

## Appendix 2: Schedule of Additional Minor Modifications

### B&NES Local Plan Partial Update

#### Schedule of Proposed Additional Minor Modifications to the submitted Plan

Adopted Plan: Plain text

**Submitted Plan:** added text shown as **Bold** text and deleted text as ~~strike through~~

**Additional Modifications:** added text shown as **Bold** and Underline, deleted text as ~~strike through~~ and Underline

Ref	Para/Policy	<u>Additional Amendments</u>	Note
Volume 1	District wide		
AM1	Format Note	<p><b>In order to address a range of urgent issues in B&amp;NES, including the climate and ecological emergency declarations, the Council <u>has prepared</u> <del>is preparing</del> a partial update of the Core Strategy and Placemaking Plan (which together comprise the Local Plan). The Local Plan Partial Update (LPPU) is set out as a schedule of changes to the Core Strategy &amp; Placemaking Plan combined document. Within the schedule of changes new text is shown as underlined and bold and deleted text is struck through. <del>The schedule of changes below is published for consultation under Regulation 19. In addition to the schedule below the Council will also be publishing the composite plan showing the changes, in order that the reader can see the proposed changes in context. The composite plan is not available for comment and is published for information only. Every effort has been made to ensure the changes shown in both the schedule and composite plan are the same. However, should there be a difference the proposed change shown in the schedule takes precedence.</del></b></p>	Editorial amendment
AM2	Para 5a-5c	<p><b><u>5a.</u> The Council is required to review the Local Plan every five years in order to determine whether it remains fit for purpose or whether all or part of it needs to be updated. A review of the Plan has identified that a number of policies <u>needed</u> to be updated. <del>However, a full review of the Local Plan can</del></b></p>	For clarification

		<p><u>only be undertaken alongside the West of England Combined Authority Spatial Development Strategy (SDS). As the SDS is scheduled for publication in 2023, B&amp;NES is undertaking a Partial Update of the Local Plan in the interim, to address a number of issues.</u></p> <p>5b. In March 2019 the Council declared a climate emergency and pledged to enable carbon neutrality in the district by 2030. An ecological emergency has also been declared in response to the escalating threat to wildlife and ecosystems. <del>The Council has also</del> <u>These Priorities were included in the Council’s reviewed its corporate strategy.</u> The Council’s overriding purpose is to improve people’s lives and its core policies are addressing the climate and ecological emergency and giving people a bigger say. As this is a partial update to the existing Plan, and not a new Plan, the <u>plan period was not altered (remains up to 2029) and the scope of the changes is was</u> confined to those areas that can be addressed without significantly changing the strategic policy framework of the adopted Plan i.e. the spatial priorities; the spatial strategy; or the strategic housing and job growth requirements in the Core Strategy &amp; Placemaking Plan.</p> <p>5c. The scope of the partial update <del>is was</del> therefore, confined to:</p> <ul style="list-style-type: none"> <li>• Updating policies in order that they better address the climate and ecological emergencies</li> <li>• Replenish housing supply in order that the Core Strategy housing requirement can be met and the necessary supply of housing land maintained <u>with an appropriate degree of flexibility</u></li> <li>• Addressing a limited range of other urgent local issues e.g. related to the ‘green recovery’</li> <li>• Amending policies for clarity and to ensure they are aligned with up to date national policy</li> </ul> <p>5d. <u>The Council is committed to expediting preparation of a new full Local Plan and work on the new Plan commenced in 2022. The new Local Plan will cover a plan-period of 2022-2042 and will be prepared in close co-operation with neighbouring authorities, addressing the strategic cross-boundary matters including consideration of any unmet housing need arising in Bristol.</u></p>	
AM3	CP1	The policy will be supported by the Council’s <u>Energy Efficiency, Retrofitting and Sustainable Construction and Retrofitting</u> Supplementary Planning Document.	For clarification

AM4	Paras 80-83	<p>80. <b><u>In 2020 the Council commenced preparation of the LPPU, which was adopted in early 2023. The LPPU does not alter the plan period and is confined to updating those parts of the Core Strategy and Placemaking Plan that can be addressed without significantly changing the strategic policy framework of the adopted Plan i.e. the spatial priorities; the spatial strategy; or the strategic housing and job growth requirements established in the Core Strategy &amp; Placemaking Plan. The Council is committed to expediting preparation of a new full Local Plan and work on the new Plan commenced in 2022. Preparation of the new full Local Plan</u></b> Plan reviews will be undertaken in cooperation with neighbouring authorities, particularly in the West of England in accordance with the Duty to Co-operate to ensure that <b><u>strategic</u></b> cross-boundary issues are addressed. This will include a review of the <b><u>The new full Local Plan is proposed to cover a</u></b> plan period <b><u>of 2022-2042</u></b>. The timetable for the review of Local Development Documents <b><u>preparation of the new full Local Plan</u></b> is set out in the Council’s Local Development Scheme.</p> <p>81. Arrangements are already underway to review the West of England SHMA in preparation for a review of West of England Core Strategies in around 2016. This will entail a co-ordinated response to the outputs of the updated SHMA. The SHMA review includes a review of the Housing Market Area. <b><u>The West of England Combined Authority (WECA) is required to and started work on a Mayoral Spatial Development Strategy (SDS) that sets out a spatial strategy for growth to meet the need for homes and jobs in a clean and inclusive way across the WECA area over the next 20 years. Work on the WECA Mayor’s SDS was halted in May 2022. In the absence of any indication from the WECA Mayor as to when work might be re-instigated on the SDS the Council remains committed to progressing preparation of the new full Local Plan that will provide the full strategic planning framework. The three WECA UAs will co-operate on the preparation of their respective Local Plans in order to ensure strategic cross-boundary matters are addressed. This includes the assessment of future housing need through co-ordinated Local Housing Needs Assessment, as well as responding to housing need across the WECA area.</u></b></p>	<p>The submission Plan stated that Paras 80-83 would be updated to reflect work on the WECA Spatial Development Strategy and associated Local Housing Needs Assessment. Therefore, the text is updated as discussed at the examination hearings.</p>
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AM5	Para 107g-107i	Paragraph number corrections Para 107g-107i to 107i-107k	Editorial correction
AM6	Para 267d	under paragraph 267d. there is a missing bracket before 'Policy NE5)' which is an error and will be corrected as a minor modification prior to adoption of the Plan.	Editorial amendment
AM7	Policy RE3	Minor amendment to final paragraph of Policy RE3 to add missing comma  Where existing buildings cannot be re-used in accordance with Policy RE6, new buildings will be permitted only where they are required for uses directly related to the use of, or products from the associated land holding, are small in scale, well designed and grouped with existing buildings.	Editorial amendment
AM8	589f	<b><u>Specifically, Bath's Clean Air Plan includes a Class C Clean Air Zone (CAZ), which came into effect in March 2021. The CAZ is required to help the city meet UK air quality legislation, as several places in Bath currently exceed the legal limits for Nitrogen Dioxide pollution, which is mainly caused by diesel and older petrol vehicles. The CAZ will charge provides for charging all higher emissions vehicles, except private cars and motorcycles, to drive in Bath's City Centre within the Bath CAZ boundary. Its aim is to deter the majority of drivers of higher emissions vehicles from entering the inner-city CAZ area. It is accompanied by The CAZ arrangements include traffic management in Queen's Square, to provide the necessary additional localised measure to reduce emissions to an acceptable Nitrogen Dioxide to a compliant level in the part of Gay Street between the 'Square' and George Street without charging private vehicles. The Queen Square traffic management scheme is to be actively managed in order that</u></b>	For clarification

		<u>any detrimental impacts on alternative routes caused by the restraint of traffic at Queen Square can be understood and mitigated. The Queen Square traffic management scheme will remain in place until such a time that both the Council and the Joint Air Quality Unit agree that compliance in the part of Gay Street between the 'Square' and George Street has been achieved with the Primary Critical Success Factors contained with the scheme's Full Business Case.</u>	
AM9	Policy ST1	<del>6). 4.Proposals</del> provide and enhance facilities for pedestrians, cyclists and the mobility impaired, <b>including disabled people, including segregated provision that is fit for purpose and in line with</b> <u>B&amp;NES Transport and Development SPD;</u>	To be consistent with the approach recommended by the Inspector.
AM10	Policy ST6	Delete Clause 1 (a-d and f) as they are superseded by new requirements through the LPPU.	Formatting correction
<b>Bath</b>			
AM11	Para 224	224. It is anticipated that this policy will enable the delivery of new on-campus study bedrooms to <del>2020/21</del> <b>2029/30</b> at a rate which broadly matches the growth of the student population.	Editorial correction. This text was shown after Policy SB19 Diagram 28: University of Bath Development Plan Framework in the submitted Plan and is now shown under the right paragraph.
AM12	Heading after Para 236	<del>Previous Statutory Planning and Master planning</del> <b><u>The area removed from the Green Belt (B&amp;NES Local Plan adopted in 2007)</u></b>	Editorial clarification

AM13	After Para 257	<p><b><u>New Para 257a</u></b>  <b><u>The scope of the Local Plan Partial Update in terms of transport is limited to updating Policies to reflect the Climate Emergency Declaration, and relevant inputs to site allocation policy. It is not appropriate for the LPPU to fully redraft transport related text within the Place Volumes, as the Development Plan is not the reference document for transport strategies, plans or programmes, This means that some references within the Place Volumes are dated. The Journey to Net Zero sets out Bath and North East Somerset Council’s future ambitions, vision and objectives for transport in Bath.</u></b></p>	For clarification
	Keynsham		
AM14	After Para 51	<p><b><u>New Para 51a</u></b>  <b><u>The scope of the Local Plan Partial Update in terms of transport is limited to updating Policies to reflect the Climate Emergency Declaration, and relevant inputs to site allocation policy. It is not appropriate for the LPPU to fully redraft transport related text within the Place Volumes, as the Development Plan is not the reference document for transport strategies, plans or programmes, This means that some references within the Place Volumes are dated. The Keynsham Transport Strategy sets out Bath and North East Somerset Council’s future ambitions, vision and objectives for transport in Keynsham which aligns with those contained in the Journey to Net Zero transport plan for Bath.</u></b></p>	For clarification
AM15	New paragraph number	Paragraphs after the Policy KE5 KEYNSHAM TREETOPS – Context are numbered as 96e, 96f, 96g and 96h.	
	Somer Valley		
AM16	Para 46a	<p><b>46a. An updated car parking survey was undertaken in 2019. This survey looked at the use of the car park in terms of capacity and duration of stay. The survey found that the car park was usually at around 80% capacity. It also found that the duration of stay was 1-2 hours suggesting that the car park is predominantly used by people looking to access that town centre rather than commuters who might stay all day. The survey therefore shows that the car park is important to support the vitality of the High Street. In light of the new evidence from the car parking survey the allocation of South Road car park for provision of a retail store will be removed and policy SSV2 will be deleted and it will be retained as a car park. Potential for <del>other uses such as minor residential development or</del> renewable energy provision will</b></p>	For clarification

	<b>continue to be explored, but only where this is complementary to the car parking function and provision of public parking spaces.</b>	
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