



# West of England Joint Spatial Plan

## Schedule of Proposed Changes



NOVEMBER 2018

**WEST OF ENGLAND JOINT SPATIAL PLAN**  
**SCHEDULE OF PROPOSED CHANGES**  
**VERSION 1 - NOVEMBER 2018**

## West of England Joint Spatial Plan Proposed Changes (November 2018)

The attached schedule of proposed changes to the West of England Joint Spatial Plan (JSP) has been agreed through the delegated arrangements established by Bristol City Council, Bath and North East Somerset Council, South Gloucestershire Council and North Somerset Council. These are not formal changes to the JSP but have been put forward for the Inspectors' consideration as part of the JSP examination process. These changes may or may not result in modifications to the JSP in due course.

There are a number of reasons for these changes, including requests from the Inspectors for greater clarity, to take account of updated evidence since the JSP was submitted in April 2018, and to correct errors. These changes need to be read in conjunction with Document WED 004 which sets out the justification of the JSP Policy 7 Strategic Development Locations (SDL) site requirements.

Some of these changes would require consequential amendments to the JSP Key Diagram if they become Main Modifications.

This schedule has been published for consultation as part of a suite of documents from 12<sup>th</sup> November to 7<sup>th</sup> January 2019. New text is shown in **bold** typeface and deleted text is ~~stuck through~~.

Bath & North East Somerset Council  
Bristol City Council  
North Somerset Council  
South Gloucestershire Council  
12<sup>th</sup> November 2018

**WED002 - WEST OF ENGLAND JOINT SPATIAL PLAN SCHEDULE OF PROPOSED CHANGES (NOVEMBER 2018)**

Ref no.	REASON FOR CHANGE	PROPOSED CHANGE
<p>PC/01 Reasoned Justification to Policy 7 (page 32)</p>	<p>This change is proposed in response to the Inspectors' request in their correspondence ref ED02 dated 28 June 2018:</p> <p><i>"We note the Councils' response to our question about the plan's approach to the Green Belt and emphasise that at this stage in the Examination we have not reached any view on the principle of removing land from the Green Belt. However, should deletion of Green Belt land be justified, in order to provide effective guidance for Local Plan preparation and Examination we consider that it is likely to be necessary for the Joint Spatial Plan to be more explicit about the factors which the Local Plans would need to and would not need to consider in respect of deleting land from the Green Belt and exceptional circumstances. In order to assist consideration of Green Belt issues through the Examination, we therefore request that draft wording for inclusion in the plan is prepared which makes explicit the Councils' intentions in this respect."</i></p>	<p><b>Explanation of change</b></p> <p>The Reasoned Justification to JSP Policy 2, paras 11 to 13, explain that the WoE UAs have demonstrated that there are exceptional circumstances to alter the Green Belt to allow for the delivery of the five SDLs of Coalpit Heath, North Keynsham, Yate, Bath Road and Whitchurch and that the allocation of these sites, including the formal alteration the detailed Green Belt boundary, should take place via the preparation of Local Plans.</p> <p>Furthermore, <u>Topic Paper 2</u> (doc ref SD 7A) paras 3.9 to 3.11 explain how the UAs came to the decision that there are exceptional circumstances to alter the Green Belt in the JSP, and paras 4.11 to 4.12 explains why there are exceptional circumstances to release these 5 locations from the Green Belt.</p> <p>Local Plans must be consistent with the JSP, once adopted under [Reg 8(5) of the Town and Country Planning (Local Planning) (England) Regulations (2012) and so will not need to re-establish the principle of altering the Green Belt at these locations. Nor will they have the remit to review this principle established in the JSP.</p> <p>It is therefore now proposed to add new paras 68 to 69 to the reasoned justification for Policy 7 to more clearly explain the role of Local Plans in relation to Policy 7.</p> <p><b>" 68. The five SDLs of Coalpit Heath, North Keynsham, Yate, Bath Road and Whitchurch are in locations currently within the Green Belt as</b></p>

		<p>defined in adopted Local Plans. The WoE UAs have demonstrated that there are exceptional circumstances to alter the Green Belt in these five locations in order to provide the most appropriate spatial strategy.</p> <p>69 As the JSP is a strategic plan, it does not make detailed site allocations and identifies only broad locations. Therefore it will be the role of the Local Plans to formally allocate the SDLs and in doing so, define the appropriate site boundaries and also define the new Green Belt boundary around these SDLs. It will not be within the remit of Local Plans to review the in principle decision or to restate the exceptional circumstances to remove these locations from the Green Belt. Once the Local Plans are adopted, the Green Belt will be formally altered and the necessary land removed from the Green Belt. In defining new Green Belt Boundaries, the Local Plans will follow the guidance in para 139 of the NPPF 2018”</p>
<p>PC/02 Para 66 (page 31)</p>	<p>This change is proposed in response to the Inspectors’ request in their correspondence ref ED03 dated 1 August 2018:</p> <p><i>“Strategic Development Locations - We note the Councils’ wish to retain, as formal development plan policy, the specific criteria and requirements listed for each of the Strategic Development Locations (SDLs). We, of course, commit to adopting a proportionate approach to our examination of the soundness of these</i></p>	<p>Proposed amendment to paragraph 66:</p> <p>66 Policies 7.1 – 7.12 <b>set the strategic framework to facilitate delivery of the SDLs by establishing the set out the bespoke strategic principles and requirements for each location prior to which will form the starting point for their more detailed assessment through the local plans.</b> These are derived from the evidence prepared as part of the plan making process and summarised in the supporting documents, particularly the Strategic Development Location templates. The requirements identified in the Joint Spatial Plan policies are not exhaustive and will <del>evolve</del> <b>be supplemented by additional policy</b></p>

	<p><i>criteria/requirements, having regard to national policy/guidance, the evidence submitted by the Councils and the representations of other Examination participants. However, in the light of your most recent letter we are now somewhat confused as to the Councils' position and intentions concerning the paragraph 66 "starting point" and "will evolve" wording in relation to these criteria/requirements. We do not seek an immediate answer to this, but request that the Councils consider the point and make clear their intentions in this respect at the time of the publication of the additional evidence base work."</i></p>	<p><b>guidance</b> as detailed assessment and master planning takes place at these locations.</p>
<p>PC/03 Policy 7.1 North Keynsham, bullet 4 (page 33)</p>	<p><i>To improve clarity</i></p>	<p><del>A</del><u>New primary school provision on site (to be determined through the Local Plan) and financial contribution to the expansion of existing primary and secondary schools</u> <del>provision of a secondary education provision off site.</del></p>
<p>PC04 Policy 7.2 Whitchurch, bullet 1 (page 34)</p>	<p><i>Updated evidence (Whitchurch Strategic Planning Framework 2018)</i></p>	<p>Around <del>2,500</del> <b>2,000</b> new homes, optimising densities with 1,600 homes built in the plan period, including affordable housing.</p>
<p>PC05 Whitchurch, bullet 7 (page 34)</p>	<p><i>Updated evidence (WED 008: Emerging Findings Transport Report, Nov 2018)</i></p>	<p>Provision of key transport infrastructure including;</p> <ul style="list-style-type: none"> <li>i multi-modal link connecting A4, A37 and the south Bristol link road;</li> <li>ii Park &amp; Ride provision;</li> <li>iii Metrobus (high quality public transport) route from Bristol on the A4 – A37 link;</li> <li>iv pedestrian and cycle connections in all directions which link the site with</li> </ul>

		<p>key services and facilities. These include extending and improving walking and cycling routes to Bristol, Keynsham and to the countryside to the south; and v off-site junction improvements including at Hicks Gate. No dwellings will be completed at the Whitchurch SDL ahead of:</p> <ul style="list-style-type: none"> <li>i Park &amp; Ride, and</li> <li>ii the multi-modal link A4-A37-south Bristol link <del>including as a pre-requisite, the Callington Road scheme being completed.</del></li> </ul> <p>The strategic infrastructure listed above should not prejudice a full Transportation Assessment which will be required for each location.</p>
<p>PC06 Policy 7.3 Bath Road, Brislington, bullet 7 (page 35)</p>	<p>To correct as support will be required for both primary and secondary school places.</p>	<p>Financial contributions to the provision of <del>primary</del> school places off site;</p>
<p>PC07 Policy 7.4 Backwell, bullet 10 (page 36)</p>	<p><i>Updated evidence (WED 008: Emerging Findings Transport Report, Nov 2018)</i></p>	<p>Development to be mitigated with the delivery of:</p> <ul style="list-style-type: none"> <li>i) new multi-modal link from A370 Long Ashton Bypass to station interchange (including rail crossing), <b>new development area</b> and <del>Nailsea SDL and Nailsea town centre</del>, with connection to A370 <del>west] of at</del> Backwell (including rail crossing) and a new or improved connection to M5;</li> <li>ii) new MetroBus route linking Bristol to Nailsea from Long Ashton Bypass to the station interchange (including rail crossing), Nailsea SDL and Nailsea town centre, and potential onward link to Clevedon;</li> <li>iii) opportunities to phase delivery of the highway improvements in step with parts of the development may be explored.</li> </ul>

<p>PC08 Policy 7.5 Banwell, bullet 6 (page 37)</p>	<p><i>To improve clarity</i></p>	<p><i>Development <del>requires will not commence until</del> the construction of the Banwell Bypass <del>is delivered</del> <b>in conjunction with residential development</b> as part of the M5 to A38 highway improvements with <b>a future</b> connection to a new M5 Junction 21a at a location to be confirmed, and onward connection to the Sandford/Churchill Bypass. Opportunities to phase delivery of the highway improvements in step with parts of the development may be explored particularly where delivery of infrastructure is directly within the land controlled by the developer. Development must not prejudice the delivery of future improvements to M5, including the construction of the new M5 junction.</i></p>
<p>PC09 Banwell, bullet 7 (page 37)</p>	<p><i>To improve clarity</i></p>	<p><i>Local network and junction improvements including <del>widening of any</del> <b>necessary works to</b> Wolvershill Road <b>as a key feature associated with the proposed garden village.</b></i></p>
<p>PC10 Banwell, bullet 10 (page 37)</p>	<p><i>To improve clarity</i></p>	<p><i>Development should avoid the flood plain and demonstrate reduced run-off rates including through the use of attenuation ponds and other features as appropriate. Additional land may be required off-site to facilitate long term water storage as part of a sustainable drainage strategy. <b>Measures to ensure that water quality and levels on the nearby Puxton Moor SSSI are not adversely impacted must be in place.</b></i></p>
<p>PC11 Policy 7.6 Churchill, introductory text (page 39)</p>	<p><i>To improve clarity</i></p>	<p><del>The area of search for development</del> <b>Land</b> to the north west of Churchill and Langford is shown indicatively on the Key Diagram as the broad location to accommodate a new Garden Village. The key strategic principles and infrastructure requirements are as follows:</p>
<p>PC12 Churchill, bullet 8</p>	<p><i>Updated evidence (WED 008: Emerging Findings Transport Report, Nov 2018)</i></p>	<p><i>Package of highway schemes including <del>a new M5 junction,</del> Banwell Bypass, Sandford/Churchill Bypass and capacity improvements to A38/A368</i></p>

(page 39)		<i>junction. Bus service improvements to Bristol and Weston-super-Mare, including the potential for Metrobus.</i>
PC 13 Policy 7.7  Nailsea, bullet 5 (page 40)	<i>Updated evidence (WED 008: Emerging Findings Transport Report, Nov 2018)</i>	Development to be mitigated with the delivery of: i new multi-modal link from A370 Long Ashton Bypass to station interchange (including rail crossing), new development area and Nailsea town centre, with connection to A370 <del>west at</del> Backwell (including rail crossing) and a new or improved connections to the M5; ii new MetroBus route linking Bristol to Nailsea from Long Ashton Bypass to the station interchange (including rail crossing), new development area and Nailsea town centre, and onward link to Clevedon <del>via M5 J20 link</del> ; and iii opportunities to phase delivery of the highway improvements in step with parts of the development may be explored.
PC 14 Nailsea, bullet 13 (page 41)	<i>To improve clarity</i>	Consideration of relocation/undergrounding of <del>existing overhead powerlines pylons.</del>
PC 15 Policy 7.9 Buckover, introductory text (page 42)	To be consistent with other policy 7's and improve clarity.	<i>A Garden Village will be developed on land either side of the A38 at Buckover (east of Thornbury) <del>as shown indicatively on the key diagram.</del></i>  <i>An appropriate delivery body, <del>including the</del> land value capture, ownership and management of assets, long-term stewardship and governance arrangements (for the benefit of the community), land uses, master planning and detailed design principles <del>will</del> <b>(that</b> accord with Garden community principles), <del>and</del> shall be agreed with the Council following consultation with the local community, Parish and Town Councils and other relevant stakeholders.</i>
PC16 Buckover, bullet 8 (page 42)	<i>Updated evidence (WED 008: Emerging Findings Transport Report, Nov 2018)</i>	<i>Provision of a strategic transport package including as appropriate delivery of or contributions towards: Metrobus Extension to Thornbury and Buckover GV, A38(N) Park &amp; Ride, <b>A38 strategic cycle route</b>, M5 J14 improvements,</i>

		<i>Charfield rail station re-opening, local bus service improvements (including new local shuttlebus to Thornbury), strategic and local cycle and pedestrian connections to Thornbury and other local highway network improvements as necessary.</i>
PC17 Policy 7.9 Charfield, bullet 2 (page 43)	Factual update following appeal decision Appeal Ref: APP/P0119/W/17/3179643 Land north of Wotton Road, Charfield, Gloucestershire	<i>The future role and function of existing retail and community assets <del>and remaining greenfield land parcels within the centre of the village adjoining the Wotton Road</del> will firstly be reviewed in consultation with the local community to ensure future needs are assessed, new and existing facilities make the most efficient use of land and they assist to maximise the sustainability of the expanded village.</i>
PC18 Charfield, bullet 4 (page 43)	To clarify the Public Open Space needs	<i>New and/or improved retail and community facilities, <b><u>including outdoor sport pitches.</u></b></i>
PC19 Policy 7.10 Coalpit Heath, bullet 1 (page 44)	To align with Charfield SDL policy	<i>Provide around 1800 dwellings, including affordable housing, to be developed within the plan period. <b><u>New housing should expand the range of types and tenures available in the settlement.</u></b></i>
PC20 Coalpit Heath, bullet 4 (page 44)	Updated evidence ( <i>WED 008: Emerging Findings Transport Report, Nov 2018</i> )	<i>The new development areas will provide or contribute to a strategic transport package including: MetroBus extension to Yate and Chipping Sodbury, A432 Park &amp; Ride, <b><u>A432 strategic cycle route</u></b>, Yate Rail Station enhancement, the Winterbourne and Frampton Cotterell Bypass, <b><u>and the Coalpit Heath/ Westerleigh bypass.</u></b> Vehicular access will be off Badminton Road/ Frog Lane, Roundways and Woodside Road.</i>
PC21 Coalpit Heath, bullet 5 (page 44)	To improve clarity	<i>Establish a Green Infrastructure network that will contribute to defining a new Green Belt boundary along the east and southern edges of the SDL, provide attractive routes through the site to the nearby countryside (including along the historic Dramway), <del>break up development impact along</del></i>

		<del>the ridgeline</del> <b>enhance the existing topography of the site, particularly existing</b> ridgelines, and protect the setting of nearby Listed Buildings.
PC22 Policy 7.11 Thornbury, bullet 3 (page 45)	To reflect emerging concept planning proposals	Around 5ha of additional employment land on land at Crossways east of Morton Way, sensitively designed to respect the rural nature of the locality, <b>including safeguarded foot/cycle and bus only route to provide for a possible connection to the proposed Buckover Garden Village.</b>
PC24	Updated evidence (WED 008: Emerging Findings Transport Report, Nov 2018)	Development will also make financial contributions towards local and strategic transportation schemes, including <del>potentially</del> : Metrobus Extension to Thornbury (and Buckover GV), A38(N) Park & Ride, <b>A38 strategic cycle route</b> , M5 J14 improvements, Charfield rail station re-opening, local bus service improvements local highway, foot and cycle improvements.
Policy 7.12 Yate, bullet 5 (page 46)	Updated evidence (WED 008: Emerging Findings Transport Report, Nov 2018)	The new development areas will provide or contribute to a strategic transport package including: MetroBus extension to Yate and Chipping Sodbury, A432 Park & Ride, <b>and strategic cycle route</b> , Yate Rail Station enhancement, the Winterbourne and Frampton Cotterell bypass, <b>and the Coalpit Heath/Westerleigh bypass</b> . An on-site rail crossing and a new bridge may also to be required across Nibley Lane.
PC25 Yate, bullet 6 (page 45)	To improve clarity	<b>Establish a</b> A Green Infrastructure network <b>that</b> will reinforce a new Green Belt boundary <b>along the western edges of the SDL</b> , protect the river valley <b>and the setting of nearby Listed Buildings</b> , <b>enhance the</b> linear settlement of Engine Common and Nibley Village, provide an attractive segregated route along the Frome Valley Walkway, and enhance North Road and the Frome river corridor through the Beeches Estate.