

Local Plan 2020

Data and Access Profiles (DAPs) Draft Methodology Paper

November 2020

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1. Introduction

This methodology has been prepared to set out how the information within the 2020 Data and Access Profiles (DAPs) has been collected, analysed and compiled. The profiles include rural settlements and urban areas. Individual DAPs provide factual data on individual locations such as population, dwelling numbers, employment activity, levels of out-commuting, and information about approved planning permissions. For rural areas, this also includes evidence on the level of walking, cycling and public transport access to key services and facilities. The DAPs and underpinning evidence has been prepared to assist the preparation of the South Gloucestershire Local Plan 2020.

The approach within this methodology and information within individual DAPs replaces and supersedes the methodology and findings within the 2018 Sustainable Access Methodology, released in February 2018.

The National Planning Policy Framework (NPPF 2019) is clear that the planning system should aim to create sustainable, healthy communities. This can be achieved by managing patterns of growth to make use of public transport, walking and cycling, and focus significant development in locations which are, or can be made sustainable¹. Planning policies are also required to balance land uses so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities, by ensuring an integrated approach to considering the location of housing, economic uses and community facilities and services². Specifically in relation to rural areas, the NPPF and planning guidance sets out that a thriving rural community in a living, working countryside depends, in part, on retaining local services and community facilities such as schools, local shops, cultural venues, public houses and places of worship. In addition, rural housing is essential to ensure viable use of these local facilities³.

The South Gloucestershire Local Plan 2020 will, in the fullness of time, identify sites to accommodate the amount of development identified by the regional Spatial Development Strategy (SDS). To assist this process, information within the DAPs is intended to provide an overview of the level of sustainable access to key services and facilities in South Gloucestershire's urban areas and rural settlements, and allows comparisons between them.

This information will help inform the discussions about where sustainable growth can be accommodated, as well as what level of growth may be appropriate to support existing settlements, and where to encourage new investment in our local communities. The DAPs can help us understand the current provision of services and facilities across South Gloucestershire and also identify what services and facilities may be absent. There may then be opportunities to explore how an appropriate level of growth can support the provision of new services and facilities to increase the sustainability of our urban areas and rural settlements. The robust and current data on existing population and housing numbers within the DAPs will be utilised to consider the impact of potential housing growth in the urban areas and rural settlements within South Gloucestershire.

DAPs are only one of the tools which will be used to help determine the locations and amount of housing that will be appropriate within South Gloucestershire to meet its future development needs. A range of studies looking at strategic transport, flood risk, green infrastructure, renewable energy will also inform the Local Plan about where might be appropriate to change, grow or protect. There will also be other council and partner studies

¹ NPPF 2019 Paragraphs 7 to 11

² NPPF 2019 Paragraph 104

³ NPPF 2019 Paragraph 78 and National Planning Guidance Rural housing: How should local authorities support sustainable rural communities?

looking at how services and facilities function and whether they are fit for purpose. When it comes to considering potential sites for growth or change in the Local Plan, the DAPs will assist decisions but information will need to be reconsidered at that site level. The site selection (referred to as Housing and Economic Land Availability Assessment (HELAA)) process will consider access to services and facilities from potential housing sites, along with an analysis of the constraints, suitability, deliverability and supporting information to select sites considered as realistic housing options – the information in the DAPs can help inform this and other processes.

2. Background

What does a data and access (DAP) profile contain?

Each DAP contains factual information to help create a better understanding of our urban areas and rural settlements. They provide a snapshot of data and information from a point in time, of each urban area and rural settlement. The profiles are consistent and therefore allow a comparison between our urban areas and rural settlements. A greater understanding of this information will enable us to determine what policies we need in the Local Plan 2020, and identify the most appropriate areas for growth or protection that will maximise community benefit and achieve sustainable growth across South Gloucestershire.

Specifically, each DAP can be broken down into the following sections:

Planning Constraints Map

The planning constraints map shows where the urban area or rural settlement is located and the boundary used for the purposes of each profile assessment. This will either be the community profile area for urban areas⁴ or a settlement boundary for rural areas⁵. Some rural settlements do not have a defined settlement boundary and a method has been applied to identify a suitable boundary which can be found in section 3 of this methodology.

The map also contains a number of high level planning constraints. These are some of the key constraints that will be considered at a later stage of the plan if that area is considered suitable for an appropriate level of growth. Constraints include flood zones, Green Belt as well as some heritage, ecological and environmental assets. Please note that where these constraints are adjacent to a settlement or are within an urban profile area, these are indicated in the legend. Also, the map does not show all planning constraints, as it is not possible to clearly show these however the [policies map](#) does show a wider range of policy constraints. However, through any site selection work undertaken through the HELAA process, a much wider range of planning constraints will need to be considered.

Key Demographic Statistics

The key demographic statistics include information collected at the 2011 Census, which includes some updates where national and local robust data exists. The data here includes population, household numbers, employment activity and commuter flows. Unfortunately, some of this data we are unable to update until the next Census in 2021, however information on dwelling numbers can be updated yearly due to monitoring undertaken by South Gloucestershire Council on housing completions.

⁴ As used in the evidence base for the adopted Core Strategy (adopted 2013).

⁵ As defined by policy CS5 of the Core Strategy.

This data helps us to understand the level of growth that has already taken place in an urban area or rural settlement. It also generates an understanding of how people work and travel in and out of a profile area.

Approved Planning Permissions (permissions to be developed)

The approved planning permissions section sets out how many currently approved planning applications there are within a profile area. This focuses on applications that will either deliver homes or jobs, but **does not** include minor applications⁶. This section outlines the number of residential applications as well as the expected number of new homes to be delivered, as well as the total loss or gain of employment floorspace still to be developed/implemented. This section also has a map which displays the information within the tables. The construction on these sites is monitored each year through our employment and residential land surveys. This year, due to the impacts of Covid-19, it has not been possible to survey the residential small sites (1-9 homes). As a result some homes may have been built and this will not yet be reflected in the DAPs.

Access to Services and Facilities

The access to services and facilities section outlines the key services and facilities within each urban area or within and adjacent to each rural settlement. Based on specific criteria, there is also an analysis on which services and facilities are within a safe walking and cycling distance (for rural settlements only). This methodology outlines how we established a list of key services and facilities and justifies where a particular facility has not been included. The methodology also outlines our approach to establishing suitable walking and cycling distances, as well as the requirements for safe walking and cycling routes. This methodology is discussed in section 4.

This section also explored the level of public transport provision from urban areas or rural settlements to destinations that provide a number of services and facilities, for example major employment hubs, the location of primary and secondary schools, or town/district centres. It is important to understand if alternative sustainable modes of travel exist where walking and cycling may not provide the level of access required for services and facilities.

Section 4 of this methodology sets out what is considered a 'minimum' level of public transport service for a route to be considered in the profile area, as well as setting out the destinations chosen and why.

Appendix of Services and Facilities

An appendix of services and facilities is contained at the end of each DAP and outlines the specific locations of the services and facilities we believe each urban area or rural settlement has access to. The services and facilities outlined have been identified using geographic information systems data as well as the Local Land and Property Gazetteer (LLPG) information. This has then been checked by officers to verify information where this is inconsistent. It is recognised however that this information was compiled during the end of 2019 and that the impact of Covid-19 is yet to be fully understood in terms of services and facilities. Therefore it is possible that some services and facilities listed in the DAPs may since have closed permanently and we would like to hear about this through the consultation if you are aware of any instances of this.

⁶ Minor applications include householder developments such as extensions and annexes, as well as employment generating uses that are under 0.4Ha in size, smaller than 500sqm or not within a safeguarded employment site as defined by policy CS12 of the Core Strategy.

3. Which locations have been analysed?

The updated DAPs now include urban areas as well as rural settlements. Below outlines how each have been identified. Due to the nature of urban areas and rural settlements, a different approach was required for each.

For the analysis of sustainable access to key services and facilities and compiling of demographic information, **54** settlements have been selected, including Yate, Chipping Sodbury and Thornbury.

The analysis includes settlements with a defined settlement boundary, as set out in policy Core Strategy policy CS5: Location of Development. The analysis also includes **14** recognised settlements within the district, which do not have a settlement boundary within a Local Planning document. Table 1 lists these profile areas.

There are also an additional **17** urban areas covering the north fringe and east fringe of Bristol.

Table 1: urban areas and rural settlements analysed

Settlements with Defined Settlement Boundary			
Acton Turville	Dyrham	Iron Acton	Severn Beach
Almondsbury	Easter Compton	Marshfield	Thornbury
Alveston	Engine Common	Old Sodbury	Tockington
Aust	Falfield	Oldbury-on-Severn	Tormarton
Bitton	Frampton Cotterell	Olveston	Tytherington
Charfield	Hallen	Pilning	Westerleigh
Chipping Sodbury	Hambrook	Pucklechurch	Wick
Coalpit Heath	Hawkesbury Upton	Rangeworthy	Wickwar
Cromhall	Hinton	Redwick	Winterbourne
Doynton	Horton	Rudgeway	Yate
Settlements with no Settlement Boundary			
Badminton	Hill	Old Down	Upton Cheyney
Bridgegate	Hortham Village	Rockhampton	West Littleton
Cold Ashton	Latteridge	Shortwood	
Elberton	Littleton upon Severn	Siston	
Urban Areas Defined by Census Output Area			
Bradley Stoke	Filton	Mangotsfield	Stoke Gifford & Harry Stoke
Cadbury Heath	Frenchay	Oldland Common	Warmley
Cribbs Causeway	Hanham	Patchway	
Downend & Bromley Heath	Kingswood	Soundwell	
Emersons	Longwell Green	Staple Hill	

How we defined Rural Settlements – method and process

To inform the new Local Plan, demographic information based on robust data sources and calculated on a consistent basis can assist in understanding the impacts of potential development on the community character of rural settlements.

2011 Census data provides the most up-to date comprehensive source of small area statistics. The lowest geographical level at which all census data is published is by Census Output Areas (COAs). Unfortunately often these do not align with settlement boundaries.

Therefore to calculate population and household space for settlements involves using a Geographical Information System (GIS) to apportion COA level Census data to settlement boundaries. The COA level census data is then further apportioned based on the number of

domestic premises, identified in the Local Land and Property Gazetteer (LLPG)⁷, to determine the number of Unique Property Reference Numbers (UPRN)⁸ within a settlement at the time of the 2011 Census. A worked example is shown in Annex 1.

The method set out above provides what is considered to be a reasonably robust 2011 figure for a settlement's population and household spaces for geographical areas that fall below each COA level.

How we defined Urban Areas – method and process

As with rural areas, the 2011 Census data provides the most up-to date comprehensive source of small area statistics. The lowest geographical level at which census data is published is for Census Output Areas (COAs). The urban area DAPs boundaries have been aligned, where possible, with the COAs for ease of data analysis. However, as the COA's do not necessarily align with communities (especially new communities such as Lyde Green, which falls within the COA of Pucklechurch), the community profile areas for urban areas were taken from the Core Strategy evidence base, and then updated to ensure that they were still fit for purpose. The main change here was, as noted above, to include Lyde Green within the Emerson's Green profile area, and for Yate to be expanded to include the industrial units to the west. A similar calculation as for the rural areas, noted above, was then carried out for population and household estimates.

7 The Local Land and Property Gazetteer (LLPG): is a database of addresses within a local authority's boundary. It includes both residential and commercial properties. Within this, all properties and land attributes (such as ATMs, communication masts, road names etc.) are also recorded.

8 UPRN - Unique property reference number: The UPRN is assigned to a property from construction through to built status and, if in the future it is demolished, then the UPRN will be made Historic (Historic records are also retained). It is used nationally and is used to reference a property to eliminate any errors where different variations of a property's address may exist.

4. DAPs Methodology

As mentioned previously, each DAP provides a snapshot of each urban or rural settlement and highlights not only the population and dwelling numbers, but also the facilities and services are within each area. The rural DAPs also provide an analysis of what is within an acceptable walking and cycling distance to key services and facilities. This section outlines the methodology used to create each of these profile areas.

Census data

Population and dwelling numbers

Whilst the last census was carried out in 2011, this provides a good baseline to establish how many people were living within these urban areas and rural settlements and the total number of dwellings. In addition, the latest mid-year estimates provided by the Office of National Statistics is also provided, in order to obtain an updated figure for population.

As data can be obtained at a Lower Super Output area (LSOA), it has been possible to use this information (coupled with an apportionment calculation) to work out the population for each settlement/urban area, as indicated in Annex 1.

Further to this, it was also possible to further update the household spaces figures, to provide an estimate of the number of dwellings within a settlement in April 2019 using data from South Gloucestershire's Residential Land Survey (RLS).

The RLS records the number of new dwellings completed or dwellings lost through demolition or conversion each year. The change in dwellings recorded within the RLS from 2011 onwards has been added to the 2011 census household space figure, to calculate an April 2019 figure for the number of dwellings within each rural settlement.

For future years, amended household figures can be re-calculated annually (if required) as surveys are completed. For further information on residential monitoring please visit our monitoring webpage [here](#).

This data helps us to understand the level of growth that has already taken place in an urban area or rural settlement. It also generates an understanding of how people work and travel in and out of a profile area.

Economic Activity

This data highlights the economic activity of each profile area, as obtained in the 2011 census. The data is extracted by LSOA area, and is aggregated to fit each urban area/rural settlement.

Commuter flows

This data is based on the 2011 census information, and provides an overview of the locations where residents commute to for work. As this data is only available at COA level, where there are multiple rural settlements or urban areas within in a COA, the whole area assessment is provided.

Planning Applications

To gauge how areas have changed since the 2011 census, it is important to know what is likely to come forward over the next few years and for us to take account of any growth already planned for an urban area or rural settlement. In addition, it is important to have an insight into the growth that has taken place since 2011. This will ensure that any additional growth is appropriate and proportionate. This section looks specifically at those areas where there are existing planning applications that are still to be implemented (for example, a new dwelling that was granted permission in late 2019 may not even have started construction,

but as the permission allows a time period of 3 years to begin construction, it its potential completion should still be counted towards an area’s statistics).

Residential

The table and accompanying map highlights those sites where development is still to be completed.

Where large housing applications are under construction, the completions on site will be included in the ‘additional dwellings completed since 2011’ table on page 2 of the profile. This number is then subtracted from the figure in the ‘new homes’ on page 3 to avoid double counting.

Please note: The data in this section includes all applications up to 30 August 2020.

Employment

Given the amount of change and churn of employment floorspace that South Gloucestershire experiences, the assessment only focused on those sites that form part of the Employment Land Survey (ELS). The criteria for sites to be considered are:

- Site area of 0.4ha or more;
- The overall floorspace lost/gained is 500sqm or more;
- If the site is within a Safeguarded Employment Site (policy CS12 of the Core Strategy).

These figures assume all of the applications approved were to be developed and is not a reflection of the current employment floorspace within an urban area or rural settlement.

Please note: The data in this section includes all applications up to 30 March 2020.

For further information on residential and employment land monitoring please visit our monitoring webpage [here](#).

Key services and facilities

The key services and facilities included in this analysis are set out below. Access to the identified services and facilities is not the only element of creating a sustainable settlement. The list compiled is considered to assist in meeting resident’s general needs (healthcare, education, food, social, community and cultural uses) as well as the availability of basic day to day needs (small food items, local employment opportunities). Services such as superfast broadband and public transport which can further contribute to sustainable access to key services and facilities are also considered.

Table 2: key services and facilities

Key Services and Facilities	Key Services and Facilities Included in Analysis
Food and Retail Facilities	Defined Town Centres Supermarkets Convenience (food) stores Comparison (retail and services) stores
Health Facilities	GPs Pharmacies Dentists
Community Facilities	Dedicated Community Centres Leisure Centres Libraries (Static) Post Office Public House
Education Facilities	Secondary School

Key Services and Facilities	Key Services and Facilities Included in Analysis
	Primary School
Access to Major Employers	Employers with 100+ Jobs Defined Town Centres Safeguarded Employment Areas
Superfast Broadband Access	Superfast Broadband Access
Public Transport Access to Key Services and Facilities in: Defined Town Centres (set out in policy CS14 of the Core Strategy), established retail parks at Cribbs Causeway and Longwell Green, Bristol City Centre, Bath City Centre and Wotton-Under-Edge	Minimum Criteria: Within an hour, 5 times a day (with return journey). Arrive by 9am, depart after 5pm.

Where these key services and facilities exist (excluding comparison stores, public transport and broadband) and data is held on their location, they have been captured on mapping software (GIS), to create a digital map of all services and facilities listed.

This list of services and facilities were found to be a sound basis for measuring sustainable access to “key” services and facilities in the Polices Sites and Places Development Plan Document (PSP) by an independently appointed planning inspector during the PSP plan examination in public. As of November 2017, they form part of adopted policy PSP11 which is used to consider sustainable access from individual planning applications. The rationale for the inclusion of each key service and facility in this analysis along with the primary source of data is provided in **Annex 2**. It is important to note that the 2020 DAPs also now include urban areas, where previously profiles were not considered for these areas. Taking into account the nature of urban areas, leisure centres have now been introduced to the list of services and facilities where they were previously ruled out. Leisure centres have been included for urban areas only in recognition that this may not be an easily accessible facilities for rural areas as outlined in the previous methodology published during the 2018 [Sustainable Access Profiles update](#).

Services not included

There are some facilities that are not included within these DAPs. These have largely been drawn out through the previous SAPs process, and are discussed below.

Hospitals

Hospitals are located in larger settlements, often in urban areas, or larger market towns. Given known locations of hospitals within South Gloucestershire and surrounding districts, it is not considered that profile areas across South Gloucestershire will be within walking and cycling distance in the large majority of instances. Therefore they have not been included as an indicator for sustainable access. It is possible and likely that access to hospitals in an emergency situation will be obtained either through private transport or emergency vehicle. Access to GP surgeries, pharmacies and dentists has been considered within the analysis.

A large number of comments received to the 2017 Sustainable Access Methodology considered that access to hospitals was an important consideration. Not just for those suffering an emergency but also for people with on-going treatment, and visitors. As a result the council has undertaken an assessment of public transport access to hospitals⁹.

⁹ <https://www.southglos.gov.uk/transport-and-streets/transport/public-community-and-school-transport/transport-to-health/>

Social Clubs and Places of Worship

There are a large number of community facilities in South Gloucestershire in addition to dedicated community centres, including spaces in schools, churches, fire stations and sports clubs which are available for hire or use by local people. Long term use by the community of space in these shared facilities whose primary purpose is not that of a community centre cannot be guaranteed. Therefore, for the purpose of this analysis, it is considered that dedicated community centres offer a more transparent and auditable measure of access to meeting rooms and readily available community venues, which will be available to all members of a community. However, where evidence of the ancillary use of other facilities for community use purposes is available, this will be taken into consideration on a case by case basis.

In addition to their potential role in providing some shared community spaces, places of worship provide facilities to assist in meeting individual's and communities' faith needs. Whilst recognising the role they play in a community, collecting data on their presence, and using a particular faith facility as a measure of access is both problematic and potentially mis-representative. Different faiths and practices will require different facilities, so the presence for example of a church may only be considered as a facility for a certain section of a community. There is also not a comprehensive mapped source of all faith facilities readily available within the council. For this reason and the rationale relating to dedicated community centres as the most appropriate indicator of meeting rooms, places of worship have not been included as a key service or facility. However, if case by case evidence can be made available, this will be considered on its merits.

Mobile Libraries

Were included in the previously produced Rural Settlements and Villages 2015 Topic Paper. However, a large number of comments were received which suggested they should not be considered a key service or facility to measure the relative sustainability and access to key services within settlements. As many mobile libraries were only available infrequently, or for only short periods of time, their future availability and function in the future is uncertain and is subject to regular change. They have therefore not been included in this methodology or reported in individual DAPs.

Petrol Stations

These facilities are considered where they provide access to convenience items (smaller daily food items). However, as the focus of the analysis is on sustainable non-car based access to services and facilities, access to petrol stations has not been included.

Car Dealerships

Comments on the 2017 Sustainable Access Methodology questioned the inclusion of car sales and car show rooms as comparison stores which offered a genuine facility to the local community. Given the high cost of items and the likely very limited use of the store on a year by year basis by individuals in a community, Car sales and showrooms have therefore been removed from inclusion as a comparison store in the count of facilities and services within individual rural settlements.

Changes since the 2018 Methodology

The DAPs now include urban areas based on Community Profile Areas¹⁰. Leisure centres have now been included in the key services and facilities list due to the inclusion of urban areas as these are often based in urban areas or larger settlements. It is unlikely however

¹⁰ As used in the adopted Core Strategy, with amendments for Emersons Green (to include the Lyde Green development).

that many rural locations will be able to access such facilities without reliance on private car travel.

Defining walking and cycling distances

Rural Settlements – methodology and process

Once the location of key services and facilities were mapped it was necessary to determine appropriate walking and cycling distances from the centre point of rural settlements to particular types of service and facility.

Based on the walking and cycling distances for each key service and facility, an 800 metre, 1200 metre, 2000 metre, 2 mile and 3 mile catchment distance around each settlement was created utilising GIS.

The NPPF and established guidance documents on access to services and facilities, (listed below) recognise that, beyond a certain distance, it becomes increasingly unlikely that people will walk or cycle to access services and facilities:

- Chartered Institute for Highways and Transportation's Guidelines for Providing for Journeys on Foot (2000);
- Manual for Streets (2007);
- related academic research on access (particularly 'Shaping Neighbourhoods'¹¹);
- decisions on key planning appeals (including Charfield (Appeal Ref: APP/P0119/A/14/2220291); and
- more recently, Covid-19 has highlighted the desire for people to have easy access to facilities and services within 15-20 minutes of their home¹².

Beyond a certain distance, a larger percentage of people will instead utilise a private car or, more preferably, public transport if it is available. A lack of facilities and services within walking or cycling distance and a lack of access to public transport or private car can leave people isolated from vital services and facilities.

Where specific legislation, council strategies, or policies exist that specify a suitable distance to walk or cycle to a particular key service or facility, this has been used to establish (for the purpose of this assessment) the distance most likely to facilitate walking or cycling to access to key services and facilities. In the absence of adopted standards relating to walking and cycling, Core Strategy policy CS23: Community Infrastructure and Cultural Activity, established professional and academic sources, and some of the Planning Inspector's conclusion within the Charfield Appeal have been utilised. These all provide a relevant indicator of the distance which people within settlements (outside of major urban areas) will walk or cycle to access certain services and facilities.

This methodology and the use of walking and cycling distances within **are not intended** to replace or supersede any adopted council policy which specifies access standards in relation to walking and cycling. The use of these distances are merely a guide to helping us better understand our rural settlements.

¹¹ Barton *et al* (2003) *Shaping Neighbourhoods: a guide for health, sustainability and vitality* Routledge: London

¹² The concept of the 15-20 minute neighbourhood is emerging and more information can be found on the Town and Country Planning Association webpage - <https://www.tcpa.org.uk/the-20-minute-neighbourhood>

South Gloucestershire, as the Education Authority, has a statutory duty to provide access to primary and secondary schools regardless of the ability to walk and cycle to them. Mapping and findings within DAPs should not therefore be used to consider home to school transport needs or assessments. A more comprehensive approach is utilised by the Education Authority when considering access to education facilities and any subsequent transport needs, using the South Gloucestershire Council Routes to School Gazetteer, adopted 1 September 2015.

The walking and cycling distances used for the purpose of this analysis are set out in the table below, along with the source of those distances.

Table 3: walking and cycling distances used for rural settlements in the DAPs

Key Services & Facilities	Walking and Cycling Distance Used	National Standard	Local Standard/ Charfield
Retail (comparison) shops and services Market Towns & Town Centres (Defined in policy CS14 of Core Strategy)	1200 metres	Chartered Institute for Highways and Transportation (Providing for journeys on foot) 2000. Para 3.32, Table 3.2 sets out 400 Metre. But 1200 metres, for shopping outside of Town Centre locations, such as rural areas. Manual For Streets, best 800m. But under 2km acceptable Upper limit of 2km in MFS not considered appropriate when carrying goods or food items.	Charfield Decision - Convenience Store acceptable at 1200km
(Weekly) Superstore or Supermarket			
(Day to day) Smaller Food (Convenience) Shops			
GP surgery	800 metres	Manual For Streets, best 800m. But under 2km acceptable No standards set by NHS England	Not considered in Charfield Decision Core Strategy (2013) Policy CS23, Health Facilities included. Para 10.84, sets out 800 metres
Pharmacies			
Dentist			
Dedicated Community Centres – Defined by South Gloucestershire Council	800 metres	Manual For Streets, best 800m. But under 2km acceptable	South Gloucestershire Council Household Survey of Recreation and Open Space 2010 = 75% people will walk approx. 1300 metres to Community Halls. Core Strategy (2013) Policy CS23, Community Centres included. Para 10.84, sets out 800 metres
Library – Static	800 metres	Manual For Streets, best 800m. But under 2km acceptable	Core Strategy (2013) Policy CS23, Libraries included. Para 10.84, sets out 800 metres
Post Offices	800 metres	Manual For Streets – best 800m. But under 2km acceptable	No standards set in appeal decisions or policy.

			Considered a community facility rather than retail outlet for purpose of this Analysis– due to role in rural areas
Public Houses	800 metres	Manual For Streets – best 800m. But under 2km acceptable	Core Strategy (2013) Policy CS23, Public Houses Included. Para 10.84, 800 metres
Secondary School	3 miles	Education Act 1996 sets the maximum “statutory walking distance” as 3 miles (please see limitations section for notes on access to education facilities)	Local standard reflect national standard.
Primary School	2 miles	Education Act 1996 sets the maximum “statutory walking distance as 2 miles (please see limitations section for notes on access to education facilities)	Local standard reflect national standard.
Major Employers Designated Town Centres Safeguarded Employment Areas	2000 metres – walking and cycling	Chartered Institute for Highways and Transportation (Providing for journeys on foot) 2000. Table 3.2 sets out 500 metre to 2000 meters Manual For Streets, best 800m. But under 2km acceptable	Recent Appeal decision, including Charfield Decision – employment distance by walking and cycling not covered
Major Employers Designated Town Centres Safeguarded Employment Areas	Up to 5.6km – Cycling where suitable routes exist	Please see note below related to “2018 Alterations to Cycling Distance to Employment Facilities”.	National data on cycling commute, accident figures and comments received on 2017 Sustainable Access Methodology.

As some settlements have a boundary and some do not, the walking and cycling catchments were by default created by choosing the centre point within each settlement. This centre point was constructed utilising mapping software to calculate the geographical centre, for the majority of settlements with a defined boundary. For settlements with no boundary, planning officers created a centre point of ‘best fit’, where the largest concentration of properties were present. Following consultation feedback on the 2017 SAPs, a centre point for Thornbury was defined through a collaborative community process with Thornbury Town Council the Thornbury Residents Against Poorly Planned Development (TRAPP’D). The modified centre point was utilised for the analysis of services and facilities presented in the 2018 SAPs, which are replicated in this DAPs analysis.

Calculating distances

As noted above, a centre point within each settlement was established using GIS, with the exception of Thornbury.

GIS was then used to determine the number and types of key services and facilities within each catchment distance. The mapped information was refined by reference to consultation comments received on the previously produced Rural Settlements and Villages 2015 Topic Paper and 2017 Sustainable Access Profile e.g. that no suitable walking routes exist between some settlements and key services and facilities, that particular post offices had closed or that a local convenience store had opened in a particular settlement.

Information on the number of key services and facilities accessible by walking and cycling from each settlement, along with locational and name information of individual facilities was then recorded. This information, along with public transport connections and superfast broadband access was used to construct the 2018 SAP, and then, these DAPs. The profiles include reference to key changes arising from consultation comments received in 2015 and in 2017

The findings of the analysis for all places are presented in the: Sustainable Access – Villages and Settlements Findings (2018).

Findings of the Public Transport analysis are presented in: Sustainable Access – Public Transport Findings (2018).

These findings and the old SAPs for each rural place analysed can be [viewed online](#).

Walking and Cycling analysis - Limitations

The walking and cycling distances have been utilised for an 'as the crow flies' analysis of access to key services and facilities within GIS mapping software. Detailed route mapping considers barriers to movement, footpath provision and other methods such as space syntax analysis have not been employed when considering distances from key services and facilities to the centre of settlements. Consequently due to non-linear routes, or position of crossing facilities, there may be services and facilities in some locations that are beyond the walking or cycling distance shown. Similarly the quality of routes or lack of any reasonable walking and cycling routes from a settlement to a service or facility, might in reality reduce the ability to consider a key service or facility as accessible. Both issues may reduce the number of key services and facilities that are considered to be within walking and cycling distance from an individual settlement.

Education Facilities

It is important to note that South Gloucestershire Council as the Education Authority has a statutory duty to ensure all children can access primary and secondary education facilities. This methodology, the analysis and findings are not intended as a measure to assess the needs and requirements for home to school transport provision by the council.

2018 update – cycling distance to employment facilities

South Gloucestershire Council received comments on the 2017 Sustainable Access Methodology regarding the suitability of imposing the same distance limits for walking and cycling to key services and facilities. Further investigation of national and local evidence related to cycling distances and cycling behaviour has led to a modification of the distance limit for accessing employment facilities by cycling.

In 2011 census information set out that only 2.8% of people cycle to work in the UK¹³. The latest information shows that approximately 4% of commuting trips are cycled (period 2012 – 2017¹⁴). The figures demonstrate potential for a large increase in the number of people who cycle to work, but also significant barriers preventing this growth. The average trip length for a cycle journey in 2016¹⁵ was three and a half miles, or 5.6km.

The 2018 methodology set an additional upper distance of 5.6km, for accessing employment facilities by cycling. This distance will only be appropriate where evidence shows that longer distance commuting to Major Employers, Designated Town Centres, and Safeguarded

¹³ <https://www.cyclinguk.org/resources/cycling-uk-cycling-statistics#> How many people cycle and how often?

¹⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/736909/walking-and-cycling-statistics-england-2017.pdf

¹⁵ <https://www.cyclinguk.org/resources/cycling-uk-cycling-statistics#> How many people cycle and how often? (please see Section 4 – bullet point 4).

Employment Areas by cycling would be on safe or suitable cycle infrastructure and pathways.

Other Key Services and Facilities have had the original walking and cycling distance maintained, for the following reasons;

- It has been decided to maintain the distance for retail, as cycling further distances (up to 5.6km) with cumbersome shopping, particularly a large food shop, is impractical and unlikely to encourage modal shift; the same rationale has been applied to post offices and libraries.
- For the healthcare facilities, GP surgeries, Pharmacies and Dentists, the limit of 800 metres has been maintained as it is likely that those visiting these facilities may be unwell or otherwise unable to cycle long distances.
- Community centres cater to a range of ages, but include younger children, parents with younger children and older people, who are the groups considered more vulnerable and less likely to undertake longer distance cycling. For this reason the original limit has been maintained.
- Public Houses are often used for drinking alcohol and use late in the evening/night, and thus unsuitable for longer cycle journeys for regular use. It has been decided to maintain the original walking/cycling limit.

Safe and suitable cycling in rural areas – contextual information

Factors aside from distance can affect the ability and desire of people to cycle to employment opportunities. The area covered by South Gloucestershire Council involves a range of settings, from entirely rural to urban/suburban, and the areas/settlements which the DAPs are produced for reflect this variety.

The suitability of many roads, particularly outside the urban area, for cycling can be problematic and off-putting to increasing cycling rates. Cycling in the countryside is comparatively more dangerous when compared to cycling in an urban setting. The Department for Transport's 'Local Area Walking and Cycling Statistics: England, 2014/15 (page 17)'¹⁶ states that "despite carrying only 33% of cycle traffic, over half (51%) of cyclist deaths occur on rural roads. Accidents that occur on rural roads are more likely to be of a fatal nature compared to those on urban roads".

Motor vehicles tend to travel more quickly on rural roads than urban, with the national speed limit being in place; higher average speeds lead to accidents being more severe for cyclists in rural areas. Furthermore, rural roads are less likely to be illuminated by street lamps, less likely to have dedicated cycle areas and be subject to agricultural and industrial debris, which makes cycling in the early morning and evening more dangerous and particularly affects commuters.

Rural roads are statistically (and are perceived) as more dangerous to cyclists. Many locations covered by the DAPs are beyond the urban edge and not covered by dedicated cycle routes or quiet lanes. This would leave some potential cyclist in rural areas of South Gloucestershire no option but to use major rural 'A' roads and 'B' roads. These roads are often covered by the national speed limits, used by HGVs, and traffic entering or exiting the motorways which run from the urban area through the north and east of the district.

These issues re-enforce the need for a measured approach when considering the use of longer distance cycling from rural settlements within South Gloucestershire.

¹⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/536822/local-area-walking-and-cycling-in-england-2015.pdf

Methodology for assessing employment facilities within 5.6km

It was not considered appropriate for all rural places to be classified as able to access employment facilities by cycling up to 5.6km. Some areas in South Gloucestershire, particularly those on the urban fringe of Bristol, are/will be served by cycle paths, cycle lanes, and suitable on road cycle routes, and routes through quieter speed restricted residential areas, meaning that commuting longer distances is safer, and a more viable option.

In applying the 5.6km distance for cycling to employment facilities, the council initially considered whether suitable cycling infrastructure existed, and the quality of on-road cycling available, in order to facilitate safe and suitable cycling of this distance.

Both the council's own data on the location and type of cycle facilities within the district alongside Sustrans' data on National Cycle Routes was used to assess which rural settlements are considered to have access to safe and suitable cycling routes.

Once potentially serviced settlements are identified, GIS was used to confirm whether employment facilities were within the new limit for commuting by bicycle. This involved using an OS map base layer, information on cycle routes/quiet lanes, information on location of employment facilities and a measuring tool.

The additional employment facilities, beyond 2km but up to 5.6km, were then added to the count and listings of key services and facilities within each SAP, and are now updated into the DAPs.

Urban Areas – methodology and process

The introduction of the Urban Area DAPs has required a different approach to measuring sustainable access to key services and facilities. Due to the nature of each urban area (which are often better connected and with a higher concentration of services and facilities) the focus has been more on connectivity rather than assessing the level of services and facilities. For the purposes of the urban area DAPs, the key services and facilities within each community profile area have been mapped. More emphasis has therefore been given to public transport access to identify corridors and connectivity between different urban areas, and this is covered in more detail later on.

Public transport

Public Transport: Bus

The Travel Line South West¹⁷ website 'plan your journey' was used to query whether individual settlements and urban areas were served by a bus service which ran to any of the town, district and major employment centres listed in table 4 below.

The destinations considered in the DAPs differs between urban areas to rural settlements. This is due to the relative sustainability of urban areas which are likely to have greater access to more services and facilities. For instance, a resident in a rural settlement may travel to Thornbury to gain access to services and facilities located there. However it is unlikely that they would travel to Thornbury from an urban area location and instead, it is more likely that they would travel to Bristol City Centre.

Table 4 public transport destinations

Rural settlement: key destinations	Urban area: key destinations
Bristol City Centre	Bristol City Centre
Bradley Stoke	Bath City Centre

¹⁷ <https://www.travelinesw.com/>

Emersons Green	Emerson's Green Science Park
Filton	Aztec West
Kingswood	Avonmouth
Aztec West	Severn Beach
Staple Hill	Yate Shopping Centre
Thornbury	Yate Industrial Area
Yate	Cribbs Causeway
Cribbs Causeway	Parkway, Stoke Gifford
Longwell Green	Filton
Bath City Centre	Keynsham
Keynsham	Longwell Green
Wotton-Under-Edge	

For a bus route to be considered as a connection to one of the above destinations, the route was required to as an absolute minimum:

- Provide 5 separate daily journeys, both outward and return, on the same day (can be on the same or different service);
- Journeys each way had to take no more than one hour (as defined by TravellineSW, which considers walking to the centre of a location from a bus stop as well as change times etc);
 - A maximum 10 minutes walking time to a bus stop is included as part of the hour journey;
- For a weekday service to be considered, it needed to have one service which arrives at the destination before 9am and one which leaves after 5pm; and
- A weekend service is required to have one service arriving before 12 and one leaving after 3pm.

Please note, the above criteria is not meant to be a sustainable access standard and in most cases the above criteria would be a minimum service provision. In most cases, the council would expect provision of public transport to exceed this basic provision, especially in urban areas. The provision outlined above is in accordance with adopted policy PSP11: Transport Impact Management.

Furthermore, the level of service provision required is directly proportionate to the size and population of an area or settlement, or proposed development. Larger settlements tend to require a greater frequency. Future provision of public transport services would be expected to match the local circumstances and growth proposed, and will be considered on a case by case basis by transport specialists at the council.

Public Transport: Train

Given that there are passenger railway lines within the urban areas of South Gloucestershire, the updated DAPs include a brief assessment as to whether there is a train station located within the community profile area or rural settlement, and then briefly outlines whether there is a railway station within 2km of each place profile area.

Limitations of public transport analysis

With regards to the bus transport provision, the approach did not consider potential services to all centres where key services and facilities exist, only if any of the identified destinations could be accessed.

It should also be noted that commercial operators have a large degree of flexibility on which services they run, which can be changed at relatively short notice. Following comments received on the approach to analysing public transport in the previous Rural Settlements and

Villages 2015 Topic Paper, the methodology was modified to include new criteria (5 rather than 3 Journeys a day), and takes account of large scale changes to timetables, routes and services in the greater Bristol area.

The findings within the DAPs published in November 2020, are based on timetable information which was updated in early 2020. It is also noted that the current Covid-19 pandemic has impacted on the current service provision however the public service data within the DAPs reflects a more 'normal' service provision. The data in the DAPs was updated using the [South West Traveline](#) journey planner in March 2020 and will provide the most up to date information on public transport services. It may be necessary to review the public transport service provision outlined in the DAPs after the Covid-19 pandemic to get a better understanding of a 'normal' service provision as well as understand the impacts the pandemic may have had on provision.

Information relating to public transport access from individual settlements will need to be updated and checked whenever this information is used to determine allocation of housing sites or determining of planning applications.

Urban Areas – Public Transport Maps

The Urban Area DAPs also include a map to show the bus routes within each area. This allows analysis of public transport provision, and also areas where there are no nearby bus routes. This highlights that the level of public transport provision may not necessarily be consistent within an individual community profile area, or wider urban area.

The routes were mapped using 'First Bus'¹⁸ journey planners, during the first half of 2020 and was accurate at a point in time. As mentioned above, the impact of Covid-19 plus general updates to bus service provision may mean that the maps provided are not up to date. These do provide a good indication of provision within each urban area as well as highlighting where there may be any gaps in the network provision.

Information relating to public transport access from individual settlements will need to be updated and checked whenever this information is used to determine allocation of housing sites or determining of planning applications.

Superfast Broadband Access

The 2012 South Gloucestershire Strategy has the aim of "Improving access to broadband for residents and businesses in South Gloucestershire by gap funding and project managing the installation of a wholesale broadband network, from which internet service providers can sell faster broadband service". The Phase 1 and Phase 2 rollout have been completed and the rural DAPs have been updated to reflect this.

Superfast broadband update

Work has begun on Phase 3 Superfast Extension Programme (SEP) which aims to improve superfast broadband connectivity within the rural areas of South Gloucestershire. This will effect connectivity for some of the rural settlements assessed through the DAPs and these have been updated to reflect the latest updates on the SEP project. Further details on this can be found on the Councils [webpage](#).

In Urban areas, no assessment of superfast broadband has been carried out as 96% of premises in South Gloucestershire already has access to superfast broadband¹⁹. Therefore,

¹⁸ <https://www.firstgroup.com/journey-planner/>

¹⁹ Connecting South Gloucestershire - <https://sites.southglos.gov.uk/broadband/latest/>

the DAPs make an assumption that the urban areas have access to the superfast broadband. You can check what access speeds are available to you via the [Openreach website](#).

Limitations of Superfast Broadband Access

The council is mindful of the fact that as the distance from superfast broadband cabinets increases, the reliability and speed of connection decreases. This can result in some parts of settlements which are considered to have superfast broadband, possibly failing to have reliable superfast broadband access. Currently the issue can only be analysed on a property by property basis and no comprehensive method is available to analyse exactly how far from a cabinet properties have to be before they no longer have reliable superfast broadband. The council therefore welcomes clarification and comments in relation to superfast broadband access within individual settlements.

Appendix of services and facilities

The services and facilities outlined have been identified using geographic information systems data as well as the Local Land and Property Gazetteer (LLPG) information. This has then been checked by officers to verify information where this is inconsistent.

Local community knowledge is invaluable in verifying and updating the DAPs and we acknowledge that often the data collected may not be the most up to date. The profiles therefore include the appendix for the benefit of the community to check if the profile is correct. **We are relying on the community's local knowledge to confirm or update our data within these profiles.** Please visit the consultation webpage to let us know if there are any updates required to the profile for your local community, for example where a shop has closed.

The consultation webpage can be found [here](#).

ANNEX 1 – Example of population and household calculation

The following example (with accompanying pictures), illustrates how the population and household estimates were calculated for the settlements in the case of Hinton which falls within the Census Output Area (COA) as Dyrham: E00075124 (fig 1).

1. The population of E00075124 at the time of the Census was 296 and there were 130 household spaces recorded.
2. According to a snapshot of the LLPG taken on Census day 2011: 32% of the UPRNs in COA E00075124 were located within the settlement boundary of Hinton (figure 2). 19.2% of UPRNs were located within the settlement boundary of Dyrham.
3. Population and household space figures were therefore calculated proportionally using the COA total population and household space figures as provided by the 2011 census, which were then rounded to the nearest whole number.
 - a. Population and household space totals for the COA containing Hinton and Dyrham = 296 for total population and 130 for total household spaces
 - b. As Hinton contained 32% of UPRNs in this COA it is estimated the population is 95 ($296/100*32$) and the household space figure is 42 ($130/100*32$).

Figure A1 COA level data

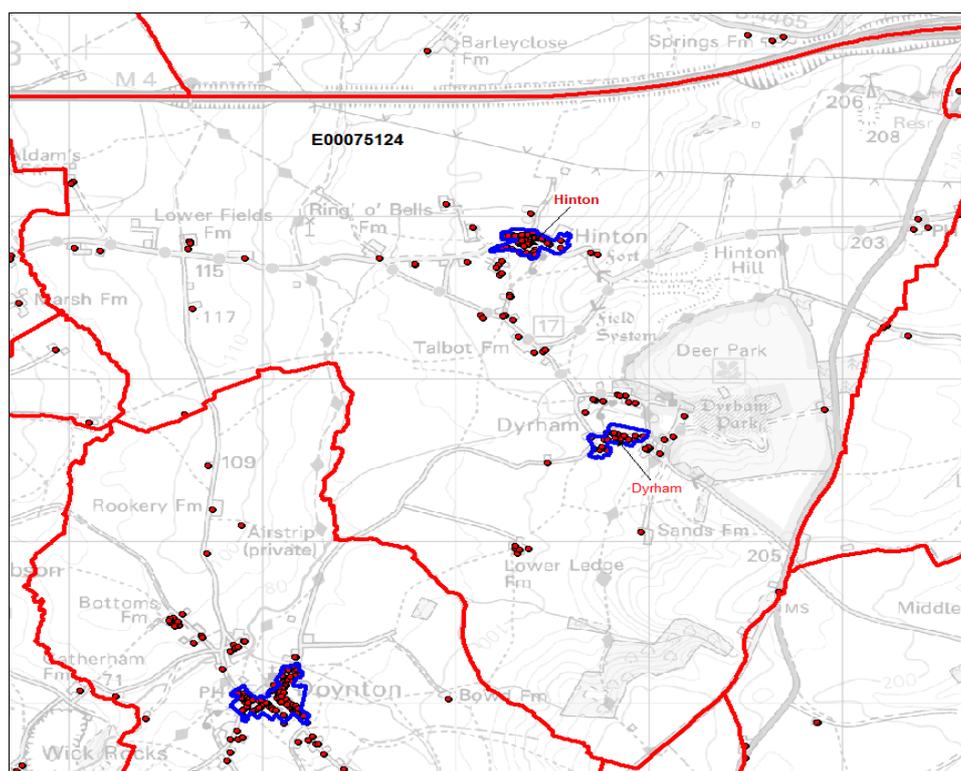
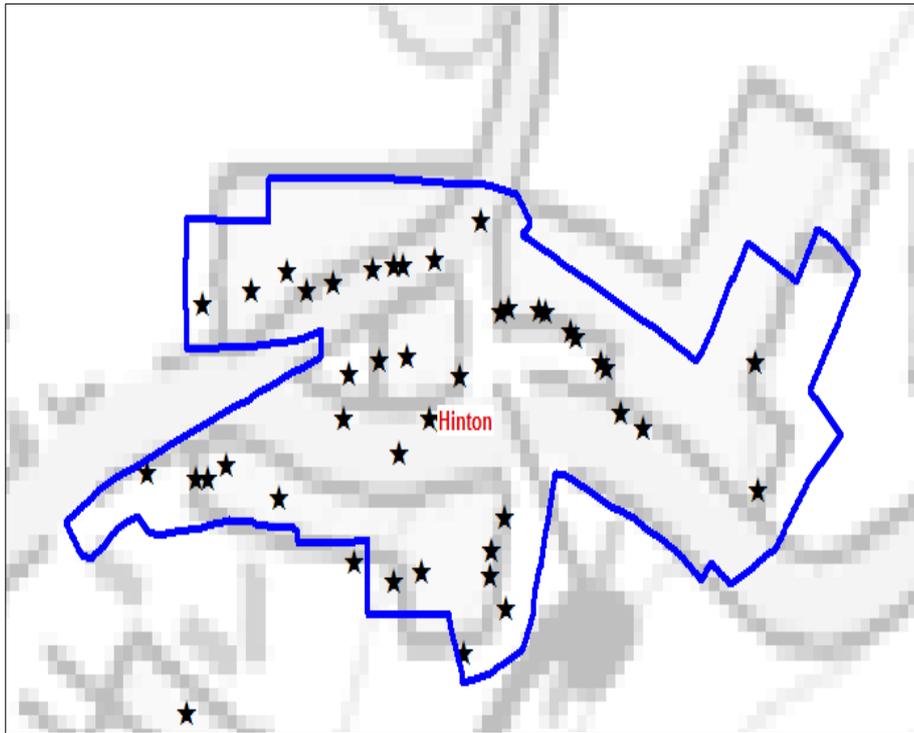


Figure A2- 2011 census and associated LLPG data



ANNEX 2 – Key Services and Facilities – Rationale and Data Source

Key Services & Facilities	What is specifically included?	Justification?	Data Source
<p>Retail (comparison) shops and services</p> <p>Market and Town Centres (Defined in policy CS14 of Core Strategy)</p>	<p>Serving the needs and wants of a population, comparison retail or services shops covers all those shops selling goods and services, with the exception of food. Comparison shops can include; clothes shops, electronic goods, newsagents, banks, hair dressers, estate agents, financial services, travel agents.</p> <p>Agglomeration of these uses are greatest in defined town centres, in other locations a critical mass of units provides a greater choice in goods and services, which can avoid the need to travel or drive to larger centres and retail destinations.</p>	<p>Individual shops make a vital but comparatively less important contribution to meeting retail and service needs, than a variety of different types of retail and service shops.</p> <p>Greater numbers of shops or defined retail centres offer greater choice of access to retail.</p>	<p>Consultation comments received</p> <p>Rural Settlements and Villages 2015 Topic Paper Core Strategy (Policy CS14 of Core Strategy)</p> <p>Town Centre Boundaries - PSP31 PSP Plan.</p>
<p>(Weekly) Superstore or Supermarket</p>	<p>Superstores and supermarkets offer a wide variety of food and household merchandise and are important in meeting convenience needs which are likely to arise on a weekly basis. If available to a local community they can offer guaranteed access to fresh fruit and vegetables, meat and also specialised food and home items</p>	<p>Supermarkets supply a large variety of food items, and often non-food items. Therefore they are considered to carry greater weight than a variety of smaller convenience food stores.</p>	<p>South Gloucestershire Council, Environmental Health Records (2015)</p>
<p>(Day to day) Smaller Food (Convenience) Shops</p>	<p>Small convenience and food stores provide a limited range of goods, to assist meet the daily food needs of a population, such as milk, bread, a limited fresh food or frozen product range. Village shops, convenience stores at a petrol station, standalone local</p>	<p>Individual food shops can provide a vital means of meeting of daily convenience needs. Greater variety and type of local food shops, offers greater choice, however not considered to offer the same level of</p>	<p>South Gloucestershire Council, Environmental Health Records (2015) Consultation comments received Rural Settlements</p>

Key Services & Facilities	What is specifically included?	Justification?	Data Source
	butchers, bakers or fruit and vegetable shop are all examples of smaller convenience shops. A critical mass of different food shops can provide a reasonable range of choice in food avoiding the need to drive to supermarkets or large centres. Local shops can also provide informal social contact, which facilitates the development of support networks, particularly for elderly or frail users.	food choice as supermarkets or superstores,	and Villages 2015 Topic Paper
Medical Centre/GP surgery	Doctor's surgeries are important healthcare facilities. The presence of them in a settlement is especially useful for those with acute or long term health issues. One of NHS South Gloucestershire's strategic priorities is for health services to be more closely located to local people and places. With a generally aging population easy access to GPs, particularly in more remote rural communities can be an important part of many people's lives.	GPs are considered the most important health facility included in this analysis. Certain GPs however offer a service only on a limited basis, therefore GP Surgery's open less than 3 days will not be counted as a full GP facility. Such limited hours facilities will be referenced where relevant.	NHS South, Central and West Commissioning Support Unit (2015) South Gloucestershire Planning Officer Review of SHAPE (2016)
Pharmacies	Pharmacies are useful facilities for health care. The presence of them in a settlements is especially useful for those with long running health issues and older people that proportionally may have higher demand for health related facilities. In addition to distributing prescription medicines, pharmacies provide advice on minor illnesses and staying healthy. Some also provide screening and vaccination services.	While Pharmacies are important health facilities, they are focussed on distribution rather than diagnosis and therefore relatively should carry less weight than access to a GP surgeries.	NHS South, Central and West Commissioning Support Unit (2015) South Gloucestershire Planning Officer Review of SHAPE (2016)
Dentists	Dental services keep people's mouths, teeth and gums healthy and free of pain. People often travel a long distance to maintain contact with a trusted dentist and it is therefore preferable for dentist surgeries to be located close to good bus routes	While Dentists are important health facilities, they are visited much less often than GP surgeries, relatively should carry less weight than access to a GP surgeries.	NHS South, Central and West Commissioning Support Unit (2015)

Key Services & Facilities	What is specifically included?	Justification?	Data Source
			South Gloucestershire Planning Officer Review of SHAPE (2016)
Dedicated Community Centres – Defined by South Gloucestershire Council	<p>Dedicated community centres are important community facilities, providing a base for local organisations, community events, social interaction, room and space to hire. A dedicated community centre is one which provides a range of affordable and accessible activities and services which is owned or managed by the community for use by the whole community in perpetuity. Management by the community allows the facility to respond directly to local needs.</p> <p>A distinction is made between a dedicated community centre and a meeting space that's available for community members or groups to use in a building with a different primary purpose, for instance a room for hire in a public house or church, or a school hall.</p>	Dedicated community centres are likely to offer more services and opportunities for guaranteed access, in perpetuity. Therefore these facilities should be weighted more highly than for example public houses, which also offer opportunity for social interaction	South Gloucestershire Council 2014, and South Gloucestershire Infrastructure Delivery Plan (March 2014)
Library – Static	Public libraries provide information resources for everyday use and support formal and informal education and lifelong learning.		South Gloucestershire Council 2014
Post Offices	Post Offices are valuable community facilities, particularly in rural areas, that allow access to a number of financial and communication services. They can also provide informal social contact, which facilitates the development of support networks, particularly for elderly or frail users		Post Office 2008 Consultation comments received Rural Settlements and Villages 2015 Topic Paper
Public Houses	Aside from serving food and drink, pubs provide a meeting place for people and can contribute to a sense of community		South Gloucestershire Council, Environmental Health Records (2015)

Key Services & Facilities	What is specifically included?	Justification?	Data Source
Secondary School	Access to a secondary school is essential for younger people and their families, and in many cases they provide facilities for the wider community		South Gloucestershire Council (2015) Consultation comments received Rural Settlements and Villages 2015 Topic Paper
Primary School	Access to a primary school is essential for families with young children and they play an important role in many communities.		South Gloucestershire Council (2015) Consultation comments received Rural Settlements and Villages 2015 Topic Paper
Major Employers Town Centres (Defined in policy CS14 of Core Strategy) Safeguarded Employment Areas	Employment is a necessity for most people within South Gloucestershire, the availability of employment within close proximity to homes can reduce the need to travel by private car. Employment opportunities include sites employing 100 people or more (Major Employers) and defined town centres which can offer retail, service and office employment. Having access to a number of major employers increases opportunities for meaningful employment and further reduces the need for travel. The South Gloucestershire Employment Land Review analysed the existing supply of employment land, economic forecasts, recent trends in the take up of employment land and local policy objective to quantify the amount of land for employment uses required in the district to 2026. Safeguarded sites included those already in employment use, as well as historic South Gloucestershire Local Plan (2006) allocations and commitments which either have planning permission or are an	The greater the number of major employers, safeguarded areas or defined centres, the greater the amount and range of employment opportunities. Therefore larger numbers of employment sources within 2km walk or cycle should carry greater weight.	South Gloucestershire Council, Economic Development (2015) Town Centres defined in Policy CS14 of Core Strategy. PSP31 – Town Centre Boundaries Safeguarded Employment Areas in Policy CS12 of Core Strategy Consultation comments received Rural Settlements and

Key Services & Facilities	What is specifically included?	Justification?	Data Source
	advanced stage of employment development.		
Superfast Broadband Access	Paragraph 112 of the NPPF sets out that; 'Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being'. In essence, it can play an important role in rural areas, particularly to assist access to some retail, education and some employment opportunities. Though the cost of deliveries for online shopping, particularly food is acknowledged.	Consultation on the 2015 Topic Paper highlighted that broadband at that time was weighted too heavily and accuracy of which settlements had access and the level of access within individual settlements was patchy. In future broadband should not carry the same weight as having for example public transport connections, full range of health facilities or retail and food buying opportunities.	South Gloucestershire Council October 2015 Consultation comments received Rural Settlements and Villages 2015 Topic Paper Superfast broadband roll out (2017 Programme)
Public Transport Access to Key Services and Facilities	Locations containing key services and facilities are the defined town centres, market towns and larger High Street of Kingswood (excluding the "High Streets" of Hanham, Downend) within Core Strategy policy CS14, Cribbs Causeway and Longwell Green retail facilities. Public transport to these locations is considered to offer potential access to the range of key services and facilities included within this analysis and further facilities such as larger quantum of retail and service shops, leisure facilities and large health care facilities. Please see the methodology outlined above for criteria utilised to determine public transport connections from settlements.	Weekday travel, if included in the analysis offers an opportunity to access employment, health services, community facilities and retail (food and non-food) found in larger centres, and major employment and service areas. A weekend service is more likely to offer access to retail and possibly community facilities and much more limited employment and health facilities.	TravellineSW and First Bus Websites – Accessed Up to March 2020 Consultation comments received Rural Settlements and Villages 2015 Topic Paper