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.

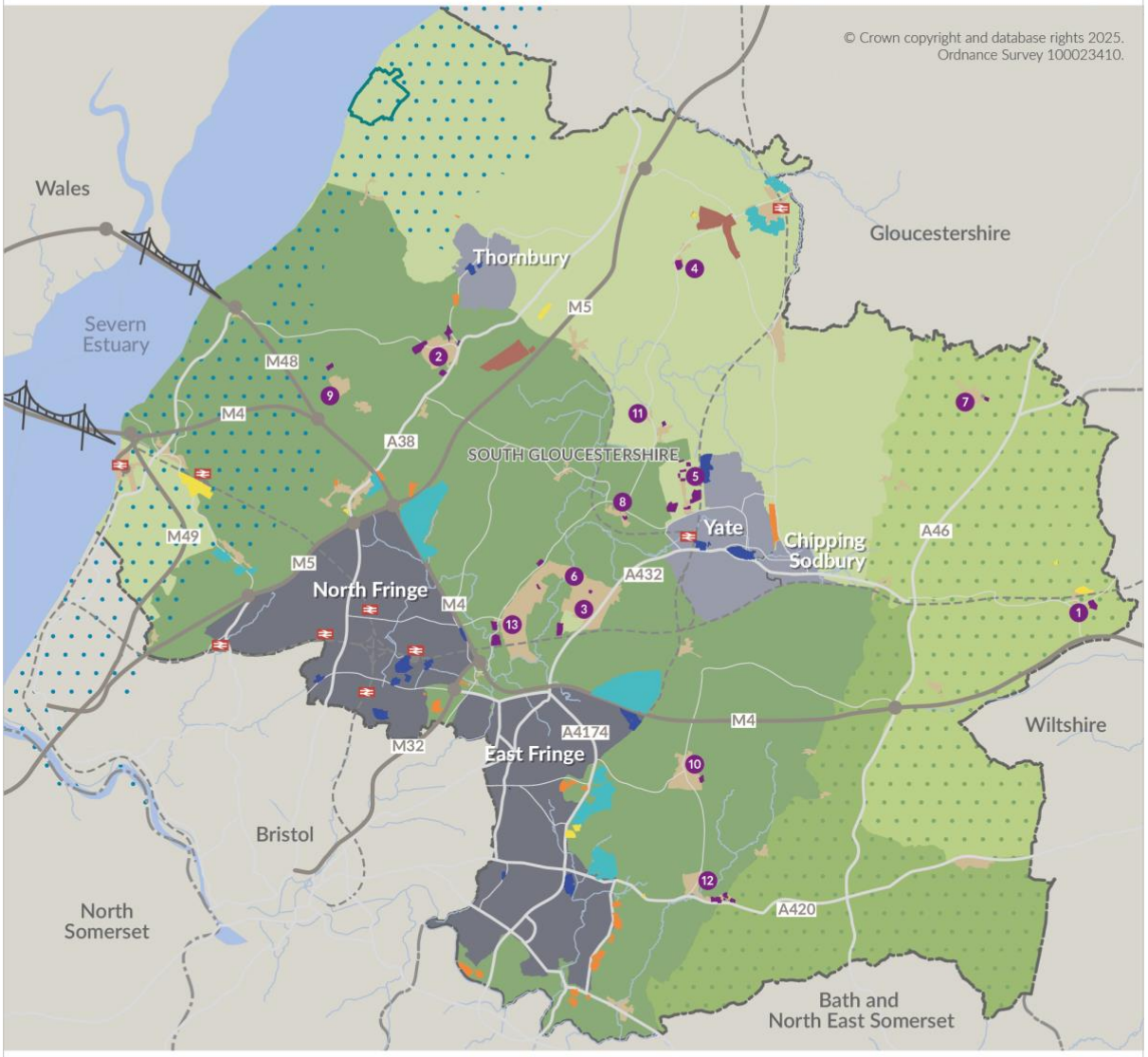
The Locational Strategy's distribution and number of new homes and employment land has been set to avoid significant negative impacts and implications. It is reliant on deliverable infrastructure solutions, particularly in relation to the Strategic Road Network, motorway junctions, school provision and 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 DIAGRAM*



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