints are defined on the policies map; and**
5. **Have high regard for the Cotswold National Landscape and conserve and enhance its setting, natural and scenic beauty, tranquillity, biodiversity interest, cultural heritage, and other special qualities; and**
6. **Protect designated heritage sites and their setting; and**
7. **Provide a minimum of 10% biodiversity net gain unless exempt; and**
8. **Protect, enhance and buffer designated nature conservation and geological sites. Create new habitats, restore existing habitats and create more, bigger, better joined areas and linkages between them; and**
9. **Development proposals within 12.3km of the Severn Estuary Internationally Designated Habitats, which create potential for impacts on the integrity of habitats and features associated with the international designations, will need to provide an appropriate level of contribute towards SAMM (Strategic Access Management & Monitoring) and/or offsite SANGS (Suitable Alternative Natural Greenspace); and**
10. **Plan for the retention of veteran and good quality trees and hedgerows. Where valuable trees are necessary to be lost to secure sustainable and high-quality development, mitigate their loss in line with the tree replacement standard; and**

11. **Reduce and manage the impact of flood risk, including consideration of climate change through location, layout, design, choice of materials and the use of Sustainable Drainage Systems (SuDS); with agreed long-term management regime, with appropriate ongoing maintenance secured from the outset; and**
12. **Protect the quality and quantity of the water environment and its margins; and**
13. **Deliver an appropriate level of public open space(s), which maximises the potential for multiple functions and connections to the strategic and local networks of Green Infrastructure; and**
14. **Major development proposals will be expected to demonstrate the provision of high-quality GI and ensure that the GI and nature conservation provisions of this policy are met; and**
15. **Incorporate and deliver an appropriate long-term management regime for the green infrastructure, open space and biodiversity proposals with appropriate ongoing maintenance secured from the outset; and**
16. **New development should demonstrate through a Green Infrastructure Statement and accompanying strategy plan how it will address these provisions.**

Supporting text

Strategic Green Infrastructure Network and Landscape

The Strategic Green Infrastructure Network is designated on the policies map. This can be viewed here.

1. The term ‘green infrastructure’, which includes 'blue infrastructure' can create a strategic network of natural and semi natural features, green spaces and waterbodies that intersperse and connect villages, towns, urban areas and rural assets. Individually, these elements are GI assets, and the roles that these assets play are GI functions. These assets and functions, when planned well, can deliver multiple environmental, social and economic benefits including mitigation of and adaption to climate change, nature recovery, improved access and recreation opportunities, economic growth, protection of designated cultural heritage, landscape and ecological sites and their associated landscape setting and/or buffers, flood attenuation, and support sustainability, quality of life and energy production.
2. The landscape of South Gloucestershire is visually diverse. In the west, lies the estuary and the flat, low-lying levels, contained to the east by the pronounced slopes of the Severn Ridges. Gently rolling agricultural 'vales' and broad valleys characterise the central landscape of the district, before the shallow ridges extend to the east, providing a transition to the prominent escarpment and plateau of the Cotswolds National Landscape (CNL). This results in open, elevated ridgelines affording long views across South Gloucestershire and beyond, or green backdrops and skylines in views. In contrast to the enclosed valleys and wooded farmland where hillsides and mature vegetation provide containment. It is important that the most valuable views within

South Gloucestershire are protected, and that the notable landscape features, landmarks, and scenic qualities that make up their composition, are retained and not diminished by inappropriate forms of development.

3. A key characteristic of the South Gloucestershire landscape are the hills, ridges, pronounced scarps and valley sides which may provide an important backdrop in views, form focal features or provide points of reference in the landscape. It is important that hillsides considered to be visually important are protected and that their function within the landscape is retained and not diminished by inappropriate forms of development.
4. Landscape character and the more detailed approaches to consideration of applications which may impact landscapes including the Cotswold National landscape (CNL) are covered by currently adopted and saved policy PSP2 - Landscape, here.

The Cotswold National Landscape

5. The Cotswolds National Landscape (CNL) Management Plan sets out detailed policies for the management of the National Landscape. Where development is proposed in a location which would affect or within the Cotswold Landscape, the CNL Management plan will be a material consideration.

Heritage and Historic Environment

6. Current adopted and saved policy PSP17 - Heritage Assets and the Historic Environment gives further information for proposals which should protect heritage assets and their settings, here.

Biodiversity Net Gain

7. Biodiversity Net Gain (BNG) is an approach to development that leaves biodiversity in a measurably better state than it was before the development occurred. BNG is calculated through the Statutory Metric and can be achieved by retaining and enhancing existing habitats and creating new ones.
8. BNG works alongside the LNRS and details are provided in the new Local Plan Policy Lp28 - Ecology and Biodiversity Net Gain. As the planning process evolves around the introduction of mandatory Biodiversity Net Gain, the council may produce further guidance and polices to reflect latest national, subregional and local best practices, to secure the most effective pathway and approaches for stakeholders and biodiversity.
9. Application drawings and supporting information should show how the green infrastructure proposed forms an integral part of the proposed design.

Local Nature Action Plans (LNAPs)

10. SGC is working with Parish and Town councils to develop Local Nature Action Plans (LNAPs) which seek to protect, enhance and link GI assets, as identified at a local and community level, which will complement the strategic GI network strategy. South Gloucestershire's database will be regularly updated as new LNAPs are produced, so that these can be referred to alongside those already in existence, to inform positive development proposals which respond to local community approaches to GI and Nature.

Trees and Woodland

11. For replacement of valuable trees where their loss is considered appropriate to enable sustainable development, refer to the currently adopted and saved policy PSP3 – Trees and Woodland.

Flood Risk and Water Environment

12. Currently adopted and saved policy PSP20 - Flood Risk, Surface Water and Watercourse Management sets out criteria for reducing and managing the impact of flood risk, with agreed long-term management regime, with appropriate ongoing maintenance secured from the outset. For more details see here.

Public Open Spaces

13. Currently adopted and saved policy CS24 - Green Infrastructure, Sport and Recreation Standards in the Core Strategy sets out the standards that are applied to major development of 10 dwellings or more, to establish the level of public open space that needs to be provided or contributed to, by development proposals. Where the evidence has established a shortfall in the quantity, quality and/or accessibility of existing provision in the surrounding locality, the Council requires a range of public open space to be provided in accordance with the standards set out in Appendix 5 d. CS24 relates to the provision of strategic, local and community open space and facilities. For requirement and details see here.

Long-Term Management

14. Currently adopted and saved Policy CS24 - Green Infrastructure, Sports & Recreation, and Local Plan Policy - LP29 Stewardship Arrangements, prescribe long-term management requirements, including securing open space management in perpetuity.

Green Infrastructure Statements

15. New Local Plan policies LPS12 - Creating Well Designed Places, this policy Strategic Green and Blue Infrastructure and the Natural Environment as well as currently adopted and saved policy PSP2 Landscape include principles for local and community scale green infrastructure (GI) and criteria to ensure that existing and new green infrastructure is planned, delivered and managed. Development proposals should seek to deliver the aims of the Natural England Green Infrastructure Framework including the use of Urban Greening Factor and/or Building with Nature to demonstrate robust GI provision, as well as delivering the required level of Biodiversity Net Gain (Policy LP28 - Ecology and Biodiversity Net Gain).
16. Green Infrastructure is most effective and can maximise quality and benefits when planned for in the early stages of development design, as part of a ‘landscape led’ site design, with consideration of local networks and wider strategic GI networks to ensure opportunities are appropriately identified.

17. To demonstrate compliance with this policy, Green Infrastructure Statements proportionate to the scale of development proposed (e.g. shorter documents for smaller and simpler developments) should be submitted with planning applications. These statements should set out how the development will incorporate green and blue infrastructure that provides for a range of functions as set out in this policy. The statement should draw upon the constraints and opportunities provided by the development to ensure that the most appropriate and beneficial outcomes are being pursued, as well as identifying baseline data considered and any surveys and/or assessments undertaken. These include, but are not limited to:
    a. Draft Biodiversity Gain Plan (BGP), metric calculation and pre and post-development habitat maps. A draft Habitat Management and Monitoring Plan (HMMP) will be required if significant onsite gains are achieved
    b. Arboricultural surveys and assessments
    c. Sustainable drainage statements
    d. Landscape and ecological management plans (LEMPs)
    e. Open space assessments
    f. Green space provision and active travel links
18. Further guidance is set out in: South Gloucestershire Council's Green Infrastructure Guidance for new Development SPD Adopted April 2021, and Greener Places - Green Infrastructure Strategy 2021, which may be found here.

Additions	
Key evidence	
Other relevant policies to cross-reference	LPS12 - Creating Well Designed Places LP29 - Stewardship Arrangements LP28 - Ecology and Biodiversity Net Gain Saved policy PSP17 - Heritage Assets and the Historic Environment Saved policy PSP2 - Landscape Saved policy PSP3 - Trees and Woodland Saved policy PSP20 - Flood Risk, Surface Water and Watercourse Management Saved policy CS24 - Green Infrastructure, Sport and Recreation Standards

Policy Title:

LP28 - Ecology and Biodiversity Net Gain

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**New Policy: Ecology and Biodiversity Net Gain** **Replaces Policies Sites and Places policy PSP19 – Wider Biodiversity**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

This policy sets out the key ecological requirements and expectations that new developments must consider, to ensure that wildlife and biodiversity are suitably protected and enhanced.

This Ecology and Biodiversity Net Gain (BNG) policy promotes the conservation, restoration, creation and enhancement of priority habitats, ecological networks and the protection and recovery of protected and priority species. The policy promotes the connectivity of existing ecological corridors and habitats, using the Local Nature Recovery Strategy to support nature recovery both locally and nationally. It identifies and pursues opportunities for securing measurable net gains for biodiversity through reflecting and integrating the new and updated national legislation surrounding ecology and Biodiversity Net Gain.

This policy also identifies the hierarchy of sites designated for nature conservation, which aims to ensure that the most valuable ecological habitats and species are appropriately protected in relation to the features for which they are designated.

Policy wording

Ecology and Wider Biodiversity

1. **Development proposals should maximise opportunities to enhance, create and extend links for habitats and species using the Local Nature Recovery Strategy (LNRS), to avoid fragmentation and increase the functionality and connectivity of ecological corridors.**
2. **Development which would be likely to have an impact upon designated sites and their functionally linked habitats or species which contribute to nature conservation and recovery, will be required to:**
    a. **Be informed by an appropriate ecological survey and assessment of impacts; and**
    b. **Be designed and sited to avoid any harm to identified sites, habitats and species of importance.**
3. **Where loss of nature conservation value is unavoidable to enable acceptable development, proposals will be required to provide appropriate mitigation, or as last resort, compensation.**

Designated Sites and Irreplaceable Habitats – Hierarchy

i. **International and National**

4. **Development which would have an adverse impact on Internationally and Nationally designated sites, directly or through functionally linked habitats outside the designated sites, will be refused, in accordance with the approach in national planning policy.**

ii. **Irreplaceable Habitats**

5. **Development proposals resulting in the loss or deterioration of Irreplaceable Habitats will be refused, unless there are wholly exceptional reasons. Adequate buffer zones must be implemented around Irreplaceable Habitats, with a minimum 15m buffer zone for Ancient Woodland.**

iii. **Local Sites**

6. **Development which does not avoid, mitigate or, as a last resort, compensate any significantly harmful impacts on "Local Wildlife Sites" or Regionally Important Geological Sites (RIGS), will be refused.**

Biodiversity Net Gain (BNG)

7. **New development, unless exempt, will provide a Biodiversity Net Gain of at least 10% demonstrated through the Statutory Metric and will:**
    a. **Adhere to the Biodiversity Gain Hierarchy where onsite gain must be considered first, and where this is demonstrably not possible, through purchasing registered offsite biodiversity units and, as a last resort purchasing statutory biodiversity credits; and**

b. Avoid adverse effects to 'very high distinctiveness' habitats and 'high distinctiveness' habitats. Bespoke compensation will only be considered if the public benefit significantly outweighs the ecological value of the site; and

c. Ensure that BNG is integral to the design aspect of the overall scheme through retaining and enhancing existing habitats and creating new habitats; and

d. Monitor the creation and enhancement of significant onsite gains until habitats are complete; and

e. Maintain significant onsite gains for at least 30 years, from the completion of development.

8. In addition to the statutory minimum requirements, applicants are expected to submit the additional information specified within the Local Validation List.

Supporting text

Local Nature Recovery Strategy LNRS

1. Local Nature Recovery Strategies (LNRS) are an England-wide system of spatial strategies that establish priorities and map proposals for specific actions to drive nature's recovery, expand and connect existing habitat, and provide wider environmental benefits.
2. The West of England's (WoE) LNRS has been developed by the West of England Mayoral Combined Authority (WECA) and is based on the original WENP ecological network mapping. The WoE LNRS is now presented on the Local Habitat Hap (LHM) and shows 'areas of importance for biodiversity', based on existing designated sites, and 'focus areas for nature recovery' that could become of particular importance for biodiversity.

Ecological Surveying

3. National planning policy requires that local plans should promote the conservation, restoration of priority habitats, ecological networks and the protection and recovery of priority species.
4. Where the Council has reasonable grounds for believing development could impact on biodiversity, it will require the appropriate species and habitat surveys to be carried out to inform a planning application. This includes sites supporting species protected under the Conservation of Habitats & Species Regulations 2017 ('European Protected Species), the Wildlife & Countryside Act 1981 (as amended), Section 41 of the Natural Environment and Rural Communities (NERC) Act and the Badger Act 1992.

5. More locally significant planning applications will be expected to be informed by a data search through Bristol Regional Environmental Records Centre (BRERC) (https://www.brerc.org.uk/). Ecological reports must be written in line with CIEEMs Guidelines for Ecological Report Writing.

European Protected Species

6. Where surveys have identified a European Protected Species (EPS) as being present, the application will be subject to the same derogation 'tests' as a Natural England European Protected Species mitigation licence, as required by law under the Habitat Regulations 2017. A mitigation strategy will need to form part of the application in order to demonstrate that there are no satisfactory alternatives to the present scheme and that development would not be detrimental to the maintenance of the species at a favourable status in its natural range. Any such measures will be drawn up and agreed prior to determining the application. Where an application fails these derogation 'tests', planning permission will be refused.

District Level Licensing

7. District Level Licensing (DLL) is an alternative approach to traditional European Protected Species mitigation licensing for planning applications to develop sites which could affect Great Crested Newts (GCN). DLL aims to increase the number of GCN by providing new or better habitats in targeted areas to benefit their wider population. It's a simpler, quicker process than mitigation licensing because planning applications do not need to include surveys of GCN or plans to carry out mitigation work to move newts to safety.
8. Instead of carrying out site-specific mitigation and compensation, developers choosing DLL will make a 'Conservation Payment' which will be used to fund a net increase in habitat (ponds) for GCN across the local landscape.
9. The level of payment required will depend on:
    a. The number of ponds impacted;
    b. The GCN risk zone in which the site is located;
    c. Whether GCN presence has already been determined through site specific surveys.
10. In order to join the DLL scheme, developers must acquire an Impact Assessment and Conservation Payment Certificate (IACPC) from Natural England. This must be submitted to the LPA as part of the application. More information can be found at: How to join the great crested newt district level licensing scheme - GOV.UK (www.gov.uk).

Priority Habitats and Species

11. Under Section 41 of the Natural Environments and Rural Communities (NERC) Act (2006) the Secretary of State has a legal duty to publish the list of habitats and species of Principal Importance. These are habitats and species deemed to have principal importance for the purpose of conserving biodiversity.

12. Priority species are highlighted as being of conservation concern for a variety of reasons, including their scarcity, iconic nature, or a rapid decline in their population. Priority habitats cover a wide range of semi-natural habitat types and are identified as being the most threatened and requiring conservation action.

Designated Sites and Irreplaceable Habitats – Hierarchy

International and National

13. National planning policy requires that local plans should distinguish between the hierarchy of sites (International, European, National and Locally designated). This includes Internationally and Nationally designated sites, as listed within saved Policy PSP18, Statutory Wildlife Sites: European Sites and Sites of Special Scientific Interest (SSSIs) (or future replacement), and also includes Local Nature Reserves (LNR).

Irreplaceable Habitats

14. Irreplaceable Habitats are habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, considering their age, uniqueness, species diversity or rarity. The Government is responsible for defining and publishing a list of Irreplaceable Habitats.

15. Buffer zones are defined areas peripheral to an Irreplaceable Habitat or protected area which provide a semi-natural habitat buffer between the development and ecologically sensitive areas, aiming to mitigate negative impacts.

16. For Ancient Woodlands, the proposal must have a buffer zone of at least 15 metres from the boundary of the woodland to avoid root damage (known as the root protection area). Where assessment shows other impacts are likely to extend beyond this distance, the proposal is likely to need a larger buffer zone. For example, the effect of air pollution from development that results in a significant increase in traffic.

Local

17. 'Local Wildlife Sites', known in South Gloucestershire as 'Sites of Nature Conservation Interest' (SNCI), and 'Local Geological Sites', known as 'Regionally Important Geological Sites' (RIGS), are afforded a certain level of protection through the planning system. Local Wildlife Sites make a vital contribution to delivering both nationwide and local biodiversity and geodiversity targets. They provide important and widely distributed wildlife refuges for habitats, plants and species and support other site networks through their connecting, stepping-stone, and buffering qualities.

18. When a proposed Local Wildlife Site has been nominated (with landowner permission) for designation, it is surveyed and checked against a strict set of regionally agreed criteria. Nominated Local Wildlife Sites are ratified by the Local Sites Partnership, a group consisting of the main nature conservation bodies across the West of England. Once designated, Local Wildlife Sites will be shown as an asset on the policies map and will be considered to have weight under this policy, reflecting their position within the hierarchy of sites. Please note that there will be an ongoing review of Local Wildlife Sites against the regional criteria, with designations added and removed as necessary.

Biodiversity Net Gain

19. Biodiversity Net Gain (BNG) aims to leave habitats for wildlife in a measurably better state than they were before the development occurred. All new developments, unless exempt, must achieve at least 10% BNG. BNG exempt developments include householder applications and 'small' self-build and custom build applications. Click here for a full list of exemptions.

20. BNG can be delivered onsite, offsite or via the statutory biodiversity credits scheme. The Biodiversity Gain Hierarchy (BGH), which local planning authorities must take account of when approving the Biodiversity Gain Plan (BGP), emphasises that BNG must be provided onsite wherever possible. Registered offsite biodiversity units will only be considered where it can be demonstrated that all reasonable opportunities to achieve measurable net gains onsite have been exhausted, or, where it can be demonstrated that greater gains can be delivered offsite with improvements clearly shown to be deliverable and consistent with the Local Nature Recovery Strategy (LNRS). As a last resort, where onsite or offsite gain is not possible, statutory biodiversity credits can be purchased with permission from the LPA.

21. The LNRS can support a strategic approach to BNG delivery by determining the 'strategic significance' multiplier within the statutory biodiversity metric. This incentivises developers to align their onsite and offsite habitat creation and enhancement with the LNRS. Where recommended actions have been created or enhanced in target areas identified within the LNRS, the strategic significance multiplier ensures that an additional 1.15x more units are created, compared to the same habitat creation or enhancement in a location not identified within the LNRS. This uplift in units means that landowners and developers are encouraged and rewarded for taking strategic actions for nature on their land, where it aligns with the LNRS.

22. Although the statutory framework for BNG has been designed as a post-determination matter, a draft BGP, pre and post development habitat maps, and a completed draft metric calculation (using the relevant Statutory Biodiversity Metric) is required prior to determination. The BGP must adhere to the biodiversity metric rules and principles and illustrate how 10% BNG will be achieved across all unit types (if applicable) and satisfy the habitat trading rules ("like for like" or "like for better"). This is to ensure confidence that the General Biodiversity Gain condition can be discharged.

23. If the LPA considers that there will be significant onsite gain, a draft Habitat Management and Monitoring Plan (HMMP) will also be required to support the application. If there is a requirement to purchase registered offsite units, then proof of deposit securing registered offsite units will be required as part of the application. A full proof of purchase will be required to discharge the General Biodiversity Gain condition.

24. Significant onsite gains will be secured via planning conditions, managed and monitored until proposed enhanced and created habitats are established, and target conditions are reached (habitat completion). The 30-year maintenance period and monitoring fees will be secured via planning obligations to ensure that the LPA can fulfil its long-term monitoring duty. The 30-year maintenance period starts once the development is complete (this includes the completion of all habitat creation and enhancement works).

25. BNG must be considered at the site selection and design stage. Having a clear understanding of the biodiversity value of the site proposed to be selected will determine the feasibility of delivery, making it easier and more cost-effective to protect biodiversity from the outset.
26. BNG does not change the existing range of ecological protections in planning policy and legislation, for Irreplaceable Habitats, protected sites and protected species.
27. Impacts on Irreplaceable Habitats and very high distinctiveness habitats as defined by the Metric cannot be mitigated by BNG and will not be eligible for off-setting. If impacts to Priority Habitats (high distinctiveness habitats) cannot be avoided, compensation will be considered on a case-by-case basis.

Additions	
Key evidence	
Other relevant policies to cross-reference	PSP18 - Statutory Wildlife Sites: European Sites and Sites of Special Scientific Interest

9. Creating well-designed spaces

Policy Title:
LPS12 - Creating Well-Designed Places

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**CS1 – High Quality Design** **PSP1 – Local Distinctiveness**
Non-Strategic / Strategic	**Strategic**

Purpose

South Gloucestershire encompasses large areas of distinctive and high quality built, natural, and rural landscapes, which should be safeguarded and enhanced, and where possible, referenced in development proposals.

National policy makes it clear that creating high quality buildings and places is fundamental to what the development process should achieve. The National Design Guide, alongside the National Model Design Code, forms a guide for how places that are well-designed, healthy, green, enduring and successful can be achieved in practice. National policy is also clear that planning permission should be refused for development that is not well designed, that fails to reflect local design policies and government guidance on design, and which fails to take opportunities available for improving the character and quality of an area and the way it functions.

The aim of this design policy is therefore to shape and direct development proposals to ensure that proposals meet a high level of design quality and create exceptional and sustainable places.

More broadly, the design of places which people experience must be shaped with the understanding of the future needs of a changing world and be adaptable over time in response to climate change and evolving lifestyle and working patterns. These places need to be safe, help to improve community cohesion and make people feel proud of South Gloucestershire.

Public spaces, including parks, streets, and play & recreation areas, should foster a sense of belonging and safety and enable people to build relationships. Good design can also help to enable residents from all backgrounds to live and work in places that provide opportunities for easy movement between everyday places and the type of living environment which avoids separation or segregation.

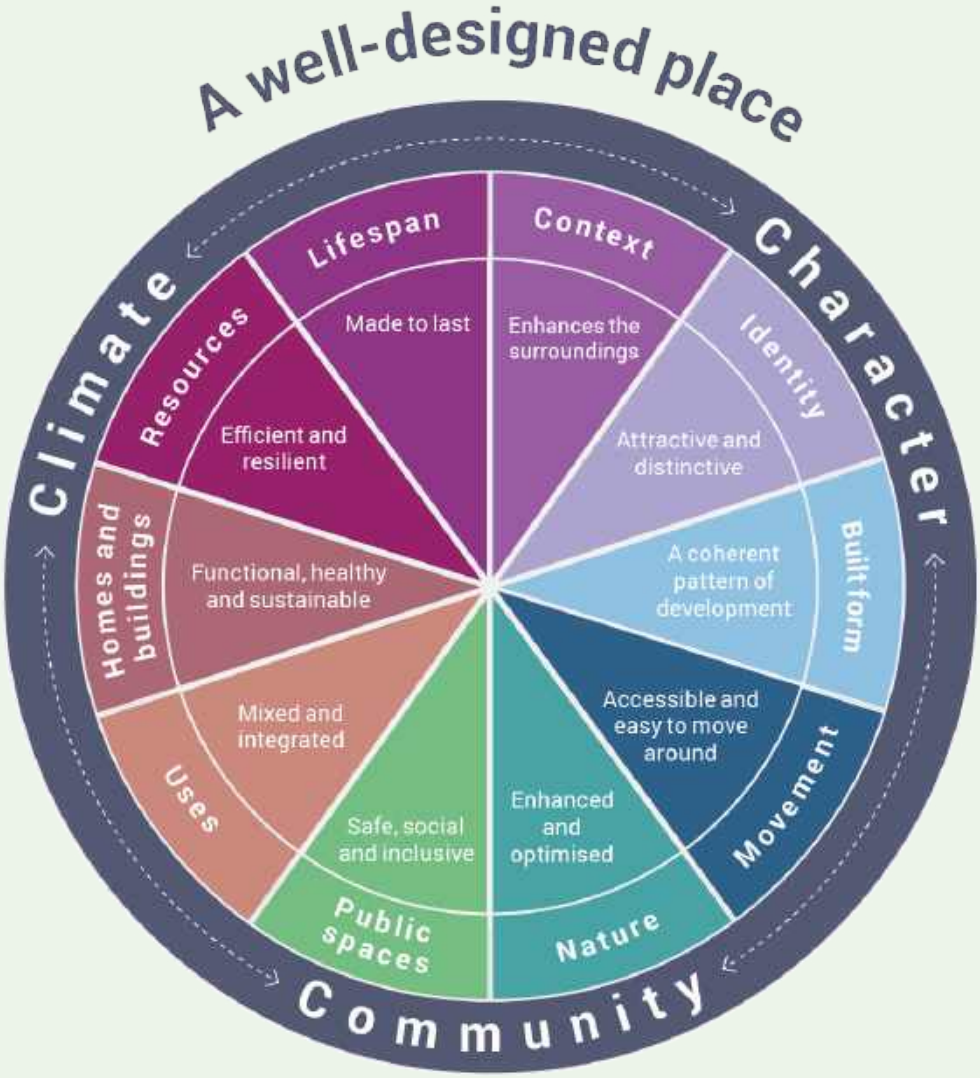


Figure 4. The 10 characteristics of well-designed places within the National Design Guide (NDG)

New developments can help to establish strong and inclusive communities, but this requires working with a range of stakeholders and using various approaches, including community engagement events, neighbourhood planning, design codes, and masterplans.

The supporting text below the policy wording signposts a range of other policies in the new Local Plan, which provide further detail and clarification to many of the points contained in this policy. This policy is also supported by a new optimising density approach for new developments in sustainable areas, which aims to make effective use of land.

The National Design Guide (NDG) sets out 10 key design characteristics, and these have been used to structure this design policy and supporting text, with headings generally grouped into related pairs for conciseness.

Policy wording

1. **Development proposals will be required to achieve the highest possible standards of design and site planning. Information submitted with an application should be proportionate to the scale, significance, and impact of the proposal; and**
2. **Proposals will be required to be consistent with the council's published design guides, design codes, Adopted masterplans and spatial frameworks, where they contain local design considerations; and**
3. **In order to raise design standards, it is expected that all types of Major development should engage the services of a design review panel which is endorsed by the Council and use the Council's pre-application service. An independent Building for a Healthy Life assessment will also be required for strategic sites in order to review and enhance the design quality of proposed schemes; and**
4. **Acceptable development proposals must demonstrate that the following design criteria have been met.**

Context and identity

5. **There is an understanding of, and constructive response to, the built, landscape and visual characteristics that make a particularly positive contribution to the distinctiveness and identity of the area, with significant weight being given to outstanding or innovative designs which respond to those positive features, to create a strong sense of place; and**
6. **The siting, form, scale, height, massing, detailing, colour and materials of the development respect and are informed by, the positive, locally distinctive qualities of both the site and its surrounding context; or**
7. **Where high-quality distinctive features do not exist either within or around the site, a new distinctive character has been created, based on the positive features found in the wider area.**

Built form

8. **The layout, form and appearance of the development must combine to create a well-designed, visually attractive and legible environment, which functions well for all users. Consideration should be given to the creation of focal points and landmarks, how buildings turn corners at junctions, and how built forms and landscaping terminate vistas; and**
9. **For backland and infill development, where a scheme is proposed either behind the main frontage of properties or in close proximity to other existing properties, careful consideration should be given to; avoiding amenity impacts, how the proposals respond to the character of the area, the provision of appropriate landscaping, and safe & appropriate access arrangements; and**

10. **The scale and massing of the development relates positively to the site and the local surrounding character, with minimal amenity impacts, while also making effective use of land; and**
11. **Construction materials are attractive, locally distinctive, complementary when viewed as a collection, and appropriate for their use and function, with a focus on robustness and a positive visual appearance over time; and**
12. **The arrangement and design of windows and doors (the fenestration) is visually attractive and functional. Larger windows for habitable rooms should be used, subject to limiting excessive solar gain; and**
13. **The orientation and siting of buildings contribute to the definition of the public realm and the visual quality of the street scene, with building facades and front doors facing the street, to promote natural surveillance and activity. Blank and inactive ground floor elevations which define areas of public realm, should be avoided.**

Movement

14. **Create or enable safe, convenient and sustainable connections to key destinations, places and adjoining communities, both within the site and beyond its boundaries, taking into account desire lines where appropriate; and**
15. **The layout integrates with existing or permitted adjacent development and connects with the wider network of active travel links, including Public Rights of Way, strategic green infrastructure corridors/routes, and any existing or proposed "Key Services and Facilities"; and**
16. **Any parking provided is conveniently sited, overlooked, well-landscaped and sensitively integrated into the public realm or built form, so that it does not dominate the street scene. It must meet the needs of all users, including visitors and people with disabilities.**

Nature and Public Spaces

17. **The natural environment is protected and enhanced, including features of landscape, nature conservation, heritage, or amenity value. Where public realm and open space is required or provided, it should be accessible for all users, and be attractive, functional, safe, varied, interesting, and encourage social interaction; and**
18. **An appropriate amount of high-quality and well-considered green and blue infrastructure has been provided, which contributes to high-quality public realm, streets, natural green spaces and climate adaptation, and which offers opportunities for play. Sustainable Drainage features (SUDs), such as swales and flood attenuation basins, must not compromise other green infrastructure features, such as public open spaces; and**
19. **For all types of Major development, an integrated public art scheme must be developed and delivered that is site specific to the locality and best serves the needs of existing and new communities; and**

20. **Boundary treatments and interfaces between public and private areas are robust and built to be long-lasting, define the public realm, clearly establish the difference between public and private spaces, and avoid small areas of incidental open spaces; and**
21. **The most appropriate and robust materials, street furniture (including lighting) and finishes have been utilised, to create a sense of place which has variety and interest, while not adding clutter within the street scene. Any good-quality existing surface materials, boundary treatments and street furniture must, wherever possible, be retained in situ, or within the wider development.**

Uses, Homes and Buildings

22. **Developments at any scale must function well and create positive and adaptable living environments. Residential development must maximise the provision of dual-aspect homes and minimise the provision of single aspect homes; and**
23. **Buildings and public realm have been provided which have the potential to be adaptable over time, to accommodate a range of uses and potential occupiers, being socially inclusive, age-friendly, accessible and tenure blind; and**
24. **Safe, secure and healthy living, working, recreation and travelling environments have been provided, where opportunities for criminal activities are designed out. Secure and appropriately sized private amenity areas should be created, and the design of the public realm must promote activity and social engagement; and**
25. **An appropriate level of space and facilities are provided and designed into the development for the sorting and storage of recyclable and other waste materials, the composting of household waste, and the collection of all waste materials.**

Resources and Lifespan

26. **The conservation of natural resources, including land, water, energy and materials in buildings and development has been considered, forming part of the strategy to mitigate and adapt to the impacts of climate change, helping to provide well-designed places over the longer-term; and**
27. **A layout, form and mix of uses is established which contributes to the creation of compact and walkable neighbourhoods; and**
28. **Locally sourced and sustainable materials are used where possible to minimise energy use and embodied carbon emissions; and**
29. **All buildings are designed to minimise energy demand and to be resilient to projected changes in the local climate over the lifetime of the development, achieved through the orientation, built-form, layout, aspect, glazing design and siting of development. Careful consideration of microclimate should be made to avoid any negative impacts on amenity, such as from excessive wind or temperatures. It is important to optimise passive solar gain to reduce winter space heating demand, while avoiding summer over-heating; and**
30. **On-site, renewable electricity generation installations have been maximised and steps taken to mitigate their visual impact.**

Supporting text

1. The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. Creating well-designed places requires an understanding of a wide range of principles, across numerous disciplines. Therefore, this policy draws on and supports a wide range of emerging plan priorities, other emerging policies in the Local Plan 2020, area-based objectives, as well as the supporting planning documents.

Context and Identity

2. There are a wide range of built and landscape characters which exist within South Gloucestershire, ranging from mature urban locations, such as, Staple Hill, Kingswood, Hanham, post-war suburban areas such as Filton and Bradley Stoke, newer communities at Charlton Hayes and Stoke Gifford, Market Towns with different characters, and a wide range of villages set within different rural contexts.

3. A character and context appraisal should be provided within the Design and Access Statement to support a planning application, and to show how the local context has been considered and taken into account in the design of the development.

4. It remains common for developers, in undertaking a context appraisal, to attempt to justify further indistinct development, for example, by referring to 20th century post-war development of indistinct quality nearby or claiming that the locality lacks distinction by way of the variety of ages and styles of development that exist in the area. In justifying new development in accordance with the national planning policy requirements, this approach will not be acceptable. It may be necessary for context and character appraisals to look further afield than the immediate locality or most numerous buildings in an area to identify and respond to distinctive and positive building types and other features of quality, such as boundary treatments, landscape features, and locally distinctive materials, to inform new development. This process should allow flexibility to support innovative design approaches.

5. Conservation Area Appraisals, Village Design Statements and The South Gloucestershire Landscape Character Assessment may, where applicable in the vicinity of a development, also provide good sources of information that assist in discerning such distinctive local character.

Built form

6. The design and placement of built forms creates people's homes and living environments, defines spaces such as streets and parks, contributes to character and identity, and has a significant impact on people's daily lives.

7. Legibility, or the understanding of a place, can be created by sequences of natural or built landmark features, and by ensuring that views through a site terminate at landmarks, such as a mature tree or interesting new façade. Longer views towards potentially negative features, such as blank walls or garage doors, should be avoided.

8. Making effective use of land, particularly in locations which are served by public transport, and which are close to town centres, employment areas, shops, schools, and other facilities, is a key aspect of sustainable development. The new Making Effective Use of Land Policy (Policy LP1) sets out the locations where higher-density development should be provided, supported by the Density and Character Study. Ways to optimise how sustainable sites are developed will have an impact on built forms, including taller buildings and a greater proportion of apartments, but this should be considered alongside how development proposals positively respond to the context and established character of the surrounding area.

9. This can be achieved partly through the use of high-quality and locally distinctive materials, which must be selected based on their robustness and ability to be easily maintained over time. The use of textured through-coloured, cement-based render systems is often problematic due to extensive and significant issues relating to biological staining, which creates negative visual impacts and can require on-going and costly maintenance. Very careful attention to detailing is required when using these systems, including ensuring water runoff away from building facades from roofs and windowsills, to avoid damage and staining. Protection from overhanging eaves is another useful method to be aware of.

10. Natural pennant stone is one of the most important and locally distinctive building materials within South Gloucestershire and has been used for centuries in the construction of boundary walls along roads and fields, and within property walls. The use of this high-quality material, or modern references to it, should form a key part of development proposals when considering the selection of materials and the character of new development.

11. Proposals for backland and infill forms of development can pose issues relating to their general impact on existing properties, often involving the loss of existing garden areas, and built forms affecting amenity. These issues need very careful consideration and will require sensitive design awareness and approaches.

12. When considering fenestration (the design and arrangement of windows and doors), it is important to provide windows which allow a good level of natural light to enter a property, while also providing a good outlook. Excessive solar gain should be avoided, and external or integrated solar shading devices may be required. For habitable spaces, such as living rooms, dining rooms, and kitchens, small windows should be avoided, as should larger areas of blank wall within main elevations which define areas of public realm.

13. The existing and future development potential of adjoining sites, or the potential for the area to achieve a coherent, interconnected, and integrated built form, must not be prejudiced by proposals. Where such potential may reasonably exist, including on sites with different use or ownership, development will be expected to either progress with a comprehensive scheme or, by means of its layout and form, enable a co-ordinated approach to be adopted towards adjoining sites future development.

Movement

14. Safe, convenient, sustainable and direct movement between areas of the district is an integral part of well-designed places and access to homes, jobs and services should be promoted and enhanced through the design process. To enable this, developments must provide appropriate connections, both within, and into surrounding areas. It is also critical to consider the quality of the connections, which should be usable by a wide range of potential users, including those with disabilities. Pedestrians should be prioritised as part of the design process and considered at the top of the movement hierarchy. Consideration should be given to the specific materials used, lighting, the need to establish clear lines of sight, and desire lines.

15. Key Services and Facilities and appropriate walking & cycling distances to them, are referred to in the new Sustainable Movement and Transport Infrastructure Policy (LPS9) and set out in the saved Policy PSP11. The term 'Active travel' includes modes of travel which involve a level of activity, including walking, wheeling and cycling. Wheeling encompasses a range of modes such as trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, and cycle sharing schemes. The Government has published the Active Travel Local Authority Toolkit which should be referred to.

16. The use of rear parking courts within housing developments often results in an inefficient use of land and can result in valuable private amenity space being lost. Active surveillance and overlooking into rear parking courts can be restricted by property boundaries meaning residents do not have a direct view of their vehicles, and rear gardens become exposed to potential security issues. Parking spaces are also placed further away from the front doors of properties which impacts on accessibility. This form of parking solution will therefore generally not be supported but may be acceptable where significant and direct overlooking from habitable rooms of properties is provided and where other more secure solutions, such as frontage parking, are not possible due to site constraints. Parking for residential areas must be well landscaped, defined by secure solid construction boundaries, with high quality paving.

17. There are various alternative ways to provide parking, particularly within higher-density developments, including the following. Integrated, wider garages, allow for comfortable use and can also provide space for the storage of household items. Undercroft parking involves the provision of spaces below a building and within the building's footprint, often with open fronts. Basement parking is provided below ground floor level, under a building, often used within apartment developments as a way of making effective use of land and not reducing the developable area of a site. Podium style parking often involves an area of surface-level parking with a first-floor podium structure above, which can be used for shared communal amenity space, meaning the same area of land can be used for multiple functions.

18. Avoiding long rows of parking spaces is essential within residential developments. Where this approach is required, spaces must be broken up with high quality and visually significant landscaping, such as a combination of shrubs and trees. In all forms of non-residential developments, ensuring generous tree-cover within parking areas is critical, and helps to break up areas of parking, provides shade, enhances visual quality and contributes towards biodiversity.

Nature and public spaces

19. Along with built forms, landscape features, open spaces and the public realm have the most significant impact on people's daily lives, with most of the land within a development often being taken up by these features. The contribution of natural design features should be considered a critical part of any scheme design.

20. It is essential that all developments provide a high-quality public realm, which includes the streets, open spaces, and any parking areas. This can be achieved by retaining any high-quality and positive existing landscape features and focussing on providing additional features, such as good quality landscaping and street trees throughout the public realm. The landscape design of any development must be carefully considered throughout the design process, in combination with any built form proposals, and not left to the end of the process.

21. Blue and green infrastructure, which is proposed as part of a development should be complementary, resulting in usable areas of Public Open Space (POS) which are not compromised by other types of infrastructure, such as swales or drainage basins. Formal POS should not include larger flood attenuation basins, but smaller swale features may be acceptable if usable areas of POS are retained. Opportunities for play for a wide range of people should be provided within appropriately sized open spaces, and it may be positive to provide informal or natural play areas alongside the more standard formal equipped play areas.

22. It may be necessary to design in and provide below-ground provision for trees within the public realm, such as root protection and growth systems, to ensure the proper growth and longevity of the trees. This is particularly important for street trees which may be limited by surrounding built features, or in situations where it is important to ensure the longevity of a feature or landmark tree which forms part of a design concept.

23. Public art schemes should be delivered in accordance with our Art and Design in the Public Realm – Advice Note with a % for art being allocated to deliver appropriate outcomes for the site. The provision of public art will be a key indicator of good design and should be seen as an opportunity to involve the local community.

24. Boundary treatments must be provided to distinguish between private and public areas. For residential development, a front garden boundary, or boundary to a shared communal area of amenity space, must be provided in the form of either a planted or solid feature, or a combination of both. The type of boundary treatment will depend on the context of the site and the character of the proposed development, but common approaches include the use of hedges and shrubs, metal estate railings and low brick or natural stone walls. For rear garden boundaries, it is acceptable to use timber fencing of various types, but where a rear garden boundary meets an area of public realm, a solid construction wall should be used, to improve robustness, longevity and security. Where a parking court for an apartment block is defined by rear garden boundaries of houses, these must be 1.8m tall solid walls and the parking area must be well-landscaped and include higher quality paving materials to enhance the visual quality and amenity value of residents living environment.

25. Any lighting of the public realm or individual buildings should be appropriate to the intended use and functioning of the development, contribute to actual and perceived safety and avoid negative impacts on residents, as well as existing wildlife and ecology.

Use, homes and buildings

26. Developments should be adaptable over time, in order to be able to accommodate changing working, employment and shopping patterns, including people working from home, or potentially choosing to stay in their homes for longer into older age. Age-friendly design principles should be considered throughout the design process. The 2019 Royal Institute of British Architects (RIBA) study titled 'A Home for the Ages', identified that the proportion of over 60's will make up over 25% of the English population by 2024, and that age-friendly design considerations must form an integral part of the planning and design process. Recommendations include an increase in the levels of appropriate age-friendly accommodation, improving accessibility standards in new homes, supporting people to move into different and more age-friendly homes, and the better integration of public services and awareness.

27. These shifting patterns make it more important to create well-designed living environments, with good storage spaces, natural light and views, with access to a range of quality private and public open spaces and public realm. The Internal Space Standards and Accessibility policy sets out requirements in relation to accessible and adaptable development, including residential development.

28. In addition, social inclusion design principles are important to consider during the design process, which includes how a wide range of cultures and social groups, with varying access requirements and abilities, can be accommodated in a more equal way.

29. Dual-aspect homes with opening windows on at least two sides are more likely to result in liveable accommodation due to better daylight, a greater chance of direct sunlight for longer periods, natural cross-ventilation, a greater potential to address overheating, a choice of outlook, access to a quieter sides of a building, greater flexibility in the use of rooms, and more potential for future adaptability. Conversely, single aspect homes are more likely to present liveability challenges such as being more difficult to ventilate naturally and more likely to overheat.

30. The design of new development will need to consider ducting and provision for digital infrastructure and electric vehicle (EV) charging to ensure it is well integrated into the site design to allow maintenance and servicing and avoid negative impacts on the quality of places and spaces.

31. Housing developments must be tenure blind/inclusive, with the same attention to detail and use of high-quality materials and boundary treatments used in affordable housing provision as market housing. Parking to fronts should be enhanced by the use of finer paving materials and attention the provision of landscaping between and around groups of spaces.

32. Safety and security is a key design factor in any type of development. For residential, securing private amenity spaces, such as gardens, can be achieved by back-to-back, or back-to-side approaches, where backs of properties and their gardens back onto each other, to create a perimeter block. This also leads to properties facing outwards onto surrounding streets, which creates activity at the front of the buildings and increased

overlooking and surveillance of the public realm. It is essential to ensure that building fronts define and overlook areas of parking, open space and walking & cycling routes, to increase safety. Policy LP30 - Private and Communal Amenity Space Standards, sets out the requirements for private and communal amenity spaces.

33. Waste storage and collection must be carefully considered in any form of development, but waste provision in residential developments in particular, must be well-integrated, visually appealing, and functional. The Council's Waste & Recycling Collection SPD sets out the requirements. In terraced houses, space for the storage of a range of waste and recycling bins or containers, can be successfully integrated into the fronts of properties, in screened storage structures, which can also be integrated within porch canopies, also providing bike storage and electrical car-charging cables. This type of approach also creates clear and robust boundaries between properties and can be successfully integrated with soft landscaping.

Resources and lifespan

34. Well-designed places should seek to maximise the contributions of natural resources such as the sun, ground heat and wind, and include passive measures for light, temperature, ventilation and heat. They should aim to make use of renewable energy infrastructures, such as photovoltaic arrays, ground source heat pumps and district heating systems, to reduce demand for non-sustainable energy sources.

35. Policies on Climate Change Adaptation, Mitigation and Resilience, Embodied Carbon, and Energy Management in New Development, set out comprehensive requirements.

36. Locally sourced materials should be selected where possible, subject to being high-quality and locally distinctive. For example, the use of natural pennant stone can be sourced close to development sites within South Gloucestershire, requires limited travel miles, generates local jobs, responds to the strong character of the area, and is a robust and interesting material which requires almost no on-going maintenance.

37. It may be appropriate in certain situations to retain and renovate existing buildings, where this forms part of a more sustainable approach to development, or where existing structures have local historic and cultural significance. This approach can have significant visual, community and conservation benefits.

38. Good urban design approaches can also lead to a reduction in energy demand, through the provision of fewer detached homes, and more joined properties such a terraces and apartments, which save energy and materials through shared party walls.

39. An emphasis on the orientation of buildings and their roof forms should form an integral part of the design process, taking into account opportunities for maximising solar exposure for PV panels, and providing good levels of sunlight to allow for passive heating and good internal light levels.

40. In terms of mitigating or limiting the impacts from solar gain in developments, relatively straightforward design solutions exist, such as incorporating bris soleil, projecting canopies or the planting of trees. Balconies can also be used as solar shading devices which also provide valuable private amenity space and a way to add architectural interest to the design of an apartment block.

41. During the design process, micro-climates must be considered, mainly focussing on reducing excessive wind and solar gain which could be created through the orientation and placement of buildings. It is important to consider the prevailing wind direction and avoid a layout which focusses wind, and which creates wind tunnel effects, particularly at ground floor level and affecting private amenity spaces at higher levels.

42. The visual impact of roof-top solar panels can be reduced by not placing solar panels on the roofs of buildings which form key terminal vistas, or only placing panels on darker roof tiles, as this makes the panels blend in more. Gable-fronted roof forms, where roof pitches and ridge lines run perpendicular to the front elevation, can help to hide solar panels when viewing buildings from the street.

Additions	
Key evidence	The Density and Character Study (2022) Active Travel Local Authority Toolkit Art and Design in the Public Realm – Advice Note A Home for the Ages – RIBA (2019) Waste & Recycling Collection – Guidance for New Developments SPD
Other relevant policies to cross-reference	LP1 - Effective Use of Land in Urban and Town Hubs Policy LP22 - Parking Standards Policy PSP2 - Landscape Policy LPS9 - Sustainable Movement & Transport Infrastructure Policy LP18 - Internal Space Standards and Accessibility policy LP30 - Private and Communal Amenity Space Standards Policy

Policy Title:

LP29 - Stewardship Arrangements

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**N/A - New Supplementary Policy**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

The NPPF requires strategic policy making authorities to plan for large scale development and in so doing '*set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles)*'. The National Design Guide contains ten characteristics for well-designed places, including one on 'Lifespan' in which it states that, '*well designed places, buildings and spaces are: Designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages; Robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings age gracefully*'. Building for a Healthy life refers to the need for well-considered long-term robust management & stewardship arrangements whether public or private.

Over the last couple of decades, primarily due to public sector resource and development viability issues, it has become common practice for public open space in new developments to be transferred to and managed by private management companies (manco's). The practice is now well established and encompasses a variety of models from simple profit-based companies funded purely via resident's management charges to trusts and charitable organisations with strong community representation and multiple funding sources. Different models including local authority or registered provider management & maintenance may also be appropriate in different circumstances.

The policy is therefore necessary to meet NPPF requirements to set clear expectations for how large-scale development can be maintained. As different models may be appropriate in different circumstances it is not appropriate to prescribe one approach, but ensure that stewardship arrangements are considered early, different models and approaches assessed, and professional advice engaged to assist select the most appropriate way forward. What is clear though is that there are a number of themes that need considering and in determining the most appropriate solution for any new development that applicants/developers and management schemes should demonstrate:

- Thorough investigation of public and community ownership and management of open space and amenities. Only where this is not practicable, then:
- Robust resident participation in decision making (in perpetuity).
- Transparency of decision making and funding.
- Robust clear, equitable and sustainable funding arrangements.
- Absolute clarity of which adopting authority is responsible for what, and
- A consistent approach across all phases of the development.

It should be noted that the Government's recent response to the CMA's market study into housebuilding recommends introducing 'common adoptable standards' and 'mandatory adoption' for Local Authorities but also recognises that such far reaching proposals would have implications for housebuilding and Council budgets. Further research is therefore recommended. The Council agrees with this approach as Local Authority adoption of 'public' assets clearly provides the most democratic accountability and transparency of approach and if possible and practicable will be strongly preferred. In the meantime, solutions that provide for resident control (robust Resident Management Company models) are required alongside collaboration with existing well established local organisations, charities and social enterprises such as wildlife and sports groups and Parish & Town Councils wherever possible and practicable.

Policy wording

1. **In the first instance, where practicable and viable democratic accountability through public management of open space is strongly preferred including by the Council or local Parish or Town Council. If not feasible, where-ever possible, management of assets by existing well established local organisations, charities and social enterprises such as community, wildlife and sports groups is strongly preferred and should be thoroughly investigated. Where this is not feasible in full or in part, robust resident participation models (Resident Management Companies) are required.**
2. **To deliver high quality landscaping and public realm in perpetuity all major development that includes new areas of open space and green infrastructure should include for approval at outline or full application stage a management & maintenance strategy that:**
    a. **clearly details which adopting authority is responsible for what; and**

   b. **ensures clear accountability via transparent, robust, equitable and sustainable contract, budgeting & funding arrangements and arrangements for robust public/resident participation in decision making (in perpetuity). This should include resident input and oversight of objectives and expenditure, the scrutiny of accounts, representation on the management entity board and the legal right to change the management agents where necessary.**

3. **With regard to Strategic Development Allocations at Woodlands and North Lyde New Villages, Carsons Green/Rockhouse Farm & North Warmley New Neighbourhoods, landowners &/or their developer partners including registered providers and self and custom build enablers will, in addition to the above criteria, be required to consider management and maintenance issues at the outline stage and provide an assessment of the potential options for estate stewardship arrangements. They shall jointly agree the appropriate model, objectives and principles with the Council prior to determination of the outline planning application.**
4. **Where it is not practicable for a public authority or community body to be the primary stewardship entity, the master developers must also:**
   a. **Ensure that local authority, parish and/or town council, registered providers, Extra-care, self & custom build enablers, C2 & BTR operators, school academy trusts, local sports clubs, as well as any on site energy, commercial, and other interested parties liaise and work with the estate stewardship entity board.**
   b. **Provide an endowment and a strategy for a range of income streams to fund the management and maintenance of areas of open space, facilities and amenities to the standard necessary for them to contribute to the needs of the wider community and that each developer/landowner contributes proportionate funding to pump prime the management entity or entities.**
   c. **Provide a regular onsite management entity presence, and**
   d. **Facilitate community development and resident group participation in management arrangements.**

Supporting text

1. Clear, robust and funded management arrangements of the public open space and communal assets are a critical component of delivering long-term sustainable communities. The Council supports the Government response to the CMA's report into housebuilding (Oct 24) which recommends introducing 'common adoptable standards' and 'mandatory adoption' for Local Authorities. New legislation and funding sources will however be necessary to achieve these objectives, and as such may be some time away. In the meantime, therefore, this policy seeks to significantly improve standards of accountability and fairness in such management arrangements by promoting some simple rules and objectives. Specifically, promoters and developers should follow a sequential approach, i.e.:

    a. Explore the feasibility of public ownership of the assets (Local Authority or Parish/Town Council), if this is not feasible,

    b. Thoroughly investigate adoption of assets by well-established local organisations, such as by local wildlife, sports or community groups, and then or in combination with,

    c. Constitute arrangements for resident oversight and participation in management of the assets via a Residents Management Company.

2. Management & maintenance schemes must:

    a. Be absolutely clear which adopting authority is responsible for what. This should be shown on a clear and accurate plan showing all areas of the site with the respective management body, including public authorities. This should be carefully considered in a collaborative way. New communities inevitably have a range of stakeholders. The local authority may continue to adopt roads and collect waste, the parish or town council may wish to continue to receive a precept and therefore play a role, and other organisations such as registered providers, local sports clubs and school academies often perform important community development functions as well as provide communal facilities. It is important therefore that these organisations are engaged with early on to understand and agree potential roles.

    b. The Management & Maintenance Strategy should then ensure robust clear, transparent, equitable and sustainable contract and funding arrangements. Very careful consideration is therefore needed to ensure that if as a last resort service charges are necessary, then these should be equitable, minimal and affordable in perpetuity. Alternate and/or additional funding streams must therefore be considered and put in place to limit the burden on new residents, especially those in affordable housing. This could include income from assets (e.g. rental charges for use of pitches, halls, public areas and commercial property), lump sum management investment funds/endowments and other sources of income such as grants, charitable donations and contributions from other stewardship partners such as the parish council. The estimated contribution of such sources should be clearly set out in the management & maintenance strategy and measures put in place to enable the management board to continue to utilise such funding.

    c. Ensure clear robust transparent arrangements for resident participation and oversight of decision making (in perpetuity), including resident input and oversight of

objectives, budgeting, scrutiny of accounts, representation on the management entity board and critically the legal right (including a clear achievable process) to change the management agents where necessary. The Management & Maintenance scheme should thus include a clear resident's guide to these rights and clearly set out where these rights are reflected in the articles of association.

3. For the largest new communities, they should in addition to the points above, with the Council consider management and maintenance options at the outline stage. If it is agreed that public or community adoption of public open space and local amenities is not practicable, they should:

    a. Take steps to ensure all potential interested parties are engaged with and have representation on a formally constituted stewardship board.

    b. Ensure other sources of funding (other than service charges) are available to provide the necessary management arrangements for open space and amenities that may attract use by wider members of the community,

    c. Provide a regular estate management presence onsite for residents to be able to talk to about any issues and promote voluntary work / community involvement in the management of the estate, and

    d. facilitate a stakeholder engagement group and employ a community development professional.

4. All of the issues above should be carefully considered and reflected clearly in management & maintenance schemes, supporting plans, and legal agreements to ensure their delivery. A Public Charter & Supplementary Planning Document will be produced that will set out expected standards and management options / models and the context / scenarios where they would be most appropriate as well as model clauses for articles of association and s106 agreements.

Additions	
Key evidence	
Other relevant policies to cross-reference	

Policy Title:

LP30 - Private & Communal Amenity Space Standards

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**PSP43 – Private Amenity Space Standards**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Access to high-quality and safe external amenity space is a critical part of the planning and design process and plays an important role in supporting people's mental and physical health. Therefore, all residential development must provide private or communal amenity space for the benefit of residents.

Changing working patterns are also leading to an increased number of people working from home, which puts a greater emphasis on the appropriateness and quality of the amenity spaces accessible to residents, including specialist residential schemes.

This policy continues the approach of ensuring that each new home is provided with appropriate private and communal amenity space. It focusses on setting out the types, quality and amount of private and communal space, which is required, to ensure all residential development is well-designed.

Policy wording

1. **All residential units, including those created by new development, change of use, and development involving residential extensions or sub-division of existing buildings, are required to have direct access to an appropriate level of private amenity space, such as a garden or balcony. External landscaped communal amenity space is also required within developments where any type and size of flats are provided; and**
2. **Private and communal external amenity space should be:**
    a) **functional and safe;**
    b) **directly and easily accessible from non-bedroom living areas;**
    c) **orientated to maximise sunlight;**
    d) **of a sufficient size, configuration and functional shape to meet the needs of the likely number of occupiers;**
    e) **Well-related to the built form of the scheme, incorporating appropriate and robust soft landscape planting;**
    f) **designed to take account of the context of the development, including the character of the surrounding area and height of the proposed building.**
3. **Provision of an appropriate level of private amenity space should meet or exceed the following minimum standards:**
    a) **1 bedroom flat 5m^2 + external landscaped communal space**
    b) **2+ bedroom flat 5m^2 + external landscaped communal space**
    c) **1 bedroom house 40m^2**
    d) **2 bedroom house 50m^2**
    e) **3 bedroom house 60m^2**
    f) **4+ bedroom house 70m^2**
4. **High-quality, landscaped external communal space must be provided for all types of flats, at a level which is appropriate to the scale and density of the proposed development, positioned in an easily accessible location, directly adjacent to the building which it serves. Any communal space should be subject to appropriate management controls to ensure proper long-term and proactive maintenance; and**
5. **For proposal(s) for specialist residential accommodation, including care homes, nursing homes, student accommodation, and other non-custodial institutions, the development must ensure sufficient high-quality and well-landscaped external communal space, with robust boundaries, to accommodate the normal recreational and other needs of residents, visitors or employees.**

Supporting text

1. This policy covers private and communal external amenity space applied within residential developments and should be considered alongside the Landscape and Public Open Space Standards policies.
2. The Council considers that access to appropriate and high-quality private and communal outdoor space plays an important role in the physical and mental wellbeing of people. Access to daylight, fresh air, space to dry washing, to socialise, to play in, to enjoy wildlife and to grow plants/vegetables, can add significantly to the quality of life of residents of all ages, and to healthy communities more generally.
3. Developments also need to be adaptable over time and take account of changing working patterns, as more people choose to work from home. The focus on making efficient use of land within national planning policy will lead to a greater emphasis on apartments within urban areas, and these types of developments must be provided with well-designed private and communal amenity spaces, as well as areas of public open space, such as play areas and parks.

Private amenity space

4. For the purposes of this policy, the two main types of amenity space are private, and communal. Private amenity space is both privately owned and directly accessible only from individual dwellings and must be provided for every new residential dwelling.
5. A range of private amenity spaces can be provided, the most common being gardens for houses and balconies for apartments. These are external spaces which are directly accessible to individual property owners and should ideally offer step-free access, which allows a greater level of accessibility, particularly for those with disabilities. Direct access is essential to ensure private amenity spaces can be easily used by all residents, irrespective of age or physical ability. Access should ideally be provided from primary living spaces, such as living and dining areas, rather than bedrooms, as this allows for the use of these primary spaces to be extended into the external environment and can improve ventilation and outlook from the most commonly used areas.
6. A reasonable level of privacy is required and involves limiting direct views from other private amenity spaces and from the public realm, such as surrounding streets. This can be achieved through careful consideration of how amenity areas are positioned, relative to each other, including the use of privacy screens for balconies which can reduce direct sight lines. For the rear gardens of houses, it is critical to ensure that the area closest to the back of the house is private, and full height (1.8m) fencing panels or equivalent walls should be used for the first 5m along a shared boundary with other gardens.
7. Balconies for apartments can either project away from the facade of the building, or be recessed within the building line, or a combination of both. Recessed balconies are a good way to create a higher level of privacy and protection from rain and wind and can be integrated into the overall design of an apartment building, allowing private amenity space to be used more comfortably and safely throughout the year.
8. Enclosing balconies as glazed, ventilated winter gardens is also appropriate in some circumstances. These are useful where dwellings will be exposed to high levels of noise and/or strong winds, particularly at a higher level, or where they are situated above the roofs of surrounding properties. Winter gardens should be usable as outside space,

thermally separated from the interior, and the floor should be 'drainable' to avoid standing water. Care should be taken to avoid overheating. A combination of projecting balconies at lower levels and recessed balconies at upper levels can also add architectural variation.

9. Roof terraces are typically provided at upper floors, to the front or rears of set-back top floor accommodation, or above ground floor garages, which can make good use of space and is an efficient approach.

10. Gardens for houses should be designed to easily accommodate bicycles, mobility scooters and bins, particularly where the garden can be accessed directly from the street. Where this is not possible, or access is provided via circuitous rear alleys, secure, bespoke covered storage should be provided in front gardens, designed and located to avoid obstructing ground-floor windows. This approach is useful in terrace houses and can be successfully integrated into the fronts of properties, in screened storage structures which are perpendicular to the main building, which can also be integrated within porch canopies, also providing bike storage and electrical car-charging cables. This type of approach also creates clear and robust boundaries between properties and can be successfully integrated with soft landscaping.

Communal amenity space

11. External, landscaped communal amenity space is shared among all of the dwellings within a block of flats and is required to be provided by all types of flats, in addition to private amenity space. In most cases, this should be provided within the space surrounding an apartment building, often adjacent to landscaped parking courts, as this creates an accessible arrangement, whereby residents can safely access and use the space, while also benefitting from active surveillance from the building itself, and the activity within the parking area. Any areas of communal space which are associated with an apartment building or groups of buildings, must be clearly differentiated from areas of publicly accessible space, such as play areas or streets, using appropriate boundary treatments. These boundaries should clearly indicate that these communal areas are not publicly accessible, common approaches being the use of low brick or stone walls, combined with railings, shrub and tree planting.

12. Communal amenity areas should be easily accessible and well-related to entrance/exit points of buildings and not comprise isolated site margins or incidental and small areas of land. Any communal space should be well-landscaped and not physically or visually dominated by parking and servicing areas, including associated built structures, such as electricity sub-stations or bin/cycle stores. A robust green landscape structure must be provided, that contributes to the enjoyment, microclimate and appearance of the amenity spaces.

13. This policy should be read in conjunction with the Creating Well-Designed Places, Landscaping and the Making Effective Use of Land policies. The intention is to create high-quality living environments for residents, with high amenity value, which help to contribute towards health and well-being. This approach also ensures that schemes do not become dominated by parking and access and provide a well-landscaped setting to all buildings.

Technical requirements

14. Safety is one of the critical considerations when designing private amenity spaces, particularly at first floor and above. Appropriate height guard rails or safety glass should be provided, and the use of horizontal railings should be avoided to prevent the possibility of climbing.

15. A range of finishes can be used for balconies and roof terraces, depending on the specific circumstances, but common approaches can include both solid and partially open balcony fronts and sides, using vertical metal railings, toughened safety glass or in some circumstances, solid panels. The design of any type of balcony or terrace must be carefully considered and integrated into the overall design of the building.

16. Providing good levels of natural light is one of the key requirements of private amenity space and projecting balconies can also function as solar shading for main living spaces, to limit excessive solar gain.

17. The size and functional shape of all private amenity space should be carefully considered. For private spaces associated with apartments, such as balconies and roof terraces, the depth and width must be sufficient to allow for easy movement around the space, and the provision of a table and chairs, taking into account the opening and closing of doors and windows. As a guide, a minimum of 1.5m depth will be considered appropriate.

18. For houses, the size and shape of rear gardens need to be considered as part of the design process. Irregular and awkward garden shapes, including diagonal boundaries, should be avoided, to create more usable spaces, reduce overlooking of neighbouring gardens, and to create clearer and more defined boundaries. Sufficient space must be provided to allow for a garden shed for general storage, including gardening equipment and bicycles, space for refuse and recycling bins, an area for clothes drying, circulation space, an area for children to play in, and to grow plants and vegetables.

19. The character of the surrounding area should also be taken into account. For example, deeper front gardens may be needed to reference adjacent building lines, to provide a positive setting for the property, and to allow for space for soft landscaping.

Minimum space standards

20. These space standards include the totality of balconies, front and back gardens, but do not include any access paths or car parking and turning areas. These figures are minimum sizes and larger sizes are encouraged, subject to making efficient use of land and the character of the surrounding area.

21. Where development is taking place to extend or sub divide an existing residential property, the remaining garden space for the updated or new property should not fall below the minimum standards set out in the policy. In circumstances where no private garden space originally existed, in most instances, further extensions or subdivision to create additional dwellings is unlikely to be acceptable.

22. In sustainable higher density developments, where land is optimised (see Policy LP1 - Effective Use of Land in Urban and Town Hubs), innovative approaches to the provision and form of private and communal space will be considered, subject to the space being provided meeting the other criteria set out in the policy and a positive living environment being created. This could include the private amenity space provision for houses being

split across various forms, including a rear garden, roof terrace above a garage, and a front garden. For apartments, a wider balcony which runs across the whole front of an apartment could be provided as an integral part of the overall design, or a deck-access arrangement where amenity space is integrated into the circulation space.

Specialist residential accommodation

23. Various types of specialist residential accommodation do not generally incorporate private amenity spaces which are accessed directly from individual living spaces or properties. In these cases, secure communal amenity space should be provided, which are well-designed, with a good balance of hard and soft landscape features, which use robust and high-quality building materials, with sufficient seating and pathways, which include a mix of sunlit and shaded areas.

Delivery

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

Additions	
Key evidence	
Other relevant policies to cross-reference	Saved Policy PSP2 - Landscape Saved Policy PSP44 - Open space, Sport and Recreation Saved Policy CS24 (and Appendix 5) - Green Infrastructure, Sport and Recreation Standards LPS12 - Creating Well-Designed Places Policy LP1 - Making Effective Use of Land in Urban and Town Hubs Policy

10. Minerals, resources and waste

Policy Title:

LPS13 - Mineral working and restoration

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS10 – Minerals** **Policies, Sites and Places (PSP) Plan Policy PSP23 – Mineral working and extraction**
Non-Strategic / Strategic	**Strategic**

Purpose

Ensuring that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs is a key objective of our new Local Plan.

National Planning Policy Guidance on Minerals paragraph 060 states that as part of the Managed Aggregate Supply System, at local level, mineral planning authorities are expected to prepare Local Aggregate Assessments (LAAs) to assess the demand for and supply of aggregates.

Paragraph 213 of the NPPF states that minerals planning authorities should plan for a steady and adequate supply of aggregates by various means, including preparing LAAs, and using landbanks of aggregate minerals reserves principally as an indicator of the security of aggregate minerals supply, and to indicate the additional provision that needs to be made for new aggregate extraction and alternative supplies in mineral plans.

The purpose of this policy is to:

- ensure that there is a steady and adequate supply of minerals and maintain a 10-year land bank throughout and beyond the plan period through allocating areas for mineral working;
- set out the environmental considerations that will need to be taken into account for proposals for new extraction, and;
- set out the Council's expectations for the restoration of quarries once they have ceased extraction operations.

Policy wording

The Council will plan for a steady and adequate supply of aggregates by seeking to maintain a land bank for crushed rock of at least ten years, and allocating areas for mineral working where necessary, having regard to the need to promote deliverability of permitted reserves of crushed rock. To this end, provision is made for the extraction of crushed rock through the following 'preferred areas', as defined on the Policies Map and in line with the considerations set out at Schedule 1 of this policy:

1. **Cromhall Quarry**
2. **Tytherington Quarry southwest (phases 1-3)**
3. **Wickwar Quarry northwest**

As part of this approach, the Council will also encourage the provision of recycled aggregates.

If, through annual monitoring, it appears that the 10-year landbank might not be maintained, the need to permit further reserves will be considered through a review of the Local Plan.

Ancillary and Secondary Operations

Development proposal(s) related to operations ancillary or secondary to the primary activity on the mineral site will be acceptable where the development proposal(s) primarily uses material extracted from the site. The operation and retention of such development will be limited to the permitted life of the site for mineral extraction.

Proposals for new ancillary and secondary operations should be located within the extent of the permitted mineral working site area to minimise impacts on the wider environment.

Minimising waste

Adequate measures must be taken to ensure minimum waste of resources during extraction and processing, and that any waste material generated is used for a productive purpose where economically viable or, where this is not possible, safely disposed of.

Environmental Considerations

Development proposals for new mineral workings will need to demonstrate that permitted operations will not have unacceptable adverse impacts on the natural and historic environment, human health, or local amenity. Proposals will also need to comply with the Plan as a whole however, in considering unique issues associated with mineral workings, proposals will also, in line with government guidance, likely need to consider:

a. **blasting/vibration; and**
b. **separation and buffer zones.**

Restoration

Restoration and aftercare of mineral development should be in keeping with the character and setting of the local area and should contribute to the delivery of uses, which include, agriculture, geodiversity, biodiversity and habitats, native woodland, the historic environment or recreation, where these are consistent with the Local Plan. Restoration schemes should include on site biodiversity gain, and opportunities for public access to restored or newly created green space, where it is safe and practical to do so.

Progressive/ phased restoration and aftercare will be required, to occur alongside and be integrated with extraction, so that it is not left until extraction on site has been completed. Where this is not possible, restoration and aftercare should be carried out following completion of mineral working at the earliest possible opportunity, to a timescale to be agreed with the Council and completed without delay.

Supporting text

1. National policy requires that provision is made for a steady and adequate supply of minerals to support the economy, that the best use is made of these resources and that they are protected for the longer term. Provision of supplies to meet current needs is achieved through the maintenance of 'landbanks' (mineral reserves with planning permission for extraction), while future supplies are protected through Mineral Safeguarding Areas (areas with mineral resources which do not yet have planning permission for extraction).
2. South Gloucestershire primarily contributes to minerals supply by the winning and working of carboniferous limestone, producing aggregate (crushed rock). The aggregate is mainly used for building and repairing roads and producing asphalt, concrete and concrete products. To a lesser extent, South Gloucestershire also produces brick making clay, and historically other minerals have also been worked in the area.

Existing supply and establishing need

3. Based on a long-standing agreement, the required crushed rock provision for the WoE is split 60%/40% between South Gloucestershire and North Somerset.

4. On this basis, given the ten-year average in the emerging WoE LAA for 2013-2022 of 3.89mtpa, the annualised required level of crushed rock provision for South Gloucestershire can be calculated as 60% of 3.89mtpa, which is 2.33mtpa. If this was to be extrapolated, the total crushed rock requirement for South Gloucestershire for 2023-2040 inclusive (17 years) would be 39.61mt. To allow for a ten-year landbank at the end of that period, a further 10 years requirement can be added on (23.34mt), so, on that basis, the total South Gloucestershire crushed rock requirement for that 27 year period (to 2050) would be 62.95mt. This figure is based on the ten-year sales average in the latest published LAA (covering the period 2013-2022). Future LAAs are likely to give different ten-year averages, and hence different figures. Therefore, it is simpler and more meaningful to aim to maintain a ten-year landbank (with the landbank to be measured annually and based on 60% of the ten-year average sales figure in the latest LAA), in line with national planning practice guidance.

Meeting the demand

5. The preferred areas allocated through the Local Plan contribute to achieving a 10 year landbank for crushed rock.

1) Cromhall Quarry

6. Cromhall Quarry includes an identified resource of circa 18mt. As it stands, the intention is that output will be on a relatively small scale, initially with a saleable output of circa 0.25mt per annum, although scope exists for this to be scaled up mid-way through the Plan period if required.

7. Future working and restoration should provide for appropriate enhancement and connectivity to the GI network and specifically Corridor B, for woodlands, wetland or grasslands as appropriate and in response to nearby green and blue assets. Future development should refer to detailed Green Infrastructure Audit report as to nature of GI in this area of the network.

2) Tytherington Quarry

8. The three-phased extension to Tytherington Quarry includes the potential for extraction over approx 60 hectares of land, with an identified resource of circa 76mt, which will help to ensure a landbank through this Plan period and into the next.

9. The first proposed extension includes an area previously allocated (through the Policies, Sites and Places (PSP) Plan), which includes the potential for extraction of an identified resource of 6mt to be worked in the short to medium term.

10. The second proposed extension includes an area previously allocated (through the Policies, Sites and Places (PSP) Plan), which includes the potential for the extraction of a further 20mt in the medium to long term. Through working this area, it is anticipated that a utilities and public rights of way corridor can be created, and Itchington Road will be retained.

11. The third extension proposed is beyond any areas allocated through previous Local Plans and is estimated to contain over 50mt of resource. It is anticipated that this area is likely to be realised in the long term, and beyond this plan period.

12. Taken together, these extensions will help to ensure a landbank through this Plan period and into the next.

13. In operational terms, any extension of the Quarry would continue to use the existing processing and access facilities, which includes the rail connection that will continue to be used to transport approximately material from the site.

3) Wickwar Quarry northwest

14. The extension to Wickwar Quarry includes an identified resource of circa 35-40mt. As it stands, the intention is that, following allocation through the Local Plan, planning permission will be secured by 2033. This would facilitate the continuity of a supply of up to 1.2mt per annum into the nearby markets.

Outside Preferred Areas

15. Extraction of crushed rock outside of the preferred areas and area of search will not be permitted, except at the boundaries of existing quarries, where this would prevent mineral sterilisation. Considerations should include protection of designated sites and the amenity of local communities.

Environmental considerations

16. National policy requires that operations for mineral workings, where practical, occur outside of nationally designated sites, such as Areas of Outstanding Natural Beauty. The scope of issues to be included is likely to be wide and varied, and other policies in this plan will also be appropriate to apply to proposals. In addition, some specialist issues associated with mineral workings will also need to be taken into account, such as blasting/vibration and separation and buffer zones and impacts on water resources8. The issues to be considered in relation to a particular site proposal should be agreed with the Council.

Restoration and aftercare

17. Restoration and aftercare proposals for a mineral working site will be conditioned as part of planning permission. Schemes for restoration and aftercare should be in place prior to any approval of permission for mineral workings and should be reviewed prior to works commencing, to take account of changing local circumstances and environmental needs. The Council requires that all quarry sites are subject to restoration, and that it be carried out at the earliest possible opportunity, to an agreed timescale, and completed without delay.

18. Where additional landfilling and/or the importation of waste is required, this would normally require separate permission, the timescales of which would be addressed as part of the determination of such an application.

Additions	
Key evidence	Local Aggregates Assessment (LAA) - see Local Plan evidence base page
Other relevant policies to cross-reference	

Schedule 1 – Development Principles

Cromhall Quarry

Future working and restoration should provide for appropriate enhancement and connectivity to the GI network and specifically Corridor B, for woodlands, wetland or grasslands as appropriate and in response to nearby green and blue assets. Future development should refer to detailed Green Infrastructure Audit report as to nature of GI in this area of the network.

Tytherington Quarry southwest

There are a number of important development considerations that will need to be taken into account in the design of detailed proposals to deliver the extension of Tytherington Quarry, in addition to the general policy requirements associated with developments of this type. In this instance, there will be a need for Heidelberg to consider, as a minimum, the:

- future of Itchington Road which runs along the southern boundary of the current extraction area and the northern boundary of the proposed extension area
- need to reposition the National Grid overhead lines and pylons which cross the site in line with NGET Design Guide and Principles.
- need to ensure future development and restoration maintains and enhances connectivity of GI Corridor B, in particular east west connectivity for biodiversity and take opportunities to extend and enhance habitat, landscape and active travel (including public rights of way) connections south of the existing corridor as the proposed quarry area is worked out and in future ameliorated
- need to ensure the connectivity and quality of the rights of way network, including the Jubilee Way which links the Severn Way and the Cotswold Way
- need to understand the site's archaeological potential

Wickwar Quarry northwest

There are a number of important development considerations that will need to be taken into account in the design of detailed proposals to deliver the extension of Wickwar Quarry, in addition to the general policy requirements associated with developments of this type. In this instance, there will be a need for Breedon to consider, as a minimum, the:

- relocation of the B4509 Downs Road
- relocation of a high-pressure gas main, and
- need for future working and restoration to take opportunities to connect into and enhance the existing Strategic Green Infrastructure Network Corridor B. Future development should refer to detailed Green Infrastructure Audit report as to nature of GI in this area of the network.

Policy Title:

LPS14 - Nationally Significant Infrastructure Projects (NSIPs) and Related Development

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS36 – Proposals for Major Infrastructure Projects**
Non-Strategic / Strategic	**Strategic**

Purpose

To set out SGC approach to discharging its:

- Largely discretionary role as consultee on Nationally Significant Infrastructure Projects (NSIPs) and any subsequent proposals to amend a Development Consent Order (DCO) whether within South Gloucestershire or in adjacent Council areas; and
- Role as determining authority role for development related to NSIPs; and
- Post consent role in determining applications to discharge requirements / conditions and as enforcement authority.

Policy to:

- cover all stages of scheme development from early pre-application engagement through to post consent implementation and Discharge of Requirements; and
- recognise the need for engagement to be proportionate to the potential scale and extent of effects on South Gloucestershire and its communities.

Nationally Significant Infrastructure Projects (NSIPs) are large-scale projects of national importance (defined in the Planning Act 2008) such as new trunk roads, airports, ports, power stations (including nuclear), electricity transmission lines, waste water treatment works and chemical works. Such projects are often of a scale and complexity that may have wide ranging effects, both positive and negative, on local communities, the economy and the local area.

Applications for Development Consent Orders (DCOs) for NSIPs are made to the Planning Inspectorate (PINs), who examine and test the proposals against criteria on national need, benefits and impacts as set out in relevant policy.

Development proposals for NSIPs are primarily assessed, examined and determined by National Policy Statements EN-1 and EN-6. Up to the point of consent, the local authority role on NSIPs is largely discretionary and is as a consultee to the planning and examination process.

However, the local planning authority may also highlight local issues and local planning policy that are considered to be important and relevant that the examining body can take into account when assessing and making recommendations on a DCO application. It will be essential for all applications for NSIPs to address the Council's objectives on climate change and nature recovery, as set out in policies LP 23 - Climate Change Adaptation and Resilience, LP25 - Embodied Carbon LP 28 - Ecology and Biodiversity Net Gain and LPS 11 - Strategic Green and Blue Infrastructure

In addition to a NSIP application, local authorities may be the decision maker for any elements of associated or related development not included within the main DCO application, and national policy will be a material consideration in determining these applications as appropriate. The local authority is also responsible for discharging 'Requirements' (akin to planning conditions) following the grant of a Development Consent Order. For these applications, consistency with the Development Consent Order and relevant certified documentation is the primary consideration, but national and local policy may also be relevant. The local authority is also the enforcement authority post consent. Local Authorities will also be consulted on NSIP applications in adjacent local authority areas, giving them the opportunity to consider and where relevant make representations on the effects on their area and communities.

It is a particular characteristic of NSIPs that their planning and construction can take place over a considerable number of years and can span economic cycles. This needs to be considered in assessment methodologies, and mechanisms agreed for monitoring and mitigation.

Further information on the NSIP process, including relevant legislation, guidance advice and roles of the various parties may be found on the Planning Inspectorate's website.

Policy wording

1. **In its role either as determining authority for planning applications, or as consultee for applications to other bodies, the Council will take into consideration the nature, scale, extent and potential impact of any development proposal on South Gloucestershire and its communities, and seek to ensure that:**
2. **Development proposals align with relevant West of England strategies, relevant South Gloucestershire policy, in particular with regard to policies LP 23 - Climate Change Adaptation and Resilience, LP25 - Embodied Carbon LP 28 - Ecology and Biodiversity Net Gain and LPS 11- Strategic Green and Blue Infrastructure to address climate change, nature recovery and biodiversity, and Neighbourhood Plans, and**
    a. **Positive social, economic, transport, design quality and environmental outcomes are maximised, negative impacts are minimised, and appropriate community and legacy benefits are secured, and**
    b. **In order to deliver effective mitigation and/or compensation measures must be commensurate with the scale and impact of the development.**
3. **In order to deliver on these objectives, inform consultation responses, seek efficiency of working and agreement as to common ground, the Council will:**
    a. **Take a collaborative partnership approach on NSIPs, working with scheme promoters and relevant Governmental, statutory and non-statutory bodies and local communities.**
    b. **Take a proportionate approach to project engagement as appropriate to the nature, scale, complexity and implications of the project for South Gloucestershire and its communities.**
    c. **Seek to agree the scope, evidence base, methodologies and publication of all relevant surveys and assessments that will underpin the development, assessment and subsequent monitoring of all stages of the lifecycle of NSIP related proposals and any associated development and infrastructure; and**
    d. **Expect evidence to be provided to demonstrate that brownfield land and/or redundant facilities have been used where possible; and**
    e. **How alternatives have informed the development of proposals including for any on site options, as well as the siting and design of and mitigation for additional construction areas and associated development and infrastructure; and**
    f. **Seek to ensure that consideration is given to the full range of the proposed project's environmental, transport and socio-economic impacts: positive and negative, tangible and intangible, and the level and duration of those impacts over time; and**
    g. **Demonstration as to how these assessments have informed the development and delivery of the hierarchy of impact avoidance, mitigation and compensation proposals; and**

h. **In addition to topic by topic assessments, cumulative assessments will be required, including to understand the full range of effects on individual communities, through the preparation of Community Impact Assessments.**

4. **Phasing plans and triggers to secure the timely delivery of relevant elements of the project, its supporting infrastructure and associated development will be necessary to ensure the control of impacts to acceptable levels, including, for example, and where relevant early or advance implementation of for example:**

   a. **Archaeological investigations and wildlife surveys to ensure that these inform site selection and site planning; and**

   b. **Strategies for procurement, employment, education, training and recruitment, that take account of long lead in times; and**

   c. **Transport infrastructure and worker accommodation proposals to avoid impacts on, for example, the road network, community facilities and the rented housing market; and**

   d. **Habitat creation, landscape mitigation and/or screen planting where significant impacts are predicted.**

5. **In respect of proposals for temporary development or enabling construction areas, the Council shall require a scheme of works to be agreed whereby:**

   a. **Temporary buildings, structures and other infrastructure are removed, and/or**

   b. **Where appropriate serviced land is left in a condition suitable for a future agreed use; or**

   c. **the land is restored to its original state.**

6. **Appropriate monitoring arrangements and adequately resourced Management and Delivery Plans for both the Construction and Operational phases of NSIPs will be required to ensure that relevant policy objectives are met.**

7. **Given the scale, complexity and duration of larger NSIPs, mechanisms and contingencies to enable the modification of mitigation to address unanticipated project impacts.**

8. **Contributions to the Local Authority and/or other appropriate and agreed organisations will where relevant be required to mitigate or offset significant adverse impacts, additional demands and/or harm caused by the project. Proposals should be developed through early and effective engagement including with affected local communities and the Council. The objective will be to identify measures, projects and services to mitigate impact while enhancing the long-term well-being and sustainability of the communities and environments affected.**

9. **Local economic and community benefits should be maximised through agreement and early implementation of social, education, training, economic, environmental and transport strategies.**

10. **In recognition of the burden and disturbance borne by the community in hosting some Nationally Significant Infrastructure Projects, the Council will where appropriate require packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project.**
11. **In order to have sufficient information to be able to assess the complex effects that can arise from NSIPs over a potentially significant number of years of construction and operation, plans for monitoring of the effects of the project should be set out in the Environmental Statement. Clearly defined socio economic, environmental health and biophysical Key Performance Indicators (KPIs) should be set out against which monitoring will be undertaken and reported.**
12. **There should be transparency of monitoring of progress against the DCO, its Requirements and the KPIs through the publication of a publicly accessible Annual Monitoring Report. The credibility of monitoring information should be ensured through provision for independent analysis and verification, as well as the establishment of theme specific monitoring and advisory groups involving relevant stakeholders.**

Supporting text

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

2. In line with the Council's adopted Charging policy, South Gloucestershire Council will require developers to enter into Planning Performance Agreements (PPA) and/or Service Level Agreements (SLA), appropriate to each project. These should cover all stages of the project, from pre-application through to post consent. Developers are encouraged to review South Gloucestershire Council's Planning Performance Agreement Charter for further information.

Impact assessment and monitoring

3. Given the nature and scale of many NSIPs, it is likely that the full range of topics under the Environmental Impact Assessment regulations will need to be considered. However, where a NSIP is in an adjacent or nearby authority, effects may be less.

4. In order to minimise impact, and reduce the risk of unforeseen impacts, advance surveys and assessments of baseline conditions should inform site selection and planning work as well as detailed design. Impact assessment should also be an iterative process, conducted alongside the development of project proposals so that impact assessment informs both project planning and design.

5. Where NSIPs require a substantial number of construction workers, particular attention will need to be paid to potential impact, including on the housing market and the rental sector.

6. For larger projects, cumulative impact assessment is a particularly important consideration, including across within and across topic areas and in combination with other plans and projects. This should include consideration of the cumulative effects on impacts that are individually found not to be significant, so for example a series of biodiversity impacts that are found to be individually not significant, when considered together may cumulatively be found to be significant.

7. A Community Impact Assessment will also be required in order to bring together and assess individual and cumulative impacts on existing communities and to inform the development and timely implementation of appropriate management and mitigation measures.

8. There has historically been an emphasis on assessing the impacts of major projects 'at peak', i.e. when there are predicted to be maximum numbers of e.g. traffic or workers for a relatively short period of time. However, if unforeseen changes in the project occur it will be important to assess the predicted impacts of the project over time, in order to determine either their acceptability or whether additional control measures and/or mitigation are required.

9. For projects that will result in significant effects locally, appropriate governance arrangements will need to be put in place to monitor the progress of the project against Key Performance indicators (KPI), involving relevant stakeholders. Data and findings should be reviewed and published at agreed intervals appropriate to each KPI. To ensure transparency and public accountability, KPI's should be published annually on a project monitoring web site and a paper copy deposited in a suitable local publicly accessible venue.

<u>Mitigation and compensation</u>

10. Mitigation and compensation contributions will be negotiated as part of the planning process, including through section 106 agreements and the Community Infrastructure Levy where appropriate.

11. Monitoring mechanisms will allow mitigation to respond to change and unanticipated consequences over time, and where necessary enable the introduction of additional mitigation or the adjustment of approved measures.

12. Community benefits beyond the requirements of the Planning Acts may also be sought through the provisions of the Local Government Acts, other legislation, through voluntary agreement with the project provider, or in accordance with an industry protocol.

Additions	
Key evidence	Hinkley C Connections Project Examining Authority Report to the Secretary of State
Other relevant policies to cross-reference	LP 23 -Climate Change Adaptation and Resilience LP25 - Embodied Carbon LP 28 - Ecology and Biodiversity Net Gain LPS 11 - Strategic Green and Blue Infrastructure

Policy Title:
LPS15 - Nuclear New Build

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS37 - Nuclear Related Development (partial)** **Policies Sites and Places Plan policy PSP46: Oldbury New Nuclear Build (NNB)**
Non-Strategic / Strategic	**Strategic**

Purpose

To inform the Council's role in respect of Development Consent Order (DCO) and Town & Country Planning Act applications relating to nuclear new build (NNB) to the north of the existing power station at Oldbury on Severn as established by National Policy Statement (NPS) EN-6. This is likely to comprise Small Modular Reactors along with associated development and infrastructure, although the national designation on the site would also allow for a large scale nuclear power station.

This policy may also inform the assessment of proposals relating to the decommissioning of the existing power station, specifically in respect of identifying any potential for reuse of existing Nuclear Decommissioning Agency assets.

National Policy Statement (NPS) EN-6 identifies an approximately 150 hectare (ha) site near Oldbury on Severn as being potentially suitable for the development of a nuclear new build power station (NNB).



Figure 5. The nominated NNB site boundary (Source National Policy Statement EN-6) and the extent of the former Magnox power station site.

The nominated site is set in a sensitive location on the eastern bank of the internationally designated Severn Estuary, with tidal mudflats and the existing power station lagoon to the west, and the historic, flat, open landscape and habitats of the Severn Levels to the east. The site is adjacent to the existing nuclear power station that is now being decommissioned (referred to in this plan as Oldbury 'A'). The NNB site was acquired by Great British Nuclear in 2024.

As a NSIP, the primary policies against which an application for NNB will be determined are the overarching energy National Policy Statement EN-1, along with technology-specific energy policy for nuclear power generation and other relevant national policy such as the NPPF. Given the designations on the estuary the Habitats Regulations will also be relevant.

A NNB project at Oldbury is likely to be a large and complex development spanning several generations and it is therefore important to have in place a policy framework that addresses the particular characteristics of and implications of planning for and delivery of a NNB and related development. Oldbury forms part of the Severn Edge initiative relating to low carbon development across the nearby sites comprising Oldbury and Berkeley, with the focus of energy generation being on the NPS designed site and education training and skills being at the nearby Berkeley campus Western Gateway Severn Edge Vision). A dedicated digital and active travel/EV transport route is envisaged to run behind the sea wall connecting the two sites.

This policy is framed to ensure NNB development at Oldbury can bring a range of socio-economic, environmental and community benefits as well as mitigate the potential for negative effects. As described in Policy LP23 - Climate Change Adaptation and Resilience it is vital that new development mitigates its contribution to the causes of climate change and in this context the policy recognises the significant contribution NNB development could make in terms of low carbon energy generation.

This policy should be read in combination with all other relevant policies in the Plan, but in particular the suite of policies relating to NSIPs, decommissioning and radioactive waste, Climate change, sustainable design and construction, Strategic Green and Blue Infrastructure and Biodiversity policies.

Policy wording

1. **The Council acknowledges the potential for NNB, as established in national policy, and will work collaboratively with a project promoter to maximise benefits and legacy for local communities and businesses.**

2. **However, given the environmentally sensitive location, scale, complexity and duration of NNB development and its potential for broad ranging negative impacts the Council will seek to ensure that:**

    a. **As a part of minimising the impact of NNB related development in line with NSIP policy LPS14, where feasible NDA assets at the existing station, such as previously developed land, facilities and materials should be reused. This will reduce the extent of greenfield land needed for NNB and minimise the scale and extent of changes in the rural Levels including the estuary landscape and seascape, and extent of built form.**

    b. **Given the uncertainties that arise due to the particular nature of NNB development, its scale, complexity and duration, a Community Impact Mitigation Fund will be necessary to address unforeseen changes in context and impacts that may arise over lengthy construction and operational phases.**

3. **The Council has identified relevant themes and associated issues, constraints and opportunities relevant to NNB development at the Oldbury site that need to be considered to ensure:**

    a. **the development of sustainable and integrated proposals for a NNB development, and**

    b. **the minimisation of impacts on our local communities and environment, and**

    c. **the maximisation of positive outcomes, community benefits and legacy.**

4. **These are set out in LPS 15 Appendix 1 - Table of themes, issues, constraints and opportunities relevant to the development of NNB proposals at Oldbury on Severn and its associated infrastructure and development.**

5. **These provide a framework to inform early engagement between the Council and a promoter of NNB at Oldbury.**

6. **The Council expects NNB related applications to comprise an integrated, navigable suite of documentation including well defined proposals and parameters defining the proposed development, and including clearly identified mitigation, monitoring and management plans demonstrating how all relevant matters identified in LP15 Appendix 1 have been taken into account and addressed.**

7. **To support engagement throughout the planning and implementation stages for a proposed NNB, the Council will:**

8. **Work collaboratively with a project promoter to agree survey and assessment methodologies relevant to the particular socio-economic circumstance of the wider and local area and this ecologically, archaeologically, heritage and visually sensitive location and ensure delivery of an appropriate evidence base to inform the development of sustainable NNB and associated development proposals that also addresses policies LP 23 -Climate Change Adaptation and Resilience, LP25 - Embodied Carbon LP 28 - Ecology and Biodiversity Net Gain and LPS 11 – Strategic Green and Blue Infrastructure regarding climate change, green and blue infrastructure and biodiversity, and**

    a. **Work collaboratively with the project promoter, Nuclear Reclamation Services and the local community on the preparation of an overarching Strategic Masterplan for the two sites that ensures that the needs of decommissioning are met, environmental and amenity assets protected and enhanced, and sustainability and design quality for nuclear new build are delivered.**

9. **Given the length of time that radioactive waste is likely to be stored on sites and before decommissioning takes place, and the potential for changes in circumstance and socio economic and environmental circumstance, the Council will expect to see the preferred principles for radioactive waste storage and disposal plus power station/s decommissioning set out along with the firm plans for the construction and operational phases.**

** For the purposes of this Policy, and in recognition of the potential for large scale NNB to have wide ranging effects, the Council considers the following are 'neighbouring or relevant local authorities' : 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.*

Supporting text

1. A NNB new facility in accordance with National Policy Statement EN-6 would be expected to comprise very substantial development including nuclear reactors, cooling infrastructure, interim spent fuel, radioactive waste stores, other associated buildings plus grid connections, and additional construction land.

2. Associated development may include a range of both permanent and temporary works and facilities such as:

    a. Flood defences for the site and the surrounding area;

    b. Transport infrastructure including road, sea, and rail;

    c. Modifications to the electricity transmission infrastructure;

d. Training facilities, a visitor/ reception centre and off-site emergency facilities;

e. Extensive landscape, visual and biodiversity mitigation areas.

3. Depending on the scale of development and numbers of construction workers, accommodation related development may need to be considered.

4. NNB development would also be subject to legislation relating to hazardous sites including a Detailed Emergency Planning Zone, within which the Emergency Planning implications of new development would need to be considered.

5. Issues of potential relevance that are likely to require assessment and consideration in planning for NNB at Oldbury are set out in the table in the LPS 15 Appendix 1.

6. Key to maximising benefits and minimising impacts across a range of topic areas relevant to NNB will be the early agreement and potentially the advance and/or early delivery of a range of strategies and mitigation measures, defined triggers for implementation, along with systematic and clearly defined monitoring to ensure effectiveness and identify any need for adjustments. For example, given the need to raise awareness of business opportunities to ensure that local companies can meet the requirements of the nuclear industry; as well as the need to ensure the availability of suitably qualified workforce both for construction and operation, early engagement in the pre-application phase will be required in respect of eduction, training, skills and supply chain strategies. Similarly for biodiversity, where alternative habitats may be required to accomodate displaced species, and for archaeology where advance agreement and implementation of Written Schemes of Investigation, early agreement and implementation of strategies may be required. Where visual screening is required for construction operations, advance planting schemes may be required. In order to avoid impacts on social, health and community services and facilities serving existing communties, early delivery may be needed. Transport infrastructure may need to be delivered early in the NNB implementation phase, in order to avoid unacceptable impacts on existing infrastructure.

7. The site would fall within the requirements of the Radiation Emergency Preparedness & Public Information Regulations (REPPIR) 2019 and would require off site arrangements to be put in place in the event of a release of radiation (Note: Regulations are continuously reviewed and the status of the site may change in future).

8. Whilst this table sets out a range of issues known at this time, with such long construction and operational phases, it is recognised that there may be changes in the wider and/or local socio economic and environmental context of a NNB project, and also that aspects of the project design may evolve. Mechanisms therefore need to be put in place to accommodate flexibilities while also ensuring that mitigation measures can be adapted or modified to address any impacts arising from those changes. The establishment of agreed design parameters, and well defined, effective and long term monitoring arrangements, mechanisms and KPIs are key to this.

9. Given the proximity of 'Oldbury A' and the proposed NNB site, and the potential for close interrelationships between multiple factors, the Council will continue to work with the Nuclear Decommissioning Agency, the operators of Oldbury 'A' and NNB promoters in respect of decommissioning plans and the potential for integration with NNB. These discussions will contribute to the Council's preparation of a pre-engagement position statement or SPD for NNB, as set out above. Early discussions have also contributed to the development of policy LP31 relating to decommissioning.

10. To facilitate effective and timely pre-application engagement with a developer the Council, in conjunction with relevant parties, will produce the following documents:

    a. A Pre-engagement Position Statement

        i. This will consider the experience of other NNB projects in the particular context of Oldbury. It will address the issues set out in the table above, providing where appropriate the Council's initial views on constraints and where possible potential planning, design, mitigation, legacy and community benefit opportunities that align with wider strategies, objectives and policies for the Council area.

        ii. It will be informed by early duty to co-operate engagement including with neighbouring Councils, advice from statutory bodies, and engagement with the project promoter. By providing an early view on potential constraints and opportunities, this will inform the preparation of an evidence base to underpin the preparation of an SPD, the development of positive and sustainable development proposals for the NNB and its associated development.

    b. A SPD for Oldbury NNB

        The SPD may be adopted in advance of formal pre-application consultation by the project promoter, to:

        i. help inform the scheme development;

        ii. provide a basis for the Council's assessment of the project proposals and associated delivery plans; and

        iii. provide the Planning Inspectorate and Secretary of State with guidance which may be 'material' to decision making.

    11. Although the principles of decommissioning will be agreed at the project planning stages, due to the long timescales involved, flexibility will be required in how these are met. Relevant aspects of Policy LP31 on decommissioning will be expected to inform the establishment of those principles.

Questions	
Key evidence	The Office of Nuclear Regulation land use planning advice.
Other relevant policies to cross-reference	LP 23 - Climate Change Adaptation and Resilience LP25 - Embodied Carbon LP 28 - Ecology and Biodiversity Net Gain LPS 11 - Strategic Green and Blue Infrastructure

Tables relevant to the development of NNB at Oldbury on Severn

Table of themes, issues, constraints and opportunities relevant to the development of NNB proposals at Oldbury on Severn and its associated infrastructure and development.

Notes:

- The order of themes, issues constraints and opportunities set out in the table below does not at this stage infer relative priority at this stage
- In order to ensure the sustainability of development proposals and appropriate impact assessments, themes, issues and schemes should be considered 'in the round' and cumulatively across the different topic areas set out on the next page.

Theme	Issue/Constraint	Opportunities
Flood & Flood Risk Management (incl. Coastal change)	• Flood zone 3 across the Levels • EA requirements for levels of protection for NNB and access routes • Potential for development to increase risk elsewhere • Existing flood risk in local settlements	• To address flood risk problems at Oldbury on Severn and the Levels • Contribute to delivery of the Shoreline Management Plan
Transport including for example: construction materials, equipment, abnormal indivisible loads and workers	• Capacity of the local and national road network including junctions • The safety, amenity and access needs of local communities • The environmental sensitivity of the locality • Emergency access requirements in times of flood	• Utilise non-road transport solutions including sea and rail • Potential use of temporary transport infrastructure • Capturing worker movements where they will result in least impact on the road network • Maximising use of public transport, cycling and walking • Separation, control and enforcement of necessary NNB road traffic and parking from the local road network • Addressing congestion on the strategic road network increase capacity at local motorway junctions • Contribute to delivery of JLTP, through legacy transport links and Park and Ride/ Park and Share facilities

Construction worker accommodation	• For operational reasons construction workers may need to be accommodated on site • Location of NNB site in Flood Zone 3 (see above) • Significant proportion of workers may seek functional low-cost accommodation • Potential commuting zone – up to 90 minutes • Pressure on local private rented sector • Limited tourist accommodation in South Glos. • Ensuring local communities are not unbalanced or overwhelmed	• Workforce surveys during construction could enable mitigation adjustments if needed • Contributing legacy in terms of: o Serviced sites or housing in line with the Local Plan and Housing Market Assessment o Amenity or recreational facilities for community use
Environment (archaeology & historic environment, landscape & visual, ecology)	• NNB construction in and/adjacent to environmentally sensitive Severn Levels and Estuary • International, national and local biodiversity and heritage designations, species and assets • A currently tranquil landscape with dark skies • Requirement for Habitats Regulations Assessment • Historic Severn Levels landscape with high archaeological potential • Extensive PRoW network including the Severn Way running along sea wall • Advance archaeological, biodiversity and visual assessments to inform site selection and planning • Even with rigorous approaches to impact avoidance / mitigation, there may be the potential for significant residual impacts	• Maximise the use of brown field land at the existing power station to minimise both use of green fields and visual impact • Advance landscape and biodiversity works to minimise NNB construction impacts • Requirement for Biodiversity Net Gain • Off-site compensatory habitat creation and planting to contribute to Green Infrastructure Strategy & 'String of Pearls' proposal along Severn Estuary and mitigate visual impact • Phasing to restore any temporary use areas as soon as it is no longer needed

Climate Change & Sustainability	• Although nuclear power generation is low carbon, construction methods vary in sustainability • Need to ensure climate change resilience (see also Flooding theme above) • Adjacent nuclear decommissioning and NNB sites	• Potential for integrated solutions between the decommissioning station and NNB including reuse of brownfield land and flood mitigation • Maximise sustainable transport and construction methods • Integrate Sustainable Drainage solutions into NNB site design • Facilitate the use of waste heat from NNB for e.g. agriculture, industrial, business and/or residential use.
Economic Development (also links to Education, training and skills below)	• NNB should benefit host community both residents and businesses • Potential for impact on local businesses due to displacement of staff and skills • Long NNB lead in/ build times may increase risk of changed local economic conditions • Potential for boom and bust	• Set local targets and encourage, enable and support local supply chain to engage with NNB procurement • Raise aspirations and offer training and upskilling opportunities for local people to help meet NNB needs • Surveys during implementation to understand the wider effects of NNB including on local businesses and inform any necessary adjustment to mitigation
Education, Training & Skills (also links to Economic Development above)	• History of underachievement in secondary level education for South Gloucestershire relative to the national average. • NNB need for STEM related and support skills, and long lead in times required. • Potential for leakage of skills from local businesses • NNB demand for education, training and skills likely to be beyond current capacity and offer of local colleges • Capacity of existing nurseries, pre-schools and schools to meet needs of incoming NNB families	• Early investment in local colleges including South Gloucestershire Stroud College at Berkeley Green to deliver high quality local skills and training opportunities for local people • Initiatives to raise aspirations and attainment in local schools • Active and wide promotion of STEM subjects from young age in local schools

Community health and safety, community benefit and quality of life (including environmental health)	• Close proximity of dwellings to the NNB site • Local people have ready PRoW access to the countryside and along the estuary • The existing environment around the NNB site is rural, tranquil and peaceful • By its very nature NNB development will have wide ranging effects on local people • An influx of construction workers could place pressures on local infrastructure and services and result in concerns about community safety • There is a need to understand effects on the wellbeing of communities during implementation	• Dedicated provision of facilities and services for construction workers to prevent impacts on local communities • Surveys of local people during implementation can help understanding of wellbeing issues • Provision of amenities for construction workers could become long term legacy for local communities • Maintain Severn Way along shoreline route • Enhancements to the PRoW network to compensate for any unavoidable losses.
Emergency Planning[4]	• ONR regulations covering arrangements for the surrounding area • Potential public perceptions regarding safety • Relationship to Emergency Planning arrangements for the existing power station	• Pro-actively address issues of public concern both actual and perceived. • Ensure dovetailing of arrangements between the existing and NNB power station sites. • Consider NNB Emergency Planning in the context of recent and proposed development in the surrounding area.

[4] The Office of Nuclear Regulation land use planning advice in respect of emergency planning around nuclear sites including Oldbury may be found at: http://www.onr.org.uk/land-use-planning.htm

Flexibilities, monitoring and management	• Due to the timeframes for NNB projects, there is the potential for changes in the socio economic or environmental context of the project • Detailed design of NNB facilities potentially continues after DCO consent, therefore it may be that design parameters are set to future proof plans • A precautionary approach to impact appraisal ensures that worst case scenarios are assessed, • However, the duration of construction impact is also relevant to acceptability • Due to the complexity of NNB development it is possible that unanticipated impacts may occur during construction and/or operation. • Public concerns about NNB may arise during the planning process and implementation	• Advance delivery of education, training, skills and supply chain initiatives to ensure both meeting NNB needs AND opportunities for local people and businesses • Ensure public confidence through early establishment of a NNB focussed public reporting and questioning forum (pre-application through to operation and decommissioning) • The timely delivery of impact mitigation and infrastructure can be secured through works, phasing plans and triggers • Transparent monitoring of effects, and building in flexibilities in delivery and mitigation to ensure responsiveness to unexpected effects. • Contingency Funding enables mitigation of unanticipated effects • Publishing regularly updated monitoring information on a public web site. • A Community Impact Mitigation Fund can facilitate offsetting of unavoidable impacts that cannot be mitigated • Community Benefits are a way of recognising the burden and disturbance of a development of the complexity, scale and duration of NNB that is borne by the host community

Policy Title:

LP31 - Oldbury A Station: Decommissioning

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Decommissioning previously included in CS37 and PSP46**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Along with other relevant policies in the plan, this policy will be a material consideration in engaging with the site licensee, NDA and the NNB promoter and other potential developers, providing pre-application advice, assessing and determining individual planning applications and notifications, as well as responding to other consultations related to the decommissioning of the existing Oldbury power station.

This policy will support decommissioning of the existing station in a way that considers both interim and end states, including:

a. Recognising the:

   i. Potential for beneficial temporary / interim and or long term uses including integration with NNB, green energy uses and

   ii. Benefits of significant quality employment opportunities provided by the site over many years and promotion of this into the future

   iii. Existence of Grid connection infrastructure

   iv. Environmental sensitivity of the locality, adjacent international and national biodiversity designations, the presence of priority habitat and the declining biodiversity value of lagoon 3 on site, and

   v. Constraints of road access and flood risk

b. delivering sustainable outcomes in environmental, socio economic and transport terms, and net gain for biodiversity, as well as

c. minimising impact and maximising benefits and legacy throughout the life of this intergenerational project.

The existing nuclear power station at Oldbury ceased generation in 2012, and is being decommissioned by Nuclear Reclamation Services. The site comprises 15ha nuclear licensed and 32ha non-licensed land as shown on the policies map. Decommissioning is expected to be completed in the 2080's. It is therefore expected that decommissioning plans and interim and final end state proposals will evolve over time, and will continue through and beyond the Local Plan period.

The existing power station is site is located in a rural, sensitive and visually prominent location on the banks of the internationally designated Severn Estuary, in an area of high archaeological potential and immediately adjacent to the nominated nuclear new build (NNB). It is accessed via a minor road that also serves villages and other settlement on the Levels as well as areas of more recent residential development in the vicinity of Thornbury, and the pylon lines that served the power station remain. The site includes Lagoon 3, which formerly provided open water habitat for birds associated with the estuary designations. Although the 1992 planning permission for Lagoon 3 required restoration to its' former or an improved condition following cessation of its' use, the biodiversity value of this feature is declining as the water area reduces due to scrubbing over.

Decommissioning involves a range of activities including the removal and temporary storage and/or disposal of hazardous waste such as asbestos and radioactive waste, the rationalisation and/or demolition of buildings and reuse of land for activities relating to of decommissioning. It is possible that land needed in the longer term for site clearance related activity, may in the interim become available for beneficial interim and/or temporary uses. Given the timeframes for decommissioning, consideration of the end state for the site is well beyond the Local Plan period.

As part of these, in view of the potential for implications and interdependencies within and between decommissioning related works and development and NNB needs, the Council will want to understand how both how individual decommissioning proposals will relate to the wider decommissioning plans and uses, and also what implications the proposals may or may not have for new build on the adjacent site. The Council will wish to explore potential opportunities for beneficial reuse of infrastructure and/ or the restoration of land, recognising that the timeframes are very long and there are uncertainties in relation to the detail of the long term decommissioning plans.

In terms informing of the LPA's role, Policy xx sets out an overarching framework for the decommissioning and restoration of the Oldbury site against which pre-application advice and planning consents will be considered, and will also help inform the Council's response to any consultations on consents, licenses or permits from other organisations, while policy LP32 addresses on radioactive waste issues. Policy LPS14 relating too Nationally Significant Infrastructure Projects (NSIPs) and associated or related development and Policy LPS15 on nuclear new build may also be relevant.

This policy will also help inform the Council's response to any consultations on consents, licenses or permits from other organisations.

Policy wording

1. **The Council will work in collaboration with the NDA, relevant statutory organisations, the operators of the existing Power Station site and the promoters of nuclear new build, to agree a co-ordinated, and integrated and phased site wide strategic masterplan to deliver sustainable decommissioning proposals and beneficial use, reuse and restoration proposals as appropriate, while recognising the context of regulatory, strategy and guidance applying to nuclear decommissioning proposals.**
2. **All land use, development, demolition and waste planning proposals and applications should be set within the context of that agreed strategic masterplan. The masterplan will provide a clear and consistent framework, to ensure that each application can be considered in the context of delivering on the overarching proposals for the Oldbury site. Given the long term nature of decommissioning, spanning many years and generations, it is acknowledged that plans for the site will evolve over time, and the masterplan will therefore need address both interim and end states and be capable of review and revision.**
3. **Given the importance of decommissioning the existing station, and the potential benefits of reusing or redeveloping existing infrastructure and/or brownfield land in reducing the overall impact of NNB, priority will sequentially be given to meeting the needs of:**
    a. **Decommissioning;**
    b. **Nuclear new build proposals;**
    c. **Other employment and/or low/zero carbon energy related uses.**
4. **Application of these priorities is subject to compliance with the criteria set out below and other relevant policy in the development plan.**
5. **The masterplan, including any necessary revisions, and individual proposals should seek to minimise impact on and maximise benefits and positive legacy for communities, the economy and the environment, including by:**
6. **Addressing policies LP 23 - Climate Change Adaptation and Resilience, LP25 - Embodied Carbon LP 28 - Ecology and Biodiversity Net Gain and LPS 11 - Strategic Green and Blue Infrastructure regarding climate change, green and blue infrastructure and biodiversity,**
    a. **Securing sustainable and beneficial use and/or reuse and restoration of the site in terms of both interim and end states; and**
    b. **Protecting the site for high quality employment uses and/or green energy related uses in both in the near and longer term, while also:**
    c. **Ensuring that both the proposed works and their timing avoids impact on biodiversity designations and protected species, and where possible restoring, enhancing and managing Priority Habitats;**
    d. **Reinstating the habitat value of lagoon 3 for bird species associated with the designations on the Severn Estuary;**

e. **Conserving and where appropriate enhancing landscape character and visual amenity of the site and the locality including views across the local and wider landscape and estuary;**

f. **Undertaking detailed archaeological and geoarchaeological assessment and investigation, recording and publication where development may impact on buried archaeological and environmental remains;**

g. **Protecting the routes and amenity of the Severn Way and other PRoW links;**

h. **Ensuring that any associated transport proposals are effectively controlled to avoid impact on local communities and ensure the safety of other road users;**

i. **Demonstrating resilience to climate change and any increase in flood risk.**

7. **Policy LP32 on Radioactive Waste is also of particular relevance to the development of a masterplan for decommissioning.**

Supporting text

1. Due to the evolving and emerging position in relation to decommissioning and radioactive waste management and disposal, and the likely duration of the decommissioning process, it is envisaged that a strategic masterplan for the site would need to be an iterative document that is reviewed and revised in response to changes in the national policy, context, practice and permissions.
2. This masterplan should set the overall strategy for the site, and provide the context for more detailed development proposals. It should set out the overall parameters for the future evolution of the site, including:

   a. Identifying areas and features of biodiversity or heritage value that require protection;

   b. The existing, interim and end states for the site, along with an outline phasing and timetable for works;

   c. The location and scale of existing and proposed structures, buildings, voids, boundary treatments and any proposals for their retention, modification and/or restoration;

   d. Demolition and restoration proposals both above and below ground;

   e. Identification of assets, infrastructure or brownfield land that may be available for nuclear new build, either on a temporary or permanent basis;

   f. Proposals for new or changed earthworks, hardstanding or changes to land use and /or external appearance;

   g. Any locations, proposals and protection measures for onsite waste treatment, management and/or disposal of all types;

   h. Design approaches for new and altered buildings, structures and open areas;

i. Strategic landscape and biodiversity proposals, including the protection of environmental assets and designations, the management and or restoration of the mosaic of semi-natural and Priority Habitats for the benefit of protected Species across the NRS estate, including the reinstatement of Lagoon 3 as open water for birds' species associated with the estuary.

3. The masterplan proposals will also need to address the sensitivity of the site and its' surrounding environment, including but not limited to, consideration of the effects on:

   a. The international and national designations on the estuary, including avoiding disturbance to protected wildlife both on the estuary and the levels, reversing biodiversity decline at Lagoon 3 and delivering net gain;

   b. The high archaeological potential of the Severn Levels and the potential for surface or sub surface features and finds;

   c. The open character of the surrounding Levels Landscape;

   d. Flood risk;

   e. The capacity and/or suitability of the geometry of the road network, effects on residential settlement and the safety of other road users;

   f. Protecting the amenity of local communities, including along transport routes;

   g. Ensuring flood and climate change resilience as well as the protection of air and water quality; and

   h. The distinctive rural character of the surrounding landscape and the public rights of way network, including the Severn Way, for interim states as well as end state.

   i. The existing reactor buildings, with their distinctive blue and white stripes that form a distinctive feature of the local landscape and are locally listed. The visual implications of any proposals for change would need to be carefully considered.

4. Given the location of the existing power station on the edge of the Severn Estuary and surrounded by low-lying Levels, and the timeframes involved with decommissioning, resilience to flood and climate change will be important considerations for both decommissioning and planning relating to radioactive waste. The need to protect habitats and species associated with the international designations on the estuary, including the seasonal presence of migratory species, may also constrain the timing, phasing and nature of decommissioning related activities and works.

5. An explanation as to how any necessary Environmental Impact Assessment requirements will be met and Habitats Regulations compliance achieved, should accompany the strategic masterplan and individual proposals for the site. These should consider not only the individual effects of the proposals, but also any cumulative effects.

6. Given the timeframe for decommissioning, it will be important that the masterplan is an evolving document, and that phasing and review mechanisms for all relevant socio-economic and environmental considerations are built in.

7. This policy will be applied in conjunction with other relevant policies in this plan, in particular policies LPS14 on NSIPs, LPS15 new nuclear development and LP32 radioactive waste, and policies LP 23 - Climate Change Adaptation and Resilience, LP25 - Embodied Carbon LP 28 - Ecology and Biodiversity Net Gain and LPS 11 - Strategic Green and Blue Infrastructure relating to climate change, nature recovery and biodiversity. In line with Local Plan policy on NSIPs (policy LPS14), Council engagement in the preparation of a strategic masterplan on decommissioning should be appropriately resourced via a Planning Performance Agreement or other suitable mechanism.

Additions	
Key evidence	
Other relevant policies to cross-reference	LP 23 - Climate Change Adaptation and Resilience LP25 - Embodied Carbon LP 28 - Ecology, Biodiversity Net Gain LPS 11 - Strategic Green and Blue Infrastructure

Policy Title:

LP32 - Radioactive Waste

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy policy CS37 Nuclear related Development** (covers the overall approach to nuclear related development, including paragraph 12 on radioactive waste).
Non-Strategic / Strategic	**Non-Strategic**

Purpose

This policy is intended to be read in combination in particular with policy LP31 on decommissioning, although it may also be relevant to any future proposals for disposing of radioactive waste on or off site, and the development of preferred principles for the decommissioning of a new nuclear power station.

The policy is framed to:

a. Support decommissioning of the existing station, and the identification of appropriate beneficial interim/end state uses;

b. Seek to ensure that an integrated approach is taken both to the overall land use planning of the existing power station site as well as, where possible in respect of nuclear new build;

c. Seek to secure a beneficial balance of socio economic and environmental outcomes from all radioactive waste related proposals including any proposal to dispose of low level or very low level waste on site.

Along with other relevant policies in the plan, this policy will be a material consideration in assessing individual planning and waste applications, notifications and any consultations related to the decommissioning of Oldbury power station.

All nuclear fuel has already been removed from site. This policy therefore relates to proposals for the interim management and/or storage and/or disposal of radioactive waste on site. The strategies for dealing with the different levels of waste vary according to their radioactivity and risk characteristics. The existing power station at Oldbury does not have its own Intermediate level waste store, and therefore these wastes may be treated and packaged at Oldbury prior to being moved to Berkeley for long term storage until such time as a national geological disposal facility is available. The Council's expectation is that rail is prioritised for the transportation of waste off-site.

Current Environment Agency (EA) guidance includes for the potential disposal of some Low or Very Low Level Waste (LLW and VLLW) on site, instead of transporting off site for disposal elsewhere. In line with this guidance, site operators are required to produce a Waste Management Plan, a Site Wide Environmental Safety Case, and strategies to keep the risk of radiation exposure to people as low as reasonably achievable, taking into account economic and social factors.

Nuclear Reclamation Services applies the Waste Hierarchy[5], Best Available Technique (BAT) and Best Environment Practice (BEP) to manage the waste from its nuclear liabilities. This includes pre-treatment, conditioning and decay storage processes prior to disposal to reduce the hazardous activity and volume of LLW and higher activity waste (HAW) in accordance with the principles of the waste hierarchy. This means that where radioactive waste generation cannot be avoided or minimised at source, it will be disposed of in accordance with the relevant national policy and strategies. The regulation and permitting of radioactive waste is the responsibility of the Office for Nuclear Regulation and the Environment Agency. The following policy therefore addresses only the planning aspects of radioactive waste proposals.

This policy may also be relevant to the proposals for radioactive waste coming forward as part of nuclear new build at Oldbury.

[5] NDA Radioactive Waste Strategy Figure 2 explains the Waste Hierarchy: preferred approach is prevention, then minimisation, then reuse*, then recycle and disposal only when necessary. https://www.gov.uk/government/consultations/nda-radioactive-waste-management-strategy
*EA guidance as per footnote 2 sets out examples of reuse, including filling voids on site or forming bunds/landscaping https://www.gov.uk/government/publications/decommissioning-of-nuclear-sites-and-release-from-regulation

Policy wording

1. **Proposals for the management or storage of radioactive waste, or the disposal of low level and or very low level waste at the Oldbury licensed site, will only be permitted where they are strongly justified and it is demonstrated that all of the following criteria are met:**
    a. **Waste is managed at the highest practicable level of the waste hierarchy; and**
    b. **Regard has been given to the proximity principle, and the need to minimise impacts on communities along transport routes from the site, and**
    c. **Habitats Regulation Assessment of the proposal(s) confirms that development will not have an adverse effect on the integrity of SAC, SPA or Ramsar sites, or functionally linked habitats; and**
    d. **The environmental, social and economic impacts, including how waste is to be transported off-site, are acceptable and the benefits outweigh any negative effects; and**
    e. **Mechanisms are put in place to ensure appropriate records are kept and knowledge of the location, extent and nature of material remaining on site is available to plan makers, regulators, owners of the land and decision makers into the future, and**
    f. **The site will be controlled and regulated appropriately to ensure public health and environmental safety; and**
    g. **Measures are in place to mitigate risks from flood and climate change; and**
    h. **Issues such as perceived risk are fully addressed and explained, and**
    i. **Appropriate Community Benefits are secured to offset the intergenerational delay in the release and restoration of any part of the Oldbury site, and to counter-balance any perceived impacts and negative perceptions from the presence of LLW on the site.**
2. **Where it is proposed that capacity is provided for the management of waste from other sites, it must be demonstrated it is strongly justified that the facility will meet a need that is not met elsewhere that better accords with the proximity principle, and also that accords with the above criteria.**
3. **This policy will be applied in consideration of both on and off-site issues, including impacts arising as a result of the transport of radioactive waste off site.**
4. **Proposals for waste management or disposal should form an integral part of the strategic decommissioning masterplan for the existing Oldbury site, in accordance with Policy LP31 of this plan. The above policy and criteria will also be applied to any relevant aspect of NNB development proposals.**

Supporting text

1. Policy LP32 will be applied in conjunction with other relevant policies in this plan, in particular policies on NSIPs, new nuclear development and decommissioning. This suite of policies should also be read in conjunction with policies relating to climate change, nature recovery and biodiversity and also policy LPS9 - Sustainable Movement & Transport Infrastructure. Since the disposal of radioactive waste on site is likely to constrain future land uses and activities and result in the need for security/regulation, waste management or disposal proposals should form an integral part of master planning for decommissioning of the site at Oldbury as set out in the Decommissioning policy.

2. This policy may also be relevant to informing the Council's planning response to any consultations on consents, licenses or permits from other organisations, as well as in determining planning applications to South Gloucestershire Council.

3. Any proposal to dispose of such waste on site will require planning consent as well as consent from the Environment Agency. The management and/or disposal of wastes on site will only be acceptable where it is demonstrated that public and environmental safety is adequately and appropriately secured into the future through licensing, regulation and permitting from the relevant statutory body.

4. In considering proposals relating to radioactive waste the Council will have regard to other relevant guidance and policy including for example on the waste hierarchy, the proximity principle6, a masterplan for decommissioning and/or nuclear new build at Oldbury, as well as assessments of the potential impact in the wider community and environment, including those arising from alternative disposal routes. Given the proximity to the estuary, due consideration must also be given to impacts on designations and protected species, including in relation to the timing of works and any potential for disturbance.

5. Given the intergenerational timeframes involved with decommissioning and radioactive decay, and any potential hazards associated with low and very low level radioactive materials proposed to be disposed of on site, it will be vital to ensure that mechanisms are put in place to ensure that records are available and signposted to future organisations, land owners, decision makers and regulators, and to inform land use planning into the future.

6. Nuclear power stations are national infrastructure sites, hosted by local communities on behalf of the nation. Unlike for example domestic waste streams, radioactive waste from a nuclear power station is not generated by that local community, it is generated by that national infrastructure facility and any on site disposal would again be hosted by that local community on behalf of the nation. Given potential community concerns and perceptions relating to radioactive waste, security requirements and limitations on future use that would be imposed by disposal of low level and very low level waste on site at Oldbury, that would endure for many generations into the future, but without any benefits of employment opportunities on the site, it is appropriate that Community Benefits are secured to offset these impacts. An appropriately governed Community Fund should be established to provide positive financial support for projects that improve the amenity, accessibility and social infrastructure of the Oldbury site environs.

7. It should be noted that the decommissioning of Oldbury will also potentially result in other hazardous wastes such as asbestos which will require disposal at a hazardous landfill site. In addition significant volumes of conventional waste such as concrete and hardstanding may also arise from the demolition and clearance of buildings and hardstandings.

Additions	
Key evidence	
Other relevant policies to cross-reference	

[6] Planning Portal definition of Proximity Principle: Waste should be managed as near as possible to its place of production, reducing travel impacts.
https://www.planningportal.co.uk/directory_record/452/proximity_principle/category/7/glossary_of_planning_terms

Policy Title:
LP33 - Waste

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**N/A - New Policy**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Modern waste management infrastructure is an important aspect of sustainability, and is fundamental to achieving the prudent and efficient use of natural resources, minimising waste arisings and moving to a low-carbon, low-environmental impact economy whilst generating local employment opportunities.

Since the adoption of the Joint Waste Core Strategy between the West of England authorities in 2011, there has been significant policy and legislative change to the context of planning for waste arisings. In addition, there are changes to the way in which waste is handled, with facilities now becoming more typical of operations on business and industrial sites. At a local level, the 'Resource and Waste Strategy 2020 and beyond' was agreed at Cabinet in March 2020 and sets out an ambitious vision for Waste services to drive waste up the Waste Hierarchy, including: reducing consumption particularly of single-use items; increasing recycling to 70% by 2030, from a current rate of 59.9%; and reducing waste going to landfill to zero by 2030.

These changes and ambitious targets will likely result in additional waste management facilities, particularly for recycling. However, the exact location, number and scale of facilities remains unknown and is continuing to be collaboratively determined between partners across the West of England. Alongside policies to specifically to reduce waste generation within major development sites, the purpose of this policy is therefore to provide an up-to-date, supportive policy context for proposals for recycling and re-use.

Policy wording

Support for reducing waste and maximising re-use and recycling

1. **In accordance with waste hierarchy, development proposals should come forward that involve the management of waste through prevention, preparing for re-use and recycling.**
2. **Only in limited circumstances will other recovery facilities be considered, where proposals can clearly demonstrate that facilities contribute to achieving net zero carbon emissions targets such as but not limited to: providing a local waste solution, heat offtake, carbon capture and or power generation benefits, and other opportunities for recycling have been explored.**
3. **Proposals for additional landfill facilities is the last resort for waste management and will not generally be permitted, unless it is clearly demonstrated that the demand is local, it is not bringing waste from elsewhere, particularly by road/ fossil fuel rail and it takes account the environmental impact of moving waste.**

Facilities for the management of waste

4. **Reflecting the Waste Hierarchy, proposals for new or enhanced waste management facilities for non-hazardous waste, including recycling, composting, anaerobic digestion, storage and waste transfer facilities will be acceptable provided proposals demonstrate that:**
    a. **As much material as possible would be reused or recycled within a 'Meeting our Waste Targets' report, before residual waste is passed on for other thermal treatment; and**
    b. **Are appropriately located in relation to the primary highway network and origins of waste generation; and**
    c. **Do not adversely affect the local health or living conditions of residents (including noise levels, odours, air quality, dust, litter, light pollution and vibration); and**
    d. **Do no result in unacceptable environmental impacts; and**
    e. **Prioritise previously developed land, including sites within employment areas, existing distribution uses or redundant agricultural buildings; and**
    f. **Allow flexibility for innovation; and**
    g. **Propose appropriate mitigation so as to avoid or minimise adverse impacts; and**
    h. **Only where waste to be treated cannot practically and reasonably be reused, recycled or processed to recover materials, will proposals for thermal treatment of waste facilities be accepted. Proposals must set out how all opportunities to maximise energy and heat generation have been explored, and how net zero carbon targets have been achieved.**

Proposals for disposal

5. **Proposals for additional landfill facilities will not generally be permitted, unless it is clearly demonstrated that this is the last resort for waste management.**
6. **Proposals will only be permitted as a last resort where it can also be demonstrated that:**
    a. **The waste to be disposed of is residual waste and cannot be reused, recycled or processed;**
    b. **These involve the minimum quantity of waste necessary to enable either restoration of current or former mineral workings sites, or a demonstrable improvement in the quality of the land, or the establishment of an appropriate after-use or improvement of land that has been damaged or disturbed as a result of previous or existing uses; and**
    c. **These incorporate finished levels that are compatible with the surrounding area and any likely settlement and ensure satisfactory restoration of the land for an agreed after use. This includes proposals for aftercare and long term management of the restored site and makes provision, wherever practical and economical, for landfill gas to be recovered for use as an energy source and for appropriate habitat creation for biodiversity benefit; and**
    d. **They are not within water source protection zones.**

Safeguarding Existing Recycling or Re-use Waste Management Facilities and Agent of Change

7. **Existing waste management sites are safeguarded for waste use. Expansion or intensification of operations for recycling or re-use will be supported, subject to criteria within 4 a - g.**
8. **Development proposals which would prevent or prejudice the use of existing recycling or re-use waste sites for waste purposes will be resisted under the 'agent of change' principle unless design standards or other suitable mitigation measures are adopted to ensure that the amenity of any new residents would not be significantly adversely impacted by the continuation of waste use at that location or suitable compensatory provision has been made for the waste use elsewhere within the Plan area.**

Supporting text

Planning sustainably to meet our waste needs

1. National policy requires waste planning authorities to plan for the sustainable management of waste including: municipal / household, commercial / industrial, construction / demolition, low level radioactive, agricultural, hazardous, and waste water (Paragraph: 013). As such, driving waste up the 'Waste Hierarchy', recognising a need for a mix of type and scale of facilities, and ensuring that policy supports continually innovating technologies will be essential to the future of waste management within the district.

The 'Waste Hierarchy'

2. National planning policy requires that Waste Planning Authorities identify opportunities to meet the identified needs for their area to enable the management of waste streams. Planning for waste in South Gloucestershire is therefore guided by the 'Waste Hierarchy', with the greatest weight in decision-making applied to proposals which support prevention of waste (through using 'won' on-site materials), then 'preparing for re-use' (which might include cleaning or repairing materials to enable re-use) followed by 'other' recovery. Reflecting the waste hierarchy, including; prioritising the renovation and retrofit of existing structures, minimising the quantity of materials and ensuring development designs in waste reduction (LP25 - Embodied Carbon Policy) encouraging re-use of materials in construction (LPS10 - Climate Change, Sustainable Design and Construction and LP23 - Climate Change Adaption and Resilience policies). Whereas the focus of this policy is specifically on waste facilities where needed.

Recycling and Re-use of Waste

3. In transposing the Waste Framework Directive, the Government have stipulated a target requirement for a 65% recycling rate for municipal solid waste by 2035. In addition, the Environment Act 2021 places new responsibilities on Waste Planning Authorities to ensure that all household waste is collected individually and separately.
4. To date, the Council have made significant progress towards minimising waste generation and maximising recycling and are on track to meet these targets and already provide individual collection of waste, however since the declaration of a Climate Emergency in 2019 there are aims to go further. The Council has set out ambitions plans within the Corporate Plan (2024) and 'Resources and Waste Strategy: 2020 and Beyond' (2020), to exceed to recycling rates of 65 percent by 2025, to 68 percent by 2027 and 70 percent by 2030.
5. There is a known need for additional recycling contracts within South Gloucestershire if these ambitious targets are to be met, which may result in additional recycling facilities. In addition, there is likely to be demand for more non-hazardous waste management facilities for recycling and re-use to reflect housing growth proposed in the Local Plan and the age of existing facilities. In addition, the requirements within the Environment Act for deposit return schemes and electronic waste tagging may require upgrades to existing facilities. As such, the exact location, number and scale of facilities remains unknown. Proposals for recycling and re-use facilities will therefore be supported subject to the general development management criteria.
6. The policy therefore supports waste management facilities which prioritise recycling and re-use, and facilities which support this, including:

a. Local household waste recycling centres.

b. Transfer stations, which are facilities where waste is bulked up and temporarily stored before being transported for treatment elsewhere.

c. Multi Re-use Facilities (MRFs), which include specialised plant that receives, separates and prepares recyclable materials for marketing to end-user manufacturers.

d. Composting, such as in-vessel composting of garden waste to produce compost, in conditions whereby the oxygen level, moisture and temperature are carefully monitored and controlled to ensure the material is fully sanitised.

Recovery of Waste

7. Facilities for the recovery of waste typically include those which:
   a. Treat waste unsuitable for recycling, or which remains after recycling has occurred, by methods such as thermal treatment (such as incineration or pyrolysis) and anaerobic digestion (AD) in the case of food waste.

   b. Result in incineration and pyrolysis processes have the potential for energy recovery (use of heat and syngas produced), while AD can similarly produce usable biogas. Incineration and pyrolysis may also produce by-products such as bottom ash and char which can be used for various purposes; for instance, bottom ash can be used for producing recycled aggregate.

   c. Recover Construction, Demolition and Excavation (CDE) waste which can be processed to produce recycled aggregate. Existing minerals sites such as quarries can be suitable locations for doing this, particularly as they may already be well screened and have buffers to reduce noise. However, for reasons of practicability, and to minimise potential impacts, the proposals should only be for a temporary period commensurate with the operational life of the mineral site.

Disposal

8. Disposal, such as by landfill or land raising, represent the lowest points of the hierarchy and should be considered as the ‘last resort’. The Council continue to make significant progress against targets set by Government of sending less than 10% of municipal waste to landfill by 2035, with amounts of waste sent to landfill consistently below this threshold since 2020/21. However, the Council are seeking to within the Resource and Waste Strategy: 2020 and Beyond (2020) this set out ambitious targets to achieve zero waste to landfill by 2030.
9. Disposal is the lowest tier in the waste hierarchy referred to in national guidance, and should only be resorted to where the waste to be disposed of is residual waste and cannot practicably and reasonably be reused, recycled or processed. To drive waste management up the waste hierarchy, it is therefore not expected that there will be ongoing demand for landfilling facilities, if other targets are to be achieved.
10. Any proposals for additional landfill facilities must therefore demonstrate that other stages higher up the Waste Hierarchy have been considered first in advance of landfill or land raising.

11. In granting planning permission for landfilling or land raising developments, or engineering or other operations, conditions will be imposed limiting both the types and quantities of waste to be deposited in order to conserve capacity for waste that cannot be reused, recycled or processed.

General Development Management Principles for Waste Management Facilities

12. To drive waste management up the waste hierarchy, it is recognising that there is a need for a mix of types and scale of facilities, and that adequate provision must be made for waste disposal. Alongside legal requirements for Environmental Impact Assessments and Waste Framework Directive reporting, all proposals will be expected to prepare a 'Meeting Our Waste Targets' report which demonstrates how as much material as possible would be reused or recycled.
13. It is recognised that waste management facilities can be controversial and require sensitive siting and design to avoid issues such as noise, odour, and pollution, visual and landscape impact and disturbance to sensitive uses such as dwellings. As such all proposals must have regard to other policies within the plan, particularly transport, flood risk, pollution and noise.
14. Planning applications should include full information to enable proposals to be appropriately assessed. Where it is assessed that application proposals could lead to significant adverse effects but these are capable of adequate resolution, appropriate mitigation should be identified so as to avoid or minimise any adverse impact.

Safeguarding existing waste management sites

15. National guidance requires Waste Planning Authorities to consider the impact of non-waste related development on existing waste management sites.
16. In recent years, the 'Agent of Change' principle has been applied to waste-generating uses, alongside more traditional applications for noise. This principle places the responsibility of mitigating the impact of noise, dust, vibration and other nuisance-generating activities (from existing noise-generating businesses) on the proposed new development. Developers proposing non-waste development in close proximity to existing waste sites should be aware of the potential impacts on existing waste operations and plan this into their development so as not to prevent or prejudice the continued waste use in that location, otherwise such developments will not be permitted. Accordingly proposed non-waste developments should be designed to protect both the amenity of potential new residential developments and the existing waste operation within that area.

Ongoing joint working across the West of England

17. National policy requires that waste management is a strategic issue, and indeed, it is recognised that there are some waste types which are produced for which it would be uneconomic to have a facility within the District.
18. There is a long-history of joint working and cross-boundary cooperation on waste arisings in the West of England. Since the Joint Waste Core Strategy was adopted in 2011, which covered the authorities of South Gloucestershire, Bath and North East Somerset, North Somerset and Bristol, joint working and monitoring against adopted policies continues to take place between the waste planning authorities. The West of England Partnership on Waste has continued to procure facilities as needed across the four districts.

19. Detailed guidance for developers on how waste management should be addressed will be set out within a Waste SPD which South Gloucestershire will work with neighbouring authorities to prepare.

Additions	
Key evidence	
Other relevant policies to cross-reference	LPS10 Climate Change, Sustainable Design and Construction

Glossary

Glossary

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

Authority's Monitoring Report (AMR)	A report prepared annually by the local planning authority which assesses progress and effectiveness of planning policies that form part of the Local Plan.
Biodiversity	Biodiversity is the variety of life, which includes mammals, birds, fish, reptiles, amphibians, invertebrates, fungi and plants; and the woodlands, grasslands, rivers and seas on which they all depend, including the underlying geology.
Biodiversity Net Gain	Biodiversity net gain refers to the process of increasing the overall biodiversity value of a development site, ensuring that the site enhances biodiversity rather than decreasing it. It is an approach where developers collaborate with local governments, wildlife groups, landowners, and other stakeholders to support nature conservation priorities.
Commitments	This is the term for development which has planning permission, but has not yet been built, or has been started and not yet been completed.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy (CIL) allows local authorities to raise funds from owners or developers of land undertaking new building projects in their area to pay for infrastructure to mitigate the impacts of new development.
Comparison Retail	The provision of goods not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
Conservation Area	An area of special architectural and historic interest, which the Council has a duty to protect and enhance. The Conservation Area Appraisal identifies the main elements that contribute to the special character or appearance of the Conservation Area and provides a strategy for its preservation and enhancement. The Appraisal will help ensure future proposals respect the local character. The document is a material consideration giving additional guidance when development proposals are assessed.

Constraints	The Council holds information and has policies on a number of constraints, which will need to be taken into consideration when assessing proposals for development and which may influence the acceptability, location, size and design of future development including; • archaeology • ecology • landscape • minerals • the Cotswolds National Landscape • transportation implications • health and safety issues and • highway safety
Convenience Retail	The provision of everyday essential goods, including food, drink, newspapers/magazines and confectionery.
Crushed rock	Hard rock that has been crushed and graded for use as an aggregate.
Custom Build	Custom-Build (also commonly referred to as 'self-build') is the practice of creating an individual home for yourself. The Housing and Planning Act 2016 inserts the following definition into the Self and Custom Housebuilding Act: *(A1) in this Act "self-build and custom housebuilding" means the building or completion by—* *(a) individuals,* *(b) associations of individuals, or* *(c) persons working with or for individuals or associations of individuals,* *of houses to be occupied as homes by those individuals.* *(A2) 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.*
Development	The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land. (Town and Country Planning Act (1990) Part III Section 55).
Development Control and Development Management	The process whereby a local planning authority receives and considers the merits of a planning application and whether it should be given permission having regard to the development plan and all other material considerations.
East Fringe	The East Fringe includes the communities that are located within the eastern urban edge of Bristol, but within South Gloucestershire, including Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham.

Edge of Centre	As defined by the NPPF: For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre, but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Examination in Public (EiP)	A public examination of a plan/strategy. The main purpose of the EiP is to provide an opportunity for discussion and testing of a plan/strategy in public.
Flood Risk	The NPPF requires that new development should be steered to areas with the lowest probability of flooding (the Sequential Test). This means that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas of lower probability of flooding. The Council has maps of flood risk, Strategic Flood Risk Assessments, which identify land at risk of flooding and the probability of flooding defined by different flood zones. This information is available on the Council's web site: Resources for community engagement - South Gloucestershire Council.
Green Belt	A planning designation designed to prevent urban sprawl by protecting open land around or between urban areas. See National Planning Policy Framework for further details. Settlements in the Green Belt can either be "washed over", where the Green Belt is retained over the settlement, or "inset" within the Green Belt, where the settlement is removed from the Green Belt. Whether a settlement is washed over or inset, it affects the amount of development which is acceptable under the National Planning Policy Framework.
Green Infrastructure (GI)	Refers to a network that provides the "ingredients" for solving urban and climatic challenges by building with nature.
Heritage Asset	A building, monument, site, place, area or landscape, identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset, includes designated heritage assets and assets identified by the local planning authority (including local listing and assets contained on the Council's Historic Environment Record).
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

House in Multiple Occupation (HMO)	Refers to residential properties which contain multiple households, where 'common areas' exist and are shared by more than one household.
Independent Examination	The process by which a planning inspector may publicly examine a Development Plan Document, before issuing a report. The findings set out in the report are binding upon the local authority.
Infrastructure	The utilities, transport and other communication and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.
Insetting	See Green Belt.
Interim Safeguarded Employment Area (Policy LPS7 Table 3)	Existing Safeguarded Employment Area with potential for future change, which will continue to be safeguarded for employment while its long-term future is resolved.
Joint Local Transport Plan (JLTP)	5 year strategy for the development of local, integrated transport, supported by a programme of transport improvements. Used to bid to government for funding transport improvements.
Landbank	A stock of mineral reserves with planning permission sufficient to provide for continued extraction over a given time period.
Listed Building	Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.
Local Development Scheme (LDS)	A public statement identifying which Local Development Documents will be produced by the Council and when.
Local Housing Needs Assessment (LHNA)	The Local Housing Needs Assessment (LHNA) is technical evidence commissioned to understand the current and future housing needs of South Gloucestershire to inform our Local Plan.
Local Nature Reserves (LNRs)	A Local Nature Reserve is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it. (Additional details: http://www.english-nature.org.uk/Special/lnr/office.htm).

Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the Development Plan Document adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies which are 'saved', which under the regulations would be considered to be Development Plan Documents, form part of the Local Plan. The term includes old policies, which have been saved under the 2004 Act and Neighbourhood Development Plans.
Locally Listed Building	A Locally Listed Building is a building that appears on a list of locally listed buildings compiled and maintained by the Council.
M4(2) & M4(3)	Categories within Building Regulations Approved Document M – Volume 1: Dwellings (2016), referring to the level of accessibility.
Major Development	Generally, major developments are: • Residential development of 10 or more dwellings, or where the site area is 0.5 hectares or more; • Other development of 1,000 or more square metres, or where the site area is 1 hectare or more. For a full definition see Part 1 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).
Mineral Resource	Potential mineral deposit where the extent and economic viability is unproven.
National Landscape	Designated Areas of Outstanding Natural Beauty (AONB) which are protected under the 1949 National Parks and Access to Countryside Act. Their protection is further enhanced by the Countryside and Rights of Way Act, 2000 (CRoW2000).
Nationally Described Space Standard (NDSS)	Technical housing standards – nationally described space standards (DCLG, 2015) sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
National Design Guide (NDG)	The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the Government's planning policies for England and explains how these policies are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.

National Planning Practice Guidance (NPPG)	This online resource provides a link between the National Planning Policy Framework and relevant planning practice guidance, as well as between different categories of guidance. The National Planning Practice Guidance is now available entirely online: http://planningguidance.planningportal.gov.uk/
New Neighbourhood	A planned new development either within an existing urban area or an extension to an existing urban area.
North Fringe	The North Fringe consists of the communities that are located within the northern urban edge of Bristol, but within South Gloucestershire, including Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay.
Out of Centre	As defined by the NPPF: A location which is not in or on the edge of a defined Town Centre.
Out of Town	As defined by the NPPF: A location out of centre that is outside the existing urban area
Pitch (for Gypsies/ Travellers)	A unit of accommodation occupied by a single family. While there is no official definition of what constitutes a 'pitch' for gypsy and traveller use, they typically comprise a mobile home, touring caravan and amenity block.
Planning and Compulsory Purchase Act 2004	National planning legislation from central government aimed at improving the planning process and enhancing community involvement in it. Visit www.communities.gov.uk to find out more.
Plot (for Travelling Showpeople)	A unit of accommodation occupied by a single family of showpeople. It can be similar to a traveller pitch but can also be a conventional bricks and mortar dwelling. However, a show person's plot will also normally include space to store and maintain equipment used for the business such as fairground rides or hot food trailers.
Preferred Areas (Minerals)	Areas of known resources where planning permission might reasonably be anticipated. Such areas may also include essential operations associated with mineral extraction (see also Area of Search)
Previously Developed Land ("Brownfield" Land)	Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal, where provision for restoration has not been made through development control/management procedures.
Primary shopping area	As defined by the NPPF: Defined area where retail development is concentrated..

Registered Park or Garden	A Registered Park or Garden appears on the Register of Parks and Gardens of Special Historic Interest in England compiled and maintained by Historic England, which can be viewed here: https://www.historicengland.org.uk/listing/what-is-designation/registered-parks-and-gardens/.
Rhine	Lowland drainage channels.
Rural Areas	The Rural Areas comprise the open countryside, the coastal/estuary areas and settlements outside the settlement boundaries of the North and East Fringes of the Bristol urban area, excluding land within the settlement boundaries of Thornbury, Yate and Chipping Sodbury and the Severnside employment area
Rural Housing 'Exceptions' Scheme	A "Rural Exception" site is for affordable housing. These would be in locations where market housing would not normally be acceptable. But need to be: • well related to a rural settlement • modest in scale and • in keeping with the form and character of the settlement, and local landscape setting. Rural Housing Exception Sites are for affordable housing delivered by a Registered Provider, such as a housing association. It would require a local "Housing Needs Survey", which would identify the amount of market and affordable housing need, and be subject to obtaining grant funding. A Rural Housing Exception Site can now include a small element of market housing, where required to fund the affordable housing. The occupiers of the affordable housing would be restricted to those with a "local connection".
Saved Policies	Policies within local plans that are saved for a time period during production of replacement plans (Local Development Documents).
Section 106 Agreement	A legal agreement under section 106 of the 1990 Town and Country Planning Act. Section 106 Agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer that ensure certain extra works related to a development are undertaken.
Self-Build	See Custom-Build.
Settlement Boundaries	The Settlement Boundaries define the spatial extent of South Gloucestershire's urban areas, Market Towns, and some rural villages, and is where well-designed infill and windfall developments would be supported where they are of a scale and quantum appropriate to the location, where they would not detrimentally impact upon their surroundings, and would comply with other relevant Local Plan policies.

South Gloucestershire Local Plan, Core Strategy (adopted 2013)	The Core Strategy was the key planning policy document for South Gloucestershire for the period up to 2027. It set out the general location of development, its type and scale, as well as protecting what is valued about the area. Core Strategy - South Gloucestershire Council
South Gloucestershire Local Plan, Policies, Sites and Places Plan (adopted 2017)	The Policies, Sites and Places Plan (PSP Plan) forms part of the South Gloucestershire Local Plan. The Local Plan comprises the Joint Waste Core Strategy (adopted 2011) and Core Strategy (adopted 2013) and will be replace by the New Local Plan.
Special Area of Conservation (SAC)	A site designated under the EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora as of special importance.
Special Protection Area (SPA)	A site designated under Article 4 of EC Directive 19/409 as being of particular importance for the conservation of rare and/or migratory wild birds.
Statement of Community Involvement (SCI)	The Statement of Community Involvement sets out the Local Planning Authority's policy for involving the community in the preparation and revision of Local Development Documents and planning applications.
Strategic Environmental Assessment (SEA)	A generic term used internationally to describe environmental assessment, as applied to policies, plans and programmes. European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment', requires a formal environmental assessment of all Development Plan Documents. In the UK this is incorporated into the Sustainability Appraisal (SA) process.
Strategic Flood Risk Assessment (SFRA)	A SFRA provides an overview of the flood risk from a variety of sources, within a local planning authority area. The SFRA will assist the delivery of sustainable development by providing technical advice on the avoidance, reduction and management of flood risk. The document will inform decisions, on both the land allocation process (through the preparation of development plans) and planning applications.
Sustainability Appraisal (SA)	A Sustainability Appraisal is a systematic and iterative appraisal process, incorporating the requirements of the European Strategic Environmental Assessment Directive. The purpose of a Sustainability Appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Plan from the outset of the preparation process.
Sustainable Drainage Systems (SuDS)	A sequence of management practices and control structures designed to drain water in a more sustainable manner than some conventional techniques.Typically these are used to attenuate run–off from development sites.

Supplementary Planning Document (SPD)	A Local Development Document that has not been subject to independent testing and does not have the weight of Development Plan status. SPDs replace Supplementary Planning Guidance that was part of the old planning system. They help to amplify and explain the policies contained in Development Plan Documents.
Town Centre/Town Centre Uses	Definitions set by the NPPF for planning purposes are: **Town centre:** Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres, but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres. **Main town centre uses** are retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation use (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Urban Extension	Development forming a planned expansion adjoining an existing urban area.
Washed Over	See Green Belt.
West of England	The West of England covers the administrative areas of Bristol City, Bath and North-East Somerset, North Somerset and South Gloucestershire.
West of England Mayoral Combined Authority	The combined authority covering the West of England except for the North Somerset administrative area.
Windfall Sites	Sites which are brought forward through the development management process and are not included as specifically allocated land in the Local Plan.

Appendix 1:
Site Allocations Including Development Principles

Appendix 1: Site Allocations Including Development Principles

Appendix 1 sets out the sites allocated in the Local Plan, to deliver homes and jobs over the plan period (2026 – 2041), as set out in the Strategic Policies of the plan, the Locational Strategy Policy and Delivery of New Homes Policy.

The appendix first includes summary tables which give a brief overview of the sites included in the Local Plan for allocation. These summary tables are divided by strategy components and reflect the Locational Strategy Policy; however, you can also view which Parish and Ward they are located in.

Following the summary tables are the Development Principles templates. There is one for each site and each has development principles outlining how development on the site should be approached. They are meant to provide clarity on how developers can best mitigate and design out constraints identified through assessment of the sites. These are intended to give a steer as to what constitutes an acceptable development proposal, with detail, evidence and solutions resolved through the development management process.

Each template has a map embedded within it. However, a link to the online interactive policies map, showing the site allocation, is also available which allows those interested to view sites in their wider context and understand how these relate to one another.

Some sites are included in areas identified as strategic growth and as set out in the development principles template will instead direct the reader to the relevant policy where further detail is set out.

The development considerations are not necessarily a complete list of mitigations, and all relevant policies in the Local Plan, including saved policies, should be applied where relevant. Further detailed work at the proposals stage may identify additional constraints and these should be addressed through the development management process. However, the development principles below provide clarity in the first instance to how best to bring forward development on a site over the plan period.

Please click on the link below to open this document, which due to its size is produced separately to the rest of the Local Plan and its appendix

Click here to view Appendix 1 - Site Allocations Including Development Principles

Appendix 2:
Existing Core Strategy and Policies Sites and Places Policies

Appendix 2: Existing Core Strategy and Policies Sites and Places Policies

This appendix outlines the policies from the South Gloucestershire Core Strategy (CS) 2006-2027 and the Policies, Sites and Places plan (PSP) 2017, which will be superseded, deleted or saved, following the adoption of the new Local Plan.

The following tables provide a detailed breakdown of these changes, categorizing the policies as *superseded*, *deleted* or *saved*.

- **Superseded policies** are those that have been replaced by the policies in the new Local Plan.
- **Deleted policies** are those that are no longer required or relevant and will not be carried forward.
- **Saved policies** are those that remain in effect until further notice, pending review or integration into future planning frameworks.

This appendix serves to ensure clarity on the status of each policy, helping to guide decision-making and maintain consistency in planning practice on adoption of the new Local Plan.

Table A - Superseded policies

Table A - Superseded policies			
Existing Policy Ref.	**Existing Policy Name**	**New Policy Ref.**	**New Policy Name**
CS1	High Quality Design	LPS12	Creating well-designed places
CS2	Green Infrastructure	LPS11	Strategic Green and Blue infrastructure and the Natural Environment
CS3	Renewable and low carbon energy generation	LP26	Renewable and Low Carbon Energy Systems
CS4	Renewable or low carbon district heat networks	LP24 LP26	Energy Management in New Development Renewable and Low Carbon Energy Systems

CS5	Location of development (incl. Green Belt)	LPS1 LPS2 LPS3	Locational Strategy for South Gloucestershire Delivery of new homes – South Gloucestershire's housing requirement
CS7	Strategic transport infrastructure	LPS9	Sustainable Movement & Transport Infrastructure
CS8	Improving accessibility	LPS9	Sustainable Movement & Transport Infrastructure
CS10	Minerals	LPS13	Mineral working and restoration
CS11	Distribution of economic development land	LPS7	Safeguarded Employment Areas
CS12	Safeguarded areas for economic development	LPS7	Safeguarded Employment Areas
CS13	Non-safeguarded economic development sites	LP19	Non-Safeguarded Employment Sites
CS14	Town Centres and Retail	LPS8	Town Centres, Retail and Leisure
CS15	Distribution of housing	LPS3	Delivery of new homes – South Gloucestershire's housing requirement
CS16	Housing density	LP1	Making Effective Use of Land in Urban and Town Hub
CS18	Affordable Housing	LPS4	Affordable Homes
CS19	Rural Housing exception sites	LP17	Rural Exception Sites and Community-Led Rural Development
CS20	Extra care housing	LP16	Age-Friendly Housing and Care Homes
CS21	Gypsy and Traveller accommodation	LPS5	Accommodation for Gypsies and Travellers
CS22	Travelling showpeople	LPS6	Accommodation for Travelling Showpeople
CS25	Communities of the North Fringe of Bristol Urban Area	LPS2	Locational Strategy for South Gloucestershire

CS26	Cribbs/Patchway New Neighbourhood	LP13	Part superseded by LP13 Land at former Filton Airfield - Brabazon
CS28	The University of West of England	LP12	University of the West of England, Frenchay Campus
CS29	Communities of the East Fringe of the Bristol Urban Area	LPS2	Locational Strategy for South Gloucestershire
CS32	Thornbury ,	LPS2	Locational Strategy for South Gloucestershire
CS34	Rural Areas	LPS2 LP2	Locational Strategy for South Gloucestershire Settlement Boundaries
CS35	Severnside	LP14	Severnside Employment Area
CS36	Proposal for Major infrastructure projects	LPS14	Nationally Significant Infrastructure Projects (NSIPs) and Related Development
CS37	Nuclear related Development	LPS14	Nationally Significant Infrastructure Projects (NSIPs) and Related Development
PSP1	Local Distinctiveness	LPS12	Creating well-designed places
PSP6	Onsite Renewable and Low Carbon Energy	LP24	Energy Management in New Development
PSP13	Safeguarding Strategic Transport Schemes and Infrastructure	LPS9	Sustainable Movement & Transport Infrastructure
PSP14	Safeguarding Rail Schemes and Infrastructure	LPS9	Sustainable Movement & Transport Infrastructure
PSP16	Parking Standards	LP22	Parking Requirements, including Electric Vehicles
PSP19	Wider Biodiversity	LP28	Ecology and Biodiversity Net Gain
PSP23	Mineral Working and Restoration	LPS13	Mineral working and restoration
PSP31	Town Centre Uses	LPS8	Town Centres, Retail and Leisure

PSP37	Internal Space and Accessibility Standards for Affordable Dwellings	LP18	Internal Space and Accessibility Standards
PSP39	Residential Conversions, Sub-Divisions and Houses in Multiple Occupation	LP15	Houses in Multiple Occupation (HMO)
PSP40	Residential Development in the Countryside	LP3	Residential Development in the Countryside
PSP43	Private Amenity Space Standards	LP30	Private & Communal Amenity Space Standards
PSP46	Oldbury New Nuclear Build (NNB)	LPS15	Nuclear New Build

Table B - Deleted policies

Table B - Deleted policies		
Existing Policy Ref.	**Existing Policy Name**	**Notes**
CS4a	Presumption in favour of Sustainable Development	Delete. Covered by National Planning Policy Framework
CS32	Thornbury	Delete
CS33	Housing Opportunities	Delete
PSP33	Shopping Frontages	Delete
PSP47	Site Allocations and Safeguarding	Part Delete (Sites/ Uses 1-2, 4-11, 15, and 23-31)

Table C – Saved policies

Core Strategy and Policies Sites and Places Plan policies listed in Table C will remain saved until superseded by the adoption of future local plan documents.

Table C - Saved policies		
Existing Policy Ref.	**Existing Policy Name**	**Notes**
CS6	Infrastructure and Developer Contributions	
CS9	Managing the Environment and Heritage	Criteria in new policy LPS11 Strategic Green and Blue Infrastructure and the Natural Environment shall take precedence over criteria relating to the Natural Environment. Rest of policy saved.
CS17	Housing diversity	
CS23	Community Infrastructure and cultural activity	
CS24	Green Infrastructure, sport and recreation standards	
CS27	East of Harry Stoke Neighbourhood	
CS30	Yate and Chipping Sodbury	
CS31	North Yate New Neighbourhood	
PSP2	Landscape	
PSP3	Trees and Woodland	
PSP4	Designated Local Green Spaces	
PSP5	Undesignated Open Spaces Whitin Urban Areas and Settlements	
PSP7	Development in the Green Belt	

PSP8	Residential Amenity	
PSP9	Health Impact Assessment	
PSP10	Active Travel Routes	
PSP11	Transport Impact Management	
PSP12	Motorway Service Areas and Roadside Facilities	
PSP15	Park and Ride/Share	
PSP17	Heritage Assets and the Historic Environment	
PSP18	Statutory Wildlife Sites: European Sites and Sites of Special Scientific Interest (SSSIs)	
PSP20	Flood Risk, Surface Water and Watercourse Management	
PSP21	Environmental Pollution and Impacts	
PSP22	Unstable Land	
PSP24	Mineral Safeguarding Areas	
PSP25	Hydrocarbon Extraction (Inc. Fracking)	
PSP26	Enterprise Areas	
PSP27	B8 Storage and Distribution Uses	
PSP28	Rural Economy	
PPS29	Agricultural Development	
PSP30	Horse Related Development	
PSP32	Local Centres, Parades and Facilities	
PSP34	Public Houses	
PSP35	Food and Drink Uses (Including Drive Through Takeaway Facilities)	

PSP36	Telecommunications Infrastructures	
PSP38	Development within Existing Residential Curtilages, including Extensions and New Dwellings	
PSP41	Rural Workers Dwellings	
PSP42	Self-Build and Custom Housebuilding	
PSP44	Open Space, Sport and Recreation	
PSP45	Crematoria	
PSP47	Site Allocations and Safeguarding	Part Saved (Sites/ Uses 3, 12-14 and 16-22)

Appendix 3:
Monitoring arrangements

Appendix 3: Monitoring Arrangements

This Appendix 3 outlines how the policies in the Local Plan will be monitored and reported in the Authorities Monitoring Report (AMR), on adoption of the plan.

Table A - Monitoring

Table A - Monitoring		
Policy Ref.	**Policy Name**	**Monitoring Criteria**
LPS1	Strategic Principles	Delivered by strategic and non-strategic policies in the plan
LPS2	Locational Strategy for South Gloucestershire	Number of new homes completed per annum broken down by locational strategy area: a. North and East Fringe Urban Areas b. Market Towns c. North and East Fringe Urban Edges d. Market Town Edges e. Charfield f. Rural Villages
LPS3	Delivery of new homes – South Gloucestershire's housing requirement	1. 5-year land supply calculation 2. Housing delivery test
LP1	Making Effective Use of Land in Urban and Town Hubs	Appeals won/lost where Policy LP1 Making Effective Use of Land in Urban and Town Hubs was a material consideration
LP2	Settlement Boundaries	Appeals won/ lost for new dwellings outside of the settlement boundaries
LP3	Residential Development in the Countryside	Appeals won/lost where LP3 'Residential Development in the Countryside' was a material consideration

LP4	Easter Compton Village Extensions	New homes completed on site per annum
LP5	New Woodlands	New homes completed on site per annum Local Centre uses completed per annum Extra care units completed per annum
LP6	North Lyde 'ecotech' Village	New homes completed on site per annum Quantum of new employment land completed per annum Local Centre uses completed per annum
LP7	Carsons Green and Rockhouse Farm New Neighbourhoods (previously Shortwood)	New homes completed on site per annum Quantum of new employment land completed per annum Local Centre uses completed per annum
LP8	North Warmley New Neighbourhood (previously Warmley)	New homes completed on site per annum
LP9	Charfield Village Extensions	New homes completed on site per annum
LP10	Almondsbury Village Extension	New homes completed on site per annum
LP11	Major Sites Delivery Policy	Appeals won/lost where Policy LP11 was a material consideration
LP12	University of the West of England, Frenchay Campus	Student bed spaces completed on site Employment or academic uses completed on site
LP13	Land at former Filton Airfield - Brabazon	new homes completed per annum Quantum of new employment completed per annum
LP14	Severnside Employment Area	Appeals won/ lost where policy LP14 was a consideration
LPS4	Affordable Homes	Number of Affordable Homes completed Number of social rented homes completed
LPS5	Accommodation for Gypsies and	Number of new Gypsy/ Traveller pitches

	Travellers	completed (private/ public) 5-year land supply calculation
LPS6	Accommodation for Travelling Showpeople	Number of new plots for Travelling Showpeople completed 5-year land supply calculation
LP15	Houses in Multiple Occupation (HMO)	Appeals won/ lost where policy LP15 was a consideration
LP16	Age-Friendly Housing and Care Homes	Number of Homes with Care (ExtraCare) completed Number of nursing care bedspaces completed
LP17	Rural Exception Sites and Community-Led Development	Number of homes completed on rural exception sites Number of homes completed on community-led sites
LP18	Internal Space and Accessibility Standards	Appeals won/lost where Policy LP18 'Internal Space and Accessibility Standards' was a material consideration
LPS7	Safeguarded Employment Areas	1. Completed new employment floorspace within Safeguarded Employment Areas 2. Completed losses of employment floorspace within Safeguarded Employment Areas
LP19	Non-Safeguarded Employment Sites	Permissions where policy LP19 was a consideration
LP20	Employment and Skills Development	Major Development permissions where an Employment and Skills Plan is either submitted or conditioned
LPS8	Town Centres, Retail and Leisure	Appeals won/lost where policy LPS8 was a consideration
LP21	Major Stadia Policy	Permissions where policy LP21 was a consideration
LPS9	Sustainable Movement & Transport Infrastructure	Appeals won/lost where policy LPS9 was a consideration

LP22	Parking Requirements, including Electric Vehicles	3. Number of car clubs provided at the Strategic Urban Extensions 4. Appeals won/lost where Policy LP22 'Parking Requirements, including Electric Vehicles' was a material consideration
LPS10	Climate Change, Sustainable Design and Construction	The achievement of all indicators for policies LP23-LP27 (inclusive) collectively contribute to the delivery of Policy LPS10
LP23	Climate Change Adaptation and Resilience	Appeals won/lost where policy LP23 was a consideration
LP24	Energy Management in New Development	1. % of homes permitted where total energy target is met. 2. % of non-residential development homes permitted where total energy target is met. 3. % of schemes permitted where net zero energy cannot be met through on-site energy generation measures alone.
LP25	Embodied carbon	Appeals won/lost where policy LP25 was a consideration
LP26	Renewable and Low Carbon Energy Systems	1. Number (and capacity) of renewable energy schemes granted planning permission annually 2. Number of wind energy schemes granted planning permission (in areas safeguarded for wind)
LP27	Community energy	Number (and capacity) of community renewable energy schemes granted planning permission annually
LPS11	Strategic Green and Blue Infrastructure and the Natural Environment	Appeals won/lost where Policy LPS11 was a material consideration
LP28	Ecology and Biodiversity Net Gain	Change in areas of locally designated ecological sites.
LPS12	Creating well-designed places	Appeals won/lost where Policy LPS12 'Creating Well-Designed Places' was a

		material consideration
LP29	Stewardship Arrangements	Appeals won/lost where Policy LS29 was a material consideration
LP30	Private & Communal Amenity Space Standards	Appeals won/lost where Policy LP30 was a material consideration
LPS13	Mineral working and restoration	1. Production of primary land won aggregates 2. Size of landbank for crushed rock
LPS14	Nationally Significant Infrastructure Projects (NSIPs) and Related Development	Progress in accordance with policy and NSIP
LPS15	Nuclear New Build	Progress in accordance with policy and NSIP
LP31	Oldbury A station: decommissioning	Progress in accordance with policy and NSIP
LP32	Radioactive Waste	Progress in accordance with policy and NSIP
LP33	Waste Policy	Appeals won/lost where Policy LP33 was a material consideration

Appendix 4:
Policies Map Consultation

Appendix 4: Policies Map Consultation

This appendix sets out the new Local Plan policies with linked consultation maps at Regulation 19 stage.

On adoption of the new Local Plan, the allocations, safeguarded land, and designations on the consultation maps shown in this appendix, will form part of the new overall policies map for the Local Plan.

The policies map will comprise of saved allocations and designations, linked to the saved policies (see Appendix 2) in the Core Strategy and PSP Plan, along with the new allocations, designations and safeguarding set out in this consultation. The policies map, that would apply on adoption of the plan containing the new proposed allocations, safeguarded land and designations, along with the saved one, can be viewed at www.southglos.gov.uk/policiesmap

As part of the Regulation 19 consultation, the following policies, linked policy map allocations, designations, safeguarding and changes are being consulted on;

1. **Policy - Locational Strategy for South Gloucestershire**

   Consulting on: New Site Allocations (Homes, Employment and Mixed-Use Sites), revised Green Belt Boundary, Oldbury New Nuclear Safeguarding, Severnside Policy Area, Former Filton Airfield - Brabazon Policy Area and the University of the West of England Policy Area.

   Map Link - https://sgcreg19.participatr.io/spatialstrategy

   (Please note, the proposed settlement boundaries of Market Towns and Rural Villages are shown on this consultation map but are consulted on through the Settlement Boundaries map set out below – item 3).

2. **Policy - Making Effective Use of Land in Urban and Town Hubs**

   Consulting on: Urban and Town Hubs, where sites must optimise the use of land by providing higher density developments, subject to meeting quality, amenity and policy requirements.

   Map Link - https://sgcreg19.participatr.io/effectiveuseofland

3. **Policy - Settlement Boundaries**

   Consulting on: Proposed Settlement Boundaries of Market Towns and Rural Villages.

   Map Link - https://sgcreg19.participatr.io/settlementboundaries

4. **Policy - Accommodation for Gypsies and Travellers**

   Consulting on: Site Allocations for Gypsies and Travellers. Safeguarding of Sites for Gypsies and Travellers.

   Map Link - https://sgcreg19.participatr.io/gypsiesandtravellers

5. **Policy - Accommodation for Travelling Showpeople**

   Consulting on: Site Allocation for Travelling Showpeople. Safeguarding of Sites for Travelling Showpeople.

   Map Link - https://sgcreg19.participatr.io/travellingshowpeople

6. **Policy - Safeguarded Employment Areas**

   Consulting on: Safeguarded Employment Areas (Retained, Updated and New).

   Map Link - https://sgcreg19.participatr.io/safeguardedemployment

7. **Policy - Town Centres, Retail and Leisure**

   Consulting on: Town Centre and Primary Shopping Area Boundaries, Local Centres.

   Map Link - https://sgcreg19.participatr.io/towncentres

8. **Policy – Sustainable Movement & Transport Infrastructure**

   Consulting on: Safeguarded transport schemes.

   Map Link - https://sgcreg19.participatr.io/sustainablemovement

9. **Policy – Parking Requirements, including Electric Vehicles**

   Consulting on: Parking Assessment Zones, to show the most sustainable areas where a reduction on standard parking levels might be appropriate.

   Map Link - https://sgcreg19.participatr.io/parkingrequirements

10. **Policy – Renewable and Low Carbon Energy Systems**

    Consulting on: Safeguarding Areas for Wind.

    Map Link - https://sgcreg19.participatr.io/renewables

11. **Policy - Strategic Green Infrastructure and Environment**

    Consulting on: Strategic Green and Blue Infrastructure Corridors, Strategic View Points and Visually Important Hillsides.

    Map Link - https://sgcreg19.participatr.io/greeninfrastructure

12. **Policy - Mineral Working and Restoration**

    Consulting on: Areas for mineral working to ensure a steady and adequate supply.

    Map Link - https://sgcreg19.participatr.io/minerals

Appendix 5:
Housing Trajectory

Appendix 5: Housing Trajectory

The Delivery of New Homes policy sets out the distribution of new homes, through site allocations in accordance with the Locational Strategy policy.

The National Planning Policy Framework (NPPF) (December 2023) published by Ministry of Housing, Communities and Local Government (MHCLG), at paragraph 75, requires that strategic policies should include a trajectory illustrating the expected rate of housing delivery over the plan period, and all plans should consider whether it is appropriate to set out the anticipated rate of development for specific sites. Local planning authorities should monitor their deliverable land supply against their housing requirement, as set out in adopted strategic policies.

The Housing Trajectory below sets out sites that are projected to build out within the plan period, between the years 2026/27 and 2040/41 and beyond. The Local Plan Housing Trajectory is a point in time which will be updated and published annually to reflect the status of sites.

Anticipated completions have been forecast using national averages set out in Lichfields' Start to Finish 3 Paper for planning approvals to delivery periods and build out rates. The council has only diverted from these figures in instances where evidence indicates sites will deliver sooner or later than Lichfields' averages suggest.

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
Urban Areas	EF1	Lyde Green Road, Emersons Green	East Fringe	Emersons Green	N	Greenfield	Agriculture and fisheries	Housing			60		60	60
Urban Areas	EF2	Lucas Works, Moravian Road, Kingswood	East Fringe	Kingswood	N	Brownfield	Industry and business	Housing and Employment (4,000m2) (Class E)	98	2			100	100
Urban Areas	EF3	Lyde Green Farm, Emersons Green	East Fringe	Emersons Green	N	Greenfield	Agriculture and fisheries	Housing		110	275	8	393	393
Urban Areas	EF5	The Former Grange School, Warmley	East Fringe	Warmley	N	Brownfield	Vacant and derelict	Housing and Sports Pitches	147	14			161	161
Urban Areas	EF6	46 Broad Street, Staple Hill	East Fringe	Staple Hill	N	Brownfield	Retail	Housing and Commercial (ground floor)		14			14	14
Urban Areas	NF1	Land Northeast of Old Gloucester Road, Hambrook	North Fringe	Harry Stoke	N	Greenfield	Agriculture and fisheries	Housing	30				30	30
Urban Areas	NF2	Land at Filton 20 Business Park, Golf Course Lane, Filton	North Fringe	Filton	N	Brownfield	Industry and business	Housing		245	31		276	276
Urban Areas	NF3	Land at the University of the West of England, Frenchay Campus	North Fringe	Stoke Park and Cheswick	N	Greenfield	Vacant and derelict	Student Housing, Housing, Employment (50,000m2), Education and Research			625		625	1500 bed spaces
Urban Areas	NF5	Filton Retail Park, Fox Den Road, Stoke Gifford	North Fringe	Stoke Gifford	N	Brownfield	Retail	Housing and Commercial (ground floor)			250		250	250
Urban Areas	NF6	Land at Westfield Lane, Stoke Gifford	North Fringe	Stoke Gifford	N	Brownfield	Car parking	Housing	44	16			60	60

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
Urban Areas	NF7	Aviva Centre, Stoke Gifford	North Fringe	Stoke Gifford	N	Brownfield	Industry and business	Housing and Employment (Class E)		245	155		400	400
Urban Areas	NF8	Land at Hambrook Lane, Harry Stoke	North Fringe	Stoke Gifford	N	Greenfield	Residential	Housing	44	26			70	70
Urban Areas	NF9	Harry Stoke Road, Harry Stoke	North Fringe	Harry Stoke	N	Greenfield	Open Land	Housing	50				50	50
Market Town	TH1	Land Behind Former Thornbury Health Centre, Prowse Close, Thornbury	Thornbury	Thornbury - Urban	N	Brownfield	Former Health Centre and parking	Housing (Extra Care)	75				75	75
Market Town	TH2	Former Castle School, Gloucester Road, Thornbury	Thornbury	Thornbury - Urban	N	Mixed	Former School and playing fields	Housing	100				100	100
Market Town	YA1	Yate Town Centre	Yate	Yate - Urban	N	Brownfield	Recreation and leisure	Housing and Employment	50	150			200	200
Market Town	YA3	Land North of Ladden Garden Village, Yate	Yate	Yate - Urban	N	Greenfield	Agriculture and fisheries	Housing		162			162	162
Market Town	YA2	Land at Ladden Garden Village, Yate	Yate	Yate - Urban	N	Greenfield	Agriculture and fisheries	Housing		140			140	140
Market Town	YA5	Former Whirlpool Site, Station Road, Yate	Yate	Yate - Urban	N	Brownfield	Industry and business	Housing		150			150	150
Market Town	YA6	Cranleigh Court, Yate	Yate	Yate - Urban	N	Brownfield	Garages and hardstanding	Housing	10				10	10
Charfield	CH1	Land north of Wotton Road, Charfield	Charfield	Charfield	N	Greenfield	Agriculture and fisheries	Housing		245	5		250	250

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
Charfield	CH2	Land to the south of Charfield	Charfield	Charfield	N	Greenfield	Agriculture and fisheries	Housing, Age Friendly Housing, Commerical (upto 350m2) Sport Pitches	67	335	123		525	525
Edge of Market Town	CS3	Barnhill Quarry	Chipping Sodbury Edge	Chipping Sodbury	N	Greenfield	Minerals	Housing, small scale employment, sports pitches		55	245		300	300
Edge of Market Town	THO2	Land to West of Park Farm	Thornbury Edge	Thornbury - North and East	N	Greenfield	Agriculture and fisheries	Housing	15				15	15
Edge of Market Town	THO3	Land west of B4061, Thornbury	Thornbury Edge	Thornbury South	Y	Greenfield	Agriculture and fisheries	Housing	40				40	40
North and East Fringe Urban Edge	BOC1	Land to the rear of Park Farm, Barry Road, Oldland Common	East Fringe Urban Edge	Oldland	Y	Greenfield	Agriculture and fisheries	Housing, sports pitches		245	59		304	304
North and East Fringe Urban Edge	BOC2	Land at 12, The Park, Willsbridge BS30 6EE	East Fringe Urban Edge	Willsbridge	Y	Greenfield	Residential	Housing	15				15	15
North and East Fringe Urban Edge	BOC3	Jarretts Garden Centre, Bath Road	East Fringe Urban Edge	Willsbridge	Y	Brownfield	Industry and business	Housing	44	51			95	95
North and East Fringe Urban Edge	BOC4	Jarrets Yard, Oldland Common	East Fringe Urban Edge	Oldland	Y	Mixed	Agriculture and fisheries	Housing		140			140	140
North and East Fringe Urban Edge	BOC5	Willsbridge Nursery, off Keynsham Road (A4175), Willsbridge	East Fringe Urban Edge	Willsbridge	Y	Mixed	Agriculture and fisheries	Housing and Employment (Class E)	44	18			62	62

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
North and East Fringe Urban Edge	BOC6	Land Adjacent to Bitton Sports and Social Club	East Fringe Urban Edge	Willsbridge	Y	Greenfield	Agriculture and fisheries	Housing	33				33	33
North and East Fringe Urban Edge	BOC7	Land Adjoining Bath Road, Bridgeyate	East Fringe Urban Edge	Oldland	Y	Greenfield	Agriculture and fisheries	Housing	40	19			59	59
North and East Fringe Urban Edge	BOC8	Land on the East side of Bath Road, North Common, Warmley	East Fringe Urban Edge	Oldland	Y	Greenfield	Agriculture and fisheries	Housing	40	24			64	64
North and East Fringe Urban Edge	BV3	Rockhouse Farm, Cattybrook Road, Shortwood	East Fringe Urban Edge	Shortwood North	Y	Greenfield	Agriculture and fisheries	Housing, Small Scale Commerical (upto 350m2)		245	35		280	280
North and East Fringe Urban Edge	BV6	Shortwood Hill	East Fringe Urban Edge	Shortwood South	Y	Greenfield	Agriculture and fisheries	Housing				50	50	50
North and East Fringe Urban Edge	BV9	Carsons Green, East of the A4174	East Fringe Urban Edge	Shortwood South	Y	Greenfield	Vacant and derelict	Housing, Employment (5.8ha), Local Centre, Primary School, Mobility Hub, Playing Pitches		220	550	830	1600	1600
North and East Fringe Urban Edge	BV10	Mounds Court Farm, Webbs Heath Lane	East Fringe Urban Edge	North Warmley	Y	Greenfield	Agriculture and fisheries	Housing		60			60	60
North and East Fringe Urban Edge	BV12	Land North of Lyde Green	East Fringe Urban Edge	Land North of Lyde Green	Y	Greenfield	Agriculture and fisheries	Employment (75,000m2 in plan period, 55,000m2 beyond plan period), Housing, Extra Care Housing, Local Centre, Primary		300	750	1000	2050	2050

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
								School, Sports Pitches, Mobility Hub						
North and East Fringe Urban Edge	BV13	Land North of A420 and South of Goose Green, Warmley	East Fringe Urban Edge	North Warmley	Y	Greenfield	Agriculture and fisheries	Residential, Local Hub, Nursery & Mobility Hub		335	335	280	950	950
North and East Fringe Urban Edge	BV14	Land on the East side of Bath Road, North Common, Warmley	East Fringe Urban Edge	Oldland	Y	Greenfield	Agriculture and fisheries	Housing	41				41	41
North and East Fringe Urban Edge	EG1	Land at Shortwood, Mangotsfield	East Fringe Urban Edge	Mangotsfield	Y	Greenfield	Agriculture and fisheries	Housing	44	21			65	65
North and East Fringe Urban Edge	EG2	Land at Cossham Street, Mangotsfield	East Fringe Urban Edge	Mangotsfield	Y	Greenfield	Vacant and derelict	Housing	100	50			150	150
North and East Fringe Urban Edge	EG3	The Hayfields off Cossham Street	East Fringe Urban Edge	Mangotsfield	Y	Mixed	Recreation and leisure	Housing, Rugby Club, Playing Pitches	44	21			65	65
North and East Fringe Urban Edge	EG4	Promphrey Hill, Mangotfield	East Fringe Urban Edge	Mangotsfield	Y	Greenfield	Land for grazing	Housing	7				7	7
North and East Fringe Urban Edge	FD1	The Oaks, Filton Road, Hambrook	North Fringe Urban Edge	Frenchay	Y	Greenfield	Agriculture and fisheries	Housing		150			150	150
North and East Fringe Urban Edge	FD2	Bolbrek Filton Road, Filton	North Fringe Urban Edge	Filton	Y	Greenfield	Agriculture and fisheries	Housing	11				11	11
North and East Fringe Urban Edge	FC3	Woodlands Golf Course, Trench Lane, Almondsbury,	North Fringe Urban Edge	Woodlands	Y	Greenfield	Recreation and leisure	Housing, Primary School, Local Centre, Mobility Hub,		264	550	1086	1900	1900

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
		(Woodlands Garden Village)						Extra Care Village, Sports Pitches						
North and East Fringe Urban Edge	HA1	Land at Castle Farm Road, Hanham	East Fringe Urban Edge	Hanham West	Y	Greenfield	Agriculture and fisheries	Housing		125			125	125
North and East Fringe Urban Edge	HA2	Land at Castle Inn Farm, Hanham	East Fringe Urban Edge	Hanham West	Y	Greenfield	Agriculture and fisheries	Housing	44	16			60	60
North and East Fringe Urban Edge	PSB1	Land off Prospect Close, Easter Compton	North Fringe Urban Edge	Easter Compton	Y	Greenfield	Agriculture and fisheries	Housing		160			160	160
North and East Fringe Urban Edge	PSB2	Land Between Over Lane and the B4055, Easter Compton	North Fringe Urban Edge	Easter Compton	Y	Greenfield	Vacant and derelict	Housing	50				50	50
North and East Fringe Urban Edge	PSB3	Land off Blackhorse Hill, Easter Compton	North Fringe Urban Edge	Easter Compton	Y	Greenfield	Agriculture and fisheries	Housing	40				40	40
North and East Fringe Urban Edge	PW1	15 and 17a, London Road, Warmley	East Fringe Urban Edge	North Warmley	Y	Greenfield	Vacant and derelict	Housing		50			50	50
North and East Fringe Urban Edge	SV1	Land South of Gloucester Road, Almondsbury	North Fringe Urban Edge	Almondsbury	Y	Greenfield	Agriculture and fisheries	Housing, Extra Care Housing, Small Scale Commerical (upto 350m2)		245	105		350	350
North and East Fringe Urban Edge	SV3	Land at Hortham Lane, Hortham, BS32 4JH	North Fringe Urban Edge	Hortham Village	Y	Greenfield	Agriculture and fisheries	Housing	30				30	30
North and East Fringe Urban Edge	SV5	Land on the South Side of Gaunts Earthcott Lane, Woodlands	North Fringe Urban Edge	Woodlands	Y	Greenfield	Agriculture and fisheries	Housing				170	170	170

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
North and East Fringe Urban Edge	SV7	Land off Gaunts Earthcott Lane, Woodlands	North Fringe Urban Edge	Woodlands	Y	Greenfield	Agriculture and fisheries	Housing				160	160	160
North and East Fringe Urban Edge	SV9	Land Off Tockington Lane, Almondsbury	North Fringe Urban Edge	Almondsbury	Y	Greenfield	Agriculture and fisheries	Housing	10				10	10
North and East Fringe Urban Edge	SV10	The Quarters Colony Farm, Hortham	North Fringe Urban Edge	Hortham Village	Y	Greenfield	Recreation and leisure	Housing, Training Centre and Playing Pitches	40	50			90	90
North and East Fringe Urban Edge	SV13	Land to South of Trench Lane, Woodlands	North Fringe Urban Edge	Woodlands	Y	Greenfield	Agriculutral	Housing		147	23		170	170
North and East Fringe Urban Edge	WI8	Land at Hambrook Business Park, The Stream, Hambrook	East Fringe Urban Edge	Hambrook	Y	Brownfield	Transport	Housing			10		10	10
Rural Village	BV1	Land at Wick Quarry, Wick	Rural Village	Wick	Y	Greenfield	Industry and business	Housing		25			25	25
Rural Village	BV2	Land to the Rear of London Road, Wick	Rural Village	Wick	Y	Greenfield	Residential	Housing	5				5	5
Rural Village	BV4	Land North of London Road, Wick	Rural Village	Wick	Y	Greenfield	Recreation and leisure	Housing	30				30	30
Rural Village	BV7	CEMEX Floors, London Road	Rural Village	Wick	Y	Brownfield	Hard standing and processing for adjacent quarry, including offices and storage	Housing		45			45	45
Rural Village	BV8	Land to rear of 91 High Street,	Rural Village	Wick	Y	Greenfield	Recreation and leisure	Housing	10				10	10

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
		Wick, BS30 5QQ												
Rural Village	BV11	Land east of Abson Road, Pucklechurch	Rural Village	Pucklechurch East	Y	Greenfield	Vacant and derelict	Housing	44	16			60	60
Rural Village	CH4	Land at Longcross Farm, Cromhall	Rural Village	Cromhall	N	Greenfield	Agriculture and fisheries	Housing	30				30	30
Rural Village	CS1	Land between France Lane and Park Street, Hawkesbury Upton	Rural Village	Hawkesbury Upton	N	Greenfield	Agriculture and fisheries	Housing	20				20	20
Rural Village	CS2	Land South of Luckington Road, Acton Turville	Rural Village	Acton Turville	N	Greenfield	Agriculture and fisheries	Housing	40	10			50	50
Rural Village	FC1	Land on the East side of Dyers Land, Yate	Rural Village	Engine Common	N	Greenfield	Agriculture and fisheries	Housing	150				150	150
Rural Village	FC2	Land off Park Lane, Coalpit Heath	Rural Village	Coalpit Heath	N	Greenfield	Agriculture and fisheries	Housing	40	55			95	95
Rural Village	FC4	Land off, Engine Common Lane, Yate	Rural Village	Engine Common	N	Greenfield	Agriculture and fisheries	Housing	130				130	130
Rural Village	FC5	Land at Holly Hill Farm, Iron Acton	Rural Village	Iron Acton	Y	Brownfield	Agriculture and fisheries	Housing	20				20	20
Rural Village	FC6	Land off Bristol Road, Frampton Cotterell	Rural Village	Frampton Cotterell	Y	Greenfield	Agriculture and fisheries	Housing	44	16			60	60
Rural Village	FC7	Land at 404 North Road, Yate	Rural Village	Engine Common	N	Greenfield	Vacant and derelict	Housing	30				30	30

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
Rural Village	FC8	Land at North Road, Yate	Rural Village	Engine Common	N	Greenfield	Agriculture and fisheries	Housing	20				20	20
Rural Village	FC9	Land to rear of 450 North Road, Yate	Rural Village	Engine Common	N	Greenfield	Agriculture and fisheries	Housing	8				8	8
Rural Village	FC10	Land off North Road, Yate, BS37 7LJ	Rural Village	Engine Common	N	Greenfield	Agriculture and fisheries	Housing	20				20	20
Rural Village	FC11	Field to south of Rock View, Engine Common Lane	Rural Village	Engine Common	N	Greenfield	Agriculture and fisheries	Housing	12				12	12
Rural Village	FC14	Watermore Junior School	Rural Village	Frampton Cotterell	N	Brownfield	Former School	Housing	20				20	20
Rural Village	FC15	Land at Berrows Mead, Rangeworthy	Rural Village	Rangeworthy	N	Greenfield	Agriculture and fisheries	Housing	19				19	19
Rural Village	SV2	Land at Vattingstone Lane Alveston	Rural Village	Alveston	Y	Greenfield	Agriculture and fisheries	Housing		130			130	130
Rural Village	SV6	Land North of A38, Alveston	Rural Village	Alveston	Y	Greenfield	Agriculture and fisheries	Housing	40				40	40
Rural Village	SV11	The Old Vicarage, Alveston	Rural Village	Alveston	Y	Greenfield	Residential	Housing					0	0
Rural Village	SV12	Land to the North of Berkeley Vale Motors, Alveston	Rural Village	Alveston	Y	Greenfield	Agriculture and fisheries	Housing	20				20	20
Rural Village	SV15	Land by Aust Road and Elberton Road, Olveston(2)	Rural Village	Olveston	Y	Greenfield	Agriculture and fisheries	Housing	20				20	20
Rural Village	THO1	Land off Alveston Hill, Thornbury	Rural Village	Alveston	Y	Greenfield	Agriculture and fisheries	Housing	44	16			60	60

Local Plan Component	LP Reg 19 Allocation code	Address	Sub District Area	Place	Green-belt (Y/N)	Greenfield / Brownfield	Existing Use	Proposed Use	2026/ 2027 - 2030/ 2031	2031/ 2032 - 2035/ 2036	2036/ 2037 - 2040/ 2041	2041 onwards	Total Net/ Residual Capacity	Total Gross Capacity
Rural Village	WI1	Land to the North of the Railway Line, Winterbourne	Rural Village	Winterbourne	Y	Greenfield	Agriculture and fisheries	Housing	44	26			70	70
Rural Village	WI2	Land at York Gardens, Winterbourne	Rural Village	Winterbourne	Y	Greenfield	Agriculture and fisheries	Housing	20				20	20
Rural Village	WI3	Land west of Winterbourne Hill	Rural Village	Winterbourne	Y	Greenfield	Agriculture and fisheries	Housing		100			100	100
Total Allocations									**2,327**	**5,304**	**4,186**	**3,584**		
Existing Permissions									**4,599**	**1,622**	**1,085**	**3,288**		
Small Site Windfalls Projected at 230pa									**1,150**	**1,150**	**1,150**			

Total 2026 / 2027 - 2030 / 2031	Total 2031/ 2032 - 2035 / 2036	Total 2036/ 2037 - 2040 / 2041	2041 onwards
8,076	**8,076**	**6,421**	**6,872**

Total in Plan Period
22,573

Total
29,445

South Gloucestershire Council

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