



Creating sustainable rural villages & settlements



As we prepare our new Local Plan 2020, we want to have a discussion with our communities about how we might investigate and approach planning for an appropriate level of small and medium-scale growth in rural villages and settlements.

This work will help us focus on maximising the benefits of development, and enhancing the sustainability of our rural communities. As part of this, we want to understand, protect and enhance the natural and heritage assets that make such a valuable contribution to the unique character of our villages and settlements.

Through the Core Strategy and previous Local Plans, the majority of the planned growth of homes, jobs and infrastructure has been focused on the communities of the Bristol North and East Fringes and the market towns of Yate, Chipping Sodbury and Thornbury. Beyond these areas, a comparatively small amount of development has come forward in our rural villages and settlements through the planning application process, and it has been mostly limited to infill within existing settlement boundaries.

A disadvantage of this approach is that the historic pattern of incremental investment in the sustainability of our rural communities that comes from growth, has been disrupted. Because of this, progressively, the benefits of well-planned growth haven't been felt in our rural villages and settlements. Development can provide local market and Affordable Housing, new employment opportunities, improved infrastructure, including walking, cycling and public transport upgrades and it can also support local services and facilities.

In more recent years some of our rural villages and settlements have also been the focus of 'speculative' development proposals, which are usually promoted through planning applications. This growth and change has not been arrived at through a plan-led strategy, and often, without a comprehensive understanding of the needs of, or support from, the communities in which they are proposed.

Our rural areas include many natural assets, like sites designated for their ecological value, the Cotswolds Area of Outstanding Natural Beauty – designated for its distinctive landscape character and natural beauty, the Severn Estuary, protected by a range of nature conservation designations due its important habitats and species, and green infrastructure – which is important to create a sense of place that connects communities to the countryside and provides space for wildlife to thrive in. Our rural areas are also home to a wide range of heritage assets, including conservation areas, listed buildings and sites of archaeological value. There are also landscape features like valleys, hillsides and escarpments, all of which help to create valuable, historic landscapes and distinctive places. A large area of rural South Gloucestershire is also designated as Green Belt.

As we consider our approach to planning for our rural areas, and the villages and settlements in them, we need to balance all of these issues and considerations, and make choices about where new homes, jobs and facilities should go, so that our rural communities can thrive.

Existing issues in our rural communities

In Section 3 of this document we discuss the issues that face all of South Gloucestershire, that need to be considered as we plan for the future. We think that some of these issues are of particular relevance to our rural areas and they are explored below.

Meeting the challenge of climate change is of central importance to the way we must plan for growth. It is an objective of national planning policy, and its importance locally has been further emphasised through the Council's declaration of a Climate Emergency in July 2019. Our new Local Plan has an important part to play in the Council's response to this issue, by promoting development which reduces the impacts of climate change. When considering rural growth, we think this includes:

- focusing rural growth in locations that aren't completely dependent on private car use to access key services and facilities
- maximising opportunities for development in locations that have good walking, cycling or public transport and digital connections to access key services and facilities
- exploring opportunities that contribute to achieving key plan priorities around the creation of nature recovery and green infrastructure networks
- providing for biodiversity offsetting and for renewable energy generation.



Issue 1: Climate change mitigation;
Issue 2: Climate change adaption and resilience;
Issue 41: Decarbonising transport;
Issue 43: Walkable neighbourhoods – access to key services and facilities in our rural areas.

The population of South Gloucestershire is projected to continue to grow, as is the number and proportion of older people. Many of our rural communities have a relatively older population than the local or national average. Our new Local Plan will need to think about how our rural communities can play a part in supporting population growth and change, and in doing so increase their social sustainability.

We'll need to consider if more purpose built, specialist homes and a wider choice of accommodation for older people is needed. We'll also need to make sure that new homes are adaptable and accessible, and provide opportunities for people to live independently and stay in their communities as they age.



**Issue 27: Identifying the amount of new homes to plan for;
Issue 28: Homes to meet the needs of our ageing population.**

It is common in rural communities, that access to a choice of housing, in particular Affordable Housing, specialist housing and smaller-market housing, is an issue. This can make it difficult, particularly for younger people and families and people on lower incomes who want to remain in, or move to, our rural communities. We'll need to look at evidence for specific sizes, types and tenures of homes in rural areas, including self-build and custom housebuilding and the potential for Community Land Trusts and other forms of delivery, to provide an affordable alternative for local communities.



**Issue 29: Housing affordability;
Issue 30: Planning for different groups.**

Over the last 30 years, planned growth has been focussed on larger sites in locations next to the existing urban area at the North and East Fringes of Bristol and the market towns of Thornbury and Yate. As a result, the benefits of growth have been directed to a limited number of places.

Additionally, over-reliance on a small number of large sites has weakened the resilience of our housing land supply, as these larger sites haven't delivered the homes and jobs as quickly as promised, by their promoters, when the Core Strategy was developed. The impact of this has been an increase in speculative development proposals in some rural communities. These are put forward and justified, in part, by the need to make up for the shortfall in delivery on the larger sites in the short to medium term. At the same time, many of our rural communities have seen comparatively low rates of growth, which has created problems with the availability, choice and affordability of homes, impacting on the mix and balance of communities and local services and facilities.

Following changes to national planning policy in 2019, we're now required to accommodate at least 10% of new homes on sites that are no larger than one hectare in size. Through our new Local Plan we will look to increase the amount of growth brought forward from small and medium-sized sites. This will reduce the risk of reliance on speculative planning applications to bolster housing supply when delivery on large sites is unexpectedly delayed.

As part of this, we're already investigating how greater levels of growth can be accommodated in our urban areas, and you can read about this in section 5. We think this provides an opportunity to think about growth in our rural communities and the contribution they can make in helping to meet this requirement and investigate the potential benefits growth can bring to these communities.

Beyond the urban areas, we want to investigate how we can provide a range of small and medium-scale sites in our rural communities, and how we might approach that. This could support the sustainability of rural communities, meet a range of housing needs, and help them overcome their individual challenges.

Planning for some level of growth, like new homes, employment and key services and facilities, in appropriate rural villages and settlements, can play an important role in making sure that the long term vitality, vibrancy and overall sustainability of our rural communities is maintained by:

- increasing opportunities for home ownership and renting for younger people, families and an increasingly ageing population that want to stay in, or move back to, their communities
- increasing access to education and employment opportunities in easy reach of where people live
- supporting the long-term sustainability and success of education facilities, particularly those rural primary schools that have seen a decline in class sizes in recent years
- supporting existing and/or enhanced key services and facilities in rural communities, like local shops, community centres, public houses, broadband connectivity, local employment opportunities, and the viability of public transport connections to towns and urban areas.

This approach could help stimulate new sources of supply, like smaller, local builders, private individuals, community-led housing schemes or through proposals for 'self-build', or those who are unable or unwilling to develop larger sites. As discussed above, this might also support the local economy, by providing and safeguarding jobs in the construction industry, to support the post Covid-19 economic and social recovery.



Issue 32: Issues with housing delivery on large scale sites;
Issue 33: Five year housing land supply;
Issue 34: Small site requirement;
Issue 26: Growth in rural villages and settlements.

Local Plan 2020 – this consultation

Based on the opportunities and issues identified in this document, we want to discuss an approach that seeks to improve the long-term sustainability of our rural communities. We want to explore what we need to think about, if an appropriate level of small or medium-scale growth in our rural villages and settlements, is to form part of the new Local Plan.

Initially we think that unless there are significant constraints, sustainability, or other key issues, that every rural community should be investigated and considered. This will help decide the part these communities might be able to play in contributing to and benefitting from plan-led growth.

Our Local Plan 2020 will in future stages of consultation need to identify specific sites in individual villages and settlements, to be allocated for new homes and/or employment opportunities and, potentially other important land uses.

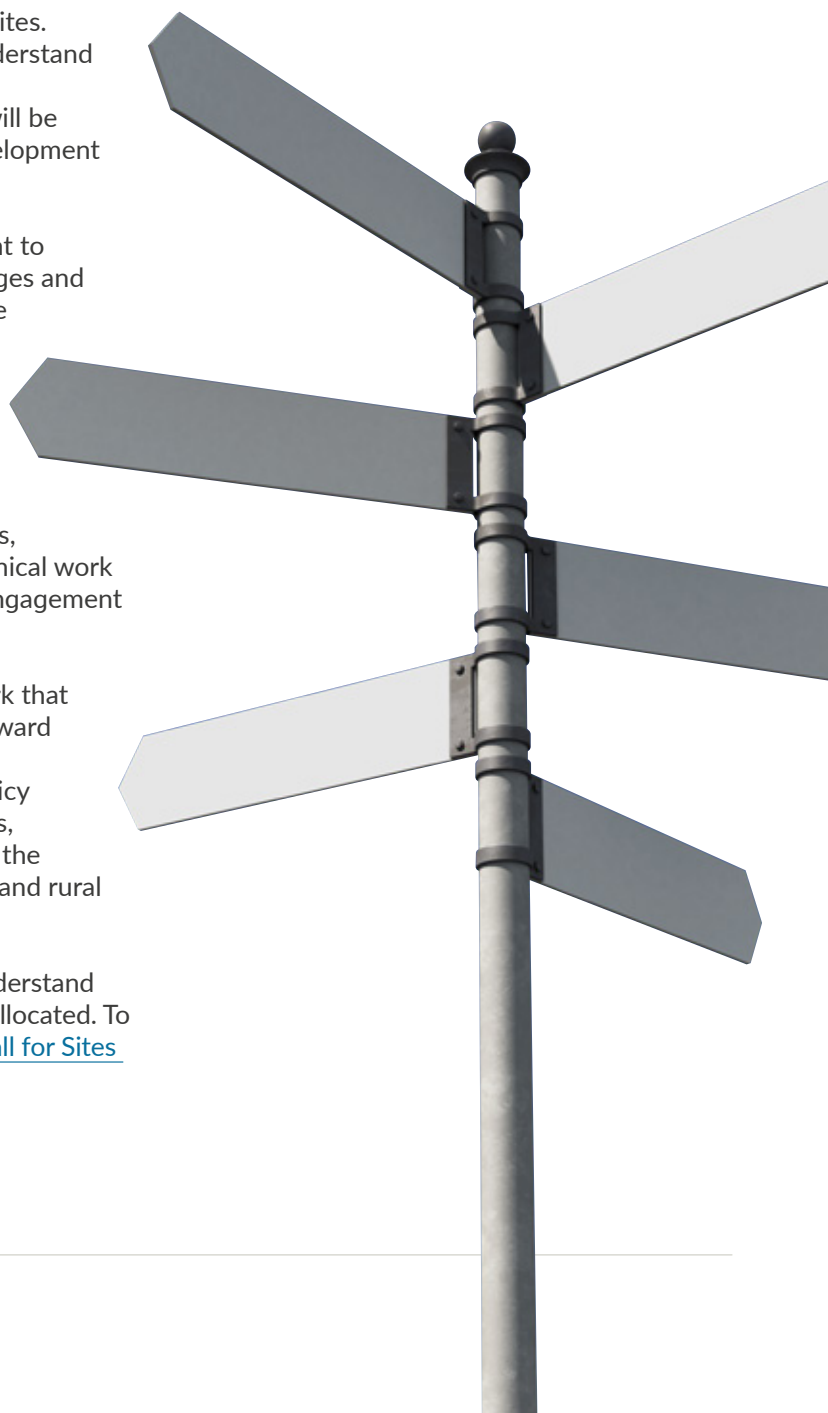
We can't discuss what level of growth might be appropriate in individual rural villages/ settlements at the moment, or the merits of individual sites. Before we can start do this, we need to understand the overall growth target that we'll need to accommodate in our new Local Plan. This will be set out in the West of England Spatial Development Strategy (see section 5).

But as part of this first consultation we want to discuss how we might consider; which villages and settlements might be suitable to investigate for growth, and what level of growth might be appropriate in those villages and settlements.

By taking a 'plan-led' approach to potential growth and change in our rural communities, we can fully discuss the issues, supported by evidence gathered from technical work and through a programme of community engagement and public consultation.

We also want to develop a policy framework that allows for rural exception sites to come forward in response to community identified needs and community-led proposals. The new policy framework will cater for specific rural issues, including the promotion and sustenance of the rural economy, horse-related development and rural worker's dwellings.

In preparing a new Local Plan, must also understand which sites might have the potential to be allocated. To do this, we have recently undertaken the [Call for Sites 2020](#), to identify sites.



These sites will have to be assessed through the [Housing and Economic Land Availability Assessment \(HELAA\)](#).

When this work has been completed, we'll be able to begin to look at potential options at a village and settlement level. We will present the outputs of this work through a Local Plan 2020 - Phase 2 consultation document, which we hope will be available in Autumn 2021.

What do we mean by planning for small and medium scale growth in our rural communities?

When we talk about 'small and medium-scale growth', we are referring to planned growth, which is appropriate and proportionate to the size and scale of existing rural communities. We want to make sure that there is a balance between the potential benefits of growth and the need to ensure we protect and enhance existing character and built, natural and community assets.



The Plan is in its early stages and we don't have a precise number of homes, or amount of employment land, in mind for any individual village or settlement. It is important, at this stage, to stress that any small or medium-scale growth proposed through this part of the Local Plan should not be of a scale that might lead to a strategic level change for any community, or require the provision of additional strategic infrastructure.

Generally, when we talk about 'growth' in rural areas we mean sites that, as a minimum, can provide five homes or more. Or, opportunities that provide employment uses on sites of 0.25 hectares, or 500 square metres of floor space and more. We must allocate this growth through future stages of the Local Plan.

It is also important to note that any proposed growth should be 'appropriate' for the village or settlement it is located in. By this, we mean that it should be proportionate and sensitive to the village or settlement's sustainability, and take into account any potential impacts on its character and function over the next 10, 15 and possibly 20 years. Because of this, we aren't yet able to define a maximum number of new homes or jobs that might be considered small to medium-scale, because this will depend on the individual village or settlement, and how any new growth might play a part in supporting its sustainability. What is appropriate will differ from place to place, and could be based on a number of sustainability, planning and local considerations.

We want to discuss and explore this with you, and you can find out more below.

We are aware that, separate to any growth proposed through the Local Plan, communities may also want to consider opportunities to promote sustainable growth with a rural exception site or by preparing a neighbourhood plan. These methods may offer another way, beyond the Local Plan process, to promote growth and change, and meet needs identified by rural communities.

As well as this, opportunities to bring forward development on infill sites, or sites within settlement boundaries could come forward through the development management process.

What about large scale growth in rural communities?

Through previous plan making and ‘Call for Sites’, proposals have been submitted to us for consideration of larger-scale planned growth in, or near, our rural villages and settlements. These are typically, but not exclusively, sites that would bring about very significant change for an individual village or settlement, or require strategic levels of infrastructure to be developed.



Any sites of this type/ scale submitted through the recent Call for Sites will need to be assessed, and then considered through preparing the Local Plan 2020. We understand this can be challenging for communities who might not support proposals like this, either in principle, or due to their specific impacts. It is important to note that no decisions about whether individual sites should be allocated will be made until they have been given appropriate consideration in future stages of preparing our new Local Plan and have been subject to public consultation.

In section 5 of this document, we explore and discuss the possible guiding principles we may use to investigate potential locations for large-scale growth. After this consultation, we will gather more evidence and technical information, before we present the options for villages, settlements or locations that might be investigated for larger-scale growth through our Phase 2 consultation document. We hope to release this document in Autumn 2021.

The potential to deliver larger-scale growth might be an option in some of our rural villages and settlements instead of, or in addition to, any proposals for small and medium-scale growth.

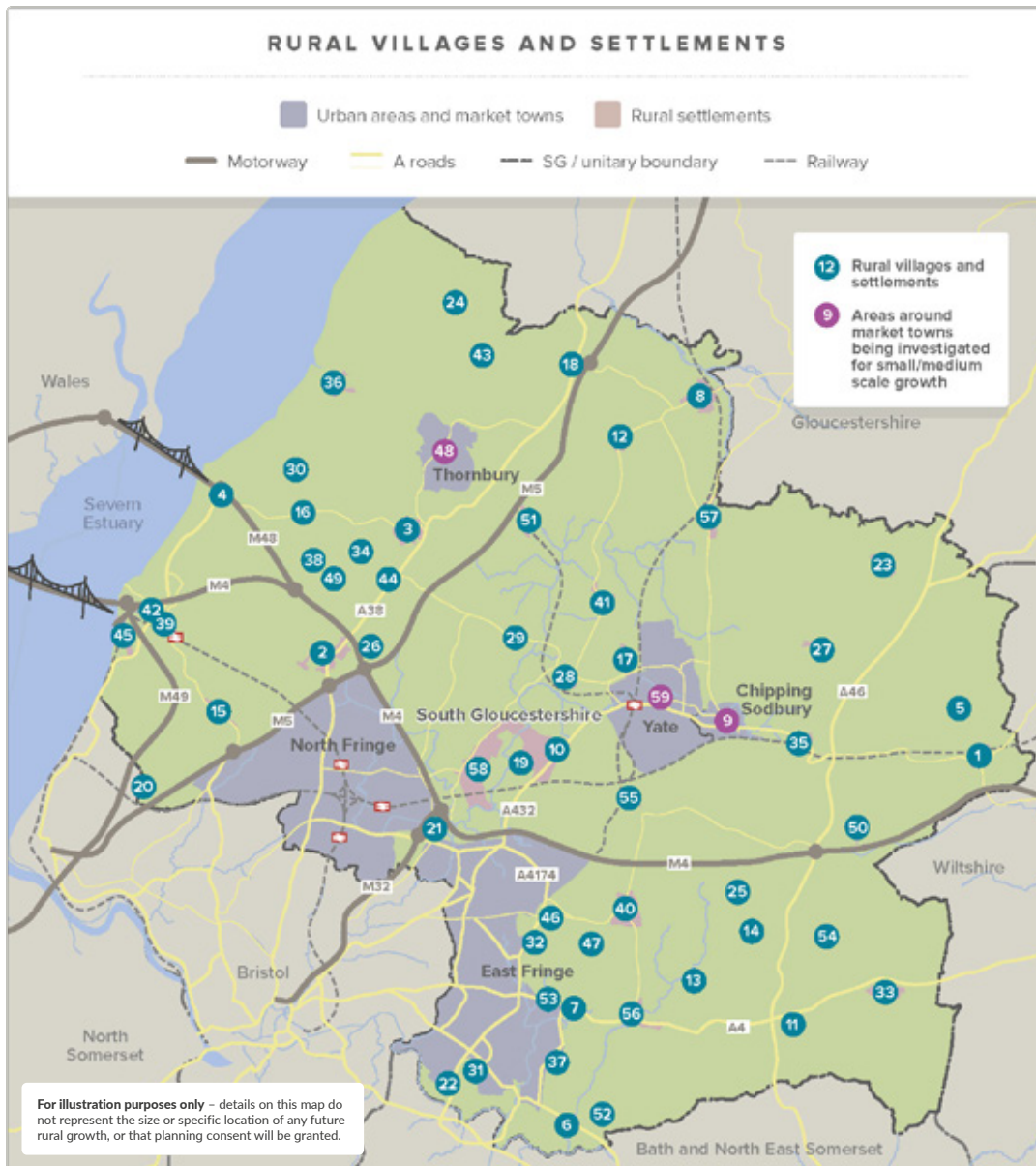
As our new Local Plan progresses, we will clearly state which rural villages and settlements will be investigated for large-scale growth, as well as those we are considering for small and medium-scale growth.

Where should we investigate for growth in our rural areas?

As we begin to investigate potential and appropriate levels of growth in our rural communities, we want to consider the following locations:

- in and around all villages and settlements with a defined settlement boundary, or, recognised collections of dwellings²⁵, and areas around the edges of market towns
- areas where sites have been identified through previous calls for sites, up to 200 metres from the edges of urban areas.

²⁵ Villages and settlements with existing settlement boundaries, defined on the Policies Map and considered for settlement boundaries or growth as part of the Policies, Sites and Places (PSP) Plan rural housing review have been included in the initial list of villages, settlement and rural places.



KEY	PLACE NAME	EXISTING HOMES	KEY	PLACE NAME	EXISTING HOMES
1	Acton Turville	156	31	Longwell Green	*
2	Almondsbury	640	32	Mangotsfield	*
3	Alveston	1055	33	Marshfield	626
4	Aust	37	34	Old Down	81
5	Badminton	114	35	Old Sodbury	122
6	Bitton	318	36	Oldbury-on-Severn	93
7	Bridgegate	25	37	Oldland	*
8	Charfield	1072	38	Olveston	396
9	Chipping Sodbury	2181	39	Pilning	316
10	Coalpit Heath	812	40	Pucklechurch	960
11	Cold Ashton	36	41	Rangeworthy	182
12	Cromhall (Bibstone and Townwell)	141	42	Redwick	55
13	Doynton	82	43	Rockhampton	33
14	Dyrham	26	44	Rudgeway	99
15	Easter Compton	231	45	Severn Beach	885
16	Elberton	39	46	Shortwood	73
17	Engine Common	117	47	Siston	30
18	Falfield	142	48	Thornbury	5768
19	Frampton Cotterell	2621	49	Tockington	140
20	Hallen	94	50	Tormarton	73
21	Hambrook	50	51	Tytherington	181
22	Hanham	*	52	Upton Cheyney	62
23	Hawkesbury Upton	354	53	Warmley	*
24	Hill	26	54	West Littleton	28
25	Hinton	42	55	Westerleigh	182
26	Hortham Village	293	56	Wick	626
27	Horton	66	57	Wickwar	585
28	Iron Acton	197	58	Winterbourne	2547
29	Latteridge	18	59	Yate	13027
30	Littleton upon Severn	42			

* Point outside urban area.

Are all of these locations sustainable and appropriate for investigation for planned growth?

Working with our communities we want to discuss how we investigate potentially appropriate levels of small to medium-scale growth that could be allocated in our new Local Plan. Because of significant constraints and sustainability issues, it might not be appropriate to propose growth through the Local Plan in some of these locations. Instead, it might be appropriate for growth, to meet an identified local need for homes or jobs, to be brought forward through a neighbourhood plan or a community-led rural exception site.

As we begin to think about what level of growth might be appropriate in our villages and settlements, we want to discuss a range of key principles that could inform and aid the investigation and discussion of this topic.

Investigating ‘appropriate’ small and medium-scale growth

As detailed in section 3 of this document there are some key sustainability and planning policy issues which are important in our rural areas and will help us to determine appropriate levels of growth in individual villages and settlements.

We think the key considerations include:

1. the size of existing village and settlements – relating to populations and the number of existing homes
2. The level of planned and speculative growth that has been built or approved in individual communities in recent years, if applicable

We will use information relating to demographics and planning at village/ settlement level to aid our understanding of these considerations across our rural communities.

3. The suitability and capacity of existing infrastructure and, any potential requirement for new utilities infrastructure – especially sewerage, water, power and gas
4. Key sustainability issues – sustainable access to key services and facilities, small and rural schools, and access to superfast broadband

We explore these in this section, in more detail below.

5. Key planning designations and considerations;
 - Flood Risk, Areas of Outstanding Natural Beauty, Green Belt
 - Impact on important ecological, heritage, local landscape assets and character.

More information on how we want to approach these issues is discussed below.

Key sustainability issues

Initially, we think sustainable travel for access to services and facilities should be a primary consideration because it relates to the guiding principles presented in section 5 of this document. This means we should make choices about what an appropriate level of growth in individual villages or settlements might be, based on the principle of minimising reliance on private car journeys, while considering:

- proximity to key services and facilities, including employment, retail, education and community, health and education facilities by walking and cycling
- the level of access to effective public transport connections, that can sustainably link rural communities to major centres and destinations where employment opportunities, retail, education and community, health and education facilities are available
- how new, or enhanced services and facilities, or new transport infrastructure, may come forward, through the Local Plan or other plans/ strategies, that could improve access to sustainable travel in rural communities.

As well as this, there are other factors that could be taken into account when we investigate potential and appropriate levels of growth in individual villages and settlements. This includes the Council's Small and Rural Schools Strategy, and other issues related to schools in rural areas, as well as the provision of superfast broadband. We discuss these issues in more detail later in this document.



Sustainable travel for access to services and facilities

Greenhouse gas emissions from road transport make up around a fifth of UK greenhouse gas emissions²⁶, and this makes it a significant contributor to the acceleration of climate change. Addressing climate change is a longstanding priority for the Council, further emphasised by its declaration of a Climate Emergency in July 2019. For this reason, we want to make choices relating to growth that minimise the need for essential journeys, to access key services and facilities to be made by private car. This supports the emerging Local Plan priorities, in particular, those relating to pursuing a carbon neutral and resilient future in a changing climate, and achieving sustainable travel and transport.

As noted in the Issues section of this document there is variation in our rural villages and settlements, in the level of access to key services and facilities by walking and cycling, and access to effective public transport connections. For example, villages and settlements that are closer to urban areas and market towns are more likely to be able to take advantage of the full range of services and facilities available in these locations, provided safe walking and cycling access is available, or suitable public transport connections exist. In contrast, villages and settlements located further away from these service centres often have access to fewer local services and facilities, sometimes with no suitable public transport connections for access to further services and facilities. In these instances, there is usually a greater reliance on travel by private car.

²⁶ <https://www.ons.gov.uk/economy/environmentalaccounts/articles/roadtransportandairremissions/2019-09-16#greenhouse-gas-emissions-from-road-transport-make-up-around-a-fifth-of-uk-greenhouse-gas-emissions>

We already consider opportunities to access services and facilities using sustainable means, like walking, cycling and public transport, through Policy PSP11 of our adopted Local Plan, in the [Policies, Sites and Places \(PSP\) Plan 2017](#). Policy PSP11 sets out the key services and facilities that should be in walking and cycling distance. Where key services and facilities are not accessible by walking and cycling, they should be within an appropriate distance of a bus stop, served by an appropriate level of public transport services²⁷ that connect to destinations that offer the remaining key services and facilities. The table below displays the key services and facilities, and the walking and cycling distances considered to be appropriate in this policy. The routes to these facilities should also be safe for walking and cycling.

Key Services and Facilities	Appropriate walking and cycling distances
Retail (comparison) shops and services and/or market towns and town centres (defined in Core Strategy Policy CS14)	1,200 Metres
(Weekly) superstore or supermarket	1,200 Metres
(Day-to-day) smaller food (convenience) shops	1,200 Metres
Local health services	1,200 Metres
Pharmacy	800 Metres
Dedicated community centres (defined by South Gloucestershire Council)	800 Metres
Post offices	800 Metres
Public houses	800 Metres
Secondary school	3 Miles ²⁸
Primary school	2 Miles
Major employers, designated town centres, and safeguarded employment areas (defined in Policy CS12 of the Core Strategy)	2,000 Metres walking 5,600 Metres cycling

Data & Access Profiles (DAPs) have been produced for each of our villages and settlements. Each profile shows the current level of walking and cycling access to these key services and facilities. It also provides an understanding of the current level of suitable public transport access to major centres and destinations for services and facilities not accessible in the village or settlement.

Please note that the evidence presented in the DAPs represents a point in time. If any of the information included is out of date, we would welcome your feedback, particularly as we are aware that changes as a result of Covid-19 may have had an impact on specific elements of this evidence. More information about this evidence can be found in the DAPs and supporting Data & Access Methodology can be viewed online [here](#).

²⁷ For the purposes of this section, an appropriate level of public transport service is considered to be:

1. Individual or combined services, total journey time under 1 hour.
2. At least 5 services a day during the week, 3 at weekends, to and from the destination.
3. During the week; one service arriving at the destination before 9am, and one leaving after 5pm.

²⁸ The Education Act 1996 set the maximum statutory walking distance as 3 miles for secondary schools 3 miles and 2 miles for primary schools - please see the South Gloucestershire 2018 Sustainable Access Methodology for further explanation (paragraphs 7.6 & 9.9).

Because of the emerging plan priorities discussed above, and our proposed focus on minimising reliance on private car journeys, we think that the Data & Access Profiles provide us with information that will help us to investigate and discuss what might be proportionate and sustainable growth in individual villages and settlements. They provide a snapshot of the current level of access to services and facilities, including those that are not currently available or cannot be accessed by sustainable means.

When considering and investigating the level of growth that might be appropriate in individual villages and settlements, it is important to understand how any growth might support existing services and facilities, or provide new services and facilities, and in doing so help to create more sustainable communities. It is also important to understand and recognise that new transport infrastructure or development may also lead to an enhancement of the level of sustainable access to key services and facilities in specific villages and settlements.

In some of our rural villages and settlements, where there is a lack of walking, cycling and public transport connections and where small or medium-scale growth is unlikely to improve provision of key services and facilities or transport infrastructure, it might not be appropriate, for sustainability reasons, to consider growth through our new Local Plan. In instances where those communities have identified a local need for new homes or jobs, provision exists for these to be considered and brought forward instead through a neighbourhood plan, or a rural exception site.

Sustainability of small and rural schools

Small and rural schools have an important role to play in providing local educational provision in our rural communities, and ensuring that every child and young person can access high-quality, local, school provision.

We are aware of the very specific pressures faced by small and rural schools²⁹ as a result of relatively low numbers of children on roll. This has implications for the structure and organisation of schools, and in some cases can threaten the long-term financial viability of small and rural schools. The Small and Rural Schools Strategy sets out the Council's approach, and commitment, to ensuring their sustainability by developing collaborative models of leadership, and using a joined-up approach to planning and housing delivery, that allows small and rural schools and communities to continue to thrive.

The Council has an obligation to provide free transport to educational facilities where there is no safe or appropriate walking routes, within a minimum distance from a child's home. Although there are a limited number of secondary schools in South Gloucestershire, and some degree of travel is likely to be necessary, there are a significant number of rural primary schools of various sizes in rural villages. Providing free school transport, to homes beyond walking distance of existing and planned education facilities, has created a considerable and long-term financial cost for the Council. Where longer distance travel is needed to access education facilities, it can encourage more private car journeys, and this conflicts with our new Local Plan's emerging priorities regarding sustainable travel and climate change. By making good choices about possible locations for development, and appropriate levels of growth, on the basis of proximity for access by walking, the long-term cost of free school transport to rural schools could be reduced or minimised. This would benefit the Council and rural communities.

29 The Department for Education (DfE) refers to small schools as having fewer than 210 pupils on roll. In the case of rural schools, the DfE has for many years been particularly concerned about schools serving rural communities and under the Designation of Rural Primary Schools [England] Order 2019, designates 16 maintained primary schools as 'rural' in South Gloucestershire.



Access to superfast broadband

In recognition of the important role that access to superfast broadband increasingly plays in meeting people's shopping, employment and social interaction needs, we think this should be considered when we investigate what might be an appropriate level of growth in individual villages and settlements. The importance of access to superfast broadband has been further underlined during the Covid-19 pandemic, where opportunities for non-essential face-to-face interaction have been limited by restrictions on movement to limit the spread of the virus. As part of this, we have seen wide-ranging changes to working practices, including the need for a large proportion of the population to work from home which, for many, requires a reliable internet connection.

Notwithstanding this, the Covid-19 pandemic has also served to underline the importance of our ability to gain physical access, rather than virtual access, to some key services and facilities, including employment for many key and frontline workers, and retail, health and community facilities.

With this in mind, we don't think that access to superfast broadband, alone, replaces the need for physical access to services and facilities, as doing so may result in growth in locations where access to services and facilities can't be achieved by sustainable means like walking, cycling or public transport.

126

Like the other considerations discussed above, there is significant variation in access to superfast broadband, both between villages and settlements, and also within those villages and settlements. We think an understanding of this could help to inform decisions about what level of growth might be appropriate, and might possibly support the consideration of specific sites, in the next stage of preparing the Local Plan 2020.

Key planning designations and considerations

There are several planning considerations that arise as a result of national planning policy, and we will need to take them into account. These are:

- flood risk and climate change – making choices based on the need to take a sequential, risk-based approach to flood risk when considering where development should be located. At the same time, we want to investigate and gain an understanding of the needs and aspirations of communities located in areas at risk of flooding.
- the Cotswolds Area of Outstanding Natural Beauty – making choices based on the need to maintain and enhance the natural and cultural qualities of the Cotswolds. Through doing so, we will recognise the role the environment plays in supporting jobs, businesses and a vibrant local rural economy, as well as the wide range of recreational and health and well-being benefits the AONB provides to the communities within the Cotswolds and across the wider area.

- Green Belt – making choices based on the need to maintain the purposes of the Green Belt (as set out in national policy), while recognising that a large number of our rural villages and settlements are located in the Green Belt, understanding that some rural villages in the Green Belt are near key services, facilities and public transport, and may not be covered by other planning designations or issues.
- other national and local planning designations that relate to our environment, heritage and built assets, that will need to be considered in the context of individual villages and settlements.

Flood Risk

The Issues section of this document discusses areas in South Gloucestershire that include areas identified as being within Flood Zone 3 (highest risk) and Flood Zone 2. They are primarily focused in the area adjacent to the Severn Estuary (Section 3 - Issue 11). Climate change is likely to have an impact on flood risk, both, increasing the extent of the area at higher risk, as well as the frequency of flood events. One of our new Local Plan's priorities is to make sure that when delivering sustainable growth, we consider the impacts of a changing climate and plan accordingly to deal with it.



National policy requires us to take a 'sequential approach'³⁰, which means only investigating growth in areas of the highest flood risk if our growth needs can't be accommodated at locations in the area of lowest flood risk (Flood Zone 1). It is also worth noting that national planning policy³¹ is clear that 'sensitive development' that includes the provision of new housing, should be directed away from areas at high risk of flooding, now and in the future.

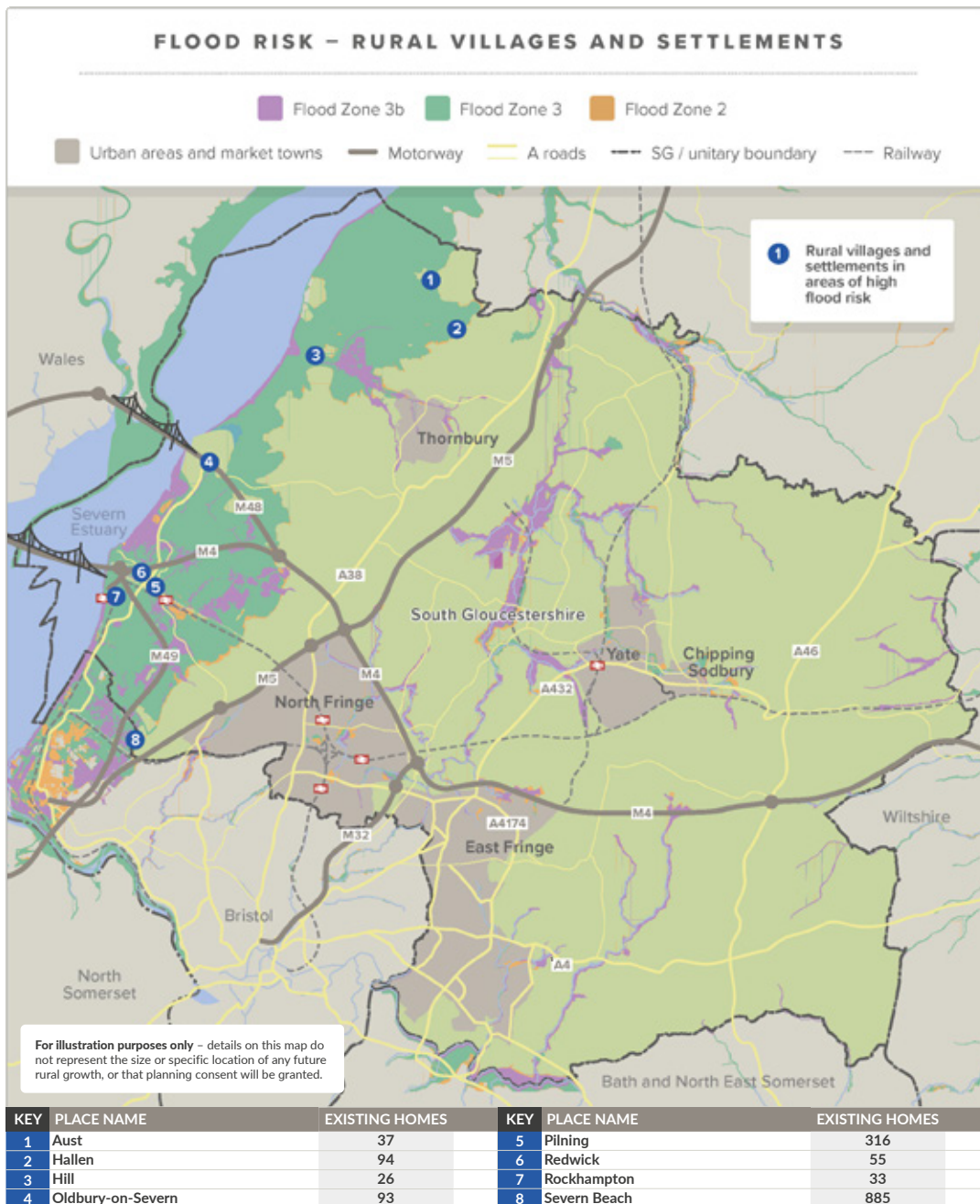
At this stage, because we do not yet know the level of growth we need to plan for, we aren't able to demonstrate that we can meet our needs completely in the areas of South Gloucestershire in Flood Zone 1. We are, therefore, unable to rule out growth in any of the villages and settlements in areas of high flood risk.

There are also a number of rural communities located in areas at the highest level of flood risk, and it's likely that this has affected their ability to attract investment, or achieve renewal, regeneration and growth. While it might not be appropriate to meet South Gloucestershire's general housing needs in these communities, we do want to understand their needs and aspirations. As part of this, we want to investigate whether, by working with partners, or in other ways, we might be able to support their long-term sustainability. We want to understand what infrastructure, or mechanisms and approaches might be needed to make sure any potential development in those communities is safe, and takes full account of flood risk and coastal change, now and in the future.

In some instances communities may want to, or have already begun to, identify their own local need for homes and other development by preparing neighbourhood plans. Locally identified needs should be met at local level, for example within a neighbourhood plan area, and would be required to apply the 'sequential' and 'exception' tests at neighbourhood plan level. An example of this can be seen in Oldbury-on-Severn, where local need for homes was identified by the community in an area surrounded by the highest level of flood risk, following this, they have identified suitable locations to meet their local needs.

³⁰ Government guidance explains more about the [sequential approach](#)

³¹ [National Planning Policy Framework](#) paragraph 157



Work will soon begin on upgrading existing flood defences and in some locations providing new flood defences along the Severn Estuary, as part of the Avonmouth Severnside Enterprise Area (ASEA) Ecology Mitigation and Flood Defence Scheme. Details of this scheme, including a short video explaining its purpose, are available to view [here](#).



Avonmouth Severnside Enterprise Area flood defence project.

It is important to note, that this scheme is designed to maintain the current level of protection and mitigate against increases in flood risk from the impacts of climate change. It does not reduce the level of flood risk in the area and, therefore, the sequential test would still apply. To be clear, the development of commercial and/or employment floorspace, and some infrastructure development, continues to be appropriate, subject to meeting other flood risk requirements. It would be inappropriate to consider housing growth in these areas based solely on the delivery of the ASEA Ecology Mitigation and Floods Defence Scheme. However, we are keen to understand what other solutions or choices there might be, alongside the ASEA Ecology Mitigation and Floods Defence Scheme, to support communities impacted by risk of flooding to prosper and thrive.

Cotswolds Area of Outstanding Natural Beauty (AONB)

The eastern side of South Gloucestershire is in the Cotswolds Area of Outstanding Natural Beauty (AONB), an area of national significance for landscape quality and beauty. National planning policy recognises the importance of Areas of Outstanding Natural Beauty (AONB) and places great importance on conserving and enhancing their landscape and scenic beauty.



The Cotswolds AONB is shaped both by its geology and by human activity, including farming, which combine to create a unique, distinctive landscape. The built environment we see today reflects the evolution of farmsteads, hamlets and villages to market towns that developed as centres for trade over centuries. The Cotswolds contains a wealth of heritage assets, including scheduled ancient monuments, listed buildings, conservation areas and historic parks and gardens, and is widely regarded as being the quintessential pre-industrial English landscape.

The natural and cultural environment of the Cotswolds offers opportunities to enhance the physical and mental well-being of both local people and visitors from across South Gloucestershire and beyond, through a range of leisure activities, including walking, running, cycling and quiet relaxation.

The importance of being able to access high-quality countryside like the Cotswolds AONB is well trailed, and has been further highlighted by the Covid-19 pandemic. We think it is important for communities to be well-connected by walking and cycling routes to the recreation and wellbeing opportunities offered by the AONB.

The Cotswolds has a varied economy, largely based around farming, forestry, tourism and quarrying, all of which continue to influence and contribute to the landscape. We think that, in future, the Cotswolds AONB may also offer significant opportunities to contribute to addressing some of our environmental and climate change priorities, including the provision of new areas for biodiversity offsetting, tree planting, natural flood alleviation, Green Infrastructure and nature connectivity, as well as potentially suitable areas for renewable energy generation.

The AONB is generally considered to be an affluent area, although there are pockets of social and economic deprivation, often as a result of limited public transport and lack of services in some areas, which can contribute to rural isolation. Added to this, the lack of new housing development can lead to high house prices in the AONB and a lack of Affordable Housing. This can mean that many people who grew up, and/or work, in the AONB, often cannot afford to remain living in the communities they grew up or work in.

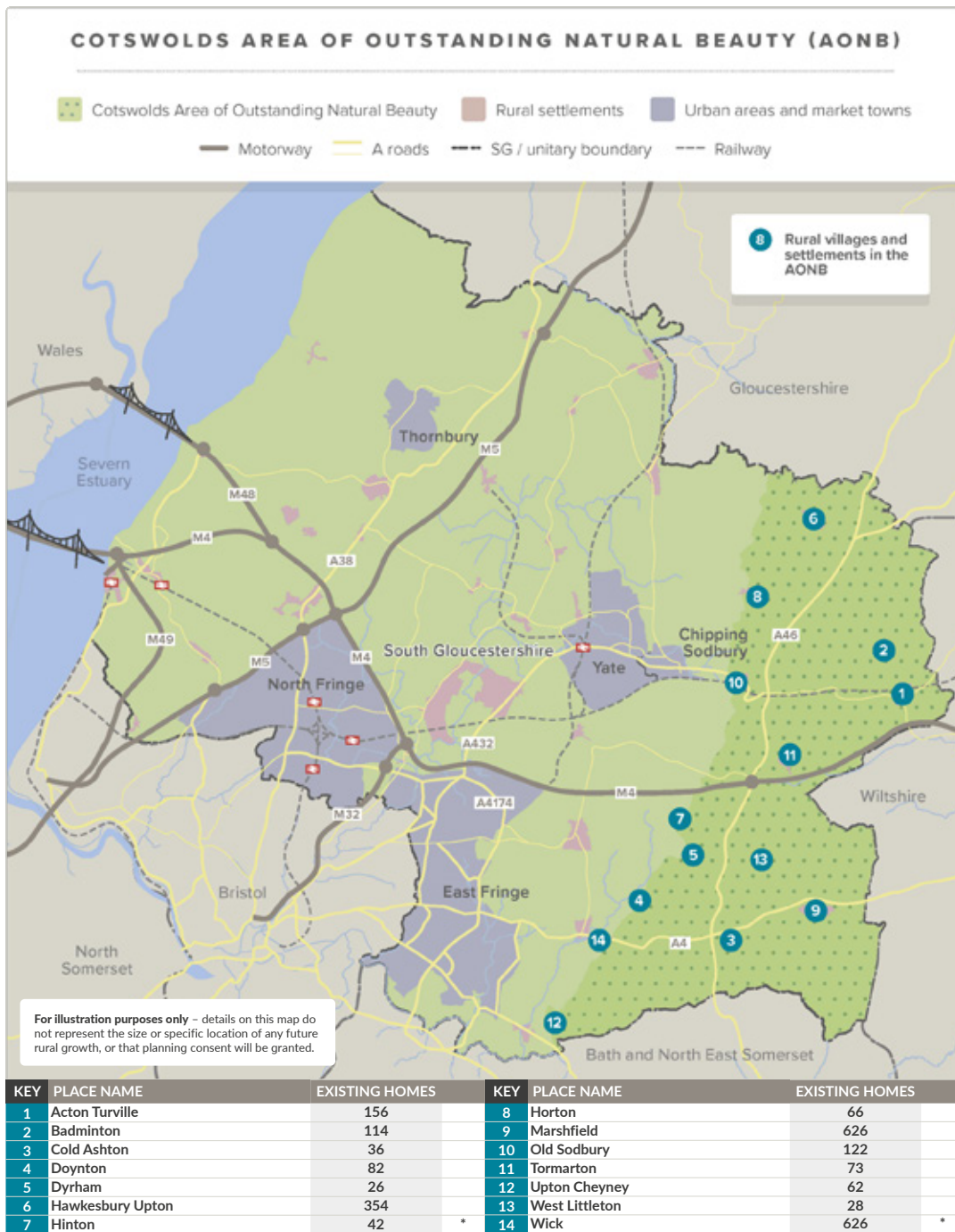


There are also issues in terms of the long-term sustainability of key services and facilities in local communities. The Cotswolds AONB is a living, working landscape and we want to explore possibilities to support the local economy, as well as any opportunities that positively contribute to meeting our objectives on climate change and nature recovery, including the potential to generate renewable energy, and new areas for wildlife, tree planting and green infrastructure corridors. The provision of a mixture of well-designed, mixed tenure and Affordable Housing can help to support existing communities to thrive and prosper.

We think that there is an opportunity for our new Local Plan to state more clearly, a strategy, for the communities and landscapes in the AONB. We think it is important to be clear about the relationship of these communities and spaces to the rest of South Gloucestershire and the vital part they could play in helping the whole of South Gloucestershire achieve its sustainability ambitions.

However, while investigating the potential for growth of homes, employment or other uses in the AONB, careful consideration will need to be given to the AONB and its setting, to avoid harmful effects. Regard will also be given to the Cotswolds AONB Management Plan, and the statutory purpose of the AONB designation, to conserve and enhance their natural beauty. We think this would be most effectively done when we consider individual places and proposed sites at village and settlement level.

Because of the issues mentioned above, we think it is appropriate to investigate the potential for the appropriate and sustainable growth of villages and settlements within the Cotswolds AONB.



* Point adjacent to AONB .

Green Belt

National planning policy places great importance on Green Belts, which aim to prevent urban sprawl, by keeping land permanently open. As 42% of South Gloucestershire is designated as Green Belt, the approach to planning for growth in villages and settlements both outside of and inside the Green Belt.

National planning policy requires us to demonstrate that we have looked at all reasonable options for meeting South Gloucestershire's development needs before looking at changing the extent of the Green Belt. Our new Local Plan is already investigating ways to maximise the amount of new development that can be accommodated in the existing urban areas and on brownfield sites through the 'Urban Lifestyles' approach. We will need to consider non-Green Belt locations in our rural areas, before we can plan for growth in Green Belt locations. We also need to work with neighbouring authorities who have non-Green Belt land that could potentially be considered for development.

Although, we do not yet know what level of growth we will need to plan for, the Issues section has set out that meeting all growth needs in our existing urban areas will probably be very challenging and could have negative impacts on the quality of life and environment in those areas. We also know that adjoining local authorities also have their own housing needs to meet.

Therefore at this early stage, when we consider which rural communities should be investigated for some level of growth, in the context of the Green Belt, we think there are two broad options to consider:

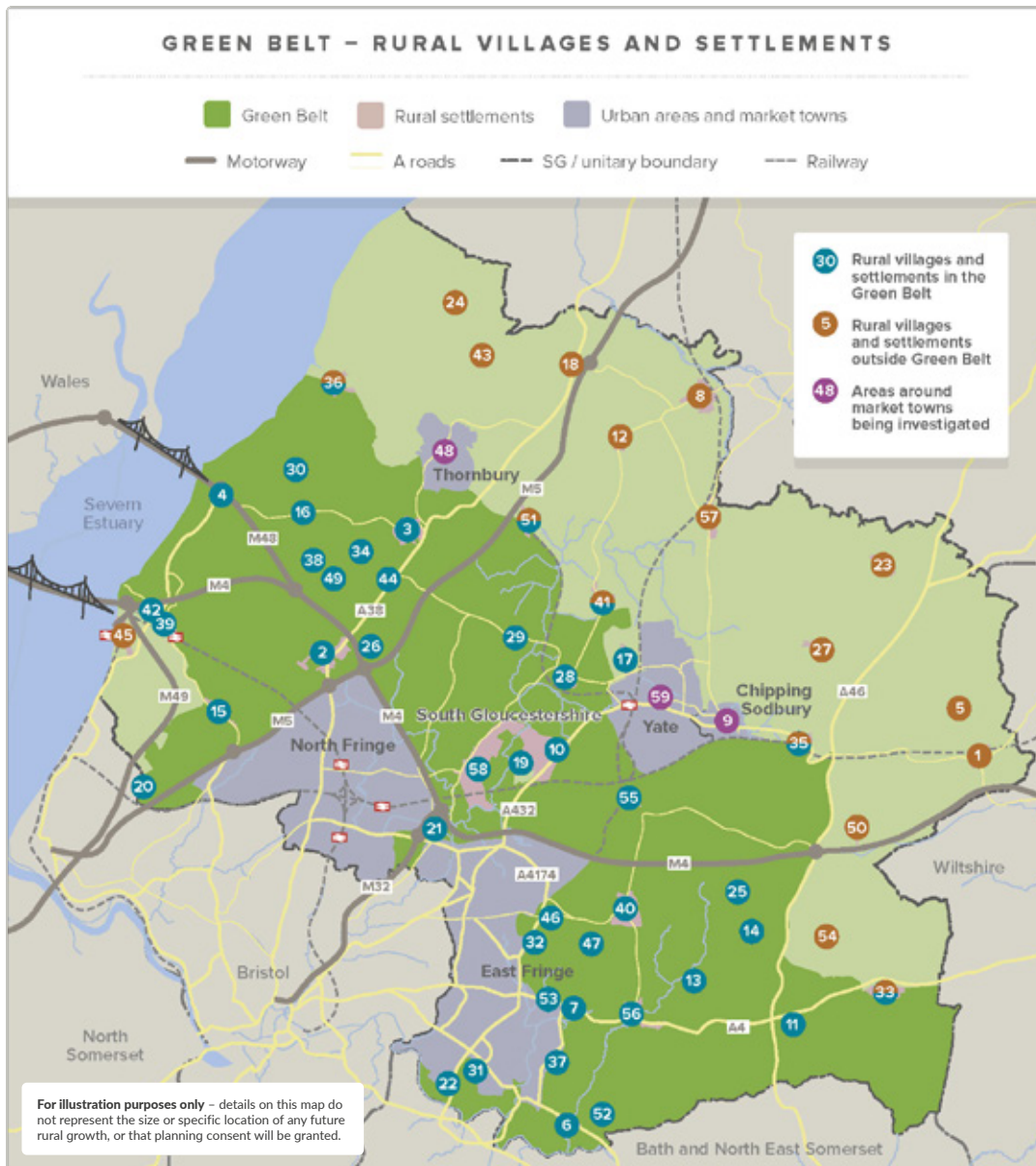
1. [Only investigate the potential for an appropriate level of small to medium-scale growth in villages and settlements outside of the Green Belt](#)

When preparing previous Local Plans, there has, traditionally, been support for protecting the existing area of Green Belt in South Gloucestershire. We also need to consider this option because national planning policy requires us to demonstrate that we have looked at all reasonable options for meeting our development needs before looking at any changes to the extent of the Green Belt.

2. [Investigate the potential for an appropriate level of small to medium-scale growth in villages and settlements both outside and inside the Green Belt](#)

This would result in the largest number of villages and settlements being considered, and providing the broadest range of possible options to deliver the homes needed for communities across South Gloucestershire.

A summary of the pros and cons of each of these options is provided for reference in **Appendix ①**



KEY	PLACE NAME	EXISTING HOMES	KEY	PLACE NAME	EXISTING HOMES
1	Acton Turville	156	31	Longwell Green	*
2	Almondsbury	640	32	Mangotsfield	*
3	Alveston	1055	33	Marshfield	626
4	Aust	37	34	Old Down	81
5	Badminton	114	35	Old Sodbury	122
6	Bitton	318	36	Oldbury-on-Severn	93
7	Bridgegate	25	37	Oldland	*
8	Charfield	1072	38	Olveston	396
9	Chipping Sodbury	2181	39	Pilning	316
10	Coalpit Heath	812	40	Pucklechurch	960
11	Cold Ashton	36	41	Rangeworthy	182
12	Cromhall (Bibstone and Townwell)	141	42	Redwick	55
13	Doynton	82	43	Rockhampton	33
14	Dyrham	26	44	Rudgeway	99
15	Easter Compton	231	45	Severn Beach	885
16	Elberton	39	46	Shortwood	73
17	Engine Common	117	47	Siston	30
18	Falfield	142	48	Thornbury	5768
19	Frampton Cotterell	2621	49	Tockington	140
20	Hallen	94	50	Tormarton	73
21	Hambrook	50	51	Tytherington	181
22	Hanham	*	52	Upton Cheyney	62
23	Hawkesbury Upton	354	53	Warmley	*
24	Hill	26	54	West Littleton	28
25	Hinton	42	55	Westerleigh	182
26	Hortham Village	293	56	Wick	626
27	Horton	66	57	Wickwar	585
28	Iron Acton	197	58	Winterbourne	2547
29	Latteridge	18	59	Yate	13027
30	Littleton upon Severn	42			

* Point outside urban area.

N Land north and around is outside the Green Belt.

S Land to south is outside of the Green Belt.

As part of this, it is also worth noting that a number of our villages and settlements are ‘washed over’ by the Green Belt, and others are ‘inset’ (cut out) in the Green Belt. This is another factor that may influence the approach we propose, in the context of the need to maintain the role and function of the Green Belt in those locations, in the next stage of preparing the Local Plan 2020.

Because of the amount of land in the Green Belt and covered by other key constraints, we think, based on work we’ve undertaken to date, that it is very likely we will need to look at options for growth in and around villages and settlements that are both outside and inside the Green Belt. Because of this, we think it is appropriate to investigate the potential for growth in villages and settlements in the Green Belt.

By investigating the potential for an appropriate level of growth in the largest range of villages and settlements (and therefore, in the future, potential sites) we can be more selective about how much growth and where growth is proposed in our new Local Plan. This will help us meet our emerging new Local Plan priorities; such as ensuring we place growth in locations where it is possible to walk, cycle or use public transport to access services and facilities is possible. This approach can also avoid the potential overloading of villages and settlements outside the Green Belt that would harm our designated environment, heritage assets and unique character of many rural villages.

Other planning considerations and issues

There are other important considerations that we will need to take into account when we consider what might be an appropriate level of growth in our villages and settlements. Some of these have been highlighted in the guiding principles in section 5 of this document. These and others will need to be investigated at site level and include the need to:

- protect and enhance designated ecological assets – including internationally, nationally (including Sites of Scientific Interest (SSSIs)) and locally-protected sites (including Sites of Nature Conservation Interest (SNCIs))
- protect and enhance landscape and heritage designations and their settings – like key hillsides, valleys, ridgelines, conservation areas and listed buildings
- protect and enhance the function and connectivity of our emerging green infrastructure and nature recovery networks
- consider any potential for below ground-level issues including contamination, for example as a result of previous land uses
- ensure that we protect a ‘sense of place and character’ when planning for new development.

We can begin to think about these considerations in detail, when we begin to look at potential options in villages and settlements at a site level.

Consideration of these issues will be presented at the next stage of the Local Plan, once potential sites for development have been identified (through the Call for Sites) and assessed (through the HELAA and other technical work) and we are in a position to discuss potential options at a village and settlement level. The emerging outputs of this work will be presented in our Phase 2 consultation document, which we hope to publish in Autumn 2021.

Summary

At this stage of preparing the new Local Plan we think that unless there are significant constraints or sustainability issues, all of our rural villages and settlements should be considered, to determine the role they could play in our strategy for the sustainable growth of homes and jobs. We are looking at different considerations and approaches that we might use to determine potential and appropriate levels of growth in individual villages and settlements.

As part of this, we will look at the size of existing communities and recent and approved developments. We will also consider the level of existing and potential sustainable travel to key services and facilities and the potential positive impacts on small rural schools and school transport, as well as the role of digital connections and broadband.

Are there any other key considerations you feel we should consider?

- Do you agree with our proposed approach to the national policy issues highlighted, like flood risk, the Cotswolds Area of Outstanding Natural Beauty, Green Belt, and other important planning designations?
- Are there any other issues you think we should consider? Please provide as much detail as you can to support your views.

What happens next?

Following this consultation, we will analyse and consider all the responses received, with the aim of understanding of what might be an appropriate level of growth in individual villages/ settlements. The feedback we receive will assist in determining how we approach the next stage of preparing our new Local Plan.

At this stage we are particularly interested in understanding if there are other principles/ issues we should consider to establish what might be an appropriate level of growth in each community, and whether you agree with our approach to Flood Risk, the AONB and Green Belt.

Alongside this, we will also need to consider and assess the sites submitted to us through the Call for Sites 2020, by undertaking a [Housing and Economic Land Availability Assessment \(HELAA\)](#). This will consider growth at site level within individual rural communities. This will be key for understanding the impact on ecological, heritage, landscape and other key principles. Once this work has been concluded, we will be in a position to start to look at potential options at a site level within individual villages and settlements. The emerging outputs of this work will be presented through our Phase 2 consultation document which is anticipated in Autumn 2021.

It is also worth flagging that the government published a [Planning White Paper](#) for consultation in August 2020 which proposes significant changes to the planning system and national planning policy. The White Paper proposes include reforms to the way local plans are produced and what they should contain, which will impact on how we progress our new Local Plan in future years.

At this moment in time we cannot be certain as to what the exact changes to the planning system and new approaches to Local Plans will be. It is likely to affect the way we present and discuss future options and choices around growth and change. What is certain however, is that through our new Local Plan we will need to make choices around growth, change and protection in and around our rural communities.

Questions

Do you agree with our proposed approach to the national policy issues highlighted, like flood risk, the Cotswolds Area of Outstanding Natural Beauty, Green Belt, and other planning considerations and issues?

Do you have any comments on our proposed approach to investigate an appropriate level of growth in our rural villages and settlements?

Are there any other planning issues you think we should consider?

To answer these questions visit our online consultation page at www.southglos.gov.uk/localplan2020-feedback to complete or download our questionnaire.



Planning Policies

Purpose of local plan policies

Local plan policies provide direction and clarity on where development is expected to take place. They outline the number and types of homes, jobs, services and facilities, as well as infrastructure that will be expected to be developed in South Gloucestershire. Planning policies also safeguard and seek to enhance our green infrastructure, biodiversity, historic assets and buildings, and unique areas of character across the authority.

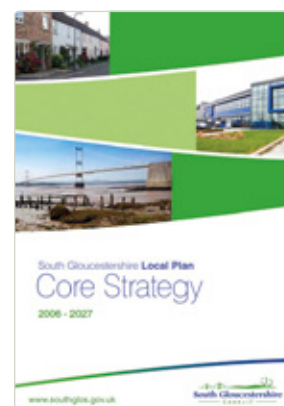
Topic-based policies shape the quality, type and way we build new types of development. Ensuring we aim for high quality and progressive approaches is crucial if we are to positively address our declared Climate Emergency, build upon the lessons learned during the Covid-19 pandemic, and address inequalities across our communities.

Policies in our Local Plan are the starting point for making decisions on all planning applications and will be the foundation for guiding development across all of South Gloucestershire.

Our existing planning policies

The Local Plan for South Gloucestershire is currently formed by the Core Strategy, the Policies, Sites and Places (PSP) Plan and the Joint Waste Core Strategy. These documents contain a wide range of adopted planning policies, and will be used to determine planning applications until they are replaced.

The Core Strategy, which contains the strategic policies for the area, was adopted in 2013. The policies within the Core Strategy were prepared to support the growth strategy at that time, with updates and more detailed policies set out in the PSP Plan (adopted in 2017).



Cover of adopted Core Strategy.

Local Plan 2020 – Opportunity for new planning policies

Our new Local Plan is an opportunity to review our existing policies and begin thinking about what type of new policies and approaches will be needed in the future.

Since adoption of the Core Strategy and PSP, we have begun to see new evidence, approaches and priorities emerge that will eventually require new planning policies. Key drivers informing consideration of new planning policies and approaches include:

- priorities set out in the Council Plan (adopted 2020);
- declaration of a Climate Emergency on 17 July 2019;
- the Covid-19 pandemic and the impacts this has had on communities, the health services and the economy;
- updates to the National Planning Policy Framework in 2019 – with more expected to come forward in the next few years;
- there have been, and will continue to be, updates to National Planning Policy Guidance which supports the NPPF; and
- preparation of a new West of England Mayoral Plan – The Spatial Development Strategy.

As we begin considering what policies might need to eventually replace the Core Strategy and PSP, we start by discussing the range of issues facing South Gloucestershire. We have also suggested nine priorities to address these issues.

We want to make sure that where our new Local Plan can tackle the issues and address priorities for the area, we have effective policies in order to do so. New policies might evolve from existing policies, or cover entirely new issues and topics.

For example, we know we need to set a new strategy and policies for where new homes, jobs and infrastructure will go, to eventually replace existing policies like CS5 (Location of development), CS12 (Safeguarded areas for economic development), and our approach to town centres and high streets (Policies CS14 and PSP31). We also want to make sure that new development goes further to reducing the amount of carbon required to heat and run new homes by eventually replacing policy CS3 (Renewable and low carbon energy generation) and PSP6 (Onsite renewable and low carbon energy), with new further reaching standards, as we aim for zero carbon development.

We want to promote healthy lifestyles by controlling the number and type of new takeaways near schools by updating our existing approach set out in policy PSP35 (Food and Drink Uses). We need to respond to messages emerging in the wake of Covid-19, for example, ensuring that people have sufficient space to accommodate members of their household and work from home without having to move, whilst protecting residential amenity. This will require new approaches from those set out in PSP38 (Development within existing residential curtilages, including extensions and new dwellings). Achieving these and other priorities will require new policies which update and eventually replace our adopted policies.

Changes to the way the planning system operates (including national planning policy) is likely to have a strong influence on the range and content of planning policies we include in our Local Plan 2020. In August 2020, the Government released a [Planning White Paper](#) for consultation which proposes significant changes to the Planning system. One of the proposals includes reducing the number of policies at the Local Plan level and creating new national planning policies to cover key topics.

Local Plan 2020 Phase ①

– Planning policies

This document is the first we have produced as we begin the process of producing our new Local Plan.

As part of this Phase 1 Issues and Approaches consultation document, we want to set out the range of policies we think will be required and which local plan priority they would assist in achieving. We also want to be clear which of our existing policies may need to evolve and eventually be replaced.

For some topic based policies we already have prepared early drafts of policies to share, covering the following topics:

Working Policy Draft Available (Strategic)	Working Policy Draft Available (Non-Strategic)
<ul style="list-style-type: none">• Climate Change Adaptation and Mitigation• Creating well-designed places• Nationally Important Infrastructure Projects (NSIPS) and related development	<ul style="list-style-type: none">• Energy Management in New Development• Renewable & Low Carbon Energy System• Parking Requirements, including Electric Vehicles• Oldbury - Nuclear New Build• Oldbury A station - Decommissioning• Radioactive Waste

However, at this early stage of building our new Local Plan we do not have drafts of most of the policies that will be needed. The majority of policies cannot be effectively drafted until further consultation, evidence and studies have been carried out. This is particularly true of those policies which set out, or are linked to, the strategy for growth/change of homes, jobs, shops and transport.

Our approaches to strategic growth policies will be informed by the emerging sub-regional Spatial Development Strategy and supporting evidence base. Once greater detail is known, for example the number of new homes or jobs we need to plan for, we can begin drafting those new policies. We have started exploring how we might approach new strategies and policies for growth (set out in section 5: Building a Strategy) but we are very much at the beginning of this process. In addition, changes being proposed by the Planning White Paper may alter how these policies are progressed, as national guidance and legislation is amended.

As part of this Phase 1 document, we want to get your feedback on whether the range of planning policies we are currently proposing are correct, and if you have any views on the draft policies we are presenting at this time.

Local Plan 2020 Phase ②

– Planning policies

Future stages of the Local Plan 2020 will put forward a more comprehensive set of draft policies. We hope to consult you on a fuller range of policies in 2021.

These policies will be informed and refined from the feedback obtained from this Phase 1 consultation; particularly if we have the issues and priorities for the plan correctly identified. Any updates to local priorities, national planning policy and legislation, as well as new information relating to the SDS, will also inform the drafting of more detailed policies.

Due to the proposed changes to the planning system set out in the Governments Planning White Paper, some of the policies we have listed (including our draft policies) might not be carried forward. However, at this stage we think it is important to set out the range of policies we think are needed in our new Local Plan. At the next consultation stage, we will set out if certain topic areas are likely to be addressed at a national rather than local level, and consider whether local level detail is still required.

Local Plan 2020

– Potential policies

141

The following tables set out the types of policies we currently hope to include in our new Local Plan. The tables separates policies into ‘strategic policies’ and ‘non-strategic policies’.

The tables link each policy to one of our emerging plan priorities, for example, exceptional spaces and places. To give an idea of the type of detail which might come forward, we have set out the existing planning policies that currently address the headline topic and priority issue. This information is also useful in understanding how once our Local Plan 2020 is eventually adopted, the existing policies will be replaced with a range of new policies that will set different approaches and requirements.

Where we hope to develop policies covering new topics, this is also indicated. Where existing policies are to be deleted, this is indicated in a separate table.

Where we have emerging draft policies to share at this early stage, we have provided this in this table too.

What are strategic and non-strategic policies?

We are required by the National Planning Policy Framework to split our policies into two types; strategic or non-strategic.

Strategic policies are those necessary to address the overarching priorities for the area, including policies that address cross-boundary issues. Strategic policies should set out an overall strategy for the pattern, scale and quality of development.

They should make sufficient provision for:

- Overarching climate change, design, green infrastructure and environment approaches;
- Housing, employment, retail, leisure and other commercial development;
- Transport and other Infrastructure; and
- Waste, minerals and national projects like Power Stations.

They also provide a clear starting point for more detailed non-strategic policies that are needed to address a wide range of issues.

Non-strategic policies deal with detailed matters, like locational principles and place specific requirements. For example, a non-strategic policy may be a detailed policy for a specific area like Kingwood, where the “Urban Lifestyles” approach is being considered, or growth in a rural village or market town.

It can also be topic-based policies such as open space standards, parking standards, community facilities or the allocation of local sites. Topic-based policies might also cover detailed issues, like transport management, or how standards in relation to carbon reduction in new developments are required, or specific design principles in relation to extensions.

Range of potential policies

The following tables provide the range of policies which we intend to include in our Local Plan 2020. They also indicate how we are looking to review, and eventually replace our existing range of planning policies.

At this stage, the intention is for all of these policies to be contained within a single Local Plan Document. However, if very detailed approaches are required, or different approaches are required above and beyond what we have provided, we may need to progress some policies with additional supporting documents. This might include area-based masterplans, supplementary planning documents, or a further Local Plan policies document- similar to the approach taken with the existing Core Strategy and the PSP.

We would like your feedback on whether we have provided the correct range of policies that we will need in the future to guide development and create exceptional places and spaces within existing and new communities.

Please note: at this stage, the existing policies set out in the Core Strategy, Policies Sites and Places Plan and Joint Waste Core Strategy will remain in place, and will be used to determine planning applications. They will eventually be replaced by new policies included in the Local Plan 2020- but not until the Local Plan 2020 has been “adopted”. This is currently scheduled to take place in late 2023.

Local Plan 2020

– Proposed Strategic Policies

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Climate Change Mitigation and Adaptation	Pursue a carbon neutral and resilient future in a changing climate	New Policy Topic	Yes Please see Appendix 2
Green Infrastructure	Protect and enhance our environment & Development that promotes health and well-being	CS2 Green infrastructure	No.
Environment and Heritage	Protect and enhance our environment & Creating exceptional places and spaces	CS9 Managing the environment and heritage	No.
Creating well-designed places	Creating exceptional places and spaces	CS1 High quality design PSP1 Local Distinctiveness	Yes Please see Appendix 2
Strategy for Growth & Protection	Planning for urban and rural areas	CS5 Location of development (inc.Green Belt)	No.
New Homes for the Plan Period	Provide the right type and number of new homes	CS15 Distribution of housing	No.
Meeting the needs of our Gypsy/ Traveller & Travelling Showpeople communities	Provide the right type and number of new homes	CS21 Gypsy and Traveller accommodation CS22 Travelling showpeople	No.
Providing land for Economic Development	Enable a productive, clean and inclusive economy	CS11 Distribution of economic development land	No.
Town Centres, High Streets, Shopping and Leisure.	Enable a productive, clean and inclusive economy	CS14 Town centres and retail PSP31 Town Centre Uses	No.

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Mineral Extraction, Working and Restoration	Enable a productive, clean and inclusive economy	CS10 Minerals PSP23 Mineral Working and Restoration PSP24 Mineral Safeguarding Areas	No.
Nationally Significant Infrastructure Projects (NSIPs) and related development	Enable a productive, clean and inclusive economy	CS36 Proposals for major infrastructure projects	Yes Please see Appendix 2
Strategic travel and transport Schemes	Achieving sustainable travel and transport	CS7 Strategic transport infrastructure PSP13 Safeguarding Strategic Transport Schemes and Infrastructure PSP14 Safeguarding Rail Schemes and Infrastructure PSP15 Park and Ride/ Share	No.
Infrastructure & Contributions	Providing the right supporting infrastructure	CS6 Infrastructure and developer contributions	No.

Proposed Non-Strategic Policies

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Energy Management in New Development	Pursue a carbon neutral and resilient future in a changing climate	New Policy Topic	Yes. Please see Appendix 2
Renewable and Low Carbon Energy System	Pursue a carbon neutral and resilient future in a changing climate	CS3 Renewable and low carbon energy generation CS4 Renewable or low carbon district heat networks	Yes. Please see Appendix 2
Sustainable Design and Construction	Pursue a carbon neutral and resilient future in a changing climate	New Policy Topic	No.
Protecting our Landscapes	Protect and enhance our environment	PSP2 Landscape	No.
Trees protection and provision	Protect and enhance our environment	PSP3 Trees and Woodland	No.
Designated Biodiversity Sites & Protecting and Enhancing Biodiversity	Protect and enhance our environment	PSP18 Statutory Wildlife Sites: European Sites and Sites of Special Scientific Interest (SSSIs) PSP19 Wider Biodiversity	No.
Flood risk, drainage, water quality and water management	Protect and enhance our environment	PSP20 Flood Risk, Surface Water and Watercourse Management	No.
Pollution and mitigation	Protect and enhance our environment	PSP21 Environmental Pollution and Impacts	No.
Unstable Land	Protect and enhance our environment	PSP22 Unstable Land	No.
GI, Open Space, Sport and Recreation	Protect and enhance our environment & Development that promotes health and well- being	CS24 Green Infrastructure, sport and recreation standards PSP44 Open Space, Sport and Recreation	No.

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Protecting our Designated Local Green Spaces	Protect and enhance our environment & Development that promotes health and well-being	PSP4 Designated Local Green Spaces	No.
Open Spaces within Urban Areas and Settlements	Protect and enhance our environment & Development that promotes health and well-being	PSP5 Undesignated Open Spaces within Urban Areas and Settlements	No.
Health Impact Assessments	Development that promotes health and well-being	PSP9 Health Impact Assessments	No.
Food and Drink Uses: Locational Constraints (including schools)	Development that promotes health and well-being & Enable a productive, clean and inclusive economy	PSP35 Food and Drink Uses (including drive through takeaway facilities)	No.
Managing the Historic Environment	Creating exceptional places and spaces & Protect and enhance our environment	PSP17 Heritage Assets and the Historic Environment	No.
Inclusive Design	Creating exceptional places and spaces & Development that promotes health and well-being	PSP37 Internal Space and Accessibility Standards for Affordable Dwellings	No.
Protecting Residential Amenity	Creating exceptional places and spaces	PSP8 Residential Amenity	No.
Development within Existing Residential Curtilages, including Extensions and New Dwellings	Creating exceptional places and spaces	PSP38 Development within Existing Residential Curtilages, including Extensions and New Dwellings	No.
Private Amenity Space Standards	Creating exceptional places and spaces & Development that promotes health and well-being	PSP43 Private Amenity Space Standards	No.

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Development in the Green Belt	Planning for urban and rural areas & Protect and enhance our environment	PSP7 Development in the Green Belt	No.
Efficient Use Of Land	Planning for urban and rural areas	CS16 Housing density	No.
General Urban Living Policy	Planning for urban and rural areas & Creating exceptional places and spaces	New Policy Topic	No.
Locational Constraints: Residential Development in the Countryside	Planning for urban and rural areas & Provide the right type and number of new homes	PSP40 Residential Development in the Countryside	No.
Rural Areas: Housing Exception Sites	Planning for urban and rural areas & Provide the right type and number of new homes	CS19 Rural housing exception sites	No.
Rural Workers Dwellings	Planning for urban and rural areas & Provide the right type and number of new homes	PSP41 Rural Workers Dwellings	No.
Supporting the Rural Economy	Planning for urban and rural areas & Enable a productive, clean and inclusive economy	PSP28 Rural Economy	No.
Agricultural Development	Planning for urban and rural areas & Enable a productive, clean and inclusive economy	PSP29 Agricultural Development	No.
Equestrian Development	Planning for urban and rural areas & Enable a productive, clean and inclusive economy	PSP30 Horse Related Development	No.
Creating Housing Diversity	Provide the right type and number of new homes	CS17 Housing diversity	No.
Planning for Affordable Housing	Provide the right type and number of new homes	CS18 Affordable housing	No.
Planning for Extra Care Housing	Provide the right type and number of new homes	CS20 Extra care housing	No.

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Self-Build and Custom Housebuilding	Provide the right type and number of new homes	PSP42 Self-Build and Custom Housebuilding	No.
Houses in Multiple Occupation (HMO), Residential Conversions and Sub- Divisions	Provide the right type and number of new homes	PSP39 Residential Conversions, Sub Divisions and Houses in Multiple Occupation	No.
Employment Land: Locational Criteria	Enable a productive, clean and inclusive economy	CS12 Safeguarded areas for economic development CS13 Non-safeguarded economic development sites PSP26 Enterprise Areas	No.
B8 Uses and Distribution: Locational Criteria	Enable a productive, clean and inclusive economy	PSP27 B8 Storage and Distribution Uses	No.
High streets, town and district centres, and local parades – Uses and criteria	Enable a productive, clean and inclusive economy	PSP32 Local Centres, Parades and Facilities PSP33 Shopping Frontages	No.
Digital Connectivity & Broadband	Enable a productive, clean and inclusive economy	New Policy Topic	No.
Protecting public houses	Enable a productive, clean and inclusive economy	PSP34 Public Houses	No.
Oldbury - Nuclear New Build	Enable a productive, clean and inclusive economy	CS37 Nuclear related development PSP46 Oldbury New Nuclear Build (NNB)	Yes. Please see Appendix 2
Oldbury A station - Decommissioning	Enable a productive, clean and inclusive economy	New Policy Topic	Yes. Please see Appendix 2
Radioactive Waste	Enable a productive, clean and inclusive economy	New Policy Topic	Yes. Please see Appendix 2

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Hydrocarbon Extraction (inc. Fracking)	Enable a productive, clean and inclusive economy	PSP25 Hydrocarbon Extraction (inc. Fracking)	No.
Sustainable Travel & Access	Achieving sustainable travel and transport & Pursue a carbon neutral and resilient future in a changing climate	CS8 Improving accessibility PSP11 Transport Impact Management	No.
Walking & Cycling Networks	Achieving sustainable travel and transport	PSP10 Active Travel Routes	No.
Transport Management	Achieving sustainable travel and transport	PSP11 Transport Impact Management	No.
Parking Requirements, including Electric Vehicles	Achieving sustainable travel and transport	PSP16 Parking Standards	Yes
Motorway Service Facilities	Achieving sustainable travel and transport	PSP12 Motorway Service Areas and Roadside Facilities	No.
Community and cultural facilities	Providing the right supporting infrastructure	CS23 Community infrastructure and cultural activity	No.
Infrastructure for telecommunications	Providing the right supporting infrastructure	PSP36 Telecommunications Infrastructure	No.
Crematoria	Providing the right supporting infrastructure	PSP45 Crematoria	No.

Proposed Area Specific Policies

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Area Specific: Planning for the North Fringe of the Bristol Urban Area	Planning for urban and rural areas	CS25 Communities of the North Fringe of Bristol Urban Area CS26 Cribbs / Patchway new neighbourhood CS27 East of Harry Stoke new neighbourhood	No – But please see the Building a Strategy, Urban Lifestyles section for potential approaches which may involve places in the North Fringe
Area Specific: Planning for the East Fringe of Bristol Urban Area	Planning for urban and rural areas	CS29 Communities of the East Fringe of Bristol Urban Area	No – But please see the Building a Strategy, Urban Lifestyles section for potential approaches which may involve places in the East Fringe
Area Specific: Planning for Yate and Chipping Sodbury	Planning for urban and rural areas	CS30 Yate and Chipping Sodbury CS31 North Yate new neighbourhood	No – But please see the Building a Strategy, Urban Lifestyles & Creating Sustainable Villages sections for potential approaches which may involve Yate and Chipping Sodbury
Area Specific: Thornbury	Planning for urban and rural areas	CS32 Thornbury CS33 Housing opportunity	No – But please see the Building a Strategy, Urban Lifestyles & Creating Sustainable Villages sections for potential approaches which may involve Thornbury

Local Plan 2020: Working policy title	Emerging Local Plan Priority/priorities	Existing Adopted Policies	Draft of working policy available? (if no, draft policy will be released in Phase 2 consultation)
Area Specific: Rural Communities, Villages and Settlements	Planning for urban and rural areas	CS34 Rural Areas	No – But please see the Building a Strategy, Creating Sustainable Villages sections for potential approaches which may involve rural communities
Area Specific: Severnside	Planning for urban and rural areas	CS35 Severnside	No – But please see the Building a Strategy, Creating Sustainable Villages sections for potential approaches which may involve Severnside
Site Allocations – Sites & Criteria	Planning for urban and rural areas	PSP47 Site Allocations and Safeguarding	No – This stage of the plan does not contain individual sites. This will come forward in later stages of the plan.

Deleted Policies

Existing Adopted Policies	Reason for deletion
CS4a Presumption in favour of sustainable development	Superseded by NPPF

Questions

Do you agree with the range and scope of policies we are proposing to include in our new Local Plan?

Do you have any comments on the range and scope of policies we are proposing?

To answer these questions visit our online consultation page at www.southglos.gov.uk/localplan2020-feedback to complete or download our questionnaire.

Appendix ①

Summary of Green Belt options

National Planning Policy attaches great importance to Green Belts. The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. National Planning Policy requires all Local Plans to demonstrate that brownfield, urban and non-Green Belt land has been explored prior to proposing changes to the Green Belt.

With this in mind, there are two separate options we need to consider: investigating the potential for growth in those villages and settlements outside of the Green Belt; and, investigating the potential for growth in those villages and settlements both outside of and in the Green Belt. Doing so will help us to identify at this early stage, and at a high level, what the pros and cons might be of either approach.

In order to do this, we have categorised our rural villages and settlements into places which are either outside (including areas partially outside) the Green Belt, or inside/ surrounded by Green Belt, to help us understand the two high level options:

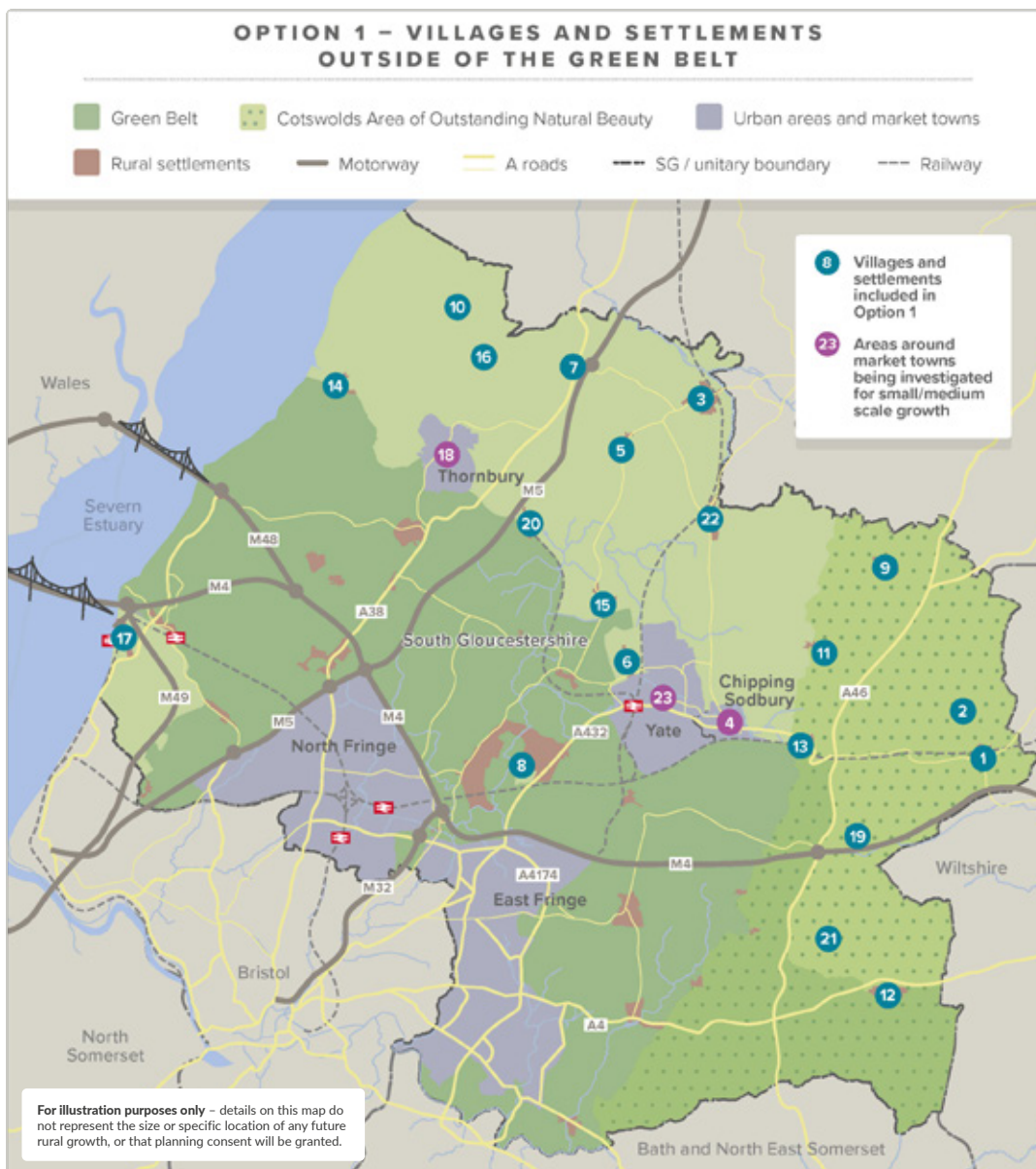
1. Investigate the potential for small to medium-scale growth in villages and settlements outside of the Green Belt; or
2. Investigate the potential for small to medium-scale growth in villages and settlements both outside the Green Belt and in the Green Belt.

Please note that some villages/ settlements are included within both options, as part of them are within/ surrounded by the Green Belt and other parts are outside of the Green Belt. Examples of this include places such as Marshfield, Tytherington, Thornbury and Yate:

This appendix sets out our consideration of the potential positive and negative implications of these two options.

Option ① Outside the Green Belt

Under this option the distribution of small and medium scale growth would be delivered on sites within and surrounding rural villages and settlements that are outside of the Green Belt.



For illustration purposes only – details on this map do not represent the size or specific location of any future rural growth, or that planning consent will be granted.

KEY	PLACE NAME	EXISTING HOMES	KEY	PLACE NAME	EXISTING HOMES
1	Acton Turville	156	13	Old Sodbury	122
2	Badminton	114	14	Oldbury-on-Severn	93
3	Charfield	1072	15	Rangeworthy	182
4	Chipping Sodbury	2181	16	Rockhampton	33
5	Cromhall (Bibstone & Townwell)	141	17	Severn Beach	885
6	Engine Common	117	18	Thornbury	5768
7	Falfield	142	19	Tormarton	73
8	Frampton Cotterell	2621	20	Tytherington	181
9	Hawkesbury Upton	342	21	West Littleton	28
10	Hill	26	22	Wickwar	585
11	Horton	66	23	Yate	12836
12	Marshfield	626			

* Point outside urban area.
 N Land north and around is outside the Green Belt.
 S Land to south is outside of the Green Belt.

😊 POSITIVE

This option would safeguard the existing extent of the Green Belt in South Gloucestershire.

Certain settlements in this option, including Charfield, Chipping Sodbury, Coalpit Heath, Thornbury, Wickwar and Yate have walking and cycling access to a range of services and facilities and, or public transport connections (mostly below 30 minute journeys) to places containing facilities not within walking and cycling distance. On face value, development in these locations could reduce dependency on car journeys, as well as helping to avoid isolated rural dwellings, to create better connected and sustainable rural communities. However, the level of walking and cycling to key services and facilities, and public transport access varies across these settlements, with Yate for example, having far greater levels of sustainable access than Charfield and Wickwar. Further investigation of each of these villages/ settlements will be needed to inform any consideration of what might constitute an appropriate level of growth, and to avoid creating unsustainable patterns of development.

😐 NEUTRAL

Some of the villages and settlements in this option, such as Engine Common, Falfield, Hawkesbury Upton, Marshfield, Rangeworthy, Severn Beach and Tytherington have walking and cycling access to a limited number of services and facilities. Higher levels of development in these locations would be likely to be dependent on public transport, with most of the current services presenting a journey time of under 30 minutes, but with variations in journey length and number of destinations that can be connected to, which will need to be explored further. Reliance on rural public transport is considered to have a less positive impact on reducing car dependency than development in locations which also have walking and cycling access to a wider range of key services and facilities.

😞 NEGATIVE/UNCERTAIN

Some of the villages and settlements listed under this option have a low level of walking and cycling access to services and facilities, such as Horton and Old Sodbury. Cromhall also has a relatively low number of services accessible by walking and cycling, and longer public transport journeys of 30 and 45 minutes plus, with connections to a smaller range of destinations. In addition to this, there are some settlements under this option that do not currently have an appropriate minimum level of sustainable public transport links and very limited cycling and walking access to key services and facilities, which includes the following locations; Acton Turville, Badminton, Hill, Rockhampton, Tormarton and West Littleton.

The level of development considered for small and medium scale growth is unlikely to be of a scale sufficient to support major new public transport schemes or provision of new services and facilities (as opposed to supporting/ improving the viability of existing provision. Therefore, it is likely that development at some of these locations may be reliant on private car use to make the majority of journeys.

Further to this, several locations in this option are also in the Cotswolds Area of Outstanding Natural Beauty (AONB), including; Acton Turville, Badminton, Hawkesbury Upton, Horton, Marshfield, Old Sodbury and Tormarton. If development at these locations was minimised or avoided all together, there would be potential for increased pressure on the rest of the district including a smaller number of locations, where there are a range of other considerations to take into account, as set out below.

Finally, there are a number of different considerations to be taken into account at village/ settlement and site level to understand the potential effects of only proposing small to medium scale rural growth outside the Green Belt. This includes but is not limited to:

- Areas of high flood risk (Flood Zones 2 and 3) at the following settlements: Acton Turville, Badminton, Coalpit Heath, Charfield, Chipping Sodbury, Engine Common, Falfield, Hill, Rockhampton, Severn Beach, Thornbury, Wickwar and Yate.
- Sites of Special Scientific Interest (SSSIs) located either within or immediately adjacent to: Charfield, Chipping Sodbury, Severn Beach, Wickwar and Yate.
- Sites of Nature Conservation Interest (SNCl)s located either within or immediately adjacent to the majority of settlements included within this option, excluding: Cromhall, Falfield, Hill, Rockhampton and West Littleton and Wickwar.
- Conservation Areas, including: Acton Turville, Badminton, Chipping Sodbury, Hawkesbury Upton, Marshfield, Thornbury, Tormarton, Tytherington, West Littleton, Wickwar and Yate.
- Local Green Spaces (designated and nominated) within: Acton Turville, Charfield, Chipping Sodbury, Engine Common, Hawkesbury Upton, Marshfield, Thornbury, Rangeworthy, Rockhampton, Severn Beach, Tormarton, Tytherington, West Littleton, Wickwar and Yate.
- Scheduled ancient monuments (SAM) located within or immediately adjacent to Horton, Thornbury and Tytherington.
- Listed buildings are within each of the villages and settlements included in, apart from Engine Common and Severn Beach.

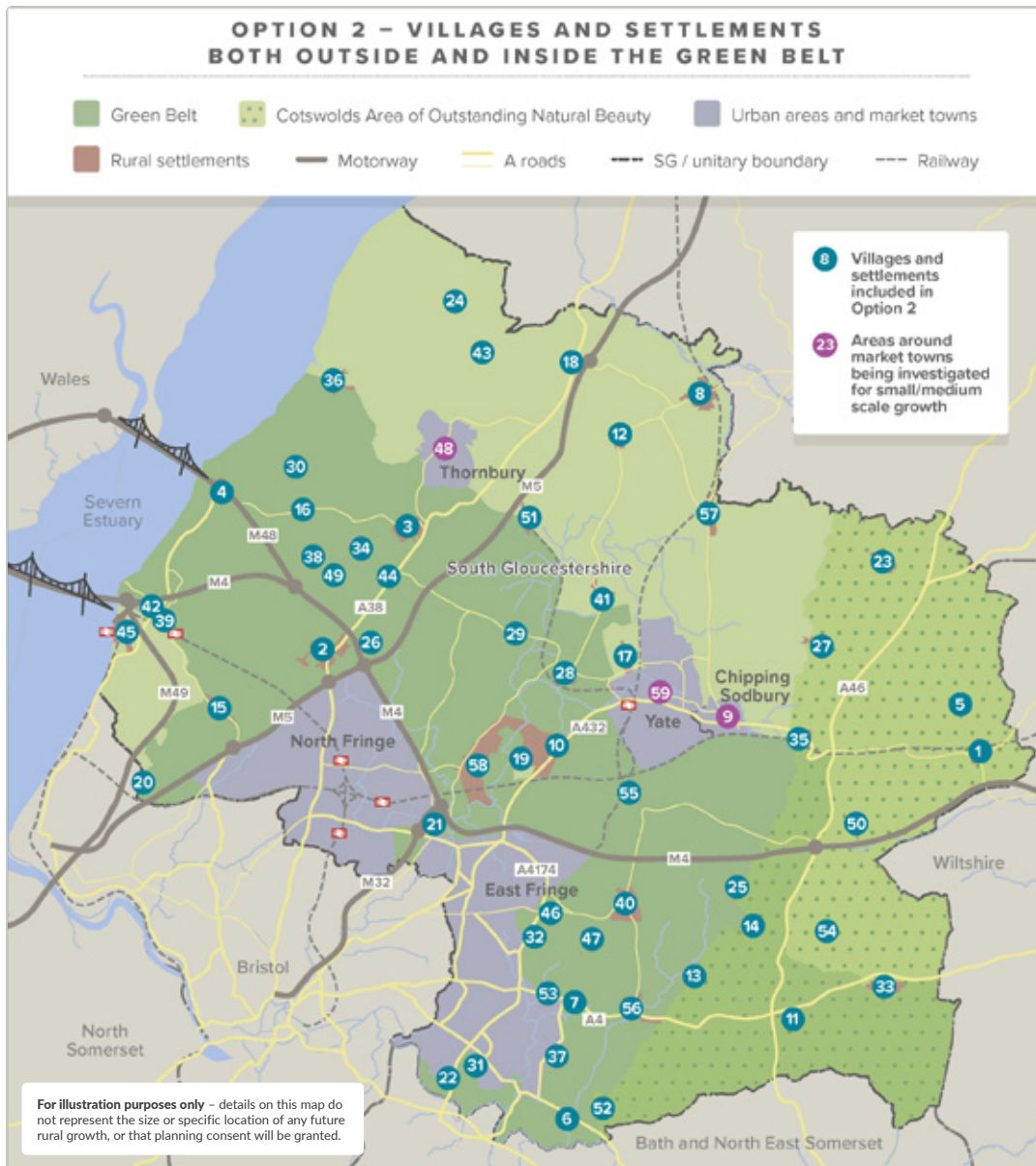
Taking these considerations together, as this option has a relatively small number of locations, the potential for harm or conflict with a wide range of important environmental, historic and natural environment considerations is considered to be high.

Option ②

Both inside and outside the greenbelt

* Urban Edge Location (UEL): These are situated outside the settlement boundary and therefore no data is available.

Under this option, the distribution of small and medium scale growth would be delivered on sites that lie within or surround rural settlements that are either within or outside of the Green Belt.



KEY	PLACE NAME	EXISTING HOMES	KEY	PLACE NAME	EXISTING HOMES
1	Acton Turville	156	31	Longwell Green	*
2	Almondsbury	640	32	Mangotsfield	*
3	Alveston	1055	33	Marshfield	626
4	Aust	37	34	Old Down	81
5	Badminton	114	35	Old Sodbury	122
6	Bitton	318	36	Oldbury-on-Severn	93
7	Bridgegate	25	37	Oldland	*
8	Charfield	1072	38	Olveston	396
9	Chipping Sodbury	2181	39	Pilning	316
10	Coalpit Heath	812	40	Pucklechurch	960
11	Cold Ashton	36	41	Rangeworthy	182
12	Cromhall (Bibstone and Townwell)	141	42	Redwick	55
13	Doynton	82	43	Rockhampton	33
14	Dyrham	26	44	Rudgeway	99
15	Easter Compton	231	45	Severn Beach	885
16	Elberton	39	46	Shortwood	73
17	Engine Common	117	47	Siston	30
18	Falfield	142	48	Thornbury	5768
19	Frampton Cotterell	2621	49	Tockington	140
20	Hallen	94	50	Tormarton	73
21	Hambrook	50	51	Tytherington	181
22	Hanham	*	52	Upton Cheyney	62
23	Hawkesbury Upton	354	53	Warmley	*
24	Hill	26	54	West Littleton	28
25	Hinton	42	55	Westerleigh	182
26	Hortham Village	293	56	Wick	626
27	Horton	66	57	Wickwar	585
28	Iron Acton	197	58	Winterbourne	2547
29	Latteridge	18	59	Yate	13027
30	Littleton upon Severn	42			

* Point outside urban area.
 N Land north and around and outside the Green Belt.
 S Land to south is outside of the Green Belt.

 **POSITIVE**

This option provides the highest number of potential villages/ settlements to deliver small and medium scale growth, creating the best opportunity to: provide a greater range of smaller sites across the district, ensure an appropriate, proportionate increase in existing settlement size, and avoid harm to any sensitive assets and local character.

In addition, this option also includes a higher number of villages and settlements with walking and cycling access to key services and facilities, some of them would still require public transport to avoid reliance on private car journeys. The public transport journey times, particularly in locations around Market Towns and the edge of the urban area are often relatively quick and connect to a wider range of destinations. These include: Almondsbury, Alveston, Chipping Sodbury, Coalpit Heath, Frampton Cotterell, Hambrook, Hanham UEL, Longwell Green UEL, Mangotsfield UEL, Oldland Common UEL, Pucklechurch, Shortwood, Thornbury, Warmley UEL, Winterbourne and Yate.

This option also includes the largest number of places outside of the AONB. While avoiding harm to the AONB would need to be investigated at village/ settlement and site level, investigating growth at a greater number of places will help to avoid pressure on AONB settlements outside of the Green Belt.

 **NEUTRAL**

Some of the villages and settlements included under this option, such as Bitton, Easter Compton, Falfield, Hawkesbury Upton, Hortham, Iron Acton, Marshfield, Rangeworthy, Redwick, Rudgey, Severn Beach, Siston, Tytherington and Wick have walking and cycling access to a relatively limited number of services and facilities. Development in these locations would likely be dependent on rural public transport links and, although these mostly have a journey time under 30 minutes, some require a journey time over 30 and 40 minutes. Furthermore, some of these locations only have public transport connections to one larger destination. This is considered to have a less positive impact on reducing car dependency than places which also have walking and cycling access and faster public transport journeys with connections to a wider range of places.

 **NEGATIVE/UNCERTAIN**

This option would require the release of some areas of Green Belt in South Gloucestershire, particularly around the urban edge.

A number of the villages and settlements listed under this option have lower levels of walking and cycling access to services and facilities as well as longer public transport journey times and/or reduced numbers of destinations which can be reached. This is the case for Bridgeyate, Cold Ashton, Cromhall, Engine Common, Horton, Old Down, Old Sodbury, Olveston, Tockington and Westerleigh.

In addition to this, there are some villages and settlements under this option that currently have no appropriate minimum level of sustainable public transport links and very limited walking and cycling access to key services and facilities. Examples of this include: Acton Turville, Aust, Badminton, Doynton, Dyrham, Elberton, Hallen, Hill, Hinton, Latteridge, Littleton-Upon-Severn, Oldbury-On-Severn, Rockhampton, Tormarton, Upton Cheyney and West Littleton.

The level of development considered for small and medium scale growth is unlikely to be of scale sufficient to support major new public transport schemes or provision of new services and facilities (as opposed to supporting/ improving the viability of existing provision).

Therefore, it is likely that development at some of the locations may be reliant on the private car to make the majority of journeys.

Additionally, the same issues highlighted for places in Option 1 will need consideration at site level to fully understand the potential impacts. However, in comparison to Option 1, Option 2 is considered to offer the greatest potential number of alternative villages and settlements to investigate for an appropriate level of growth. These considerations include but are not limited to:

- Areas of high flood risk (Flood Zones 2 and 3) at the following settlements: Acton Turville, Aust, Bitton, Badminton, Bridgegate, Charfield, Chipping Sodbury, Doynton, Coalpit Heath, Easter Compton, Falfield, Engine Common, Frampton Cotterell, Hallen, Hambrook, Hill, Iron Acton, Littleton-Upon-Severn, Oldbury-On-Severn, Olveston, Pilning, Redwick, Rockhampton, Severn Beach, Thornbury, Warmley UEL, Wick, Wickwar, Winterbourne and Yate.
- Sites of Special Scientific Interest (SSSIs) are located either within or immediately adjacent to: Charfield, Chipping Sodbury, Cold Ashton, Hanham UEL, Redwick, Severn beach, Winterbourne and Yate.
- Sites of Nature Conservation Interest (SNICs) are located either within or immediately adjacent to the majority of settlements outlined in this approach, excluding: Almondsbury, Cromhall, Doynton, Elberton, Falfield, Hill, Hinton, Hortham, Iron Acton, Latteridge, Littleton-Upon-Severn, Olveston, Pucklechurch, Rockhampton, Rudgeway, Tockington, Upton Cheyney, Westerleigh and West Littleton.
- Conservation Areas, including: Acton Turville, Almondsbury, Badminton, Bitton, Chipping Sodbury, Cold Ashton, Doynton, Dyrham, Hambrook, Hanham UEL, Hawkesbury Upton, Iron Acton, Marshfield, Olveston, Pucklechurch, Siston, Thornbury, Tockington, Tormarton, Tytherington, Upton Cheyney, West Littleton, Wickwar, Winterbourne and Yate.
- Local Green Spaces (designated and nominated) within: Acton Turville, Alveston, Bridgegate, Charfield, Chipping Sodbury, Coalpit Heath, Engine Common, Hanham UEL, Hawkesbury Upton, Hinton, Iron Acton, Longwell Green UEL, Marshfield, Old Down, Oldland Common UEL, Olveston, Pilning, Pucklechurch, Rangeworthy, Rockhampton, Severn Beach, Shortwood, Thornbury, Tormarton, Tytherington, Westerleigh, West Littleton, Wick, Wickwar, Winterbourne and Yate.
- Scheduled ancient monuments (SAM) located within or immediately adjacent to Alveston, Bitton, Horton, Iron Acton, Oldbury-On-Severn, Olveston, Pucklechurch, Thornbury and Tytherington.
- Listed buildings are found within the majority of villages/ settlements included in this option

160

Appendix ②

Working Draft Policies

Working Policy Title:

Climate Change Mitigation & Adaptation

New Policy Topic

PURPOSE:

Climate change is happening now and is the biggest challenge facing our society. Action must be taken in all sectors of society and at all levels - locally, nationally and globally – to mitigate, and adapt to, the impacts of climate change. We have local and national targets for reducing carbon emissions and increasing renewable energy generation that must be met. These targets are necessary to help slow down the warming of the Earth and reduce the severity of the impacts of climate change.

The Council declared a Climate Emergency on 17th July 2019, which included a pledge to provide the leadership to enable South Gloucestershire to become carbon neutral by 2030, and also to enable our communities to achieve 100% clean energy across all sectors. The Climate Emergency declaration has given fresh impetus to tackling climate change in South Gloucestershire, and the local plan provides a crucial opportunity to make significant progress.

The key risks of climate change have been identified as coming from flooding, coastal change, high temperatures and new pests and diseases. These risks are likely to affect communities, businesses and infrastructure; health, well-being and productivity; water supply (for the public, agriculture, energy generation and industry), food production, and natural capital (which includes ecosystems, soils and biodiversity).

However, there are also wider social, environmental and economic benefits from tackling climate change, for example, in terms of addressing the ecological crisis and public health concerns. South Gloucestershire is well placed to take advantage of these opportunities, and is working with the other West of England authorities to achieve resilient, healthy, communities, an enriched environment, and a successful low carbon economy.

Through the South Gloucestershire Local Plan, we can guide and set requirements for new development to ensure that climate change mitigation and adaptation is addressed wherever possible. To do this, we have set out an overarching policy on climate change, which aims to ensure that climate change is considered at the beginning of the decision making process when the concept of a new development, including its location and design, is considered.

This policy is a key principle behind the emerging development strategy of the local plan, and it is also reinforced and supported throughout the plan by more detailed policies which cover specific issues such as design, energy management, green infrastructure, sustainable transport and renewable energy.

POLICY WORDING:

Development proposals are required to demonstrate how they will mitigate and adapt to climate change and help deliver radical reductions in greenhouse gas emissions and generate renewable and/or low carbon energy proportionate to their scale and type. All development proposals must:

- 1. Contribute to achieving the target of South Gloucestershire becoming carbon neutral by 2030 (or the latest updated target set out in the climate change strategy) and the UK statutory target for reducing greenhouse gas emissions (set out in the Climate Change Act 2008, as amended); and**
- 2. Maximise the generation of energy from renewable and/or low carbon sources; and**
- 3. Integrate building-level and site-level measures into the design of the development to adapt to climate change impacts that are likely to occur over the lifetime of the development. Measures that lead to increases in energy use and carbon dioxide emissions should be avoided.**

Information proportionate to the scale of the development proposed must be submitted with any planning application to demonstrate how the proposal addresses climate change mitigation and adaptation.

SUPPORTING TEXT:

Mitigation

Mitigation primarily means minimising greenhouse gas emissions from the development. Emissions come from the transportation and materials used in the construction process, as well as the emissions from the operation and use of the development throughout its expected lifetime, including the emissions from the travel movements of users.

Evidence of climate change mitigation should be submitted to demonstrate how development proposals:

- a. Are to be built with materials, and construction methods, that have a low carbon footprint; and
- b. Are located in areas where the need to travel is minimised, the use of the private car is minimised irrespective of fuel source, and opportunities for using sustainable modes of transport such as walking, cycling and public transport, are optimised (in line with the approach in existing policies CS8 and PSP11); and
- c. Minimise energy consumption through efficiency measures at building and site level; and
- d. Use renewable and/or low carbon sources of heating systems; and
- e. Maximise passive cooling measures, and meet residual cooling demand sustainably; and
- f. Optimise renewable and/or low carbon energy generation; and
- g. Incorporate infrastructure and technology to facilitate low carbon living and working.

Proposals that address the greenhouse gas emissions arising from the development itself and also contribute to mitigating wider greenhouse gas emissions (i.e. the development is 'carbon negative') are encouraged and appropriate weight will be given to this. Proposals for development where the primary function utilises, promotes or perpetuates reliance on fossil fuels, are considered to be in conflict with the policy and will not be acceptable.

Adaptation

It is essential that adaptation measures are considered at the outset of the decision making process, including the location and initial concept of the development, and also that current and anticipated impacts are taken into account. Often, adaptation measures do not just mitigate potential harm, but also offer beneficial opportunities - a single measure can satisfy several policy requirements.

As a minimum, evidence should be submitted to demonstrate how development proposals:

- a. Are located away from areas vulnerable to increased flooding taking account of the latest available climate projections; and
- b. Incorporate measures to adapt to potential flood risk at building and site level, and minimise flood risk to the wider area; and
- c. Incorporate measures to mitigate high temperatures expected from future climate at building and site level; and
- d. Incorporate opportunities for supporting local food production; and
- e. Incorporate measures to optimise green infrastructure and enhance biodiversity; and
- f. Incorporate measures to reduce stress on water resources, and improve water efficiency; and
- g. Incorporate measures to improve public health and well-being.

General

By incorporating comprehensive mitigation and adaptation measures, it is possible for new development to contribute to meeting the targets referred to in the policy on climate change. Satisfying the detailed requirements set out in policies, such as 'Energy Management in New Development' and 'Creating well-designed places', will also help demonstrate compliance with the overarching climate change policy.

A Technical Guidance document will be prepared to accompany the local plan to set out how the policy requirements of the Climate Change Policy can be achieved. The Guidance will also provide detail on the information required for compliance with the 'Energy Management in New Development' policy and the related clauses of the 'Creating well-designed places' policy. Saved Policy CS4 'Renewable or Low Carbon District Heat Networks' will be addressed too. This will help applicants understand how the policy requirements fit together and what information is necessary to demonstrate how the policies will be satisfied.

Questions

Do you agree with our proposed policy approach?

Do you think there are any other issues we should consider in this policy?

To answer these questions visit our online consultation page at www.southglos.gov.uk/localplan2020-feedback to complete or download our questionnaire.

Working Policy Title: Energy Management in New Development

Existing Policies

Policies Sites and Places policy PSP6 – Onsite renewable and low carbon energy

PURPOSE:

The built environment is estimated to account for 40% of greenhouse gas emissions in the UK. Emissions are produced at all phases of the development process, including embodied carbon in the materials used, the construction process, and the operational phase.

Reducing greenhouse gas emissions from the built environment is therefore essential to help achieve the targets necessary to mitigate climate change, as set out in emerging Local Plan 2020 policy, Climate Change Mitigation and Adaptation.

This policy addresses the emissions from the operational phase of a building/development, in terms of heat and power. It does not address the emissions that come from the construction phase of the development or the transport movements generated by a development. These will be addressed by other policies in the plan.

The Policy seeks to ensure that new development (residential and non-residential) is built to high energy efficiency standards, uses renewable heating and cooling systems, and incorporates renewable energy generation. It also requires, where any residual carbon emissions remain, contributions towards carbon offsetting projects in the local area. It is therefore possible to achieve a net zero carbon standard where carbon emissions from the operation of a new development, in terms of heat and power, are effectively reduced to zero. At this stage, two policy options are presented under criterion 1.

We need new development to achieve net zero carbon from the outset, to help mitigate climate change. Retrofitting buildings is significantly more disruptive, costly and time-consuming than designing buildings to be net zero carbon in the first place.

POLICY WORDING:

- 1. All new residential and non-residential development, will be required to achieve:**
 - **Policy Option 1: Net zero carbon (100% reduction in carbon emissions) from regulated energy use;**

or

 - **Policy Option 2: Net zero carbon (100% reduction in carbon emissions) from regulated and unregulated energy use.**

It should achieve this by being Certified Passivhaus (or equivalent), which includes a renewable source of energy for heating and hot water and incorporates renewable energy generation technology, or through meeting the following criteria sequentially:

- a. Minimising demand for heating, cooling, hot water, lighting and power through building and site level measures; then
- b. Meeting the residual heat demand through connection to a classified heat network or renewable heat sources; then
- c. Meeting residual cooling demand sustainably sequentially through:
 - i. passive cooling measures;
 - ii. mechanical ventilation; and finally
 - iii. active renewable measures; then
- d. Maximising on-site renewable energy generation; and then, if necessary,
- e. Offsetting any remaining residual carbon emissions via a contribution to a carbon offsetting project or fund within South Gloucestershire. The financial contribution required is set at £95 per tonne of carbon dioxide (or index linked equivalent from date of plan adoption) that would be emitted from the development over a period of 30 years.

Specific on-site requirements for Residential Development

2. All proposals for new residential development must:
 - a. minimise end user energy requirements over and above those required by Building Regulations (at the time of full planning or reserved matters approval) through energy efficiency measures by at least 10%, or, achieve any higher standard that is required under national planning policy; and then
 - b. reduce carbon dioxide emissions by maximising the use of renewable energy generation sources on site and achieve an overall on-site reduction of carbon dioxide emissions from regulated energy use of at least 50%, unless the development includes flats where a 35% reduction is acceptable (for that part of the site only).

Specific on-site requirements for Major Non- Residential Development

3. Non-residential development with floorspace over 1000 sq. metres will be required to reduce carbon dioxide emissions from regulated energy use by at least 35% through energy efficiency measures (of which at least 15% must be achieved through improvements on a Building Regulations Part L 2013 (or later equivalent) compliant building), and, via the use of on-site renewable energy generation.

SUPPORTING TEXT:

Policy Options

For residential development, two policy options are presented to achieve net zero carbon.

Option 1 requires residential development to reduce carbon emissions from regulated energy use by 100%. Regulated energy includes space heating, ventilation, hot water supply and lighting. Option 1 is 'viability on' – this means that the costs associated with this option have been tested through the Local Plan viability study. However, evidence [insert link] shows that costs are predicted to fall and other changes are expected to occur (for example, changes to the carbon factors used in the software (SAP) used for assessing compliance with Building Regulations) which will mean that it will become less costly to meet policy requirements.

Consequently, Option 2, policy which requires residential development to reduce carbon emissions from regulated and unregulated energy use by 100%, is also presented. Unregulated energy includes cooking, appliances and other small power consumption. Option 2 of the policy is currently a 'viability off' approach - in that the current assessment of costs has not been included in the Local Plan viability study. The expectation, based on evidence, is that this policy option will be viable and achievable in the near future for similar costs to those tested for Option 1. Therefore, as the Local Plan goes through the preparation process, evidence for costs will be re-assessed, and depending on the evidence and feedback from consultation, the Council will move to implement Option 2.

For non- residential development, only one policy option is presented which requires 100% reduction in carbon emissions (net zero carbon) arising from regulated energy use. This is because in non-residential development proposals it is difficult to assess the unregulated energy use as the end-user can vary widely and is not necessarily known. It is therefore not practical to require 100% reduction in both regulated and unregulated energy use.

Certified Passivhaus

In recognition of the high sustainability standards required to achieve a 'Certified Passivhaus' scheme, it is considered an alternative, and preferred, route to policy compliance. Passivhaus is an international energy standard for buildings. It sets stringent standards on energy consumption for heating and overall energy demand, and also sets design requirements to control the quality of the internal environment. Proposals seeking to follow this route will be required to provide evidence from a Passivhaus Certifier that the proposed design would be capable of and is expected to achieve the full certified Passivhaus standard, and incorporate renewable heating and renewable energy generation technology, in order to be 'net zero carbon'. This will be secured through use of planning conditions.

Sequential approach

For both residential and non-residential development, a sequential approach is set out in Clause 1 of the policy to guide the steps needed to achieve the 100% carbon emissions reduction requirement. It is important that as much is done on-site as possible to minimise energy demand, and maximise renewable energy use and generation. Therefore, specific minimum targets for energy efficiency and on-site measures are set out in Clauses 2 and 3. These targets will most likely be exceeded in practice, and the Council expects on-site measures to be maximised as far as possible. It is only in the development of flats where evidence has shown that it may be more difficult to meet a higher on-site target, so in these cases a 35% on-site target is set instead. Carbon offsetting through a contribution to the carbon offsetting fund is only expected in cases where residual carbon emissions cannot practically be met on-site.

Design measures

Firstly, the need to ensure that energy consumption is minimised through building and site level design measures must be addressed. To help satisfy Clause 1a, reference should be made to emerging Local Plan Policy 'Creating well-designed places' which provides detail on requirements for energy conservation and sustainable design, and climate resilience. Design measures can help to reduce the need for heating and cooling, as well as power.

Further detail regarding sustainable design and construction methods will be provided in a new policy, which will be brought forward through future stages of preparing the Local Plan 2020.

Heating

Clause 1b requires the residual heat demand of a development to be met through connection to a classified heat network or renewable heat source. This is necessary to ensure that heating systems are decarbonised and move away from fossil fuel systems (i.e. gas boilers).

A heat network (also known as 'district heating') refers to a network of insulated pipes, pumps, controls and thermal storage, used to transfer heat, as hot water, from a heat source to buildings and locations where it will be used. A classified heat network is a heat network with a definite plan to become 100% renewable within a reasonable time scale, is constructed to a high quality (in accordance with appropriate technical standards, currently CIBSE code of practice), offers a fair and affordable price to consumers, and provides annual reporting on their performance and carbon content. Reference should also be made to 'saved' Core Strategy Policy CS4 'Renewable or Low Carbon District Heat Networks'.

Renewable heat refers to the generation of heat from renewable sources including solar, wind, hydro, geothermal, former mine workings and biomass. Renewable heat technologies include air, ground or water source heat pumps, micro-heat networks using ground source heat pumps with shared ground arrays, and biomass. Heat pumps can also be used to provide cooling from the ground and water. Resistive electric heating (unless part of certified Passivhaus) is excluded.

Cooling

It is also important that any residual cooling demand is addressed sustainably, in order to avoid overheating risks and avoid the need for air conditioning. Therefore Clause 1c requires that after design measures to minimise the demand for cooling have been incorporated into the development then any residual cooling demand must be met sustainably through passive cooling measures, and then if necessary, through renewable mechanical ventilation measures and finally, renewable active cooling measures. The following hierarchy helps explain the approach to cooling required:

Minimise cooling demand by reducing internal heat gains e.g. hot water, lights, appliances, IT etc.; avoiding over-glazing; and by reducing solar gain and external temperature – through orientation, built form, massing, fixed, mobile and seasonal shading and green/ brown/blue infrastructure; then

Maximise passive cooling through natural ventilation, diurnal cooling, placement of thermal mass and green/ blue infrastructure; and then

Meet residual cooling demand renewably through:

Mechanical ventilation - Whole house ventilation, Building scale ventilation, including the integration of passive cooling; and then

Active cooling measures – renewable/low carbon cooling, ground source heat pumps.

The use of air conditioning systems is not a sustainable cooling option and should be avoided as it exacerbates carbon dioxide emissions and overheating risks.

Renewable energy generation

The fourth part of the sequential approach is for renewable energy generation technologies to be incorporated into development proposals as much as possible as set out in Clause 1d. The most common technologies are solar PV and also solar thermal. However, other technologies would be welcome too where appropriate.

Carbon offsetting

The contribution to the carbon offsetting fund set out under the fifth part of the sequence in Clause 1e should be used as a 'last resort' where it is not possible to achieve sufficient on-site measures to reduce the carbon emissions by 100%. The fund will be administered by the Council and will be collected via Section 106 agreements. The fund will be spent on low carbon projects within South Gloucestershire, such as renewable energy schemes, retrofitting of existing housing stock. The contribution is calculated at £95 per tonne of carbon per year for 30 years. The £95 will be index linked and therefore increase annually.

Specific on-site requirements

Clauses 2 and 3 of the policy set out specific on-site requirements. These are the minimum requirements for energy efficiency and on-site renewable energy generation that must be met. On-site measures should be prioritised over carbon offsetting payments. The Council's evidence shows that on certain sites and types of development much higher standards can be achieved on-site, and this will be encouraged.

Technical guidance

For clarity, the baseline against which residential development will be required to reduce carbon dioxide emissions by 100% is total residual energy use, which includes regulated (and unregulated – Policy option 2) energy use. This should be calculated using the latest Building Regulations Standard Assessment Procedure for Energy Rating of dwellings (SAP) methodology, which covers regulated energy use, and also includes guidance on estimating unregulated energy use. For non-residential development, regulated energy use only is required to be reduced by 100%.

Updated technical guidance will be prepared by the Council to accompany the policy and explain how we expect applicants to demonstrate that their development proposals comply with the policy requirements. For information existing guidance (to support existing policy PSP6) explains how to calculate the total residential energy use and can be viewed here (insert hyperlink).

The information that applicants will need to provide must, as a minimum:

Set out projected annual energy demands for regulated energy use heating, cooling, hot water, lighting and power from the proposed development using the target emissions rate (from current Building Regulations Part L standards at the time of full planning or relevant reserved matters approval); and

Set out the projected annual energy demands for unregulated energy use from the proposed development; and

Show how total projected annual energy demands have been reduced via energy efficiency measures, and set out the carbon dioxide emissions associated with the remaining energy demand and the % emissions saving that will be achieved; and

Set out the choice of sustainable heating/cooling systems and how these have been selected, and the residual carbon dioxide emissions that the development will generate after energy efficiency and sustainable heating/cooling have been taken into account; and

Demonstrate how the incorporation of on-site renewable energy has been maximised to offset residual carbon dioxide emissions; and

Set out whether a carbon offsetting contribution is required to mitigate any remaining carbon emissions.

Questions

Do you agree with our proposed policy approach?

Do you think there are any other issues we should consider in this policy?

To answer these questions visit our online consultation page at www.southglos.gov.uk/localplan2020-feedback to complete or download our questionnaire.

Working Policy Title: Renewable and Low Carbon Energy System

Existing Policies

Core Strategy Policy CS3 – Renewable and low carbon energy generation
Partial replacement of CS4 – Renewable or low carbon district heat networks

PURPOSE:

Accelerating the decarbonisation and decentralisation of the energy system in the UK is essential to mitigating climate change. It can also bring wider environmental and economic benefits, and improve the security of our energy supply.

South Gloucestershire has the opportunity to increase renewable energy generation and facilitate development to enable a more flexible, smart, decentralised energy system. Doing so would help meet the Council's carbon reduction and renewable energy generation targets set out in emerging Local Plan 2020 policy Climate Change Mitigation and Adaptation.

Policy support is therefore provided to development proposals which generate energy from renewable or low carbon sources and infrastructure that helps with the transition towards a smart energy system. Fossil fuel based energy installations will no longer be acceptable.

POLICY WORDING:

- 1. Proposals for the generation of energy from renewable or low carbon sources, and proposals that support the transition to a smart energy system, will be acceptable where the wider environmental benefits outweigh any significant demonstrable harm to amenity.**

Proposals will be considered more favourably where they achieve 2 or more of the following criteria:

- a. Are located in areas identified as suitable for renewable energy development in the technical maps (to be included in the Appendices of the Local Plan); or**
- b. can demonstrate wider environmental benefits associated with increased production of energy from renewable or low carbon sources; or**
- c. secure reliable energy generation capacity; or**
- d. secure local economic benefits.**
- e. In the case of on-shore wind development, proposals must be located in areas identified as suitable and demonstrate community support.**

2. **Proposals to re-power existing wind turbine installations and solar farms will be acceptable.**
3. **Proposals for new energy generation installations/ proposals that support the transition to a smart energy system must demonstrate that the lowest emission and viable technology available has been used.**

SUPPORTING TEXT:

Renewable and/ or low carbon energy supplies include, but not exclusively, those from biomass and energy crops, combined heat and power, waste heat from industrial processes, energy from waste, ground, water and air source heating and cooling, hydro, solar thermal, solar photovoltaic generation and wind power.

A smart energy system is a 100% renewable energy system which maximises efficiencies and reduces costs. It is a broad, holistic approach to the energy system which integrates measures such as energy efficiency, energy storage, demand side response, and renewable energy generation (micro and macro scales) to create a flexible system that meets the need for energy in a timely, efficient and cost effective manner.

Proposals that support the transition to a smart energy system may include battery storage facilities. Their location will be governed by grid connection availability, and proposals will be more favourably considered where they form part of a renewable energy generation facility, or are located in industrial areas.

Clause 1a refers to the identification of suitable areas. To this end, we are updating our evidence base through preparing a Renewable Energy Resource Assessment Study (RERAS), and through doing so we will identify suitable areas for renewable and low carbon energy generation and related infrastructure. The outcome of this work will be presented at future stages or preparing the Local Plan 2020. Further evidence, for example, landscape sensitivity assessments, will be gathered and used to help inform decision-making on planning applications that come forward.

The 'wider environmental benefits' referred to in Clause 1b include carbon dioxide reduction.

With regard to Clause 2, a map of existing renewable energy installations will be produced (and updated as appropriate) and published on our Local Plan webpages (under the 'Evidence base' section) This clause allows for older, existing infrastructure to be upgraded with modern/ more efficient technology.

As with any development proposal, applicants are expected to engage with the local community and seek to generate support and address any concerns highlighted. Communities are becoming more aware of the need for renewable energy development proposals in light of climate change and the move towards a low carbon economy. It is important to engage with local communities at an early stage in the development process. Proposals that include an element of community ownership, or are from the community energy sector, are encouraged.

Income generation for community infrastructure purposes does not form a material consideration in planning decisions. However, it can occur by a legal agreement that guarantees to pay a percentage of the income generated by selling heat or electricity to the grid, into a Community Trust Fund, or other suitable mechanism, controlled by the local community for spending on other local infrastructure and energy efficiency initiatives.

We are considering how to safeguard areas that have renewable energy potential from development that may sterilise the resource. For example, we are considering identifying safeguarding areas where proposals for other types of development would not be permitted if they would unacceptably sterilise the renewable or low carbon energy development for which they are safeguarded.

Questions

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Do you think there are any other issues we should consider in this policy?

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Working Policy Title:

Creating well-designed places

Existing Policies

Core Strategy Policy CS1 (High Quality Design) & Policies Sites and Places Plan policy PSP1 (Local Distinctiveness)

PURPOSE:

South Gloucestershire encompasses large areas of distinctive and high quality built and natural/rural landscape, which should be safeguarded and enhanced, and where possible, incorporated into development proposals.

The aim of this design policy is to shape and direct development proposals to create resilient and exceptional places, spaces, and buildings in South Gloucestershire. A range of other policies in the Local Plan 2020 will provide further detail and clarification to many of the points contained in this policy. This policy is also supported by the emerging Urban Lifestyles approach, which aims to make efficient use of land in urban areas, by optimising development.

The National Planning Policy Framework (NPPF) is clear in that ‘Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions...’

The provisions and requirements set out in this policy will ensure all development meets a high level of design quality, addresses the Climate Emergency and leads to more sustainable development, places and spaces.

10 Key Design Characteristics

The 10 characteristics from the NDG have been used to assist in the assessment of proposed design quality. The 10 characteristics (except ‘built form’ and ‘movement’) have been grouped into related pairs:

1. **Context** – local and wider context, heritage, local history and culture
2. **Identity** – creating and responding to local character and identity
3. **Built form** – compact development, appropriate building types and forms, destinations
4. **Movement** – integrated networks for all travel modes, hierarchy of streets, parking and utilities
5. **Nature** – green open spaces, landscape variety, play, water management, biodiversity
6. **Public spaces** – well-located and attractive spaces, safety, social interaction
7. **Uses** – uses mix, range of home tenures, types and sizes, socially inclusive

8. **Homes & buildings** – healthy, comfortable and safe, external amenity, detailing, waste provision
9. **Resources** – energy hierarchy, materials and techniques, maximise resilience
10. **Lifespan** – management and maintenance, adaptability, evolving technologies, sense of ownership

POLICY WORDING:

Context and identity

Development proposal(s) must demonstrate an understanding of, and respond constructively to the building and landscape characteristics that make a particularly positive contribution to the distinctiveness and identity of the area. Acceptable development proposal(s) must demonstrate that;

- a. The siting, form, scale, height, massing, detailing, colour and materials of the development respect, and are informed by, the positive locally-distinctive qualities of both the site and its surrounding context; and
- b. A new distinctive character has been created, based on positive features found in the wider area, including any heritage assets or landscape features, where high quality distinctive features do not exist either within or around the site. Significant weight will be given to outstanding or innovative designs which respond to positive, locally distinctive features.

Built form

The layout and form of the development must combine to form a well-designed and legible environment, which is attractive and functions well for all users. Acceptable development proposal(s) must demonstrate that;

- a. The scale and massing of the built form relates to the site and the local character surrounding the development, with minimal amenity impacts relating to overlooking, over-shadowing and over-bearing issues;
- b. Construction materials are locally distinctive, complementary when viewed as a collection, and appropriate for their use and function, with a focus on robustness and a positive visual appearance over time;
- c. The arrangement and design of windows (the fenestration) is visually attractive, balanced and functional. The use of larger windows for habitable rooms will be supported;
- d. The orientation and siting of buildings contribute to the definition of the public realm and the visual quality of the street scene, where building facades and front doors face the street, to promote overlooking and activity within the public realm. Blank and inactive ground floor elevations should be avoided; and
- e. In appropriate areas and sites, Urban Lifestyles principles will be applied, to make the best use of land by optimising densities and providing a mix of uses, leading to the creation of compact, efficient, and healthy urban areas.

Movement

Development proposals must create or enable sustainable connections to destinations, places and communities, both within the site and beyond its boundaries. Acceptable development proposal(s) must demonstrate that;

- a. The layout integrates with existing or permitted adjacent development and connects with the wider network of foot, cycle and public transport links, including Public Rights of Way and strategic green infrastructure corridors/routes;
- b. Safe and sustainable access to existing and proposed “Key Services & Facilities” is provided or enhanced, through a range of transport options, giving priority to sustainable travel modes, such as walking and cycling;
- c. Permeable space(s) and accessible route(s) through a development have been created, allowing clear, safe, and direct movement, taking account of desire lines where appropriate; and
- d. Any parking provided is well-designed, conveniently sited, safe, overlooked, well-landscaped and sensitively integrated into the public realm or built form, so that it does not dominate the street scene. It must meet the needs of all users, including visitors and people with disabilities.

Nature and public spaces

Development proposal(s) will be expected to protect and enhance the natural environment and its features of landscape, nature conservation, heritage, or amenity value, particularly in the AONB, in and around designated national and local sites. Where public realm is required or provided, it should be accessible, attractive, functional, safe, varied, and interesting, to encourage social interaction. Acceptable development proposal(s) must demonstrate that;

- a. High quality and well-considered green and blue infrastructure has been included to an appropriate level, and appropriately designed to contribute towards the vision and strategic objectives of the locality. Where trees are provided within areas of public realm, suitable below ground provision must be made to ensure their longevity;
- b. Net gains for biodiversity, tree cover and landscape diversity have been achieved. Good quality and positive existing trees and vegetation should be retained and protected;
- c. Where appropriate, well-located, attractive, and safe open spaces and play areas, which enhance social interaction and which offer opportunities for formal and informal play and rest, should be provided;
- d. Where appropriate, site-specific public art features are provided, in order to add visual and cultural interest, and to create a connection to the site’s history, existing landscape or built qualities;
- e. Boundary treatments and any interfaces between public and private areas are robust and built to be long-lasting, define the public realm, clearly establish the difference between public and private spaces, and avoids small areas of incidental open spaces; and

- f. **The most appropriate and robust materials, street furniture and finishes have been utilised, to create a sense of place which has variety and interest, while not adding clutter within the street scene. Any good-quality existing surface materials, boundary treatments and street furniture have, wherever possible, been retained in situ.**

Uses, homes and buildings

Developments at any scale must function well and create positive and adaptable living environments. Acceptable development proposal(s) must demonstrate that;

- a. **Buildings and public realm have been provided which have potential to be adaptable over time, to accommodate a range of uses and potential occupiers, being socially inclusive, accessible and tenure blind. Major housing development(s) should provide a range of home tenures, types and sizes, to meet local housing need and market demand;**
- b. **Safe, secure and healthy living, working, recreation and travelling environments have been provided, where opportunities for criminal activities are designed out, secure and appropriately sized private amenity areas are created, and the design of the public realm promotes activity and social engagement;**
- c. **An appropriate level of infrastructure to enable high quality digital connectivity has been designed into the development.**
- d. **An appropriate level of space and facilities are provided and designed into the development for the sorting and storage of recyclable waste materials, the composting of household waste, and the collection of these and other waste materials; and**
- e. **Good internal storage has been provided, which meets the expected day-to-day needs of a range of potential occupiers, by designing new homes and community facilities which as a minimum meet the Nationally Described Space Standard (or replacement of it).**

Resources and lifespan

The conservation of natural resources, including land, water, energy and materials in buildings and development, will form part of the strategy to mitigate and adapt to the impacts of climate change, helping to provide well-designed places over the longer-term. Acceptable development proposal(s) must demonstrate that;

- a. **A layout, form and mix of uses is established which reduces resource requirements, both during construction and operation, and which contributes to the creation of compact and walkable neighbourhoods. Developments should be adaptable over time to reduce the need for redevelopment processes;**
- b. **Locally-sourced and sustainable materials will be used where appropriate to minimise energy use and embodied carbon emissions;**
- c. **Climate adaptation has been maximised, with resilience to projected climate change, through the orientation, aspect, and siting of development to optimise solar gain, while avoiding creating potential for over-heating over the lifetime of the development; and**
- d. **Where possible, renewable and low carbon energy installations and infrastructure have been incorporated. Steps should be taken to mitigate the visual impact of any such installations.**

SUPPORTING TEXT:

'The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.' (The National Design Guide). Creating well-designed places requires an understanding of a wide range of principles, across numerous disciplines. Therefore, this policy draws on and supports a wide range of emerging plan priorities, other emerging policies in the Local Plan 2020, area based objectives, as well as the supporting planning documents.

The design process should be supported by a range of design tools, including well-considered and informative design and access statements which include context and character appraisals, design review panels, masterplans, and design codes.

① Context and Identity

Para 127 of the National Planning Policy Framework (NPPF) requires that developments are, 'sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).'

There are a wide range of built and landscape characters which exist within South Gloucestershire, ranging from mature urban locations, such as, Staple Hill, Kingswood, Hanham, post war suburban areas such as Filton, Bradley Stoke, newer communities at Charlton Hayes and Stoke Gifford, market Towns with different characters and wide range of villages set within different rural contexts. A character and context appraisal should be provided within the design and access statement to support a planning application, and to show how the local context has been considered and taken into account in the design of the development.

It remains common for developers, in undertaking a context appraisal, to attempt to justify further indistinct development by referring to usually 20th century post-war development of indistinct quality nearby and/or claiming that the locality lacks distinction by way of the variety of ages and styles of development that exist in the area. In justifying new development in accordance with the NPPF requirements, this approach will not be acceptable. It may be necessary for context and character appraisals to look further afield than the immediate locality or most numerous buildings in an area to identify and respond to distinctive building types and other features of quality, such as boundary treatments, plot size and shape, and landscape treatments, to inform new development.

Conservation Area Appraisals, Village Design Statements and The South Gloucestershire Landscape Character Assessment may, where available, in the vicinity of a development, also provide good sources of information that assist in discerning such distinctive local character.

② Built form

The design and placement of built forms defines spaces and has a significant impact on people's daily lives. The design of buildings should help to enable the creation of well-designed public realm, parking and landscape to emerge through the design process.

In establishing a character or identity of a development, the surrounding context is important to consider and reference. This process should allow for some flexibility to support innovative design approaches and be based on the most positive character elements found in the area. Legibility, or the understanding of a place, can be created by sequences of natural or built landmark features, and by ensuring that views through a site terminate at landmarks, such as a mature tree or interesting new façade.

The existing and future development potential of adjoining sites, or the potential for the area to achieve a coherent, interconnected, and integrated built form, must not be prejudiced by proposals. Where such potential may reasonably exist, including on sites with different use or ownership, development will be expected to either progress with a comprehensive scheme or, by means of its layout and form, enable a co-ordinated approach to be adopted towards adjoining sites future development.

Urban Lifestyles is an emerging approach for South Gloucestershire, and is explained and set out in more detail in section 6 of the Phase 1 Issues and Approaches consultation document. Broadly, this new approach aims to optimise development sites, by making more efficient use of land in sustainable urban locations, as required by paras 122 and 123 of the NPPF. Locations which are highly accessible and provided with public transport options, and close to employment, shops and services, are being investigated as part of this process. Higher residential densities will form a key part of this approach, balanced by lower parking requirements and a focus on the quality of the public realm.

③ Movement

Safe, convenient, sustainable and direct movement between areas of the district is an integral part of well-designed places. Access to homes, jobs and services should be promoted and enhanced through the design process.

Key Services and Facilities and appropriate walking & cycling distances to them will be defined in a proposed new policy Sustainable Travel & Access, which will be brought forward in future stages of the Local Plan. They are currently defined in policy PSP11 Transport Impact Management, the proposed new policy will eventually replace PSP11.

The use of rear parking courts often results in an inefficient use of land, and can result in valuable private amenity space being lost. Surveillance and overlooking into rear parking courts can be restricted by property boundaries meaning residents do not have a direct view of their vehicles. This form of parking solution will therefore only be acceptable where significant and direct overlooking from habitable rooms of properties is provided and where other more secure solutions are not possible due to site constraints.

④ Nature and public spaces

Below ground provision for trees within public realm, such as root protection and growth systems, is often needed to ensure the proper growth and longevity of the tree.

Any lighting of the public realm or individual buildings should be appropriate to the intended use and functioning of the development, contribute to actual and perceived safety and avoid negative impacts on residents, as well as existing or proposed wildlife and ecology.

⑤ Use, homes and buildings

Developments should be adaptable over time, in order to be able to accommodate changing work/home, employment and shopping patterns, and people potentially choosing to stay in their homes for longer into older age. These shifting patterns make it more important to create well-designed living environments, with good storage spaces, natural light and views, with access to a range of quality private and public open spaces and public realm. A proposed new policy “inclusive design” will set out expectations in relation to accessible and adaptable development, including residential development, that policy is proposed to eventually replace existing policy PSP37 Internal Space and Accessibility Standards for Affordable Dwellings.

High quality and fast digital infrastructure will be expected in new development, the expectation and criteria of which will be contained in a proposed new policy “Digital Connectivity & Broadband”, which will be brought forward in future stages of the Local Plan 2020. The design of new development will need to consider ducting and provision for digital infrastructure to ensure it is well integrated into site design and development to allow maintenance and servicing and avoid negative impacts on the quality of places and spaces.

Housing developments must be tenure blind/inclusive, with the same attention to detail and use of high-quality materials and boundary treatments used in affordable housing provision as market housing. Parking to fronts should be enhanced by the use of finer paving materials and attention to landscaping between spaces – essentially creating good ‘driveways’.

Waste storage and collection must be carefully considered in any form of development, but waste provision in residential developments in particular, must be well-integrated, visually appealing, and functional. In terraced houses, space for the storage of a range of waste and recycling bins or containers, can be successfully integrated into the fronts of properties, in screened storage structures, which can also be integrated within porch canopies, also providing bike storage and electrical car-charging cables.

6 Resources and lifespan

Well-designed places should seek to maximise the contributions of natural resources such as the sun, ground heat and wind, and include passive measures for light, temperature, ventilation and heat. They should aim to make use of renewable energy infrastructures, such as photovoltaic arrays, ground source heat pumps and district heating systems, to reduce demand for non-sustainable energy sources.

In terms of mitigating or limiting the impacts from solar gain in developments, relatively straightforward design solutions exist, such as incorporating bris soleil, projecting canopies or the planting of deciduous trees.

It may be appropriate in certain situations to retain and renovate existing buildings, where this forms part of a more sustainable approach to development, or where existing structures have local historic significance. This approach can have significant visual, community and conservation benefits. The criteria and expectations in relation to the use of resources, materials and re-use of buildings will be contained in a proposed new policy “Sustainable Design and Construction”, which will be brought forward in future stages of the Local Plan 2020.

Questions

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Working Policy Title:

Parking Requirements, including Electric Vehicles

Existing Policies

Policies Sites and Places Plan policy PSP16: Parking Standards

USE CLASSES ORDER (SEPTEMBER 2020) UPDATE:

Recent updates to national legislation has resulted in changes to the Use Classes Order. The changes to the Order specifically relates to the way that retail, employment and leisure uses are classified. Although these changes are not reflected in this current draft, the council will continue to review the impact of the Order on the proposed schedules and will reflect updates where necessary in later drafts of this policy. This will allow the council time to understand the potential impacts these changes may have.

PURPOSE:

What is the current approach to Parking Standards?

Current Parking Standards in South Gloucestershire can be found in the Policies, Sites and Places Plan PSP16 Parking Standards with elements in the Core Strategy policy CS8 and further detail in the Residential Parking Supplementary Planning Document. This current policy applies a district wide standard for bicycle and car parking spaces for residential properties.

Is the current approach still the right approach?

Since the Core Strategy and the Policies, Sites and Places Plans were adopted we have entered into period of significant challenge and change. New technology, different attitudes and direction from national policy means a new approach can be explored to help meet the numerous challenges that continue to face South Gloucestershire. We have to accept however that we are likely to be in a period of transition which might well extend beyond the timeframe of the Local Plan: we will need to plan from what we currently know, but also build in sufficient flexibility to enable our approach to adjust as new arrangements start to replace the current approach.

Below are some of the key changes that will influence a new approach.

- Updated National Planning Policy Framework in 2019;
- Climate emergency declared nationally and in South Gloucestershire with a focus to decarbonise travel and reduce reliance on private car journeys in carbonised vehicles;
- Levels of car ownership and commuting are high, creating congestion;

- Improving air quality across South Gloucestershire especially in declared Air Quality Management Areas;
- New advancements in electric vehicle and other technology making these options more viable; and
- There is a need to make the most efficient use of land, particularly in our urban areas.

Parking standards will form an important part in enabling and controlling car parking, including electric vehicle charging provision and bicycle parking provision, which alongside other policies will supporting the objectives to enable the new approach.

Investigating a new approach

The Council proposes a new approach to parking standards that better reflects the changes that we need to make in how we live and work in the future in order for us to live more sustainably. This policy must work in combination with other aspects of the plan and also changes likely to happen outside of planning. South Gloucestershire is a diverse area consisting of the urban edges of Bristol, market towns and rural communities and the new approach seeks to create parking standards that reflect these diverse environments. The policy must also acknowledge and reflect that we are in a period of transition, and help support the process of moving from established practices to the new approaches which will better support our sustainability objectives in the medium and longer term.

Different standards for different parts of the district?

It is proposed that the policy looks at a zoning approach to allow for reduced car parking provision in areas which are demonstrably well connected with ample opportunities for walking and cycling access to key services and facilities as well as good public transport provision. Good public transport provision relates to a close / walkable distance to bus stops and or railway stations; frequency of services; locations that are served by the routes including key destinations and facilities not found locally, and journey times to those destinations and facilities. The zones proposed therefore focus on parts of the district outlined as Urban Lifestyle areas. These would be focussed around designated town centres and transport hubs.

It is not proposed that a blanket reduction be applied in these areas as individual sites may be more (or less) suitable to a reduction but instead sets out areas where it is suitable for a reduction in car parking space provision. This will also support the objectives of Urban Lifestyles and the NPPF, making efficient use of land and freeing up space that would otherwise be used for car parking provision to allow much needed open spaces where higher densities will make land in short supply.

How will we know what level of parking provision is suitable on a site within the zone?

The Council proposes that developments within the urban zone (seen on the indicative map below) must submit a SGC Accessibility Assessment. When applied this will indicate whether a reduction in car parking provision is appropriate. This will give a figure for the suitable reduction in car parking provision as a percentage reduction against the standard guidance in the Schedules below. Although the specific criteria has not been finalised it is expected that a percentage reduction will be based on the individual site circumstances and accessibility, for example looking at current on street parking issues as well as access to services and facilities and alternative modes of transport.

The Council will also explore how a percentage reduction in car parking provision could allow a percentage increase in cycle parking provision, however the details of how this may work are yet to be determined.

It is also important that the SGC Accessibility Assessment does not overburden developers or officers and so work continues on developing the specific assessment. However we believe the assessment will focus on the key criteria below:

Local access to key services and facilities and their accessibility by walking and cycling;

Proximity, frequency and access to public transport with connections to key facilities and locations (Bus and Metrobus and Rail); and

Existing and potential parking management issues and solutions within the area.

Electric Vehicle charging provision

The most up to date census data outlines that South Gloucestershire has a higher level of vehicle ownership per household than the national average. Although the current climate would suggest that this may be a reversing trend it is also clear that for many the private car will remain the primary option of travel in the short to medium term at least. In order to meet the objectives outlined in the plan the Council proposes to future proof development now in order to allow for an electric vehicle revolution.

The provision of electric vehicle charging in South Gloucestershire will be especially important for more rural areas where access to other modes of transport will be limited. However it is not a replacement for the provision of infrastructure to promote other modes of transport such as walking/cycling and public transport services.

Planning out space for private vehicle parking to create better places

We recognise that in the short and medium term at least there will still be a need to ensure that sufficient parking provision is provided for private vehicles, on and off development sites. However, in the medium and longer term if more sustainable travel choices become more widely available and used, there will be an opportunity to repurpose the spaces allocated for parking, towards more beneficial uses. This might be to increase private living or amenity space or public realm improvements, for example. We need to make sure that current private and on-street parking provision is designed so that it can relatively easily be repurposed if the need for it diminishes.

What evidence base will support the policy?

Evidence to support the policy can be found below:

Jacobs Parking Standards Review

Electric Vehicle charging in local plan policy

This is also supported by existing information on vehicles ownership and use in South Gloucestershire gathered through the 2011 census, however it is recognised that this was gathered nine years ago and a new census is due in 2021.

POLICY WORDING:**Car Parking Provision**

1. New development proposal(s) will be acceptable where an appropriate level of car parking is provided. The appropriate level of car parking for three types of development, across different areas of the district is provided in:
 - Schedule A – Residential
 - Schedule B – Non-Residential
 - Schedule C – Disabled Persons Parking
 - Developments within the ‘parking zones’ will be required to undertake an Accessibility Assessment. This will determine any appropriate reduction in parking provision, to that set out in the schedules.
2. There should be no increase in on-street parking in the vicinity of the site which would detrimentally affect highway safety and/or residential amenity.
3. Development proposals which are providing car parking spaces are required to integrate an appropriate number of spaces which make provision for infrastructure that enables the charging of electric or other Ultra-Low Emission vehicles. The appropriate proportion of active and passive Electric Vehicle charging spaces is set out for residential (Schedule A) and non-residential (Schedule B) development proposals.
4. In circumstances where off-street parking is not provided within a development proposal and requires the use of on-street parking space, the design and layout of the development must incorporate infrastructure to enable the on-street charging of electric or other Ultra-Low Emission vehicles. This on-street charging infrastructure must not obstruct the footway.
5. Loading / unloading; waiting and drop off/ pick up areas will be considered as appropriate depending on requirements for each sites use(s).

183

Electric and Ultra Low Vehicle charging provision

All individual dwellings with one or more dedicated parking spaces or garage must include provision for 7Kw (32 amp) charging infrastructure suitable for charging an electric or other ultra-low emission vehicle. At least one parking space per dwelling must have active³² charging provision, with the remainder passive³³ provision.

- For residential development with communal off street parking provision, at least 20 per cent of spaces are required to have active charging facilities, and passive provision is required for all remaining spaces;
- High density and/or large scale residential / mixed use developments are additionally required to facilitate the provision of an electric or ultra-low emission car club, and provide dedicated space for the club with active charging facilities;

³² Active Provision: An active OLEV compliant chargepoint, such that each dwelling has the opportunity to charge their vehicle at the same time with a total charging time not exceeding 8 hours.

³³ Passive Provision: Establishing all of the associated cables, chambers and junctions to allow for charging points to be installed without the need for undertaking works that require breaking ground.

- **All non-residential developments (e.g. retail, office, leisure) which include vehicular parking must include as a minimum passive infrastructure to enable the future provision of electric charging facilities;**
- **For all non-residential developments providing 10 or more parking bays, at least 20% of those bays are required to provide active charging facilities for electric or other ultra-low vehicles.**

In all developments where provision is made for taxi stopping the taxi spaces are required to include active charging facilities.

Motorcycle Parking Provision

For all developments, (except residential developments and those where there is no on-site car parking provision proposed) provision should be made for motorcycles and powered two wheelers equal to 3% of the number of car parking spaces required.

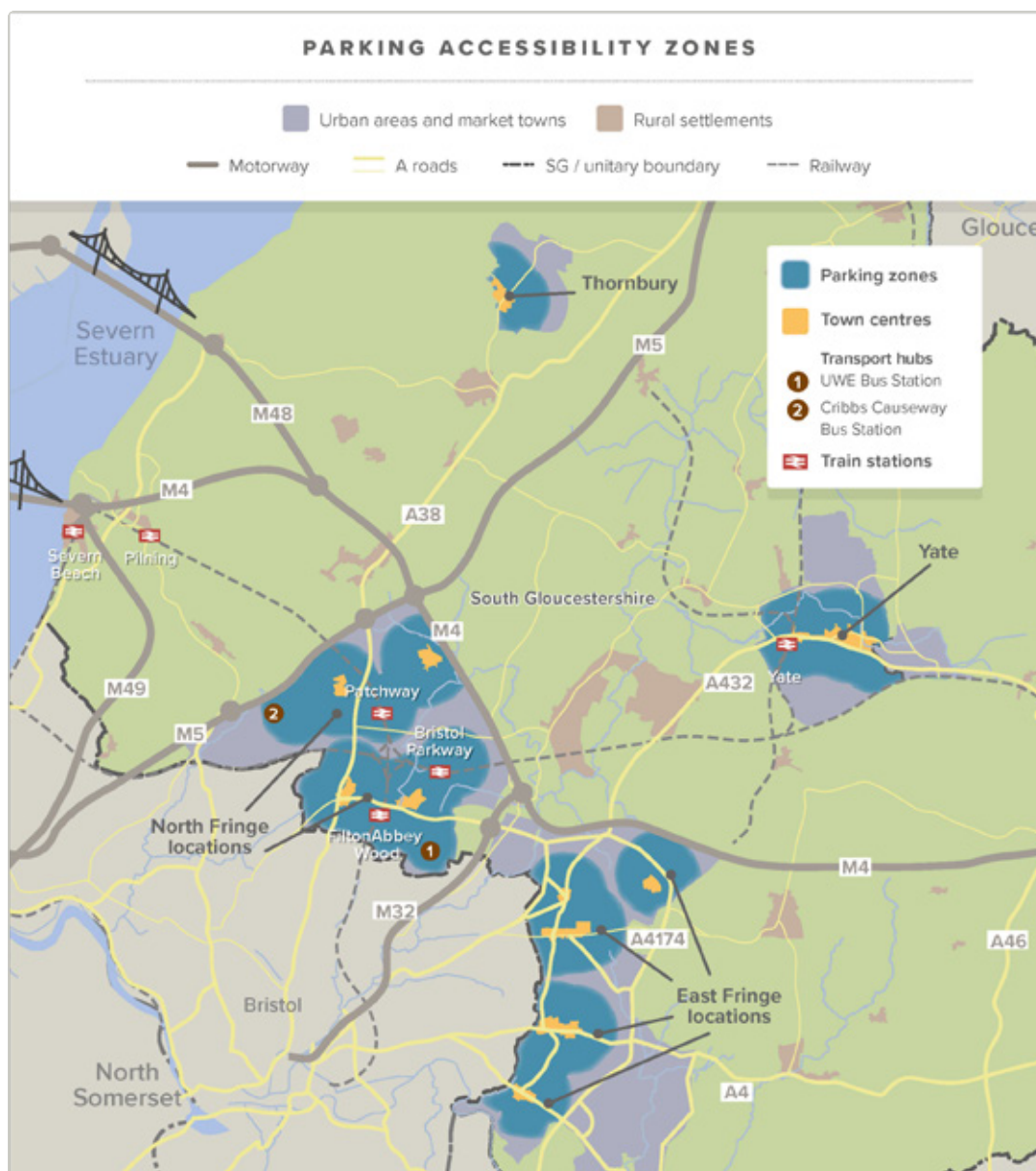
Cycle Parking Provision

New development proposal(s) will be acceptable where an appropriate level of cycle parking is provided. The appropriate level of cycle parking for different types of development is provided in Schedule D.

New builds will be expected to meet the standards set out in Schedule D. Conversions will also be expected to meet the standard, unless it can be demonstrated that individual site circumstances/constraints will not allow this.

Map 1: Urban Lifestyle Zones (Blue)

The map below shows the indicative areas that will require an SGC Accessibility Assessment. At this stage the map is high level and a further more detailed map will be required to support the policy as it is refined. At this stage the map below is intended to give an indication of where the zones could be and allow discussion about the pros and cons of the zones proposed. The zones have been created based on the Urban Lifestyles approach with a focus on designated town centres and key transport hubs.



Schedule A: Car Parking Provision Standards – Residential

Type	Standard Minimum spaces	Urban Lifestyle Zone (Blue areas on map above)
1 Bed dwelling	1	<p>Percentage reduction; to be demonstrated by SGC Accessibility Assessment* calculation with supporting evidence.</p>
2 Bed dwelling	1.5	
3 Bed dwelling	2	
4 bed dwelling	2	
5+ bed dwelling	3	
HMO	½ space per bedroom rounded up	
Visitor spaces per dwelling (>5 dwellings only)	0.2	

*Any reduction in minimum residential parking standards will require the completion of the SGC Accessibility Assessment calculation which will form the basis for any discount from the prescribed standard.

Schedule B: Car Parking Provision Standards – Non Residential

Land Use	Standard guidance	Urban Lifestyle Zone
A1** Retail	Below 1000sqm 1 space per 35sqm	Percentage reduction; to be demonstrated by SGC Accessibility Assessment calculation with supporting evidence.
	Above 1000sqm Food: 1 space per 14sqm; Non Food 1 space per 20sqm	
A2** Financial and Professional Services	1 space per 35sqm	Percentage reduction; to be demonstrated by SGC Accessibility Assessment calculation with supporting evidence.
A3** Restaurants and Cafes and public houses	1 space per 5sqm dining area or public drinking area	Percentage reduction; to be demonstrated by SGC Accessibility Assessment calculation with supporting evidence.
B1** Office, Light Industrial, R&D, Laboratories	1 space per 35sqm	
B2 General Industry	1 space per 50sqm	
B8 Storage, Distribution & Warehousing	1 space per 200sqm	
C1 Hotels	1 space per bedroom	
Other Land Use Types	Discuss with local authority	

** the use classes noted above refer to the Order prior to the September 2020 amendments. Future policy drafts will incorporate the new use classes once there is a greater understanding of their potential impacts on these schedules.

Schedule C: Disabled User Parking Provision

Land Use	Parking Provision Minimum Standard	Notes
Shopping, leisure, recreation and other uses requiring public access and employment	In addition to and equal to 5% of the level of parking derived from Schedule B	<ol style="list-style-type: none"> 1. Car parking spaces should be clearly identified for blue badge holders only and should be located so as to allow easy access to the building they serve 2. A minimum of 1 space should be provided, where calculations produce a figure of less than one whole space. 3. Where development is to take place without on-site parking, the availability of parking for disabled people in public/ shared car parking needs to be reassessed and additional provision funded by the development if appropriate. The availability of on-street parking for disabled people may also be taken into consideration.

Schedule D: Cycle Parking Provision Standards

Type of land use	Per	Proposed cycle parking standards. Minimum provision required
Shops, services less than 3,000m ² gross floor area (GFA) (A1**, A2**)	100m ² GFA staff	2 visitor spaces 1*
Food retail over 3,000m ² (A1** only)	1,000m ² staff	24 visitor spaces 1*
Non-food retail over 3,000m ² (A1**, A2**)	1,000m ² Staff	20 visitor spaces 1*
Garden centres, including those attached to other retail premises	Indoors: 1,000m ² Outdoors: 1,000m ² Staff	10 visitor spaces 10 visitor spaces 1*
Motor vehicle services (garage, workshops, car sales, car hire)		To be determined on merit
Restaurants, cafes (A3**). Pubs, Drinking Establishments (A4**)	dining area 100m ² bar/dance floor 100m ² Staff	5 visitor spaces 8 visitor spaces 1*
Hot food takeaway (A5**)	100 m ² Staff	2 visitor spaces 1*
Offices, studios, laboratories (B1**)	100m ² Staff	2 visitor spaces 1*
Light industry (B1**)	100 m ² Staff	1 visitor space 1*
General industrial (B2)	1,000 m ² Staff	2 visitor spaces 1*
Warehouses, repositories	1,000 m ² Staff	1 visitor space 1*
Hotels, motels, guest houses (C1)	10 bedrooms dining area 100m ² bar/dance floor 100m ² Staff	1 2.5 4 1*
Multiple occupation/bedsits (C4)	Unit / bedroom	1 secure, undercover space

* secure, undercover space(s) per 8 employees;

** the use classes noted above refer to the Order prior to the September 2020 amendments. Future policy drafts will incorporate the new use classes once there is a greater understanding of their potential impacts on these schedules.

Type of land use	Per	Proposed cycle parking standards. Minimum provision required
Student accommodation (Sui Generis/C3/C1)	Unit / bedroom	1 secure, undercover space
General Hospital (C2)	in patients: 100 beds	10
	day surgery: 100 beds	10
	outpatients suite	2
	accident units (10,000 visits per annum)	3
	staff	1 per 2 employees
Other hospitals and nursing homes (C2)	in patients: 100 beds	10
	day surgery: 100 beds	10
	outpatients suite	2
	Staff	1*
Dwellings with garage (C3)	1 bed space/bedroom unit	1 (provided garage design accommodation both car and cycle storage). Otherwise 1 secure, undercover space
	2 or more bedrooms	2 secure, undercover spaces
Newly built and converted dwellings without garage (C3)	1 bed space/bedroom unit	1 secure, undercover space
	2 or more bedrooms	2 secure, undercover spaces
Places of worship (D1**)	100 seats	5
Health Centres, doctors surgery, dentist surgery, veterinary surgery (D1**)	consulting room	1
	staff	1*
Day nurseries/ playgroups, crèches (D1**)	staff	1*
Community centres, family centres/family resource centre (D1**)	Visitor	To be determined on merit
	staff	1*
Primary schools (Non-residential) (D1**)	visitor/parents	1 per 100 pupils
	staff	1*
	students	To be determined on merit

* secure, undercover space(s) per 8 employees;
 ** the use classes noted above refer to the Order prior to the September 2020 amendments. Future policy drafts will incorporate the new use classes once there is a greater understanding of their potential impacts on these schedules.

Type of land use	Per	Proposed cycle parking standards. Minimum provision required
Secondary schools (Non-residential) (D1 ^{**})	visitor/parents	1 per 200 pupils
	staff	1*
	students	1 per 5
Colleges, University (Non-residential) (D1 ^{**})	Visitor	1 per 500 students
	Staff	1 per 2
	students	1 per 2
Churches, exhibition halls (D1 ^{**}), stadia and spectator facilities, cinemas, bingo halls (D2 ^{**}), and theatres (Sui-Generis)	100 fixed seats	5
	(open hall) 100m2	2.5
Multi-screen cinema (D2 ^{**})	100 seats	6
	staff	1*
Sports hall; indoor bowls; health club/ gymnasium; Ice rink/ swimming pool (D2 ^{**})	100m2 ; 100m2 rink/pool	2
	Staff	1*
Bowling centres (D2 ^{**})	10 lanes	8
	staff	1*
Tennis courts, squash courts, playing fields (D2 ^{**})	per court/pitch	2
Golf courses	18 hole	To be determined on merit
	9 hole	To be determined on merit
Golf driving range (D2 ^{**})	10 tees	To be determined on merit
Marinas	10 berths	3
Museums and libraries (D1 ^{**})	spaces per 100m2	4
	staff	1*
Public transport interchanges	Visitor	To be determined on merit
	staff	

* secure, undercover space(s) per 8 employees;

** the use classes noted above refer to the Order prior to the September 2020 amendments. Future policy drafts will incorporate the new use classes once there is a greater understanding of their potential impacts on these schedules.

SUPPORTING TEXT:

Motorcycle and Other Powered Two Wheelers

Motorcycle and other powered two wheelers can offer an affordable means of movement for trips where public transport is limited and walking and cycling unrealistic. They have a role to play not just at the West of England scale but also at the local level, where they can provide a space-efficient alternative to driving, where walking, cycling and public transport trips are not possible. They can provide a more economical alternative to private car use and enable access to opportunities and flexibility that cannot otherwise be gained.

Providing specific parking provision for powered two wheelers allows a more efficient use of the parking area as otherwise car parking spaces will be less efficiently used. The segregated areas also allow consideration of sheltered provision

Urban Lifestyle and Accessibility Approach

Car Parking Standards for both residential and non-residential developments within certain areas are looking to move towards a flexible approach relating to the accessibility of the development location, with the most accessible locations requiring the lowest car parking provision.

The neighbourhoods that are within walkable distance of key facilities and services; are adjacent to key public transport hubs including UWE, Cribbs Causeway, Yate shopping centre or within ideal walking distance of rail stations with good services to key destinations, will be considered for reduced minimum car parking provision as the choice of travel options favours non-car travel.

Zonal Approach

A planning designation of “Parking zones”, for certain urban parts of the authority, to indicate where reduced parking provision may be appropriate, would be progressed as part of this approach. The zones are areas of the district considered to have a high level of access to services and facilities and high level of public transport connections. Within the zones applications would need to be supported by an SGC Accessibility Assessment.

Please refer to the map under Schedule A which outlines indicatively where these zones could be.

Accessibility Assessment

The proposed SGC Accessibility Assessment calculation is designed to assess development sites by weighting site specific local circumstances, (nearby facilities; walking, cycling and public transport provision) against existing parking issues and potential solutions, in order to encourage the use of sustainable travel including public transport through a reduction in proposed parking provision in areas of high connectivity. Parking issues arise where demand exceeds the parking supply which can create difficulties for safe travel for pedestrians, cyclist and motorists and access problems, including access for waste collection and emergency services. Where this is the case it is important that the Accessibility Assessment records these and any other parking issues. This will allow council officers to make an informed and sensible judgement, balancing the aspirations of the policy whilst allowing flexibility to respond to site specific parking issues. There are some existing areas of where known parking issues exist, including the area around Kingswood High Street; Kings Drive and surrounding cul-de-sacs in Stoke Gifford; Hoopers Walk, Longwell Green; Edgeware Road, Staple Hill; St Barnabus Close, Warmley; Elmleigh Close, Mangotsfield; Lower Station Road, Staple Hill, and Whitsun Leaze within the relatively new development at Charlton Hayes, Patchway.

The Accessibility Assessment can be used to justify a development site's departure from the prescribed parking standards set out in this policy and must be completed for developments within the urban zone. The Assessment is expected to be undertaken by the developer as part of their Transport Assessment/Statement. Further information on the SGC Accessibility Assessment calculation will be brought forward through a revised Parking Standards SPD.

Residential Parking Supplementary Planning Document

Alongside this new policy approach will be an update to the Parking Standards Supplementary Planning Document. This will be updated as part of the Development Plan and particularly provide further guidance on the following:

- Further guidance on the Accessibility Assessment and Zoning approach
- Further guidance on technical standards for parking provision

Questions

Do you agree with our proposed policy approach?

Do you think there are any other issues we should consider in this policy?

To answer these questions visit our online consultation page at www.southglos.gov.uk/localplan2020-feedback to complete or download our questionnaire.

Working Policy Title:

Nationally Significant Infrastructure Projects (NSIPs) and Related Development

Existing Policies

Core Strategy Policy CS36 – Proposals for Major Infrastructure Projects

PURPOSE:

To set out SGC approach to discharging its:

Largely discretionary role as pre-consent consultee on Nationally Significant Infrastructure Projects (NSIPs), and

Role as determining authority role for development related to NSIPs; and

Post consent role in determining applications to discharge requirements / conditions and as enforcement authority.

Policy to:

cover all stages of scheme development from early pre-application engagement through to post consent implementation and Discharge of Requirements; and

recognise the need for engagement to be proportionate to the potential scale and extent of impacts on South Gloucestershire and its communities.

Nationally Significant Infrastructure Projects (NSIPs) are large-scale projects of national importance (defined in the Planning Act 2008) such as new trunk roads, airports, ports, power stations (including nuclear), electricity transmission lines, waste water treatment works and chemical works. Such projects are often of a scale and complexity that may have wide ranging effects, both positive and negative, on local communities, the economy and the local area.

Applications for Development Consent Orders (DCOs) for NSIPs are made to the Planning Inspectorate (PINs), who examine and test the proposals against criteria on national need, benefits and impacts as set out in relevant policy.

Development proposals for NSIPs are primarily assessed, examined and determined by National Policy Statements EN-1 and EN-6. Up to the point of consent, the local authority role on NSIPs is largely discretionary and is as a consultee to the planning and examination process.

However, the local planning authority may also highlight local issues and local planning policy that are considered to be important and relevant that the examining body can take

into account when assessing and making recommendations on a DCO application.

In addition to a NSIP application, local authorities may be the decision maker for any elements of associated or related development not included within the main DCO application, and national policy will be a material consideration in determining these applications as appropriate. The local authority is also responsible for discharging 'Requirements' (akin to planning conditions) following the grant of a Development Consent Order. For these applications, consistency with the Development Consent Order and relevant certified documentation is the primary consideration, but national and local policy may also be relevant. The local authority is also the enforcement authority post consent.

Further information on the NSIP process, including relevant legislation, guidance advice and roles of the various parties may be found on the Planning Inspectorate's website³⁴.

POLICY WORDING:

1. **In its role either as determining authority for planning applications, or as consultee for applications to other bodies, the Council will take into consideration the nature, scale, extent and potential impact of any development proposal, and seek to ensure that:**
 - **Development proposals align where relevant with the West of England Spatial Development Strategy (SDS) and make a positive contribution to the delivery of the South Gloucestershire Local Plan, the Joint Local Transport Plan and other supporting and/or relevant plans and strategies, including neighbourhood plans; and**
 - **A strategic and integrated approach is taken to the location, planning, design, phasing and delivery of NSIPs and their associated infrastructure and/or development so that it maximises positive social, economic and environmental outcomes, minimises negative impacts, and secures appropriate community and legacy benefits, and**
 - **Development delivers design quality, including making a positive contribution to sustainability objectives, climate change resilience, and delivers biodiversity net gain.**
 - **In order to deliver effective mitigation and/or compensation measures must be commensurate with the scale and impact of the development.**
2. **In order to deliver on these objectives, to inform consultation responses and seek efficiency of working and common ground, the Council will:**
 - **Take a collaborative partnership approach on NSIPs, working with scheme promoters local communities and relevant Government agencies, statutory undertakers, public bodies non statutory organisations and other neighbouring local authorities in seeking to ensure that the socio economic, environmental and transport benefits and legacy of the project are maximised and negative impacts minimised and/or compensated for.**

³⁴ National Infrastructure Planning: <https://infrastructure.planninginspectorate.gov.uk/>

- Take an approach to project engagement, assessment, negotiations and consultation responses that is proportionate to the nature, scale, complexity and implications of the project for South Gloucestershire and its communities.
 - Seek to agree the scope, methodologies and publication of all relevant socio economic, environmental and transport surveys and assessments that will underpin the development, assessment and subsequent monitoring of NSIP related proposals. Such assessments should be comprehensive and address the evolution of the project's impact over key phases of construction, operation, decommissioning and restoration. Evidence will be expected to demonstrate how alternatives have informed the development of proposals including for any on site options, as well as the siting and design of and mitigation for additional construction areas and associated development and infrastructure; and
 - Expect evidence to be provided to demonstrate that brownfield land and/or redundant facilities have been used where possible; and
 - How alternatives have informed the development of proposals including for any on site options, as well as the siting and design of and mitigation for additional construction areas and associated development and infrastructure; and
 - Seek to ensure that consideration is given to the full range of the proposed project's environmental, transport and socio economic impacts: positive and negative, tangible and intangible, and the level and duration of those impacts over time; and
 - Demonstration as to how these assessments have informed the development and delivery of the hierarchy of impact avoidance, mitigation and compensation proposals; and
 - In addition to topic by topic assessments, cumulative assessments will be required, including to understand the full range of effects on individual communities, through the preparation of Community Impact Assessments.
3. Phasing plans and triggers to secure the timely delivery of the various elements of the project, its supporting infrastructure and associated development will be necessary to ensure the control of impacts to acceptable levels, including, for example, and where relevant early or advance implementation of:
- Archaeological investigations and wildlife surveys to ensure that these inform site selection and site planning; and
 - Strategies for procurement, employment, education, training and recruitment, that take account of long lead in times; and
 - Transport infrastructure and worker accommodation proposals to avoid impacts on, for example, the road network, community facilities and the rented housing market; and
 - Habitat creation, landscape mitigation and/or screen planting where significant impacts are predicted.

4. **Appropriate monitoring arrangements and adequately resourced Management and Delivery Plans for both the Construction and Operational phases of NSIPs will be required to ensure that socio-economic, transport and environmental objectives are met during both construction and operation.**
5. **Given the scale, complexity and duration of larger NSIPs, mechanisms and contingencies to enable the modification of mitigation to address unanticipated project impacts.**
6. **Contributions to the Local Authority and/or other appropriate and agreed organisations to mitigate or where appropriate offset any adverse impacts, additional demands and/or harm caused by the project. Proposals should be developed through early and effective engagement including with affected local communities and the Council. The objective will be to identify measures, projects and services to mitigate impact while enhancing the long-term well-being and sustainability of the communities and environments affected. This could include the provision of new facilities or the upgrading of existing.**
7. **Local economic and community benefits should be maximised through agreement and early implementation of social, education, training, economic, environmental and transport strategies. In recognition of the burden and disturbance borne by the community in hosting some Nationally Significant Infrastructure Projects, the Council will where appropriate require packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project.**
 - **Once a DCO and its constituent development strategy, phasing and supporting infrastructure proposals have been consented, any NSIP related development proposals/ amendments or related applications will be assessed against the DCO and in combination with the overall development proposals. The objective will be to ensure that only those proposals with a positive balance of outcomes in terms of reducing negative effects or increased benefits are consented.**
 - **In order to have sufficient information to be able to assess the complex effects that can arise from NSIPs over the significant number of years of construction and operation, plans for monitoring of the effects of the project should be set out in the Environmental Statement. Clearly defined socio economic, environmental health and biophysical key performance indicators (KPIs) should be set out against which monitoring will be undertaken and reported.**
 - **There should be transparency of monitoring of progress against the DCO, its Requirements and the KPIs through the publication of a publicly accessible Annual Monitoring Report. The credibility of monitoring information should be ensured through provision for independent analysis and verification, as well as the establishment of theme specific monitoring and advisory groups involving relevant stakeholders.**

SUPPORTING TEXT:

Pre-application engagement on these complex projects can require significant levels of officer input over many months or years for more complex projects. If the Council is to effectively respond and successfully engage with developers on behalf of our communities in respect of major infrastructure proposals, this is likely to require significant resources beyond the capacity of the Council.

In order to address this, South Gloucestershire Council will encourage developers to enter into Planning Performance Agreements (PPA) and/or Service Level Agreements (SLA), appropriate to each project. Developers are encouraged to review South Gloucestershire Council's Planning Performance Agreement Charter for further information³⁵.

Should pre-application advice be required in advance of a PPA, the Council's approved pre-application charges for NSIPs as set out in the Council's Charging Schedule will apply.

Impact assessment and monitoring

Given the nature and scale of many NSIPs, it is likely that the full range of topics under the Environmental Impact Assessment regulations will need to be considered. However, where a NSIP is in an adjacent or nearby authority, effects may be less.

In order to minimise impact, and reduce the risk of unforeseen impacts, advance surveys and assessments of baseline conditions should inform site selection and planning work as well as detailed design. Impact assessment should also be an iterative process, conducted alongside the development of project proposals so that impact assessment informs both project planning and design.

Where NSIPs require a substantial number of construction workers, particular attention will need to be paid to potential impact, including on the housing market and the rental sector.

For larger projects, cumulative impact assessment is a particularly important consideration, including across within and across topic areas and in combination with other plans and projects. This should include consideration of the cumulative effects on impacts that are individually found not to be significant, so for example a series of biodiversity impacts that are found to be individually not significant, when considered together may cumulatively be found to be significant³⁶. A Community Impact Assessment will also be required in order to bring together and assess individual and cumulative impacts on existing communities and to inform the development and timely implementation of appropriate management and mitigation measures.

There has historically been an emphasis on assessing the impacts of major projects 'at peak', i.e. when there are predicted to be maximum numbers of e.g. traffic or workers for a relatively short period of time. However, if unforeseen changes in the project occur, such as a delay in the provision of supporting infrastructure, these peak numbers may be sustained over a longer period of time. It will be important therefore to assess the predicted impacts of the project over time, in order to determine either their acceptability or whether additional control measures and/or mitigation are required.

³⁵ South Gloucestershire Council Planning Performance Agreement Charter <https://www.southglos.gov.uk/documents/pte090338.pdf>

³⁶ Hinkley C Connections Project Examining Authority Report to the Secretary of State https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/EN020001/EN020001-004121-151019_EN020001_HPCC_ExA_Report_to_SoS_Main_Report.pdf

For projects that will result in significant effects locally, appropriate governance arrangements will need to be put in place to monitor the progress of the project, involving relevant stakeholders, and data and findings published and reviewed at intervals appropriate to each KPI. In addition, in order for relevant stakeholders, including local communities, to be able to understand how a NSIP is performing over time against all KPIs and relevant measures secured in the DCO and accompanying documents, monitoring against KPI's should be published annually on a project monitoring web site and a paper copy deposited in a suitable local publicly accessible venue.

Mitigation and compensation

The scale and impact of NSIPs may require an appropriate and comprehensive package of developer contributions to mitigate and compensate for any new and increased levels of impact and harm. These contributions will be negotiated as part of the planning process, including through section 106 agreements and the Community Infrastructure Levy where appropriate.

It is also accepted that due to the long timeframes, changing contexts and complexities of some NSIPs, aspects of impact prediction may be uncertain. It is therefore vital that where relevant, schemes of monitoring are put in place during construction and during operation to assess the reality of impacts arising. Mechanisms would also need to be put in place to allow the introduction of additional mitigation or the adjustment of approved measures, so that unanticipated consequences can be addressed.

In addition to contributions, the Council may also require packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project. Any such fund would be used to off-set the burden on the locality, and would identify potential legacy uses, including transport, social, economic, environmental and community infrastructure which would benefit the community in the long term. Community benefits beyond the requirements of the Planning Acts may also be sought through the provisions of the Local Government Acts, other legislation, through voluntary agreement with the project provider, or in accordance with an industry protocol.

Questions

Do you agree with our proposed policy approach?

Do you think there are any other issues we should consider in this policy?

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Working Policy Title: Nuclear New Build

Existing Policies

Core Strategy Policy CS37 – Nuclear
Related Development (partial)
Policies Sites and Places Plan policy
PSP46: Oldbury New Nuclear Build (NNB)

PURPOSE:

To inform the Council's largely discretionary role in:

- Pre-application engagement on Oldbury New Nuclear Build power station
- Responding to informal and formal consultations
- Input to the Examination and any responses to the Secretary of State,

And fulfilling the Council's post consent role, including in determining:

- Planning applications for Oldbury New Nuclear Build power station, related development made to the Council
- Post consent applications for discharge of DCO requirements and planning conditions

And fulfilling the functions of enforcement authority.

This policy may also inform the assessment of proposals relating to the decommissioning of the existing power station, particularly in respect of identifying any potential for integration of proposed new build proposals.

National Policy Statement (NPS) EN-6 identifies an approximately 150 hectare (ha) site near Oldbury on Severn as being potentially suitable for the development of a nuclear new build power station (NNB) (see map below).

Map³⁷ showing: The nominated NNB site boundary (in blue)³⁸
 The extent of the existing Magnox power station site (pink)



The nominated site is set in a sensitive location on the eastern bank of the internationally designated Severn Estuary, with tidal mudflats and the existing power station lagoon to the west, and the historic, flat, open landscape and habitats of the Severn Levels to the east. The site is adjacent to the existing Magnox power station that is now being decommissioned (referred to in this plan as Oldbury 'A'). Early discussions on large scale NNB proposals indicated that a further 150ha approximately will be required for construction purposes, plus additional off site associated infrastructure and development. However there are also other NNB technologies being developed including Small Modular Reactors (SMRs) and nuclear fusion through the Government's Spherical Tokamak for Energy Production (STEP).

37 Source South Gloucestershire Core Strategy 2006 – 2027
 38 Source National Policy Statement EN-6

As a NSIP, the primary policies against which an application will be determined are the overarching energy NPS EN-1, along with technology-specific energy policy for nuclear power generation and other relevant national policy such as the NPPF. Given the designations on the estuary the Habitats Regulations will also be relevant.

It is apparent from experience on other sites across the country that an Oldbury NNB project could be the largest and most complex development faced by local communities and the Council in generations. It is therefore considered important that a policy framework for a proposed NNB project at Oldbury should be developed in conjunction with the overall policy for South Gloucestershire, and that this policy should address ways of working as well as relevant considerations, constraints and opportunities relevant to the NNB.

While acknowledging that a proposed NNB power station at Oldbury has the potential to bring benefits to businesses, employment and the community, and make a significant contribution in terms of low carbon energy, there a number of fundamental concerns about potential negative effects. Both positive and negative effects are therefore addressed in the table of themes and issues, set out in the supporting text.

This policy should be read in combination with all other relevant policies in the Plan, but in particular the suite of policies relating to NSIPs, decommissioning and radioactive waste

POLICY WORDING:

The Council acknowledges the potential for NNB to deliver low carbon energy and high quality education, training, supply chain and employment opportunities and will work with a project promoter to maximise benefits and legacy for local communities and businesses. However, given the sensitive location, scale and complexity of the proposed NNB development and its potential for broad ranging negative impacts particularly on local communities, transport infrastructure and the environment, the Council will seek to ensure that:

- 1. The location, site planning, layout and design parameters for construction operations and all NNB related buildings, infrastructure, and mitigation measures avoids, minimises, mitigates or compensates for community, economic, and environmental impacts on the local and wider area, both in the short and longer term. This includes the integration where feasible of NNB with the decommissioning of the existing station, including the reuse of previously developed land, facilities and materials thereby reducing the extent of greenfield land needed for NNB and minimising the scale and extent of built form in the rural Levels and estuary landscape and seascape.**
- 2. Any advance or preparatory works are demonstrably necessary for the timely delivery of NNB at Oldbury, incorporate adequate and timely mitigation, and are accompanied by a strategy and mechanisms to secure appropriate restoration of the landscape should NNB at Oldbury not proceed.**
- 3. If a future or legacy use for any temporary development or construction area is not feasible or appropriate, the Council shall require a scheme of works to be agreed whereby:**
 - i. Temporary buildings, structures and other infrastructure are removed, and/or**
 - ii. Where appropriate serviced land is left in a condition suitable for a future agreed use; or**
 - iii. the land is restored to its original state.**

4. **An integrated suite of management, mitigation, restoration and delivery plans covering all areas of potential economic, social, community, transport and environmental impacts during construction and operation. These should include plans for phasing, and triggers for the delivery of key supporting infrastructure in order to secure the timely implementation of mitigation. Clearly defined and measurable Key Performance Indicators will be needed to assess progress and delivery over time.**
5. **Monitoring and review arrangements for both the construction and operational phases of the NNB. These should include governance arrangements, plans and mechanisms to cover the full range of impacts, to assess compliance with KPIs, the adequacy of mitigation, compensation or community benefits and to ensure that any necessary adjustments to mitigation can be agreed and made as necessary**
6. **Given the uncertainties that arise due to the scale complexity and duration of a NNB, a Community Impact Mitigation Fund will be necessary to address to address unforeseen changes in context and impacts that may arise over the lengthy construction and operational phases.**

The Council has identified ten themes and associated issues, constraints and opportunities relevant to:

- the development of sustainable and integrated proposals for a NNB development, and
- the minimisation of impacts on our local communities and environment, and
- the maximisation of positive outcomes, community benefits and legacy.

These provide a framework to inform early engagement between the Council and a promoter of NNB at Oldbury.

The Council would expect NNB related applications to comprise an integrated, navigable suite of documentation including well defined proposals and parameters defining the proposed development, and including clearly identified mitigation, monitoring and management plans demonstrating how all relevant matters identified in the table of Themes, Issues and Constraints have been taken into account and addressed.

7. **To support engagement throughout the planning and implementation stages for a proposed NNB, the Council will:**
 - **In advance of substantive pre-application engagement with the project promoter, prepare a Pre-Engagement Position Statement setting out the Council's initial views on evidence needed, constraints and opportunities in relation to the proposed development, as well as potential mitigation approaches, legacy opportunities and community benefits.**
 - **Work collaboratively with a project promoter to agree and ensure delivery of an appropriate evidence base to inform the development of sustainable NNB and associated development proposals as well as Council assessments , and**
 - **After consultation with a scheme promoter and other relevant parties and as appropriate to the scale of development proposed, prepare a Supplementary Planning Document (SPD) to provide more detailed and/or site specific guidance to inform the Council's:**

- i. **pre-and post-application engagement and consultation responses;**
- ii. **role as consultee on the DCO and the preparation of a Local Impact Report;**
- iii. **determination of any planning applications for proposals related to the NNB proposal; and**
- iv. **determination of discharge of requirements and/or planning conditions, and the Council's role as enforcement authority.**
- v. **Given the length of time before decommissioning takes place, and the potential for changes in circumstance and socio economic and environmental circumstance, the Council will expect to see the preferred principles for decommissioning set out along with the firm plans for the construction and operational phases.**

* For the purposes of this Policy, and in recognition of the potential of NNB to have wide ranging effects, the Council considers the following are 'neighbouring or relevant local authorities' : Bristol, Bath & North East Somerset, North Somerset, Wiltshire, Somerset, Sedgemoor, Mendip, Stroud, Gloucestershire, Cotswold, Forest of Dean, Monmouthshire, Gloucester City, Taunton Deane and West Somerset.

SUPPORTING TEXT:

A NNB new facility would be expected to comprise very substantial development including nuclear reactors, cooling infrastructure, interim spent fuel, radioactive waste stores, other associated buildings plus grid connections, and additional construction land.

Associated development is likely to include a range of both permanent and temporary works and facilities such as:

- Flood defences for the site and the surrounding area;
- Transport infrastructure including road, sea, and potentially rail;
- Construction worker accommodation / facilities;
- Modifications to the electricity transmission infrastructure;
- Training facilities, a visitor/ reception centre and off-site emergency facilities;
- Extensive landscape, visual and biodiversity mitigation areas.

NNB development would also be subject to legislation relating to hazardous sites including a Detailed Emergency Planning Zone, within which the Emergency Planning implications of new development would need to be considered.

As a comparator that indicates the likely scale and complexity of large scale NNB, recent proposals for Wylfa Newydd on the Isle of Anglesey indicate:

- A nominated 236ha site, and a total site development/ construction area of 409ha
- Estimated 9 year construction period, and 60 years operation, 20 years decommissioning

- Design parameters for aspects of the development, with later details to be approved by the local authority
- A theoretical maximum of 9000 construction workers at peak
- 850 permanent jobs plus 1000 for periodic reactor maintenance
- On site accommodation for up to 4000 construction workers,
- Park and Ride for 1900 cars, and a logistics centre with capacity for up to 100 HGV
- Diversion of the coastal path inland around the NNB site
- Extensive on site landscaped areas plus off site ecological compensation areas
- Long term radioactive waste and spent fuel stores
- Site preparation and online highway improvement applications to the local authority

Small modular reactors are understood to occupy approximately 10% of the footprint of a large scale NNB.

As a result of the scale, complexity and duration of NNB development, a wide range of social, economic, transport and environmental effects are anticipated over a significant number of years, as set out in the following table:

Table of themes, issues, constraints and opportunities relevant to the development of NNB proposals at Oldbury on Severn and its' associated infrastructure and development

Notes:

- The following list is based on input from consultation, engagement and topic-based assessments of existing knowledge of the site and large scale NNB proposals at other sites.
- The order of themes, issues constraints and opportunities set out in the table below does not at this stage infer relative priority at this stage
- In order to ensure the sustainability of development proposals and appropriate impact assessments, themes, issues and schemes should be considered 'in the round' and cumulatively across the different topic areas set out below.

Theme	Issue/Constraint	Opportunities
Flood & Flood Risk Management (incl. Coastal change)	<ul style="list-style-type: none"> ● Flood zone 3 across the Levels ● EA requirements for levels of protection for NNB ● Potential for development to increase risk elsewhere ● Existing flood risk in local settlements 	<ul style="list-style-type: none"> ● To address flood risk problems at Oldbury on Severn and the Levels ● Contribute to delivery of the Shoreline Management Plan
Transport including for example: construction materials, equipment, abnormal indivisible loads and workers	<ul style="list-style-type: none"> ● Unsuitability of much of the local road network for the volumes and scale of NNB vehicles ● The safety, amenity and access needs of local communities ● Congestion and capacity issues on the Strategic Road network, including motorway junctions ● The environmental sensitivity of the locality ● Emergency access requirements in times of flood 	<ul style="list-style-type: none"> ● Utilise non-road transport solutions including sea and rail ● The use of temporary transport infrastructure ● Capturing worker movements where they will result in least impact on the road network ● Maximising use of public transport, cycling and walking ● Separation, control and enforcement of necessary NNB road traffic and parking from the local road network ● Addressing congestion on the strategic road network increase capacity at local motorway junctions ● Contribute to delivery of JLTP, through legacy transport links and Park and Ride/ Park and Share facilities

Theme	Issue/Constraint	Opportunities
Construction worker accommodation	<ul style="list-style-type: none"> ● For operational reasons construction workers may need to be accommodated on site ● Location of NNB site in Flood Zone 3 (see above) ● Significant proportion of workers may seek functional low-cost accommodation ● Potential commuting zone – up to 90 minutes ● Pressure on local private rented sector ● Limited tourist accommodation in South Glos. ● Ensuring local communities are not unbalanced or overwhelmed 	<ul style="list-style-type: none"> ● Workforce surveys during construction could enable mitigation adjustments if needed ● Contributing legacy in terms of: ● Serviced sites or housing in line with the Local Plan and Housing Market Assessment ● Amenity or recreational facilities for community use
Environment (archaeology & historic environment, landscape & visual, ecology)	<ul style="list-style-type: none"> ● Large scale NNB construction in environmentally sensitive Severn Levels and Estuary ● International, national and local biodiversity and heritage designations and assets ● A currently tranquil landscape with dark skies ● Requirement for Habitats Regulations Assessment ● Delivery of Biodiversity Net Gain ● Historic Levels landscape with high archaeological potential ● Extensive PRoW network including the Severn Way ● Even with rigorous approaches to impact avoidance / mitigation, significant residual impacts are likely ● Advance archaeological, biodiversity and visual assessments to inform site selection and planning 	<ul style="list-style-type: none"> ● Maximise the use of brown field land at the existing power station to minimise both use of green fields and visual impact ● Advance landscape and biodiversity works to minimise NNB construction impacts ● Off-site compensatory habitat creation and planting to contribute to biodiversity networks and mitigate visual impact ● Phasing to restore land and habitat as soon as it is no longer needed for construction purposes

Theme	Issue/Constraint	Opportunities
Climate Change & Sustainability	<ul style="list-style-type: none"> ● Although nuclear power generation is low carbon, construction methods vary in sustainability ● Need to ensure climate change resilience (see also Flooding theme above) ● Adjacent nuclear decommissioning and NNB sites 	<ul style="list-style-type: none"> ● Potential for integrated solutions between the Magnox and NNB including to the temporary and/ or long term reuse of brownfield land and flood mitigation ● Maximise sustainable transport and construction methods ● Integrate Sustainable Drainage solutions into NNB site design ● Facilitate the use of waste heat from NNB for e.g. agriculture, industrial, business and/or residential use.
Economic Development (also links to Education, training and skills below)	<ul style="list-style-type: none"> ● Covid-19 has resulted in economic uncertainty ● NNB should benefit host community both residents and businesses ● Potential for impact on local businesses due to displacement of staff and skills ● Long NNB lead in times increase risk of changed local economic conditions ● Potential for boom and bust 	<ul style="list-style-type: none"> ● Set local targets and encourage, enable and support local supply chain to engage with NNB procurement ● Raise aspirations and offer training and upskilling opportunities for local people to help meet NNB needs ● Contribute to delivery of West of England Local Enterprise Partnership Strategic Plan ● Surveys during implementation to understand the wider effects of NNB including on local businesses and inform any necessary adjustment to mitigation

Theme	Issue/Constraint	Opportunities
Education, Training & Skills (also links to Economic Development above)	<ul style="list-style-type: none"> ● NNB need for STEM related and support skills ● Potential for leakage of skills from local businesses ● Historic pattern of underachievement in secondary level education for South Gloucestershire ● NNB demand for education, training and skills likely to be beyond current capacity and offer of local colleges ● Capacity of existing nurseries, pre-schools and schools to meet needs of incoming NNB families ● Long lead in times for education to deliver on NNB needs 	<ul style="list-style-type: none"> ● Early investment in local colleges to delivery high quality local skills and training opportunities for local people ● Initiatives to raise aspirations and attainment in local schools ● Active and wide promotion of STEM subjects from young age ● Contribute to delivery of South Gloucestershire's Joint Health and Well-being Strategy
Community health and safety, community benefit and quality of life (including environmental health)	<ul style="list-style-type: none"> ● Close proximity of dwellings to the NNB site ● Local people have ready PRoW access to the countryside and along the estuary ● The existing environment around the NNB site is rural, tranquil and peaceful ● By its very nature NNB development will have wide ranging effects on local people ● An influx of construction workers could place pressures on local infrastructure and services and result in concerns about community safety ● There is a need to understand effects on the well-being of communities during implementation 	<ul style="list-style-type: none"> ● Promotion of healthy lifestyles and well-being both for construction workers and local people ● Dedicated provision of facilities and services for construction workers to prevent impacts on local communities ● Surveys of local people during implementation can help understanding of well-being issues ● Provision of amenities for construction workers could become long term legacy for local communities ● Enhancements to the PRoW network to compensate for any unavoidable losses.

Theme	Issue/Constraint	Opportunities
Emergency Planning³⁹	<ul style="list-style-type: none"> ● ONR regulations covering arrangements for the surrounding area ● Potential public perceptions regarding safety ● Relationship to Emergency Planning arrangements for the existing Magnox station 	<ul style="list-style-type: none"> ● Pro-actively address issues of public concern both actual and perceived. ● Ensure dovetailing of arrangements between the Magnox and NNB sites. ● Consider NNB Emergency Planning in the context of development proposals for the surrounding area.
Flexibilities, monitoring and management	<ul style="list-style-type: none"> ● Due to the timeframes for NNB projects, there is the potential for changes in the socio economic or environmental context of the project ● Since detailed design of NNB facilities continues after DCO consent, it is likely that design parameters will be set to future proof plans ● The precautionary approach to impact appraisal ensures that worst case scenarios are assessed, ● However, the duration of impact is also relevant to acceptability ● Due to the complexity of NNB development it is possible that unanticipated impacts may occur during construction and/or operation. ● Public concerns about NNB may arise during the planning process and implementation 	<ul style="list-style-type: none"> ● The timely delivery of impact mitigation and infrastructure can be secured through phasing plans and triggers ● Contingency Funding enables mitigation of unanticipated effects ● Public confidence can be built by publishing regularly updated monitoring information on a public web site. ● A Community Impact Mitigation Fund can facilitate offsetting of unavoidable impacts that cannot be mitigated ● Community Benefits are a way of recognising the burden and disturbance of a development of the complexity, scale and duration of NNB that is borne by the host community

³⁹ The Office of Nuclear Regulation land use planning advice in respect of emergency planning around nuclear sites including Oldbury may be found at: <http://www.onr.org.uk/land-use-planning.htm>

Key to maximising benefits and minimising impacts across a range of topic areas relevant to NNB will be the early agreement and potentially the advance and/or early delivery of a range of strategies and mitigation measures, defined triggers for implementation, along with systematic and clearly defined monitoring to ensure effectiveness and identify any need for adjustments. For example, given the need to raise awareness of business opportunities to ensure that local companies can meet the requirements of the nuclear industry; as well as the need to ensure the availability of suitably qualified workforce both for construction and operation, early engagement in the pre-application phase will be required in respect of education, training, skills and supply chain strategies. Similarly for biodiversity, where alternative habitats may be required to accommodate displaced species, and for archaeology where advance agreement and implementation of Written Schemes of Investigation, early agreement and implementation of strategies may be required. Where visual screening is required for construction operations, advance planting schemes may be required. In order to avoid impacts on social, health and community services and facilities serving existing communities, early delivery may be needed. Transport infrastructure may need to be delivered early in the NNB implementation phase, in order to avoid unacceptable impacts on existing infrastructure.

The site would fall within the requirements of the Radiation Emergency Preparedness & Public Information Regulations (REPPPIR) 2019 and would require off site arrangements to be put in place in the event of a release of radiation.⁴⁰

Whilst this table sets out a range of issues known at this time, with such long construction and operational phases, it is recognised that there may be changes in the wider and/or local socio economic and environmental context of a NNB project, and also that aspects of the project design may evolve. Mechanisms therefore need to be put in place to accommodate flexibilities while also ensuring that mitigation measures can be adapted or modified to address any impacts arising from those changes. The establishment of agreed design parameters, and well defined, effective and long term monitoring arrangements, mechanisms and KPIs are key to this.

Given the proximity of 'Oldbury A' and the proposed NNB site, and the potential for close interrelationships between multiple factors, the Council will continue to work with the Nuclear Decommissioning Agency, the operators of Oldbury 'A' and NNB promoters in respect of decommissioning plans and the potential for integration with NNB. These discussions will contribute to the Council's preparation of a pre-engagement position statement or SPD for NNB, as set out above. Early discussions have also contributed to the development of a new planning policy relating to decommissioning.

To facilitate effective and timely pre-application engagement with the developer, the Council, in conjunction with relevant parties, will produce the following documents:

⁴⁰ Note: Regulations are continuously reviewed and the status of the site may change in future

① A Pre-engagement Position Statement

This will consider the experience of other NNB projects in the particular context of Oldbury. It will address the issues set out in the table above, providing where appropriate the Council's initial views on constraints and where possible potential planning, design, mitigation, legacy and community benefit opportunities that align with wider strategies, objectives and policies for the Council area.

It will be informed by early duty to co-operate engagement including with neighbouring Councils, advice from statutory bodies, and engagement with the project promoter. By providing an early view on potential constraints and opportunities, this will inform the preparation of an evidence base to underpin the preparation of an SPD, the development of positive and sustainable development proposals for the NNB and its associated development.

② A SPD for Oldbury NNB

The SPD may be adopted in advance of formal pre-application consultation by the project promoter, to:

help inform the scheme development;

provide a basis for the Council's assessment of the project proposals and associated delivery plans; and

provide the Planning Inspectorate and Secretary of State with guidance which may be 'material' to decision making.

Although the principles of decommissioning will be agreed at the project planning stages, due to the long timescales involved, flexibility will be required in how these are met. Relevant aspects of proposed policy on decommissioning will be expected to inform the establishment of those principles.

Questions

Do you agree with our proposed policy approach?

Do you think there are any other issues we should consider in this policy?

To answer these questions visit our online consultation page at www.southglos.gov.uk/localplan2020-feedback to complete or download our questionnaire.

Working Policy Title: Oldbury A Station – Decommissioning

Existing Policies

**Core Strategy Policy CS37 – Nuclear
Related Development (partial)
Policies Sites and Places Plan policy
PSP46: Oldbury New Nuclear Build (NNB)**

PURPOSE:

Along with other relevant policies in the plan, this policy will be a material consideration in engaging with the site licensee, NDA and the NNB promoter, other potential developers and providing pre-application advice, assessing and determining individual planning applications, as well as responding to other notifications and consultations related to the decommissioning of Oldbury power station.

This policy will support decommissioning of the existing station in a way that considers both interim and end states, including:

- Recognising the:
 - Potential for beneficial temporary / interim and or long term uses including integration with NNB, green energy uses
 - Benefits of significant quality employment opportunities provided by the site over many years and promotion of this into the future
 - Existence of Grid connection infrastructure
 - Environmental sensitivity of the locality
 - The presence of priority habitat and the declining biodiversity value of lagoon 3 on site, and
 - Constraints of road access and flood risk
- delivering sustainable outcomes in environmental, socio economic and transport terms, and net gain for biodiversity, as well as
- minimising impact and maximising benefits and legacy throughout the life of this intergenerational project.

The existing nuclear power station at Oldbury ceased generation in 2012, and is now being decommissioned. The Magnox site is located in a rural, sensitive and visually prominent location on the banks of the internationally designated Severn Estuary, in an area of high archaeological potential and immediately adjacent to the nominated nuclear new build (NNB). The site includes Lagoon 3, which formerly provided open water habitat for birds associated with the estuary designations. Although the 1992 planning permission for Lagoon 3 required restoration to its former or an improved condition following cessation of its use, the biodiversity value of this feature is declining as the water area reduces due to scrubbing over.

Magnox is undertaking an ongoing programme of decommissioning. It is expected that decommissioning plans and interim and final end state proposals will evolve over time, and will continue through and beyond the Local Plan period. The NDA expectation is that land will be remediated and de-designated by 2103.

Decommissioning involves activities such as the removal and temporary storage and/or disposal of hazardous waste such as asbestos and radioactive waste, the rationalisation of buildings and reuse of land for activities relating to of decommissioning, and the demolition of those that are no longer needed. In the longer term land that will be needed for long term site clearance related activity, but in the interim may potentially become available for beneficial temporary uses. The treatment and temporary storage of radioactive waste, both arising from Oldbury but also as part of an integrated programme of decommissioning for the national fleet of nuclear legacy power station sites because Intermediate Level Waste (ILW) has been imported to Oldbury for processing before onward transport to the long term storage facility at Berkley. Proposed policy on Radioactive Waste will be relevant in the consideration of decommissioning proposals.

Given the Council's role as a Local Planning Authority (LPA), pre-application enquiries, demolition notifications and planning applications relating to the decommissioning process are expected to be submitted to the Local Planning Authority (LPA) during and beyond the Local Plan period. As part of these, we will want to understand how individual proposals will relate to the wider decommissioning plans and uses, any proposals for new build, and explore potential opportunities for beneficial interim reuse and/ or the restoration of land, prior to the site reaching its long term and final end state.

Given the importance of decommissioning, it is recognised that priority should be given to uses that facilitate the decommissioning of the existing station. However, the Council considers that, in order to minimise impact of nuclear new build NNB on the locality it will be important where possible and practical to re-use the existing power station facilities and/ or brownfield land and materials

In terms informing of the LPA's role, other emerging Local Plan 2020 policies sets out an overarching framework for the decommissioning and restoration of the Oldbury site against which pre-application advice and planning consents will be considered, and will also help inform the Council's response to any consultations on consents, licenses or permits from other organisations. Other policies which may also be relevant, including proposed policies on radioactive waste, Nationally Significant Infrastructure Projects (NSIPs) and associated or related development and proposed policy on Oldbury Nuclear New Build.

POLICY WORDING:

The Council will work in collaboration with the NDA, relevant statutory organisations, the operators of the existing Power Station site and the promoters of nuclear new build, to agree a co-ordinated, and integrated and phased site wide strategic masterplan to delivers sustainable decommissioning proposals and beneficial use, reuse and restoration proposals as appropriate, while recognising the context of regulatory, strategy and guidance applying to nuclear decommissioning proposals.

All land use, development, demolition and waste planning proposals should be set within the context of an agreed strategic masterplan. The masterplan will provide a clear and consistent framework, to ensure that each application can be considered in the context of delivering on the overarching proposals for the Oldbury site. Given the long term nature of decommissioning, spanning many years and even generations, it is acknowledged that plans for the site will evolve over time, and the masterplan will therefore need address both interim and end states and be capable of review and revision.

Given the importance of decommissioning the existing station, and the potential benefits of reusing the brownfield land to reduce the overall impact of NNB, when considering land use proposals at the existing Oldbury power station site, priority will sequentially be given to meeting the needs of:

- Decommissioning;
- Nuclear new build proposals;
- Other employment and/or green energy related uses.

Application of these priorities is subject to compliance with the criteria set out below and other relevant policy in the development plan.

The masterplan, including any necessary revisions, and individual proposals should seek to minimise impact on and maximise benefits and positive legacy for communities, the economy and the environment, including by:

- Securing sustainable and beneficial use and/or reuse and restoration of the site in terms of both interim and end states; and
- Protecting the site for high quality employment uses and/or green energy related uses in both in the near and longer term, while also:
- Ensuring that both the proposed works and their timing avoids impact on biodiversity designations and protected species, and where possible restoring, enhancing and managing Priority Habitats;
- Reinstating the habitat value of lagoon 3 for bird species associated with the designations on the Severn Estuary
- Conserving and where appropriate enhancing landscape character and visual amenity of the site and the locality including views across the local and wider landscape and estuary;
- Undertaking detailed archaeological and geoarchaeological assessment and investigation, recording and publication where development may impact on buried archaeological and environmental remains;

- **Protecting the routes and amenity of the Severn Way and other PRoW links;**
- **Ensuring that any associated transport proposals are effectively controlled to avoid impact on local communities and ensure the safety of other road users;**
- **Demonstrating resilience to climate change and any increase in flood risk.**

The emerging policy on radioactive waste is also of particular relevance to the development of a masterplan for decommissioning.

SUPPORTING TEXT:

Due to the evolving and emerging position in relation to decommissioning and radioactive waste management and disposal, and the likely duration of the decommissioning process, it is envisaged that a strategic masterplan for the site would need to be an iterative document that is reviewed and revised in response to changes in the national policy, context, practice and permissions. This masterplan should set the overall strategy for the site, and provide the context for more detailed development proposals. It should set out the overall parameters for the future evolution of the site, including:

- a. The existing, interim and end states for the site,;
- b. An outline phasing and timetable for works
- c. The location and scale of existing and proposed structures, buildings, voids, boundary treatments and any proposals for their retention or modification,
- d. Demolition proposals both above and below ground;
- e. Proposals for new or changed earthworks, hardstanding or changes to land use and /or external appearance, including restoration where buildings are removed;
- f. Any locations, proposals and protection measures for onsite waste treatment, management and/or disposal of all types;
- g. The design approaches for new and altered buildings, structures and open areas,
- h. Strategic landscape and biodiversity proposals, including the management and or restoration of the mosaic of semi-natural and Priority Habitats for the benefit of protected Species across the Magnox estate, including the reinstatement of Lagoon 3 as open water for birds' species associated with the estuary.

The masterplan proposals will also need to address the sensitivity of the site and its' surrounding environment, including but not limited to, consideration of the effects on:

- The international and national designations on the estuary, including avoiding disturbance to protected wildlife both on the estuary and the levels, reversing biodiversity decline at Lagoon 3 and delivering net gain;
- The high archaeological potential of the Severn Levels and the potential for surface or sub surface features and finds.
- The open character of the surrounding Levels Landscape

- Flood risk
- The capacity of the road network, effects on residential settlement and the safety of other road users
- protecting the amenity of local communities, including along transport routes;
- ensuring flood and climate change resilience as well as the protection of air and water quality, and
- the distinctive rural character of the surrounding landscape and the public rights of way network, including the Severn Way, for interim states as well as end state.
- The existing reactor buildings, with their distinctive blue and white stripes that form a distinctive feature of the local landscape and are locally listed. The visual implications of any proposals for change would need to be carefully considered.

Given the location of the existing power station on the edge of the Severn Estuary and surrounded by low-lying Levels, and the timeframes involved with decommissioning, resilience to flood and climate change will be important considerations for both decommissioning and planning relating to radioactive waste. The need to protect habitats and species associated with the international designations on the estuary, including the seasonal presence of migratory species, may also constrain the timing, phasing and nature of decommissioning related activities and works.

An explanation as to how any necessary Environmental Impact Assessment requirements will be met and Habitats Regulations compliance achieved, should accompany the strategic masterplan and individual proposals for the site. These should consider not only the individual effects of the proposals, but also any cumulative effects.

Given the timeframe for decommissioning, it will be important that the masterplan is an evolving document, and that phasing and review mechanisms for all relevant socio-economic and environmental considerations are built in.

In line with the emerging Local Plan 2020 policy on NSIPs Council engagement in the preparation of a strategic masterplan on decommissioning should be appropriately resourced via a Planning Performance Agreement or other suitable mechanism.

Questions

Do you agree with our proposed policy approach?

Do you think there are any other issues we should consider in this policy?

To answer these questions visit our online consultation page at www.southglos.gov.uk/localplan2020-feedback to complete or download our questionnaire.

Working Policy Title: Radioactive Waste

Existing Policies

Core Strategy policy CS37 Nuclear related Development (covers the overall approach to nuclear related development, including paragraph 12 on radioactive waste).

PURPOSE:

This policy is intended to be read in combination in particular with the emerging Local Plan 2020, policy on decommissioning, although it may also be relevant to any future proposals for disposing of radioactive waste off site, and the development of preferred principles for the decommissioning of a new nuclear power station.

- Support decommissioning of the existing station, and appropriate beneficial interim/end state uses
- Take into account the intergenerational nature of the project, and experience to date that changes in approach to decommissioning may evolve over time
- Seek to ensure that an integrated approach is taken both to the overall land use planning of the site and individual project proposals within that overall framework, as well as, where possible in respect of nuclear new build
- Seek to secure a beneficial balance of socio economic and environmental outcomes from all proposals including any proposal to dispose of low level or very low level waste on site

Along with other relevant policies in the plan, this policy will be a material consideration in assessing individual planning and waste applications, notifications and any consultations related to the decommissioning of Oldbury power station.

The interim storage of radioactive waste and spent fuel on site forms an integral part of the operation and decommissioning of any nuclear power station and associated facilities. The strategies for dealing with the different levels of waste vary according to their radioactivity characteristics, with higher activity wastes such as nuclear fuel having already been removed off site, intermediate level wastes being treated and packaged at Oldbury prior to being moved to Berkeley for long term storage until such time as a national geological disposal facility is available.

Current Environment Agency (EA) guidance⁴¹ includes for the potential disposal of some Low or Very Low Level Waste (LLW and VLLW) on site, instead of transporting off site for disposal elsewhere. In line with this guidance, site operators are required to produce a Waste Management Plan, a Site Wide Environmental Safety Case, and strategies to keep the risk of radiation exposure to people as low as reasonably achievable, taking into account economic and social factors.

Magnox applies the Waste Hierarchy⁴², Best Available Technique (BAT) and Best Environment Practice (BEP) to manage the waste from its nuclear liabilities. This includes pre-treatment, conditioning and decay storage processes prior to disposal to reduce the hazardous activity and volume of LLW and higher activity waste (HAW) in accordance with the principles of the waste hierarchy. This means that where radioactive waste generation cannot be avoided or minimised at source, it will be disposed of in accordance with the relevant national policy and strategies. The regulation and permitting of radioactive waste is the responsibility of the Office For Nuclear Regulation and the Environment Agency. The following policy therefore addresses only the planning aspects of radioactive waste proposals.

In respect of radioactive waste that may arise from a potential future NNB, National Policy Statement (NPS) EN-6 makes clear that each nuclear power station will have its own Intermediate Level Waste store on site until a national disposal facility becomes available. Therefore, proposals for the management and storage of radioactive waste would form part of any application for the project. However, given the timeframes involved, such wastes would not be expected to arise until well beyond the current Local Plan period. In combination with other policies in the Local Plan 2020, the policy below may however inform the Councils review and assessment of the preferred principles for decommissioning that are expected to form part of any DCO application for NNB.

POLICY WORDING:

Proposals for the management or storage of radioactive waste, or the disposal of low level and or very low level waste at the Oldbury licensed site, will only be permitted where they are strongly justified and it is demonstrated that all of the following criteria are met:

- a. **Waste is managed at the highest practicable level of the waste hierarchy; and**
- b. **Regard has been given to the proximity principle, and the need to minimise impacts on communities along transport routes from the site, and**
- c. **The environmental, social and economic impacts are acceptable and the benefits outweigh any negative effects; and**
- d. **Mechanisms are put in place to ensure appropriate records are kept and knowledge of the location, extent and nature of material remaining on site is available to plan makers, regulators, owners of the land and decision makers into the future, and**
- e. **The site will be controlled and regulated appropriately to ensure public health and environmental safety; and**

⁴¹ Environment Agency Guidance: Decommissioning of nuclear sites and release from regulation July 2018 <https://www.gov.uk/government/publications/decommissioning-of-nuclear-sites-and-release-from-regulation/decommissioning-of-nuclear-sites-and-release-from-regulation#guidance-for-nuclear-operators>

⁴² NDA Radioactive Waste Strategy Figure 2 explains the Waste Hierarchy: preferred approach is prevention, then minimisation, then reuse*, then recycle and disposal only when necessary. <https://www.gov.uk/government/consultations/nda-radioactive-waste-management-strategy> EA guidance as per footnote 2 sets out examples of reuse, including filling voids on site or forming bunds/landscaping <https://www.gov.uk/government/publications/decommissioning-of-nuclear-sites-and-release-from-regulation>

- f. **Measures are in place to mitigate risks from flood and climate change; and**
- g. **Issues such as perceived risk are fully addressed and explained, and**
- h. **Appropriate Community Benefits are secured to offset the intergenerational delay in the release and restoration of part of the Oldbury site, and to counter-balance any perceived impacts and negative perceptions from the presence of LLW on the site.**

Where it is proposed that capacity is provided for the management of waste from other sites, it can be demonstrated it is strongly justified that the facility will meet a need that is not met elsewhere that better accords with the proximity principle, and accords with the above criteria.

This policy will be applied in consideration of both on and off-site issues, including impacts arising as a result of the transport of radioactive waste off site.

Proposals for waste management or disposal should form an integral part of the strategic decommissioning masterplan for the Oldbury site, in accordance with emerging Local Plan 2020 policy. The principles of radioactive waste management should also form an integral part of NNB DCO proposals.

SUPPORTING TEXT:

This policy will be applied in conjunction with other relevant policies in this plan, in particular policies on NSIPs, new nuclear development and decommissioning. Since the disposal of radioactive waste on site is likely to constrain future land uses and activities and result in the need for security/regulation, waste management or disposal proposals should form an integral part of master planning for decommissioning of the site at Oldbury.

This may also be relevant to informing the Council's planning response to any consultations on consents, licenses or permits from other organisations, as well as in determining planning applications to South Gloucestershire Council.

Any proposal to dispose of such waste on site will require planning consent as well as consent from the Environment Agency. The management and/or disposal of wastes on site will only be acceptable where it is demonstrated that public and environmental safety is adequately and appropriately secured into the future through licensing, regulation and permitting from the relevant statutory body.

In considering proposals relating to radioactive waste the Council will have regard to other relevant guidance and policy including for example on the waste hierarchy, the proximity principle⁴³, a masterplan for decommissioning the Oldbury site, as well as assessments of the potential impact in the wider community and environment, including those arising from alternative disposal routes. Given the proximity to the estuary, due consideration must also be given to impacts on designations and protected species, including in relation to the timing of works and any potential for disturbance.

⁴³ Planning Portal definition of Proximity Principle: Waste should be managed as near as possible to its place of production, reducing travel impacts. https://www.planningportal.co.uk/directory_record/452/proximity_principle/category/7/glossary_of_planning_terms

Given the intergenerational timeframes involved with decommissioning, the long timeframes involved in radioactive decay, and any potential hazards associated with low and very low level radioactive materials proposed to be disposed of on site, it will be vital to ensure that mechanisms are put in place to ensure that records are available and signposted to future organisations, land owners, decision makers and regulators, and to inform land use planning into the future.

Nuclear power stations are national infrastructure sites, hosted by local communities on behalf of the nation. Unlike for example domestic waste streams, radioactive waste from a nuclear power station is not generated by that local community, it is generated by that national infrastructure facility and any on site disposal would again be hosted by that local community on behalf of the nation. Given the perceptions relating to radioactive waste, security requirements and limitations on future use that would be imposed by disposal of low level and very low level waste on site at Oldbury, that would endure for many generations into the future, but without any benefits of employment opportunities on the site, it is appropriate that Community Benefits are secured to offset these impacts. An appropriately governed Community Fund should be established to provide positive financial support for projects that improve the amenity, accessibility and social infrastructure of the Oldbury site environs.

It should be noted that the decommissioning of Oldbury will also potentially result in other hazardous wastes such as asbestos which will require disposal at a hazardous landfill site. In addition significant volumes of conventional waste such as concrete and hardstanding may also arise from the demolition and clearance of buildings and hardstandings. Suitable disposal options will also need to be appropriately regulated and controlled and comply with other relevant plans, such as the West of England Joint Waste Core Strategy.

Questions

Do you agree with our proposed policy approach?

Do you think there are any other issues we should consider in this policy?

To answer these questions visit our online consultation page at www.southglos.gov.uk/localplan2020-feedback to complete or download our questionnaire.

