North Somerset Local Plan 2041

Schedule of Proposed Changes to the Pre-submission (Reg 19) Plan

May 2026



Introduction

In response to representations received on the Pre-submission (Regulation 19) Plan the following changes are recommended by the council for consideration through the examination process.

None of the changes listed are considered to be significant. At this stage they are simply listed and numbered as suggested proposed changes. Should they be accepted by an Inspector in due course they will be categorised as 'main modifications' and 'additional modifications'.

In the following schedule additional proposed text is underlined and text that is proposed to be deleted is shown as ~~strikethrough~~.

Where changes are proposed that would affect designations or allocations on the policies map a thumbnail image is presented to illustrate the proposed change.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
Key diagram				
PC1	Key diagram, page 15	Amend the policy reference denoted on Bristol Airport from LP9 to LP12.	Typographical error.	NSC
Strategic Policies				
PC2	SP8: Housing	Amend the second paragraph of the justification text to read: The approach to the delivery of affordable housing is contained in Policy DP43 with detailed implementation to be subject to ~~a~~ ~~S~~supplementary ~~Planning Document~~ guidance.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.
PC3	SP9: Employment	Amend first sentence of policy wording to read: "Around ~~72.8~~ 68.8 hectares of land is identified [….] provide a range of local employment opportunities."	Additional work on the Woodspring strategic location has identified challenges in accommodating 10 hectares of employment land, and therefore it is concluded that a reduced quantum is more achievable on site. This results in a consequential change to policy SP9. The change does not reduce the overall quantity of employment land supply below that indicated to be required through the evidence.	NSC – in response to representations from Taylor Wimpey.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC4	SP9: Employment	Within the table of figures in the policy: Replace 10 hectares with 6 hectares next to the Woodspring (south west of Bristol) location, and change the total amount of hectares from 72.8 to 68.8.	Consequential amendment arising from PC3.	Consequential change
PC5	SP9: Employment	Within the justification text, first paragraph on page 39 make the following consequential amendment: "Additional employment land is proposed at the Nailsea and Backwell and Woodspring Strategic Growth Locations. At the former, the supply is distributed across two sites; land to the north of Nailsea (1.1 hectares) and east of Backwell (5 hectares) as part of residential proposals; and at the latter, ~~10~~ 6 hectares of new employment land delivered as part of the wider development site. This offers opportunities to support economic growth opportunities that may arise as a result of the Epic Systems proposal."	Consequential amendment arising from PC3.	Consequential change
PC6	SP10: Transport	Add text to the beginning of bullet point within the main policy text: "Through the use of planning obligations and works associated with development, facilitate the ~~D~~delivery of better local bus, rail and rapid transit services and infrastructure supporting uptake in public transport use for journeys to work, leisure and other purposes."	This amendment is proposed in response to a representation querying how development could contribute to the delivery of better public transport. As it is not entirely within the developer's ability to deliver, the policy is amended to clarify the role development has in facilitating improvements.	In response to representations from Persimmon Homes



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC7	SP11: Historic and natural environment	Add the following text to the end of the fifth paragraph of the justification: The policies in the plan seek to preserve and where appropriate enhance the historic environment recognising the positive contribution it makes to the character and distinctiveness of North Somerset through the diversity and quality of heritage assets. This includes wider social, cultural, economic and environmental benefits including promoting community cohesion and identity through a legacy of having created a unique sense of place. A Historic Environment Assessment (2025) informs specific requirements set out for some of the strategic sites and other individual sites where mitigations are required to minimise harm to heritage assets. The findings of the HEA should be considered and applied to planning applications and in decision-making.	To ensure the findings of the HEA are incorporated into the development of the relevant sites.	Historic England
PC8	LP1: Strategic Location: Wolvershill (north of Banwell)	Fourth bullet point on page 52 – additional text: “Subject to confirming needs generated by the development, the development must ensure suitable land provision is made available, and other planning obligations, to facilitate the provision of appropriate healthcare infrastructure onsite or appropriate financial contributions towards healthcare for new and/or improved facilities off-site;”	To confirm that planning obligations will be required to health facilities as well as land provision and potentially other obligations.	In response to representations from the NHS and BNSSG ICB



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PC9	LP1: Strategic Location: Wolvershill (north of Banwell)	First bullet point on page 54 - amend the point relating to the provision of primary schools as follows: "Educational facilities located within the new development, including delivery of ~~three~~ two ~~420 place~~ 3 form entry primary schools (to include early years provision in line with government requirements) within a safe walking route from the new homes, access to additional early years settings and walkable access to services used by children and families within a reasonable distance;"	Further engagement with education service and review of consultation response has concluded that two sufficiently sized primary schools will be appropriate for this development.	In response to ongoing dialogue with Wolvershill Developers Consortium and Local Education Authority.
PC10	LP1: Strategic Location: Wolvershill (north of Banwell)	Amend second paragraph under sub-heading 'Development phasing' within Justification to read: "Planning applications will be expected to reflect the IDP or provide suitable evidence for any departure from it, specifically in relation to the delivery of infrastructure schemes."	This change clarifies that departure from the IDP is specifically around detailed delivery rather than for example delivery of alternative schemes.	NSC
PC11	LP1: Strategic Location: Wolvershill (north of Banwell)	Amend the final paragraph in the Justification as follows: "Further guidance may be prepared in the form of a Masterplan Framework ~~or Supplementary Planning Document (SPD)~~ that may review the development boundary and provide further detail on aspects such as transport and access	The specific reference to SPD is proposed to be removed reflecting new national legislation on the preparation of SPD. The text would now just refer to guidance leaving the appropriate vehicle to be determined as appropriate.	In response to changes to national legislation.



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		infrastructure, the distribution of land uses within the development and green infrastructure."		
PC12	LP2: Strategic Location: Woodspring (south west of Bristol)	Under the **Local centre, services, facilities and employment** section of the policy on page 60 make the following amendment: First bullet point: • A centrally located, accessible and distinctive local centre will form the heart of the new development. <u>The local centre will contain high density residential units as well as employment generating uses.</u>	To clarify that the local centre is expected to be mixed use, in response to the reduction in the employment quantum proposed.	NSC.
PC13	LP2: Strategic Location: Woodspring (south west of Bristol)	Under the **Local centre, services, facilities and employment** section of the policy on page 60 make the following amendment: Fifth bullet point: • The provision of around ~~10~~ <u>6</u> hectares of new employment land, well related to the highway network and public transport services. <u>The preferred location for an employment site is to the north of the A38, around the Lime Kiln roundabout, with precise boundaries to be identified through the masterplan.</u>	In response to representations from Taylor Wimpey that the quantum of employment proposed may jeopardise the quantum of housing. A reduction in the amount is agreed to be acceptable in principle and this modification provides an opportunity to add clarity on the council's preferred location for employment within the site, in advance of this being confirmed through masterplanning.	In response to representations from Taylor Wimpey.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC14	LP2: Strategic Location: Woodspring (south west of Bristol)	Under the **Local centre, services, facilities and employment** section of the policy on page 60 make the following amendment: Sixth bullet point: • One new secondary school (to include appropriate 6th form provision) and at least ~~three~~ two new primary schools providing an adequate number of places (to include early years provision in line with government requirements) will be required on site to meet the needs of the new community. Financial contributions may be required for special educational needs provision and family centre services if these are not provided on site.	In response to representations from Taylor Wimpey that the education requirements should be assessed in detail through a planning application. The council accept that it is possible 2 primary schools may be able to accommodate the anticipated number of pupils arising and therefore agrees that the policy should refer to at least two primary schools, depending on the size of these schools being able to accommodate the anticipated pupil yield.	In response to representations from Taylor Wimpey.
PC15	LP2: Strategic Location: Woodspring (south west of Bristol)	Under the **Local centre, services, facilities and employment** section of the policy on page 60 make the following amendment: Add new bullet point after sixth bullet point: • The new Secondary School will have a Community Use Agreement such that the facilities provided as part of the school are available for community use outside of school hours.	Change proposed by Taylor Wimpey, and supported by NSC leisure team. This change ensures that any future school operator is obligated to support dual use facilities.	In response to representations from Taylor Wimpey.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC16	LP2: Strategic Location: Woodspring (south west of Bristol)	Rename the **Green Infrastructure and Landscape** section of the policy on page 61: Green Infrastructure, Ecology and Landscape	To better describe the requirements in this section of the document.	NSC.
PC17	LP2: Strategic Location: Woodspring (south west of Bristol)	Under the **Green Infrastructure and Landscape** section of the policy on page 61 make the following addition: First bullet point: • A new Nature Park is required to form part of any proposals for development within Woodspring with appropriate maintenance regimes established and set out in any planning agreement. The Nature Park may take the form of one large area, or smaller parcels. Connectivity between any Nature Park locations and important roost sites for bats will be a key consideration in ensuring that important flight corridors are retained and not impacted by development proposals. In addition, it is essential that the ancient woodlands are protected by a generous woodland buffer at the extreme western edge of the site due to the proximity to a significant Lesser Horseshoe bat maternity roost.	To ensure necessary mitigation is secured for the North Somerset and Mendips Bat SAC identified by Natural England.	In response to representations from Natural England.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC18	LP2: Strategic Location: Woodspring (south west of Bristol)	Under the **Green Infrastructure and Landscape** section of the policy on page 61 make the following addition: Add the following text as an additional bullet point following the first bullet point on Nature Parks: • Development proposals at Woodspring will be expected to accord with a recreation mitigation strategy for Avon Gorge Woodlands that will assess any potential impact of additional recreational pressures on the Avon Gorge Woodlands Special Area of Conservation, and identify any necessary mitigation measures.	To address potential impacts on Avon Gorge Woodlands SAC identified by the HRA and Natural England.	In response to representations from Natural England.
PC19	LP2: Strategic Location: Woodspring (south west of Bristol)	Add the following text as a new paragraph within the justification: The Woodspring strategic development location is relatively close to the Avon Gorge Woodlands Special Area of Conservation (SAC), which could potentially experience effects from increased recreational pressures arising from the development of new homes. Woodspring is the main allocation within North Somerset where recreational pressure on the SAC is expected to arise. To ensure that any increased demand for	Consequential change in response to PC18.	Consequential amendment.



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		outdoor recreation does not adversely impact the SAC, the policy incorporates a requirement for development at Woodspring to accord with a recreation mitigation strategy. Mitigation measures which may be appropriate to address any potential adverse impact on the SAC include enhancements to green spaces within the Woodspring area and/or financial contributions to off-site mitigation measures.		
PC20	LP2: Strategic Location: Woodspring (south west of Bristol)	Under the **Heritage** section of the policy on page 61 add the following bullet point: Development should be sensitively designed on the more exposed and elevated areas of the Dundry slopes where tree planting, open space and retained hedgerows and field boundaries will be expected to characterise a landscape design approach that helps to ensure an appropriate setting is maintained for the numerous affected heritage assets as highlighted in the Historic Environment Assessment (Avalon, 2025).	To ensure that the master planning of the site limits the potentially harmful impact on heritage assets affected by development on this part of the site.	Historic England.
PC21	LP2: Strategic Location: Woodspring (south west of Bristol)	Under the **Transport** section of the policy on page 60 include the following bullet point at the end of the section: The developers must undertake traffic and air quality modelling to understand the air quality	To meet the requirements of the Habitat Regulation Assessment.	Natural England.



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		impacts of increased traffic arising from the development on the A4 within 200m of the Avon Gorge Woodlands SAC and identify and deliver any necessary mitigations to ensure no adverse effect on the integrity of the site arises.		
PC22	LP3: Strategic Location: Nailsea and Backwell	Following the paragraph on page 66 which reads: *Development proposals in the Nailsea and Backwell area must demonstrate how they will support the delivery of a package of measures including:* Amend fourth bullet point in this section of the policy to read: "Access improvements for Nailsea and Backwell railway station, to include increased provision for cycle parking, bus interchange facilities and car parking, and consideration of possible future station expansion and/or relocation if feasible"	As highlighted in Network Rail's representations, and referred to by many local residents, there are accessibility issues at the station currently, and difficulties associated with its elevated location. This amendment provides a policy basis for investigating whether a relocation of the station would be feasible as a longer term solution.	NSC – in response to representations from Network Rail and local residents.
PC23	LP3: Strategic Location: Nailsea and Backwell	Following the paragraph on page 66 which reads: *Development proposals in the Nailsea and Backwell area must demonstrate how they will support the delivery of a package of measures including:*	As currently written the policy suggests any proposal in the Nailsea and Backwell Strategic Location will have to demonstrate how they deliver the proposed employment. This is only intended to be a requirement for those sites where employment is	NSC, in response to consultation responses.



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		Amend seventh bullet point in this section of the policy to read: "For those sites with proposed business uses as set out in Schedule 1, ~~T~~the provision of around 6.1 hectares of new employment land to be identified as part of planned growth to the east of Backwell and north of Nailsea. New employment provision should prioritise light industrial and office space to meet the needs of local business and support activity in the creative industries, and professional business and services. New business developments must facilitate effective active travel links to the railway station and Nailsea town centre and will be effectively masterplanned with adjacent residential development"	specifically identified as part of the mix of uses, as set out in Schedule 1.	
PC24	LP3: Strategic Location: Nailsea and Backwell	Amend the second sentence of the penultimate paragraph of the Justification on page 67 to read: "[…]In particular there is a need to provide new strategic transport infrastructure in the form of a new strategic rail crossing (Cross Rail Link) from the south of Nailsea to the east of Backwell to provide better connectivity, including for public transport, between Nailsea and the A370.[…]"	The fourth bullet point in the policy refers to a strategic rail crossing, and the justification refers to this as the Cross Rail Link. The amendment seeks to avoid confusion confirming that these are the same scheme. This then provides clarity in relation to the scheme reference in the IDP.	NSC, in response to numerous consultation responses.



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PC25	LP3: Strategic Location: Nailsea and Backwell	Include a new paragraph in the justification text before the final paragraph on page 67, as follows: "Policy LP3 requires a phasing strategy to be provided with planning applications so applicants can demonstrate a credible strategy for delivery of the required infrastructure identified to support development. This is required to align to the infrastructure details within the Infrastructure Delivery Plan (IDP). The IDP identifies the relevant infrastructure schemes applicable to the Nailsea and Backwell Strategic Location to which development proposals should positively contribute."	To clarify that the relevant infrastructure schemes are identified in the IDP and development proposals must demonstrate how they support the delivery of the required schemes to mitigate their impacts.	NSC – in response to concerns regarding phasing and delivery from Councillor Bridget Petty and local residents.
PC26	LP4: Strategic Location: Pill and Easton-in-Gordano	Amend the following bullet point (first one on page 69) to read: • Provision of an active travel connection between the Pill Green and Land at Pill Road sites over Markham Brook, or via an alternative route if a crossing of Markham Brook cannot be feasibly achieved, to enhance east – west connectivity between these sites, as well as to and from Land East of Gordano Services and Land at Lodway Farm;	Responding to comments received through the consultation regarding feasibility of achieving a crossing over Markham Brook.	Representations from residents, landowners and developers.
PC27	LP11: Transport infrastructure,	Amendment to fifth bullet point in policy:	For clarity, to confirm the requirement for this scheme as part of the	NSC.

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	allocations and safeguarding	"~~Potential~~ A sustainable transport ~~extension of the reserved transport~~ corridor connecting ~~through~~ the Youngwood Lane site, through the proposed Land South of Nailsea allocation, and onwards to Station Road, Nailsea"	proposed growth on multiple sites to the south of Nailsea.	
PC28	LP12: Bristol Airport	Amend the second sentence in the ninth paragraph of the justification to read: "Bristol Airport will be expected to work with the relevant authorities to define and deliver a low carbon, accessible, integrated, and reliable transport network, for both staff and passengers…"	We accept that as drafted the wording goes over and above the requirement that this stems from in the Joint Local Transport Plan (JLTP4) and this requirement cannot be delivered by Bristol Airport alone.	In response to Bristol Airport representations.
PC29	LP12: Bristol Airport	Delete the final paragraph of the justification: ~~Subject to the timescales for any future planning application, and compliance with this policy a Supplementary Planning Document may be prepared to provide detailed guidance on the approach to managing flying activities and development at the airport including the delivery of compensatory improvements.~~	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.



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PC30	LP13: Air Safety	Amendment to the third paragraph in the justification to include the following additional wording: The outer boundary of the safeguarded area for Bristol Airport is indicated on the Policies Map, this notation is neither the responsibility nor the proposal of the council. For the avoidance of doubt, should these boundaries be updated during the plan period the updated extents will apply for the purposes of this policy. The separate safeguarding map for wind turbine development has a radius of 30km centred on Bristol Airport and therefore the whole of North Somerset is included.	For clarity, it was always the intention for the policy to apply to the public safety zone extents in place at any time.	In response to representations from Bristol Airport and local parish councils.
PC31	LP23: Monaghan Mushrooms, Stock Lane Langford Broad Location	Amend first paragraph to read: "Land within the Monaghan Mushrooms broad location site boundary as identified on the Policies Map is identified as a potential suitable area to accommodate additional housing growth as a result of redevelopment, some of which is subject to the successful relocation of the existing Mushroom Farm business operations being secured elsewhere within North Somerset."	To acknowledge that some further growth is possible on the site in advance of the relocation of the business.	In response to representation from Danbywiske Limited.



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Development Policies				
PC32	DP1: High quality design	Amend the final paragraph of the policy to read: Where relevant, development proposals should have regard to the design guidance set out in ~~S~~supplementary ~~Planning Documents~~ guidance and other documents.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.
PC33	DP5: Climate change adaptation and resilience	Amend the final paragraph of the justification on page 123 to read: ~~A~~ Supplementary ~~Planning Document (SPD)~~ guidance will be prepared to set out the detail for how these policy requirements will be implemented.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.
PC34	DP6: Net zero construction	Amend the final paragraph of the justification on page 127 to read: ~~A~~ Supplementary ~~Planning Document (SPD)~~guidance will set out how the specific requirements of this policy should be implemented.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.



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PC35	DP7: Renewable and low carbon energy	Amend the third paragraph of the justification on page 129 to read: North Somerset Wind Energy and Solar PV Supplementary Planning Documents will be updated to highlight potential locations identified as most technically suitable areas for renewable energy schemes from the Renewable Energy Resource Assessment Study (2021). The ~~SPD~~ updated guidance note will also provide guidance in relation to the Landscape Sensitivity Assessment (2021), which assessed the landscape sensitivity of different parts of North Somerset in relation to solar PV and wind turbine development.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.
PC36	DP9: Flood risk	Amend the final two sentences in the fifth paragraph of the policy to read: In all cases, a more focused search area may be justified taking into consideration the appropriate catchment area ~~or spatial requirements associated with~~ for the development proposed. In respect of housing proposals, the following apply: • For any size proposal within a main town as set out in Policy SP5, the search area	To bring requirement in line with national policy, notably para 27a of the PPG, and to assist with clarity when applying the policy.	Numerous consultation responses.



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		is within the settlement boundary of that same town, • For proposals of less than 10 dwellings within one of the defined settlements in Schedule 5, the search area will be within the settlement boundary of that same settlement, • For proposals of 10 or more dwellings outside of a main town, in any location, the search area will be the whole of North Somerset. ~~aimed at meeting local needs within a defined settlement listed in Schedule 5, restricting the search area to within that same settlement boundary may be justified if this is supported by evidence that the proposal meets the identified needs of that particular settlement.~~		
PC37	DP11: Rivers, watercourses, and springs	Proposed wording addition to first paragraph within the Justification text: "Active operations also include regular vegetation management by the Environment Agency, ~~and~~ Internal Drainage Board, and riparian owners to retain open water habitat and volume of water storage that supports the aquatic wildlife in times of drought and reduces risk to properties in times of excess water."	To clarify management responsibilities.	In response to request from the Environment Agency.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC38	DP11: Rivers, watercourses, and springs	Proposed wording addition to final paragraph of the Justification text: "The Environment Agency requires environmental permits for flood risk activities such as erecting structures like culverts in or over main rivers, or building or altering any permanent or temporary structure designed to contain or divert flood waters from a main river. A permit is required for works within 8m of a fluvial watercourse and 16m from tidally influenced watercourses."	To provide further detail for clarity.	In response to request from the Environment Agency.
PC39	DP16: Active travel routes	Amend the third sentence of the first paragraph of the justification on page 151 to read: Other routes will be identified in the Active Travel Strategy (incorporating the Local Cycling and Walking Infrastructure Plan (LCWIP)) and further ~~guidance~~ information may be provided in ~~SPDs~~guidance notes.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.
PC40	DP18: Travel plans	Amend the second and third paragraphs of the justification on page 155 to read: More detailed guidance in relation to the development, implementation and monitoring of travel plans will be set out in a Travel Plans ~~S~~supplementary ~~Planning Document~~ guidance	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.



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		note. This will support delivery of the North Somerset Active Travel Strategy and Climate Emergency Strategic Action Plan, encourage a greater proportion of trips by active travel modes, shape active travel neighbourhoods, reduce car travel and encourage sustainable travel, especially walking opportunities, for journeys less than one mile. Indicative thresholds for when a Travel Plan or Travel Plan Statement are required will be set out in the ~~SPD~~guidance and also in the North Somerset Highway Development Design Guide.		
PC41	DP20: Airport related car parking	Amend the second paragraph of the policy text to read: Any new car parking provision, within the airport boundary as defined on the Policies Map, should be ~~designed to~~ accompanied by other measures to deliver improved public transport modal share ~~to and from the airport~~, reducing reliance on private vehicles. Such measures will be secured by condition or planning obligations. Proposals for additional car parking provision ~~and~~ will only be permitted where it does not undermine the objectives of the Airport Surface Access Strategy and the Joint Local Transport Plan.	For clarity, as on reflection the original wording referencing design was misleading.	In response to representations from Bristol Airport.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC42	DP34: Green Infrastructure	Amend the second paragraph of the policy text to state: Green infrastructure should be of high quality, well designed and accessible and reflect the strategic green infrastructure corridors, Nature Parks, key green infrastructure assets, and the Local Nature Recovery Strategy.	To recognise the strategic role of Nature Parks as part of North Somerset's Green Infrastructure network.	In response to representations from Natural England.
PC43	DP35: Nature Conservation	Under the **Sites of international and national importance** section of the policy: Amend the first paragraph to read: Development which would have an adverse impact on identified sites of international importance (which include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites) will not be permitted, subject to consideration of the derogation tests in the Habitats Regulations Assessment process.	For clarity in response to consultation response from Savills on behalf of development industry clients.	NSC, in response to consultation responses from development industry.
PC44	DP35: Nature Conservation	Under the **Sites of international and national importance** section of the policy, include the following text after the first paragraph: In order to ensure no adverse effect on the integrity of the Severn Estuary SPA/Ramsar/SAC site from recreational pressure, residential development within the identified Zone of	To ensure a mechanism to secure contributions toward the implementation of the Recreational Mitigation Strategy for the Severn Estuary.	In response to representations from Natural England.



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		Influence of the Severn Estuary will be expected to contribute, where appropriate and relevant, towards the delivery of the Severn Estuary Recreational Mitigation Strategy for North Somerset. Details of the developer charging scheme will be set out in additional Development Contributions Guidance.		
PC45	DP35: Nature Conservation	Amend the third paragraph of the justification to read: An HRA has been undertaken to accompany the Local Plan and has considered the likelihood of significant effects on the European sites, including in-combination effects. For ~~example, for~~ the Severn Estuary site, the HRA has considered impacts of disturbance from increased recreational pressures on the sensitive bird species and other important ~~other~~ species and habitats present, and recommended a recreation mitigation strategy for the Severn Estuary be produced to manage increased recreational impacts. Developers within the identified Zone of Influence of the Severn Estuary SPA/Ramsar site will be expected to contribute to the implementation of the recreational mitigation strategy. ~~such as those relating to disturbance from recreation~~. ~~There may be a need for mitigation which proposals will have to address. Subject to further investigation, this may require~~	To reflect policy amendments and HRA requirements.	In response to representations from Natural England.



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		~~the preparation of recreational management strategies for the Severn Estuary SPA/Ramsar site and~~ The HRA also identified potential recreational impact on the Avon Gorge Woodlands SAC, which is addressed in Policy LP2. ~~and a~~Air quality impacts of increased traffic on the A4 and A369 within 200m of Avon Gorge Woodlands SAC~~,~~ were also identified in the HRA and these will be addressed through comprehensive "down the line" investigations with neighbouring authorities, as well as specific requirements to address any impacts that arise from the Woodspring development. ~~and in both cases working with adjacent local authorities~~.		
PC46	Policy DP36 Biodiversity net gain	Amend the fifth paragraph of the justification on page 194 to read: More detailed guidance for BNG within North Somerset will be set out in a supplementary ~~planning document~~ guidance note~~. There is also government guidance on BNG called "Understanding biodiversity net gain"~~. There is also Planning Practice Guidance on Biodiversity net gain.	The first part of the paragraph is amended in response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026. The Planning Practice Guidance on BNG gives further information, including details on credits and the BNG hierarchy and its distinction from the mitigation hierarchy. It is considered helpful to properly reference this.	In response to changes to national legislation and in response to representations received.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC47	DP37: Trees, woodlands and hedges	Amend the first paragraph of the justification on page 197 to read: This policy covers the protection of existing trees, woodland and hedgerows as well as new planting. Proposed developments will be expected to demonstrate that they adhere to the procedures and principles set out in British Standard 5837 (Trees in relation to design, demolition and construction – Recommendations) and the council's proposed supplementary ~~planning document for~~ guidance note on trees and woodland.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.
PC48	DP37: Trees, woodlands and hedges	Amend the last paragraph of the justification, under the table on page 198 to read: More detailed guidance on trees and development will be set out in a Trees and Woodland ~~SPD~~guidance note.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.
PC49	DP43: Affordable housing and rural exception schemes	Amend the penultimate paragraph of the justification on page 213 to read: Detailed delivery of the policy will be set out in a new Affordable Housing ~~SPD~~technical guidance note.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.



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PC50	DP49: Healthy Places	Amend the final paragraph of the justification on page 228 to read: A Health Impact Assessment ~~SPD~~guidance note will be prepared which will provide further guidance in terms of the types of HIA that may be requested and how this policy will be implemented.	In response to recent changes to the regulations that make no provision for adoption of Supplementary Planning Documents after 30 June 2026.	In response to changes to national legislation.
Schedule 1: Large sites for residential development				
PC51	Schedule 1 introductory text	Add to second paragraph: Site specific requirements have been included for sites where these are currently known, but further requirements may become evident as proposals are brought forward and during planning application stage, particularly in respect of development contributions that will be secured in accordance with Policy DP63: Infrastructure Delivery and Development Contributions. As well as the requirements identified within this schedule, housing developments must comply with all other relevant policies within the plan.	In response to various requests from infrastructure providers to add additional requirements to individual sites. This is not considered necessary, as contributions will need to meet the tests set out in national policy, however it is agreed it is helpful to cross refer to Policy DP63.	NSC in response to representations.
PC52	Land off Pound Lane, Nailsea	Amendment and additions to site-specific requirements: • Any development must follow a sequential approach and provide a buffer strip to the	In response to concerns from Historic England, and to address a factual inaccuracy in the naming of the watercourse.	NSC – to address concerns over heritage impact from Historic England.



Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
		~~Land Yeo~~ watercourse that runs along the north of the site • View from B3130 to Tickenham Church to be preserved, and ensure the creation of new, easily accessible views of Tickenham Church • Retain a generous buffer of orchard planting around Jacklands Farmhouse and along the B3130, to reinstate a sense of the historic agricultural curtilage to the building and to retain a sense of separation between Nailsea and Stone-Edge Batch • Retain green space and include planting buffer, particularly at Moorend Spout, where the site abuts the Moorend Nature reserve, and is visible in distant views from Tickenham Church		
PC53	Land at Lodway Farm	• Improvements and/or contributions towards connections with the River Avon Trail to Bristol required.	For clarity in terms of implementation.	Numerous consultation responses.
PC54	Land east of Gordano Services	• Improvements and/or contributions towards connections with the River Avon Trail to Bristol required.	For clarity in terms of implementation.	Numerous consultation responses.



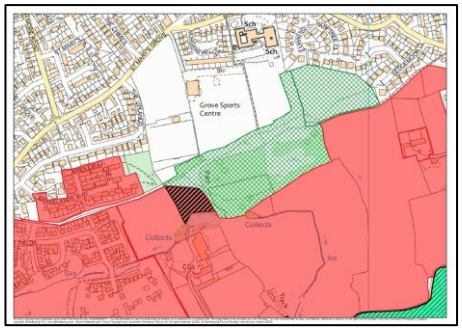
Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
PC55	Pill Green	• Improvements and/or contributions towards connections with the River Avon Trail to Bristol required. • Active travel connection required between Pill Green and Land at Pill Road, crossing Markham Brook, or via an alternative route if a crossing of Markham Brook cannot be feasibly achieved, to enable creation of safe walking routes to schools, along with proportionate contribution to Markham Brook active travel overbridge if required.	For clarity in terms of implementation. To enable flexibility of delivery	Numerous consultation responses.
PC56	Land at Pill Road	• Improvements and/or contributions towards connections with the River Avon Trail to Bristol required. • Active travel connection required between Pill Green and Land at Pill Road, crossing Markham Brook, or via an alternative route if a crossing of Markham Brook cannot be feasibly achieved, to enable creation of safe walking routes to schools, along with proportionate contribution to Markham Brook active travel overbridge if required.	For clarity in terms of implementation. To enable flexibility of delivery	Numerous consultation responses.
PC57	Woodhill Nurseries, Congresbury	Include the additional site-specific requirements: • key view lines will be framed within the site to the hill fort, and tree planting within the	In response to concerns from Historic England.	NSC – to address concerns over heritage impact

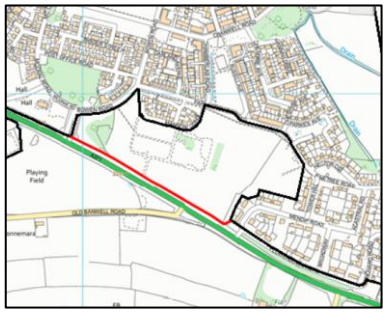
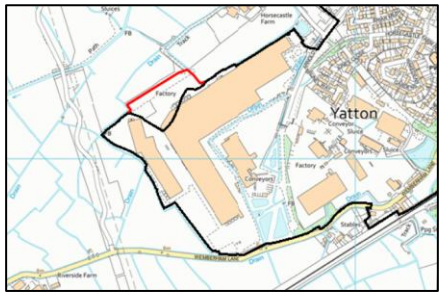


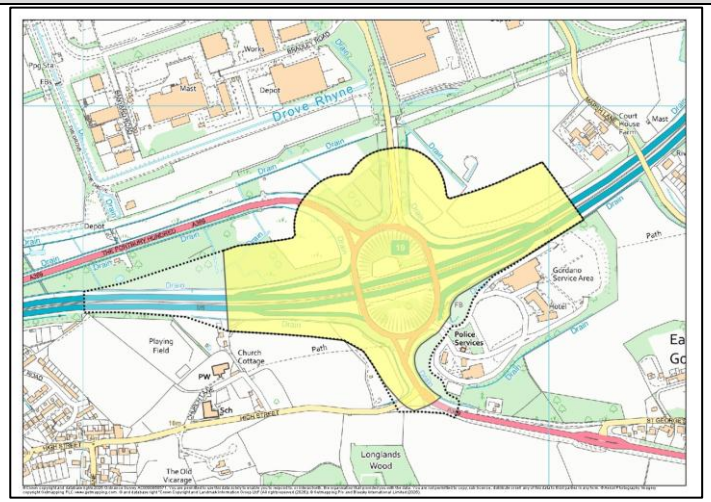
Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
		development will be used to break up the housing in view lines from the fort. • the height and materials of the development will be controlled to ensure these are suitable for the location to minimise harm to heritage assets.		from Historic England.
Schedule 4: Community Facilities				
PC58	Yatton Secondary School	Include the additional site-specific requirements: • Layout, scale and siting of buildings must minimise adverse impacts on the strategic gap and the setting of nearby heritage assets, with particular regard to maintaining the primacy of Cadbury Hillfort within the landscape, with development being located in the north and west of the site as far as possible. • Retain a generous buffer zone along Smallway to the east of the site to limit impact of views from the Scheduled Monument.	In response to concerns from Historic England.	NSC – to address concerns over heritage impact from Historic England.
Schedule 7: Transport Infrastructure, allocations and safeguarded routes				
PC59	Motorway Junction Buffers	**Motorway junction buffers** • M5 Junction 19 buffer Capacity enhancement and road safety improvements. Scheme to be developed in	To include additional information on what is proposed at each junction, in response to ongoing engagement with National Highways. The proposed	In response to National Highways representations.

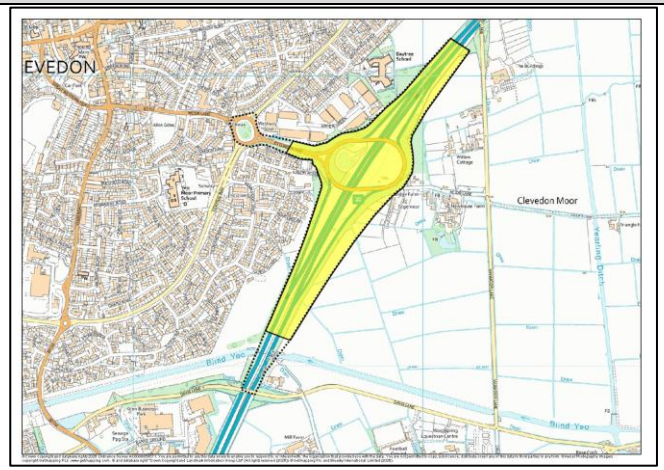


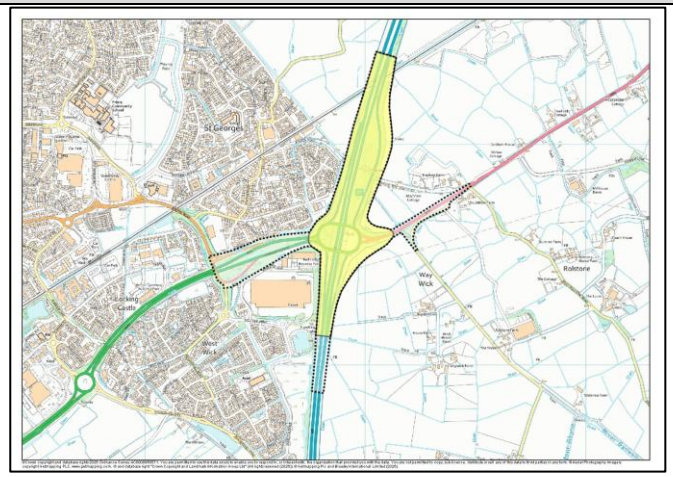
Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
		collaboration with National Highways. • M5 Junction 20 buffer Capacity enhancement and road safety improvements. Scheme to include improvements to Ettlingen Way, and be developed in collaboration with National Highways. • M5 Junction 21 buffer Capacity enhancements and road safety improvements including A370 Somerset Avenue approach to J21. Scheme to be developed in collaboration with National Highways and developers.	changes add clarity on the necessary mitigations to address impacts on the strategic road network, and the extent of the motorway junction buffers has been increased on the policies map accordingly, to ensure that capacity enhancement schemes can be accommodated within the safeguarded highway land (see proposed changes PC64, PC65 and PC66).	
Glossary				
PC60	Nature Parks definition	Amend definition to read: Nature Parks: Areas identified and managed for the protection and enhancement of habitats required for internationally important greater and lesser horseshoe bats. Nature Parks will consist of habitat that is suitable for horseshoe bats with one of the key habitats being permanently grazed pastures, preferably using cattle. They may also provide other ecological benefits,	To expand the definition of Nature Parks to include reference to the fact that a key feature of Nature Parks, particularly for Greater Horseshoe Bats, will be grazed pasture preferably using cattle.	In response to Natural England representations.

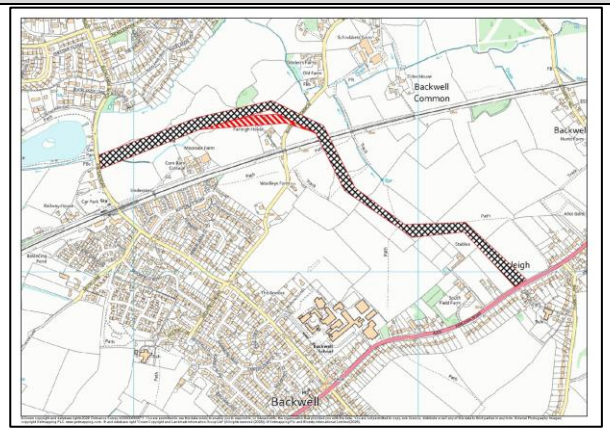
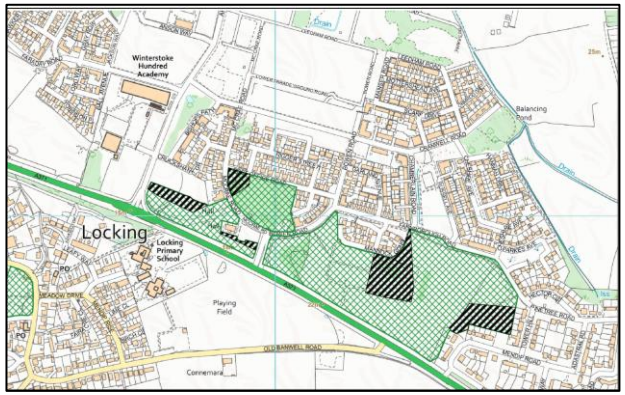
Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
		including the delivery of wider biodiversity net gain.		
Policies map				
PC61	LP5: Housing and Employment Allocations and Schedule 1 - Land south of Nailsea	Amend residential allocation to exclude Land at Morgans Hill Local Green Space (hatched area to be removed from residential allocation but remain as Local Green Space). 	For clarity, the residential allocation should not extend into the Local Green Space designation.	NSC.
PC62	LP7: Settlement Boundaries and Schedule 5	Amend settlement boundary at Locking Parklands to reflect planning consent and incorporate Local Green Space. Proposed amended boundary shown in red below.	For clarity and completeness.	Homes England.

Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
				
PC63	LP7: Settlement Boundaries and Schedule 5	Amend planning consent at Smart Systems, Yatton to reflect planning consent 21/P/1999/FUL to include a small additional area of land to the north which is now car parking and part of the operational part of the site. Proposed amended boundary shown in red below. 	For clarity, to reflect the logical boundary on the ground.	Smart Systems Ltd.
PC64	LP11: Transport infrastructure, allocations and safeguarding and	Extension of the motorway junction buffer polygon to include additional highway land to the south and west of Junction 19.	Expansion of extents defined on policies map to ensure identified schemes can be delivered within the	National Highways/NSC.

Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
	Schedule 7 - Motorway Junction Buffers – J19		highway. This change relates to PC59 listed above.	
PC65	LP11: Transport infrastructure, allocations and safeguarding and Schedule 7 - Motorway Junction Buffers – J20	Extension of the motorway junction buffer polygon to include additional highway land to the south of Junction 20 and along Ettlingen Way.	Expansion of extents defined on policies map to ensure identified schemes can be delivered within the highway. This change relates to PC59 listed above.	National Highways/NSC.

Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
				
PC66	LP11: Transport infrastructure, allocations and safeguarding and Schedule 7 - Motorway Junction Buffers – J21	Extension of the motorway junction buffer polygon to include additional highway land to the south, east and west of Junction 21.	Expansion of extents defined on policies map to ensure identified schemes can be delivered within the highway. This change relates to PC59 listed above.	National Highways/NSC.

Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
				
PC67	LP11: Transport infrastructure, allocations and safeguarding and Schedule 7 Backwell link Road	Amend safeguarded alignment of the Cross Rail Link on the Policies Map to fall within land promoted to the local plan. On image below, area with red diagonal hatching to be removed.	Change proposed to indicate all of alignment within land promoted for development, notwithstanding the fact that the alignment may be subject to review during detailed scheme design. This change is intended to ensure delivery more effectively as all of the land is within the control of the developers of the Land East of Backwell allocation.	NSC in response to representation from Rubix Strategic Land, and to ensure deliverability.

Proposed change number	Policy or Policy part (criterion/para)	Proposed Change	Reason for proposed change	Origin of change
				
PC68	LP15: Local Green Space and Schedule 3.	Amend Local Green Space: SE of Bowen Rd, S of Mannock Gardens and S of Farnborough Road, Parklands Village. Areas hatched black below to be removed from the LGS. 	To reflect elements of planning permission 13/P/0997/OT2. Now that the development is being built out it is appropriate to identify more precise boundaries that represent the built form and green spaces on the ground.	NSC in response to Homes England representation.

