

Appendix K

Schedule of Proposed Post Submission Changes December 2011 [PS1]

Note:

This schedule was originally submitted by the Council as a 'Schedule of Proposed Post Submission Changes – December 2011 [PS1]'. For the purposes of my report it has been updated; an additional column has been added to indicate which of the proposed changes suggested by the Council I consider are Main Modifications to the submission version of the Core Strategy. Collectively, I endorse these changes subject to any further alterations which are recommended to the Council in the Main Modifications listed in Appendices A-J.

The changes identified in Appendix K and not listed as Main Modifications can be taken forward by the Council as 'Additional Modifications' on the adoption of the Core Strategy. These may need to be adjusted to reflect the Main Modifications in Appendices A-J. The Main Modifications listed in this document may also require Additional Modifications to be made in order to ensure the detail remains consistent with the revisions made in Appendices A – J. Further Additional Modifications may also be needed to correct errors, make factual changes and other such necessary minor adjustments to the Plan.

Schedule of Proposed Post Submission Changes to the Core Strategy

Strikethroughs = deletions

Underlinings = additions to existing text

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Abbreviations				
PSC1	Abbreviations	Add <u>DfT</u> <u>Department for Transport</u>	To correct omission	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 1				
PSC2	Para 1.2	Clarification points in respect of 'sustainable development' and 'sustainable communities'	Clarification	
PSC3	Paras 1.3 – 1.40	<p>Various factual updates to the following sections:</p> <ul style="list-style-type: none"> • Planning for the Future • National and Regional Context • Partnership Working • Developing the Core Strategy • Strategy for Development – Summary Statement <p>including details of the latest Local Development Scheme; removing references to regional planning; updating/reducing text on preparation stages of the Core Strategy and relationship to local plans; reflecting impending Government planning policy changes in the National Planning Policy Framework (NPPF); replacing reference to Sites & Policies DPD with Policies, Sites & Places DPD</p>	To reflect impending Government planning policy changes and factual updates	
PSC4	Para 1.35	This sets out the development vision, spatial strategy and the policies needed to achieve sustainable development. <u>The Council recognises the important role bottom up community led planning has played and will continue to play in this process.</u>	Factual	
PSC5	Para 1.36	Overall the Core Strategy makes provision for 21,500 <u>up to 26,400</u> new homes in the period 2006-2026 <u>and beyond</u> . Of this total some 3,350 <u>4,060</u> dwellings have been completed between 2006/7- 2009/10 <u>2011</u> , requiring an additional 18,150 <u>22,340</u> new homes at an average rate of 1,134 dwellings each year.	Inspector led. Revised housing figures and update on housing completions	Main Modification

PSC6	Para 1.37	Development in the North Fringe of Bristol is focused at two key areas. At Patchway/ Cribbs Causeway land is allocated for 2,240 dwellings/14ha of employment land at Charlton Hayes. Further strategic provision is also made for new neighbourhoods of up to 4,750 <u>5,700 homes, around 50 ha. of employment uses,</u> local services and facilities at Cribbs Causeway and south of Filton Airfield on land bounded by the Hallen railway line, the M5 motorway, the existing residential community of Patchway, the emerging community of Charlton Hayes and the A38. The second key area is West of the M32/ East of Harry Stoke where, in the first five years of the plan, a major element of the 2,600 dwellings planned to be delivered at three key sites Wallscourt Farm, Harry Stoke and land East of Coldharbour Lane will be completed. Provision will also be made for a major mixed use development of 2,000 dwellings with associated infrastructure, including the safeguarding of the route for the Stoke Gifford Transport Link, on land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road. The safeguarding of the route for the Stoke Gifford Transport Link, and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location. Development of the new neighbourhood will not come forward until the programmed delivery or construction of this the Stoke Gifford Transport Link route has been secured. In the East Fringe of Bristol, a major mixed-use development on 177ha of land at Emersons Green East comprising in the region of 3,02,400 dwellings, a Science park <u>(25ha)</u> and 19ha of employment <u>land</u> is identified.	Inspector led. 1) To remove the East of Harry Stoke New Neighbourhood's dependence on the Stoke Gifford Transport Link and remove repetitious text 2) To include Filton Airfield within the Cribbs/Patchway New Neighbourhood	Main Modification
PSC7	Para 1.38	...Within villages, the focus will be on supporting existing services and <u>providing for new limited housing development</u> limiting new housing alongside Neighbourhood Development Plans.	To reflect impending Government planning policy changes	
PSC8	Para 1.38	...Subject to a new sewer connection <u>sewerage infrastructure</u> being provided...	Consistency	

PSC9	Para 1.38a	<p><u>The Nuclear National Policy Statement (NPS) has identified a site adjacent to the existing nuclear power station near Oldbury on Severn as potentially suitable for a new nuclear power station by 2025. As a result, the Council will need to evaluate the impacts and opportunities of both the listing of the site in the NPS and the emerging proposals for the power station and its associated development from the developer and make the case for appropriate planning mitigation, compensation and legitimate community benefit. Further details are set out in Chapter 18 – Major Infrastructure Projects.</u></p>	Factual update	
PSC10	Para 1.39	<p>However, <u>in order to meet the need for housing in sustainable locations, two areas of Green Belt have been released in the North Fringe of Bristol, to the west of the M32 and to the west of the A4018 at Cribbs Causeway.</u> the Council does recognise that new primary transport infrastructure is needed to support the Council's wider objectives and initiatives. For this reason land to the west of the M32 which is currently Green Belt is identified for the Stoke Gifford Transport Link. This will be a new public transport and road connection between Bradley Stoke and the A4174 Avon Ring Road to alleviate existing congestion around the Parkway Railway Station bridge, as part of the major Rapid Transit link between the Bristol North Fringe urban area and Hengrove in south Bristol.</p>	Inspector led. To remove land East of Harry Stoke New Neighbourhood from the Green Belt and its dependence on the Stoke Gifford Transport Link, and to remove land west of the A4018 from the Green Belt.	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 2				
PSC11	2.1	South Gloucestershire covers an area of 497 square kilometres and has a population of 252,000 <u>264,800</u> .	Factual Update	
PSC12	Setting the Scene Diagram	Amend to reflect policy CS5, position on the Green Belt	Update	
PSC13	2.7 and subsequent chapters	Air Quality Management Areas (AQMAs) have been declared in three <u>areas</u> due to the levels of traffic...	Factual update	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 4				
PSC14	Chapter 4	Factual updates to: <ul style="list-style-type: none"> • delete references to regional planning • change references to the Sites & Policies DPD to Policies, Sites and Places DPD. • clarification of ‘appropriate communication technology’ in a Core Strategy objective • update housing numbers for Charlton Hayes and Emersons Green 	Factual updates/ clarification	
PSC15	Para 4.4	In the context of the changing planning policy framework and the current economic downturn, the The Strategy for Development focuses on the level of development that is deliverable in the next 10 years and sets a broad framework for the longer term. Overall the Core Strategy makes provision for 21,500 <u>26,400</u> new homes in the period 2006-2026 and beyond. Of this total some 3,350 <u>4,060</u> dwellings have been completed between 2006/7-2009/10/ <u>2011</u> . The plan therefore makes provision for an additional 18,150 <u>22,340</u> new homes between 2010/11 <u>2</u> and 2025/26 <u>and beyond</u> at an average rate of 1,134 dwellings each year. ...	Inspector led. Revised housing figures and update on housing completions	Main Modification
PSC16	Para 4.12	... The objective is to introduce additional new neighbourhoods at Cribbs/Patchway providing approximately 4,750 <u>5,700</u> new homes, <u>Around 50ha. of employment uses</u> , local services and facilities, Green Infrastructure and improved walking and cycling links.	Inspector led. To include Filton Airfield within the Cribbs/Patchway New Neighbourhood	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC17	Paras 4.13 & 4.14	<p>4.13 This will be achieved by taking a comprehensive and co-ordinated approach to delivering opportunities for residential and mixed use development at Cribbs Causeway, on adjoining previously developed employment land between The Mall and Patchway, <u>at Filton Airfield, on and the greenfield land to the south of Filton Airfield (off Wyck Beck Road) and to the west of the A4018. This latter site is in the Green Belt, but the need for housing, together with the need to ensure sustainable patterns of development and sustainable communities, represent the exceptional circumstances which justify the release of this land from the Green Belt. The long term operation of the airfield is crucial to the prosperity of the area and will be protected. This is a large area of development, but it provides the opportunity to strengthen linkages with existing and new communities and to reinforce and enhance community identities over the wider area. Development also brings the opportunity to secure the long term future of the aerospace sector and address the need for physical, social and economic regeneration. It will also be important to ensure that new development at Cribbs integrates well with existing and planned development at Patchway and that development south of the airfield relates well in physical and social terms with the communities of Filton, Henbury and Brentry. To support development, a new transport package will provide improved connections through the area serving nearby employment and commercial uses and the greater Bristol area to the south, to and between Aztec West/Bradley Stoke and the surrounding communities of Bristol.</u></p> <p>4.14 If further land is required to meet longer term requirements,</p>	Inspector led. To include Filton Airfield within the Cribbs/Patchway New Neighbourhood and to release land west of A4018 from the Green Belt.	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		consideration will be given to reviewing the Green Belt designation on land west of the A4018. In the meantime, this land will continue to be designated as Green Belt. If such a review is required, the principal consideration will be to ensure that any development does not compromise the long term operation of Filton Airfield..		
PSC18	Para 4.17	... The need for housing and to ensure sustainable development and sustainable communities, in combination with the impact The safeguarding of the route for the Stoke Gifford Transport Link, and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location to deliver a new neighbourhood. Development of the new neighbourhood will not come forward until the programmed delivery or construction of this route has been secured.	To remove the East of Harry Stoke New Neighbourhood from the Green Belt and its dependence on the Stoke Gifford Transport Link.	Main Modification
PSC19	Para 4.24	... subject to the delivery of a strategic new sewerage connection <u>infrastructure</u> , there is the potential for a new neighbourhood of up to 3,000 new homes...	Consistency	
PSC20	4.26	All these critical issues will need to be addressed...	Clarification	
PSC21	New para 4.26a	<u>Oldbury</u> <u>Land near Oldbury on Severn and adjacent to the existing nuclear power station has been identified in the NPS as potentially suitable for a new nuclear power station. This lies within an ecologically important, fragile and visually prominent location adjacent to the estuary, and access is currently via relatively narrow and low lying roads and lanes that pass by scattered settlements and/or through villages and hamlets. The area has distinctive landscape characteristics which are recognised and protected for their international, national and local</u>	Factual update to recognise the identification of Oldbury in the NPS as potentially suitable for a new nuclear power station	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>importance for biodiversity, as well as being at significant risk from flooding, adjacent to the Severn Way strategic recreational route and being within a landscape of high archaeological potential. These issues will need to be addressed in a comprehensive manner, with the objective of achieving an acceptable and sustainable balance and deliver optimal benefits while ensuring that social, environmental and economic impacts on the locality are reduced to an acceptable level. Currently, no conclusion has been reached by the Council about the suitability of Oldbury as a site for a new nuclear power station.</u></p>		
PSC22	Para 4.27	<p>The Strategy for Development within the rural areas in the first five years of the plan <u>(from the date of submission – March 2011)</u> is to continue the current approach of allowing small scale development within village settlement boundaries.</p>	Clarification	
PSC23	Para 4.29	<p>The draft Nuclear National Policy Statement (NPS) has found the site in Oldbury on Severn as potentially suitable for a new nuclear power station by 2025. As a result, the Council will need to evaluate the impacts of both the listing of the site in the NPS and any emerging proposals from the developer and make the case for appropriate planning mitigation, compensation and legitimate community benefit. Further details are set out in Chapter 18 – Major Infrastructure Projects.</p>	Replaced by new para 4.26a	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 5				
PSC24	Chapter 5	Factual updates <ul style="list-style-type: none"> to change references to the Sites & Policies DPD to Policies, Sites and Places DPD. in respect of the reference to Strategic Flood Risk Assessments to delete reference to the South West RDA to correct the title of the Cotswolds AONB Management Plan 	Factual updates and correction	
PSC25	Para 5.3	<ul style="list-style-type: none"> <u>Neighbourhood Plans</u> 	Factual update	
PSC26	Para 5.16	Major developments will also be encouraged to submit schemes to the South West <u>for Design Panel review</u> .	Update / Future Proofing	
PSC27	Para 5.17	<p>New housing built today will be around for many years to come. The Council is therefore committed to promoting the highest possible sustainable construction standards. Hanham Hall in South Gloucestershire, is <u>proposed as one of the first large-scale Code for Sustainable Homes level 6 Zero Carbon</u> developments in the country. The Council is therefore, aware of the technical and financial viability issues with regard to promoting high Code for Sustainable Homes <u>sustainability</u> standards. But, it believes these issues will diminish over time allowing Local Authorities greater flexibility to seek higher standards, whilst not undermining delivery of new homes. The Council will therefore review the standards it applies through LDF documentation such as the Sites & Policies, <u>Sites and Places</u> DPD and the South Gloucestershire Design Checklist SPD (August 2007) that will continue to be relevant until it is reviewed. It will also expect</p>	Update	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>developers of major (multi-phased) new neighbourhoods to ensure progressively higher CfSH <u>Zero Carbon</u> standards are achieved over the lifetime of the development <u>on phases developed post 2016</u>. To assist with these objectives, the Council is committed to a holistic approach to improving the sustainability of new and existing communities. Via its wider corporate activities, <u>Policies, Sites and Places DPD</u> and review of the <u>Design Checklist SPD</u> or other such <u>SPD</u>, working with its development partners and other planning policies (such as <u>Policies CS3, CS4 & CS6</u>), the Council will <u>progress an Allowable Solutions Policy and Community Energy Fund</u> or other <u>equivalent mechanism that may be proposed</u> investigate projects and schemes that will <u>assist</u> allow developers 'offsite solutions' to meet and go beyond <u>their Zero Carbon</u> their CO2 reduction obligations. such as a Carbon Neutral fund.</p>		
PSC28	Policy CS2	6. Securing ongoing management and maintenance <u>and creation</u> of GI assets;	Clarification	Main Modification
PSC29	Para 5.25	... <u>Design of open spaces/local green spaces covered in Policy CS1.</u>	Clarification	
PSC30	Figure 1	Amend to reflect Policy CS26, position on Filton Airfield	Factual update	
PSC31	CS3	Renewable or low carbon energy installations will also be supported in the Cotswold AONB provided they do not, individually or cumulatively, compromise the objectives of the designation.	Clarification	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>Renewable or low carbon energy installations will not be supported in areas covered by national designations and areas of local landscape value unless they do not individually or cumulatively compromise the objectives of the designations especially with regard to landscape character, visual impact and residential amenity.</u></p>		
PSC32	5.41	<p><u>The Council intends to produce guidance on the siting of non-household scale wind turbines at the earliest opportunity following further investigation.</u> The Council will also consider the identification of areas and sites for the development of renewable and low carbon energy installations through the Sites and Policies, <u>Sites and Places</u> DPD.</p>	Clarification	
PSC33	Para 5.47	<p>Major development proposals (of more than 100 dwellings <u>and greater than 50dph</u>, or non-residential of more than 10,000 sq.m floorspace) must consider how heat distribution opportunities...</p>	Factual update – district heating systems are generally unviable for housing developments less than 50dph	
PSC34	Para 5.51	<p>The Council will also explore <u>progress</u> setting up an 'Community Energy / allowable solutions' fund to ensure that carbon savings are made <u>locally</u> on <u>from</u> small-scale development sites where the provision of on-site renewable energy may not be technically viable.</p>	Factual update	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 6				
PSC35	Chapter 6	Factual updates to: <ul style="list-style-type: none"> • delete references to regional planning • amend references to flooding • remove references to PPS • change references to the Sites & Policies DPD to Policies, Sites and Places DPD. 	Factual updates and the reflect impending changes to Government planning policy	
PSC36	Policy CS5	<p>In order to deliver the Strategy for Development, the framework for the location and scale of development is:</p> <p>1. Most new development will take place within the communities of the North and East Fringes of Bristol urban area:</p> <ul style="list-style-type: none"> • To 2016, the focus will be the development of existing commitments and the remaining South Gloucestershire Local Plan allocations, together with delivery of the Greater Bristol Bus Network, <u>and the planning for the West of England transport package and future schemes; and</u> • Post 2015/2016, new neighbourhoods <u>of sustainable communities</u> will be developed at Cribbs/Patchway to create sustainable communities, and to the east of Harry Stoke, the latter dependent upon safeguarding of the route for and construction of the Stoke Gifford 	<p>1) Inspector led. To remove land East of Harry Stoke New Neighbourhood from the Green Belt and its dependence on the Stoke Gifford Transport Link, and to remove land west of the A4018 from the Green Belt.</p> <p>2) Factual update on transport schemes</p>	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>Transport Link;</p> <ul style="list-style-type: none"> Post 2020, if land is required to the west of the A4018 at Cribbs/Patchway to deliver the envisaged housing numbers in the new neighbourhood, then land will be considered for release from the Green Belt subject to environmental considerations and having no adverse impact on the operation of Filton Airfield; and <p>... The Green Belt will remain unchanged from that shown in the South Gloucestershire Local Plan, except to the west of the M32 east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road), and to the west of the A4018 at Cribbs Causeway, where <u>safeguarding of the route for the Stoke Gifford Transport Link and its construction the need to: meet future housing requirements; ensure sustainable patterns of development; create and plan comprehensively for sustainable communities;</u> are the exceptional circumstances in which land will be removed from the Green Belt at these locations. <u>Any amendment to the inner boundary of the Green Belt to accommodate the new neighbourhood will be identified in the Sites and Policies DPD. In addition, the visual impact of the proposed Stoke Gifford Transport Link on the openness of the Green Belt to the east of Harry Stoke/ Stoke Gifford (north of the A4174 Avon Ring Road) is also considered to provide an exceptional circumstance which justifies the release of this land from the Green Belt.</u></p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		Following the development of these new neighbourhoods, the Council...		
PSC37	Policy CS5	<p>5. <u>In the rural areas communities will be empowered to shape the future of their own local area through opportunities presented by Neighbourhood Planning.</u></p> <p>(a) Small scale development will take place within the defined settlement boundaries of villages defined on the Proposals Map, but will be limited in scale to no more than infilling within those villages with defined settlement boundaries washed over by the Green Belt:</p> <ul style="list-style-type: none"> • Defined settlement boundaries will be maintained around rural settlements for the first 5 years <u>from the submission (March 2011)</u> of the Core Strategy. A review of the approach to the distribution of housing in the rural areas will be undertaken which will include engagement with the local community and other stakeholders/parties; • Any changes to the rural housing distribution will be reflected in the Sites and Policies, <u>Sites and Places</u> DPD; <p>6 (b) In villages and other settlements without defined settlement boundaries, and in the open countryside, new development will be strictly limited.</p>	To reflect impending changes to Government planning policy	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC38	Paras 6.5 & 6.6	<p>6.5 The largest share of new development will take place within the North and East Fringes of the Bristol urban area, <u>(incorporating land west of the A4018)</u> which includes the new neighbourhood areas at Cribbs Causeway/Patchway, and on the edge of the North Fringe east of Harry Stoke, <u>and at Emersons Green East in the East Fringe of the Bristol urban area. This represents</u> in places where essential infrastructure is in place or planned. This will reduce the need to travel and commute, accompanied by a package of public transport measures and supported by other community infrastructure. The boundaries of the North and East Fringes are shown on the Proposals Map, having been defined in the South Gloucestershire Local Plan.</p> <p>6.6 <u>Other than in two locations, east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road) and to the west of the A4018 at Cribbs Causeway,</u> tThe general extent of the Bristol and Bath Green Belt will be maintained as shown on the Proposals Map. <u>The exceptional circumstances identified by the Council, which justify the release of this land from the Green Belt, are the need to:</u></p> <ul style="list-style-type: none"> • <u>meet future housing need;</u> • <u>ensure sustainable patterns of development;</u> • <u>create and plan comprehensively for sustainable communities.</u> <p><u>In addition, in relation to the land east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road), the visual impact of the proposed Stoke Gifford Transport Link on the openness of the Green Belt is also considered to provide an exceptional circumstance which justifies the release of this land from the Green Belt. However, safeguarding of the</u></p>	<p>1) Clarification</p> <p>2) Inspector led. To remove land East of Harry Stoke New Neighbourhood from the Green Belt and its dependence on the Stoke Gifford Transport Link, and to remove land west of the A4018 from the Green Belt.</p>	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>route for the Stoke Gifford Transport Link and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location to make a detailed change to the inner Green Belt boundary to enable the land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road, to be identified as a strategic development location.</p>		
PSC39	Para 6.8	<p>Elsewhere, development will be limited. <u>In the rural areas communities will be empowered to shape the future of their own local area through opportunities presented by Neighbourhood Planning.</u> Small scale development will be allowed in villages with defined settlement boundaries where it meets local housing needs or supports or enhances existing services and their viability. However where settlements with defined settlement boundaries are in the Green Belt then, to accord with government guidance, development will be limited to no more than infilling. Affordable housing will be allowed through the rural housing exceptions policy <u>Affordable housing modest in scale will be supported in accordance with Policy CS19 (Rural Housing Exception Sites), where there is identified need and local community support. A small element of market housing will be permitted on such sites if it can be satisfactorily proved that this will facilitate the delivery of the local affordable housing need.</u> Settlement boundaries are currently defined on the Proposals Map for 37 villages. The defined settlement boundaries to villages will remain unchanged for the first five years <u>from the submission (March 2011) of the Core Strategy,</u> and during this time the Council will engage with local communities over the future approach to settlement boundaries as part of preparing the Sites</p>	To reflect impending Government policy changes	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>and Policies, Sites and Places DPD. Any proposed changes will be identified in the Sites and Policies, Sites and Places DPD. When further clarification is provided in the Localism Bill/Act, about the “Community Right to Build” initiative, it may be appropriate to reconsider the wording of Policy CS5(5) and relevant supporting text, with regard to the distribution of housing in the rural areas and how this is addressed in the Sites and Policies, Sites and Places DPD.</p>		
PSC40	New para 6.10a	<p><u>Where major infrastructure projects are proposed, including the NPS identification of a site near Oldbury for a potential new nuclear power station, a potential new power station at Severnside and National Grid Connections, the Council will seek to work with the scheme promoters, statutory bodies and the community, to seek to ensure optimal benefits for the locality and to minimise social, economic and environmental impacts. The Council may have a dual role in respect of these developments, either as consultee to Development Consent Order Applications that are assessed by the Major Infrastructure Planning Unit (MIPU) within the Planning Inspectorate and determined by the Secretary of State, or as consultee on applications that are determined by other statutory bodies such as the Environment Agency or the Marine Management Organisation, or as the determining authority for any applications for development associated with but not part of Development Consent Orders.</u></p>	To clarify the Council's role and approach to proposals for major infrastructure projects	
PSC41	Para 6.11	The development will be delivered by the private sector through the development management process <u>and by Neighbourhood Planning...</u>	To reflect impending Government policy changes	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC42	Paras 6.17-6.18	<p>6.17 Developer contributions will primarily be sought through the use of <u>Section 106</u> planning obligations, <u>and a Community Infrastructure Levy</u> as set out in <u>the CIL Regulations 2010</u>, Section 106 of the 1990 Town & Country Planning Act. The policy will be implemented through the development management process. Where appropriate, contributions may be sought on a tariff basis and pooled with those secured from across the district, and in some instances from other local authorities, in order to fund major sub-regional infrastructure. A South Gloucestershire Developer Contributions Guide SPD & CIL Charging Schedule will be prepared.</p> <p>6.18 Government intends to legislate to give Councils powers to apply planning charges in the form of a Community Infrastructure Levy (CIL), alongside negotiated contributions for site specific matters. Subject to legislation the Council may bring forward and implement a CIL and any formulae and charges relating to it would be set out in a Development Plan Document.</p>	Factual update	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 7				
PSC43	Chapter 7	Factual updates to: <ul style="list-style-type: none"> • remove reference to PPS • change references to the Sites & Policies DPD to Policies, Sites and Places DPD • clarify the term CPO • add references to the Local Enterprise partnership (LEP) 	Factual updates/ clarification and to reflect impending Government planning policy changes	
PSC44	Para 7.1	The Council is committed to working with the other three Unitary Authorities <u>on transport issues</u> through the West of England Partnership , <u>the Joint Transport Executive Committee (JTEC)</u> and the Joint Local Transport Plan (JLTP3) <u>and with businesses through the Local Enterprise Partnership (LEP).</u>	Factual update	
PSC45	Policy CS7	1. The construction of a Rapid Transit network to serve the communities of the North & East Bristol Fringes, including: <ul style="list-style-type: none"> • North Fringe to Hengrove (South Bristol) Package, and its components <ul style="list-style-type: none"> - Rapid Transit link from Hengrove to North Bristol Fringe (including the Stoke Gifford Transport Link) - <u>The Stoke Gifford Transport Link</u> - Rapid Transit link from North Fringe to Emersons Green; 	Clarification	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC46	Policy CS7	<p>3. <u>Improvements to rail services, including:</u></p> <ul style="list-style-type: none"> • <u>Electrification of the Great Western Main Line and associated improvements at Bristol Parkway station;</u> • The Greater Bristol Metro Project; • <u>Re-introduction of passenger services on the Hallen Line/Henbury Loop (subject to a satisfactory business case);</u> 	Factual updates	Main Modification
PSC47	Policy CS7	<p>The Council will also require, the following, key infrastructure elements to be delivered as part of major development schemes:</p> <p>9. Wallscourt Farm (Cheswick Village) Bus Link (from the MoD campus east through the expanded UWE site);</p> <p>11. Bus Rapid Transit route (from Wallscourt Farm / Cheswick Village Bus Link to Coldharbour Lane & to A4174 ring road) and New Transport Interchange at UWE;</p>	Factual. Cheswick Link complete. BRT re-aligned along Coldharbour Lane.	Main Modification
PSC48	Figure 2	<ol style="list-style-type: none"> 1. Re-align the Rapid Transit route, by UWE, East of the Harry Stoke New Neighbourhood, and Aztec West. 2. Highlight passenger rail utilising the Hallen Line/Henbury Loop. 3. Indicate a Safeguarded Station site, at Filton (west of the A38), on the Hallen rail line 4. Change the key, change 'RFA2 and Committed Schemes' to 'Transport Schemes' Delete the heading 'Core Strategy Schemes' from the Key. 5. Re-align the 'Bus: Existing corridors proposed for improvement' by Aztec West / A38 	Factual updates, corrections and to reflect changes to Cribbs/Patchway New Neighbourhood and corrections	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC49	Figure 3	<ol style="list-style-type: none"> 1. Re-align the Rapid Transit route, by UWE, East of the Harry Stoke New Neighbourhood, and Aztec West. 2. Show Hayes Way, Northfield as now constructed 3. Highlight passenger rail utilising the Hallen Line/Henbury Loop. 4. Indicate a Safeguarded Station site, at Filton (west of the A38), on the Hallen rail line. 5. Amend to reflect Policy CS26, position on Filton Airfield 6. Alter key sub heading, 'RFA2 and Committed Schemes' to 'Transport Schemes'. 	Factual updates, correction and to reflect changes to Cribbs/Patchway New Neighbourhood	Main Modification
PSC50	Para 7.6	<p>The principal elements of the Cribbs/Patchway New Neighbourhoods Package comprise:</p> <ul style="list-style-type: none"> • Land & financial contribution to the Bristol North Fringe – Hengrove Rapid Transit Route <u>& extension into the New Neighbourhoods (from Aztec West to The Mall and Cribbs/Patchway New Neighbourhood)</u>. • <u>Increased bus service frequency through the extension of the proposed orbital bus service (to be delivered by the S106 contribution from the Charlton Hayes development) from The Mall to the across the Cribbs/ Patchway new neighbourhood area to key destinations and existing communities in Bristol and the North Fringe including improvements to the A38 & A4018 south of the airfield.</u> • Extension of existing Bristol City Centre to Airbus west gate bus service to the Cribbs/ Patchway new neighbourhood, to provide a direct service to Westbury on Trym and Bristol (other existing bus routes also pass close to the development on the A4018). 	To reflect updated transport modelling and feasibility work	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<ul style="list-style-type: none"> • <u>New and improved strategic pedestrian and cyclist routes to ensure high quality links extending the Cycling City network to key destinations including the south of Filton Airfield linking to Airbus, and Filton College and south to Southmead. to connect to the Cycling City network.</u> • Land will be safeguarded to enable the future provision of a <u>passenger stations</u> on the Hallen Freight Line. <u>Provision of passenger station(s) and re-introduction of services</u> subject to a satisfactory business case. <u>being established at a point in the future (the stations itself does themselves do not form part of the Core Strategy).</u> Details of Henbury Loop and Hallen Freight Line <u>to be updated when more details available</u> • <u>Contributions towards the re-introduction passenger services on the Hallen Line/Henbury Loop and increased rail service frequency in the wider area.</u> • <u>Contributions towards the Greater Bristol Metro and improvements to the rail stations at Parkway and Patchway, and the Extension of the A38 Showcase Bus Corridor to Thornbury.</u> • <u>Expansion of Smart Ticketing opportunities.</u> 		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC51	Para 7.7	<p>The principal elements of the East of Harry Stoke New Neighbourhood Package comprise:</p> <ul style="list-style-type: none"> • Land and financial contribution to the <u>North Fringe to Hengrove Package (including the Stoke Gifford Transport Link) (North Fringe – Hengrove RT)</u>. ... • Contributions towards the A4174 Ring Road Scheme, the Greater Bristol Metro and <u>improvements to Filton Abbeywood Station, the extension of the A38 Showcase Bus Corridor to Thornbury.</u> 	To reflect updated transport modelling and feasibility work	Main Modification
PSC52	Para 7.18	<p>Contributions may also be used to support sustainable travel measures that may be promoted by the Council and other partners from time to time <u>(including those that may arise from Neighbourhood Development Planning)</u>, such as:</p> <p>....</p> <p>Revenue to establish a South Gloucestershire <u>community car club</u> scheme;</p>	Clarification and to reflect impending Government planning policy changes	
PSC53	Para 7.21	<p>Therefore, only 50% of the garages on a residential scheme will be allowed to contribute towards the parking requirement. The Council intends to undertake an early review of Parking Standards and bring forward new residential car parking standards at the earliest opportunity. The Council has recently commenced an early review of <u>Parking Standards and will shortly be consulting on its proposals.</u></p>	Factual update	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC54	Para 7.22	This policy will be delivered through the development management process, <u>the JLTP and working with partners.</u>	Factual update	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 8				
PSC55	Chapter 8	Factual updates to: <ul style="list-style-type: none"> remove reference to PPS change references to the Sites & Policies DPD to Policies, Sites and Places DPD reflect adoption of Joint Waste Core Strategy 	Factual updates	
PSC56	Policy CS9	5. avoid the undeveloped coastal zone <u>area</u>; 6. ... <u>maximise opportunities for local food cultivation by (a) avoiding the best and most versatile agricultural land and;(b) safeguarding allotment sites;</u>	Clarification	Main Modification
PSC57	Para 8.15 and in other relevant paragraphs	South Gloucestershire has recently declared three Air Quality Management Areas (AQMAs)),	Factual update	
PSC58	Para 8.23	<u>There is a growing interest in exploiting new sources of natural gas in the UK. The impact of any gas extraction, whether by ‘fracking’ or any other means, will need to be kept under review and assessed on an individual basis. Consideration will be given in the Policies, Sites and Places DPD to addressing this issue.</u>	Clarification	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change		Reason for change	Main Modification				
Chapter 9									
PSC59	Chapter 9	Factual updates to: <ul style="list-style-type: none"> remove reference to PPS reflect impending change to definition of town centre uses in national policy change references to the Sites & Policies DPD to Policies, Sites and Places DPD clarification of 'appropriate communication technology' in a Core Strategy objective 		Factual update/ clarification and to reflect impending Government planning policy changes					
PSC60	Para 9.2	... Economic Development Strategy, <u>and in the Council's partnership with the West Of England Local Enterprise Partnership.</u>		Update					
PSC61	Economic Strategy Objectives	Allocating new employment land	... <u>An area of employment land will be retained to the east and west of the A38 to accommodate a range of business, industrial and warehousing uses that will support and enhance the existing cluster of aerospace excellence, and other employment sectors.</u>	Inspector led. To include Filton Airfield as a redevelopment site	Main Modification				
PSC62	Policy CS11	Amend amount of safeguarded employment land in the North Fringe		Inspector led. To include Filton Airfield as a redevelopment site	Main Modification				
		<table border="1"> <tr> <td>North Fringe of Bristol urban area</td> <td></td> </tr> <tr> <td>- Safeguarded areas</td> <td>442 355 Ha</td> </tr> </table>		North Fringe of Bristol urban area		- Safeguarded areas	442 355 Ha		
North Fringe of Bristol urban area									
- Safeguarded areas	442 355 Ha								

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification		
PSC63	Policy CS12	Sites identified in Table 2 will be safeguarded by this policy until their future use is resolved through endorsed Concept Statements, <u>masterplan and detailed SPD</u> or the <u>Sites and Policies, Sites and Places DPD</u>	Clarification	Main Modification		
PSC64	Table 1 – Safeguarded Areas	8. <table border="1" data-bbox="568 539 1491 616"> <tr> <td></td> <td>Land West of A38 (inc.runway & Royal Mail Depot)</td> </tr> </table>		Land West of A38 (inc.runway & Royal Mail Depot)	Inspector led. To include Filton Airfield as a redevelopment site	Main Modification
	Land West of A38 (inc.runway & Royal Mail Depot)					
PSC65	Table 2 – Interim safeguarded Areas	<u>52.</u> <table border="1" data-bbox="568 643 1491 719"> <tr> <td></td> <td><u>Land West of A38 (inc.runway & Royal Mail Depot)</u></td> </tr> </table>		<u>Land West of A38 (inc.runway & Royal Mail Depot)</u>	Inspector led. To include Filton Airfield as a redevelopment site	Main Modification
	<u>Land West of A38 (inc.runway & Royal Mail Depot)</u>					
PSC66	Para 9.13	<u>...Around 50ha of employment land, will be safeguarded through the redevelopment of Filton Airfield to support, complement and enhance the existing advanced engineering and aerospace centre of excellence (see Policy CS26).... These sites will be safeguarded until their long term future is determined through Concept Statements, <u>masterplan and detailed SPD</u> in accordance with the Council's SCI or the <u>Sites and Policies, Sites and Places</u> Development Plan Document.</u>	Inspector led. To include Filton Airfield as a redevelopment site	Main Modification		
PSC67	Para 9.15	<u>... At Cribbs/Patchway development will be guided by a masterplan and detailed SPD in accordance with the Council's Statement of Community Involvement.</u>	Inspector led. To include Filton Airfield as a redevelopment site within Cribbs/Patchway New Neighbourhood	Main Modification		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification												
PSC68	Para 9.20	<p>Policy EC12 of PPS4 sets out criteria for determining applications for economic development in rural areas. Policy CS13 will be used in addition to Policy EC12 of PPS4 to determine the circumstances in which a continued economic development use will not be the preferred option within village settlement boundaries.</p>	To reflect impending changes to Government planning policy	Main Modification												
PSC69	Policy CS14	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" data-bbox="667 639 1491 772" style="text-align: center;">POLICY CS14 - TOWN CENTRES AND RETAIL</td> </tr> <tr> <td colspan="2" data-bbox="667 772 1491 975"> <p>The Council will work with partner organisations and the local community to protect and enhance the vitality and viability of existing and new centres in South Gloucestershire <u>in recognition of their retail, service and social functions:</u></p> </td> </tr> <tr> <td data-bbox="667 975 965 1038" style="text-align: center;">Centres</td> <td data-bbox="965 975 1491 1038" style="text-align: center;">Role & Function</td> </tr> <tr> <td colspan="2" data-bbox="667 1038 1491 1078" style="text-align: center;">Town Centres</td> </tr> <tr> <td data-bbox="667 1078 965 1198" style="text-align: center;">Bradley Stoke</td> <td data-bbox="965 1078 1491 1198" style="text-align: center;">New <u>Town</u> centre serving Bradley Stoke and other communities in the North Fringe of Bristol</td> </tr> <tr> <td data-bbox="667 1198 965 1313" style="text-align: center;">Emersons Green</td> <td data-bbox="965 1198 1491 1313" style="text-align: center;">Serves Emersons Green and rural area. <u>Town centre.</u> Opportunity for expansion to serve new housing</td> </tr> </table>	POLICY CS14 - TOWN CENTRES AND RETAIL		<p>The Council will work with partner organisations and the local community to protect and enhance the vitality and viability of existing and new centres in South Gloucestershire <u>in recognition of their retail, service and social functions:</u></p>		Centres	Role & Function	Town Centres		Bradley Stoke	New <u>Town</u> centre serving Bradley Stoke and other communities in the North Fringe of Bristol	Emersons Green	Serves Emersons Green and rural area. <u>Town centre.</u> Opportunity for expansion to serve new housing	To respond to objections, clarify the role of The Mall, recognise the sub-regional role of Cribbs Causeway in the centre hierarchy, update and clarify future floorspace requirements	Main Modification
POLICY CS14 - TOWN CENTRES AND RETAIL																
<p>The Council will work with partner organisations and the local community to protect and enhance the vitality and viability of existing and new centres in South Gloucestershire <u>in recognition of their retail, service and social functions:</u></p>																
Centres	Role & Function															
Town Centres																
Bradley Stoke	New <u>Town</u> centre serving Bradley Stoke and other communities in the North Fringe of Bristol															
Emersons Green	Serves Emersons Green and rural area. <u>Town centre.</u> Opportunity for expansion to serve new housing															

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change		Reason for change	Main Modification	
			Kingswood	Larger <u>High Street shopping and service centre serving Kingswood and the wider area of the East Fringe of Bristol</u>		
			Thornbury	Market town serving Thornbury and wide rural area		
			Yate (including Station Road)	Market town serving Yate and wide rural area		
			Chipping Sodbury	<u>Market town Serves the local community and wide rural area, and is complementary to Yate.</u>		
			Downend	Provides convenience shopping and services for Downend area <u>High Street shopping and service centre</u>		
			Filton	Provides c <u>Convenience shopping and services centre for Filton area</u>		
			Hanham	Provides convenience shopping and services for Hanham area <u>High Street shopping and service centre</u>		
			Staple Hill	Provides convenience shopping and services for Staple Hill area <u>High Street shopping and service</u>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change		Reason for change	Main Modification
			<u>centre</u>		
		District Centres			
		Patchway (new)	New centre to be developed by extending the existing local centre to support Charlton Hayes development		
		Sainsbury's/B&Q, Stoke Gifford (new)	New centre to be investigated to serve the Stoke Gifford, Harry Stoke, UWE and Cheswick village area		
		Local Centres & Parades			
		49 Centres/Parades (listed in Table. 3)	Provide local level services		
		<u>Emergent Centres</u>			
		<u>Sainsbury's/B&Q, Stoke Gifford (new)</u>	<u>New district centre to be investigated to serve the Stoke Gifford, Harry Stoke, UWE and Cheswick village area</u>		
		<u>Cribbs Causeway</u>	<u>Cribbs Causeway area to be consolidated and diversified in accordance with the objectives and masterplan/ SPD as set out in Policy CS26 and its sub-regional</u>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p style="text-align: center;"><u>role recognised</u></p> <p><u>New investment in main town centre uses (as defined in PPS4) will be directed into the town, and district centres and emergent centres, consistent with the scale and function of the centre, including making provision for 31,000 34,000 sq.m. net of new comparison floorspace by 2026 to meet the needs of the communities in South Gloucestershire. 18,000 sq.m. of this new floorspace will be provided at The Mall Regional Shopping Centre, with the remaining floorspace This provision will to be identified in the Sites and Policies, Sites and Places Development Plan Document.</u></p> <p><u>In recognition of the wider catchment that The Mall serves, provision will be made for an additional 17,000 sq.m. net of new comparison floorspace, giving a total of 35,000 sq. m. net additional floorspace provision at The Mall by 2026. However, 30,000 sq.m. net of this floorspace will not come forward until the adoption of the masterplan/SPD for the Cribbs/Patchway New Neighbourhood and will be expected to contribute to the delivery of the objectives set out in Policy CS26.</u></p> <p>Development in local centres/parades will be to meet local needs only, of a scale appropriate to the role and function of the centre/parade, and where it would not harm the vitality and viability of other centres.</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change		Reason for change	Main Modification
			<p>This will be achieved by:</p> <ul style="list-style-type: none"> • Identifying in the <u>Sites and Policies, Sites and Places</u> Development Plan Document centre boundaries, primary shopping areas, shopping frontages, and development opportunities in accessible locations within and on the edge of centres; • Encouraging retail, commercial, leisure and cultural development within a centre of an appropriate type and scale commensurate with its current or future function; • Safeguarding the retail character and function of centres by resisting developments that detract from their vitality and viability and protecting against the loss of retail units; • Applying the sequential approach when considering proposals for new town centre uses; • Requiring impact assessments for edge-of-centre and out-of-centre proposals with a floorspace over 1,000 sq.m. gross; • Encouraging convenient and accessible local shopping facilities to meet the day to day needs of residents and contribute to social inclusion. <p>Shops and services, both in urban and rural areas, are also safeguarded from loss under Policy CS13 and</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>policies in PPS4.</p> <p>A future development strategy for Cribbs Causeway, including The Mall, will be prepared in line with the Plan's Spatial Strategy and Policy CS26. This may include the creation, and then designation, of a town centre to serve the proposed new communities. In the interim, proposals for new floorspace at The Mall will be considered against relevant national policies, the need for the development to maintain the vitality and viability of the Mall, the needs of the growing nearby population, the potential impact on the vitality and viability of other centres and other policies in the Core Strategy.</p> <p>Development proposals at the Cribbs Causeway and Longwell Green Retail Parks will be treated as <u>an</u> out-of-centre locations and <u>development proposals</u> will need to satisfy the sequential test. <u>The Cribbs Causeway Retail Parks will treated as out-of-centre locations in the context of the Cribbs/Patchway New Neighbourhood until the adoption of the masterplan/SPD set out in Policy CS26.</u> The future role of Abbey Wood Retail Park is being addressed under Policy CS25.</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC70	Para 9.22	This policy sits alongside the town centre and retail policies in the South Gloucestershire Local Plan, <u>until replaced by the Policies, Sites and Places DPD</u> , and Policy CS13 (Non-Safeguarded Economic Development Sites). In addition the policies in PPS4 will also apply. <u>These policies in these documents</u> are aimed at protecting and strengthening the health and vitality of centres, <u>recognising their important social function and sense of place</u> , as well as safeguarding...	Factual/ clarification	Main Modification
PSC71	Para 9.22	This Study sets out a strategy for the management and growth of centres over the plan period, including <u>a the current</u> centre hierarchy and identifies future retail floorspace requirements. <u>Communities will also be empowered to shape the future of their town, district and local centres through opportunities presented by Neighbourhood Planning.</u>	Clarification and to reflect impending Government planning policy changes	Main Modification
PSC72	Para 9.23	Government policy in PPS4 <u>National policy</u> requires a network and hierarchy of city, town, district and local centres to be defined. Due to its settlement pattern, South Gloucestershire is characterised by a number of town centres. These centres, particularly the <u>traditional</u> older ones, are highly valued by their local communities...	Factual/ clarification	Main Modification
PSC73	Para 9.24	Over the past 20 years, retail expenditure has polarised towards the out-of-town retail parks, The Mall <u>Regional Shopping Centre</u> and freestanding stores..... Further out-of- town- <u>centre</u> development will be carefully controlled so as not to undermine this strategy.	Factual/ clarification	Main Modification
PSC74	Para 9.25	...Another district <u>A new</u> centre is proposed, potentially on land...	Factual/ clarification	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC75	Para 9.26	<p>At Cribbs Causeway, development comprises <u>represents a significant area of out-of-centre development, which includes The Mall, retail parks, free-standing stores, and leisure development. The Mall is a Regional Shopping Centre which serves the retail needs of both South Gloucestershire residents and of the wider sub-region. Together with the retail parks, the Cribbs Causeway area provides a substantial proportion of South Gloucestershire's comparison floorspace. In recognition of the role which the area serves, and in order to maintain this role, it is the Council's intention to work towards the designation of the area as a sub-regional centre. New communities are to be developed in the area and will require a new town centre. This town centre will be developed through Policy CS26 as part of the development strategy and the masterplan for the re-modelling of the Cribbs Causeway area, with formal designation beyond the plan period. One aim of this designation will be to better integrate the area with surrounding communities, by introducing a mix of uses and reducing the dominance and severance caused by the current reliance on the car for accessing and moving around the area. Consideration will be given to developing a part of this centre to serve the more local needs of existing and future communities in the Cribbs Causeway area. Until this development strategy has been prepared, some modest changes to the retail offer at The Mall will be considered acceptable to meet the changing needs of retailers and to maintain the viability of the Mall. Any other floorspace proposals in the Cribbs Causeway area will be treated as out-of-centre development.</u></p>	To respond to objections, clarify the role of The Mall and recognise the sub-regional role of Cribbs Causeway	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC76	Para 9.28	<p>Beyond existing commitments, the Town Centre and Retail Study did <u>does</u> not identify any requirement for convenience floorspace, although it did <u>does</u> recognise that further floorspace was <u>is</u> justified where this addresses a shortfall in provision in a local area (see Policy CS30 which identifies a new food store in Chipping Sodbury). By contrast, a shortfall in comparison floorspace was <u>is</u> identified for the period 2016 – 2021 <u>2011 – 2026</u> of 31,000 <u>34,000</u> sq.m. net. <u>However, the Study recognises that the existing centres may have neither the physical nor market capacity to accommodate this level of growth, and that the Cribbs Causeway area is a principal retail destination for residents of South Gloucestershire. Consequently, the Study's indicative distribution of future comparison floorspace assigns a significant proportion to the Cribbs/Patchway New Neighbourhood, with the recognition that the majority should come forward at The Mall and the remainder serve the new community, as shown in Table 3A below. The Sites and Policies, Sites and Places Development Plan Document will distribute this the other floorspace in Table 3A between town, and district and emergent centres, identify sites, define town centre and primary retail area boundaries and define primary and secondary frontages.</u></p>	Update to the floorspace figures from the 2010 Town Centre and Retail Study	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification																
PSC77	New Table 3A	<p><u>Indicative distribution of 34,000 sq.m. net comparison floorspace to meet the needs of South Gloucestershire residents</u></p> <table border="1" data-bbox="568 501 1473 1078"> <thead> <tr> <th data-bbox="568 501 1115 592"><u>Centre</u></th> <th data-bbox="1115 501 1473 592"><u>Floorspace sq.m. net</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="568 592 1115 644"><u>Yate/Chipping Sodbury</u></td> <td data-bbox="1115 592 1473 644"><u>3,000</u></td> </tr> <tr> <td data-bbox="568 644 1115 697"><u>Emersons Green</u></td> <td data-bbox="1115 644 1473 697"><u>3,000</u></td> </tr> <tr> <td data-bbox="568 697 1115 750"><u>Kingswood/Thornbury/Bradley Stoke</u></td> <td data-bbox="1115 697 1473 750"><u>3,000</u></td> </tr> <tr> <td data-bbox="568 750 1115 841"><u>Filton/Downend/Staple Hill/ Hanham/Patchway</u></td> <td data-bbox="1115 750 1473 841"><u>3,000</u></td> </tr> <tr> <td data-bbox="568 841 1115 975"><u>Cribbs/Patchway New Neighbourhood</u> <u>The Mall</u> 18,000 <u>Local centre (new)</u> 2,000</td> <td data-bbox="1115 841 1473 975"><u>20,000</u></td> </tr> <tr> <td data-bbox="568 975 1115 1027"><u>Stoke Gifford (new centre)</u></td> <td data-bbox="1115 975 1473 1027"><u>2,000</u></td> </tr> <tr> <td data-bbox="568 1027 1115 1078"><u>Total Floorspace</u></td> <td data-bbox="1115 1027 1473 1078"><u>34,000</u></td> </tr> </tbody> </table> <p data-bbox="663 1082 1209 1104"><small>(Based upon Table 4.1 of RTP Retail Study Update 2011)</small></p>	<u>Centre</u>	<u>Floorspace sq.m. net</u>	<u>Yate/Chipping Sodbury</u>	<u>3,000</u>	<u>Emersons Green</u>	<u>3,000</u>	<u>Kingswood/Thornbury/Bradley Stoke</u>	<u>3,000</u>	<u>Filton/Downend/Staple Hill/ Hanham/Patchway</u>	<u>3,000</u>	<u>Cribbs/Patchway New Neighbourhood</u> <u>The Mall</u> 18,000 <u>Local centre (new)</u> 2,000	<u>20,000</u>	<u>Stoke Gifford (new centre)</u>	<u>2,000</u>	<u>Total Floorspace</u>	<u>34,000</u>	Update to floorspace figures from the 2010 Town Centre and Retail Study	Main Modification
<u>Centre</u>	<u>Floorspace sq.m. net</u>																			
<u>Yate/Chipping Sodbury</u>	<u>3,000</u>																			
<u>Emersons Green</u>	<u>3,000</u>																			
<u>Kingswood/Thornbury/Bradley Stoke</u>	<u>3,000</u>																			
<u>Filton/Downend/Staple Hill/ Hanham/Patchway</u>	<u>3,000</u>																			
<u>Cribbs/Patchway New Neighbourhood</u> <u>The Mall</u> 18,000 <u>Local centre (new)</u> 2,000	<u>20,000</u>																			
<u>Stoke Gifford (new centre)</u>	<u>2,000</u>																			
<u>Total Floorspace</u>	<u>34,000</u>																			
PSC78	Para 9.28a	<u>In recognition of the dual role of The Mall as both a local and sub-regional comparison shopping destination, provision will be made for a further 17,000 sq.m. net of new comparison floorspace to serve its</u>	Recognise the role of The Mall as a shopping destination which	Main Modification																

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>wider catchment area. The total additional floorspace provision at The Mall between 2011 and 2026 will therefore be 35,000 sq.m. net. This is the maximum floorspace appropriate without significantly affecting the vitality and viability of Bristol City Centre or prejudicing further investment in this City Centre. However, the delivery of this floorspace, other than 5,000 sq.m. net, will be linked in with the masterplanning for a re-modelled Cribbs Causeway area and will not be approved until the adoption of the masterplan and the imposition of appropriate conditions and obligations to secure the objectives of the masterplan set out in Policy CS26</u></p>	<p>serves both local and wider catchment area</p>	
PSC79	Para 9.30	<p>This policy will be delivered through the development management process. <u>The delivery of floorspace at Cribbs Causeway will be linked with the masterplan/SPD for the Cribbs/Patchway New Neighbourhood as set out in Policy CS26.</u> The distribution of the comparison floorspace between <u>other</u> centres and the identification of sites for this new floorspace will be set out in the <u>Sites & Policies, Sites and Places DPD and through neighbourhood planning</u></p>	<p>Clarification and to reflect impending Government planning policy changes</p>	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification															
Chapter 10																			
PSC80	Chapter 10	Factual updates to: <ul style="list-style-type: none"> remove reference to PPS change references to the Sites & Policies DPD to Policies, Sites and Places DPD reflect that Charlton Hayes is being developed minor clarifications in paras 10.28a and 10.32a 	Factual updates/ clarification																
PSC81	Policy CS15	<u>Between 2006 and 2027, covering a period of 15 years from adoption of the Plan, Provision will be made for 21,500 up to 26,400 new homes in accordance with the plan, monitor and manage approach and the location of development set out in Policy CS5. The distribution will be:</u>	Inspector led. To include flexibility in the overall level of housing provision	Main Modification															
PSC82	Policy CS15	Replacement Table <table border="1" style="margin-left: 20px;"> <thead> <tr> <th></th> <th>2011/1 2- 2015/1 6 (5yrs)</th> <th>2016/1 7- 2020/2 1 (5yrs)</th> <th>2021/ 22- 2026/ 27 (6yrs)</th> <th>Total 2006- 2027</th> </tr> </thead> <tbody> <tr> <td>Completions 2006 – 2011</td> <td></td> <td></td> <td></td> <td>4,060</td> </tr> <tr> <td>North & East</td> <td>3,060</td> <td>3,930</td> <td>395</td> <td>7,385</td> </tr> </tbody> </table>		2011/1 2- 2015/1 6 (5yrs)	2016/1 7- 2020/2 1 (5yrs)	2021/ 22- 2026/ 27 (6yrs)	Total 2006- 2027	Completions 2006 – 2011				4,060	North & East	3,060	3,930	395	7,385	Inspector led. To include flexibility in the overall level of housing provision	Main Modification
	2011/1 2- 2015/1 6 (5yrs)	2016/1 7- 2020/2 1 (5yrs)	2021/ 22- 2026/ 27 (6yrs)	Total 2006- 2027															
Completions 2006 – 2011				4,060															
North & East	3,060	3,930	395	7,385															

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change						Reason for change	Main Modification
		Fringes of Bristol urban area	Potential housing sites, including infill development ³	1,130	500	1,100	2,730		
New Neighbourhoods: • East of Harry Stoke ¹ • Cribbs/Patch way	50		1,090	860	2,000				
	100		1,030	4,570	5,700				
Rest of South Glos	Potential housing sites including infill development ³	1,030	245	85	1,360				
	New Neighbourhood at Yate ^{1, 2}	200	610	1,890	2,700				
	Housing Opportunity at Thornbury	180	320	-	500				
TOTAL excluding completions 2011 - 2027		5,750	7,725	8,900	22,375				
TOTAL including completions 2006 - 2027					26,435				

¹ Development of the new neighbourhoods East of Harry Stoke and at north Yate and

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>Cribbs/Patchway</u> is contingent on the delivery of major new strategic infrastructure to support sustainable communities <u>subject to confirmation from delivery partners.</u></p> <p>² Remainder of the 3000 dwellings capacity at Yate new neighbourhood to be delivered post 2026</p> <p>³ Potential housing sites including infill development on sites that have planning permission (outline or full planning permission that has not been implemented), and specific, unallocated brownfield sites that have the potential to make a significant contribution to housing delivery during the first 5 year period of the Core Strategy <u>and small sites expected to come forward beyond 2021.</u></p>		
PSC83	Paras 10.5 – 10.7b	<p><u>10.5a The overall level of housing provision put forward in this Plan reflects the underlying spatial objectives, the sustainable development principles set out in Policy CS1 and the locational strategy set out in Policy CS5. In establishing the strategic housing provision, consideration has been given to the following factors that have shaped capacity :</u></p> <ul style="list-style-type: none"> • <u>the relationship between projected local employment growth and housing to plan for prosperous local economies over the duration of the plan period;</u> • <u>putting into a local context the demographic drivers to housing demand;</u> • <u>protecting environmental assets and making the most effective use of developed land and buildings;</u> • <u>the physical, green and community infrastructure needed to support additional housing and the importance of its delivery</u> 	Inspector led. To include flexibility in the overall level of housing provision	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>through comprehensive and co-ordinated plan making;</u></p> <ul style="list-style-type: none"> • <u>providing a framework which takes a long term view to support the delivery of housing, for which there is likely to be genuine demand, but which is resilient and flexible to respond to rapidly changing circumstances; and</u> • <u>consistency with the underlying commitment to sustainable patterns of development across the area and the principles of localism.</u> <p>10.6 Between 2006 and 20267 provision will be made for a minimum of 21,500 <u>up to 26,400</u> new dwellings, 3,350 <u>4,060</u> of which have already been completed. this means providing at least 18,150 <u>up to 22,340</u> dwellings, at an average rate of 1,134 dwellings each year, between 20101 and 20267.</p> <p><u>10.6a This new housing will be delivered in accordance with the phasing set out in Policy CS15. The purpose of this is to provide practical steps to guide development and to identify broad timescales for the release of development to co-ordinate with infrastructure delivery in accordance with the locational strategy. The 'flexibility' in the provision also enables the Core Strategy to provide a 15 years supply of land at adoption. The following housing trajectory demonstrates that there is a deliverable and adequate supply of housing available until 2027.</u></p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p style="text-align: center;">Actual and Projected Completions 2006 - 2027</p> <p><u>10.6b For the purposes of calculating the 5 year land supply up to 2021, the level of housing required will be determined by the provisions set in the first two phasing periods of Policy CS15. It is important housing land supply is monitored. To achieve this an annual report and supporting technical methodology will be prepared. Through this detailed monitoring, if necessary, the timing of land releases may be altered if land supply falls short, or exceeds, expectations. For the period beyond 2021, for the basis of calculating the 5 year land supply, the housing requirement identified in Policy CS15 will be reviewed to establish the suitability and adequacy of phasing assumptions for the</u></p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>last 6 years of the plan period.</u></p> <p><u>10.6c</u> Over half 40% of this housing is accounted for through allocations in the South Gloucestershire Local Plan and planning permissions. In April 2010 <u>At October 2011</u> there were outstanding planning permissions for around 5,970 <u>5,780</u> dwellings and a further 5,360 <u>4,270</u> dwellings on committed sites.</p> <p>10.7 To supplement the existing <u>permissions and</u> commitments, the Core Strategy identifies 3 new neighbourhoods which will deliver 6,150 <u>10,400</u> dwellings, by 2026, and <u>In addition, a smaller development opportunity</u>ies at Thornbury and Chipping Sodbury will provide a further a further 670 <u>500</u> dwellings to support local housing needs over the next 15 years.</p> <p>10.7a <u>Over half of the dwellings to be provided in the new neighbourhoods will come forward in the Cribbs/Patchway New Neighbourhood, a significant proportion of which are expected with the anticipated closure, and subsequent release for development, of Filton Airfield. BAE Systems has announced its intentions in this respect. This level of development is justified in order to deliver a comprehensive and sustainable development in this area of the Bristol North Fringe, well integrated with the existing communities surrounding the area, and to secure the level of infrastructure investment required, particularly transport and education. However, should BAE Systems decide against releasing the Airfield for development, the Council will not seek to compensate with alternative housing provision elsewhere. Rather, the Council may consider the need to undertake an early review of the</u></p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>Core Strategy to respond to this change in circumstance should it arise.</u></p> <p><u>10.7b In addition, the Council is of the view that there is the potential for further new dwellings to come forward from unidentified small sites (i.e. sites of less than 10 dwellings, including changes of use and conversions). Small sites have made a considerable contribution to housing delivery in the past. The Council has cautiously estimated that there are reasonable prospects of around 1,650 homes (at 150 per annum) being delivered from this source from 2015. However, In accordance with national guidance, provision is only made in Policy CS15 for that proportion of small sites expected to be delivered post 2021.</u></p>		
PSC84	Para 10.9	<p>Housebuilding in recent years has been affected by the downturn in the economy and viability issues. This will continue to have an impact on housing delivery for the next year or so, but then it is expected that there will be an upturn in house building. Given the level of existing commitments and the ongoing partnership work on the new neighbourhoods, there is a rolling and deliverable supply of housing available in the short to medium term, as demonstrated in the following housing trajectory.</p>	Paragraph replaced	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC85	Para 10.10	In recent years the percentage at least 60% of housing development in South Gloucestershire which has taken place on previously developed land rose to 78% in 2008/9. Many of the committed sites are also on previously developed land. However, because of the level of housing growth which South Gloucestershire has to accommodate up to 2026/7,...	Factual update	Main Modification
PSC86	Para 10.22	... While new development must respect the character of the locality, this does not mean replication of existing housing style. <u>Neighbourhood planning will have a role in identifying details of local character.</u>	To reflect impending Government planning policy changes	
PSC87	Policy CS18	<p>The Council is committed to improving affordable housing provision to meet housing need in South Gloucestershire. This will be achieved through:</p> <p>...</p> <ul style="list-style-type: none"> • consideration <u>delivery of direct provision on sites by registered providers, for example on sites which might be allocated solely for affordable housing in rural areas, including rural housing exception sites in accord with Policy CS19;</u> • <u>the delivery of Rural Housing Exception sites in accordance with Policy CS19;</u> <p>...</p> <ul style="list-style-type: none"> • seeking off-site provision, or a broadly equivalent financial contribution in lieu of on-site provision, but only in 	To address objections and reflect recent and impending Government policy changes in introducing affordable rent tenure, in affordable housing provision in rural areas, and to clarify the basis of provision of social rented and intermediate housing.	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>exceptional</u> circumstances where it can be robustly justified, for the provision of affordable housing elsewhere in South Gloucestershire.</p> <ul style="list-style-type: none"> • <u>empowering local communities through opportunities presented by Neighbourhood Planning.</u> <p>In implementing this policy the Council will negotiate the maximum level of affordable housing on each site that is feasible up to the 35% figure and will aim to ensure that:</p> <p>...</p> <ul style="list-style-type: none"> • <u>the different types of defined affordable housing are used effectively to maximise appropriate provision in line with the West of England Strategic Housing Market Assessment 2009 or as updated by future housing market assessments; and that</u> • the split between the provision of affordable social rented housing and affordable intermediate housing will be 80:20, or as updated by future housing market assessments; and that • <p>...</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC88	Paras 10.27, 10.28 & 10.28a	<p>.... The expectation is that whilst such <u>affordable</u> provision would normally take place without public subsidy. <u>However</u>, the economic viability of individual site developments would be considered where the developer raised a site viability issue and a site appraisal was undertaken.</p> <p>10.28 The definition of affordable housing is as set out in <u>national policy PPS3: Housing (Appendix B)</u>, and includes both social rented housing, <u>affordable rented</u> and intermediate affordable housing. Where <u>affordable rent</u> is provided, <u>flexibility will be sought to provide such affordable rent housing at rent levels best suited to prevailing local levels of income whilst achieving a policy compliant percentage of affordable housing.</u></p> <p>10.28a Delivery will comply with the provisions of PPS3 and the guidance set out in Delivering Affordable Housing (CLG 2006) <u>national policy and other published national guidance.</u> All provision will therefore include the expectation that affordable homes provided remain at an affordable price for future generations of eligible households and for the subsidy to be recycled for alternative affordable housing provision <u>within South Gloucestershire</u> where this is not so.</p>	To reflect recent Government policy changes in the introduction of affordable rent tenure.	
PSC89	Para 10.31 and new paras 10.31a & 10.31b	The size site threshold at which on-site affordable housing should be provided will be set at 10 dwellings or above in urban areas, <u>or 0.33 hectares irrespective of the number of dwellings,</u> and 5 <u>dwellings</u> or above in rural areas, <u>or 0.20 hectares,</u> in order to...	To provide further clarification on the application of the size site thresholds	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>10.31a <u>In accordance with Policy CS16 Housing Density all housing development will also be expected to make efficient use of land, maximising the amount of housing supplied. Therefore, where a planning application for residential development is made on a site, and the dwelling numbers proposed fall below the thresholds for affordable housing provision set out in Policy CS18, then an assessment of the housing density appropriate to the site will be made with a view to determining whether affordable housing should be required.</u></p> <p>10.31b Similarly, where it is proposed to phase development, sub divide sites or where recent subdivision has taken place, or where there is a reasonable prospect of adjoining land being developed for residential purposes in tandem, the Council will take the whole site for the purpose of determining whether the scheme falls above or below the site thresholds for the provision of affordable housing.</p>		
PSC90	Para 10.32a	...A combination of other financial support measures is therefore <u>may likely to</u> be required to achieve the 35% target.	Clarification	Main Modification
PSC91	Paras 10.35 & 10.35a	<p><u>Local communities will be empowered to shape the future of their own areas, including the provision of affordable housing, through opportunities presented by Neighbourhood Planning. In the absence of an adopted Neighbourhood Plan</u> In rural areas the main problem in providing affordable housing is the lack of suitable sites. Policy CS19 sets out the approach to rural housing exception sites which are expected to provide only affordable housing to meet local need. This policy allows for affordable housing to be developed in locations where</p>	To reflect impending Government policy change in the approach to affordable housing provision in rural areas	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>market housing would not normally be acceptable, subject to there being an identified local need. Where it can be satisfactorily proved that an element of market housing will facilitate the delivery of the identified local affordable housing need this will be allowed subject to the proposals fulfilling other requirements of the policy.</u> A legal obligation will limit occupancy to those with a local connection. Where there are small rural schemes for market housing, an affordable housing element will be sought on sites of five dwellings, or 0.20ha and over.</p> <p>10.35a The Council will look favourably on proposals which accord with the Coalition Government's "Homes on the Farm" initiative, announced in October 2010, provided that the proposals relate to the conversion of disused farm buildings for affordable housing for local needs. Evidence that a local need exists must be provided through a local housing needs survey. Permission will be subject to conditions, or legal obligations will be negotiated, to ensure such housing is reserved in perpetuity for those in local housing need. The disused farm buildings should be of a permanent construction and structurally sound and capable of conversion without major or complete reconstruction and should be in keeping with their surroundings in terms of character, form, bulk and overall design. Any alterations, extensions or the creation of a residential curtilage should not have a harmful effect on the character of the building, the countryside or the amenities of the surrounding area. Permission may be subject to the removal of permitted development rights applicable to the farm unit in order to prevent the subsequent erection of replacement buildings.</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC92	Paras 10.40 &	Add at end <u>Affordable housing can also be delivered by Neighbourhood Planning.</u>	To reflect impending Government policy change	
PSC93	New para 10.40a	<u>Where communities wish to support further housing development which would not normally be acceptable because of planning policy constraints, South Gloucestershire Council's preference would be to achieve this by empowering local communities through opportunities presented by Neighbourhood Planning. In the absence of an adopted Neighbourhood Plan the following policy will be applicable</u>	Clarification and to reflect impending Government policy change	Main Modification
PSC94	Policy CS19	<p>Small scale pProposals for permanent affordable housing to meet an identified local need (including a small element of market housing where this will facilitate the successful delivery of the affordable housing) will be permitted as an exception on sites within or adjoining the settlement boundaries of villages defined on the Proposals Map, or on sites that are well related to villages that have defined settlement boundaries.</p> <p>Proposals should be:</p> <ul style="list-style-type: none"> • <u>supported by an approved housing needs survey;</u> • <u>modest in scale and in keeping with the form and character of the settlement and local landscape setting; and</u> • supported or initiated by the appropriate Parish or Town Council. <p>Permission will be subject to conditions, or a legal obligation will be negotiated, to ensure that such <u>the affordable housing</u> is</p>	To reflect impending Government policy change in the approach to affordable housing provision in rural areas	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<u>reserved in perpetuity for those in local affordable housing need. Such provision will normally be delivered without public subsidy.</u>		
PSC95	Policy 10.42	This policy allows for the development of affordable housing in <u>rural</u> locations where market housing would not normally be acceptable, <u>because of planning policy constraints,</u> subject to there being identified need. Rural exception site policy relates to small sites and small rural communities. <u>This policy will deliver both 100% affordable housing sites and sites where it can be satisfactorily proved that a small element of market housing will facilitate the delivery of an identified local affordable housing need, subject to the proposals fulfilling the other policy requirements. Proposals containing an element of market housing should be supported by a viability assessment, which demonstrates that the proportion of market housing provided should be no greater than that required to deliver the agreed amount of affordable housing identified from an approved housing needs survey.</u>	To reflect impending Government policy change in the approach to affordable housing provision in rural areas	Main Modification
PSC96	Paras 10.44 & 10.45	Developers are advised that The identification of appropriate sites and design principles will be best achieved through an appraisal of the whole village(s) concerned and should include engagement with the communities/parishes concerned. <u>Where proposals include an element of market housing, the design of the site and individual units should ensure integrated with the affordable housing</u> Development should be supported by the appropriate parish council. 10.45 Development proposals should be consistent with the local need identified by a housing need survey carried out in the last 5 years in accordance with the "The Local Housing Needs Assessment: A	Update and clarification	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		Guide to Good Practice”, DTLR 2000, <u>national</u> or any superseding Council approved guidance...		
PSC97	Policy 10.47	There will be no requirement for sites developed in accordance with this policy to provide subsidised affordable housing through Policy CS18 where the threshold is exceeded. <u>Policy CS18 does not apply to Policy CS19.</u>	Clarification	
PSC98	Policy 10.48	Add at end <u>The Council expects that affordable housing will also be delivered by Neighbourhood Planning.</u>	To reflect impending Government policy change	
PSC99	Para 10.49	Should rural affordable housing not be delivered in sufficient numbers through <u>Neighbourhood Planning, the Rural Housing Exceptions (Policy CS19) and the Affordable Housing (Policy CS18)</u> ,...	Clarification	
PSC100	Para 10.50a	When further clarification is provided in the Localism Bill/Act about the “Community Right to Build” initiative it may be appropriate to reconsider the wording of Policy CS19.	Factual update	
PSC101	Policy CS21	...Applications for Gypsy and Traveller windfall sites will be considered having regard to the outstanding level of need and in accordance with the most recent government guidance. <u>Sites for Gypsies and Travellers will be considered appropriate where they meet the following criteria:-</u>	Update to reflect amendment to national policy and planning permission.	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>1. <u>The development would not have unacceptable environmental effects; and</u></p> <p>2. <u>The land is not the subject of unacceptable levels of noise disturbance, air pollution, smell, dust or contamination; and</u></p> <p>3. <u>The proposal would not unacceptably prejudice the amenities of neighbouring residential occupiers; and</u></p> <p>4. <u>Adequate provision is made for vehicular access, parking and manoeuvring.</u></p> <p><u>Preferably sites should be within a reasonable distance of local services and facilities, though more remote sites may be acceptable.</u></p> <p><u>Proposals for sites within the Green Belt or Cotswold AONB will only be acceptable where it can be demonstrated that very special circumstances exist.</u></p> <p><u>...28. The Meadows, Parkfield, Pucklechurch</u></p>		
PSC102	Para 10.66	Gypsy/ Traveller pitches will be provided between 2011 and 2026 in two <u>three</u> ways. Firstly by working with Gypsy/ Traveller families on existing sites by making more efficient use of their land, where considered suitable, for additional pitches. Secondly, through new site	Factual update	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>provision, as part of delivering the strategic new neighbourhoods <u>and finally through individual applications through the Council's Development Management process. It is anticipated that a proportion of new pitches/sites will continue to be met through the submission of windfall applications.</u> Providing extra pitches on existing, family sites could potentially generate an additional 22 <u>27</u> residential and 8 <u>9</u> transit pitches and it is anticipated that between 18 <u>24</u> and 24 <u>32</u> residential pitches could be provided as part of delivering the new neighbourhoods.</p>		
PSC103	Paras 10.69 & 10.70	<p>10.69— The West of England Gypsy and Traveller Accommodation Assessment (GTAA) established that there was a need for 69 pitches to be provided for Travelling Showpeople across the sub-region to 2016.</p> <p>10.70— The Draft RSS figures were not accepted as it was considered that they were far too high. The assumptions made over estimated current plot provision and were not based on sufficiently robust information as required by Circular 04/2007. A process of moderation using Council service provider data will be conducted in order to provide a correct figure for the district.</p>	Clarification	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 11				
PSC104	Figure 3A	Amend to reflect policies CS25, CS26.	Factual update	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 12				
PSC105	Chapter 12	Factual updates <ul style="list-style-type: none"> to change references to the Sites & Policies DPD to Policies, Sites and Places DPD to update funding bid for North Fringe to Hengrove Rapid Transit route 	Factual update	
PSC106	Para 12.2 bullet point 3	<u>...An Air Quality Management Area has been declared at Cribbs Causeway adjacent to Junction 17 of the M5 to ensure that levels of pollution do not exceed national targets. Recent monitoring has indicated that levels of pollution in this area are now below national targets. If this is confirmed the AQMA will be revoked in 2012 although air quality in the area will continue to be monitored;</u>	Clarification	
PSC107	Figure 4	1. Amend to reflect Policy CS26, position on Filton Airfield.	Update	Main Modification
PSC108	Figure 5	1. Amend to reflect Policy CS26, position on Filton Airfield. 2. Amend to reflect Policy CS5, position on the Green Belt		Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC109	Policy CS25	<p>Local Development Documents and development proposals will take account of the vision and partnership priorities for the communities of the North Fringe of Bristol urban area, and will:</p> <p>3. Not prejudice the continuing authorised operations of Filton airfield;</p> <p>4a. <u>Support the diversification of Cribbs Causeway area to create a sustainable mixed-use area, to serve residents of South Gloucestershire and the wider area, and the subsequent designation of a sub-regional centre;</u></p> <p>6b. <u>To support the provision of a major sports stadium with associated facilities which would be available for community use;</u></p>	<p>1) To recognise BAE Systems' announcement of its intention to close Filton Airfield and release the land for development</p> <p>2) To clarify role of Cribbs Causeway in retail hierarchy</p> <p>3) To reflect bullet point in para 12.6</p>	Main Modification
PSC110	Para 12.6	<ul style="list-style-type: none"> <u>The delivery of the University Technology College (UTC) for 14 to 19 year olds to be located on land adjoining Abbeywood Community School.</u> A wider range of uses are provided at the Cribbs Causeway retail area to <u>recognise and maintain its existing role as a sub-regional centre and to develop its role as</u> contribute towards its aspiration to become a town centre for the newly developed housing and mixed-use neighbourhoods and existing communities nearby; 	To clarify role of Cribbs Causeway in retail hierarchy	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC111	Para 12.7	Beyond 2015/2016 and subject to implementation of the Stoke Gifford Transport Link a new neighbourhood will be developed east of Harry Stoke.	Inspector led. To remove the East of Harry Stoke New Neighbourhood's dependence on the Stoke Gifford Transport Link	Main Modification
PSC112	Para 12.12	Policy CS5 (Location of Development) identifies land to the south of Filton airfield and the commercial areas north and west of The Mall in the Cribbs Causeway, Patchway and Filton area as having the potential to accommodate approximately 4750 <u>5,700</u> new dwellings and associated facilities.	Inspector led. To incorporate Filton Airfield within Cribbs/ Patchway New Neighbourhood	Main Modification
PSC113	Policy CS26	<p>At land from Charlton Common south of the Filton Airfield west to the A4018 and north of the airfield, to the commercial areas at Cribbs Causeway, including the Patchway Trading Estate, approximately 1750 <u>The Cribbs/Patchway New Neighbourhood encompasses an area of land bounded by the Hallen Railway Line to the south, the M5 to the west, the A38 to the east and the commercial area at Cribbs Causeway, including Patchway Trading Estate, to the north.</u></p> <p><u>This area will be a major focus for redevelopment and regeneration, and will:</u></p> <ul style="list-style-type: none"> • <u>Secure the transformation of the Cribbs Causeway area into a sustainable mixed use area and focus for residential development in the wider area;</u> 	Inspector led. To incorporate Filton Airfield within Cribbs/ Patchway New Neighbourhood	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<ul style="list-style-type: none"> • <u>Secure the continued investment and focus of the area as a centre of excellence for the aerospace sector, including upgrading the quality of the local environment and range of services and facilities;</u> • <u>Promote the social and physical regeneration and integration of the wider area, through the substantial improvement of movement corridors, community infrastructure and public open space, and provision of a high quality built environment and public realm that is coherent, legible and integrated.</u> <p><u>The delivery of the Cribbs/Patchway New Neighbourhood will comprise approximately 5,700 dwellings in new mixed-use neighbourhoods, around 50ha of employment land, and a greater diversity of commercial uses around Cribbs Causeway, together with supporting infrastructure and facilities, within the following character areas (see Figure 6):</u></p> <p><u>New Charlton – an area of new mixed development for approximately 3,700 dwellings with supporting community and social facilities, and incorporating strategic open spaces;</u></p> <p><u>Haw Wood – a new residential community to the west of the A4018 for approximately 1,000 dwellings, including sporting and community facilities and strategic green infrastructure;</u></p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>The Filton advanced engineering and aerospace centre of excellence – an area of around 50ha of employment land to the west of the A38, to accommodate a range of business and industrial uses that will support, complement and enhance this centre of excellence; and</u></p> <p><u>Cribbs Causeway – an area of further development and diversification, including approximately 1,000 dwellings post-2021, for future designation as a sub-regional centre, conditional upon the measures set out below and in Policy CS14.</u></p> <p><u>An area-wide masterplan, to be adopted as SPD, will ensure development is will-be provided in a comprehensively planned approach in accordance with the vision, Policy CS25 and partnership priorities for the North Fringe communities, and high quality urban design principles as set out in Policy CS1.</u></p> <p><u>In order to provide for the best possible integration with the wider area Patchway, Brentry & Charlton Hayes, and to assess and minimise potential impacts, development proposals will be required to demonstrate accordance with the masterplan and that they will positively facilitate and not prejudice the development of surrounding areas of the New Neighbourhood. should accord with the approach for preparing design documents as set out in the Council's SCI. In particular proposals should this should emphasise creative opportunities to demonstrate:</u></p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<ul style="list-style-type: none"> • <u>An integrated and comprehensive approach to access and transport, including significant improvements to pedestrian and cycle networks, public transport, including the re-introduction of passenger rail services, and local road networks across and beyond the area, including the impact on Junction 17 of the M5;</u> • How the operational needs of the airfield and aerospace cluster will be protected; • The proposed disposition of uses, and how the new neighbourhoods will be effectively integrated into the existing <u>surrounding</u> communities of Patchway and North Bristol through the <u>type, location and timing of supporting community and green infrastructure;</u> • <u>How a co-ordinated approach to carbon reduction, renewable and low-carbon energy generation and networks will be provided and facilitated;</u> • How the amenity of new and existing residents will be protected; • An integrated approach to transport and access; • The quantum and proposed location of supporting community facilities and new public spaces; • The broad architectural approach including key frontages and maximum building heights, and 		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<ul style="list-style-type: none"> • <u>How the operational needs of the aerospace cluster will be protected and positively supported;</u> • <u>How the continued operation of the Great Western Air Ambulance Charity and Police Air Operations will be secured;</u> • <u>How cultural and heritage facilities related to the long term legacy of engineering and aviation at Filton can be secured, including the Bristol Aero Collection and the Concorde Museum; and</u> • Land ownerships, the likely timing and disposition of planning applications and proposed proportionate contribution to any supporting infrastructure and community facilities. <p><u>The masterplan for the New Neighbourhood will also guide the regeneration and remodelling of Cribbs Causeway as a sustainable mixed use area, and its subsequent recognition as a sub-regional centre, by:</u></p> <ul style="list-style-type: none"> • <u>defining the boundary of the area;</u> • <u>promoting a high quality built environment and public realm that is more accessible, integrated and permeable;</u> • <u>promoting a greater mix of uses, including residential,</u> 		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>office, hotel, leisure, cultural and recreational activities;</u></p> <ul style="list-style-type: none"> • <u>securing more sustainable movement patterns, reduced private motor vehicle dependence and complementary travel demand management measures;</u> • <u>improving local accessibility and connectivity by pedestrians, cyclists and public transport; and</u> • <u>providing necessary improvements to the local and strategic road network.</u> <p>Individual planning applications will require Design & Access Statements to demonstrate compliance with the area wide vision and strategic objectives which should comply with the Council's SCI. The new residential neighbourhood(s) and commercial areas will provide for:</p> <ul style="list-style-type: none"> • A range of housing types and tenures in accordance with Policies CS17 and CS18; • <u>A secondary school, Pprimary Schools(s) for approximately 3 forms of entry and full day nursery facilities sufficient to meet the needs of the new communities;</u> • Library, doctors surgery, community meeting space(s), <u>indoor sport</u>, children's and youth facilities; • Local retail, food and drink outlets; 		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<ul style="list-style-type: none"> • Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, sustainable drainage and wildlife use alongside the Henbury Trym; • The Cribbs/Patchway New Neighbourhood Transport Package (see Policy CS7), including safeguarded land for a new rail passenger station(s); • <u>A waste transfer and recycling facility;</u> • <u>Neighbourhood-wide wireless internet network;</u> • Provision of pitches for Gypsies and Travellers; <u>and</u> • <u>180 Extra Care Housing dwellings in no more than 3 separate schemes. An Extra Care housing scheme; and</u> • Contributions will also be required for the provision of secondary school places and school transport in the locality. <p>This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.</p>		
PSC114	Paras 12.13 – 12.19	12.13 The site <u>New Neighbourhood</u> comprises land between <u>bounded by the railway line, the M5 motorway, the existing residential community of Patchway and emerging community of Charlton Hayes,</u>	Inspector led. To incorporate Filton Airfield within Cribbs/	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>and the A38, and airfield that stretches from Charlton Common to the A4018 (Wyck Beck Road) and the commercial areas from Catbrain Hill and Lysander Road north to the M5 and east around The Mall to the Patchway Trading Estate. The area will be a major focus for redevelopment and regeneration, providing for the creation of new homes and jobs, a new sub-regional centre to form a focus for the surrounding area, further investment to support the excellence of the aerospace sector, upgrading of the quality of the local environment, a range of services and facilities and improved strategic infrastructure.</p> <p>12.14 There is now a significant opportunity to re-model ageing commercial areas and bring forward land south of the airfield to develop a new community within mixed use neighbourhoods that look towards a re-profiled Cribbs Causeway retail area as a potential town centre. This opportunity presents a chance to re-model an area that has developed over the last 30 years, in a 'plot-by-plot' unco-ordinated way, resulting in car dominated, commercial 'sprawl' and assist the continued regeneration of Patchway. <u>Development will bring with it the opportunity to secure the long term future of the aerospace sector, and address the substantial need for physical, social and economic regeneration, through a comprehensive masterplan for the area. This will provide for increased housing provision, strategic employment opportunities, and enhanced green and social infrastructure with an emphasis on high quality design and public realm.</u></p> <p>12.15 Development will bring with it the opportunity to generate a new vision and co-ordinated master plans for the area, a wider mix of uses,</p>	Patchway New Neighbourhood	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>the better integration and intensification of uses and the creation of 'streets' and new high quality public realm, open space and meeting places. Planning of the new neighbourhoods must, however, respect the operational needs of the airfield and aerospace cluster, being key strategic economic drivers to the North Fringe and wider region. The area currently suffers from congestion and a car-dominated environment. The transformation of the area will be contingent upon the creation of a high quality public realm that prioritises pedestrians, cyclist and public transport over private cars. This will provide the opportunity to re-introduce passenger services on the Hallen Line/Henbury Loop and re-open or provide new stations. The North Fringe to Hengrove Rapid Transit will form a new public transport link through the area serving nearby concentrations of employment and commercial uses, and the greater Bristol area to the south. The opportunity for innovative transport solutions within and around the area will be encouraged.</u></p> <p>12.16 <u>The Hengrove to Bristol North Fringe Rapid Transit will form a new public transport link between The Mall and Aztec West and a new access road will serve the land south of the airfield off Wyck Beck Road. Fishpool Hill and Charlton Road will provide important foot, cycle and, potentially, public transport connections. New strategic cycleways will link Fishpool Hill to The Mall and wider area. Development will also bring the opportunity to provide a significant amount of multi-functional green infrastructure across the area to ensure landscape features are protected and sustainable access opportunities are realised. This includes, but is not limited to: the protection and enhancement of Haw</u></p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>Wood and ridgeline adjacent to the M5 motorway, the creation of a recreational route alongside the Henbury Trym, the enhancement of Charlton Common, and the potential extension of Highwood Road linear park. These and other elements will provide a range of open spaces and corridors, providing legible permeable routes to key destinations.</u></p> <p>12.17 Land at the end of and adjacent to the runway will be used innovatively for new allotments, species rich grassland and hedgerows woodland, sports pitches and informal open space. A range of flexible, multi-functional social and community facilities to serve the existing and new population will be provided, including but not limited to a new secondary school, primary schools/nurseries, a new library, and the delivery of the Concorde museum incorporating community learning facilities. Opportunities for the flexible provision of facilities that meet the needs of the surrounding communities will be investigated to ensure their delivery.</p> <p>12.18 Given the size and location of the new neighbourhood it will be required to provide a range of local facilities and amenities to serve the new population and cycle and pedestrian connections to nearby communities, commercial, educational and recreational land uses. The Council will also work with the owners of The Mall / Cribbs Causeway retail area to investigate and provide a greater range of uses consistent with the long term ambition to establish its role as a Town Centre. The proposed mix of uses across the area will generate significant potential for renewable and low-carbon energy generation and networks, which</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>developments will be expected to provide, facilitate or future proof for incorporation into the network should it become feasible at a later date.</u></p> <p>Delivery</p> <p>12.19 The development will be delivered by the private sector through the development management process. Given the close proximity of the land south of the airfield and potential redevelopment areas at the Cribbs Causeway retail area, the proposed number of new dwellings and land interests <u>size of the area and varied nature of the proposals</u>, it is important that development comes forward in a co-ordinated way that clearly sets out how new infrastructure and community facilities will be delivered in step with new housing and re-modelling of the commercial areas <u>development</u>. The Council is therefore working pro-actively with development partners to co-ordinate and produce an illustrative <u>producing a</u> masterplan that will co-ordinate subsequent planning principles for the delivery of the areas in accordance with the Council's SCI. Developers will then be expected to bring forward more detailed specific masterplans in accordance with this approach <u>need to demonstrate how their proposals both accord with the masterplan and how they will positively facilitate the development of surrounding areas of the New Neighbourhood</u>. Community Involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement.</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC115	Figure 6	<ol style="list-style-type: none"> 1. Amend to reflect Policy CS26, position on Filton Airfield. 2. Amend to reflect policy CS5, position on the Green Belt 3. Indicate a Safeguarded Station site, at Filton (west of the A38), on the Hallen rail line. 4. Show Hayes Way, Northfield as now constructed 	Update	Main Modification
PSC116	Policy CS27	<p>Provision will be made for a major mixed use development of 2,000 dwellings with associated infrastructure, including the safeguarding of the route for the Stoke Gifford Transport Link, on land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road which is part of the Major Scheme programme of the West of England. The safeguarding of this strategically important route for the Stoke Gifford Transport Link, as shown on the Proposals Map and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location. Development of the new neighbourhood will not come forward until the programmed delivery or construction of this route has been secured.</p> <p>Development will be planned on a comprehensive basis that integrates with SGLP site 13 (Harry Stoke) and the Stoke Gifford Transport Link as set out in Policy CS7, and be in accordance with the vision, Policy CS25 & partnership priorities of the Bristol North Fringe communities, and high quality urban design principles as</p>	Inspector led. 1) To remove the East of Harry Stoke New Neighbourhood's dependence on the Stoke Gifford Transport Link and remove repetitious text 2) update	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>set out in Policy CS1.</p> <p>...</p> <p>It will also provide the following infrastructure:</p> <p>...</p> <ul style="list-style-type: none"> ● ———— A waste transfer and recycling facility; 		
PSC117	Para 12.23	<p>The Stoke Gifford Transport Link forms part of the Bristol North Fringe Rapid Transit route proposals as set out at Policy CS7. The route is therefore proposed to be safeguarded from the Local Plan site 13 – Harry Stoke to Great Stoke Way to provide a north-south transport connection. Part of the SGTL crosses land in the Green Belt to the east of Harry Stoke. The impact of the Stoke Gifford Transport link will be to cause severance of the existing agricultural holdings, decreasing their viability. In addition, the visual impact of the SGTL and its associated structures, junctions, lighting and traffic will have a significant impact on the openness of the Green Belt and the character of the landscape. Given the relatively confined nature of this section of Green Belt between the existing urban edge and the M32, the impact of the road proposal in this location undermines the existing functions and purposes of the Green Belt. As the most important attribute of Green Belts is their openness the safeguarding and construction of the SGTL therefore represents the exceptional circumstances in which land will be removed from the Green Belt at this location. It is therefore</p>	To remove repetitious text	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		proposed to remove the land affected by the SCTL from the Green Belt as set out in Policy CS5.		
PSC118	Para 12.26	Development will be guided by the production of an illustrative masterplan and detailed SPD as necessary, <u>including phasing with required infrastructure.</u> Subject to confirmation of the precise route, master planning process, and greater certainty with regard to funding, land for the new neighbourhood will be safeguarded through the Sites and Policies DPD and Green Belt subsequently deleted.	Inspector led. To remove the East of Harry Stoke New Neighbourhood's dependence on the Stoke Gifford Transport Link	Main Modification
PSC119	Figure 7	Amend alignment of the Stoke Gifford Transport Link	Update	
PSC120	Policy CS28	<ul style="list-style-type: none"> <li data-bbox="568 852 1496 951">• Additional foot and cycle routes through the site, to facilitate access to neighbouring residential, commercial and retail areas, <u>including Southmead Hospital;</u> 	Clarification	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 13				
PSC121	Chapter 13	Factual updates <ul style="list-style-type: none"> • to change references to the Sites & Policies DPD to Policies, Sites and Places DPD • to update procedure for major transport scheme funding bids 	Factual update	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 14				
PSC122	Chapter 14	Factual update to change references to the Sites & Policies DPD to Policies, Sites and Places DPD.	Factual update	
PSC123	Para 14.1	Yate and the adjoining settlement of Chipping Sodbury are located north of the M4, approximately 10 miles north east of Bristol. <u>The Yate and Chipping Sodbury built up area also includes Pparts of the built up areas to the south of the settlement are within Dodington Parish to the south and areas to the west are within Westerleigh Parish to the west.</u>	Clarification	
PSC124	Figure 11	Amendment to the Green Belt alignment, correction of cartographical error to correctly display the current Green Belt boundary – Armstrong Way/Yate Road. Amendment to key: Regeneration Opportunity Site (<u>Employment led, see Policy CS12</u>)	Correction and clarification.	
PSC125	Figure 12	Clarification of Green Infrastructure outside of the new neighbourhood.	Clarification	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 15				
PSC126	Chapter 15	Factual update to change references to the Sites & Policies DPD to Policies, Sites and Places DPD.	Factual update	
PSC127	Policy CS32	6. Support the provision of Extra Care Housing in Thornbury and the improvement of healthcare facilities through the <u>re-provision of hospital services</u> regeneration of Thornbury Hospital and a Health Centre to meet the requirements of the local population;	Factual update	Main Modification
PSC128	Figure 13	Add the Medieval fishponds Scheduled Ancient Monument as a heritage asset.	Update	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 16				
PSC129	Chapter 16	Factual updates to: <ul style="list-style-type: none"> remove reference to PPS change references to the Sites & Policies DPD to Policies, Sites and Places DPD 	Factual update	
PSC130	New para 16.3a	<u>Communities will be empowered to shape the future of their own local areas through opportunities presented by Neighbourhood Planning.</u>	To reflect impending Government policy change	
PSC131	Policy CS34	<p>Local Development Documents and development proposals will take account of the vision for the rural areas and partnership priorities, <u>including Neighbourhood Planning</u> and will:</p> <p>5. Maintain the settlement boundaries defined on the Proposals Map around rural settlements for the first 5 years <u>from the date of the submission (March 2011)</u> of the Core Strategy; reflect any change in approach to rural housing distribution in the <u>Sites and Policies, Sites and Places</u> DPD following agreement with local communities and engagement with other stakeholders/partners;</p> <p>6. Provide affordable housing through <u>Policy CS19</u> (rural exception sites), <u>Policy CS18 (Affordable Housing)</u> the Coalition Government's initiative "Homes On the Farm" <u>Neighbourhood Planning</u> and give consideration to allocating Affordable Housing Only Sites, with any allocations to be identified in the <u>Sites and Policies, Sites and Places</u> DPD;</p>	Factual update	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC132	Para 16.8	<p>It is important for the rural areas to thrive by creating and maintaining sustainable, mixed and inclusive communities. For the first five years of the Core Strategy, <u>from the date of its submission (March 2011)</u>, limited housing development will be allowed in accordance with Policy CS5 (Location of Development) within those villages or parts of villages which have settlement boundaries defined on the Proposals Map... ...Any amendments to the approach will be identified in the Sites and Policies, Sites and Places <u>Sites and Places</u> DPD and become implementable on adoption. Affordable housing will be delivered through Policy CS18 (Affordable Housing) and Policy CS19 (Rural Housing Exception Sites) <u>and Neighbourhood Planning</u>, and the Coalition Government's "Homes On the Farm" initiative (see paragraph 10.35a). When further clarification is provided in the Localism Bill/Act, about the "Community Right to Build" initiative, it may be appropriate to reconsider the wording of Policy CS34 and supporting text with regard to the distribution of housing in the rural areas and how this is addressed in the Sites and Policies, Sites and Places DPD.</p>	Factual update	Main Modification
PSC133	Para 16.14	<p>The Council will:</p> <ul style="list-style-type: none"> encourage rural communities; to undertake local housing needs surveys, and <u>prepare parish plans and support Neighbourhood Planning, in order</u> to set out the future needs and aspirations for their communities, in order and to help inform the review of the approach to the distribution of development in the rural areas, and the preparation of future LDDs and assist in the determination of planning applications; 	To reflect impending Government policy change	Main Modification

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC134	Para 16.15	<u>Development in rural areas will be achieved by empowering local communities to shape the future of their own areas through opportunities presented by Neighbourhood Planning.</u> For the first 5 years of the Core Strategy, from the date of its submission (March 2011), limited development will be permitted within those villages with defined settlement boundaries...	To reflect impending Government policy change	Main Modification
PSC135	Para 16.16	Development will be delivered by <u>Neighbourhood Planning</u> , the private sector and where appropriate Registered Social Landlords and other partners through the development management process.	To reflect impending Government policy change	
PSC136	Para 16.18	Parishes will be encouraged to prepare parish plans- <u>and undertake Neighbourhood Planning.</u>	To reflect impending Government policy change	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 17				
PSC137	Chapter 17	Factual updates to: <ul style="list-style-type: none"> • change references to the Sites & Policies DPD to Policies, Sites and Places DPD • reflect completion of the Strategic Flood Risk Assessment for Avonmouth-Sevenside • reflect adoption of Joint Waste Core Strategy • reflect changes to process for determining proposals for major infrastructure projects • minor clarification on the Habitats Regulations 	Factual updates/ clarification	Main Modification (entire chapter updated via Appendix A)
PSC138	Paras 17.8 & 17.8a	<p>17.8 ...Instead, the intention is to seek co-operation from all landowners <u>and public stakeholders/agencies (including the LEP)</u> through a strategic framework plan for the whole area that has been agreed with the Council, together with a planning performance or co-operation agreement <u>to help fund infrastructure investment and mitigate risks associated with incremental development...</u></p> <p>17.8a Jointly with other partners, Bristol City and South Gloucestershire Councils have developed an initial Accelerated Development Zone (ADZ) bid to help fund infrastructure investment at Avonmouth/Sevenside to mitigate the risks associated with incremental development. Advice from government on this bid and other potential sources of funding, such as Regional Growth Funding, is currently awaited.</p>	Factual update	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC139	Para 17.9	... This review of consent (Habitats Regulations Assessment) commenced in January 2010 as part of a wider coastal floodplain wetland habitat project (<u>including land gifted under the scheme</u>) in partnership with Bristol City Council and Natural England...	Factual update	Main Modification (entire chapter updated via Appendix A)
PSC140	Para 17.22	The purpose of the policy is, in partnership with Bristol City Council <u>and the West of England Local Enterprise Partnership</u> , to reach an agreement	Factual update	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 18				
PSC141	Para 18.1	...ports, power stations (including nuclear), <u>electricity transmission lines</u> , waste water treatment works and chemical works.	Clarification	Main Modification (entire chapter updated via Appendix A)
PSC142	Para 18.1a	<u>For the purpose of the Core Strategy, Major Infrastructure Projects (MIPs) include those defined as Nationally Significant Infrastructure Projects (NSIP) in the Planning Act 2008. Where associated or ancillary development is related to the construction or operation of a NSIP, these proposals will also fall under the policies set out in this chapter, as well as other relevant policies in the plan.</u>	Clarification	Main Modification (entire chapter updated via Appendix A)
PSC143	Para 18.1b	<u>This chapter of the Core Strategy deals with both Major Infrastructure Projects (MIPs) where South Gloucestershire Council is the determining planning authority, and NSIPs (such as Oldbury NNB) as well as other applications to other agencies (such as to the Marine Management Organisation for a wharf), where the Council is a statutory consultee.</u>	Clarification	Main Modification (entire chapter updated via Appendix A)
PSC144	Para 18.2	...decision making on Major Infrastructure Projects. <u>Proposals for NSIPs will now be considered by the Major Infrastructure Planning Unit (MIPU) of the Planning Inspectorate (the successor body to the Infrastructure Planning Commission), with the final decision to grant permission being made by Government Ministers. Local authorities or</u>	Factual update	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<u>other statutory bodies would be the decision maker for any elements of associated or related development not included within the DCO application.</u>		
PSC145	Para 18.3	New primary legislation will be brought forward to close the IPC but until this is in place, the IPC will continue to consider and determine applications.	Out of date text	Main Modification (entire chapter updated via Appendix A)
PSC146	Para 18.4	The IPC MIPU will therefore continue to examine applications for new nationally significant infrastructure development, using the criteria on national need, benefits and impacts as set out in the relevant policy. NPS, For energy infrastructure this will include the relevant National Policy Statements for Energy Infrastructure (EN-1- 6), and, in accordance with guidance in the NPS, and consider evidence put forward on potential local effects. MIPU may also consider other matters that are important and relevant to its decisions, including the Local Development Framework and Local Transport Plan. The local authority will also be invited to assess the adequacy of consultation and local impacts and report on these to the MIPU in a Local Impact Report. Similarly applications may be made to other organisations such as (for a jetty) the Marine Management Organisation, where the Local Authority is also a statutory consultee.	Factual update	Main Modification (entire chapter updated via Appendix A)
PSC147	Para 18.5	The draft Nuclear National Policy Statement (EN-6) has indicated found the site in <u>near to Oldbury-on-Severn</u> as potentially suitable for a new nuclear power station by 2025. If a proposal for Oldbury is brought forward, it will therefore be considered by the MIPU as part of its	Factual	Main Modification (entire chapter updated via

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>Development Consent Order application. Any associated development not included within this application or within any application to another statutory body will be considered by South Gloucestershire Council through the normal planning application procedure.</u></p>		Appendix A)
PSC148	Para 18.5a	<p><u>There are currently three proposed Nationally Significant Major Infrastructure Projects currently proposed which are either located within South Gloucestershire or are likely to affect South Gloucestershire within the Core Strategy period:</u></p> <ul style="list-style-type: none"> • <u>A new nuclear power station near to Oldbury-on-Severn proposed by Horizon Nuclear Power;</u> • <u>National Grid Transmission Lines connecting Hinkley in Somerset with the Seabank Power Station at Avonmouth proposed by National Grid;</u> • <u>Avon Power Station: Proposed Gas Turbine (CCGT) Power Station at Severnside, proposed by Scottish Power.</u> <p><u>Other NSIPs/MIPs may come forward during the lifetime of the Core Strategy, including improvements to National Grid transmission lines connecting with the proposed new nuclear power station near to Oldbury-on-Severn.</u></p> <p>are to build a new nuclear power station at Oldbury, plus connections to a new nuclear power station at Hinkley Point, Somerset. In addition, Scottish Power has indicated its intention to promote a Combined Cycle</p>	Factual update	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		Gas Turbine (CCGT) Power Station on the site of the former Severnside works off Central Avenue.		
PSC149	Para 18.6	There are likely to be wide-ranging impacts associated with <u>While acknowledging that the proposed development at Oldbury and the operation of a nuclear plant power station and waste storage facility may result in benefits, it will also be likely to have wide-ranging social, environmental and economic impacts affecting for example</u> on the image of the area, the agricultural sector, <u>communities</u> , the property market, the tourism industry and on inward investment and economic growth. <u>Similarly, other Major Infrastructure Projects are also likely to result in a range of direct and indirect impacts that must be assessed both for each project and also cumulatively with other projects that may impact on the area.</u>	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)
PSC150	Para 18.7	...and which could result in impacts that are so serious that they could potentially render the proposal unacceptable. The draft NPS (Revised Draft National Policy Statements October 2010) for Nuclear Power effectively confers a presumption in favour of development; it only offers guidance on mitigation, rather than acknowledging that some impacts would be so serious that mitigation would not be able to sufficiently reduce them and could be grounds for refusing planning permission.	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)
PSC151	Para 18.8	Nevertheless, it will ultimately be the decision of the <u>MIPU IPC (or its successor)</u> as to whether or not to grant/recommend consent for Major Infrastructure Projects in our area. Local authorities' functions in respect of Major Infrastructure Projects <u>NSIPs</u> are largely discretionary, but the cumulative impacts of hosting one or more national facilities in	Factual update	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		the area is of substantial importance and the impact on existing and future generations will be significant. Further reforms to the planning system may affect the respective roles of the IPC (or its successor) and the Local Authority with regard to decision making in respect of major infrastructure projects.		
PSC152	Para 18.10	...South Gloucestershire Council will <u>encourage</u> require developers to enter into Planning Performance Agreements and Service Level Agreements, appropriate to each project.	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)
PSC153	Para 18.11	<p>In facilitating this, it is important that the Core Strategy sets out a policy framework to enable the Council to assess those proposals coming forward, <u>including for example:</u></p> <ul style="list-style-type: none"> • <u>providing guidance to inform project promoters in the development of their proposals;</u> • <u>responding as consultee during project development and on applications to other determining bodies such as MIPU and the Marine Management Organisation (MMO);</u> • <u>negotiating obligations (such as S106 and CIL) and benefits packages;</u> • <u>determining applications for associated development outside the Development Consent Order; and</u> 	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<ul style="list-style-type: none"> • <u>in determining any approvals subsequent to consent (including planning 'conditions'), and in discharging functions as the enforcing authority; and</u> • <u>assessing the adequacy of consultation and impacts both positive and negative in the Local Impact Report that the MIPU will invite this Council to submit after the application for any DCO is submitted.</u> <p>The Core Strategy therefore contains two policies, one overarching approach to the consideration of Major Infrastructure applications and another specifically in consideration of the proposal for <u>a new nuclear power station and associated infrastructure at Oldbury. Other documents such as the Sustainable Community Strategy, the Economic Development Strategy and local neighbourhood/ parish plans also provide relevant policy considerations which the developer should take into account.</u></p>		
PSC154	Heading	<u>Formal eConsultation on Major Infrastructure Projects</u>	Clarification	Main Modification (entire chapter updated via Appendix A)
PSC155	Para 18.15	Under the process, the following opportunities are available for individuals and groups to have their views considered. <u>Early engagement with communities is encouraged:</u>	Factual update	Main Modification (entire chapter updated via

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<ol style="list-style-type: none"> 1. During the public consultations on the draft NPSs; 2. When applications are being prepared for submission to the IPC (or successor) <u>MIPU</u> – at this stage developers are required to consult with local communities about their proposals and have regard to views expressed; 3. During the IPC's <u>MIPU's</u> examination of applications – when individuals and groups who have registered their interest can submit evidence in writing; 4. Taking part in the open floor hearings chaired by the IPC <u>the MIPU</u> Commissioners during their examinations of proposals. <p>This process <u>is intended to</u> will provide better and clearer opportunities for the public and local communities to get involved from an early stage in decisions that affect them and their area.</p>		Appendix A)
PSC156	Para 18.15a	<u>Applications submitted to the local planning authority for any elements of associated or related development not included within the main Development Consent Order (DCO) application, would be subject to the normal planning application consultation procedures.</u>	Factual update	Main Modification (entire chapter updated via Appendix A)
PSC157	Policy CS36	<u>When preparing proposals for Major Infrastructure projects, and within the context of the NPS, the Council will seek to ensure that the development makes a positive contribution to the implementation of its spatial strategy and meet the objectives of</u>	Chapter has been reviewed	Main Modification (entire chapter updated via

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>the LDF and Local Transport Plan. Developers will therefore be required to:</u></p> <ol style="list-style-type: none"> 1. ...South Gloucestershire’s Core Strategy, and that any proposals for <u>housing accommodation, education and training</u>, employment, <u>supply chain</u>, transport, community, <u>environmental</u> and green infrastructure contribute to an overall balance of positive outcomes for local communities and the environment; and 2. <u>Provide an assessment of how the consideration of alternatives has informed the proposals; and</u> 3. ... the decommissioning <u>and restoration</u> stages, and the delivery of measures where appropriate... 5. ... to the community the Council will require <u>appropriate</u> packages of community benefits to be provided... 6. ...strategies for procurement, employment, <u>education</u>, training and recruitment with the Council... 7. Meet the requirements of the legislative provisions of the <u>Habitats Regulations 1994 2010</u>; and 8. Include flood protection measures to manage flood risk 		Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>and, where possible, deliver improvements in the locality and. Provide an assessment of anticipated impacts of the proposal on the surrounding marine and terrestrial environment and delivery measures to manage and minimise any harm caused.</u></p> <p>9. <u>In order to have sufficient information to be able to assess the effects of the proposals, the Council may request the preparation of management or delivery plans identifying the measures to be taken to maximise benefits and to mitigate and/or compensate for impacts where this is justified by national or local policy. These plans should identify the timetables for delivery and the systems and resources that will be used to implement the proposed measures.</u></p>		
PSC158	New paras 18.16a – 18.16c	<p><u>18.16a Where appropriate, SPDs may be brought forward to set out a more detailed policy framework for Major Infrastructure Projects. Where applications for major infrastructure projects are submitted to the Major Infrastructure Planning Unit (MIPU)*, the Council will seek to ensure delivery of Policies CS36 and CS37 through negotiations with the developer, the preparation of a Local Impact Report and submissions to any Examination in public. A recommendation will then be made by the MIPU to the Secretary of State who will consider and determine the application for development consent. Where applications for associated and/or related development are submitted, this will be delivered through the development management process.</u></p>	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>18.16b Monitoring of the delivery of the project will be required to assess its effects as it is implemented, and to assess the extent to which they avoid, minimise, mitigate and compensate for negative impacts and align with the objectives, plans and strategies of the Council. This will include the monitoring of obligations to demonstrate that funding has been spent on the mitigation and compensation measures agreed with the MIP promoter.</u></p> <p><u>18.16c The Council may request delivery plans where appropriate to ensure action results in tangible impact mitigation, investment and improvement for local places and communities as part of any related conditions, requirements and/or obligations.</u></p> <p><u>*Under the Localism Act 2011 the MIPU replaces the Infrastructure Planning Commission and decisions on applications for development consent will be determined by the Secretary of State.</u></p>		
PSC159	Heading	<u>Nuclear power stations: in the Oldbury on Severn area</u>	Clarification	Main Modification (entire chapter updated via Appendix A)
PSC160	Para 18.17	The government in its draft NPS has now confirmed the site at Oldbury on Severn as potentially suitable for a new nuclear power station. <u>In its Nuclear National Policy Statement (NPS) (EN-6), the government has included a site near to Oldbury-on-Severn as potentially suitable for a new nuclear power station.</u>	Factual update	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC161	Para 18.18	As a result, the Council in its role as a statutory consultee will need to evaluate the <u>adequacy of consultation undertaken by the developer as well as</u> the impacts of both the listing of the site in the NPS and any emerging proposals from the developer...	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)
PSC162	Para 18.19	The <u>nominated site area</u> is located on the eastern bank of the Severn Estuary, adjoining the north eastern boundary of the existing nuclear power station at Oldbury and covers an area of some 150 hectares. <u>The project promoter Horizon Nuclear Power plans to deliver a total of around 6,000 MW of capacity across its two sites at Wylfa on Anglesey and near Oldbury-on-Severn in South Gloucestershire. Whilst Wylfa has been selected as the lead site, work to support future Development Consent and Site Licence applications is being progressed with the aim of achieving first generation of low carbon electricity at Oldbury by 2025. Planning and site licence applications are now expected to be submitted in 2014, with initial construction of the non nuclear components commencing as early as 2016, with the main construction of the nuclear plant commencing from 2019. This means that the plant would be generating low carbon electricity by 2025.</u>	Factual update	Main Modification (entire chapter updated via Appendix A)
PSC163	Para 18.20	If granted development consent by the IPC <u>Secretary of State</u> , a new power station could comprise either two or three nuclear reactors (depending on the design used), cooling towers, interim high-level	Factual update	Main Modification (entire chapter

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		waste storage facilities...including modifications to the electricity transmission infrastructure, access roads and/or highway improvements...surrounding area, a marine offloading <u>facility</u> and other facilities for the delivery of construction materials...accommodation <u>and other</u> facilities for construction workers.		updated via Appendix A)
PSC164	Para 18.21	The peak of construction workforce is forecast to be in 2021 when approximately 5,000 workers are expected on site. The construction programme, including the preparatory works for one nuclear reactor is expected to last 6 years. However, it is proposed to construct more than one reactor at the site <u>Approximately 5,000 workers are expected on site at the peak of construction. It is proposed to construct either two or three reactors at the site, depending on the final choice of technology through a staggered construction programme expected to last 6 years, the length of which is dependent on which reactor design is chosen for the site.</u>	Factual update	Main Modification (entire chapter updated via Appendix A)
PSC165	Para 18.21a	<u>The interim storage of radioactive waste and spent fuel on the site forms an integral part of any nuclear power station. While currently it is planned that each site will have its own store for Intermediate Level Waste, in the future shared storage may be considered. In addition it is possible that proposals for the treatment, storage or disposal of Low Level or Very Low Level waste either arising from Oldbury or other nuclear sites could be proposed at other waste disposal sites in South Gloucestershire. The Council considers that such proposals would need to be very carefully assessed and would need to clearly demonstrate that the benefits of any such proposal outweigh the impacts.</u>	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC166	Para 18.21b	<p><u>With the announcement by Magnox that the existing nuclear power station at Oldbury is to cease generation in early 2012, the programme for the decommissioning of the existing station will become clearer. The Council considers in order to minimize impact on the locality, it will be important to ensure the reuse of facilities and/or land, and the integration of NNB with the existing station as far as is possible. This may require a reconsideration of the proposed intermediate and/ end states for the existing power station site.</u></p>	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)
PSC167	Para 18.22	<p>...represent an investment of around £8bn £7.5bn, creating around 800 direct permanent jobs (plus 5,000 during the construction period)...</p>	Factual update	Main Modification (entire chapter updated via Appendix A)
PSC168	Para 18.22a	<p><u>A Shadow Planning Performance Agreement has been agreed between the Council and the NNB project promoter at Oldbury. While the PPA does not bind either party to any future decisions or recommendations it does set out the arrangements to which the parties are working, ensures a project managed and efficient approach to the work required and fosters mutual trust, while at the same time ensuring the independence and impartiality of both parties as well as transparency of process. The agreed PPA Vision sets out what the project should achieve, including:</u></p> <ul style="list-style-type: none"> ▪ <u>a proper assessment and scrutiny of the environmental, social and economic impacts (both positive and negative);</u> ▪ <u>a contribution of socio-economic benefits to the local</u> 	Factual update	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>community, both during construction and in operation;</u></p> <ul style="list-style-type: none"> ▪ <u>a positive contribution to sustainability and design quality, as well as an acceptable minimisation of environmental impact;</u> ▪ <u>compliance with operational, safety and security requirements;</u> ▪ <u>delivery of appropriate mitigation, compensation and community benefits; and</u> ▪ <u>alignment where appropriate with the local communities aspirations for the social, economic, transport and environmental future of their area as set out in spatial planning and other relevant policies applicable to the Development Site.</u> 		
PSC169	Para 18.23	<p><u>Whilst acknowledging that this project has the potential to bring benefits to the community, until the impacts of this new development... for a period of up to 100 years...</u></p>	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)
PSC170	Para 18.24	<p>Developments of this scale will have considerable impacts <u>and opportunities</u>. In addition, the Council would want to understand better the inter-relationships <u>and cumulative impacts of projects such as a</u></p>	Chapter has been reviewed	Main Modification (entire chapter

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		Nuclear Power Station at Oldbury with other major projects in the area such as the proposed new nuclear station at Hinkley, a <u>potential extension to Seabank adjacent to the South Gloucestershire boundary</u> , a <u>potential new</u> gas fired power station at Severnside, the new container terminal at Avonmouth and an expanding Bristol Port.		updated via Appendix A)
PSC171	Para 18.25	...These contributions will be negotiated as part of the normal planning process, including through section 106 agreements <u>and the Community Infrastructure Levy when implemented.</u>	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)
PSC172	Para 18.27	... as set out in its Community Strategy, Council Plan, <u>Local Transport Plans and policies</u> and this Core Strategy.	Clarification	Main Modification (entire chapter updated via Appendix A)
PSC173	Policy CS37	<p><u>In assessing and order for the Council to be able to responding to emerging proposals, developers will be required to comply with the following for any proposals for development associated with or ancillary to the Oldbury Power Station project, the Council will require compliance with the following:</u></p> <p>1. ...Any relevant existing and future development plan documents and <u>Council or locally produced village/town/community strategies and plans should shape the approach...</u> power station at Oldbury and its any associated <u>development or infrastructure</u>; and</p>	Chapter has been reviewed	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>2. ...</p> <p>3. ... arising during the construction, operation and decommissioning <u>and restoration</u> stages, <u>and should where possible make a positive contribution to transportation policy objectives in the locality. Proposal should include multi-modal solutions and investment that encourages travel by public transport, walking and cycling;</u> and</p> <p>4. <u>The requirements of the temporary workers should be met in a way that does not have an adverse effect on the local housing market, including the ability of those on low incomes to access the private rented sector, affordable housing and other housing services, or result in adverse economic, social or environmental impacts.</u> Proposals, including accommodation for construction workers should be directed where there is greater access to services and public transport, and the greatest potential for sustainable legacy uses to be established; and</p> <p>5. Proposals for the temporary accommodation of construction workers shall include plans for the site's after use and/or reinstatement; and</p> <p>6. ... as well as the framing of a S106 and/or other agreements</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p><u>and CIL payments; and</u></p> <p>7. The proposals must demonstrate how the <u>scheme layout and design and the scale of green infrastructure proposed can avoid, mitigate or compensate for visual, landscape and ecological impacts on the landscape and ecology of the local and wider area, as well as how impacts on cultural and historic aspects of the landscape can be avoided, mitigated or compensated for in the short and longer term...</u></p> <p>8. Proposals must be supported by procurement, employment, <u>education, training and recruitment strategies and delivery plans</u> to be agreed by the Council at an early stage of project development, with an objective to maximise the employment, <u>business</u> and training opportunities for the local communities <u>both in the short and longer term; and</u></p> <p>9. ...and ultimately, where appropriate, serve a community legacy use. <u>Where there would be additional impacts or demands on existing facilities the Council will seek appropriate contributions for off-site facilities; and</u></p> <p>10. ...</p> <p>11. ...the decommissioning and restoration stages, and the</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>delivery of measures where appropriate...</p> <p>12. ...</p> <p>13. Recognise the burden and disturbance borne by the community in hosting a major national or regional <u>nuclear infrastructure project</u>, particularly projects for the nuclear power industry...</p> <p>14. <u>Any proposal to treat, store or dispose of Very Low level, Low Level or Intermediate Level Waste or to treat or to store spent fuel arising from the existing nuclear power station or any future nuclear development or from elsewhere within outside the Council area, in an existing or proposed facility on or off the nuclear site would need to:</u></p> <ul style="list-style-type: none"> - <u>Be strongly justified;</u> - <u>Demonstrate that the planning impacts are acceptable; and</u> - <u>Demonstrate that the environmental, social and economic benefits outweigh any negative impacts.</u> <p>...</p> <p>...off-set any additional impacts or burdens borne by the community affected. The developer should...</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC174	New para 18.27a	<u>See paragraphs 18.16a – 18.16c.</u>		Main Modification (entire chapter updated via Appendix A)
PSC175	Para 18.31	South Gloucestershire Council supports the government’s conclusions and considers that the significant environmental impacts on the conservation objectives and integrity of the Severn Estuary European (Natura 2000 <u>and Ramsar</u>) site (and Ramsar) , its marine environment and natural habitats, as well as the landscape and visual impacts, outweighs at this point any advantages in terms of renewable energy generation based on barrage <u>tidal power</u> technology currently available. <u>It is recognised that future schemes will need to be considered with regard to their energy generation potential in relation to their environmental impact.</u>	Clarification	Main Modification (entire chapter updated via Appendix A)
PSC176	Para 18.32	<i>Delivery</i> 18.32 Where applications for major infrastructure projects are submitted to the Major Infrastructure Planning Unit (MIPU)*, the Council will seek to ensure delivery of Policies CS36 and CS37 through negotiations with the developer, the preparation of a Local Impact Report and submissions to any Examination in public. A recommendation will then be made by the MIPU to the Secretary of State who will consider and determine the application for development consent. Where applications for associated and/or related development	Text replaced by paras 18.16a – 18.16c	Main Modification (entire chapter updated via Appendix A)

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<p>are submitted, this will be delivered through the development management process.</p> <p>*The Localism Bill proposes that MIPU replaces the current Infrastructure Planning Commission and that decisions on applications for development consent are determined by the Secretary of State.</p>		

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Chapter 19				
PSC177	Chapter 19	Factual updates to: <ul style="list-style-type: none"> • change references to the Sites & Policies DPD to Policies, Sites and Places DPD • reflect changes in Government's approach to AMRs 	Factual updates/ clarification	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Glossary of Terms				
PSC178	General	Factual updates to: <ul style="list-style-type: none"> • change references to the Sites & Policies DPD to Policies, Sites and Places DPD • to reflect adoption of Joint Waste Core Strategy • reflect impending Government changes to national planning policy to replace planning policy statements and guidance • reflect abolition of regional spatial strategies 	Factual updates	
PSC179	Affordable Housing	Affordable housing includes social rented, <u>affordable rented</u> and intermediate housing, provided to specified eligible households whose needs are not met by the market. <u>Eligibility is determined with regard to local incomes and local house prices.</u> Affordable housing should <u>include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</u> : <ul style="list-style-type: none"> • <u>Social rented housing is owned by local authorities and private registered providers¹, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</u> • <u>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</u> 	Factual updates to reflect impending government changes to policy on affordable housing	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
		<ul style="list-style-type: none"> • <u>Intermediate housing</u> is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. <p><u>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered, for planning purposes, as affordable housing.</u></p> <ul style="list-style-type: none"> • Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices • Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision (Annex B PPS3) <p>¹ <u>As defined in S80 of the Housing and Regeneration Act 2008</u></p>		
PSC180	Annual Monitoring Report (AMR)	A report prepared by local planning authorities submitted to the government by local authorities or regional planning bodies assessing progress with and the effectiveness of a Local Development Framework (or currently Local Plan)	Factual update	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC181	Government Office for the South West (GOSW)	The integrated Government Regional Office for the South West, based in Bristol and Plymouth, with the following Directorates: Education, Industry and Trade, Environment and Transport, and Strategy and Resources	Factual update	
PSC182	Independent Examination	The process by which a planning inspector may publicly examine a Development Plan Document or a Statement of Community Involvement , before issuing a binding report. The findings set out in the report are binding upon the local authority.	Factual update	
PSC183	Intermediate Affordable Housing	Subsidised housing that costs less than housing available for sale or rent in the open market (whichever is the lower) but more than housing for social rent. It includes part-buy part-rent homes and housing for rent or sale at a discount.	Included in Affordable Housing definition	
PSC184	Interim safeguarded sites (Policy CS12 Table 2)	<u>Existing employment sites safeguarded for that use which have the potential for redevelopment shaped through the Council's LDF and SCI procedures.</u>	Clarification	
PSC185	Social rented Housing	Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant. <u>(Annex B PPS3)</u>	Included in Affordable Housing definition	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
PSC186	South West Regional Assembly (SWRA) and SW Councils	<p><u>... Following voluntary abolition of the SWRA in 2009, the regional planning function was transferred to the Strategic Leaders' Board, an arm of the South West Councils. This role was subsequently revoked by the government in 2010.</u></p> <p>South West Councils brings together the 41 local authorities in the region to provide a voice on major regional issues, influence government policy as it affects the region, encourage partnership working, promote the sharing of good practice and support councils through deliver of the Regional Improvement and Efficiency Partnership.</p> <p>The Strategic Leaders' Board is the executive arm of the South West Councils. The Board received responsibilities for Planning, Transport and Housing formerly undertaken by the Regional Assembly in May 2009.</p>	Factual update	
PSC187	Town Centre/Town Centre Uses	<p><u>A defined area including the primary shopping centre area and areas of predominately leisure, business and other main town uses within or adjacent to the primary shopping area. Main town centre uses include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and 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; arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)</u></p>	To replace definition in PPS4	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Appendices				
PSC188	Appendix 2 Replaced Local Plan policies	Add <u>L17 & L18 Water Environment</u> <u>EP1 Environmental Pollution</u> <u>E5 Filton Airfield Safeguarding</u> <u>LC11 Public Art</u> <u>LC13 Allotments</u>	Correction	
PSC189	Appendix 5 Green Infrastructure, Sport and Recreation Standards	Provision for children and young people accessibility standard 10 minutes walk / 45 <u>80</u> metres – Children’s play space.	Correction	

Post Submission Change Ref	Policy/ Paragraph reference from the Dec 2011 Core Strategy	Proposed Change	Reason for change	Main Modification
Key Diagram				
PSC190	Key Diagram	<ol style="list-style-type: none"> 1. Amend to reflect Policy CS26, position on Filton Airfield. 2. Amend to reflect Policy CS5, position of the Green Belt 3. Highlight passenger rail utilising the Hallen Line/Henbury Loop 4. Add rail: safeguarded station site - Filton 5. Re-align the Rapid Transit route 	Correction	