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<tr>
<td>AONB</td>
<td>Area of Outstanding Natural Beauty</td>
</tr>
<tr>
<td>AMR</td>
<td>Annual Monitoring Report</td>
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<tr>
<td>BfL</td>
<td>Buildings for Life</td>
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<tr>
<td>BREEAM</td>
<td>Building Research Establishment Environmental Assessment Method</td>
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<td>CHP</td>
<td>Combined Heat and Power</td>
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<td>CIL</td>
<td>Community Infrastructure Levy</td>
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<td>CS</td>
<td>Core Strategy</td>
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<td>D&amp;A Statement</td>
<td>Design and Access Statement</td>
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<tr>
<td>DCLG / CLG</td>
<td>Department of Communities and Local Government</td>
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<tr>
<td>DPD</td>
<td>Development Plan Document</td>
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<tr>
<td>DTLR</td>
<td>Department of Transport, Local Government and the Regions</td>
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<td>EC</td>
<td>European Community</td>
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<td>GI</td>
<td>Green Infrastructure</td>
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<td>GTAA</td>
<td>Gypsy and Traveller Accommodation Assessment</td>
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<td>HCA</td>
<td>Homes and Communities Agency</td>
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<td>HGV</td>
<td>Heavy Goods Vehicle</td>
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<td>JLTP</td>
<td>Joint Local Transport Plan</td>
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<td>LDD</td>
<td>Local Development Document</td>
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<td>LDF</td>
<td>Local Development Framework</td>
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<tr>
<td>M&amp;WLP</td>
<td>Minerals and Waste Local Plan</td>
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<td>MOD</td>
<td>Ministry of Defence</td>
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<td>NHS</td>
<td>National Health Service</td>
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<td>National Policy Statement</td>
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<td>Primary Care Trust</td>
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<td>PPS</td>
<td>Planning Policy Statement</td>
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<tr>
<td>RFA2</td>
<td>Regional Funding Allocation/Advice</td>
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<td>RSPB</td>
<td>Royal Society for the Protection of Birds</td>
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<td>RSS</td>
<td>Regional Spatial Strategy</td>
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<td>RT</td>
<td>Rapid Transit</td>
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<td>S&amp;P</td>
<td>Sites and Policies</td>
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<td>S106</td>
<td>Section 106 Agreement</td>
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<tr>
<td>SA</td>
<td>Sustainability Appraisal</td>
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<td>SGC</td>
<td>South Gloucestershire Council</td>
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<td>SGLP</td>
<td>South Gloucestershire Local Plan</td>
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<tr>
<td>SHLAAA</td>
<td>Strategic Housing Land Availability Assessment</td>
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<td>Strategic Housing Market Assessment</td>
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<tr>
<td>SPD</td>
<td>Supplementary Planning Document</td>
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<td>SuDS</td>
<td>Sustainable Drainage Systems</td>
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<tr>
<td>UKBAP</td>
<td>UK Biodiversity Action Plan</td>
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<td>UWE</td>
<td>University of the West of England</td>
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<td>WEP</td>
<td>West of England Partnership</td>
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<td>WoE</td>
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1. Introduction

Planning for the Future

1.1 Planning shapes the places where people live and work and the country we live in. In South Gloucestershire we believe good planning should make a positive difference to our lives and help to deliver homes, jobs, and better opportunities for all, whilst balancing this against protecting and enhancing the District’s high quality natural and historic environment, and conserving the countryside and open spaces. The Council has identified sustainable development as a core principle underpinning all the things we do, where sustainable development is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

1.2 In South Gloucestershire planning, therefore, has a key role to play in the creation of ‘sustainable communities’ i.e. communities that will stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential. Having up to date and effective statutory planning policies to direct the use and management of land and to make and decide planning applications is essential. However, the regional policy context for the Core Strategy has yet to be agreed, so the Council’s approach in this document is to set out how growth will be managed over the next 10 years, together with a framework for the longer term. The document also includes a suite of planning policies which can be used for the management of development and in determining planning applications.

The Core Strategy

1.3 The Core Strategy is the key document in our portfolio of Local Development Framework (LDF) planning documents. This document sets out a vision for the area based on evidence, community objectives and the detailed spatial strategy for future development in South Gloucestershire to 2026. It includes policies and programmes for the general location of new development, its type and scale, and the resources to deliver it, as well as protecting what is valued about the area.

Future Documents

1.4 The way we are asked to prepare new development plans however means that unlike the South Gloucestershire Local Plan, not all documents of the Local Development Framework (LDF) need to be prepared all at the same time. Although the Core Strategy is the most important document in the Council’s LDF, it will also need to be supported by additional Local Development Documents. These additional documents will need to be in conformity with policies contained in the Core Strategy. The future set of Local Development Documents which the Council is intending to bring forward are:
Sites and Policies Development Plan Document (S&P DPD) – This will contain non-strategic site allocations, for example town centre boundaries, any changes to village settlement boundaries and the detailed development management policies. Work on this document will commence during 2011.

Supplementary Planning Documents (SPD) – To support the Core Strategy and Sites and Policies DPD, the Council is proposing to prepare four Supplementary Planning Documents from 2012. These will comprise:

- Design Checklist SPD
- Affordable Housing and Extra Care SPD
- Green Infrastructure SPD
- New Neighbourhoods (Master Planning) SPD

Status of the Core Strategy

1.5 By publishing the Core Strategy, the Council is taking a major step forward in preparing an overarching development vision and spatial strategy for South Gloucestershire up to 2026. Given that the status and timetable for the production of the RSS remains very unclear, the Pre-Submission Publication Draft represents a material consideration in exercising the Council’s development management functions.

1.6 The weight to be attached to the emerging Core Strategy in relation to the Draft RSS prior to its adoption is a matter for the decision maker at the time of making the decision concerned, taking into consideration the stage the document has reached, the issues involved and the relevant parts of the RSS being reviewed in relation to the Core Strategy. However, notwithstanding this, the Council will use and apply the Core Strategy for its decision making purposes in order to ensure proposed development is in line with the Council’s commitment to planning for sustainable communities.

1.7 Until the Core Strategy is adopted in April 2012, the South Gloucestershire Local Plan (SGLP), adopted January 2006, and the Minerals and Waste Local Plan (M&WLP), adopted 2002, together with the Proposals Map, will continue to be used alongside national planning guidance and relevant regional policies as the Council’s basis for determining all planning applications. South Gloucestershire has agreed with the government that 94 SGLP policies and 37 M&WLP policies will continue to be saved until replaced by LDF documents.

1.8 When the Core Strategy is adopted some SGLP and M&WLP policies will no longer be required. Appendix 2 sets out which policies of the SGLP and M&WLP are proposed to be replaced by the policies in the Core Strategy. As other LDF documents are adopted remaining policies from these plans will be replaced. The Proposals Map will also be updated and maintained on a rolling basis to identify development allocations and constraints to reflect the portfolio of DPDs prepared.
1. Introduction

1.9 More information on the range and content of the documents that will form the LDF can be found in our Local Development Scheme. This is available to view on our website www.southglos.gov.uk/corestrategy

National and Regional Context

1.10 The Core Strategy has been prepared having regard to national planning policy set out in Planning Policy Guidance notes and Planning Policy Statements. The document does not repeat national policies, but aims to express their objectives.

1.11 The preparation of the Core Strategy has been undertaken in the context of the ongoing delay with finalising the South West Regional Spatial Strategy (RSS) which is the higher level strategic planning document for the whole of the South West. The Proposed Changes to the RSS were published by the Secretary of State in July 2008. This identified 32,800 new homes for South Gloucestershire. However, due to a successful legal challenge to the East of England Regional Spatial Strategy, the RSS has been delayed pending further work on sustainability appraisal to ensure that alternatives to its proposals were properly tested. It is currently unclear when this work is due to be completed and what action the government will take to progress the Regional Spatial Strategy.

1.12 South Gloucestershire Council has expressed strong objections to the high levels and distribution of housing development proposed by government for the district. Notwithstanding this we feel it is important to have an up to date planning framework to manage and guide development in accordance with the Council’s commitment to sustainable development. In preparing the Core Strategy we have tried to remain in general conformity with the emerging RSS. However, as the housing figures are now significantly above the original figures in the submitted Draft RSS for South Gloucestershire (23,000 dwellings) and those recommended in the EIP Panel Report (30,800 dwellings), and the latest Areas of Search are also somewhat different from those originally put forward in the submitted Draft RSS, the Council does not consider the level of growth proposed by RSS is either sustainable or deliverable.

1.13 In these changing and challenging circumstances the Council is making progress by developing a Pre-Submission Core Strategy, which sets out with some certainty our approach to managing growth in the next 10 years, along with a framework for the longer term, and a suite of planning policies which can be used for the management of development and in determining planning applications. Should the situation change with the emerging RSS this will be reviewed and considered at the next stage of the Core Strategy.

Partnership Working

1.14 As a spatial plan the Core Strategy does not just consider land use, but ‘joins-up’ with the plans and strategies of other organisations and agencies, as well as with our own, so that we are all working in the same direction. The preparation of the Core Strategy would have
not been possible without the engagement and involvement of a wide range of people and organisations all of whom are committed to making South Gloucestershire a great place to live and work. The Council is grateful to all our partners and their involvement in contributing to the Core Strategy. In particular, parish and town councils, voluntary and community groups, local businesses and public sector agencies that work actively in our communities. The Council works with a wide range of partners, both statutory and non-statutory. The partnerships that are formed will vary both geographically and thematically throughout the period of the Core Strategy.

1.15 The Core Strategy has been prepared to be closely integrated with the South Gloucestershire Sustainable Community Strategy and the work we are doing with the other West of England Authorities: Bristol City, Bath and North East Somerset and North Somerset Councils.

South Gloucestershire Sustainable Community Strategy

1.16 The Core Strategy is the key strategy for delivering the spatial elements of the South Gloucestershire 2026 Sustainable Community Strategy. This strategy was adopted in January 2008 and sets out the shared vision and key priorities for the future of the area as identified and shaped by its people and partners.

1.17 The alignment of the Sustainable Community Strategy and the documents of the Local Development Framework will enable an integrated approach towards future development within South Gloucestershire and provide a framework for the delivery of sustainable development, working with our partners the Primary Care Trust NHS South Gloucestershire, the Police and emergency services at a local level. This is key to the cohesive delivery of the aspirations of South Gloucestershire’s communities.

Working with our neighbouring Unitary Authorities

1.18 Joint Waste Core Strategy - Along with Bristol, Bath & North East Somerset and North Somerset Councils, we are preparing a Joint Waste Core Strategy. This will sit alongside our Core Strategy and be part of our Local Development Framework. The Pre-Submission Core Strategy document was published in January 2010 and sets out the vision and strategy for managing waste and the spatial strategy for delivering strategic recovery facilities. The Joint Waste Core Strategy does not just provide the strategy for waste facilities, but it also addresses waste minimisation and the opportunities for generating heat from waste. There therefore needs to be close integration between the two Core Strategy documents.

1.19 Our Future Transport - The Joint Local Transport Plan 2 (2006 – 2011) JLTP2 sets out our vision for future travel and transport in the West of England. This seeks to address not only the area’s current transport challenges, but also to sustainably consider the transport impact of the new houses, new businesses, new schools and new shopping areas anticipated for the future. The next Joint Local Transport Plan (known as JLTP3) is currently being prepared. The plan period will be 2011 to 2026. Its vision is for a transport system that strengthens the local economy, improves access, ensures alternatives to the car are a realistic first choice as well as
1. Introduction

being affordable, safe, secure, reliable, simple to use and available to all. To deliver the JLTP3 we will work with the West of England authorities and their Local Strategic Partnerships, our partners in the Highways Agency, Network Rail and train and bus operators.

1.20 In February 2009 the South West Region updated its transport funding priorities for the next 10 years and submitted this to government. This submission identified seven major transport schemes in the West of England to be brought forward to completion within the next 10 years, and a further four schemes for which construction would start during this period. The schemes in South Gloucestershire, specifically, are the Greater Bristol Bus Network, which is currently being constructed, the North Fringe to Hengrove Package, the Bristol Metro Rail Project and the Emersons Green to Ashton Vale Rapid Transit (phase 2). The delivery of these key infrastructure projects forms a major element of the Core Strategy’s spatial vision and Strategy for Development.

1.21 The local level plans and strategies which we think are the most relevant to the South Gloucestershire Core Strategy are listed in Appendix 1.

Developing the Core Strategy

Community Involvement

1.22 Work began on preparing the Core Strategy in 2007. Public consultation on the Core Strategy Issues and Options ran from May to July 2008. This document reflected the proposals that were emerging at the time out of the regional planning process, in terms of housing numbers and locations, and was an opportunity for the Council to make the district aware of what was being put forward. Approximately 1,900 responses were received as part of the Issues and Options consultation. A report containing summaries of the responses received is available separately.

1.23 To progress the Core Strategy the Council has worked closely with local community representatives to consider and discuss the options and choices for managing the pressure for future growth and housing development. A series of events held in areas where future growth is planned, organised by local community representatives, facilitated by officers and involving major landowners and developers, has provided very valuable information to inform the preparation of the Core Strategy. In addition the emerging Core Strategy policies have been discussed with a range of key stakeholders both within the Council and supporting partners and agencies. This engagement has included two South Gloucestershire Youth Summits, briefing events for Town and parish councils and the Local Strategic Partnership. The purpose of this has been to seek views about the purpose and wording of individual policies.

1.24 This approach is consistent with plan making regulations set out in PPS12 which advises local authorities to engage key stakeholders in timely and effective discussions.
1.25 A report detailing all engagement undertaken subsequent to Issues and Options consultation is available separately. For further information on how the community can be become involved in the Local Development Framework, please see our Statement of Community Involvement (available separately).

**Sustainability Appraisal**

1.26 The Core Strategy must contribute to the delivery of sustainable development. The Sustainability Appraisal (SA) process is carried out during the preparation of a plan to assess the economic, social and environmental impact of emerging policies. The Sustainability Appraisal Report that accompanies this document provides assessments of the policies and proposals contained in this document, as well as appraisals of alternatives to ensure that the most sustainable options have been chosen. The Sustainability Appraisal Report can be viewed/downloaded from www.southglos.gov.uk/corestrategy

**How to use this document**

1.27 The Core Strategy is comprised of three main elements:

1.28 The first part sets out the role and purpose of the Core Strategy. This includes the spatial portrait of the district as at 2010, key issues and development vision, along with spatial objectives and a development strategy.

1.29 The second part of the document builds on information above and sets out the overarching policies to provide strategic alignment with the Sustainable Community Strategy, join up with other plans and programmes, and fulfil South Gloucestershire Council’s high level objectives for tackling climate change and delivering sustainable communities. There are six chapters with 24 cross-cutting policies, based on the following themes:

- Responding to Climate Change and High Quality Design;
- Managing Future Development;
- Tackling Congestion and Improving Accessibility;
- Managing Environmental Resources and Built Heritage;
- Maintaining Economic Prosperity; and
- Providing Housing and Community Infrastructure.

1.30 The final part of the document deals with issues facing each part of the district and sets out spatial policies to achieve priorities such as mixed and balanced communities, economic development, job creation and transport investment. Core Strategies are required to be spatial in nature and to set out a strategy to deliver their overall vision and key objectives. This area based approach contains 11 ‘place making’ policies that will effectively guide future investment and other plans, policies and programmes to achieve strong and prosperous sustainable communities in each of the six spatial areas of the district. The six spatial areas are:
1. Introduction

- Communities of the North Fringe of Bristol urban area;
- Communities of the East Fringe of Bristol urban area;
- Yate/Chipping Sodbury;
- Thornbury;
- Rural Areas; and
- Severnside.

Next Steps

1.31 This document is the Publication Version of the Core Strategy. It is the version that the Council proposes to submit to the Secretary of State for independent examination under the terms of the Planning and Compulsory Purchase Act 2004.

1.32 The role of the ‘Publication Version’ document is to provide the opportunity for comments – which are known as ‘representations’, to be made before it is submitted to the Secretary of State.

1.33 The Council is committed to open and wide consultation. To ensure our communities have a full opportunity to understand and consider this plan, South Gloucestershire will ensure full compliance with the Local Compact Agreement. A consultation statement explaining the procedures the Council is taking to promote and share this plan is included as a supporting document. Full details are also available on our website www.southglos.gov.uk/corestrategy

1.34 If representations raise matters or circumstances which would suggest further changes should be made to the Core Strategy before it is submitted, the Council will consider the appropriate way to proceed.

Strategy for Development – Summary Statement

1.35 South Gloucestershire has experienced considerable change throughout the past half century. In the period up to 2026 the district faces the challenge of continuing to ensure that growth that has taken place and that which is further planned does so in a way that supports the Council’s commitment to sustainable communities. Responding to and managing the impact and pressure of new development is therefore a key challenge. This is even more so when the longer term effects of climate change, rising child and adult obesity, the needs of an aging population and supporting economic growth and job creation are recognised. To respond successfully, South Gloucestershire Council has prepared and published its Core Strategy. This sets out the development vision, spatial strategy and the policies needed to achieve sustainable development.

1.36 Overall the Core Strategy makes provision for 21,500 new homes in the period 2006-2026. Of this total some 2,600 dwellings have been completed between 2006/7-2008/9, requiring an additional 18,900 new homes at an average rate of 1,112 dwellings each year. To provide this new housing and the necessary infrastructure to support sustainable communities, the plan's
Strategy for Development concentrates new development within the Bristol North Fringe/ East Fringe urban areas, in places where essential infrastructure is in place or planned. This will reduce the need to travel and commute, accompanied by a package of public transport measures and supported by other community infrastructure.

1.37 Development in the North Fringe of Bristol is focused at two key areas. At Patchway/Cribbs Causeway land is allocated for 2,200 dwellings/14ha of employment land at Charlton Hayes. Further strategic provision is also made for new neighbourhoods of up to 1,750 homes, local services and facilities at Cribbs Causeway and south of Filton Airfield. The second key area is West of the M32/East of Harry Stoke where, in the first five years of the plan, a major element of the 2,600 dwellings planned to be delivered at three key sites Wallscourt Farm, Harry Stoke and land East of Coldharbour Lane will be completed. Subject to the delivery of a new transport link serving Stoke Gifford, a new neighbourhood of up to 2,000 homes is also planned in this area to come forward after 2016. In the East Fringe of Bristol, a major mixed-use development on 177ha of land at Emersons Green East comprising 2,750 dwellings, a Science park and 19ha of employment is identified.

1.38 Outside the Bristol urban area, development land will be provided in Yate/ Chipping Sodbury and Thornbury, to promote greater self-containment of these settlements. Within villages, the focus will be on supporting existing services and limiting new housing. At Yate and Chipping Sodbury, up to 2016, their separate but inter-related roles will be developed, achieving greater self-containment and strengthening the vitality of the towns as service centres, including major investment in Yate town centre, employment areas to the west of the Town and a new foodstore in Chipping Sodbury. Subject to a new sewer connection being provided, a new neighbourhood of 3,000 new homes at North Yate is envisaged. Limited development of up to 500 new homes is also planned at Thornbury, and employment development at Severnside will be supported, subject to ecological/ biodiversity issues.

1.39 In promoting this Strategy for Development, the Council has sought to limit the impact of new housing development on the Green Belt. The Council remains in principle opposed to significantly reducing the Green Belt to accommodate land for housing growth per se. However, the Council does recognise that new primary transport infrastructure is needed to support the Council’s wider objectives and initiatives. For this reason land to the west of the M32 which is currently Green Belt is identified for the Stoke Gifford Transport Link. This will be a new public transport and road connection between Bradley Stoke and the A4174 Avon Ring Road to alleviate existing congestion around the Parkway Railway Station bridge, as part of the major Rapid Transit link between the Bristol North Fringe urban area and Hengrove in south Bristol.

1.40 The current economic downturn and the continuing delays and uncertainty over the South West Regional Spatial Strategy will continue to have an impact on housing delivery for the next year or so. To support the economic recovery the Council is confident that the level of existing commitments, and the ongoing partnership working on planning for the new neighbourhoods, will mean that there is a rolling and deliverable supply of housing available in the short to medium term to ensure new growth is phased with the delivery of the necessary infrastructure required to support sustainable communities.
2. Setting the Scene

2.1 South Gloucestershire covers an area of 497 square kilometres and has a population of 252,000. The settlement pattern is characterised by urban development within the North\(^1\) and East\(^2\) Fringes of Bristol and a large rural area containing the towns of Yate/Chipping Sodbury (population 34,500) and Thornbury (population 12,500) and over 30 villages. 60% of the population live within the urban area, 19% within the 2 towns and 21% within the rural areas.

2.2 South Gloucestershire has seen substantial levels of development throughout the past half century (the population has grown by 13% in the last 15 years and by 23% in the last 25), but this development has not been matched by the provision of essential physical and social infrastructure. The heart of this growth is located to the south of the junction of the M4 and M5 motorways around the intersection of the north/south east/west rail links in the vicinity of Stoke Gifford and Bradley Stoke.

2.3 Substantial growth has also taken place in the East Fringe of Bristol at Longwell Green and Emersons Green and, beyond the Green Belt, at Yate/Chipping Sodbury. This expansion is currently contained by the Green Belt and motorways.

2.4 South Gloucestershire has many contrasting landscapes, ranging from the distinctive scarp and hills of the Cotswolds Area of Outstanding Natural Beauty to the flat expanses of the Severn levels and the urban landscape around the edge of Bristol. Many landscapes have undergone significant change as a result of the expansion of the Bristol urban area.

2.5 Relics of historic settlements and the industrial past (coal mining and manufacturing) texture the landscape. A rich and varied heritage of historic, buildings, settlements, parks and gardens and archaeological features makes an important contribution to the character of the area. South Gloucestershire also has a rich natural environment and an array of ecological assets, from international designations in the Severn Estuary to species of critical importance for local biodiversity.

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\(^1\) the North Fringe includes the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

\(^2\) the East Fringe includes Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham
2.6 The population structure is very similar to the national average, with 20% aged under 16 years, 65% aged 16 – 64 years and 15% in the 65 years and over age group. The proportion who are in employment is, however, higher than the national average (86% compared to 78%), reflecting the strong economy of the area. The service sector provides the majority of jobs in the area (78%), while the number of jobs in the manufacturing sector is higher than the national average because the aerospace industry is a major employer.

2.7 Congestion hot spots are a significant problem. It is estimated that at least £350m is lost to the economy of the West of England area each year due to journeys delayed as a result of congestion. Since 1991 traffic on the roads of South Gloucestershire has increased by 30% (compared to the national average of 21%), but within the North Fringe of Bristol traffic has increased by 50%. More households in South Gloucestershire have access to a car than the national average (87% compared to 73%) and the proportion of households with 2 or more cars is significantly higher than the national average (42% compared to 29%). Improvements have been made to the public transport system, but traffic congestion continues to adversely affect bus journey times and reliability.
2. Setting the Scene

2.8 South Gloucestershire has many diverse and separate communities.

2.9 In the North and East Fringes of Bristol urban area, communities have grown up around historic settlements, many based on manufacturing/industrial tradition and non-conformist heritage. The North Fringe includes the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay, while the East Fringe includes the communities of Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham. These areas have experienced substantial change, much of which has driven the economic success of the Greater Bristol area as a whole, but this has also created tension with protecting the distinctiveness and heritage of these individual communities. However, these communities aspire to maintain a strong and separate identity which is clearly distinctive from Bristol.

2.10 Chipping Sodbury is a market town with origins dating back many centuries. The centre of the town is a Conservation Area and has remained the focus for later housing and community development. The market town of Yate also has early foundations and a mining heritage, but was subject to substantial housing development in the late 1960s and 70s, and significant housing development continued until the late 1990s.

2.11 Thornbury originated as a medieval market town and has an historic core on its western side centred around the High Street, Castle Street and Thornbury Castle. The town experienced significant housing development in the 1960s and 70s. Thornbury has a good range of services and facilities, and its proximity to Bristol and the motorway network has made it a popular place from which to commute.

2.12 Avonmouth – Severnside is located next to the River Severn to the west of the M49 and the urban area of Bristol. Due to planning permissions granted in 1957/58 covering approximately 650 hectares, the area has been recognised for some years as a potential major employment location. However, there are significant ecology, flooding and transport constraints to be overcome before this potential can be fully realised.

2.13 There are over 30 villages in the rural area of South Gloucestershire, many of which have a mining or manufacturing heritage. These range from small hamlets to settlements with several thousand people. The physical characteristics of the villages also vary greatly. A number of rural settlements are within the River Severn flood plain, while others are within the Cotswold Area of Outstanding Natural Beauty and/or Green Belt. All villages have and continue to experience the impact of ‘urban sprawl’ while coping with a decline in local services and facilities, poor access to local jobs, and a lack of affordable housing.
3. Key Issues

3.1 South Gloucestershire is a complex and diverse area. To respond to the challenges of delivering sustainable development we have identified the following 8 key issues. These key issues have been developed with our partners and communities who have contributed to the preparation of the Core Strategy to date. Our partners are comprised of parish and town councils, voluntary and community groups, local businesses and public sector agencies. The Council is committed to addressing the issues that local communities feel are important to their social, economic and environmental well-being in a way which draws on the energy and expertise of all.

Key Issue 1 - Reducing and Adapting to Climate Change

3.2 Scientific research indicates that climate change is occurring as a direct result of global warming brought about largely by the man-made increase in greenhouse gases. Activities in South Gloucestershire contribute slightly higher emissions than the UK average per year and significantly higher than the South West average. There is a need to reduce emissions by living and working in more sustainable ways.

3.3 There is also a need to adapt to likely changes in our environment resulting from climate change, in particular the increased risk of flooding associated with the River Severn.

3.4 The Council has a leadership and facilitation role to play, in conjunction with its public and private partners, in managing the impact of climate change. This is expressed in its Sustainable Community Strategy, Local Area Agreement and Climate Change Strategy. The Local Development Framework, and in particular the Core Strategy, is a key policy document that supports this agenda.

3.5 The challenge of climate change is two fold:

Mitigation is the act of reducing greenhouse gas emissions (such as carbon dioxide) thereby slowing and reducing as much as possible the amount of climate change that we are likely to experience. This includes activities such as reducing car use and switching to renewable forms of energy.

Adaptation is the act of planning to deal with a change in climate and the impacts arising from it, such as overheating buildings, increased likelihoods of flooding, water shortage and changes in ecology. Adaptation accepts that at least some climate change is inevitable and that we need to act to deal with it.

3.6 Climate change provides an opportunity to encourage new industries, improve energy security and encourage healthier ways of life. Development can assist the adaptation needed, by providing new energy and transportation opportunities for existing communities. South Gloucestershire could potentially make a significant contribution towards the measures needed to adapt successfully via its hi-tech industries, strong educational establishments, varied landscapes and skilled communities.
3. Key Issues

Key Issue 2 – Managing Future Development

3.7 A key challenge is to accommodate new housing and jobs in a way which enables people to make sustainable transport choices while keeping impacts on the existing natural and built environment to a minimum. Successful new neighbourhoods must integrate with existing communities, in a way that promotes cohesion, sense of place and be well designed. Most importantly, new development must contribute and strengthen community identity. The services and facilities needed to support new development must be delivered at the right time.

3.8 The recent economic downturn has seen a marked slowdown in housing construction on sites with planning permission, however, it is anticipated that the rate of growth will return to normal levels in the future. Having an up to date planning policy framework to manage and guide development in accordance with the Council’s commitment to sustainable development will be essential.

Key Issue 3 – Maintaining Economic Prosperity

3.9 South Gloucestershire has benefited from a buoyant economy but must provide for the land and transport infrastructure needs of existing and new businesses to ensure the continuation of this economic prosperity. This is a key priority given the importance of supporting economic growth and job creation in response to the recent recession.

3.10 Current policy seeks to achieve a more balanced mix of development in the North Fringe of Bristol by focusing major new housing development in the area and restraining major employment development. However, long lead-in times in bringing forward the housing development and continued strong employment growth is threatening to undermine this restructuring. In the East Fringe of Bristol the loss of employment from the existing urban area has led to significant out commuting and there is a need to protect jobs, as well as create jobs (e.g. the Science Park), and improve access to major employment locations in the centre of Bristol and the North Fringe.

3.11 In the Severnside area, along with Avonmouth in Bristol, there are significant constraints, most notably flood risk, ecology, archaeology and transport infrastructure, and these need to be addressed if the area’s economic potential is to be realised.

3.12 There is a disparity in job opportunities across South Gloucestershire. A key challenge will be to provide a more equitable distribution of opportunities and thereby share prosperity between all of the resident workforces.
Key Issue 4 – Providing Housing for All

3.13 In the last 20 years the population of South Gloucestershire has grown by around 18%. This same level of growth is projected for the next 20 years, with the number of people over 65 and 85 increasing by 55% and 78% respectively.

3.14 Despite the housing market downturn of 2008 and 2009 and reduced access to mortgage finance, house prices have risen in South Gloucestershire compared to incomes over the last 10 years. This has resulted in an affordability gap with people unable to rent or buy homes on the open market. This is a particular issue in rural areas, where there is both a limited supply of affordable housing and where property prices are highest. Contributions to the overall supply of affordable housing has been lower than envisaged due to the slow rate of housing development on major sites in recent years. There is also a need to provide more housing for older people, in particular for more Extra Care housing.

Key Issue 5 – Improving Existing Communities

3.15 The rapid rate of development experienced in the North and East Fringes of Bristol has not been matched by supporting services and facilities.

3.16 The main town centres have tended to become more focused on providing services and day-to-day shopping requirements, with larger non-food items (e.g. furniture, carpets, white goods, DIY) and, increasingly, smaller items predominantly being met by out of centre facilities. In some cases this is impacting on the viability of these town centres, particularly the traditional centres at Staple Hill, Kingswood and Hanham.

3.17 New development should present opportunities to support new and existing communities and provide additional services and facilities.

Key Issue 6 – Tackling Congestion and Improving Accessibility

3.18 South Gloucestershire’s strategic position on the road and rail network has encouraged high levels of growth in housing and employment. This has led to high rates of traffic growth, increasing congestion, unsustainable commuting patterns and longer journey times, particularly in the North Fringe of Bristol. Congestion and longer journey times have created difficulties in delivering a reliable public transport service.

Key Issue 7 – Managing Environmental Resources and Heritage

3.19 A significant proportion of South Gloucestershire’s countryside and estuary is protected by national and international environmental designations and the area also has a good quality
3. Key Issues

Built environment. These environmental assets are increasingly under threat from development pressure. Yet it is the condition of these assets and our surroundings which has a direct impact on our quality of life, as well as having social and economic benefits for local communities.

3.20 Development is also putting a strain on natural resources through depletion, damage and pollution.

Key Issue 8 – Improving Health and Wellbeing

3.21 Residents of South Gloucestershire are generally healthier and have a better life expectancy than the national average, reflecting the relative affluence of the area. However, there are small pockets of deprivation within the North and East Fringes of Bristol and Yate resulting in lower life expectancy and poorer health. As recognised nationally, there is an upward trend in the incidence of chronic diseases, which have a big impact on quality of life, due in part to the increase in the elderly population and to the increased incidence of child and adult obesity.

3.22 Making sure existing and new communities continue to have the opportunity for physical activity, including children’s play, walking and cycling, access to formal and informal community meeting spaces and green spaces, has been demonstrated to have a major positive impact of people’s health and mental wellbeing.

3.23 The following diagram shows how these 8 Key Issues of the Core Strategy are closely aligned with the priorities of the Sustainable Community Strategy.
Sustainable Community Strategy Priorities

- Promoting safer and stronger communities
- Being Healthier
- Modernising Health and community care services
- Investing in children and young people
- Valuing the environment
- Managing future development
- Maintaining economic prosperity

Improving existing communities

Tackling congestion and increasing accessibility

Improving health and well being

Maintaining economic prosperity

Managing Future Development

Managing Future Development

Managing Future Development

Providing housing for all

Improving health and well being

Providing housing for all

Improving health and well being

Managing environmental resources

Providing housing for all

Maintaining economic prosperity

Improving existing communities

Modemising Health and community care services

Managing Future Development

Reducing & adapting to climate change

Managing environmental resources

Improving health and well being

Tackling congestion and increasing accessibility

Managing Future Development

Reducing & adapting to climate change

Core Strategy Key Issues
4. Vision, Strategic Objectives and Strategy for Development

Vision

4.1 The vision for the future of South Gloucestershire provides a picture of how the area should develop over the next 20 years and beyond. This vision has taken account of:

- the vision of the South Gloucestershire Sustainable Community Strategy;
- the concerns, issues and priorities which have come through our engagement and consultation work; and
- the vision for the West of England.

VISION FOR 2026 AND BEYOND

South Gloucestershire will continue to be a ‘great place to live and work’. Within an attractive and accessible environment, everyone will be enjoying healthier and more sustainable lifestyles in balanced, vibrant and safe communities with ready access to jobs, supporting services and facilities. Adaptation to a changing climate will be taking place through the active management of impacts. The economy will be buoyant and prosperous and recognised internationally.

The North Fringe of Bristol urban area will continue to be a major economic driver in the South West region and the West of England sub region. It will continue to maintain its role as a major focus for employment, commercial and retail activity, education and learning. The distinctive identities and heritage of the existing communities will also have been strengthened and preserved. New neighbourhoods will provide opportunities for people to live near to where they work and be well integrated with existing communities. All residents and workers will have better access to local amenities and high quality public transport, walking and cycling links. Community identity and neighbourhood distinctiveness will be improved by the development of new public spaces and high quality landscaping.

The distinctive identity and heritage of the linked communities in the East Fringe of Bristol will be preserved and enhanced. The vibrancy and vitality of the traditional town centres at Downend, Staple Hill, Kingswood, and Hanham will be strengthened. The area will benefit from improved employment opportunities including the Science Park. Public transport services, especially to the North Fringe and central Bristol from the north of the area, will be more reliable, punctual and frequent. Well designed housing developments, including the major development at Emersons Green, will be integrated with and connected to existing communities. This will achieve a stronger town centre at Emersons Green and support balanced and quality neighbourhoods throughout the urban area.

The landscape setting of the area and of surrounding villages will be preserved and opportunities will be taken to make the urban area greener. Green spaces, walking and cycling routes will lead through and out of the area into the open countryside. These routes will include key links to the commons, Warmley Forest Park and an enhanced forest park based around Overscourt Wood.
Yate and Chipping Sodbury will build upon their distinct yet complementary heritage, character and roles to develop a coherent sense of place, and provide a richer mix of social, cultural and economic opportunities. The towns will develop as a popular destination and a more attractive service centre for their surrounding villages and farming communities. Chipping Sodbury town centre will realise its retail and tourism potential. Yate’s evening economy will develop and the range of town centre uses increased. Public transport services will be more attractive and accessible to users. The open spaces, playing fields, footpaths and cycleways, which contribute to each town’s unique identity will be strengthened and enhanced with improved linkages throughout the towns and beyond into the surrounding countryside.

A new neighbourhood to the north of Yate, will accommodate around 3,000 new homes, broaden the employment base and provide for modern flexible working practices.

Thornbury will be a thriving and socially cohesive historic market town with a diverse range of employment opportunities and modern healthcare facilities. The vibrant town centre will provide a range of facilities for the needs of its residents, visitors & workers, as well as its surrounding villages and farming communities. These aims will be supported by an appropriate amount of housing growth which will help to strengthen and develop the town centre, local schools and community facilities and activities. This growth will provide for the needs of young families and the elderly. The town centre will build on its rich historic character and setting and will promote itself as an attraction, a centre for the arts and an exciting place to shop.

Severnside will remain a strategically important location for employment uses. Employers, landowners and developers will work with the Council and other agencies to improve local transport infrastructure. The area’s international importance as a home for a wide range of ecology and wildlife will be protected through the successful allocation and implementation of a network of new nature reserves, and its archaeological heritage will be preserved. A longer term durable and robust strategy for addressing flood risk due to climate change will be adopted. The area’s potential for power generation will be managed.

The rural areas will continue to be an important asset contributing to the economy, biodiversity and heritage of the district; providing public access to the countryside and recreation opportunities; and supporting local food production. The diversity and unique character of individual settlements and the open countryside will be conserved and enhanced and recognised as providing a valuable setting to the main urban area contributing to a unique sense of place and identity. Through engagement with rural communities and where environmentally appropriate new limited development will be provided which meets local needs. Innovative transport solutions will link rural communities with centres of employment, services and facilities. The rural areas will make a positive contribution to the generation of renewable energy and healthier lifestyles.
4. Vision, Strategic Objective and Strategy for Development

Strategic Objectives

4.2 Based on the key issues identified in Chapter 3, feedback received during consultation and engagement on the preparation of the Core Strategy, and from the picture set out in Chapter 2 of what South Gloucestershire is like now, we have identified what we consider to be the strategic objectives of the Core Strategy. Three of these are overarching and cross-cutting objectives which are reflected in all the Core Strategy policies, while the others have been grouped into 6 themes which form the basis of the following 6 policy chapters.

<table>
<thead>
<tr>
<th>STRATEGIC OBJECTIVES</th>
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<tr>
<td><strong>Overarching &amp; Cross-Cutting Objectives</strong></td>
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<td>• Delivering sustainable communities</td>
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<th>OTHER OBJECTIVES</th>
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<tr>
<td><strong>Responding to Climate Change and High Quality Design</strong></td>
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<td>• Promoting high quality design that responds to its context, the distinctive assets of the district and creates ‘sense of place’ and civic pride</td>
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<tr>
<td>• Using design to create attractive, cohesive, safe and inclusive communities with better integration between housing, jobs, services, public transport and facilities, so that people lead healthier lives and have the opportunity to reduce their CO2 footprint and adapt to the impacts of climate change</td>
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<tr>
<td>• Protecting and enhancing valued open spaces and green links to create a network of connected and multi-functional, attractive and accessible spaces for people and wildlife, and to provide climate change adaptation and mitigation functions</td>
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<td>• Providing opportunities for flora and fauna to adapt to climate change</td>
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<td>• Ensuring that environments for play are delivered as an integral part of the design of sustainable communities</td>
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<tr>
<td>• Promoting energy efficient development and new sources of decentralised, renewable and low carbon sources of energy</td>
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<tr>
<td>• Understanding and reducing susceptibility to flood risk</td>
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<td>• Managing the impacts of urban intensification</td>
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| **Tackling Congestion and Improving Accessibility** |
| • Reducing congestion by improving accessibility by means other than the private car |
| • Widely, improving and enhancing opportunities for walking, cycling and using public transport, and particularly to significant destinations, such as educational establishments, hospitals and employment areas |
| • Completing delivery of the Greater Bristol Bus Network and delivering the Bus Rapid Transit route from Hengrove – North Fringe, the Embersons Green spur, the link from Temple Meads - Emersons Green and the Greater Bristol Metro Project (see Key Diagram) |
OTHER OBJECTIVES

Managing Future Development

- Concentrating the majority of new development to take advantage of existing services and facilities and higher levels of accessibility
- Locating development where it will provide the opportunity to minimise the need to travel and allow safe and convenient access to services by walking, cycling and public transport
- Recognising and protecting the identity and heritage of existing communities
- Promoting greater self-containment and enhancing the service centre role of the market towns of Thornbury, Yate and Chipping Sodbury
- Supporting local housing needs and services in villages
- Protecting the Green Belt and the countryside from inappropriate development
- Providing a range of infrastructure, together with integration and access, in step with new development

Managing Environmental Resources and Built Heritage

- Conserving and enhancing the character and distinctiveness of the district’s cultural and built heritage and maximising its contribution to quality of place
- Conserving and enhancing the district’s distinctive landscapes, natural environmental resources and wildlife
- Managing mineral resources for the longer term while ensuring an adequate and steady supply to meet identified needs
- Safeguarding the quality of natural resources and ensuring prudent use

Maintaining Economic Prosperity

- Ensuring that South Gloucestershire plays its role in making the West of England economy one of the most prosperous, innovative and vibrant in Europe, by providing a sufficient range of employment land for existing and new businesses of all sizes
- Providing for the key sectors of advanced engineering, including aerospace and defence; finance and business services; higher and further education; retail; environmental technologies and hi-tech industries
- Taking opportunities to provide more balanced employment across the district so that every community has access to a range of employment opportunities locally
- Ensuring provision of appropriate communication technologies
- Enhancing town centre vitality and viability

Providing Housing and Community Infrastructure

- Providing a range of housing to meet the needs of the whole community
- Providing decent and affordable housing in accessible locations and for local needs in rural areas
- Improving health and well-being by provision and access to a range of social, cultural, community, recreational facilities and green space in step with development, whilst realising opportunities to redress any deficit
- Ensuring that environments for play are delivered as an integral part of the design of sustainable communities
4. Vision, Strategic Objective and Strategy for Development

Strategy for Development

4.3 The purpose of the Strategy for Development (the ‘Spatial Strategy’) is to set out the overall approach to the provision of new homes, jobs, infrastructure and community facilities to deliver sustainable communities and manage the change necessary to achieve this, in the period up to 2026. It sets the context for the Core Strategy policies and outlines how the vision and strategic objectives will be delivered. This Strategy has evolved from consideration of the issues, needs and opportunities in different parts of the district and the capacity of places to meet these needs, as well as national and regional policy, local objectives identified through consultation and the priorities of the Sustainable Community Strategy.

4.4 Given the uncertainty over the Regional Spatial Strategy and the current economic downturn, the Strategy for Development focuses on the level of development that is deliverable in the next 10 years and sets a broad framework for the longer term. Overall the Core Strategy makes provision for 21,500 new homes in the period 2006-2026. Of this total some 2,600 dwellings have been completed between 2006/7-2008/9. The plan therefore makes provision for an additional 18,900 new homes between 2009/10 and 2025/26 at an average rate of 1,112 dwellings each year. Underpinning the strategy is a commitment to delivering development in the short and medium term that can be planned with some certainty with all necessary infrastructure already in place or programmed.

4.5 As detailed in the key issues, the high level of growth in South Gloucestershire throughout the past half century has led to high rates of traffic growth, increasing congestion, unsustainable commuting patterns and longer journey times. This growth has also not been matched by the appropriate level of supporting services and infrastructure, a situation which has been exacerbated by the impact of the economic recession. The Strategy for Development will address these issues by ensuring that new development is concentrated within the Bristol North Fringe and East Fringe urban areas, thereby reducing commuting and the need to travel, accompanied by a package of public transport infrastructure measures giving greater access to public transport, improved frequency and quality of service. This will be supported by similar provision in other community infrastructure. The strategy therefore focuses development in the locations where essential infrastructure is in place or planned. This will be achieved with minimal loss of Green Belt land.

4.6 Outside of the Bristol urban area, development will be provided in Yate/Chipping Sodbury and Thornbury to promote greater self-containment of these settlements. Within villages the focus will be on supporting existing services and facilities and limiting new housing, so as not to conflict with sustainability objectives and in recognition of the limited availability of public transport. The open countryside in the rural area will be protected for its heritage, landscape, biodiversity, economic and recreational value and for food production.

North Fringe of Bristol urban area

4.7 The North Fringe of Bristol is one of the most economically important locations in the South West and includes the key sectors of aerospace engineering, defence procurement and supplies, financial services, retail and education. The area supports in the order of 70,000
jobs, which is twice as many jobs as resident workers. The area also has a long and extensive heritage as the foundation of the aircraft industry with a strong sense of separate, but inter-related communities. This sense of local identity and the distinctive and varied character of its communities is increasingly under threat as the pressure and pace of growth erodes the distinctive community foundations that have traditionally distinguished the area from Bristol.

4.8 Overall, the Strategy for Development in the Bristol North Fringe has two main purposes. The first is to retain and strengthen the character and identity of Patchway, Filton and Bradley Stoke and protect and respect the village identities of Stoke Gifford and Frenchay. The second is to recognise the economic importance of the whole area and the need to redress the current imbalance between jobs and housing, caused by the scale and type of development that has taken place over the past 30 years. Increasing the amount of housing in the area, while not eroding the character and identity of existing communities, will enable better integration between jobs and homes and the creation of more sustainable communities. Employment land will continue to be safeguarded to provide for the needs of businesses including the key sectors. This will be supported by enhanced public transport measures including quality bus corridors, a bus rapid transit link to South Bristol, Bristol City Centre and Emersons Green, improvements to the heavy rail system and an improved cycling network.

4.9 Within the North Fringe of Bristol significant change will be managed in two areas: (a) Cribbs Causeway/Patchway and (b) West of the M32/East of Harry Stoke. Targeting development and public and private sector investment in transportation in these areas will ensure that the North Fringe of Bristol urban area continues to maintain its role as a major focus for employment, commercial and retail activity, education and learning. Small scale development will continue to take place throughout the area.

4.10 (a) Cribbs Causeway/Patchway - At the heart of the plan’s strategy is the objective to create a stronger and more cohesive Cribbs Causeway/Patchway community. On the edge of this area, a proposed new Wildlife Park will be an additional attraction.

4.11 In the period up to 2016 the main focus of this strategy is delivering the major mixed use development at Charlton Hayes, Patchway, comprising 2,200 dwellings, 14ha of employment land and creating a new centre at Patchway. This development will provide enhanced opportunities for people to live near to where they work, access local amenities and move around by means other than the car as well as provide benefits for Patchway.

4.12 In the period post 2016, the Strategy for Development aims to integrate major new housing developments along with new transportation infrastructure to reinforce the strategic economic importance of the area whilst creating more sustainable communities including the priority neighbourhood at Patchway. The objective is to introduce additional new neighbourhoods at Cribbs/Patchway providing approximately 1,750 new homes, local services and facilities, Green Infrastructure and improved walking and cycling links.

4.13 This will be achieved by taking a comprehensive and co-ordinated approach to delivering opportunities for residential and mixed use development at Cribbs Causeway, on adjoining previously developed employment land between The Mall and Patchway, and the greenfield land to the south of Filton Airfield (off Wyck Beck Road). The long term operation of the airfield
4. Vision, Strategic Objective and Strategy for Development

is crucial to the prosperity of the area and will be protected. It will also be important to ensure that new development at Cribbs integrates well with existing and planned development at Patchway and that development south of the airfield relates well in physical and social terms with the communities of Filton, Henbury and Brentry. To support development, a new transport package will provide improved connections to and between Aztec West/Bradley Stoke and the surrounding communities of Bristol.

4.14 If further land is required to meet longer term requirements, consideration will be given to reviewing the Green Belt designation on land west of the A4018. In the meantime, this land will continue to be designated as Green Belt. If such a review is required, the principal consideration will be to ensure that any development does not compromise the long term operation of Filton Airfield.

4.15 (b) West of the M32 Area – In the period up to 2016 three strategic housing developments will be progressed: Cheswick Village, Harry Stoke and Land East of Coldharbour Lane. Collectively these combined developments will provide 2,600 new homes. Alongside these will be a major transport package of co-ordinated public/private sector investment to help secure a more sustainable pattern of development.

4.16 In recognition of its location adjacent to a main line rail station, major employment and housing areas, Abbey Wood Retail Park will move away from bulky goods retailing to develop a role more suited to its location. The University of the West of England (UWE) will re-model its campus to achieve its academic vision, including providing services and facilities for the local community and public transport and cycling linkages.

4.17 The Joint Local Transport Plan and the Regional Funding Advice identified as a priority the provision of a major Rapid Transit link between the Bristol North Fringe urban area and Hengrove in south Bristol. This will include the Stoke Gifford Transport Link, a new public transport and road connection between Great Stoke Way, Bradley Stoke and the A4174 Avon Ring Road. This will involve a new crossing of the railway to the east of Parkway Station and the provision of a major transport infrastructure in land which is currently Green Belt between Harry Stoke and the M32 motorway. If this transport link goes ahead, it would compromise the role and function of the Green Belt in this area and consequently provide the exceptional circumstances required to remove the Green Belt designation in this area. In the event that the Stoke Gifford Transport Link is delivered it is therefore proposed to release the land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Ring Road from the Green Belt to deliver a new neighbourhood beyond 2016. The new neighbourhood, comprising 2,000 homes, would require major new access from the Avon Ring Road and would therefore be expected to make a substantial contribution towards the costs of providing the SGTL. This new development would maximise the locational and accessibility strengths of this area, have a strong identity and sense of place and integrate well with existing residential areas, employment and commercial centres and the UWE.
East Fringe of Bristol urban area

4.18 The East Fringe of Bristol includes a number of distinct communities within which there are pockets of deprivation in Kingswood, Staple Hill and Cadbury Heath that have been identified as priority neighbourhoods. Employment land is mainly focussed on small ageing industrial areas, many of which have been lost over the years to other development, so that now the area significantly under-provides for the local workforce and 18,000 people commute daily to central Bristol and 6,300 people commute to the North Fringe of Bristol. These changes in employment patterns, together with competition from out of town retail opportunities, have contributed to the declining economic fortunes of the traditional shopping centres.

4.19 To address these issues the main thrust of the strategy for the East Fringe of Bristol up to 2020 is to complete the final development phase at Emersons Green. This involves a major mixed use development on 177ha of land at Emersons Green, east of the A4174 Avon Ring Road, to deliver an extended and improved town centre at Emersons Green as well as 2,750 dwellings, a Science Park and 19ha for local employment. In total this development is expected to support over 6,000 jobs. The Science Park is key to the sub region in supporting the universities and existing industries and maintaining the region’s international competitiveness. Ensuring this new development integrates successfully to strengthen a sense of community with the existing development west of the A4174 Avon Ring Road is a key challenge.

4.20 Within the existing urban areas the strategy focuses on improving the employment opportunities available to residents, on regeneration to restore the vitality of the traditional centres and on improving the quality of the urban environment and links to the countryside. This will be achieved by: safeguarding existing employment sites throughout the area; improving the vitality and viability of the traditional town centres; having a clear strategy for new retail investment; protecting and enhancing heritage assets and a network of green spaces; and the delivery of well designed small to medium housing developments within the established residential areas.

4.21 To support these Strategy for Development objectives, there will also be transport infrastructure improvements with a new bus rapid transit link to Emersons Green from Bristol city centre and the North Fringe of Bristol, Park and Ride at Emersons Green East, and links into the Greater Bristol cycling network.

4.22 This investment and delivery is planned to take place over the next 10 years. For the local area strategy for the East Fringe of Bristol to be successful it is paramount that resources are focused on these priorities. The designated Green Belt in this area will therefore remain. This area is not considered to be suitable for development because of major constraints, specifically the importance of the open countryside, hillside and ridgelines that establish the setting and help define the extent of the urban area, the current limited employment opportunities, the lack of potential for integrating new development and the extreme difficulty of delivering essential transport improvements.
4. Vision, Strategic Objective and Strategy for Development

Yate and Chipping Sodbury

4.23 The Strategy for Development in Yate and Chipping Sodbury in the period up to 2016 is to further develop their separate but inter-related roles and identities as market towns. To achieve this, initiatives that enable greater self-containment and increase the strength and vitality of both towns as service centres will be undertaken, while avoiding development that would impact on the setting of the Cotswolds AONB and erode the separate character and identity of nearby settlements. At Yate this will involve major investment in the town centre, the re-modelling and intensification of existing employment areas in the west of Yate in order to improve the balance of the local economy and some limited housing development on brownfield sites. At Chipping Sodbury a new food store and limited housing to the north of the town centre will be developed helping to strengthen the role and vitality of the town centre.

4.24 From the middle to later periods of the Core Strategy, subject to the delivery of a strategic sewerage connection, there is the potential for a new neighbourhood of up to 3,000 new homes at North Yate, of which 2,400 have the potential to be completed before 2026, as well as a broadening of the current employment base through new development and redevelopment. This new development will support a package of transport measures, including: improved local bus services connecting residential areas with the town centres, station and employment areas; more frequent bus services to key destinations; improvements to the rail service from Yate; and improved links into the Greater Bristol Cycle City network. Development will address the need to reduce deprivation in the priority neighbourhoods in the west and south of Yate.

Thornbury

4.25 Thornbury is a market town with a strong heritage and attractive environment, but the town centre and community facilities require investment and improvement. The Strategy for Development in Thornbury in the period up to 2016 and beyond is therefore to revitalise the town centre and strengthen community facilities and services. The plan for the town centre is to provide for the day to day needs of residents, to make better use of existing employment space and to develop its tourist destination and overall shopping experience. To support this and to strengthen the town’s community facilities and services approximately 500 new homes will be delivered to the north of Thornbury near to the Castle School. This location has been selected as it is not located within the Conservation Area or Green Belt and would enable new development to integrate well into the existing fabric of the town helping to sustain and to improve local services and community facilities. In addition to some new housing, the aim is to achieve a new sixth form centre for the Castle School, which brings together education provision on a single site and supports existing primary schools, and to strengthen community health facilities in the town.
Severnside

4.26 While land at Severnside is recognised as a regionally significant employment area with longstanding planning permissions, it lies within an ecologically important, fragile and visually prominent coastal area with special landscape characteristics. In addition the area is at significant risk from flooding and the Severn Levels are of high archaeological potential. Highway capacity and public transport provision is limited. All these critical issues will need to be addressed in a comprehensive manner, working with Bristol City Council, Natural England, the Environment Agency, the Lower Severn Internal Drainage Board, the Marine Management Organisation, Network Rail and the Highways Agency, in order to achieve an acceptable and sustainable balance and deliver the strategy which supports the continued development of the area, primarily for warehousing and distribution.

Rural Areas

4.27 The Strategy for Development within the rural areas in the first five years of the plan is to continue the current approach of allowing small scale development within village settlement boundaries. Existing employment sites and services will be protected to reduce the need to travel. Outside settlement boundaries, development will be strictly controlled.

4.28 As the availability of sites will inevitably reduce over time, and so that communities do not stagnate or go into decline, the Council will engage with local communities during the next five years about the future approach to settlement boundaries. The Council’s preferred approach will be to support communities in preparing parish plans, however, other mechanisms will also be considered as appropriate and relevant. Any changes will be reflected in the Sites and Policies DPD and be implemented in the middle to latter stages of the Core Strategy.

4.29 National infrastructure proposals are under consideration for a new nuclear power station near Oldbury-on-Severn and for a Tidal Power Project in the Severn Estuary. These developments either individually or combined will have significant impacts. If permitted, construction of the power station is programmed to start in 2013 with main activity from 2017 onwards. Further details are set out in Chapter 18.
5. High Quality Design and Responding to Climate Change

Introduction

5.1 High quality urban design, the provision of Green Infrastructure, and new renewable and low-carbon energy sources, all have a key role to play in responding to climate change, as well as creating distinctive, linked places that support social inclusion and healthy sustainable lifestyles.

5.2 This chapter sets out the key policies for managing the impact of climate change and directly links to the priorities of the Sustainable Community Strategy and the Council’s Corporate Plan.

CORE STRATEGY OBJECTIVES

- Promoting high quality design that responds to its context, the distinctive assets of the district and creates ‘sense of place’ and civic pride
- Using design to create attractive, cohesive, safe and inclusive communities with better integration between housing, jobs, services, public transport and facilities, so that people lead healthier lives and have the opportunity to reduce their CO2 footprint and adapt to the impacts of climate change
- Protecting and enhancing valued open spaces and green links to create a network of connected and multi-functional, attractive and accessible spaces for people and wildlife, and to provide climate change adaptation and mitigation functions
- Providing opportunities for flora and fauna to adapt to climate change
- Ensuring that environments for play are delivered as an integral part of the design of sustainable communities
- Promoting energy efficient development and new sources of decentralised, renewable and low carbon sources of energy
- Understanding and reducing susceptibility to flood risk
- Managing the impacts of urban intensification

High Quality Design

POLICY CS1 - HIGH QUALITY DESIGN

Development will only be permitted where the highest possible standards of design and site planning are achieved. Information submitted with an application should be proportionate to the scale, significance and impact of the proposal.

Development proposals will be required to demonstrate that:
1. Siting, form, scale, height, massing, detailing, colour and materials, are informed by, respect and enhance the character, distinctiveness and amenity of both the site and its context; and
2. density and overall layout is well integrated with existing adjacent development and connected to the wider network of foot, cycle and public transport links; and
3. existing features of landscape, nature conservation, heritage or amenity value and public rights of way, are safeguarded and enhanced through incorporation into development; and

cont...
POLICY CS1 - HIGH QUALITY DESIGN

4. if the proposed scheme is of a sufficient scale or significance, explain how the development contributes towards the vision and strategic objectives of the locality and (as appropriate) how account has been taken of:
   • community consultation
   • Green Infrastructure objectives
   • the South Gloucestershire Landscape Character Assessment (2005)
   • the Cotswold AONB Management Plan
   • endorsed parish plans, town centre strategies and village design statements
   • adopted Conservation Area Management Plans, and
   • other design guidance and/or Area Action Plans that may be adopted as SPD from time to time;
   and in order to assist in meeting climate change and health and well-being objectives, proposals will be required in particular to:

5. enhance existing or develop new public realm (and associated management & maintenance regimes in perpetuity) that enables people to gain access safely and conveniently, particularly to serve the needs of:
   • pedestrians and cyclists
   • children, the disabled and older people, and
   • with regard to residential and mixed use schemes, provide opportunities for social interaction and play;

6. ensure soft landscape proposals form an integral part of the design for the site and seek to make a net contribution to tree cover in the locality (particularly in urban areas), and prioritise biodiversity objectives and local food cultivation where possible; and

7. where the scale and/or significance of the development proposal warrants it, embed public art within the public realm or in a location where it can be viewed from public areas; and

8. ensure the design, orientation and location of buildings, roof pitches, windows, habitable rooms and soft landscaping help to achieve energy conservation, the protection of environmental resources and assist the appropriate siting of renewable and/or low carbon energy installations and infrastructure. Schemes that can demonstrate that they will outperform statutory minima, such as the building regulations, in terms of sustainable construction, at the time of construction commencement, will be considered a primary indicator of good design. Major residential and mixed-use schemes will be required to achieve Code for Sustainable Homes level 3 (level 4 from 2013) or above, and/or BREEAM ‘very good’ or other equivalent standard; and

9. take account of personal safety, security and crime prevention; and

10. ensure sufficient space provision is designed in for the sorting and storage of recyclable waste materials in a convenient location, the composting of household waste (where practicable), and the collection of these and other waste materials and, in larger development schemes, for recycling on site; and

11. take account of the South Gloucestershire Strategic Flood Risk Assessment and provide, where appropriate, measures to manage flood risk and prepare surface water management plans.

Residential development of more than 10 dwellings, will be expected to demonstrate how Building for Life ‘very good’ standard (or any nationally recognised methodology that may supersede Building for Life) will be achieved.
5. High Quality Design and Responding to Climate Change

5.3 ‘Urban design’ is about how a place functions as much as how a place looks. High quality urban design therefore cannot be delivered through a single policy. It is the sum of all the Core Strategy policies, visions and area objectives, and supporting local strategies and guidance that will ultimately contribute to the ‘quality of place’. These include the:

- Sustainable Community Strategy
- South Gloucestershire Climate Change Strategy
- Parish plans
- Village design statements
- Conservation area SPDs
- Locally listed buildings SPD
- South Gloucestershire Landscape Character Assessment
- Cotswolds Area of Outstanding Natural Beauty Management Plan

5.4 The policy sets out criteria for the assessment of high quality design in new development. In particular, through Design & Access Statements, development proposals should demonstrate a clear understanding of both the site and locality’s historic context in drawing up development proposals. The policy also sets out key design priorities and a standard against the established national assessment methodology, ‘Building for Life’ (BfL), that residential development proposals will be expected to achieve.

5.5 Information required from applicants should be proportionate to the scale, significance and impact of a proposal. For example, householder applications for residential extensions will not be expected to submit information with regard criteria 2, 3, 4, 5, 6, 7 and 11.

Visions, Strategic Objectives and other Design Guidance

5.6 A wide range of guidance is available to promote high quality design and distinctiveness and how it should be taken into account in assessing planning applications. For example, a major development, particularly on the edge of an existing urban area, should state how it has taken account of the South Gloucestershire Landscape Character Assessment. Similarly, smaller developments in a conservation area, the Cotswold AONB, or those settlements that benefit from parish plans and village design statements, should state how they have taken account of appropriate conservation area guidance, the AONB Management Plan and parish plan objectives, respectively.

Design Priorities

5.7 Criteria 5 - 11 of the policy identify seven key components of design that the Council is committed to achieving, with particular emphasis on the Sustainable Community Strategy objectives to promote community health and well-being and climate change adaptation and mitigation measures. Specifically:
(5) Promote Shared Accessible Public Realm & Play Opportunities

5.8 Improving accessibility, particularly for walking and cycling and opportunities for play across the public realm, particularly through the provision of highway schemes that utilise homezone and shared space principles. The Council’s Play Policy and Strategy recognises that the public realm should enable and encourage informal play opportunities, as well as formal equipped play to take place, and recognises that children and young people have a right to be seen, heard and provided for. It will therefore be expected that this ethos with regard to play should be applied to development proposals. The Council will also seek to establish satisfactory management and maintenance regimes in perpetuity for all public areas of new development.

(6) The Role of Landscape

5.9 Soft landscape schemes should promote biodiversity and food cultivation as opposed to pure visual amenity and traditional recreational objectives. Net increases to tree cover are also required to help mitigate climate change, cool urban areas during the summer and improve air quality.

(7) Public Art

5.10 Public Art should be viewed as an opportunity to enhance legibility, character and distinctiveness. Public art is best embedded in the fabric of the public realm or on buildings and land that can be viewed from public areas. It need not be stand alone sculptures. It should seek to intrigue and delight, be robust and require minimal maintenance. The scale and location of the art should be appropriate to the site and its surroundings. The provision of public art will be a key indicator of good design (BfL criteria) and should be seen as an opportunity to involve the local community in support of Sustainable Community Strategy objectives.

(8) Sustainable Construction

5.11 Good design is a core principle of sustainable development. Good design minimises the amount of energy and natural resources consumed during the lifetime of the development. It can also provide buildings with features such as generous space standards, good natural light and sound insulation, which can greatly improve the quality of life for people that live and work in them. Consideration should also be given to how buildings are laid out and orientated to enhance energy efficiency and the potential for the addition of renewable energy technologies (such as solar panels) and district heating networks, if not from the outset, then in the future. Major residential and mixed-use schemes that meet Code for Sustainable Homes level 3 (level 4 from 2013) or above, and/or BREEAM ‘very good’ or other equivalent standard, (to be secured via planning condition or planning agreement), will assist in demonstrating compliance with criteria (8) of this policy, and other policy objectives and requirements of the LDF as well as the BfL criteria.
5. High Quality Design and Responding to Climate Change

(9) Tackling Crime & the Fear of Crime

5.12 Design of new development should assist to prevent and tackle crime and the fear of crime.

(10) Waste Reduction

5.13 New development will be required to design-in sufficient space in a convenient location, (e.g. at the front of residential dwellings) for the sorting and storage of recycled materials. This will support objectives to reduce the amount of waste that goes to landfill.

(11) Flood Risk and Management

5.14 The South Gloucestershire Strategic Flood Risk Assessment appraises the risk of flooding, including the effects of climate change, and should be used to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk. Where new development is exceptionally necessary, proposals will need to ensure that risk is managed and reduced through location, layout and design and through sustainable methods of dealing with surface water (also see Policy CS9 - Environmental Resources and Built Heritage).

Delivery

5.15 The policy will be delivered through the development management process, including the use of Concept Statements, in accordance with the Council’s Statement of Community Involvement, and Design & Access Statements. The Council will also work with stakeholders as appropriate in the preparation of area design frameworks, masterplans, design codes, site specific briefs and design guidance.

5.16 The Council will expect new residential development of more than 10 dwellings to achieve a ‘very good’ rating under the BfL assessment (or any nationally recognised methodology that may supersede BfL). The Council encourages Design & Access Statements to set out how the development performs against the 20 BfL criteria. Where a BfL criteria point is not achieved the Design & Access Statement should set out reasons why. Public consultation, visioning and concept statement planning exercises will be used to inform priorities to be achieved on a site-by-site basis as appropriate, particularly where BfL ‘very good’ may not be achievable. Careful consideration will be given to refusing schemes that do not demonstrate at the planning application stage why the development cannot achieve BfL ‘very good’ post construction. Major developments will also be encouraged to submit schemes to the South West Design Panel.

5.17 The South Gloucestershire Design Checklist SPD (August 2007) will continue to be relevant until it is reviewed.
5.18 Further detailed policies and guidance on urban design principles will be set out in the Sites and Policies DPD and the South Gloucestershire Design Checklist with regard to the sub-division of dwellings and building on gardens.

Green Infrastructure

**POLICY CS2 - GREEN INFRASTRUCTURE**

The Council and its partners will ensure that existing and new Green Infrastructure (GI) is planned, delivered and managed as an integral part of creating sustainable communities and enhancing quality of life, considering the following GI objectives:

1. Potential for mitigating and adapting to climate change;
2. Delivering high quality multi-functional and connected open spaces (including Green and Blue Infrastructure);
3. Protecting, creating and improving recreational, play, access and local food cultivation opportunities;
4. Protecting and enhancing species and habitats, and creating new habitats and wildlife linkages between them;
5. Conserving and enhancing landscape character, historical and cultural heritage features;
6. Securing ongoing management and maintenance of GI assets;
7. Joint working with partners, including neighbouring local authorities.

The above objectives should be considered by development proposals and Local Development Documents under the following four strategic principal functions:

- Biodiversity
- Climate Change – Adaptation and Mitigation
- Recreation, Play and Access
- Landscape and Heritage

**The Strategic Green Infrastructure Network**

The integrity, multi-functionality, quality and connectivity of the Strategic Green Infrastructure Network will be protected and enhanced. Opportunities to connect with and extend the strategic network will be taken.

5.19 Green Infrastructure (GI) consists of a multi-functional network of high quality open space assets that can work together to support sustainable communities and enhance quality of life. The concept of GI looks beyond existing designations, seeking opportunities to enhance the physical and functional connectivity of assets, and extend the benefits for people (such as access, recreation and sport, health and well-being, space to grow food, and economic), biodiversity, and natural ecological processes (including responding to climate change, air quality and sustainable water management). It is also important to consider the associated plans, strategies, activities, management arrangements and community involvement that assist with enhancing the multi-functionality, quality and connectivity of GI assets.
5. High Quality Design and Responding to Climate Change

5.20 Green Infrastructure assets include open spaces, recreational areas, parks, allotments, ecological and geological conservation sites, landscape and heritage features, water courses, water features, sustainable drainage schemes, woodlands, trees, cycleways, pedestrian routes, bridleways, public rights of way and open access land and managed countryside. A more detailed list is contained in Appendix 3.

5.21 Green Infrastructure plays a critical function for informal recreation; in particular GI can provide opportunities for play. The values, objectives and criteria of the Council’s adopted Play Policy and Strategy must be reflected when considering GI (protection, enhancement and new delivery) and overall site design in respect of new developments.

5.22 Green Infrastructure within and linking urban and rural environments has the potential to bring a range of social, economic and environmental benefits. These include but are not restricted to:

Biodiversity

5.23 Green Infrastructure provides space for nature, offers opportunities for community interaction with nature, encourages presence and diversity of species, and provides opportunities to link habitats and spaces together. This can include a range of actions from the protection of designated sites to more innovative encouragement of biodiversity opportunities such as green roofs and green walls.

Climate Change

5.24 Green Infrastructure provides opportunities to manage water resources, by reducing run-off, providing flood storage and acting as a natural soakaway. GI has a role in absorbing carbon dioxide, reducing ‘urban heat island’ effects, and providing opportunities for increasing habitats and connections to help enable wildlife to adapt to a changing climate. Assets can provide opportunities for local food cultivation, contributing to local food security, and are also important for biodiversity. GI can encourage walking and cycling, by providing pleasant traffic free routes thus helping to reduce greenhouse gas emissions from car travel. GI can also incorporate space for renewable energy resources.

Recreation, Play and Access

5.25 Green Infrastructure can accommodate routes for walking, cycling and horse riding and includes accessible open spaces which people visit for formal and informal recreation, exercise, community activities, social interaction, and all types of play (for example equipped/built, natural, imaginative and creative). GI allows for improved connectivity between urban, urban fringe and rural assets for people and wildlife, and can also connect people with places of work and community facilities. GI benefits people’s health (mental and physical) and well-being, and provides opportunities for learning and studying. South Gloucestershire benefits from a significant number of long distance footpaths and cycleways, supported by the local
network of rights of way (further details are contained in Appendix 3).

Landscape and Heritage

5.26 Green Infrastructure provides a means to improve landscape quality and protect landscape features and views. GI offers opportunities to increase access to and understanding of landscape, historic sites and conservation areas, and also has the potential to protect scheduled ancient monuments.

5.27 A series of sites, features, designations, connections and corridors form South Gloucestershire's Strategic Green Infrastructure Network. These are assets which are important at the district and sub-regional scales.

5.28 The South Gloucestershire Strategic Green Infrastructure Network diagram (Figure 1) is indicative and broadly shows the strategic network and the strategic recreational and cycle routes which are important at sub-regional and district scales. It is not meant to be exhaustive; the strategic network can overlap and interrelate with other non-strategic GI assets. The diagram (details on the sites that make up the strategic network are contained in Appendix 3) is intended as a guide and is illustrative; details have been provided on the main assets that exist within six zones across South Gloucestershire. The diagram is not intended to designate sites; other detailed policies relating to these sites are contained within the South Gloucestershire Local Plan.

5.29 The Strategic GI network is complemented by other elements of Green Infrastructure; such as non-strategic assets that are important at the neighbourhood and local scales. These assets have an equal ability to contribute to the objectives of this policy and critically provide the local connection with the strategic assets (examples of non-strategic assets are contained in Appendix 3).

5.30 This policy is complemented by detailed development management policies relating to existing GI assets set out in the South Gloucestershire Local Plan. This policy provides a context for how a multi-functional network of spaces and linkages to support sustainable communities and provide a range of benefits will be delivered through partnership work and the development management process.

5.31 Complementing this policy are the Core Strategy policies relating to Managing Natural Resources (Policy CS9), Open Space Standards (Policy CS24), Design (Policy CS1), and Improving Accessibility (Policy CS8). The GI objectives have been embedded in the planning and policy wording relating to Part 2 of this Core Strategy, and will continue to be considered as the new neighbourhoods are progressed through the development management process.
5. High Quality Design and Responding to Climate Change

Delivery

5.32 The Council is producing a Green Infrastructure Strategy, which provides further details regarding existing GI assets, associated activities, the functions and benefits of GI, the delivery mechanisms, standards and priorities for the future delivery of Green Infrastructure.

5.33 The Council has a central responsibility for the provision, delivery and planning of Green Infrastructure, given its role as local planning authority and direct provider of significant areas of open spaces. This role is enhanced by acting in partnership with the public, private and voluntary sectors, whilst ensuring that delivery of Green Infrastructure is based on a strategic view of what is required to serve the needs of the community.

5.34 Joint working with adjacent local authorities and other partners will continue to be undertaken to enhance the Strategic Green Infrastructure Network across the sub region.
Figure 1 – Diagram of the South Gloucestershire Strategic Green Infrastructure Network
5. High Quality Design and Responding to Climate Change

Renewable and Low Carbon Energy

POLICY CS3 - RENEWABLE AND LOW CARBON ENERGY GENERATION

Proposals for the generation of energy from renewable or low carbon sources, provided that the installation would not cause significant demonstrable harm to residential amenity, individually or cumulatively, will be supported.

In assessing proposals significant weight will be given to:

1. The wider environmental benefits associated with increased production of energy from renewable sources;
2. Proposals that enjoy significant community support and generate an income for community infrastructure purposes by selling heat or electricity to the National Grid;
3. The time limited, non-permanent nature of some types of installations; and
4. The need for secure and reliable energy generation capacity, job creation opportunities and local economic benefits.

Renewable or low carbon energy installations will also be supported in the Cotswold AONB provided they do not, individually or cumulatively, compromise the objectives of the designation. Developments will also be required to meet objectives of Policy CS1 (High Quality Design), as far as engineering requirements permit.

5.35 Renewable and/or low carbon energy supplies include, but not exclusively, those from biomass and energy crops, Combined Heat and Power (see Policy CS4), waste heat from industrial processes, energy from waste, ground and air source heating and cooling, hydro, solar thermal, photovoltaic generation and wind power.

5.36 Given the close proximity of the Green Belt to the main urban areas, this will potentially be an attractive location for renewable or low carbon energy generation. Greater weight will therefore be given to the ‘wider’ environmental benefits (CO₂ reduction) in considering applications in this area, particularly where criteria 2, 3 and/or 4 are also met.

5.37 With regard to criterion 2, installations that would generate a direct financial benefit to the local community will be encouraged. This can be achieved by legal agreement that guarantees to pay a percentage of the income generated by selling heat or electricity to the grid, into a Community Trust Fund, or other suitable mechanism, controlled by the local community for spending on other local infrastructure and energy efficiency initiatives. This approach is particularly promoted in the Area of Outstanding Natural Beauty (AONB), in order to support local communities and the objectives of the AONB Management Plan.

5.38 Some installations, such as wind turbines, have an operational lifespan, typically 25 years. The temporary nature of these installations can be conditioned, allowing a review against the policy framework and energy environment at that time and potentially requiring the site to be returned to its former state. This may be an appropriate approach where the cumulative impact of such installations may begin to undermine landscape character.
5.39 Where Environmental Impact Assessment regulations are not applicable, applicants will only be required to provide information on the likely significant environmental, social and economic effects, proportionate to the project.

**Delivery**

5.40 The policy will be implemented through the development management process. The policies of the Joint Waste Core Strategy should also be considered, specifically with regard to energy from waste schemes. The Council will also promote the delivery of renewable and low carbon energy generation through the Sustainable Community Strategy, the Climate Change Strategy and wider corporate functions.

5.41 The Council will also consider the identification of areas and sites for the development of renewable and low carbon energy installations through the Sites and Policies DPD.

5.42 The Council will also explore setting up an ‘allowable solutions’ fund to ensure that carbon savings are made on small-scale development sites where the provision of on-site renewable energy may not be technically viable.

5.43 Planning obligations or a Community Infrastructure Levy (CIL) may in some cases be used to contribute towards the delivery of strategic renewable energy infrastructure.

**POLICY CS4 - RENEWABLE AND LOW CARBON DISTRICT HEAT NETWORKS**

Any applications to develop a thermal generating station or proposals that have a capacity to generate significant waste heat as part of an industrial or commercial process must either:

1. include heat recovery and re-use technology; and
2. heat distribution infrastructure; or
3. provide evidence that heat distribution has been fully explored and is unfeasible.

Major development proposals (more than 100 dwellings or non-residential of more than 10,000 sq.m) must:

4. demonstrate how opportunities to accommodate a district heating solution have been maximised, taking into account density, mix of uses, layout and phasing; and either
5. include renewable or low carbon heating or CHP generation and distribution infrastructure on-site; or
6. connect to an existing renewable or low carbon heat distribution network; or
7. provide a heat distribution network as part of the development where there are firm proposals for renewable or low carbon heat generation or CHP and distribution in the locality within a reasonable time frame; or
8. provide evidence that renewable and low carbon sources of heating or CHP have been fully explored and are unfeasible.

Developments of less than 100 dwellings or 10,000 sq.m of non-residential floorspace must connect to any existing available district heat network(s) in the vicinity, where reasonably practical.
5. High Quality Design and Responding to Climate Change

5.44 Combined Heat and Power (CHP) is the generation of usable heat and electricity in a single process. By reducing transmission losses, and making use of waste heat, CO\textsuperscript{2} emissions can be reduced substantially. CHP systems operate most efficiently where there is a constant heat demand throughout the day and year. Given the mix of uses, particularly in areas like the North Fringe of Bristol, where large industrial and commercial uses are in close proximity to existing and proposed housing sites, it is considered that district heating networks provide the most efficient way to achieve substantial CO\textsuperscript{2} reduction targets.

5.45 Through its planning, asset management programmes and other corporate functions, the Council will work to establish CHP plant and heat distribution infrastructure, particularly with owners/developers of sites identified as ‘Potential Anchor Heat Loads/Sources’ and Strategic Growth Areas identified on the Energy Opportunities Plan (see Report on the Potential for Renewable Energy Supply in South Gloucestershire) and other major developments as may come forward. Positive additional weight will therefore be given to proposals that incorporate heat generation and distribution infrastructure and/or CHP plant.

5.46 If a thermal generation station or industrial or commercial process that produces significant waste heat is proposed without CHP plant or heat distribution infrastructure in any part of the district, the applicant should present evidence that the possibilities for CHP plant and heat distribution have been fully explored. This should be through an audit trail of dialogue between the applicant and prospective customers. Applicants should also have contacted agencies like the Homes and Communities Agency (HCA), South West Regional Development Agency, Regen SW, the Council and other relevant stakeholders and obtained their advice on opportunities for heat customers.

5.47 Major development proposals (more than 100 dwellings or non-residential of more than 10,000 sq.m floorspace) must consider how heat distribution opportunities could be incorporated (taking into account high quality design objectives – see Policy CS1). Where there are multiple developers, they will be expected to collaborate in terms of developing a district heating/CHP solution for the site as a whole. Developers that do not propose to incorporate CHP plant and or heat distribution network(s) should explain why it is not economically feasible or practical e.g. if there are more energy efficient means of satisfying heat demands.

5.48 Where there are potential developments which could generate the heat required and which are due to be built within a timeframe that would make incorporation of a distribution network feasible, conditions may be imposed to ensure that the development is connected to the respective heat supply source.

5.49 For developments of less than 100 dwellings or 10,000 sq.m., where a district heating network does not yet exist, applicants should consider installing heat and cooling equipment that is capable of connection at a later date.
Delivery

5.50 The policy will be implemented through the development management process. The policies of the Joint Waste Core Strategy should also be considered, specifically with regard to energy from waste schemes. The Council will also promote the delivery of renewable and low carbon energy generation through the Sustainable Community Strategy, the Climate Change Strategy and wider corporate functions.

5.51 The Council will also explore setting up an ‘allowable solutions’ fund to ensure that carbon savings are made on small-scale development sites where the provision of on-site renewable energy may not be technically viable.

5.52 Planning obligations or a Community Infrastructure Levy (CIL) may in some cases be used to contribute towards the delivery of strategic district heating infrastructure.
6. Managing Future Development

Introduction

6.1 The core principle in national and regional policy is delivering sustainable development. A key element of this approach is to: “Bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs for housing, for industrial development, for the exploitation of raw materials such as minerals, for retail and commercial development, and for leisure and recreation – taking into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure, including for sustainable waste management, and the need to avoid flood risk and other natural hazards.” (PPS1)

6.2 Managing future development is a key priority of the Council’s Sustainable Community Strategy and Corporate Plan “so that we deal positively with the challenges posed by more growth by planning in a sustainable and integrated way for high quality homes, associated employment opportunities, local community facilities and a convenient and safe transport network which meets our communities’ needs and aspirations”.

6.3 Future development in South Gloucestershire will put further pressure on existing infrastructure, much of which is at or nearing capacity. In order to cope with the additional demand generated by new development and to meet Sustainable Community Strategy objectives, this infrastructure will require improvement and in some cases additional provision. Without new investment, both existing communities and future new neighbourhoods will be neither sustainable nor acceptable. New development will therefore be expected to contribute towards the provision of necessary infrastructure to support the development of sustainable healthy communities and climate change mitigation and adaptation objectives.

6.4 The first policy provides the broad spatial framework for developing in sustainable locations, with the second policy addressing the delivery of infrastructure.

**CORE STRATEGY OBJECTIVES**

- Concentrating the majority of new development to take advantage of existing services and facilities and higher levels of accessibility
- Locating development where it will provide the opportunity to minimise the need to travel and allow safe and convenient access to services by walking, cycling and public transport
- Recognising and protecting the identity and heritage of existing communities
- Promoting greater self-containment and enhancing the service centre role of the market towns of Thornbury, Yate and Chipping Sodbury
- Supporting local housing needs and services in villages
- Protecting the Green Belt and the countryside from inappropriate development
- Providing a range of infrastructure, together with integration and access, in step with new development
Location of Development

**POLICY CS5 - LOCATION OF DEVELOPMENT**

In order to deliver the Strategy for Development, the framework for the location and scale of development is:

1. **Most new development will take place within the communities of the North and East Fringes of Bristol urban area:**
   - To 2016, the focus will be the development of existing commitments and the remaining South Gloucestershire Local Plan allocations, together with delivery of the Greater Bristol Bus Network;
   - Post 2016, new neighbourhoods will be developed at Cribbs/Patchway to create sustainable communities, and to the east of Harry Stoke, the latter in the event of the delivery of the Stoke Gifford Transport Link;
   - Post 2020, if land is required to the west of the A4018 at Cribbs/Patchway to deliver the envisaged housing numbers in the new neighbourhood, then land will be considered for release from the Green Belt subject to environmental considerations and having no adverse impact on the operation of Filton Airfield; and

2. At Yate/Chipping Sodbury, new development will be of a scale appropriate to achieve greater self-containment and to improve the separate but inter-related roles and functions of the towns, focusing on investment in the town centres and improving the range and type of jobs;
   - Provided infrastructure, particularly sewerage infrastructure, is delivered, a new neighbourhood at North Yate will be developed, supported by a package of transport measures and a new local centre;

3. At Thornbury, new development will be of a scale appropriate to revitalise the town centre and strengthen community services and facilities;

4. The economic potential of Severnside will be realised as a strategic location for a range of employment uses, subject to the resolution of flood risk, environmental and infrastructure issues;

5. Small scale development will take place within the defined settlement boundaries of villages defined on the Proposals Map, but will be limited in scale to no more than infilling within those villages with defined settlement boundaries washed over by the Green Belt:
   - Defined settlement boundaries will be maintained around rural settlements for the first 5 years of the Core Strategy. A review of the approach to the distribution of housing in the rural areas will be undertaken which will include engagement with the local community and other stakeholders/parties;
   - Any changes to the rural housing distribution will be reflected in the Sites and Policies DPD;

6. In villages and other settlements without defined settlement boundaries, and in the open countryside, new development will be strictly limited.

The Green Belt will remain unchanged from that shown in the South Gloucestershire Local Plan, except to the west of the M32 where land will be released from the Green Belt, subject to the delivery of the Stoke Gifford transport link, for a new neighbourhood. Any amendment to the inner boundary of the Green Belt will be identified in the Sites and Policies DPD. Exceptional circumstances will need to be demonstrated to justify any further amendments to the Green Belt. Any development in the Green Belt will conform to national and LDF policies relating to the Green Belt.

cont...
6. Managing Future Development

6.5 The largest share of new development will take place within the North and East Fringes of the Bristol urban area, which includes the new neighbourhood areas at Cribbs Causeway/Patchway, and on the edge of the North Fringe east of Harry Stoke, in places where essential infrastructure is in place or planned. This will reduce the need to travel and commute, accompanied by a package of public transport measures and supported by other community infrastructure. The boundaries of the North and East Fringes are shown on the Proposals Map, having been defined in the South Gloucestershire Local Plan.

6.6 The general extent of the Bristol and Bath Green Belt will be maintained as shown on the Proposals Map. In the event of the delivery of the Stoke Gifford Transport Link, a detailed change to the inner Green Belt boundary will be undertaken to enable the land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road, to be identified as a strategic development location. Any other changes to the Green Belt boundary will require exceptional circumstances to be demonstrated.

6.7 Outside the Bristol urban area, development land will be provided in Yate/Chipping Sodbury and Thornbury, to promote greater self-containment of these settlements. This will include a new neighbourhood to the north of Yate.

6.8 Elsewhere, development will be limited. Small scale development will be allowed in villages with defined settlement boundaries where it meets local housing needs or supports or enhances existing services and their viability. However where settlements with defined settlement boundaries are in the Green Belt then, to accord with government guidance, development will be limited to no more than infilling. Affordable housing will be allowed through the rural housing exceptions policy, where there is identified need and local community support. Settlement boundaries are currently defined on the Proposals Map for 37 villages. The defined settlement boundaries to villages will remain unchanged for the first five years of the Core Strategy, and during this time the Council will engage with local communities over the future approach to settlement boundaries as part of preparing the Sites and Policies DPD. Any proposed changes will be identified in the Sites and Policies DPD.

6.9 The Severnside area is recognised as being a regionally significant employment area, covered by longstanding planning permissions, much of which remains undeveloped. Regional and local planning policy continues to support its development, while recognising the significant constraints that affect the area by way of flood risk, highway infrastructure, ecology and archaeology.

6.10 Government guidance requires that a sequential test relating to flood risk is applied to the identification of land for development, to ensure that there are no alternative sites.
available in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed. Departures from the sequential approach will only be justified in exceptional circumstances where it is necessary to meet the wider aims of sustainable development. The Council’s Strategic Flood Risk Assessment has helped inform the Strategy for Development. This work indicates that the Strategy for Development can be delivered despite the flood risk issues by following a sequential approach and only allowing development in the areas of highest flood risk in exceptional circumstances in accordance with Planning Policy Statement 25. This approach will be used for allocating land in the Sites and Policies DPD in accordance with Planning Policy Statement 25.

**Delivery**

6.11 The development will be delivered by the private sector through the development management process. More details on delivery are set out in the policies in Part 2 of the Core Strategy.

**Infrastructure and Developer Contributions**

**POLICY CS6 - INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS**

The Council will work with partners to deliver infrastructure, services and community facilities to improve the sustainability of its communities.

All new development of a sufficient scale that would add to the overall demand and impact on infrastructure will be required to provide:

- Site specific measures to directly mitigate the impact of the development;
- Infrastructure, services and community facilities to mitigate its impacts on existing communities and provide for the needs arising from the development, including financial contributions towards their maintenance where appropriate.

Where necessary infrastructure, services and community facilities cannot be provided on site (in kind), financial contributions will be sought and may be pooled to secure the necessary off-site infrastructure investment to mitigate the cumulative impact of development(s).

6.12 Future development in South Gloucestershire will put further pressure on existing infrastructure, much of which is at or nearing capacity. In order to cope with the additional demand generated by new development and meet Sustainable Community Strategy objectives, this infrastructure will require improvement and in some cases additional provision. Without new investment, both existing communities and future new neighbourhoods will be neither sustainable nor acceptable. New development will therefore be expected to contribute towards the provision of necessary infrastructure to support the development of sustainable, healthy communities and climate change mitigation and adaptation objectives.
6. Managing Future Development

6.13 The infrastructure, facilities and services to which development may be required to contribute include:

- Affordable housing
- Strategic utilities
- Education facilities
- Health facilities
- Police, Fire and Ambulance facilities
- Community and cultural facilities & activities (See Policy CS23)
- Transport infrastructure
- Sustainable transport measures (including revenue support)
- Green Infrastructure (open Space, play and outdoor sports facilities)
- Ecological mitigation
- Flood risk management measures
- Waste facilities
- District heating networks and other renewable and low carbon energy infrastructure
- Local energy efficiency initiatives
- Local climate change adaptation and mitigation initiatives
- Public realm provision / improvements
- Local employment and training initiatives
- Broadband networks
- Cemeteries
- Commuted payments for the management & maintenance of facilities provided

6.14 This list is not exhaustive and this policy should be read in conjunction with Policies CS18 (Affordable Housing) and CS23 (Community Buildings & Cultural Activity), as other contributions may be sought depending upon the individual characteristics and impacts of a particular development.

6.15 Much infrastructure is essential simply to make a development function. Developers are therefore required to consult and work with statutory undertakers and service providers to ensure that adequate provision is made for such infrastructure. Service infrastructure in this context includes highways, utility services (including fire hydrants and adequate water supply for fire fighting), surface water drainage and attenuation, and sewage disposal.

6.16 The Infrastructure Delivery Plan supports the Strategy for Development. Delivery will require close working with other public and private partners. Other sources of funding will also remain critical to delivery of required infrastructure. The Infrastructure Delivery Plan is a ‘living’ document and will therefore be subject to regular updating. The plan can be viewed at www.southglos.gov.uk/corestrategy
Delivery

6.17 Developer contributions will primarily be sought through the use of planning obligations, as set out in Section 106 of the 1990 Town & Country Planning Act. The policy will be implemented through the development management process. Where appropriate, contributions may be sought on a tariff basis and pooled with those secured from across the district, and in some instances from other local authorities, in order to fund major sub-regional infrastructure.

6.18 Government intends to legislate to give Councils powers to apply planning charges in the form of a Community Infrastructure Levy (CIL), alongside negotiated contributions for site specific matters. Subject to legislation the Council may bring forward and implement a CIL and any formulae and charges relating to it would be set out in a Development Plan Document.
7. Tackling Congestion and Improving Accessibility

Introduction

7.1 Relieving congestion is paramount to the continued economic prosperity of South Gloucestershire, to the health and well-being of its residents and to climate change mitigation objectives. Delivery of enhanced travel options to significant destinations, by means other than the private car is therefore a key objective of the Core Strategy. This is consistent with the Sustainable Community Strategy’s priority of managing future development in a positive way.

CORE STRATEGY OBJECTIVES

- Reducing congestion by improving accessibility by means other than the private car
- Widely, improving and enhancing opportunities for walking, cycling and using public transport, and particularly to significant destinations, such as educational establishments, hospitals and employment areas
- Completing delivery of the Greater Bristol Bus Network and delivering the Bus Rapid Transit route from Hengrove – North Fringe, the Emersons Green spur, the link from Temple Meads - Emersons Green and the Greater Bristol Metro Project

Strategic Transport Infrastructure

POLICY CS7 - STRATEGIC TRANSPORT INFRASTRUCTURE

Priority will be given to the implementation of strategic infrastructure proposals that reduce congestion and improve accessibility by means other than the private car. In particular, the Council will work with its partners to deliver within the plan period the following key projects:
1. Completion of the Greater Bristol Bus Network;
2. The construction of a Rapid Transit network to serve the communities of the North & East Bristol Fringes, including:
   • North Fringe to Hengrove (South Bristol) Package, and its components
   • Rapid Transit link from Hengrove to North Bristol Fringe (including the Stoke Gifford Transport Link)
   • Rapid Transit link from North Fringe to Emersons Green;
   • Rapid Transit link from Ashton Vale to Emersons Green (Phase 2 - Temple Meads to Emersons Green);
3. The Greater Bristol Metro Project;
4. The Cribbs/Patchway New Neighbourhoods Package;
5. The East of Harry Stoke New Neighbourhood Package;
6. The Yate/Chipping Sodbury Package;
7. The Rural Package;
8. The Ring Road Package.

cont...
POLICY CS7 - STRATEGIC TRANSPORT INFRASTRUCTURE

The Council will also require, the following, key infrastructure elements to be delivered as part of major development schemes:

9. Wallscourt Farm (Cheswick Village) Bus Link (from the MoD campus east through the expanded UWE site);
10. Romney Avenue Bus Link (from Lockleaze through the Cheswick Village development site to the Cheswick Village Bus Link);
11. Bus Rapid Transit route (from Wallscourt Farm / Cheswick Village Bus Link to Coldharbour Lane & to A4174 ring road) and Transport Interchange at UWE;
12. Emersons Green East Multi-Modal Interchange and Rosary Roundabout improvements;
13. New Junction onto the A4174 between Coldharbour Lane and the M32 (Junction 1) and access road to SGLP site 13 (Harry Stoke);
14. San Andreas Link Road through SGLP site 4 (Charlton Hayes).

SAFEGUARDING LAND

Development will not be permitted where it is prejudicial to the Council’s strategy of developing the schemes set out above, or other strategic transport measures that may emerge through the Joint Local Transport Plan. Land to be safeguarded will be identified in the Sites and Policies Development Plan Document, Area Action Plans or other Local Development Documents, as appropriate. Rail track beds and associated land will be safeguarded for their continuing use or reuse for public transport or rail freight, or foot and cycleways.

Details of delivery agencies, timescales and funding mechanisms are set out in the Infrastructure Delivery Plan.

The Council will also continue to work with schools, other educational establishments and major employers, in particular, to develop and promote Travel Plans.
7. Tackling Congestion and Improving Accessibility

Figure 2 – Strategic Transport Infrastructure Proposals Diagram
Figure 3 – Inset to Figure 2

South Gloucestershire Core Strategy

Part 1 - General Core Strategy Policies
7. Tackling Congestion and Improving Accessibility

7.2 The Greater Bristol Bus Network major scheme is nearing completion. It has provided a series of new showcase bus routes across the sub region in order to improve service reliability, frequency and speed.

7.3 In order to provide a step change in public transport provision in the main urban areas, the West of England Partnership has made a Regional Funding Allocation (RFA2) bid for the development of a series of Rapid Transit Routes. It is currently envisaged that it will be a bus based system, but could provide the opportunity to upgrade to a Light Rapid Transit (tram) based system in the future. This segregated route will provide significant improvements in public transport delivery in South Gloucestershire, thereby forming the primary element of the strategy to reduce congestion.

7.4 The Greater Bristol Metro Project (rail) is also part of a wider West of England project to encourage greater use of public transport. It is also subject to a Regional Funding Allocation bid. The principal elements of the Greater Bristol Metro Project (rail) comprise:

- Half hourly clock face services with separation of intercity, regional and local services
- Local network of cross city services linking Yate, Weston-super-Mare, Bristol Parkway, Bristol Temple Meads, Bath and other local stations
- Cardiff to Portsmouth intercity-urban service and new all stations service Cardiff to Westbury
- New infrastructure, including Weston-super-Mare bay platform and Yate turnback
- Four car trains standard, with possible extension to six along with platform lengthening.

7.5 Multi-Modal Interchanges will also be enhanced or developed at The Mall, UWE, Emersons Green East, Parkway and Yate Stations and at locations along the route as appropriate. The following transport schemes have been identified for delivery in the plan period. Their implementation is critical to the delivery of the Sustainable Community Strategy’s objectives. The identified ‘Packages’ will predominantly comprise the following elements. Further details are set out in the Infrastructure Delivery Plan.

7.6 The principal elements of the Cribbs/Patchway New Neighbourhoods Package comprise:

- Land & financial contribution to the Bristol North Fringe – Hengrove Rapid Transit Route (from Aztec West to The Mall and Cribbs/Patchway New Neighbourhood).
- Extension of the proposed orbital bus service (to be delivered by the S106 contribution from the Charlton Hayes development) from The Mall to the new neighbourhood area south of the airfield.
- Extension of existing Bristol City Centre to Airbus west gate bus service to the new neighbourhood, to provide a direct service to Westbury on Trym and Bristol (other existing bus routes also pass close to the development on the A4018).
- Strategic pedestrian and cyclist route to the south of Filton Airfield linking to Airbus and Filton College, and south to Southmead to connect to the Cycling City network.
- Land will be safeguarded to enable the future provision of a station on the Hallen Freight Line subject to a satisfactory business case being established at a point in the future (the station itself does not form part of the Core Strategy).
7.7 The principal elements of the East of Harry Stoke New Neighbourhood Package comprise:

- Land and financial contribution to the Stoke Gifford Transport Link (North Fringe – Hengrove RT).
- Provision of stops on the North Fringe - Hengrove rapid transit line that passes through the development.
- Connections and improvements to the local foot and highway network to provide improved cycle and pedestrian access, as may be appropriate, particularly to Parkway Station, south west towards UWE and north east to the open countryside and Winterbourne.
- Contributions towards the A4174 Ring Road Scheme, the Greater Bristol Metro and the extension of the A38 Showcase Bus Corridor to Thornbury.
- Expansion of Smart Ticketing opportunities.

7.8 The principal elements of the Yate / Chipping Sodbury Package comprise:

- Improved stopping facilities and increased frequency on direct bus services between Chipping Sodbury and Yate to Aztec West/The Mall, Bristol Parkway, Bristol city centre via (a) Winterbourne and (b) Coalpit Heath, Emersons Green, Science Park and Kingswood.
- Extension of the proposed orbital bus service (to be delivered by the S106 contribution from the Charlton Hayes development) between The Mall and Emersons Green, and extension of rapid transit services using the Temple Meads – Emersons Green rapid transit route to Yate via Westerleigh.
- A new ‘Yate town’ bus service.
- A Yate/Chipping Sodbury cyclist and pedestrian network.
- Cycling route from Chipping Sodbury and Yate to (a) Bradley Stoke via Winterbourne and (b) Downend via Coalpit Heath linking into the wider Cycling City network.
- Nibley Park and Ride
- Improvements to Yate Rail Station, car park and passenger interchange.
- Provision of the Yate Rail turnback (or similar alternative scheme) and a half-hourly train service at Yate to and from Bristol.
- Contributions towards the A4174 Ring Road Scheme, the Greater Bristol Metro and the Extension of the A38 Showcase Bus Corridor to Thornbury.
- Expansion of Smart Ticketing opportunities.

7.9 The principal elements of the Rural Package comprise:

- Extension of the A38 Showcase Bus Corridor to Thornbury.
- Extension of the A38 Cycling City route to Thornbury.
- Provision of real time information (RTI) at strategic bus stops throughout the rural area.
- Revenue support for Community Transport and Demand Responsive Transport.
7. Tackling Congestion and Improving Accessibility

- Park and share sites at Tormarton, Falfield and Aust. Other interchange sites will be investigated including the provision of kiss and ride and sites for interchange between cycling, buses and trains.
- Expansion of Smart Ticketing to bus services operating in the rural areas.
- Safeguarding of 0.84ha of land at the former Charfield station and adjoining land to the south east for the provision of a passenger rail station and a car park/interchange.

7.10 The principal elements of the Ring Road Package comprise:

- Widening eastbound from M32 Jct1 to Bristol Road
- Bristol Road southbound widening
- Widening westbound to Hambrook crossroads
- Merge West of Bromley Heath Roundabout
- Bromley Heath Roundabout improvement
- Wick Wick M4 Overbridge replacement
- Widening Wick Wick to Lyde Green
- Widening Lyde Green to The Rosary
- Widening from the Rosary to The Dramway
- The Dramway Improvement

7.11 The Council is committed to the long-term realisation (beyond 2026) of a new link road from the A4174 Ring Road to the M4 (between Junction 18 and 19) to relieve congestion to the M4 Junction 19, M32 Junction 1, the A4174 eastbound and within the communities of the north east Bristol fringe area. The Council will continue to make the case to the Highways Agency and central government during the plan period.

7.12 The Council will also work to continue to identify funding and lobby central government and the Highways Agency to deliver a junction on the M49 to enable further employment development at Severnside and Avonmouth.

Delivery

7.13 Schemes 1-3 identified above will be funded primarily by a Regional Funding Allocation Bid. Through the West of England Partnership and the Joint Local Transport Plan, the Council is committed to working alongside the other three unitary authorities to achieve their delivery. Local contributions will also be sought primarily from the private sector. Schemes 4-7 will predominantly be funded by the private sector through the development management process. The Ring Road Package is proposed to form the basis of a further Major Scheme Bid (RFA3 or similar). A local contribution would thereby be sought. Details of funding and timing are laid out in the Infrastructure Delivery Plan. The packages will remain under review subject to the availability of Central Government and other funding sources and detailed negotiations with the private sector.
7.14 CPO powers may be employed, where appropriate, particularly in the delivery of the Rapid Transit network.

**Improving Accessibility**

**POLICY CS8 - IMPROVING ACCESSIBILITY**

Priority will be given to providing the users of new development with a range of travel options other than the private car. The following principles will be applied in the consideration of planning applications and formulation of other Local Development Documents:

1. Accessibility. New development proposals which generate significant demand for travel will be more favourably considered the nearer they are located to existing and proposed public transport infrastructure and existing facilities and services. Developments which are car dependent or promote unsustainable travel behaviour will not be supported;

2. Off-site mitigation. All new development proposals of a sufficient scale will be required to contribute financially or in kind to the schemes set out in Policy CS7 and the Infrastructure Delivery Plan, as appropriate, and other physical off-site local transport improvements as may be necessary to make the scheme acceptable;

3. Provision and Promotion of sustainable travel options. All new development proposals of a sufficient scale will be required to provide pro-active facilities and measures to reduce travel demand and support travel by means other than the private car, particularly to significant destinations such as educational establishments, hospitals and employment areas. This will be achieved through:
   - the provision of, and integration of walking, cycling and public transport infrastructure into the local network;
   - providing mixed use developments in appropriate locations;
   - the active promotion of a Green Travel Plan approved by the Council;
   - the provision of shower and changing facilities for use by staff in commercial and business premises;
   - contributions to bus services, and other initiatives such as commuter and car clubs and community transport projects, as appropriate; and
   - access to high speed broadband and installation of electrical sockets, storage and sufficient space in dwellings such that allows homeworking.

The Council will expect early implementation of sustainable travel infrastructure and initiatives in the construction and occupation of major schemes;

4. Demand Management. The Council will continue to apply maximum car parking standards in accordance with its current standards until such time as they are reviewed. With regard to major residential schemes, only 50% of the garages proposed will be allowed to contribute to the total number of parking spaces. Car parking should also be well integrated and situated so it supports the street scene. All new development proposals will also be required to provide safe & secure cycle parking facilities in accordance with the Council’s standards.
7. Tackling Congestion and Improving Accessibility

7.15 This policy seeks to ensure that emerging DPDs, SPDs, Area Action Plans, Development Briefs, Concept Statements and development schemes all have regard to the need to improve transport infrastructure in accordance with Sustainable Community Strategy objectives.

7.16 PPS1 and the PPS1 Supplement on Planning and Climate Change encourage development that is located where everyone can access services or facilities on foot, bicycle or public transport, rather than having to rely on access by the car, while recognising that this may be more difficult in rural areas.

7.17 New development that generates the need to travel will be required to contribute financially or in kind to the strategic transport infrastructure set out in Policy CS7.

7.18 Contributions may also be used to support sustainable travel measures that may be promoted by the Council and other partners from time to time, such as:

- Revenue support to maintain, improve and expand community transport and demand responsive transport services in the urban and rural areas;
- Revenue to establish a South Gloucestershire car club scheme;
- Revenue and capital towards improvements in real time passenger information;
- Capital towards bus priority measures to ensure reliable and punctual bus services; and
- Revenue and capital to support access to health facilities arising from the new configuration of acute and community hospitals, post 2013.

7.19 All but the smallest householder applications will be expected to consider, provide information on and a strategy for the minimisation of private car based travel. In addition to the measures set out in criterion 3, other innovative measures that reduce the CO₂ footprint of transport at the point of use, such as charging points for electric vehicles, will be welcomed.

7.20 Development proposals should consider the integration of direct and attractive walking and cycling routes with the wider network as a primary objective of high quality urban design. These routes should also take advantage of and integrate with proposed Green Infrastructure, and vice versa where appropriate.

7.21 Parking remains an important part of demand management and an issue that will be kept under review. Lower parking standards may be more appropriate as elements of the strategic transport infrastructure are implemented. With respect to garages, residents often utilise them for storage, rather than parking vehicles. Therefore, only 50% of the garages on a residential scheme will be allowed to contribute towards the parking requirement.

Delivery

7.22 This policy will be delivered through the development management process. The car parking standards will be reviewed through the Sites and Policies DPD or via SPD.
8. Managing Environmental Resources and Built Heritage

Introduction

8.1 Valuing the environment is a key priority of the Council’s Sustainable Community Strategy and the Corporate Plan and is central to the vision of the Core Strategy.

8.2 This chapter sets out the Council’s approach to managing the high quality and diversity of our natural and built environment. The features and resources which are integral to the character and identity of South Gloucestershire are increasingly under threat from development, as well as being at risk from the effects of climate change. However, these environmental assets can also be used to make a positive contribution to mitigating the impacts of climate change and to improving health and well-being.

8.3 The first policy in this chapter is an overarching policy relating to environmental resources and built heritage, while the second policy specifically relates to managing the district’s limestone and clay resources.

CORE STRATEGY OBJECTIVES

- Conserving and enhancing the character and distinctiveness of the district’s cultural and built heritage and maximising its contribution to quality of place
- Conserving and enhancing the district’s distinctive landscapes, natural environmental resources and wildlife
- Managing mineral resources for the longer term while ensuring an adequate and steady supply to meet identified needs
- Safeguarding the quality of natural resources and ensuring prudent use
Environmental Resources and Built Heritage

POLICY CS9 - ENVIRONMENTAL RESOURCES AND BUILT HERITAGE

The natural, built and historic environment is a finite and irreplaceable resource. In order to protect and manage South Gloucestershire’s environment and its resources in a sustainable way, new development will be expected to:

1. ensure that sites, areas and landscapes of archaeological, historical, ecological, arboricultural and geological importance are protected and, where appropriate, improved and enhanced;
2. be located away from areas of flood risk;
3. reduce and manage the impact of flood risk through location, layout, design, choice of materials and the use of Sustainable Drainage Systems (SuDS);
4. protect the quality and quantity of the water environment and its margins;
5. avoid the undeveloped coastal zone unless a coastal location can be justified and there is no alternative;
6. utilise natural resources, including minerals, soils and water, in an efficient and sustainable way;
7. avoid best and most versatile agricultural land and safeguard allotment sites to maximise opportunities for local food cultivation;
8. avoid contaminated land unless appropriate remediation measures can be taken; and
9. minimise and, where possible, reduce the effects of pollution.

8.4 This policy sets out the general approach to environmental resources and built heritage in South Gloucestershire and should be read in association with the more detailed environmental policies in Chapter 4 (Environment) of the South Gloucestershire Local Plan (SGLP). This policy also links with Policies CS2 (Green Infrastructure) and CS1 (High Quality Design) in this Core Strategy.

8.5 There is an extensive portfolio of areas of nature and biodiversity importance in South Gloucestershire, many of which are protected by local, regional, national or international designations. South Gloucestershire has a predominantly rural and agricultural landscape greatly influenced by large scale scarps, ridges, vales, levels and estuary landforms overlain by a variety of land cover, in places comprising unique natural or historic features. The importance of the diversity, character, natural beauty and amenity of the district’s landscapes is recognised and will be protected and, where possible, enhanced. The Landscape Character Assessment Supplementary Planning Document provides detailed analysis to support this.

8.6 The Cotswolds Area of Outstanding Natural Beauty (AONB) delivers a range of benefits for society in terms of its scenic beauty, cultural heritage and important habitats. Proposals for development within, or affecting the setting of, the AONB should take account of the objectives of the Cotswolds AONB Management Plan and seek to conserve and enhance the unique character, tranquillity and special qualities of the Cotswolds landscape.
8.7 South Gloucestershire has an important legacy of heritage and cultural assets, including over 2000 listed buildings, approximately 1500 locally listed buildings, 30 conservation areas, historic parks and gardens and a wide and rich range of archaeological features. These assets make a significant contribution to the identity of the locality in which they are set, helping to create a sense of place. The historic environment should also be seen as a stimulus for the design of new developments (as outlined in Policy CS1).

8.8 In the coming years, South Gloucestershire, like the rest of the United Kingdom, will increasingly experience the effects of climate change. The risk of coastal and river flooding will increase as a result of the predicted effects of climate change, through rising sea level and increased winter rainfall. The district contains land at risk of flooding, most notably in the vicinity of the tidal Severn Estuary and areas along the Rivers Avon, Frome and Boyd. New development will therefore be directed away from areas at high risk of flooding and where the risk of flooding is likely to increase.

8.9 New development has a significant role to play in managing flood risk by minimising its own surface water run-off through use of Sustainable Drainage Systems (SuDS) and positive land management. SuDS provide a method of discharging surface water in a sustainable way to reduce the risk of flooding and pollution. Some SuDS techniques offer opportunities for environmental and landscape enhancement as well as improving biodiversity and local amenity. Development is required to incorporate SuDS and, where this may not be practicable, an acceptable alternative means of surface water disposal should be used. In instances where SuDS alone cannot provide total surface water drainage solutions, they can be used beneficially in conjunction with conventional piped systems.

8.10 The Severn Estuary forms the western boundary of South Gloucestershire and other rivers also play a significant role in the landscape and setting of large parts of the district. In addition to their aesthetic value, these rivers are a significant environmental resource which should be protected. This includes protecting landscape features that contribute to the setting, as well as protecting and enhancing views of the river and the water environment, as a whole.

8.11 The Severn Estuary Coastal Zone (as defined on the Proposals Map) consists of the estuary itself and the adjoining low lying land which is criss-crossed by rhines which drain to seven outfalls into the Estuary. The coastal zone contains species, landscapes and habitats of local, national and international importance, some of which are recognised as being of high value by the UK Biodiversity Action Plan (UKBAP). In recognition of the Coastal Zone’s importance for its landscape, nature conservation and archaeological value, as well as its risk of flooding, development will be resisted. Such development that requires a coastal location will be directed to the developed areas of the Zone (these are the areas within the settlement boundaries of Aust, Oldbury-on-Seven, Pilning and Severn Beach, Severnside employment area and Severn View Motorway Services Area at Aust).

8.12 In order to be sustainable, development must minimise the impact and mitigate the likely effects of climate change through the prudent and efficient use of natural resources, including energy, water, soil and the best and most versatile agricultural land, and the increased re-use and recycling of materials. The conservation of water resources will become increasingly important as summer rainfall declines and droughts become more common. New
development will be expected to demonstrate that it will not cause any deterioration in the quality or quantity of underground, surface or coastal water resources.

8.13 Soil is a fundamental natural resource on which life depends. It provides many essential services on which we rely including food cultivation, water management and support for valuable biodiversity and ecosystems. Across South Gloucestershire, agricultural activity is varied – ranging from predominantly arable land in the Cotswold Hills in the east to the flats of the Severn Estuary in the west. The best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) should be protected in recognition of the increasing need to produce food locally due to climate change. This need is increasing due to the anticipated reduction in the ability of countries continuing to export food to the UK due to increased flooding, erosion or drought. Allied to this, existing allotments should be safeguarded, and levels of provision should be increased in areas where there is a current shortfall or where demand is high (see Policies CS1 and CS24).

8.14 The development of previously developed land is central to the principles of sustainable development as it minimises pressure to develop greenfield land. While the benefits of recycling previously developed land are clear, there is the possibility that land may be contaminated as a result of its previous use. For this reason contaminated land should be avoided unless work can be undertaken to make it safe for use.

8.15 Air pollutants can arise from a variety of sources, including transport, industry and the commercial and domestic sectors. Clean air is essential to a good quality of life - poor air quality can have a significant effect on people’s health, particularly those with heart and/or respiratory conditions. The main source of air pollution in South Gloucestershire is road traffic, therefore development should minimise harmful emissions and should not give rise to increased traffic congestion. This will also help climate change mitigation.

8.16 Tranquil and peaceful environments have been found to be good for people’s health, so development should not give rise to high levels of noise in the vicinity of residential areas and areas of high landscape or ecological value.

Delivery

8.17 This policy will be delivered through the development management process as well as in conjunction with the delivery of Policies CS1 (Design) and CS2 (Green Infrastructure).
8. Managing Environmental Resources and Built Heritage

Minerals

POLICY CS10 - MINERALS

SUPPLY
Provision will be made for the extraction of 74 million tonnes of crushed rock between 2008 and 2026 (which represents 60% of the West of England's sub-regional apportionment) by maintaining a landbank of at least 10 years. In order to maintain this landbank, the existing Preferred Areas in the South Gloucestershire Minerals and Waste Local Plan will be rolled forward and any further resource requirement will be identified in the Sites and Policies DPD. Any proposal for the working of clay will only be allowed where it would support the level of capital investment required to maintain or improve Cattybrook Brickworks, or would meet a shortfall in the supply of clay to this brickworks.

SAFEGUARDING
Mineral resources will be protected from permanent sterilisation by identifying Mineral Safeguarding Areas for the indicative hard rock and shallow coal resources identified by the British Geological Survey. These safeguarding areas will be defined in the Sites and Policies Development Plan Document, together with consideration of the need to safeguard other mineral resources. Until then, the Mineral Resource Areas defined on the Proposals Map will remain in effect.

8.18 National policy requires that provision is made for a steady and adequate supply of minerals to support the economy, that the best use is made of these resources and that they are protected for the longer term. Provision of supplies to meet current needs is achieved through the maintenance of ‘landbanks’ (mineral reserves with planning permission for extraction), while future supplies are protected through Mineral Safeguarding Areas (areas with mineral resources which do not yet have planning permission for extraction).

8.19 Within South Gloucestershire, mineral activity is dominated by crushed rock aggregates and, to a lesser extent, brick making clay, although other minerals have been worked in the past. For aggregates, there are national and regional guidelines which set down the level of contribution expected from each region to meet forecast national requirements. The South West regional guidelines have been apportioned down to sub-regional level and agreed by the Regional Assembly (now South West Councils) and incorporated into the Draft Regional Spatial Strategy. The West of England figure has been split between South Gloucestershire and North Somerset, as the only two unitary authorities in the West of England with aggregate resources, on a ratio of 60% : 40% to reflect sales in recent years. (NB New national and regional guidelines were published in 2009 for the period 2006 – 2020. The Core Strategy will take account of these guidelines when the sub-regional apportionment has been set later in 2010).

8.20 While the crushed rock landbank is in excess of 80mt, and there is an additional 20 million tonnes in the three Preferred Areas identified in the Minerals and Waste Local Plan (one of which has planning permission subject to the completion of a S106 agreement), the landbank
is unevenly distributed between the five crushed rock quarries in South Gloucestershire. Two of the quarries are likely to exhaust their reserves before the end of the Core Strategy and, in order for South Gloucestershire to meet its crushed rock guideline figure, additional resources may need to be released. However, production in the West of England since 2001 has been significantly lower (by an average of 25%) than the annualised sub-regional apportionment figure. Therefore, this situation will be kept under review and, if necessary, when the Sites and Policies DPD is in preparation, additional resources will be identified for release to meet the guideline figure.

8.21 Cattybrook Brickworks produces a range of specialist bricks by blending various clays, some of which are imported from outside of South Gloucestershire. Sufficient clay reserves exist in the adjoining claypit and in a long term stockpile at Shortwood to meet requirements, at least for the medium term. However, should an unforeseen situation arise with the supply of the clay material, or additional capital investment in the Brickworks be required, consideration will be given to the release of additional resources to support the continued operation of the Brickworks.

8.22 The efficient and sustainable use of mineral resources will be supported by maximising opportunities to recycle waste and other materials for use as secondary aggregates, and minimising the unnecessary consumption of minerals in new construction. This is required by Policy CS9 and by Policy 1 of the Joint Waste Core Strategy Pre-Submission document for the West of England. Policies 2 and 4 of this Joint Waste Core Strategy provide the policy framework for locating recycling facilities.

8.23 Mineral Safeguarding Areas are intended to safeguard proven deposits of minerals which are, or may become, of economic importance within the foreseeable future, from unnecessary sterilisation by surface development. Although minerals are currently safeguarded by way of Mineral Resource Areas in Policy 1 of the Minerals and Waste Local Plan, these areas were based on limited geological information and adapted from earlier planning documents. Guidance has been produced by the British Geological Society on the definition of Mineral Safeguarding Areas and this will be used to identify Mineral Safeguarding Areas in the Sites and Policies DPD.

**Delivery**

8.24 This policy will be delivered through the development management process. Any further provision of land for the winning and working of minerals, as well as Mineral Safeguarding Areas, will be identified in the Sites and Policies DPD.
9. Maintaining Economic Prosperity

Introduction

9.1 South Gloucestershire has a robust, diverse and vibrant economy which has experienced high job growth rates and low unemployment. The area has many strengths including excellent road and rail connections, the successful key sectors of aerospace engineering, the MOD and the financial services industries, as well as the University of the West of England (UWE) and the large retail area at Cribbs Causeway. Major development in the pipeline, including the Science Park at Emkersons Green, will help to reinforce the local economy. However, after 20 years of high growth, there is a need for a more balanced and manageable strategy for economic development, within which some growth is steered towards other parts of the West of England sub region.

9.2 Maintaining economic prosperity is a key priority of the Council’s Sustainable Community Strategy and the Council’s Corporate Plan and is reflected in the Council’s Economic Development Strategy.

CORE STRATEGY OBJECTIVES

- Ensuring that South Gloucestershire plays its role in making the West of England economy one of the most prosperous, innovative and vibrant in Europe, by providing a sufficient range of employment land for existing and new businesses of all sizes
- Providing for the key sectors of advanced engineering, including aerospace and defence; finance and business services; higher and further education; retail; environmental technology and hi-tech industries
- Taking opportunities to provide more balanced employment across the district so that every community has access to a range of employment opportunities locally
- Ensuring provision of appropriate communication technologies
- Enhancing town centre vitality and viability

Economic Strategy

9.3 The Core Strategy’s Economic Strategy outlines how the economic objectives will be delivered through the policies in this chapter, which manage change on economic development sites and town centres, together with the policies on the delivery of new neighbourhoods in Part 2 of the Core Strategy.
<table>
<thead>
<tr>
<th>Economic Strategy Objectives</th>
<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safeguarding existing economic development areas</td>
<td>A range of areas across the district will be safeguarded for economic development use. In deciding which areas to safeguard, consideration has been given to their suitability for continuing employment uses, the needs of businesses (including the key sectors) and the potential to improve the balance between jobs and resident workers across communities.</td>
</tr>
<tr>
<td>Increasing productivity</td>
<td>Making more efficient and intensive use of existing employment areas will be achieved by safeguarding the best sites whilst also encouraging their redevelopment and re-design. A wider range of employment uses to provide more high quality jobs may be considered appropriate. Further guidance will be required on sites where major change or regeneration is proposed.</td>
</tr>
<tr>
<td>Allocating new employment land</td>
<td>Limited allocation of new employment land will be made in association with housing development in the new neighbourhood north of Yate. The locational strategy proposes further housing growth at Cribbs Causeway/Patchway, part of which will be achieved through the re-modelling of existing employment areas. Some employment land in this area may therefore be released to provide for residential or mixed use development.</td>
</tr>
<tr>
<td>Managing change on economic development sites</td>
<td>To meet the need for small business premises, and to provide employment in mixed and balanced communities near to where people live, change will be managed on existing economic development sites, as appropriate, to ensure employment uses are retained.</td>
</tr>
<tr>
<td>Securing economic and social benefits from major infrastructure projects</td>
<td>If any major national infrastructure projects (see Chapter 18) are approved, the Council will ensure that the potential economic benefits for South Gloucestershire are realised.</td>
</tr>
<tr>
<td>Promoting and diversifying town centres</td>
<td>There is a need to redefine the role and increase the competitiveness of certain centres to ensure they continue to meet the needs of the local community and maintain viability and vitality. Further out-of-town development will be carefully controlled so as not to undermine this strategy. New or improved local centres will be planned to serve new neighbourhoods.</td>
</tr>
<tr>
<td>Severnside</td>
<td>A substantial area of land at Severnside has planning permission for employment uses dating from the 1950s. The Council will seek to realise the potential of this area for distribution uses and to meet other needs whilst seeking to minimise environmental impacts (see Policy CS35).</td>
</tr>
</tbody>
</table>
9. Maintaining Economic Prosperity

Definition of Economic Development

9.4 In line with national guidance, the Core Strategy uses the following definition of economic development and town centre uses:

Economic development includes development within the B Use Classes, public and community uses and main town centre uses. It also includes other development which achieves at least one of the following objectives:
1. Provides employment opportunities;
2. Generates wealth; or
3. Produces or generates an economic output or product.

The definition does not include housing developments

The main uses to which the town centre policies apply are:
1. Retail development (including warehouse clubs and factory outlet centres);
2. Leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls);
3. Offices; and
4. Arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

9.5 While the definition is broad, not all uses are appropriate in all locations. In particular, the strategy and policies distinguish between uses of a traditional employment character and those which are appropriate in a town centre location.
South Gloucestershire Core Strategy

Distribution of Economic Development Land

**POLICY CS11 - DISTRIBUTION OF ECONOMIC DEVELOPMENT LAND**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>TOTAL (HA.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Fringe of Bristol urban area</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>448 Ha.</td>
</tr>
<tr>
<td>East Fringe of Bristol urban area</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>152 Ha.</td>
</tr>
<tr>
<td>Yate &amp; Chipping Sodbury</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>108 Ha.</td>
</tr>
<tr>
<td>- Allocated within the new neighbourhood at North Yate</td>
<td>9 Ha.</td>
</tr>
<tr>
<td>Thornbury</td>
<td>19 Ha.</td>
</tr>
<tr>
<td>Rural Area</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>14 Ha.</td>
</tr>
<tr>
<td>Severnside</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded area (existing area with planning permission)</td>
<td>635 Ha.</td>
</tr>
</tbody>
</table>

In addition Policy CS13 will manage change on those economic development sites not safeguarded by Policy CS12.

9.6 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 objectives to quantify the amount of land for employment uses required in the district to 2026. This policy sets out the overall quantum and distribution of land safeguarded or allocated in the Core Strategy in line with the recommendations of the Employment Land Review, the Strategy for Development and Policy CS5 (Location of Development). Safeguarded sites include those already in employment use, as well as South Gloucestershire Local Plan allocations and commitments which are at an advanced stage of planning and are central to the Strategy for Development.

Delivery

9.7 The policy will be implemented through Policy CS12 which safeguards land for economic development with criteria for managing change. Policies CS26, CS27 and CS31 provide detailed guidance on the new neighbourhoods at Cribbs/ Patchway, East of Harry Stoke and North Yate. South Gloucestershire Local Plan Policies E1, M1 and M2 set out detailed requirements for the major developments at Charlton Hayes (Northfield) and Emersons Green East.
9. Maintaining Economic Prosperity

Safeguarded Areas for Economic Development

**POLICY CS12 - SAFEGUARDED AREAS FOR ECONOMIC DEVELOPMENT**

Land identified in Table 1 will be safeguarded for economic development. Proposals for change from B Use Classes to other economic development uses, including town centre uses, or to non-employment uses, will need to demonstrate that:

1. The proposal would not prejudice the regeneration and retention of B Use Classes elsewhere within the defined employment area; and
2. It can be clearly demonstrated that it would contribute to a more sustainable pattern of development in the local area as a consequence of the appropriateness of the proposed use to the location; and
3. The proposal would improve the number or range of jobs available in the local area; and
4. No suitable alternative provision for the proposal has been made elsewhere in the Local Development Framework.

Proposals for major change in the form and character of these areas should be considered through the concept statement process.

Sites identified in Table 2 will be safeguarded by this policy until their future use is resolved through endorsed Concept Statements or the Sites and Policies DPD.
Table 1 – Safeguarding Areas

<table>
<thead>
<tr>
<th>COMMUNITIES OF THE NORTH FRINGE OF BRISTOL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbey Wood Business Park – Emma Chris Way</td>
<td>Land West of A38 (inc.Airbus) - South</td>
</tr>
<tr>
<td>Almondsbury Business Park</td>
<td>Land West of A38 (inc.runway &amp; Royal Mail Depot)</td>
</tr>
<tr>
<td>Aztec West</td>
<td>Ministry of Defence - Abbey Wood</td>
</tr>
<tr>
<td>Bristol Business Park</td>
<td>Old Gloucester Road, Hambrook</td>
</tr>
<tr>
<td>Employment Land at Filton Northfield</td>
<td>Parkway Business Park</td>
</tr>
<tr>
<td>Land East of A38, Filton/Patchway</td>
<td>Parkway North Business Park</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COMMUNITIES OF THE EAST FRINGE OF BRISTOL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Emersons Green</td>
<td>Morley Road Area</td>
</tr>
<tr>
<td>Chapel Lane, Warmley</td>
<td>McBraida site</td>
</tr>
<tr>
<td>Tower Road, Warmley</td>
<td>Longwell Green Industrial Estates</td>
</tr>
<tr>
<td>Bristol Uniforms site</td>
<td>Southway Drive, North Common</td>
</tr>
<tr>
<td>Oatley Trading Estate, Kingswood</td>
<td>Hanham Business Park</td>
</tr>
<tr>
<td>The Civic Centre, Kingswood</td>
<td>Former Kleeneze site</td>
</tr>
<tr>
<td>Station Road, Kingswood</td>
<td>Bath Road, Willsbridge</td>
</tr>
<tr>
<td>North of Douglas Road</td>
<td>Hayward Industrial Estate</td>
</tr>
<tr>
<td>Eclipse Office Park</td>
<td>2-8 London Road, Warmley</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>YATE AND CHIPPING SODBURY</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Badminton Road Trading Estate</td>
<td>Great Western Business Park</td>
</tr>
<tr>
<td>Beeches Industrial Estate</td>
<td>Indesit Site, Station Road</td>
</tr>
<tr>
<td>Bowling Hill, Chipping Sodbury</td>
<td>The Ridge, Yate</td>
</tr>
<tr>
<td>Broad Lane, Yate</td>
<td>Westerleigh Business Park</td>
</tr>
<tr>
<td>Council Offices, Badminton Road</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>THORNBURY AND RURAL AREA</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Thornbury Industrial Estate</td>
<td>Pucklechurch Trading Estate</td>
</tr>
<tr>
<td>SGC Offices, Thornbury</td>
<td>Station Premises and Yard, Winterbourne</td>
</tr>
<tr>
<td>Arnolds Fields Trading Estate, Wickwar</td>
<td>Station Road, Charfield</td>
</tr>
<tr>
<td>Old Cider Mill Trading Estate, Wickwar</td>
<td>Sungard Vivista Premises, Marshfield</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SEVERNSIDE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Severnside Employment Area</td>
<td></td>
</tr>
</tbody>
</table>
9. Maintaining Economic Prosperity

9.8 National policy requires that a supply of employment land is maintained to meet the identified needs of businesses. Consultation has highlighted support for: continuing to protect employment land, meeting the needs of the aerospace cluster/airfield and UWE and improving the balance between jobs and workers in the different communities of South Gloucestershire.

9.9 The South Gloucestershire Employment Land Review has considered the current supply and projected demand for employment land up to 2026, as well as an assessment of the suitability for continued employment use of existing and new sites. Sites for safeguarding have been chosen to reflect the Strategy for Development set out in Policy CS5 and in the spatial policies in Part 2 of the Core Strategy. The chosen sites are listed in Tables 1 and 2.

9.10 Priority on the safeguarded sites will be given to uses which fall within the B Use Classes. Retail and other main town centre uses will have to meet the sequential test set out in PPS4. However, office development outside town centres may be appropriate as this reflects the existing pattern of development in South Gloucestershire and is in line with the local and sub-regional strategy. Residential use will not be acceptable as provision has been made elsewhere in the Core Strategy.

9.11 Within the boundaries of some safeguarded areas there are areas of Green Infrastructure which will continue to be protected and managed as green assets.

9.12 Assessing contributions to sustainable patterns of development includes consideration of the range of jobs and services in the locality, transport and accessibility, the availability of alternative locations and the relationship to town and local centres. The area visions and policies in Part 2 of the Core Strategy should also be used in assessing a proposal’s contribution to the local area.

9.13 The Council has identified some existing employment areas which will be subject to review (see Table 2). These are primarily in the Cribbs Causeway/Patchway area where new residential neighbourhoods are proposed, and at UWE, as part of the long term expansion of the University. In the long term, alternative uses on these areas may be more appropriate,
such as residential or mixed use. These sites will be safeguarded until their long term future is determined through Concept Statements or the Sites and Policies Development Plan Document.

9.14 Opportunities to redevelop existing employment sites, through intensification or re-modelling, will be encouraged. Redevelopment can increase productivity through the more efficient use of land and enable the site to make a better contribution to the local area through better design and improving the number and range of jobs available. Where major change is proposed, more detailed guidance should be prepared. Sites listed in Table 2 will be reviewed on a regular basis and amended as necessary where there is clear evidence to support revisions.

Delivery

9.15 This policy will be delivered through the development management process. Developers promoting major development proposals will be required to carry out pre-application consultation in accordance with the Council’s concept statement process as set out in the Statement of Community Involvement. The Sites and Policies Development Plan Document will provide further detailed guidance through site allocations or Urban Design Frameworks.

Non-Safeguarded Economic Development Sites

**POLICY CS13 - NON-SAFEGUARDED ECONOMIC DEVELOPMENT SITES**

Proposals for change of use on economic development sites not safeguarded in Policy CS12, within the settlement boundaries of the urban areas and villages defined on the Proposals Map, will not be allowed unless it can be clearly demonstrated that all reasonable attempts have failed to secure a suitable economic development re-use.

Where these circumstances occur, then priority will be given to alternative uses in the following sequence:

1. a mixed use scheme;
2. a residential only scheme.

9.16 Evidence shows that in the last ten years, locally significant amounts of non-safeguarded employment land have been lost to residential uses in the urban areas and villages. The need to prevent further losses of smaller scale employment opportunities in the context of pressure to meet housing targets has been identified through engagement as a key issue. In the light of local evidence of loss of employment sites in villages, this policy sets out a preferred sequence for change of use on economic development sites and a process for determining when change of use would be acceptable.
9. Maintaining Economic Prosperity

9.17 Proposals for residential re-use of buildings will need to be accompanied by a statement clearly demonstrating that a market appraisal has been undertaken to assess alternative economic development uses, and that every reasonable attempt to secure a suitable re-use has been made and failed.

9.18 This assessment should take account of the visions and policies for the local areas set out in Part 2 of the Core Strategy and demonstrate that a sustainable solution for the local community has been found. In some cases a mixed use or residential scheme may be the most sustainable and appropriate solution for a site.

Delivery

9.19 This policy will be delivered through the development management process.

9.20 Policy EC12 of PPS4 sets out criteria for determining applications for economic development in rural areas. Policy CS13 will be used in addition to Policy EC12 of PPS4 to determine the circumstances in which a continued economic development use will not be the preferred option within village settlement boundaries.

9.21 Where the loss of a community or cultural building is proposed, the tests in Policy CS23 (Community Buildings and Cultural Activity) will be applied before applying Policy CS13.
### POLICY CS14 - TOWN CENTRES AND RETAIL

The Council will work with partner organisations and the local community to protect and enhance the vitality and viability of existing and new centres in South Gloucestershire:

<table>
<thead>
<tr>
<th>CENTRES</th>
<th>ROLE &amp; FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Town Centres</strong></td>
<td></td>
</tr>
<tr>
<td>Bradley Stoke</td>
<td>New centre serving Bradley Stoke and other communities in the North Fringe of Bristol</td>
</tr>
<tr>
<td>Emersons Green</td>
<td>Serves Emersons Green and rural area. Opportunity for expansion to serve new housing</td>
</tr>
<tr>
<td>Kingswood</td>
<td>Larger centre serving Kingswood and the wider area of the East Fringe of Bristol</td>
</tr>
<tr>
<td>Thornbury</td>
<td>Market town serving Thornbury and wide rural area</td>
</tr>
<tr>
<td>Yate (including Station Road)</td>
<td>Market town serving Yate and wide rural area</td>
</tr>
<tr>
<td>Chipping Sodbury</td>
<td>Serves the local community and rural area, and is complementary to Yate.</td>
</tr>
<tr>
<td>Downend</td>
<td>Provides convenience shopping and services for Downend area</td>
</tr>
<tr>
<td>Filton</td>
<td>Provides convenience shopping and services for Filton area</td>
</tr>
<tr>
<td>Hanham</td>
<td>Provides convenience shopping and services for Hanham area</td>
</tr>
<tr>
<td>Staple Hill</td>
<td>Provides convenience shopping and services for Staple Hill area</td>
</tr>
<tr>
<td><strong>District Centres</strong></td>
<td></td>
</tr>
<tr>
<td>Patchway (new)</td>
<td>New centre to be developed by extending the existing local centre to support Charlton Hayes development</td>
</tr>
<tr>
<td><strong>Local Centres &amp; Parades</strong></td>
<td></td>
</tr>
<tr>
<td>49 Centres/Parades (listed in Table. 3)</td>
<td>Provide local level services</td>
</tr>
</tbody>
</table>

New investment in main town centre uses (as defined in PPS4) will be directed into the town and district centres, consistent with the scale and function of the centre, including making provision for 31,000 sq.m. net of new comparison floorspace by 2021. This provision will be identified in the Sites and Policies Development Plan Document.

Development in local centres/parades will be to meet local needs only, of a scale appropriate to the role and function of the centre/parade, and where it would not harm the vitality and viability of other centres.

This will be achieved by:

- Identifying in the Sites and Policies Development Plan Document centre boundaries, primary shopping areas, shopping frontages, and development opportunities in accessible locations within and on the edge of centres;
- Encouraging retail, commercial, leisure and cultural development within a centre of an appropriate type and scale commensurate with its current or future function;

cont...
9. Maintaining Economic Prosperity

**POLICY CS14 - TOWN CENTRES AND RETAIL**

- Safeguarding the retail character and function of centres by resisting developments that detract from their vitality and viability and protecting against the loss of retail units;
- Applying the sequential approach when considering proposals for new town centre uses; Requiring impact assessments for edge-of-centre and out-of-centre proposals with a floorspace over 1,000 sq.m. gross;
- Encouraging convenient and accessible local shopping facilities to meet the day to day needs of residents and contribute to social inclusion.

Shops and services, both in urban and rural areas, are also safeguarded from loss under Policy CS13 and policies in PPS4.

A future development strategy for Cribbs Causeway, including The Mall, will be prepared in line with Policy CS26. This may include the creation, and then designation, of a town centre to serve the proposed new communities. In the interim new floorspace will not be supported outside of the existing Mall building and any new floorspace internally will be limited to a total of no more than (1,500 sq.m. net).

Development proposals at the Cribbs Causeway and Longwell Green Retail Parks will be treated as out-of-centre locations and will need to satisfy the sequential test. The future role of Abbey Wood Retail Park is being addressed under Policy CS27.

9.22 This policy sits alongside the town centre and retail policies in the South Gloucestershire Local Plan and Policy CS13 (Non-Safeguarded Economic Development Sites). In addition the policies in PPS4 will also apply. The policies in these documents are aimed at protecting and strengthening the health and vitality of centres, as well as safeguarding against the loss of shops and other services in centres and villages, including individual premises within the urban area, in recognition of their importance to the local community and the local economy.

9.23 Government policy in PPS4 requires a network and hierarchy of city, town, district and local centres to be defined. Due to its settlement pattern, South Gloucestershire is characterised by a number of town centres. These centres, particularly the older ones, are highly valued by their local communities for their heritage and functions. In addition to retail, all the centres provide, to a greater or lesser extent, a range of services and facilities including financial, community, leisure, employment and housing.

9.24 Over the past 20 years, retail expenditure has polarised towards the out-of-town retail parks, The Mall and freestanding stores. Consequently, the traditional centres have seen a decline in the proportion of shop frontages in retail use, with an increase in non-retail uses such as cafes, takeaways, and building societies etc. The role of the centres has become more focused upon meeting day to day convenience needs with comparison shopping comprising more of amenity goods such as chemist items, household hardware etc. Furthermore, a number of these centres do not offer the space for development or find it difficult to attract comparison retail investment. There is, therefore, a need to redefine the role and increase the competitiveness of certain centres to ensure they continue to meet the needs of the local community and maintain viability and vitality. Further out-of-town development will be carefully controlled so as not to undermine this strategy.
9.25 In addition to existing centres, a new district centre will be created at Patchway with the development of Charlton Hayes, as an expansion of the current local centre on Rodway Road. The classification of ‘district’ is in recognition that, unlike the town centres, the role of this centre will be more local. This classification will be kept under review. Another district centre is proposed in the longer term, post 2026, potentially on land currently occupied by Sainsburys and B&Q off Great Stoke Way, to serve the new housing areas to be developed along the Ring Road in the Stoke Gifford/Filton area, UWE and nearby existing housing and employment areas. As part of the development and re-modelling of the area between Filton and the M32, the range of uses at Abbey Wood Retail Park will be expanded and its classification as a retail park removed (see Policies CS25 & CS27).

9.26 At Cribbs Causeway, development comprises The Mall, retail parks, free-standing stores, and leisure development. New communities are to be developed in the area and will require a new town centre. This town centre will be developed through Policy CS26 as part of the development strategy for the re-modelling of the Cribbs Causeway area. Until this development strategy has been prepared, proposals for new floorspace at The Mall will not be supported beyond limited re-modelling of the existing space within the Mall to create new retail floorspace. Any other floorspace proposals in the Cribbs Causeway area will be treated as out-of-centre development.

9.27 In addition to the larger centres, there are 49 local centres/parades within the urban area and larger village settlements which meet the needs of local residents for everyday convenience goods and basic services within walking distance, thereby providing an essential and valuable service. New local centres will be created to serve the strategic housing areas referred to in the Strategy for Development. There are also a significant number of smaller village shopping centres and local shops throughout the district.
9. Maintaining Economic Prosperity

### Table 3 – Local Centres and Parades

#### COMMUNITIES OF THE NORTH FRINGE OF BRISTOL

<table>
<thead>
<tr>
<th></th>
<th>Street</th>
<th></th>
<th>Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Gloucester Road North</td>
<td>7</td>
<td>Gloucester Road, Patchway</td>
</tr>
<tr>
<td>2</td>
<td>Filton Avenue (Nos. 508-550 &amp; 551-557)</td>
<td>8</td>
<td>Kingsway, Little Stoke</td>
</tr>
<tr>
<td>3</td>
<td>Filton Avenue (at junction with Conygre Rd)</td>
<td>9</td>
<td>Chelford Grove, Patchway</td>
</tr>
<tr>
<td>4</td>
<td>Station Road, Filton</td>
<td>10</td>
<td>Ratcliffe Drive, Stoke Gifford</td>
</tr>
<tr>
<td>5</td>
<td>The Parade, Coniston Road, Patchway</td>
<td>11</td>
<td>Peartree Road, Bradley Stoke</td>
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<td>6</td>
<td>Coniston Road, Patchway</td>
<td>12</td>
<td>Webbs Wood Road, Bradley Stoke</td>
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#### DOWNENED/HANHAM/KINGSWOOD/STAPLE HILL

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<thead>
<tr>
<th></th>
<th>Street</th>
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<tbody>
<tr>
<td>13</td>
<td>Baugh Gardens</td>
<td>26</td>
<td>Oldland Common Village</td>
</tr>
<tr>
<td>14</td>
<td>Burley Grove</td>
<td>27</td>
<td>Poole Road, Soundwell</td>
</tr>
<tr>
<td>15</td>
<td>Cleewewood Road, Downend</td>
<td>28</td>
<td>Pound Road, Kingswood</td>
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<tr>
<td>16</td>
<td>Dibden Road, Mangotsfield</td>
<td>29</td>
<td>Quakers Road Parade, Downend</td>
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<td>Ellacombe Road, Longwell Green</td>
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<td>Soundwell Road, Kingswood</td>
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<td>18</td>
<td>High Street, Hanham</td>
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<td>Longwell Green Parade, Bath Road</td>
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<td>Tibberton, Kingswood</td>
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<td>Mangotsfield Village (St James Place, St James’s St, Cossham St)</td>
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<td>Warmley Village (Deanery Road, High St, Stanley Rd, Tower Rd North)</td>
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<td>New Cheltenham Road, Kingswood</td>
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<td>Westcourt Drive, Oldland Common</td>
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<td>Newton Road/School Road, Cadbury Heath</td>
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<td>Westons Way, Kingswood</td>
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<tr>
<td>25</td>
<td>North Street/Pleasant Street/Victoria Street</td>
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#### THORNBURY

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<tbody>
<tr>
<td>38</td>
<td>Oakleaze Road</td>
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#### WINTERBOURNE/FRAMPTON COTTERELL

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<tr>
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<tbody>
<tr>
<td>39</td>
<td>Lower Stone Close/Woodend Road, Frampton Cotterell</td>
<td>41</td>
<td>Bradley Avenue, Winterbourne</td>
</tr>
<tr>
<td>40</td>
<td>Flaxpits Lane, Whitegates and High Street, Winterbourne</td>
<td>42</td>
<td>Park Avenue, Winterbourne</td>
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#### YATE AND CHIPPING SODBURY

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<tr>
<th></th>
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<tbody>
<tr>
<td>43</td>
<td>Abbotswood Shopping Centre</td>
<td>47</td>
<td>Cranleigh Court Road</td>
</tr>
<tr>
<td>44</td>
<td>Brimsham Park, Yate</td>
<td>48</td>
<td>Firgrove Crescent</td>
</tr>
<tr>
<td>45</td>
<td>Heron Way</td>
<td>49</td>
<td>Westerleigh Road Stores</td>
</tr>
<tr>
<td>46</td>
<td>Wellington Road</td>
<td></td>
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</table>
South Gloucestershire Core Strategy

9.28 Beyond existing commitments, the Town Centre and Retail Study did not identify any requirement for convenience floorspace, although it did recognise that further floorspace was justified where this addressed a shortfall in provision in a local area (see Policy CS30 which identifies a new food store in Chipping Sodbury). By contrast, a shortfall in comparison floorspace was identified for the period 2016 – 2021 of 31,000 sq.m. net. The Sites and Policies Development Plan Document will distribute this floorspace between the town and district centres, identify sites, define town centre and primary retail area boundaries, define primary and secondary frontages and include Urban Design Frameworks for those centres where growth and /or an element of change management is required.

9.29 PPS4 requires an impact assessment for any edge-of-centre or out-of-centre proposal over a floorspace threshold of 2,500 sq.m. gross unless a local lower threshold is set. This threshold does not allow for the situation in South Gloucestershire where centres are relatively small, there is a dominance of out-of-town floorspace, particularly for retail, and a number of the centres are experiencing reduced vitality. As a consequence, smaller developments can on their own or cumulatively have a significant impact on existing centres and the threshold should, therefore, be lowered to 1,000 sq.m gross to reflect this.

Delivery

9.30 This policy will be delivered through the development management process. The distribution of the comparison floorspace between centres and the identification of sites for this new floorspace will be set out in the Sites & Policies DPD. Urban Design Frameworks will be prepared for those centres where growth and /or an element of change management is required and incorporated in the DPD.
10. Providing Housing and Community Infrastructure

Introduction

10.1 Creating mixed and balanced communities is one of the government’s aims for sustainable development and a core aim of the Council. This means providing sufficient good quality housing of the right types and mix, in the right places, which will be attractive to, and meet the identified needs of, different groups in society. The types of housing include market, social rented, mixed tenure, special needs and housing for groups like Gypsies and Travellers.

10.2 Access to community facilities is fundamental to creating sustainable communities. Similarly, opportunities to participate in the cultural life of communities can contribute greatly to the health and wellbeing of individuals and communities as a whole. New development will clearly put additional pressure on existing facilities, but can also create opportunities to bring about new or enhanced facilities and support participation in existing or new activities, thereby improving social cohesion.

CORE STRATEGY OBJECTIVES

- Providing a range of housing to meet the needs of the whole community
- Providing decent and affordable housing in accessible locations and for local needs in rural areas
- Improving health and well-being by provision and access to a range of social, cultural, community, recreational facilities and green space in step with development whilst realising opportunities to redress any deficit
- Ensuring that environments for play are delivered as an integral part of the design of sustainable communities

10.3 This chapter directly links with the Sustainable Community Strategy’s key priorities of managing future development and promoting safe and stronger communities, and with the Council’s Corporate Plan.

10.4 The first policy sets outs the scale and distribution of new housing development across South Gloucestershire in accordance with the vision and the Strategy for Development detailed earlier in this Core Strategy. The level of housing growth and the timescale for its delivery is set out in this strategy and the supporting Policy CS5 (Location of Development) and is conditional on the delivery of major new strategic infrastructure to support sustainable communities.

10.5 Subsequent policies address specific aspects of the mix and balance of housing provision, with the final policy covering provision of community buildings and cultural activity in new development.
Distribution of Housing

**POLICY CS15 - DISTRIBUTION OF HOUSING**

Provision will be made for 21,500 new homes between 2006 and 2026 in accordance with the plan, monitor and manage approach and the location of development set out in Policy CS5. The distribution will be:

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<tbody>
<tr>
<td>North &amp; East Fringes of Bristol urban area</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Existing Local Plan Allocations</td>
<td>3,400</td>
<td>3,600</td>
<td>500</td>
<td>7,500</td>
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<tr>
<td>Potential housing sites, including infill development</td>
<td>2,550</td>
<td>-</td>
<td>400</td>
<td>2,950</td>
</tr>
<tr>
<td>New Neighbourhoods:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• East of Harry Stoke</td>
<td>0</td>
<td>900</td>
<td>1,100</td>
<td>2,000</td>
</tr>
<tr>
<td>• Cribbs/Patchway</td>
<td>150</td>
<td>900</td>
<td>700</td>
<td>1,750</td>
</tr>
<tr>
<td>Rest of South Glos</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential housing sites including infill development</td>
<td>1,600</td>
<td>0</td>
<td>200</td>
<td>1,800</td>
</tr>
<tr>
<td>New Neighbourhood at Yate</td>
<td>-</td>
<td>600</td>
<td>1,800</td>
<td>2,400</td>
</tr>
<tr>
<td>Housing Opportunity at Thornbury</td>
<td>180</td>
<td>320</td>
<td>-</td>
<td>500</td>
</tr>
<tr>
<td>TOTAL excluding completions 2009 - 2026</td>
<td>7,880</td>
<td>6,320</td>
<td>4,700</td>
<td>18,900</td>
</tr>
<tr>
<td>TOTAL including completions 2006 - 2026</td>
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</table>

1 Development of the new neighbourhoods East of Harry Stoke and at North Yate is contingent on the delivery of major new strategic infrastructure to support sustainable communities.
2 Remainder of the 3000 dwellings capacity at Yate new neighbourhood to be delivered post 2026
3 Potential housing sites including infill development on sites that have planning permission (outline or full planning permission that has not been implemented), specific, unallocated brownfield sites that have the potential to make a significant contribution to housing delivery during the first 15 years of the Core Strategy, and assumptions for unidentified windfall sites expected to come forward post 2022.

10.6 Between 2006 and 2026 provision will be made for a minimum of 21,500 new dwellings, 2,600 of which have already been completed. This means providing at least 18,900 dwellings, at an average rate of 1,112 dwellings each year, between 2009 and 2026. Over half of this housing is accounted for through allocations in the South Gloucestershire Local Plan and planning permissions. In December 2009 there were outstanding planning permissions for around 6,120 dwellings and a further 4,880 dwellings on committed sites.

10.7 To supplement the existing commitments, the Core Strategy identifies 3 new neighbourhoods which will deliver 6,150 dwellings by 2026, and smaller development opportunities at Thornbury and Chipping Sodbury will provide a further 675 dwellings to support local housing needs over the next 15 years. The remaining 1,075 dwellings are expected to come forward on specific unallocated brownfield sites.
10. Providing Housing and Community Infrastructure

10.8 This policy fulfils the requirement in Planning Policy Statement 3 (PPS3) to enable a continuous delivery of housing for at least 15 years from the date of adoption, with sufficient specific deliverable sites to deliver housing for the first 5 years, the identification of a further supply of specific, developable sites for years 6-10 and where possible for years 11-15. Further, as required by PPS3, no allowance has been made for windfalls during the first 10 years of the Core Strategy, and they are not expected to make a contribution before 2022.

10.9 Housebuilding in recent years has been affected by the downturn in the economy and the continuing delays and uncertainty over the Regional Spatial Strategy (RSS). This will continue to have an impact on housing delivery for the next year or so, but then it is expected that there will be an upturn in house building. Given the level of existing commitments and the ongoing partnership work on the new neighbourhoods, there is a rolling and deliverable supply of housing available in the short to medium term, as demonstrated in the following housing trajectory.

10.10 In recent years the percentage of housing development in South Gloucestershire which has taken place on previously developed land rose to 78% in 2008/9. Many of the committed sites are also on previously developed land. However, because of the level of housing growth which South Gloucestershire has to accommodate up to 2026, increasingly new housing development will have to be on greenfield sites, as there is a declining amount of brownfield land available in sustainable locations. These greenfield sites support the Core Strategy’s Strategy for Development and will help in delivering the longer term vision for the West of England.
Delivery

10.11 This policy will be delivered through the development management process by private developers and affordable housing providers approved by the Council. Policies CS26, CS27 and CS31 provide detailed guidance on the new neighbourhoods at Cribbs Causeway, East of Harry Stoke and North Yate. South Gloucestershire Local Plan Policies M1 and M2 set out detailed requirements for the major developments at Charlton Hayes and Emersons Green.

Housing Density

**POLICY CS16 - HOUSING DENSITY**

Housing development is required to make efficient use of land, to conserve resources and maximise the amount of housing supplied, particularly in and around town centres and other locations where there is good pedestrian access to frequent public transport services.

In addition, the density of new development should be informed by the character of the local area and contribute to:

- The high quality design objectives set out in Policy CS1;
- Improving the mix of housing types in the locality; and
- Providing adequate levels of public open space, semi-private communal open space and private outdoor space.

Subject to the above, densities will vary according to the relative accessibility and character of locations within the overall aim of achieving an average density of 40 dwellings per hectare across all new housing in South Gloucestershire.

10.12 The primary purpose of a density policy is to make efficient use of land, where density is a measure of the number of dwellings which can be accommodated on a site or in an area. This is an important aspect of housing delivery as the density of housing development has implications for sustainability. Higher densities mean more housing units can be provided in an area, thereby minimising the land take for development. Where there is good access to local facilities by walking or cycling, or good public transport, then higher density housing supports local businesses, services and infrastructure.

10.13 However, higher density housing that is poorly designed or poorly located can have an adverse impact on a locality and on sustainability. Therefore, housing density policies must be capable of being applied flexibly in order to support other objectives. In particular, development will be considered against the requirements of Design Policy CS1, which includes compatibility with the character of the local area. Also relevant are the objectives of providing a mix of housing to support a wide variety of households and maintaining a pattern of green and open space. Appropriate application of this policy will help to broaden the range and mix of homes available.

10.14 Although densities may need to be moderated to reflect local character, mix of housing and
10. Providing Housing and Community Infrastructure

the provision of open space, developments below 30 dwellings per hectare are considered to be too inefficient and inconsistent with national planning policy as set out in PPS3. The aim of the Core Strategy is that new housing development across South Gloucestershire should aim to achieve an average net density of 40 dwellings per hectare.

Delivery

10.15 This policy will be delivered through the development management process by private developers and affordable housing providers approved by the Council.

Housing Diversity

In order to support mixed communities in all localities, new housing development, comprising both market and affordable, must provide a wide variety of housing type and size to accommodate a range of different households, including families, single persons, older persons and low income households, as evidenced by local needs assessments and strategic housing market assessments.

On the strategic sites which are key to the implementation of the Core Strategy, the broadest possible mix should be achieved. Such a mix should reflect:

- The guidance on the amount and type of affordable housing set by Policy CS18; and
- The need to provide for smaller family houses, in order to enable new households to get on the housing ladder and for older households to downsize.

On all other sites, the mix of housing should contribute to providing choice in tenure and type, having regard to the existing mix of dwellings in the locality and the character and relative accessibility of the location.

Sub-division of existing dwellings to form flats and building on gardens will be allowed where, cumulatively, it would not lead to unacceptable localised traffic congestion and pressure on parking. Such development will be allowed where each home has adequate private/semi-private and/or communal outdoor space and where occupants have access to adequate open and play space within the immediate vicinity.

Housing developments will also need to contribute to the provision of homes that are suitable for the needs of older people, persons with disabilities and those with other special needs, in a way that integrates these people with the wider community.

10.16 The Council is committed to improving housing choice and to creating sustainable, inclusive and mixed communities in both urban and rural areas.

10.17 In 2001, the average household size was 2.45 persons. Approximately 25% were single person households, 31% were 2 person households, and another 30% were households with dependent children. By 2026, the average household size is projected to shrink to around 2.19 persons, with single person households representing about 35% of all households.
10.18 In 2001, flats and maisonettes represented 9% of the total housing stock, terraced housing 28%, semi-detached 35% and detached 28%. Over the past few years the proportion of flats built annually has been between 40-60% of all new homes, with 75-85% of all 1-bed and 2-bed homes being built as flats. While the overall proportion of flats is still relatively low and the West of England SHMA indicates a need for smaller properties to reflect the changing demographic profile, there is a concern that the mix of new housing is not reflecting community need for smaller family housing. In terms of social housing, for example, South Gloucestershire needs a significant proportion of this to be 2 and 3 bedroom family suitable housing, with some areas requiring no additional non-family 1 and 2 bedroom homes.

10.19 Within the owner/occupier market, the existing mix of supply is biased towards larger homes. There are indications that in some areas additional smaller properties would be appropriate for first time buyer demand and there is evidence of a shortfall of two bedroom properties for older people trading down in property size.

10.20 Demographic trends show that the population is ageing, increasing the demand for smaller size housing, a significant proportion of which will need to be accessible. There is also evidence of increasing demand for Extra Care housing.

10.21 The strategic sites referred to in this policy are: 1) the South Gloucestershire Local Plan allocations of Charlton Hayes, Harry Stoke, Wallscourt Farm, East of Coldharbour Lane and Emersons Green; 2) the new neighbourhoods at Cribbs/Patchway, East of Harry Stoke and North Yate; and 3) the Housing Opportunity Area at Thornbury. These sites provide the opportunity to secure a mix of housing type and tenure.

10.22 On non-strategic sites, the Council will be looking for housing sizes which improve the housing choice in an area. Very small developments generally tend to provide a disproportionate number of 3 and 4 bedroom houses. The demand for 4+ bedroom house sizes is also provided through extensions to existing properties. Therefore the Council will expect smaller family housing to be included in the mix of housing on other sites. The emphasis of this policy is providing housing choice and mix. While new development must respect the character of the locality, this does not mean replication of existing housing style.

10.23 Many localities in the district are suffering from the cumulative impact of residential conversions to flats and building on gardens. This can lead to problems of congestion, parking conflict (including managing expectations for car ownership) and loss of green space which threatens the health and well-being of existing residents. However, some intensification, if carried out sensitively can contribute to the local mix and affordability of housing, viability of local services, vitality of local areas and contribute to the Council’s housing delivery targets. Policy CS1 promotes good design in the broader sense and provides a basis for dealing with intensification issues. The need to provide sufficient open space should also be recognised (see Policy CS24). Further guidance on the sub-division of dwellings and building on gardens will be set out in a reviewed South Gloucestershire Design Checklist SPD.
10. Providing Housing and Community Infrastructure

Delivery

10.24 This policy will be delivered through the development management process by private developers and affordable housing providers approved by the Council.

Affordable Housing

**POLICY CS18 - AFFORDABLE HOUSING**

The Council is committed to improving affordable housing provision to meet housing need in South Gloucestershire. This will be achieved through:

- seeking 35% on-site provision of affordable housing on all new housing developments in urban areas of 10 or more dwellings, or 0.33 hectares irrespective of the number of dwellings (except in rural areas where the threshold will be 5 or more dwellings or 0.2 hectares); such provision to be normally made without public subsidy;
- consideration of direct provision on sites by registered providers, for example on sites which might be allocated solely for affordable housing in rural areas, including rural housing exception sites in accord with Policy CS19;
- providing affordable housing in suitable mixed use schemes, where this would form a viable element of a commercial development, and through existing properties in need of investment brought back into use as permanent affordable housing by registered providers;
- seeking off-site provision, or a broadly equivalent financial contribution in lieu of on-site provision, but only in circumstances where it can be robustly justified, for the provision of affordable housing elsewhere in South Gloucestershire.

In implementing this policy the Council will negotiate the maximum level of affordable housing on each site that is feasible up to the target and will aim to ensure that:

- developments contribute to a range of housing provision in local areas, and refer to the findings of the Strategic Housing Market Assessment, (and in rural areas, where appropriate, to local housing needs surveys), in providing the specific housing mix required to meet housing needs;
- the split between the provision of affordable social rented housing and affordable intermediate housing will be 80:20, or as updated by future housing market assessments; and that
- regard is had to any specific factors affecting the economic viability of particular site development, with developers demonstrating the validity of such factors

The Council will further develop policy guidance on affordable housing through updating and replacing the current SPD including its approach to the calculation of financial contributions and to the provision of affordable housing in Extra Care housing schemes.
Evidence of Housing Need

10.25 The findings of the West of England (WoE) Strategic Housing Market Assessment (SHMA), May 2009, which was undertaken in line with good practice advice published by the government, provides the background to this policy. The Study shows that there is a high need for affordable housing in the West of England that is not being met through existing policies.

10.26 In South Gloucestershire there is an estimated average annual need for 903 new affordable housing units over the period 2009 to 2021 compared to a potential average annual housing supply (both market and affordable) of around 1100 units. The proportion of younger households able to buy or rent in the market had fallen from 52.3% in 2002 to 45.3% in 2007. Other key features are the large backlog of need for affordable housing, the projected annual increase of newly forming households continuing to need social rented accommodation, and the relatively small existing stock of affordable housing stock limiting the ability to meet needs through re-lets.

Percentage of Affordable Housing

10.27 The main source of new affordable housing is expected to arise through Section 106 agreements on sites for market housing. The Council currently seeks 33.33% of affordable housing on such sites. It intends to seek 35% of affordable housing on future schemes given that a range of market conditions need to be taken into account, a position supported by the SHMA; para.10.34 sets out how the impact of current market conditions will be considered. The expectation is that such provision would normally take place without public subsidy.

10.28 The definition of affordable housing is as set out in PPS3: Housing (Appendix B), and includes both social rented housing and intermediate affordable housing. Delivery will comply with the provisions of PPS3 and the guidance set out in Delivering Affordable Housing (CLG 2006). All provision will therefore include the expectation that affordable homes provided remain at an affordable price for future generations of eligible households and for the subsidy to be recycled for alternative housing provision where this is not so.

10.29 On sites allocated solely for affordable housing, or where only affordable housing is proposed, there will be no requirement to deliver a percentage without public subsidy where the threshold is exceeded, as set out in this policy, providing that the proposed affordable housing meets identified need and complies with the requirements of the Affordable Housing Supplementary Planning Document.

10.30 The expectation is that affordable housing will be provided on the application site. However, where it can be robustly justified, off-site provision, or a financial contribution in lieu of on site provision of broadly equivalent value may be accepted, providing the agreed approach contributes to the creation of mixed communities in South Gloucestershire.
10. Providing Housing and Community Infrastructure

Threshold (Size of Site)

10.31 The size site threshold at which on-site affordable housing should be provided will be set at 10 dwellings or above in urban areas and 5 or above in rural areas in order to maximise the provision of affordable housing whilst acknowledging viability issues. Some flexibility will need to be maintained to take account of site specific issues which may have a particular impact on smaller sites. The approach to seeking off-site contributions towards affordable housing will be set out in the Sites and Policies DPD.

10.32 These targets will be reviewed on completion of a Housing Affordability Viability Study but the 35% target is considered a robust target capable of being achieved in an improving market. Whilst higher percentage targets have been proposed elsewhere, these have generally been in areas of higher land values, e.g. city centres, where viability considerations differ.

10.33 In finalising targets it will be important not to jeopardise the overall delivery of housing within South Gloucestershire that is required to meet both market and affordable need; a continuing supply of deliverable and developable residential sites being a requirement of PPS3.

10.34 Therefore, in seeking to negotiate the maximum level of affordable housing on each site, the Council will have regard to the economic viability of site development, likely costs, market conditions, the availability of public subsidy and the aim of achieving a mixed and balanced community. Developers will be expected to demonstrate the validity of such viability factors, providing supporting evidence. This, the Council will seek to verify independently, with the developer being liable for reasonable costs incurred by the Council. Where developers have clearly demonstrated that scheme viability prohibits the full provision of affordable housing, the Council may support an application for funding. Where public subsidy has been made available, unrelated to viability, the Council will consider seeking additional affordable housing above the targets where viability is not jeopardised.

Rural Areas

10.35 In rural areas the main problem in providing affordable housing is the lack of suitable sites. Policy CS19 sets out the approach to rural exception sites which are expected to provide only affordable housing to meet local need. A legal obligation will limit occupancy to those with a local connection. Where there are small rural schemes for market housing, an affordable housing element will be sought on sites of five dwellings, or 0.2ha and over.

10.36 The particular shortage of affordable housing supply in rural areas, and the need to maintain and sustain rural communities, is recognised by the Council. Therefore, in planning agreements related to market housing sites where affordable housing is provided, consideration will be given to seeking specific provision for those who have both a housing need and a defined local connection to a settlement, or group of settlements, where evidence is available through local needs assessments that such needs exist.
Improving Affordable Housing Provision

10.37 In order to further expand the provision of affordable housing, and recognising that there will be some residential sites that fall below the proposed size thresholds, it is also proposed that in future (a) consideration is given to seeking mixed use provision in suitably located commercial schemes so that a housing element might be provided, and (b) additional investment might be put into bringing more empty homes back into use by registered providers as permanent affordable housing, where these have fallen into disrepair and/or remained vacant for a long period. The use of commuted sums made in lieu of on-site provision will be considered for this purpose.

10.38 The SHMA provides guidance on the type and mix of affordable housing the Council will seek in development schemes and developers will be expected to incorporate this guidance into housing proposals. The percentage of social rent and intermediate housing is set out in the policy and is designed to ensure that affordable provision addresses the main housing need (Appendix 4 provides further guidance).

10.39 Within the wider context of Policy CS20 (Extra Care Housing), the Council will seek to deliver an affordable element in Extra Care schemes. These schemes are designed specifically to promote independent living in self-contained flats, predominantly for older people, who are also able to access high quality flexible support and care services on-site to suit their needs, and use a range of on-site communal facilities. In applying the affordable housing policy particular considerations will pertain because of the special nature of this accommodation; it will not normally be appropriate to seek the general size/type mix of housing set out in Appendix 4.

Delivery

10.40 Affordable housing will be delivered within the framework of this Core Strategy and the Council’s Housing Strategy. Delivery will be supported by more detailed guidance on policy requirements and implementation matters in a revised Supplementary Planning Document. The precise details of quantities, type and mix of affordable housing on specific sites will be a matter for negotiation with the Housing Enabling team and Planning Officers. Delivery will support the wider objective of creating sustainable, inclusive and mixed communities. To this end, affordable housing will normally form part of the overall development, well integrated with market housing. The “pepperpotting” of affordable housing in small clusters within mixed tenure developments will be sought in accordance with the design guidance in the revised SPD.
10. Providing Housing and Community Infrastructure

Rural Housing Exception Sites

**POLICY CS19 - HOUSING EXCEPTION SITES**

Small scale proposals for permanent affordable housing to meet an identified local need will be permitted as an exception on sites within or adjoining the settlement boundaries of villages defined on the Proposals Map, or on sites that are well related to villages that have defined settlement boundaries.

Proposals should be supported or initiated by the appropriate parish council. Permission will be subject to conditions, or a legal obligation will be negotiated, to ensure such housing is reserved in perpetuity for those in local affordable housing need.

10.41 The Council is committed to delivering affordable homes in the rural areas to meet the identified local needs of households unable to meet their housing needs on the open market and to promote inclusive and thriving communities.

10.42 This policy allows for the development of affordable housing in locations where market housing would not normally be acceptable, subject to there being identified need. Rural exception site policy relates to small sites and small rural communities. Proposals must be well related and in sympathy with the scale, form and character of the settlement and the locality and should pay particular attention to the local distinctiveness of the settlement and the surrounding area. Environmental considerations including landscape and heritage matters and other constraints, including the impact on the openness of the Green Belt and AONB policy, may determine the number of dwellings considered to be acceptable. This may result in fewer dwellings than that identified in the local housing need survey (see paragraph 10.45).

10.43 Proposals which are not within or adjoining a defined settlement boundary to a village must be well related, in terms of their physical proximity and design, to an existing village with a defined settlement boundary.

10.44 Developers are advised that the identification of appropriate sites and design principles will be best achieved through an appraisal of the whole village(s) concerned and should include engagement with the communities/parishes concerned. Development should be supported by the appropriate parish council.

10.45 Development proposals should be consistent with the local need identified by a housing need survey carried out in the last 5 years in accordance with the “The Local Housing Needs Assessment: A Guide to Good Practice”, DTLR 2000, or any superseding guidance covering the village or parish (or group of villages or parishes) to which the proposal is related. Advice on the preparation of these surveys and their validation can be obtained from the Council. The local housing needs survey must demonstrate that there is a genuine local need for affordable housing within the village/parish (or group of villages or parishes) from people who are or have been closely connected with the village/parish (or group of villages or parishes) due to family ties, support network, birth or formative years spent in that locality or who have an existing employment connection to the area covered by the survey.
10.46 Affordable housing on rural exception sites will be subject to a condition or legal obligation, which limits occupancy to those with the local connection, defined in paragraph 10.45 above. Should dwellings remain unoccupied for a period of time a cascade approach to widen the area of connection will come into effect. The cascade approach will be defined in a legal agreement, together with details of how the dwellings will be reserved as affordable in perpetuity.

10.47 There will be no requirement for sites developed in accordance with this policy to provide subsidised affordable housing through Policy CS18 where the threshold is exceeded.

10.48 Rural communities are encouraged to undertake local housing needs surveys and prepare parish plans and/or design statements to set out the future needs and aspirations for their communities, in order to help inform proposals for rural housing exception sites and provide information to assist in determining such applications.

10.49 Should rural affordable housing not be delivered in sufficient numbers through this policy or the Affordable Housing Policy CS18, then consideration will be given to allocating Affordable Housing Only Sites in or adjoining a rural settlement. This will be considered in conjunction with the review of the defined settlement boundary approach to villages outlined in the text to the Rural Areas Policy CS34 and will involve engagement with local communities and other stakeholders/partners. Any such allocations will be identified in the Sites and Policies Development Plan Document and will need to be supported by up to date and validated local housing needs surveys.

10.50 The Council will prepare a revised Affordable Housing Supplementary Planning Document to amplify this policy and Affordable Housing Policy CS18.

**Delivery**

10.51 This policy will be delivered through partnership working with parish councils, rural landowners, the Council (as planning and housing authority) and affordable housing providers approved by the Council.
10. Providing Housing and Community Infrastructure

Extra Care Housing

**POLICY CS20 - EXTRA CARE HOUSING**

Extra Care schemes should be located within easy walking distance of a range of local facilities, be proportionate in scale to the locality and provide ancillary facilities as part of the development. These ancillary facilities should complement locally available amenities and be made available to the wider community.

In order to assist in meeting emerging need, Extra Care housing will be provided through the new neighbourhoods identified in Policies CS26, CS27 and CS31. A proportion of the Extra Care Housing on these sites will be required to be delivered as on-site affordable units.

10.52 The strategic importance of Extra Care as an alternative accommodation choice for older people and those with special needs is reflected in the Sustainable Community Strategy, the Council's Corporate Plan, the Housing Strategy 2008-13 and the Better Services for Older People programme (February 2010).

10.53 Extra Care Housing is designed to be a home for life. It promotes independent living in self-contained accommodation, where people are able to readily access high quality, flexible support and care services on site to suit their needs. Differing from traditional sheltered/retirement accommodation, schemes also incorporate a wide range of communal facilities, available not only to service users but also as a potential resource for the wider community.

10.54 Community inclusion is a central ethos of Extra Care Housing. Communal spaces can be used by health and social care partners to deliver a menu of services on site and into the community. A range of facilities, dependent on the scale and location should be considered to improve the health, fitness and well-being of individuals and provide a ‘lifestyle’ option. These facilities may range from a communal living room, small shop, hairdressing salon, gym and café/bistro to specialist health care facilities. Such facilities should complement the amenities available in the locality, not compete with them.

10.55 Strategic housing allocations set out in Policies CS26, CS27 & CS31 will be required to provide an element of Extra Care on-site, including a proportion of affordable units. These affordable units will count towards meeting the overall affordable housing requirement.

10.56 Developers will be encouraged to contribute to the provision of homes that are suitable for the needs of older people, persons with disabilities and those with other special needs, in a way that integrates these people with the wider community in accordance with Policy CS17 (Housing Diversity). This could include Extra Care Housing.

10.57 Extra Care should be part of wider, balanced communities. Stand alone schemes should not be separate, gated developments. Equally, where provision is proposed as part of a larger development, Concept Statements and master plans should clearly define the scale and location of the Extra Care provision.

10.58 The Affordable Housing SPD will set out in greater detail how this policy will be implemented.
Delivery

10.59 Extra Care Housing is currently being delivered by the Council using a capital programme to meet the present need.

10.60 Delivery will be through partnership working with the Council (as planning and housing authority) and affordable housing providers approved by the Council and private developers.

10.61 Consideration will also be given to meeting emerging need by allocating sites through the Site and Policies Development Plan Document.

Gypsy and Traveller Accommodation

POLICY CS21 - GYPSY AND TRAVELLER ACCOMMODATION

Provision will be made for Gypsy/Traveller accommodation in accordance with identified need through the intensification of suitable existing family sites and through the new neighbourhoods identified in this Core Strategy to meet long term need for additional pitches up to 2026.

Applications for Gypsy and Traveller windfall sites will be considered having regard to the outstanding level of need and the guidance in Circular 01/2006 ‘Planning for Gypsy and Traveller Caravan Sites’.

Existing authorised land for accommodation by Gypsies and Travellers will be safeguarded at the following sites:

1. Hill View, Badminton Road, Nibley
2. Swan Lane, Winterbourne (3 sites)
3. Frampton Park, (Cog Mill), Bristol Road, Frampton Cotterell
4. Elm Farm, Westerleigh Road, Westerleigh
5. Green Orchards, Berwick Lane, Easter Compton
6. Shortwood Yard, Shortwood Hill
7. Greengate Yard, Pucklechurch
8. Parkfield Road, Pucklechurch
9. Siston Lane, Pucklechurch (2 sites)
10. Orchard Farm, Pompheyr Hill, Mangotsfield
11. Westerleigh Road, Mangotsfield
12. Howsmoor Lane, Emersons Green
13. Burton Road, Tormarton (2 sites)
14. Appletrees, New Street, Charfield
15. Bank Road, Pilning
16. Henfield Paddock, Henfield Road, Coalpit Heath
17. Cottage View, Gloucester Road, Almondsbury

cont...
10. Providing Housing and Community Infrastructure

**POLICY CS21 - GYPSY AND TRAVELLER ACCOMMODATION**

18. 56, Ram Hill, Coalpit Heath
19. Moor Paddock, Westerleigh Road, Pucklechurch
20. Tall Trees, Over Lane, Almondsbury
21. Bridge View, Westerleigh Road, Westerleigh
22. The Meadows, Parkfield
23. Meadow View, Shortwood Road, Pucklechurch
24. Highwood Park, Highwood Road, Patchway
25. Northwood Park, Old Gloucester Road, Winterbourne
26. Homefield, Hall End Lane, Wickwar
27. 1, Dibden Lane, Emersons Green

10.62 The West of England Gypsy and Traveller Accommodation Assessment (GTAA) established that there was a need for 58 residential pitches and 25 transit pitches in South Gloucestershire to be provided in the period 2006 - 2011 and a further 22 pitches up until 2016 thereafter.

10.63 When the GTAA was prepared in 2007, unauthorised encampments in South Gloucestershire had historically been very high. It is considered that there are appropriate circumstances to reconsider the basis upon which provision for Gypsy/Traveller sites was established in the West of England GTAA in 2007.

10.64 It is believed the high numbers of unauthorised encampments were due to particular and unique circumstances in the district at that time. As a result, the GTAA placed a disproportionate reliance on the historic high numbers in setting provision for the district up to 2011 and, as a consequence, this figure now looks increasingly outdated as a basis to establish provision against, particularly in relation to transit provision.

10.65 In view of this inaccurate data, there are reservations about the Draft RSS assumption of a 3% growth rate per annum to be applied and would argue this is too high.

10.66 Gypsy/Traveller pitches will be provided between 2011 and 2026 in two ways. Firstly by working with Gypsy/Traveller families on existing sites by making more efficient use of their land, where considered suitable, for additional pitches. Secondly, through new site provision, as part of delivering the strategic new neighbourhoods.

10.67 Existing, authorised sites will be safeguarded and this will apply to public and private Gypsy/Traveller provision. ‘Authorised’ land includes existing Gypsy and Traveller sites which benefit from a permanent planning permission or alternatively, a temporary planning permission. The term ‘safeguarded’ means that existing, authorised land for the accommodation of Gypsies and Travellers will be retained until such time as it can be proved no longer a need. In the case of sites with temporary planning permission, the site will be retained, or ‘safeguarded’ until such time as the existing permission expires and safeguarding status will no longer apply.
Delivery

10.68 This policy will be delivered through partnership working with the Council (as planning and housing authority) and affordable housing providers approved by the Council, private housing developers and private landowners.

Travelling Showpeople

**POLICY CS22 - TRAVELLING SHOWPEOPLE**

Provision will be made for Travelling Showpeople through the Sites and Policies DPD in accordance with identified need and taking into account other provision within the district. Sites for Travelling Showpeople will be considered appropriate where they meet the following criteria:

1. The development would not have unacceptable environmental effects; and
2. The land is not the subject of unacceptable levels of noise disturbance, air pollution, smell, dust or contamination; and
3. The proposal would not prejudice the amenities of neighbouring residential occupiers; and
4. Adequate provision is made for vehicular access and parking; and
5. Sites are within a reasonable distance of local services and facilities.

Applications for unallocated sites will be considered having regard to the above criteria and in accordance with identified need. Unallocated sites within the Green Belt or Cotswolds AONB will only be acceptable where it can be demonstrated that very special circumstances exist.

Existing land for accommodation by Travelling Showpeople will be safeguarded at the following sites:

1. Fairlands, Earthcott Green, Alveston
2. Acres Fair, North Road, Yate
3. Frog Lane, Coalpit Heath
4. Land at Beanwood Park, Wapley
5. The Burgage, Chipping Sodbury
6. Land at Cotswold Road, Chipping Sodbury
7. Land at Alexandra Road, Coalpit Heath
8. Land at the Causeway, Coalpit Heath
9. Land at Park Lane, Frampton Cotterell
10. Land adjacent to Hares Farm, Mapleridge Lane, Yate

10.69 The West of England Gypsy and Traveller Accommodation Assessment (GTAA) established that there was a need for 69 pitches to be provided for Travelling Showpeople across the sub region to 2016.

10.70 The Draft RSS figures are not accepted as it is considered that they are far too high. The assumptions made over estimated current plot provision and are not based on sufficiently
10. Providing Housing and Community Infrastructure

robust information as required by Circular 04/2007. A process of moderation using Council service provider data will be conducted in order to provide a correct figure for the district.

10.71 The Draft RSS Panel Report recognised that the needs of Travelling Showpeople required further work in the next round of GTAAs but, in the meantime, endorsed the approach regarding transitional arrangements outlined in Circular 04/2007 and recommended interim figures be provided at the county/sub-regional level.

10.72 Existing sites listed 1-10 above will be safeguarded. Sites 1 to 4 and 10 benefit from planning permission and sites 5-9, while not benefiting from planning permission, have been used as such for a number of years.

Delivery

10.73 This policy will be delivered through private landowners in accordance with identified need.

Community Buildings and Cultural Activity

**POLICY CS23 - COMMUNITY BUILDINGS AND CULTURAL ACTIVITY**

The Council will work with partners to provide additional, extended or enhanced community buildings and encourage participation in cultural activity.

New development will be required to provide or contribute towards additional, extended or enhanced community and cultural buildings where it would generate a need for such facilities, in accordance with the following sequential criteria:

1. Enhance the quality, role and viability of existing facilities that are within easy walking distance of the new development;
2. Provide adaptable multi-use building(s) on site in easily accessible location(s) for pedestrians and cyclists.

Existing community buildings will be retained, unless it can be demonstrated that:

3. The use has ceased and there is no longer a demand; or
4. The facility is no longer fit for purpose; and
5. Suitable alternative provision is available within easy walking distance to the required standard.

Developers of Major Residential Schemes, and schemes that will attract a large number of users, will be required to demonstrate how their proposals will contribute to the objectives of the South Gloucestershire Cultural, Heritage and Arts Strategies, through the provision of additional, extended or enhanced facilities and access to or facilitation of art and cultural activities for the new residents and nearby existing communities.
10.74 Community and Cultural Infrastructure covers a wide variety of services and facilities. These can include:

- Education facilities
- Health & Social Care facilities
- Police, Fire & Ambulance facilities
- Libraries, Museums & Galleries
- Community centres
- Youth, Children’s and Childcare facilities
- Arts & cultural centres and venues
- Extra Care & other older peoples housing needs
- Local pubs & clubs
- Places of worship
- Training centres
- Public & private sports & recreation facilities
- Civic & administrative facilities

10.75 The list is not exhaustive and may include any facility that provides a valued service, focus or sense of place for a community. Retention of such facilities and provision in step with growth is an important objective of the Council. In particular, the Council considers that providing services for children and young people (0-19) is key to developing sustainable communities.

10.76 Many existing facilities will play multi-functional roles. Where new development creates additional need, the starting point should be to seek to enhance the role and viability of existing facilities that are within easy walking distance of the new development. Should this not be possible or appropriate, adaptable multi-use buildings should be provided on-site, in easily accessible and visible locations at the heart of the community it is intended to serve. Educational facilities or community centres should often form the core element of such multi-use facilities.

10.77 Where the redevelopment of an existing community facility is proposed for another use, the developer should clearly demonstrate that the use has ceased. In doing so it should be demonstrated that a reasonable amount of time has lapsed for an alternative agency or organisation to re-establish the use, or the facility no longer provides for the needs of its users to modern day standards and alternative suitable provision is available within a reasonable walking distance. Distances should be measured along suitable walking routes (easy walking distance is considered to be approximately 800m). This policy should be read in conjunction with Policy CS13 (Non-Safeguarded Sites for Economic Development Sites).

10.78 The policy should not be used to obstruct the re-organisation objectives of local service providers where a re-organisation plan has been adopted through their appropriate approval processes. In this context, local service providers include the Emergency Services, Local Education Authority, Primary Care Trust and NHS, and Council services. Similarly, new development will be expected to provide, or make contributions to meet good practice service standards that prevail at the time of the application.
10. Providing Housing and Community Infrastructure

10.79 The following strategies and plans are relevant and have been taken into account in developing this policy:

- The Council Plan (SGC)
- Children & Young Peoples Plan (SGC)
- Schools Commissioning Strategy (SGC)
- Library Delivery Plan (SGC)
- South Gloucestershire Heritage Strategy (SGC)
- Joint Accommodation & Care Strategy (SGC/PCT)
- Joint Strategic Needs Assessment (South Glos NHS)
- Police, Fire, Ambulance Service Delivery Plans
- South Gloucestershire Cultural Strategy (SGC)
- SW Regional Cultural Strategy (A Better Place to be...) (WEP)
- The vision for the West of England in 2026 and delivery priorities (WEP)
- Regional Cultural Infrastructure Development Strategy (People, Places & Spaces) (WEP)
- Play Policy and Strategy 2006 (SGC)
- South Gloucestershire Physical Activity and Sports Plan 2007-2009 (SGC)

Delivery

10.80 The policy will be implemented through the development management process, in conjunction with Policy CS6 (Infrastructure and Developer Contributions) and South Gloucestershire Local Plan Policies LC4 and RT11, and also through the wider functions of the Council and its partners in supporting local communities.
Open Space Standards

**POLICY CS24 - OPEN SPACE STANDARDS**

Green Infrastructure assets are integral to sustainable communities. Where existing Green Infrastructure provision, including informal recreational open space, outdoor sports facilities, playspace, allotments, and natural spaces are inadequate in terms of providing for the quantity, quality and accessibility to meet the projected needs arising from the future occupiers of new development, those occupiers' needs must be met by the new development on-site, together with provision for subsequent management and maintenance.

Provision for open space, outdoor space, sport and recreation facilities will be sought according to the following principles:

1. New developments must comply with all the appropriate local standards of provision in terms of quantity, quality and accessibility;
2. Provision must be delivered on-site, unless it is demonstrated that partial or full off-site provision or enhancement creates a more acceptable proposal; and
3. The functionality and usability of the different types of open space must be suitable for their intended purposes.

New developments may also be required to contribute to Green Infrastructure schemes identified in the Green Infrastructure Strategy and the requirements contained within the Design Policy CS1.

New open spaces should be an integral part of new employment areas, and should meet local objectives to be agreed as part of the planning application process. These spaces should adhere to the Green Infrastructure objectives (Policy CS2) and be managed to allow open access to both local workers and residents, unless it can be demonstrated that there is an overriding security issue such that access to local residents should be restricted.

Environments for play are required to be delivered as an integral part of site design within both public and semi-private communal open space areas.

10.81 Provision of Green Infrastructure is essential for sustainable communities. Accessible open spaces, sport and recreation facilities are all highly valued assets to South Gloucestershire’s communities.

10.82 Where provision, in terms of quantity, quality and accessibility would be inadequate to meet the needs of future residents, then provision must be made in accordance with the appropriate local provision standards. Local open space standards, for informal recreational open space (including parks, amenity green space and green corridors), outdoor sports facilities, playspace, allotments and natural green space, relating to quantity, quality and accessibility will be set out in the Green Infrastructure Strategy.

10.83 Open spaces can contribute to a range of social, environmental and economic benefits. These should be realised in accordance with the Design and Green Infrastructure Policies (CS1 and CS2).

10.84 Where development proposals on their own are too small to generate adequate provision of useable space, the Council will seek a financial contribution to enhancements or expansion...
10. Providing Housing and Community Infrastructure

of existing site(s) and/or to proposed sites in accordance with national guidance and local standards, in order to create a more acceptable proposal. Pooling of contributions may be necessary in order to provide enhancements and/or new provision.

10.85 In some areas, small pockets of open space exist within established urban areas that are not usable for recreational purposes due to scale, configuration and/or locations adjoining main roads. Whilst potentially of visual amenity value, such spaces will be discounted when undertaking audits of existing open space for the purposes of calculating the need for additional provision to meet the requirements of this policy.

10.86 In appropriate circumstances the need for outdoor sports facilities (pitches and courts) can be met through the provision of all weather surface facilities. The Council accepts that such synthetic surface facilities allow for a greater intensity of use and therefore a smaller quantum of space will be required. The design and construction of each facility must be carefully planned according to the specific demands and priorities it is intended to address. Where required for competition use, facilities must be constructed to the standards adopted by the Governing Body of the sport. Where a need for more informal sports activities and training purposes for several sports is identified, design and construction must be to standards approved by the Council. Ancillary facilities that enable outdoor sport facilities to function, such as changing facilities, pavilions and parking (cycle and car), will be required to be provided where current provision is not adequate, in accordance with Policies CS6 and CS23.

10.87 Informal recreational open spaces should wherever possible link to existing open spaces, rights of way and cycle routes in accordance with the requirements and objectives in Policies CS1 and CS2. Where spaces incorporate landscaping and planting, these should be provided in accordance with Policies CS1 and CS2 and, in particular, provide opportunities to make a net contribution to tree cover, biodiversity habitat creation and connectivity.

Employment Development

10.88 Employment development will not require a specified quantity of Green Infrastructure provision, therefore the needs will be dealt with on a case by case basis, taking account of local objectives. It is important that these spaces are accessible to both workers and local residents, unless there is an overriding security issues such as those relating to the Ministry of Defence.

Play

10.89 The Council’s adopted Play Policy and Strategy recognises that there are various spaces that can contribute to local play opportunities, for example thoroughfares, residential estates, parks and open space, school grounds and designated play provision. These opportunities need to be delivered through the development management process and other delivery processes. The Play Strategy seeks to ensure that public spaces are places where individuals,
groups and communities of all ages can share a common public realm, and recognises that children and young people have a right to be seen, heard and provided for. Opportunities for play should be provided for in public and semi-private areas, such as communal gardens shared by a group of flats.

**Private/Semi-private Outdoor Space**

10.90 Private or semi-private outdoor space will be required in accordance with the Design Policy (CS1). Adequate provision must be provided to meet the needs of the future occupiers, commensurate with design considerations. This space will be used for informal recreation and/or clothes drying, and includes private gardens, communal gardens and balconies.

**Delivery**

10.91 The Green Infrastructure Strategy will set out the methodology for calculating the requirements to meet the local provision standards for informal recreational open space (including parks, amenity green space and green corridors), outdoor sports facilities, playspace, allotments and natural green space. The Strategy will also provide details of the subsequent management and maintenance costs of provision and will specify the quantity, quality and accessibility standards and detail minimum site sizes for the different types of open space.

10.92 This policy will be delivered through the development management process. Planning Obligations or Community Infrastructure Levy (CIL) may be used to ensure the open space provision standards are met.

10.93 Appropriate arrangements will be put in place to secure the satisfactory future maintenance of any open spaces and outdoor recreation facilities (for sport, recreation and play) that are to be provided in conjunction with new development. The Council may be willing to negotiate their adoption and future maintenance providing that the developer meets the costs associated with future maintenance and all fees associated with land transfers. The Council will also require the deposit of a refundable bond, as a surety for the cost of provision of open space facilities, should the development company for whatever reason not implement the proposed space to an acceptable standard. The Council will require developers to enter into a Section 106 Agreement to cover these matters.
11. Introduction

11.1 A key role of the Core Strategy is to set out the spatial policies required to achieve the Council’s place shaping objectives. South Gloucestershire remains committed to the importance of spatial planning to create strong, safe and prosperous communities which contribute to the principals of sustainable development. The Council believes that there should be clear visions for the future of places which respond to local challenges based on the community’s views and locally derived area strategies. This we consider is fundamental to effective local spatial planning and the concept of place shaping through partnership.

11.2 This section of the Core Strategy connects the Strategy for Development with the individual visions for the different areas of South Gloucestershire. For each area the key issues are identified, together with a policy setting out the framework to achieve the vision. This is supported by details of how the policy will be delivered and how the Council will work with our partners to achieve our sustainable development objectives. This section also includes the policies and conceptual planning principles to guide and manage future growth.

11.3 The visions and proposals for this section have been drawn up following extensive engagement with local communities and taking account of locally relevant strategies. In particular workshops and community visioning exercises have steered the direction of the policies and proposals in the areas of future growth. Further information about the community visioning and engagement undertaken is set out in the Consultation Statement that supports the Core Strategy.

11.4 South Gloucestershire has been divided up into 6 areas:

1. The communities of the North Fringe of Bristol urban area (including the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay)

2. The communities of the East Fringe of Bristol urban area (including the communities of Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham)

3. Yate and Chipping Sodbury

4. Thornbury

5. Rural Areas

6. Severnside
12. Communities of the North Fringe of Bristol Urban Area

12.1 The North Fringe of Bristol is a complex urban area, with major transport infrastructure, residential suburbs and supporting town and local centres, major industrial and commercial interests, a large retail area and significant educational and health complexes. Its strengths are:

- A strong diverse economy represented by significant sectors of international importance;
- Access to the motorway network and main line rail services;
- A vibrant and expanding University;
- Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay each has a strong sense of community and separate identity which distinguishes them from Bristol;
- Good access to green space and the wider countryside including the valued Frome Valley walkway; and
- Historic assets include those associated with the early aerospace industry around Filton, Frenchay village with its distinctive Quaker and industrial heritage and the Dower House at Stoke Park.

12.2 The rapid development which this area has experienced in recent years, is now resulting in some significant issues. Factual evidence, together with the results of community consultation exercises has told us:

- Significantly more people work in the North Fringe of Bristol than live there, resulting in a high level of daily commuting in and out of the area and consequent traffic congestion at peak times;
- Provision of local amenities has not kept pace with the rapid growth;
- Traffic congestion creates problems of reliability and frequency for public transport. In addition major roads, rail corridors and large campus style employment developments, act as significant barriers to better walking, cycling, social and visual linkages;
- The North Fringe of Bristol lacks a clear identity and sense of place, and the character and distinction of many existing communities is under threat.

12.3 Consultation has therefore assisted the Council in drafting the following vision, policy and partnership priorities which aim to support the strengths and begin to overcome the problems above.
Vision

The North Fringe of Bristol urban area will continue to be a major economic driver in the South West region and the West of England sub region. It will continue to maintain its role as a major focus for employment, commercial and retail activity, education and learning. The distinctive identities and heritage of the existing communities will also have been strengthened and preserved. Up to 2026 and beyond, new neighbourhoods will provide opportunities for people to live near to where they work and be well integrated with existing communities. All residents and workers will have better access to local amenities and high quality public transport, walking and cycling links. Community identity and neighbourhood distinctiveness will be improved by the development of new public spaces and high quality landscaping.
12. Communities of the North Fringe of Bristol Urban Area

Filton · Patchway · Bradley Stoke · Stoke Gifford · Frenchay · Harry Stoke

Figure 5 – The North Fringe of Bristol urban area

(for illustrative purposes only)
12.4 The following policy will deliver this vision through managing development and where appropriate, partnership working.

**POLICY CS25 - COMMUNITIES OF THE NORTH FRINGE OF BRISTOL URBAN AREA**

Local Development Documents and development proposals will take account of the vision and partnership priorities for the communities of the North Fringe of Bristol urban area, and will:

1. Provide housing and associated local facilities which are integrated with existing communities and in accordance with the Strategy for Development, Housing Policy CS15 and Strategic Site Policies CS26, CS27 and CS28;

2. Make provision for and contribute towards funding the North Fringe to Hengrove Rapid Transit route and an orbital bus service linking The Mall with Emersons Green and other strategic transport infrastructure, in accordance with Policies CS6 and CS7;

3. Not prejudice the continuing authorised operations of Filton airfield;

4. Support the redevelopment of the Rolls Royce East Site for new employment uses and the provision of additional small-scale employment opportunities that enhance the variety and integration of uses in new residential neighbourhoods or existing centres;

5. Enhance the vitality of the Abbey Wood Retail Park by providing a broader range of uses that capitalise on its location adjacent to a main line rail station, and creation of a new people orientated public space;

6. Provide high quality public realm and spaces, and new local amenities at existing local centres, the UWE, and Cribbs Causeway retail area;

7. Provide new and enhanced existing wildlife and amenity routes, particularly along the Henbury Trym to Haw Wood and connections to the wider countryside, and from Three Brooks Nature Reserve, along the M32 Corridor via the East of Harry Stoke New Neighbourhood to Stoke Park;

8. Provide new and extend existing Heat Distribution Networks to assist the transition to a low carbon future in accordance with Policy CS4; and

9. Demonstrate through Flood Risk Assessments how flood risk will be managed including where appropriate the preparation of surface water management plans.

Local Development Documents and development proposals should also accord with the following Key Principles:

10. Respect the character and identity of existing communities, while promoting the distinctiveness of the Bristol North Fringe as a whole;

11. Where new neighbourhoods are located at key transit points into the North Bristol Fringe or can be seen from major arterial routes, high quality distinctive, landmark architecture and landscaping will be achieved;

12. Promote high quality landscaping that assists in developing neighbourhood distinctiveness and increases the number of street trees, particularly along main highways;

13. Provide convenient and safe routes across the locality for pedestrians and cyclists as part of an integrated transport network, and safe crossings to break the barriers of major roads and rail corridors;

14. Provide new purpose built accommodation for housing students and older people; and

15. Improve the legibility, urban structure and public realm of the North Fringe by rationalising car parking around major employment sites, thereby releasing land for development.
12. Communities of the North Fringe of Bristol Urban Area

12.5 The vision, Policy CS25 and a number of partnership working objectives will continue the strategy of re-balancing land uses by delivering a series of new residential neighbourhoods, providing more people with the opportunity to live near to where they work, and maintaining a diverse mix of employment uses. New residential neighbourhoods and the redevelopment of a number of sites, such as the Abbey Wood Retail Park and the University of the West of England Campus provide an opportunity to improve the range of local amenities on offer, create new distinctive public spaces and improve both the extent and attractiveness of walking, cycling, and public transport connections. A more consistent approach to landscaping and particular attention to developing high quality architecture at key ‘gateways’ into the area, will assist the generation of a stronger ‘sense of place’ for the Bristol North Fringe as a whole and assist in reinforcing the character and identity of the existing communities. The existing and future land use mix in the North Fringe also presents the prospect of developing heat distribution networks in order to assist the transition towards a low carbon future.

Partnership Priorities

12.6 The Council will work with its partners to ensure:

- The Aerospace Industry will continue to be a world leading sector and major employer and the needs of other key economic drivers in the locality, including UWE, MoD, The Mall and other major employers will continue to be safeguarded and supported;
- The new Bristol Zoo Wildlife Park contributes fully to the tourism and employment potential of the area;
- Enhancement of training and employment prospects for residents of the Filton and Patchway priority neighbourhoods as and when development opportunities may arise in and around the locality;
- A wider range of uses are provided at the Cribbs Causeway retail area to contribute towards its aspiration to become a town centre for the newly developed housing and mixed-use neighbourhoods and existing communities nearby;
- The opportunity to deliver a sports stadium, supporting infrastructure and amenities will be supported;
- The potential of the land occupied by Sainsbury’s and B&Q in Stoke Gifford is investigated for redevelopment (post 2026) as a new district centre to serve the North Fringe South Area;
- New foot, cycle and transport links are made to the Lockleaze residential area, which contribute to the realisation of the regeneration vision.
Phasing / Development Programme

12.7 The focus for development up to 2016 will be:

- the existing Local Plan sites at Charlton Hayes, Harry Stoke, Cheswick Village and Land East of Coldharbour Lane;
- A new Wildlife Park to be developed adjacent Jct17 of the M5;
- The planning and commencement of a further new neighbourhood at Cribbs/Patchway; and
- Expansion and re-modelling of the UWE campus and Abbey Wood Retail Park will also be supported.

Beyond 2016 and subject to implementation of the Stoke Gifford Transport Link a new neighbourhood will be developed east of Harry Stoke.

Delivery

12.8 The major development proposals set out in Policy CS25 are being promoted by private sector providers and are expected to come forward during the plan period.

12.9 The Council, with the West of England Partnership and in conjunction with the private sector will seek the funding and resources to develop Urban Design Frameworks for the Bristol North Fringe South Area (comprising East of Harry Stoke New Neighbourhood Area of Search, UWE, Abbey Wood Retail Park and Local Plan residential allocations at Cheswick Village, Harry Stoke and Land East of Coldharbour Lane), and the Cribbs/Patchway New Neighbourhood (including Charlton Hayes) to ensure that development proposals are coordinated. Development and co-ordination of regeneration initiatives in the priority neighbourhoods and the Lockleaze regeneration area are being led by South Gloucestershire Council and Bristol City Council respectively.

12.10 Developer proposals for major development will be required to carry out pre-application consultation in accordance with the Council’s concept statement process as set out in the Council’s Statement of Community Involvement.

12.11 The Bristol North Fringe to Hengrove Rapid Transit route is subject to a Regional Funding Allocation bid (RFA2). A local contribution will be secured primarily from developer contributions through the development management process.

Cribbs / Patchway New Neighbourhood

12.12 Policy CS5 (Location of Development) identifies land to the south of Filton airfield and the commercial areas north and west of The Mall as having the potential to accommodate...
This Pre-Submission Publication Draft Core Strategy should be read as a whole.

12. Communities of the North Fringe of Bristol Urban Area

POLICY CS26 - CRIBBS / PATCHWAY NEW NEIGHBOURHOOD

At land from Charlton Common south of the Filton Airfield west to the A4018 and north of the airfield, to the commercial areas at Cribbs Causeway, including the Patchway Trading Estate, approximately 1750 dwellings in new mixed-use neighbourhoods, together with supporting infrastructure and facilities, will be provided in a comprehensively planned approach in accordance with the vision, Policy CS25 and partnership priorities for the North Fringe communities, and high quality urban design principles as set out in Policy CS1.

In order to provide for the best possible integration with Patchway, Brentry & Charlton Hayes, and to assess and minimise potential impacts, development proposals should accord with an agreed Concept Statement for the entire development area. In particular, the Concept Statement and supporting evidence will set out:

• How the operational needs of the airfield and aerospace cluster will be protected;
• How the amenity of new and existing residents will be protected;
• The proposed disposition of uses, and how the new neighbourhoods will be effectively integrated into the existing communities of Patchway and North Bristol;
• An integrated approach to transport and access, including impact on Junction 17 of the M5;
• The quantum and proposed location of supporting community facilities and new public spaces;
• The broad architectural approach including, key frontages and maximum building heights, and
• Landownerships, the likely timing and disposition of planning applications and proposed proportionate contribution to any supporting infrastructure and community facilities.

Design & Access Statements to support individual application areas will be required to provide master plans that demonstrate compliance with the area wide Concept Plan and take account of adjoining development areas and proposals. Design codes may also be required depending upon the significance and size of the application area.

The new neighbourhood(s) will provide for:

• A range of housing types and tenures in accordance with Policies CS17 and CS18;
• Primary School(s) for approximately 3 forms of entry and full day nursery;
• Library, doctors surgery, community meeting space(s), children’s and youth facilities;
• Local retail, food and drink outlets;
• Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, sustainable drainage and wildlife use alongside the Henbury Trym;
• The Cribbs/Patchway New Neighbourhood Transport Package (see Policy CS7), including safeguarded land for a new rail passenger station;
• Provision of pitches for Gypsies and Travellers;
• An Extra Care housing scheme; and
• Contributions will also be required for the provision of secondary school places and school transport in the locality.

This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.
12.13 The site comprises land between the railway line and airfield that stretches from Charlton Common to the A4018 (Wyck Beck Road) and the commercial areas from Catbrain Hill and Lysander Road north to the M5 and east around The Mall to the Patchway Trading Estate.

12.14 There is now a significant opportunity to re-model ageing commercial areas and bring forward land south of the airfield to develop a new community within mixed use neighbourhoods that look towards a re-profiled Cribbs Causeway retail area as a potential town centre. This opportunity presents a chance to re-model an area that has developed over the last 30 years, in a ‘plot-by-plot’ unco-ordinated way, resulting in car dominated, commercial ‘sprawl’ and assist the continued regeneration of Patchway.

12.15 Development will bring with it the opportunity to generate a new vision and co-ordinated master plans for the area, a wider mix of uses, the better integration and intensification of uses and the creation of ‘streets’ and new high quality public realm, open space and meeting places. Planning of the new neighbourhoods must, however, respect the operational needs of the airfield and aerospace cluster, being key strategic economic drivers to the North Fringe and wider region.

12.16 The Hengrove to Bristol North Fringe Rapid Transit will form a new public transport link between The Mall and Aztec West and a new access road will serve the land south of the airfield off Wyck Beck Road. Fishpool Hill and Charlton Road will provide important foot, cycle and, potentially, public transport connections. New strategic cycleways will link Fishpool Hill to The Mall and wider area.

12.17 Land at the end of and adjacent to the runway will be used innovatively for new allotments, woodland, sports pitches and informal open space.

12.18 Given the size and location of the new neighbourhood it will be required to provide a range of local facilities and amenities to serve the new population and cycle and pedestrian connections to nearby communities, commercial, educational and recreational land uses. The Council will also work with the owners of The Mall / Cribbs Causeway retail area to investigate and provide a greater range of uses consistent with the long-term ambition to establish its role as a Town Centre.

**Delivery**

12.19 The development will be delivered by the private sector through the development management process. Given the close proximity of the land south of the airfield and potential redevelopment areas at the Cribbs Causeway retail area, the proposed number of new dwellings and land interests, it is important that development comes forward in a co-ordinated way that clearly sets out how new infrastructure and community facilities will be delivered in step with new housing and re-modelling of the commercial areas. A Concept Statement for the entire area is therefore required that sets out these key principles. Community Involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement. Subsequent planning applications, master plans
and design codes will be required to demonstrate compliance with the Concept Statement. A Rapid Transit link from Aztec West to The Mall will be delivered by the West of England Partnership in conjunction with South Gloucestershire Council. Funding is subject to an RFA2 bid and local contribution.

Figure 6 – Cribbs/Patchway New Neighbourhood Framework Diagram
(for illustrative purposes only)
East of Harry Stoke New Neighbourhood

12.20 Policy CS5 (Location of Development) makes provision for a major mixed-use development comprising 2000 dwellings and associated infrastructure west of Junction 1 of the M32 and extending east from SGLP site 13 (Harry Stoke). This new neighbourhood will further re-balance an area currently dominated by commercial and educational uses, strengthen the sense of place and play a key role in delivering new transport infrastructure and connections and high quality open space. This policy and supporting diagram set out the key principles of development for this new neighbourhood.

POLICY CS27 - EAST OF HARRY STOKE NEW NEIGHBOURHOOD

Subject to the delivery of the Stoke Gifford Transport Link and consequent removal of land from the Green Belt, provision will be made for a major mixed use development of 2,000 dwellings with associated infrastructure on land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road.

Development will be planned on a comprehensive basis that integrates with SGLP site 13 (Harry Stoke), and be in accordance with the vision, Policy CS25 & partnership priorities of the Bristol North Fringe communities, and high quality urban design principles as set out in Policy CS1.

Residential development will provide for a range of types and tenures in accordance with Policies CS17 and CS18.

It will also provide the following infrastructure:
- Primary School(s) for approximately 3 forms of entry and full day nursery;
- A multi-use building comprising doctors surgery, library, community meeting space, children’s and youth facilities;
- Local retail, food and drink outlets;
- Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, woodland and wildlife use along the eastern edge of the site, sustainable urban drainage and allotments in accordance with Policies CS2 and CS24;
- Sports pitches and changing facilities;
- A waste transfer and recycling facility;
- The M32 New Neighbourhood Transport Package (see Policy CS7);
- Junctions, public transport stops, pedestrian crossing points and street trees/landscaping in order to integrate the transport link with the new neighbourhood;
- An Extra Care housing scheme; and
- Contributions will also be required for the provision of secondary school places in the locality.

Special attention will be required to layout, building form, scale and roofscape, architectural treatment, and landscaping along ridgelines and slopes visible from the wider area.

This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.
12.21 The site comprises land that stretches north to south along the M4 / M32 corridor into Bristol. At its northern end Mulgrove Farm and buildings sit at the top of a hill with views northeast towards Winterbourne. This area is divided from the main site by a main line railway, which runs east-west in a cutting. South of the railway line, the land generally falls southeast towards level fields. This area is intersected by Hambrook Lane and the Ham Brook which run east/west, and is bounded to the west by Maules Lane, (an historic hedgerow/tree lined ridge) and the existing SGLP housing allocation 13 (Harry Stoke). The eastern edge of the site is contained by the M32 and to the south by the A4174 Ring Road. The allocation continues south of the Ring Road taking in a variety of land uses including a golf driving range, cricket pitch and farmland. This southernmost area is dominated by a wooded escarpment that rises along its western edge.

12.22 The area south of the ring road will remain as Green Belt as it is not considered suitable for residential development due to highway access constraints and the visual amenity and character of the area. However, given existing sports facilities in the area, it has been identified as providing a potential opportunity to consolidate the outdoor sports pitch requirement from the new neighbourhood, possibly as part of a larger strategic facility for the wider area.

12.23 The proposed site access is via the Stoke Gifford Transport Link. The proposed route runs from the Local Plan site 13 – Harry Stoke to Great Stoke Way. This forms part of the Bristol North Fringe to Hengrove Rapid Transit Route.

12.24 The area currently forms part of a ‘green corridor’ running deep into the Bristol urban area along the M32 corridor. The new neighbourhood will look outward to a retained and enhanced ‘green setting’ where high quality landscaping will perform amenity, sustainable drainage, wildlife, woodland and recreational functions.

12.25 Given the size and location of the site it will be required to provide a range of local facilities and amenities to serve the new population, and cycle and pedestrian connections to nearby communities, commercial, educational and recreational land uses.

Delivery

12.26 The development will be delivered by the private sector through the development management process. Community involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement. Agreement of a Master Plan and Design Codes will be required as part of this process. The strategic transport link will be delivered by the WEP in conjunction with SGC. Funding is subject to an RFA2 bid and a local contribution.
Part 2 - Area Based Policies

Figure 7 – East Of Harry Stoke New Neighbourhood Framework Diagram
The University of the West of England

12.27 The University of the West of England is an educational establishment of national standing, contributing significantly to the local economy. It currently operates out of 4 campuses at Frenchay, Glenside, Bower Ashton & St.Matthius. In 2008, the University acquired approximately 28ha of land, immediately adjoining its Frenchay Campus, with the aim of consolidating activities from other campuses onto the one enlarged site and of re-modelling where possible to provide an improved environment for the students and visitors and so realise its vision, to become “an internationally acknowledged centre for knowledge exchange, drawing upon its excellent teaching, scholarship and research in order to prepare students for the various needs and challenges of work and society.”

**POLICY CS28 - THE UNIVERSITY OF THE WEST OF ENGLAND**

In the period up to 2026 the University of the West of England, Frenchay Campus will be further developed for academic and research purposes, including the provision of student housing, and as a focal point for wider community, exhibition & conference, sporting and cultural facilities.

In order to provide for satisfactory integration with surrounding areas, development will be planned on a comprehensive basis in accordance with the vision, Policy CS25 and partnership priorities for the communities of the North Fringe of Bristol, high quality design principles as set out in Policy CS1 and an agreed Concept Statement for the Campus.

In particular the Council will support development proposals that provide for:

• The creation of a vibrant creative learning and research environment;
• The consolidation of satellite campuses onto the Frenchay site and the creation of a focal public space within the new campus;
• Improved public transport connections to and through the site and stopping points, including the provision of the Cheswick bus link, a potential rapid transit route (as part of the Bristol North Fringe to Hengrove Rapid Transit route), and an improved bus interchange;
• Additional foot and cycle routes through the site, to facilitate access to neighbouring residential, commercial and retail areas;
• Enhanced community access to existing and proposed social, cultural, sporting and recreational facilities on site, including a proposed Centre for the Performing Arts;
• High Quality public realm;
• An enhanced and well integrated Green Infrastructure and surface water drainage network; and
• Substantial reductions in carbon dioxide emissions across the estate. This could include a renewable or low carbon Energy Centre and distribution network that would provide heat and power to the site and potentially neighbouring land-uses.

Proposals will include a green travel plan (including measures that assist control of off-site parking in nearby residential neighbourhoods).

12.28 The consolidation of the University estate onto an expanded and re-modelled Frenchay Campus represents an important opportunity for the University to upgrade its facilities to meet modern academic and student expectations. It also provides an opportunity to re-model a key site to continue to build on the work of reducing reliance on the private car and local parking problems by realising improved public transport, walking and cycling connections.
through the site and access to new social, cultural and recreational opportunities on the site, for local residential and business communities. The Council is therefore wholly supportive of the University’s plans and aspirations where they include proposals that meet wider objectives of the Bristol North Fringe as set out in the vision, Policy CS25 and partnership priorities to improve the connectivity, sustainability and health and wellbeing of the wider community.

**Delivery**

12.29 The development management process will assist in delivering this policy in partnership with the University of the West of England. Decisions will be guided by agreement of a Concept Statement and subsequent outline planning application and supporting master plan(s). A rapid transit link through the site is subject to an RFA2 bid and a local contribution.

**Figure 8 – University of the West of England: Expanded Frenchay Campus**

(for illustrative purposes only)
13. Communities of the East Fringe of Bristol Urban Area

13.1 The East Fringe of Bristol is a diverse urban area which includes the communities of Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham. These lie between Bristol City to the west and the open countryside to the east. Its strengths are:

- These are established communities with strong identities, most of which have grown up around historic settlements although Emersons Green has been completed in the last 10 years;
- The adjacent open countryside with its prominent hillsides, footpaths, commons, Warmley Forest Park and Overscourt Wood is highly valued by communities and helps to visually define the extent of the urban area;
- High valued assets such as Kingswood and Page Parks, the Avon Valley, Bristol to Bath Railway Path, Avon Valley Railway and the long distance footpath and cycleway network;
- Major new development is proposed in the north of the area which will provide significant new housing and employment opportunities, well integrated with existing communities;
- The area has a distinctive and important non-conformist and industrial heritage;
- A series of established town centres serve the urban and surrounding rural areas;
- The area is also served by two leisure centres and the retail park at Longwell Green.

13.2 However, as a result of recent trends the area also has a number of issues. Factual evidence, together with community consultation undertaken at the Issues and Options stage has told us:

- There are pockets of relative deprivation in Kingswood, Staple Hill and Cadbury Heath;
- Employment land has been lost to residential development so that now the area significantly under-provides for the local workforce and 18,000 people commute daily to central Bristol and 6,300 commute to the North Fringe of Bristol;
- Traffic congestion is a major problem leading to air quality issues along both the orbital and radial major roads;
- Congestion affects the reliability of bus services due to long journey times, despite the frequency of service on radial routes. Orbital routes are poorly served by buses. The reliability of bus services is also affected by the length of the routes that serve this area;
- There is a shortage of both green space and sports pitches in the East Fringe of Bristol while existing green assets, both within the urban area and in the surrounding countryside, need strategic visions and significant enhancement to realise their potential;
- The traditional centres in Downend, Staple Hill, Kingswood and Hanham have suffered from competition from the retail park at Longwell Green and the new Emersons Green town centre, as well as from issues relating to congestion, parking, air quality and the quality of the public realm;
13.3 The following vision for future of the area has been drafted as a result of community engagement.

Vision

In the period to 2026 and beyond, the distinctive identity and heritage of the linked communities in the East Fringe of Bristol will be preserved and enhanced. The vibrancy and vitality of the traditional town centres at Downend, Staple Hill, Kingswood, and Hanham will be strengthened. The area will benefit from improved employment opportunities including the Science Park. Public transport services, especially to the North Fringe and central Bristol from the north of the area, will be more reliable, punctual and frequent.

Well designed housing developments, including the major development at Ememsons Green, will be integrated with and connected to existing communities. This will achieve a stronger town centre at Ememsons Green and support balanced and quality neighbourhoods throughout the urban area.

The landscape setting of the area and of surrounding villages will be preserved and opportunities will be taken to make the urban area greener. Green spaces, walking and cycling routes will lead through and out of the area into the open countryside. These routes will include key links to the commons, Warmley Forest Park and an enhanced forest park based around Overscourt Wood.
13. Communities of the East Fringe of Bristol Urban Area

Downend · Emersons Green · Mangotsfield · Staple Hill · Soundwell · Kingswood · Warmley · Cadbury Heath · Oldland Common · Longwell Green · Hanham

Figure 9 – Communities of the East Fringe of Bristol Urban Area
(for illustrative purposes only)
Figure 10 – The East Fringe of Bristol Urban Area
(for illustrative purposes only)
13. Communities of the East Fringe of Bristol Urban Area

Downend · Emersons Green · Mangotsfield · Staple Hill · Soundwell · Kingswood · Warmley · Cadbury Heath · Oldland Common · Longwell Green · Hanham

13.4 The following policy will deliver this vision through managing development and where appropriate, partnership working.

POLICY CS29 - COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA

Local Development Documents and development proposals will take account of the vision for the communities of the East Fringe of Bristol urban area and the partnership priorities, and will:

1. Deliver the major new housing and employment development, including the Science Park, with associated local facilities at Emersons Green, in a way that ensures this new development integrates effectively with existing communities and in accordance with the Strategy for Development, Housing Policy CS15, South Gloucestershire Local Plan Policy M2 and the adopted Emersons Green Development Brief;

2. Improve the viability and vitality of Emersons Green, Downend, Staple Hill, Kingswood and Hanham centres, to enhance their role as service centres for the urban and surrounding rural areas and provide for additional comparison floorspace as appropriate;

3. Manage change on economic development sites so as to maximise job opportunities within the local area;

4. Protect the open green hillsides to the east which encompass the Pucklechurch Ridge, Shortwood Hill and Oldland Ridge, as well as Hanham Hills to the south, which provide important backdrop views from the urban areas making a significant contribution to the character and quality of the East Fringe of Bristol;

5. Protect and enhance existing formal and informal green assets, and take opportunities to create new links including green streets and public spaces to form a network of green spaces for biodiversity, recreation and play, to address the current under-provision in the urban area;

6. Provide for access to the open countryside through a network of footpaths as well as strategic green corridors, such as the Avon and Siston valleys, the long distance footpaths, and via the commons and Warmley Forest Park to an enhanced Community Forest park centred around Overscourt Wood;

7. Seek opportunities to protect and enhance sport and recreation provision to correct the current under-provision in this area;

8. Recognise, protect and enhance the heritage assets of the area, including the distinctive industrial and non-conformist heritage and the Avon Valley Railway;

9. Make provision for and seek contributions towards the North Fringe to Hengrove Rapid Transit route, the Temple Meads to Emersons Green route, an orbital bus service linking The Mall with Emersons Green, and other strategic transport infrastructure, in accordance with Policy CS7;

10. Protect and enhance bus services to central Bristol and nearby settlements;

11. Seek opportunities to provide safe and convenient routes across the locality for pedestrians and cyclists, including enhancement to the Railway Path as a strategic cycle/walking link to Bristol and the open countryside;

12. Demonstrate through Flood Risk Assessments how flood risk will be managed including where appropriate the preparation of surface water management plans.
13.5 The primary aim of this policy is to deliver the significant new development at Emersons Green in the north of the area to provide much needed high quality new employment opportunities, as well as new neighbourhoods and associated facilities. In the rest of the East Fringe of Bristol the focus will be on managing smaller scale development so that it contributes to improving the opportunities and environmental quality of the area. The ongoing re-use of brownfield land will take place, where appropriate, allowing for the intensification of residential, employment and mixed use development. However, such development must be achieved without compromising the key aims to respect, preserve and enhance green assets, and the distinct character and heritage of the neighbourhoods, as well as provide for new and enhanced community services and facilities, walking and cycling links and public transport.

**Partnership Priorities**

13.6 The Council will also work with its partners to ensure that:

- Training and employment opportunities are enhanced for residents of the priority neighbourhoods at Kingswood, Staple Hill and Cadbury Heath as and when development opportunities may arise in and around the locality;
- The long term preservation of the built heritage of the area is secured and, in particular, Warmley Brassworks, Whitfield Tabernacle and Middle Engine Pit which are nationally significant monuments currently identified as being at risk;
- The provision of a new Junction 18a on the M4 to the east of Junction 19 is supported in the long term.

**Phasing / Development Programme**

13.7 The focus for development will be the existing SGLP sites at Emersons Green East which will be delivered from 2011/2012 and the ongoing development of sites with planning permission within the existing urban area.

**Delivery**

13.8 Developers promoting major development proposals will be required to carry out pre-application consultation in accordance with the Council’s concept statement process as set out in the Statement of Community Involvement. Concept Statements and subsequent planning applications will be expected to make provision for and take account of the policy objectives and principles set out in the above policy.
13. Communities of the East Fringe of Bristol Urban Area

Downend · Emersons Green · Mangotsfield · Staple Hill · Soundwell · Kingswood · Warmley
Cadbury Heath · Oldland Common · Longwell Green · Hanham

13.9 Urban Design Frameworks for Staple Hill, Kingswood and Hanham town centres will be prepared as part of the Sites and Policies Development Plan Document. These will define the town centre boundaries and identify key projects and principles for sites relating to the town centres.

13.10 Improved bus routes and services will be delivered as part of the Regional Funding Allocation Bid 2 package. Further details of the package are contained within Policy CS7 and the Infrastructure Delivery Plan. This funding is also reliant on developer contributions.

13.11 The Council will work in partnership with English Heritage to support local conservation groups to prepare and implement strategies to secure the long term preservation of Warmley Brassworks, Whitfield Tabernacle, Wesleyan Methodist Chapel and burial ground, Blackhorse Road, Kingswood and Middle Engine Pit, Shortwood.
14. Yate and Chipping Sodbury

14.1 Yate and the adjoining settlement of Chipping Sodbury are located north of the M4, approximately 10 miles north east of Bristol. Parts of the built up areas to the south of the settlement are within Dodington Parish. The key strengths of both towns are:

- The strong sense of identify and cohesion within the existing communities;
- Accessibility - Yate has a railway station and there are bus services to rural areas and nearby urban centres;
- Access to a good range of services and facilities, and most are centrally located;
- Chipping Sodbury has a lively evening economy;
- Good walking and cycling routes within the towns, which link to the countryside, such as the Frome Valley walkway. Open spaces within and adjoining the towns help to define their character;
- Chipping Sodbury’s Conservation Area, heritage sites in Yate, and the landscape setting provide high quality environments;
- Good levels of educational attainment and low rates of crime;
- They perform independently of the nearby cities, due to the range of services and facilities available.

14.2 There are a series of underlying issues that are experienced by residents and visitors to the towns. Factual evidence, together with the results of a number of consultations has highlighted the following issues:

- The population profile of the towns is changing, with an increase in elderly residents and a drop in the number of children of school age;
- There are pockets of relative deprivation in the south and west of Yate, with issues relating to skills and training;
- Employment opportunities are primarily located in a number of trading estates and the shopping centres, with a higher than average percentage of semi-routine jobs and a lower than average percentage of higher managerial and professional jobs;
- A significant number of the working population commute elsewhere for work;
- At certain times there are traffic congestion issues, these are mainly in Yate and they affect air quality;
- Yate has no significant, centrally located evening or cultural activities, such as a cinema, ten pin bowling alley, restaurants, theatre or meeting places;
- Public transport opportunities have not yet been realised, and congestion affects bus journey times;
- There is a shortage of allotments and outdoor sport facilities (particularly grass sports pitches).
14.3 Through community consultation it has been accepted that, subject to the provision of the suitable infrastructure, in particular sewerage improvements, it is now an appropriate time to plan for the next phase of Yate and Chipping Sodbury’s growth. Future growth must address the issues, reflect and enhance the two towns’ distinct yet complementary character and roles, provide opportunities to increase self-containment and protect and enhance the identities of the towns.

14.4 The following vision for future of the area has been drafted as a result of community engagement.

Vision

In the period to 2026 and beyond, Yate and Chipping Sodbury will build upon their distinct yet complementary heritage, character and roles to develop a coherent sense of place, and provide a richer mix of social, cultural and economic opportunities. The towns will develop as a popular destination and a more attractive service centre for their surrounding villages and farming communities. Chipping Sodbury town centre will realise its retail and tourism potential. Yate’s evening economy will develop and the range of town centre uses increased. Public transport services will be more attractive and accessible to users. The open spaces, playing fields, footpaths and cycleways, which contribute to each town’s unique identity will be strengthened and enhanced with improved linkages throughout the towns and beyond into the surrounding countryside. A new neighbourhood to the north of Yate, will accommodate around 3,000 new homes, broaden the employment base and provide for modern flexible working practices.
14. Yate and Chipping Sodbury

This Pre-Submission Publication Draft Core Strategy should be read as a whole.

Figure 11 – Yate and Chipping Sodbury
(for illustrative purposes only)
14.5 The following policy will deliver this vision through managing development and, where appropriate, partnership working.

POLICY CS30 - YATE AND CHIPPING SODBURY

Local Development Documents and development proposals will take account of the vision and partnership priorities for Yate and Chipping Sodbury, and will:

1. Provide for the development of housing, employment and associated local facilities in accordance with the Strategy for Development, Housing Policy CS15, Employment Policy CS11 and the North Yate New Neighbourhood Policy CS31;

2. Redevelop the Stover Road Industrial Estate/North Road employment areas to improve the range of jobs and to create a more attractive western approach to Yate, incorporating improvements to the railway station and enhancement of the ecological and recreational value of the Frome Valley corridor;

3. Make provision for and seek contributions towards the improvements of the Yate rail services, the station facilities, car park and passenger interchange, and delivery of a multi-modal interchange at Nibley (including a Park & Ride);

4. Make provision for and seek contributions towards the improvement of bus services within the towns and to key destinations;

5. Diversify the range of town centre uses to encourage a more active and vibrant evening economy at Yate;

6. Preserve, enhance and interpret Chipping Sodbury’s distinct architectural heritage to encourage and develop its role as a tourist destination and emphasise its niche retailing opportunities;

7. Provide a new medium size food store (of approximately 2,000 sqm net sales area) at Barnhill with enhanced pedestrian and cyclist routes to the town centre and alongside the River Frome corridor;

8. Deliver cycling routes to the communities of the Bristol North and East Fringes as part of the Cycle City Project and the Yate & Chipping Sodbury Transport Package;

9. Increase allotment provision, and enhance sport and recreation provision throughout the towns;

10. Demonstrate through Flood Risk Assessments how flood risk will be managed including where appropriate the preparation of surface water management plans.

Local Development Documents and development proposals should also accord with the following Key Principles:

11. Diversify the range of jobs available and make more efficient use of existing and planned new employment land;

12. Provide opportunities for modern working practices within residential developments to enable people to work from their homes;

13. Enhance cultural and community opportunities, in line with the aspirations of the Town Councils, particularly where these opportunities are well related to the town centres;

cont...
14. Yate and Chipping Sodbury

POLICY CS30 - YATE AND CHIPPING SODBURY

14. Reinforce the distinctive architectural character and landscape settings of both towns, preserve and enhance the special character and appearance of Chipping Sodbury’s Conservation Area and Yate’s heritage;

15. Enhance the network of open spaces and create new pedestrian and cycling connections across the towns, to connect with:
   • the town centres,
   • railway station,
   • community facilities,
   and protect and enhance links with:
   • the countryside,
   • the long distance footpath and cycleway networks, and
   • the communities of the North and East Fringes of Bristol.

16. Realise the potential of the Broad Lane Depot (safeguarded employment site) to re-balance jobs available in the area through the re-modelling of the site, while ensuring the separate identity of Engine Common is protected;

17. Take opportunities to establish a Heat Distribution network delivered through the redevelopment of the Stover Industrial Estate/North Road employment areas and development of a new neighbourhood at North Yate, to assist the transition to a low carbon future, in accordance with Policy CS3;

18. Realise opportunities that prioritise the treatment and management of locally produced waste through the provision of local scale waste facility/ies within the local area, in accordance with the Joint Waste Core Strategy.

14.6 The vision, Policy CS30 and a number of partnership priorities propose to deliver a new mixed-use neighbourhood and re-modelled employment areas, providing more people with the opportunity to live near to their place of work, and re-balance the mix of employment opportunities. The North Yate new neighbourhood provides an opportunity to improve the range of types of jobs on offer and will provide opportunities for people to work from their home.

Partnership Priorities

14.7 The Council will also work with its partners to ensure that:

   • The market towns of Yate and Chipping Sodbury continue to provide a range of facilities and services that are used by their own communities and those of the surrounding hinterland and villages that rely upon these important centres;
   • The highly valued network of open spaces that contribute to the identity of these market towns will be protected and where necessary enhanced. These include the Commons, the Local Nature Reserves, the Stub Ridings, Yate Outdoor Sports Complex, the River Frome Valley, the limestone ridgeline (from Chipping Sodbury to Yate Rocks and across to Lower Wood Nature Reserve) and the nearby Cotswolds Area of Outstanding Natural Beauty;
• The Commons will be managed to enhance their ecological value, through implementation of their management plans. Sites of nature conservation interest will be protected and enhanced;
• High quality opportunities for learning and training for all ages will be strongly supported. The skills and training issues identified within the west and south Yate priority neighbourhood action plan are addressed.

**Phasing / Development Programme**

14.8 The focus of development to 2016 will be the redevelopment and re-modelling of previously developed land and the development north of Chipping Sodbury at Barnhill comprising of a new food store and limited housing.

14.9 The employment base will be diversified through the redevelopment of the Stover Road Industrial Estate/North Road area and other existing employment areas (such as Broad Lane Depot and other appropriate safeguarded employment sites).

14.10 All developments will need to ensure that appropriate supporting infrastructure is in place and in particular that there is sufficient sewerage capacity within all parts of the system affected by the development, including any cumulative effects when considered with other developments.

14.11 New development will contribute to the improvement of public transport, foot and cycle linkages within and around the towns.

14.12 Beyond 2016, subject to the provision of appropriate strategic sewerage infrastructure, land at North Yate has been identified as having the potential to provide up to 3,000 new homes. Provision will be made within the new neighbourhood for employment opportunities which contribute to the diversification of jobs in the area and for home working opportunities.

**Delivery**

14.13 Developers promoting major development proposals will be required to carry out pre-application consultation in accordance with the Council’s concept statement process as set out in the Statement of Community Involvement. Concept Statements and subsequent planning applications will be expected to make provision for and take account of the policy objectives and principles set out in the above policy and the supporting partnership priorities.

14.14 Urban Design Frameworks for Chipping Sodbury and Yate Town Centres will be prepared as part of the Sites and Policies Development Plan Document. These will define the town centre boundaries and identify key principles for sites relating to the town centres.

14.15 Funding for the Yate/Sodbury Transport Package will be predominantly reliant on developer contributions, further details of the Package are contained within Policy CS7 and the
14. Yate and Chipping Sodbury

Infrastructure Delivery Plan. Cycling routes to the communities of the North and East Fringes of Bristol will be delivered as part of the Cycle City Project and the Yate & Chipping Sodbury Transport Package.

North Yate New Neighbourhood

14.16 Policy CS5 (Location of Development) makes provision for the new neighbourhood at North Brimsham, Yate, which will accommodate a major mixed-use development comprising up to 3000 dwellings and associated infrastructure. This policy and supporting diagram set out the key principles of development for this new neighbourhood.

**POLICY CS31 - NORTH YATE NEW NEIGHBOURHOOD**

At land in North Yate provision will be made for a major mixed use development, of up to 3,000 dwellings, employment opportunities and associated infrastructure.

Development will be planned on a comprehensive basis in accordance with the vision, Policy CS30 and partnership priorities for Yate & Chipping Sodbury, and high quality design principles as set out in Policy CS1.

The development will be contingent upon the provision of appropriate strategic sewerage infrastructure. No more than 500 dwellings will be allowed prior to the completion of the strategic sewerage infrastructure.

Residential development will provide for a range of types and tenures in accordance with Policies CS17 and CS18.

The new neighbourhood will incorporate a minimum of 9ha of employment land. Opportunities for modern working practices within residential dwellings to enable people to work from their homes must also be delivered.

A through road linking Randolph Avenue to the B4060 (Peg Hill) will be delivered as part of this new neighbourhood.

Development will not impact on the special separate identity of Yate Rocks and a strategic green corridor on the eastern edge of the new development will be retained.

cont...
POLICY CS31 - NORTH YATE NEW NEIGHBOURHOOD

Development will also provide the following infrastructure:

• 2 Primary Schools for approximately 2 forms of entry each and a full day nursery;
• A multi-use local centre comprising community meeting space, provision of a home working hub facility, doctors surgery, and facilities for children and young people;
• Local retail, food and drink outlets;
• Off-site contribution to extend Yate Library;
• Provision of pitches for Gypsies and Travellers;
• An Extra Care Scheme;
• Open Space, sport and recreation provision (including the provision of allotments), in accordance with Policies CS2 and CS24;
• Enhancement of sport and recreation facilities, particularly on-site and at Yate Outdoor Sports Complex;
• Contribution to waste disposal and recycling;
• Contribution to the Yate and Chipping Sodbury Transport Package (see Policy CS7);
• Measures to slow traffic and retain the ‘green’ character of Tanhouse Lane;
• Neighbourhood-wide wireless internet network;
• Contribution to the provision of public arts, performance and cultural space to be located in the town centre;
• Contributions will be sought for the provision of secondary school places in the locality.

This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.

14.17 The site comprises greenfield land that is located to the north of the current settlement edge of Yate, it is mainly flat and crossed by a number of mature hedgerows and trees. High voltage power lines and associated pylons cross part of the site. The new neighbourhood will adjoin the northern edge of the existing Brimsham estate; the other edges are defined by the railway line to the west and Tanhouse Lane to the north. The eastern edge of the site is defined by a rising slope to a limestone ridge; further to the east is the settlement of Yate Rocks.

14.18 In order to ensure that traffic is dispersed as far as possible onto the local highway network, access to the site is proposed at three points, at Randolph Avenue, Leechpool Way and off the B4060, Peg Hill. Pedestrian and cyclist links will be created that connect into the surrounding network, providing links with Yate and Chipping Sodbury Town Centres. No vehicular access will be permitted onto Tanhouse Lane, measures will be used to slow traffic to encourage recreational use of Tanhouse Lane by pedestrians, cyclists and horse riders.

14.19 Given the size and location of the site it will be required to provide a range of local facilities and amenities to serve the new population.
14. Yate and Chipping Sodbury

14.20 A range of multi-functional Green Infrastructure assets and linkages will be protected and delivered to ensure landscape features are protected and access opportunities are realised. These include, but are not limited to: protecting the limestone ridgeline from development, providing a range of open spaces and corridors, providing legible permeable routes to key destinations, and safeguarding the flood risk areas for their multi-functional benefits.

14.21 A strategic Green Infrastructure corridor will be retained along the eastern edge of the development to protect the landscape setting and special separate identity of Yate Rocks, as well as protect the operation of Chipping Sodbury Quarry.

14.22 Areas of proven flood risk will be managed to realise their potential multi-functional benefits, including their visual, wildlife, climate change and informal recreation functions.

14.23 New open space provision (including equipped play space) should be consolidated on high quality multi-functional space(s), based on local models of provision such as Kingsgate Park and Brimsham Fields.

14.24 Home working opportunities must be delivered by, for example, providing meeting space within the local centre, including work space in the design of new homes and ensuring appropriate connecting/communication technology (e.g. high speed internet and additional electrical sockets) is in place.

Delivery

14.25 The development will be delivered by the private sector through the development management process. Community Involvement and pre-application discussions will be in accordance with the Statement of Community Involvement. Agreement of a master plan & design codes will be required as part of this process.
Figure 12 – North Yate New Neighbourhood Framework Diagram
(for illustrative purposes only)
15. Thornbury

15.1 Thornbury is an attractive and affluent market town. The town’s strengths include its:

- attractive historical environment and market town character;
- excellent standard of schooling;
- low crime rates; and
- proximity to attractive countryside and areas of public open space.

15.2 In recent years however, Thornbury has begun to experience some underlying problems. Factual evidence, together with the results of a number of previous consultation exercises, has told us:

- town centre shop unit vacancy rates have doubled from 1999 to 2009;
- local people feel that there has been some decline in the overall health and vibrancy of the town centre;
- the average age of the population is increasing;
- there has been a decrease in household size and population;
- surplus spaces exist in all Thornbury primary schools; and
- the Castle School (which is one of the top performing secondary schools in the country and a major attraction for families looking to live in Thornbury) requires some investment in its physical fabric. In addition, the building in which the sixth form is currently located is no longer adequate to meet the demands of a modern curriculum.

15.3 The results of previous consultation work has indicated that there is support for some sensitively planned and appropriately located new housing development at Thornbury, which may help to fill surplus spaces in the primary schools as well as increasing the potential number of visitors to the town centre. Community consultation has also identified the need to strengthen community health facilities and the Castle School have indicated that they would like to consolidate onto a single site.

15.4 The potential development of a new nuclear power station at Oldbury would have a significant impact on Thornbury. However as the principles or details of the project are yet to be confirmed, the strategy for Thornbury does not deal with the implications that might arise from the development. Further information about proposed major infrastructure projects is given in Chapter 18.

15.5 Community engagement and partnership working have helped the Council to draft the following vision for Thornbury which aims to help overcome the problems described above:

**Vision**

*In the period to 2026 and beyond, Thornbury will be a thriving and socially cohesive historic market town with a diverse range of employment opportunities and modern healthcare facilities. The vibrant town centre will provide a range of facilities for the*
needs of its residents, visitors and workers, as well as its surrounding villages and farming communities.

These aims will be supported by an appropriate amount of housing growth which will help to strengthen and develop the town centre, local schools and community facilities and activities. This growth will provide for the needs of young families and the elderly. The town centre will build on its rich historic character and setting and will promote itself as an attraction, a centre for the arts and an exciting place to shop.
15. Thornbury

15.6 Policy CS32 will deliver this vision through managing development and where appropriate, partnership working.

**POLICY CS32 - THORNBURY**

Local Development Documents and development proposals will take account of the vision and partnership priorities for Thornbury, and will:

1. Better use Thornbury’s network of open spaces, including the Mundy Playing Fields, Streamside Walk, Severn Way Link and Jubilee Way footpaths, through improved signage and legibility and better accessibility for the disabled and the elderly;

2. Ensure that the current character and setting of Thornbury’s open spaces, which contribute strongly to the attractiveness of Thornbury, is maintained;

3. Provide increased employment opportunities, particularly within the town centre, through improvements to existing sites, premises and communications infrastructure;

4. Support opportunities to retain and enhance the arts, cultural and community provision, especially at the Armstrong Hall;

5. Conserve Thornbury’s distinct architectural heritage, in order to support its attraction as a tourist destination;

6. Update or redevelop Thornbury Hospital and Health Centre to meet the healthcare requirements of the local population, incorporating Extra Care housing;

7. Promote the development of housing and associated local infrastructure in accordance with the Strategy for Development and Policy CS33;

8. Support the continued excellence, viability and quality of all the educational provision and increased pre-school nursery provision in Thornbury;

9. Maximise opportunities for sustainable travel, including by improving the legibility and publicity of bus routes through the town and enhancing opportunities for walking and cycling to, from and within the town centre; and

10. Demonstrate through Flood Risk Assessments how flood risk will be managed including where appropriate the preparation of surface water management plans.

**Partnership Priorities**

15.7 The Council will work with its partners to ensure:

- Thornbury will be a more vibrant market town, through increasing opportunities to diversify the range of commercial and retailing businesses within the town centre to strengthen its niche retailing offer, and to promote high quality, locally produced food and produce;

- The updating of existing employment space with appropriate new communication technologies (e.g. high speed broadband) which will support working from home and therefore the town’s self-containment, local businesses and the improvement of existing business premises;
• The encouragement of development proposals which can genuinely demonstrate that they will make a meaningful contribution to supporting a vibrant town centre, and that will enhance the community fabric of the town and the aspirations for the town centre;

• The availability, range and affordability of housing in Thornbury is increased, enabling an increased number of families to live in the town. Opportunities for older residents to downsize to high quality smaller dwellings will be maximised which may increase the availability of existing family housing within the town.

Delivery

15.8 Development will be delivered in conjunction with the Council’s partners through the development management process. An Urban Design Framework for Thornbury Town Centre will be prepared as part of the Sites and Policies Development Plan Document. This will define the town centre boundaries and identify key principles for sites relating to the town centre.

15.9 Planning applications for all major development proposals will be required to carry out pre-application consultation in accordance with the Council’s Statement of Community Involvement.

POLICY CS33 - HOUSING OPPORTUNITY

The preferred location for a housing opportunity area is to the north of Thornbury near to the Castle School (as indicated in Figure 9), where potential exists for approximately 500 dwellings to be delivered within the plan period.

The housing capacity of the area north of Thornbury and near the Castle School will be confirmed through the satisfactory completion of:

• An Historical Environment Character Assessment which will also inform the layout and scale of development to help mitigate any possible impact on heritage values and assets; and

• Technical work to demonstrate that development would not increase the likelihood or severity of flooding either at Thornbury or further downstream at Oldbury.

Development will be planned comprehensively in accordance with the vision, Policy CS32, and high quality urban design principles as set out in Policy CS1 and the South Gloucestershire Design Checklist (SPD). In addition proposals will need to demonstrate that the development would not adversely impact upon the historic environment of Thornbury and its setting. Where adverse impacts cannot be avoided these impacts should be minimised by the use of sensitive high quality design and mitigation including appropriate enhancements to the historic environment of Thornbury and its setting.

cont...
15. Thornbury

POLICY CS33 - HOUSING OPPORTUNITY

Development will provide the following:

- A new Castle School sixth form centre at the Park Road site, which will in time lead to a full single-site rebuild of the school. Any housing development should therefore not prejudice the future aspirations and re-building of the Castle School.

- Uses which may be required to meet wider community and Green Infrastructure needs, including a high level of footpath/bridleway permeability from the development into the surrounding countryside.

- Improved local public/community transport from new development to the town centre to ensure its integration into the existing community. Access onto Park Road will be provided for public transport, cyclists and pedestrians only. New vehicular access onto Butt Lane/Oldbury Lane will be required as well as any related highway improvements needed arising from the development, including improved pedestrian and cycle routes to and from Castle School and the town centre.

- A range of types and tenures in accordance with Policies CS17 and CS18.

This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.

The production of a Development Brief that will be adopted as a Supplementary Planning Document will inform the development and delivery of the site.

15.10 Two of the primary aims of Policies CS32 and CS33 are to increase the vibrancy of Thornbury’s town centre and the viability of its primary schools and other community facilities. Encouraging an increased number of younger families to live in Thornbury, and therefore increasing the number of children attending the town’s primary schools, will help to achieve these objectives. Moreover, an increase in population should help to arrest the decline since the early 1990s and will bring more visitors to the town’s shops, services and facilities. The location north of Thornbury near to the Castle School has therefore been selected as the most appropriate location to fulfil these objectives as it is not within the Conservation Area or Green Belt and will enable new development to integrate well into the existing fabric of the town, while helping to sustain and improve local services and community facilities. However, proposals will need to demonstrate that the development would not adversely impact upon the historic environment of Thornbury and its setting in accordance with provisions set out in Policy CS33.

15.11 Thornbury’s self-containment will be encouraged through improving the installation of modern technology and/or re-modelling of existing employment floorspace/land to increase attractiveness to prospective tenants, therefore increasing local employment opportunities.

15.12 Thornbury benefits from a rich historical and cultural heritage. In order to improve trade and vibrancy in the town centre it is vital that the town takes advantage of this and markets itself as a tourist destination. Therefore proposals which improve cultural and community facilities, trade of local food and drink and linkages to Thornbury’s attractive Green Infrastructure will be encouraged where these would help to increase the town centre’s health.
Partnership Priorities

15.13 The Council will also work with its partners to ensure:

- When vacated in the longer term, in view of its proximity to the town centre, the sixth form site on Gloucester Road should be strongly considered for development that meets the needs of older residents;
- Sustainable traffic control solutions will be implemented to ensure that there will not be increased adverse highway impact as a result of the school consolidation;
- Provide a mix of housing types, with a particular emphasis on family housing and high quality dwellings suitable for those current residents of Thornbury wishing to downsize, together with affordable housing;
- Be sensitively designed to conserve and enhance local historic character, including the architectural and historic qualities and setting of Thornbury Castle, the mediaeval fishponds and the character and appearance of the Conservation Area.

Delivery

15.14 The development described in Policy CS33 will be delivered by the private sector through the development management process. Development will be guided by the production of a Concept Statement and Development Brief Supplementary Planning Document. The Supplementary Planning Document and subsequent planning application(s) will make provision for and take account of the objectives and principles set out in Policies CS32 and CS33. Planning applications for all major development proposals will be required to carry out pre-application consultation in accordance with the Council’s Statement of Community Involvement.
16. Rural Areas

16.1 The rural areas comprise the open countryside, the coastal/estuary areas and settlements outside the North and East Fringes of the Bristol urban area, excluding Thornbury, Yate and Chipping Sodbury and Severnside. The key strengths of the area are:

- Highly valued, distinct and attractive landscapes, including those protected for their national significance;
- Rural settlements with diverse and characteristic features;
- Provides a valuable setting to the main urban area contributing to a unique sense of place and identity;
- Provides a recreation and tourist asset for the residents of the urban areas and nearby towns and visitors to the district;
- Rich and varied habitats for a wide range of biodiversity; and
- Provides a resource for managing flood risk and contributes to addressing the challenges of climate change adaptation.

16.2 However, as a result of recent trends many rural communities are experiencing a number of issues. Factual evidence, together with community consultation undertaken at the Issues and Options stage has told us about the following issues:

- Development pressures on the edge of the urban area and within villages;
- Lack of affordable housing;
- Significant number of commuting trips for shopping, employment and education;
- Poor public transport and accessibility;
- Access to and from the motorway network causes additional traffic on country roads and in villages, resulting in safety, noise and pollution issues;
- Visual intrusion, noise and pollution from motorways; and,
- Decline in local services and facilities.

16.3 The following vision for the future of the rural areas has been drafted as a result of community engagement.

Vision

In the period to 2026 and beyond the rural areas will continue to be an important asset contributing to the economy, biodiversity and heritage of the district; providing public access to the countryside and recreation opportunities; and supporting local food production. The diversity and unique character of individual settlements and the open countryside will be conserved and enhanced and recognised as providing a valuable setting to the main urban area contributing to a unique sense of place and identity. Through engagement with rural communities, and where environmentally appropriate,
new limited development will be provided which meets local needs. Innovative transport solutions will link rural communities with centres of employment, services and facilities. The rural areas will make a positive contribution to the generation of renewable energy and healthier lifestyles.

16.4 The following policy will deliver the vision by managing development and where appropriate, partnership working.

**POLICY CS34 - RURAL AREAS**

Local Development Documents and development proposals will take account of the vision for the rural areas and partnership priorities, and will:

1. Protect and conserve the rural areas’ distinctive character, beauty, wildlife, landscape, biodiversity and heritage;
2. Protect valuable agricultural land and opportunities for local food production and cultivation to provide for nearby urban areas and settlements;
3. Protect the unique and valuable setting provided by the rural areas to the urban areas and other settlements in South Gloucestershire, which contributes to the district’s distinctive sense of place and identity;
4. Protect the designated Green Belt from inappropriate development;
5. Maintain the settlement boundaries defined on the Proposals Map around rural settlements for the first 5 years of the Core Strategy; reflect any change in approach to rural housing distribution in the Sites and Policies DPD following engagement with local communities and other stakeholders/partners;
6. Provide affordable housing through rural exception sites and give consideration to allocating Affordable Housing Only Sites, with any allocations to be identified in the Sites and Policies DPD;
7. Protect rural employment sites, services and facilities and support farm diversification in order to provide local employment, sustain rural and village life and reduce the need to travel;
8. Encourage contributions to appropriate new communication technologies (e.g. high speed broadband) which will support working from home and other rural enterprises;
9. Support renewable energy proposals where they conform to Policy CS3 (Renewable, Low Carbon & Decentralised Energy Generation);
10. Seek contributions to providing Green Infrastructure, including woodland, public transport, walking and cycling links to and from the rural area, in recognition of the rural area as a valuable recreation and tourist asset and in order to promote healthier life styles;
11. Deliver with partners, and seek contributions to, the Rural Transport Package on improved accessibility and transport provision detailed in Policy CS7 (Strategic Transport Infrastructure & Initiatives);
12. Demonstrate through Flood Risk Assessments how flood risk will be managed including where appropriate the preparation of surface water management plans;
13. Recognise the role that rural areas can make to projects and initiatives that address and adapt to the challenges of climate change.
16. Rural Areas

16.5 The Core Strategy sets out an integrated approach to balancing the conservation and enhancement of the countryside and rural settlements with sustaining and promoting thriving local rural communities and the rural economy.

16.6 Within the open countryside and within villages and other settlements without defined settlement boundaries, development will be strictly controlled. Green Belt and AONB policy will be applied where applicable.

16.7 The best and most versatile agricultural land will be protected from unacceptable development. This is particularly important in view of the increasing need to produce food locally due to the anticipated impact of climate change. Lower grade land may also be valuable for the cultivation of non food crops, including biomass.

16.8 It is important for the rural areas to thrive by creating and maintaining sustainable, mixed and inclusive communities. For the first five years of the Core Strategy limited housing development will be allowed in accordance with Policy CS5 (Location of Development) within those villages or parts of villages which have settlement boundaries defined on the Proposals Map. During this period the approach to the distribution of development in the rural areas will be reviewed, in conjunction with community and stakeholder engagement. Any amendments to the approach will be identified in the Sites and Policies DPD and become implementable on adoption. Affordable housing will be delivered through Policy CS18 (Affordable Housing) and Policy CS19 (Rural Housing Exception Sites).

16.9 The viability of the rural economy also needs to be ensured by providing and protecting sufficient land and premises for a range of employment opportunities of a scale appropriate to the settlement/locality, supporting farm diversification where the scale and environmental impact is consistent with the rural location and by protecting existing services and facilities. National policy (PPS4), the policies in Chapter 9 (Maintaining Economic Prosperity) of this document and other LDF documents will be applicable.

16.10 It is important to recognise the role that rural enterprises play in supporting the economy. Where appropriate, consideration will be given through the concept statement process (as set out in the Council’s Statement of Community Involvement) to the long term future planning of existing significant rural enterprises located outside village development boundaries, provided there are no overriding conflicts with established policy.

16.11 The design of new development must respect and enhance the varied and distinctive character and settings of the rural areas.

16.12 A package of rural transport initiatives is proposed to improve linkages both within the rural areas, and to key places of employment, shopping, leisure, education and other facilities and services. Elements of this package require further investigation, for example the provision of additional multi-modal interchanges, including Park and Share provision, demand responsive transport initiatives and the reopening of Charfield Station.

16.13 The potential development of a new nuclear power station at Oldbury and associated transmission grid would have a significant impact on the rural areas. However as the principle
or details of the project are yet to be confirmed, the strategy for the rural areas does not deal with the implications that might arise from the development. Further information about proposed major infrastructure projects is given in Chapter 18.

**Partnership Priorities**

16.14 The Council will:

- encourage rural communities to undertake local housing needs surveys and prepare parish plans to set out the future needs and aspirations for their communities, in order to help inform the review of the approach to the distribution of development in the rural areas and the preparation of future LDDs and assist in the determination of planning applications;
- work with partners to encourage the provision of appropriate new communication technologies, such as high speed broadband, to the rural areas;
- work with partners and communities to enhance rural accessibility by the development of viable, innovative, demand responsive and community transport initiatives and improvements to public transport.

**Phasing/Development Programme**

16.15 For the first 5 years of the Core Strategy, limited development will be permitted within those villages with defined settlement boundaries. This approach to the distribution of development in the rural areas will be reviewed during this time period and any amendments to this approach will be identified in a future Sites and Policies DPD and become implementable on the adoption of this document.

**Delivery**

16.16 Development will be delivered by the private sector and where appropriate Registered Social Landlords and other partners through the development management process.

16.17 Transport improvements will be delivered through the Rural Transport Package and partnership working.

16.18 Parishes will be encouraged to prepare parish plans.
17. Severnside

17.1 The Severnside area lies in the coastal zone between the Avonmouth industrial area (in the administrative area of Bristol City Council) and the village of Severn Beach. It is an employment area of approximately 650 hectares which benefits from planning permissions granted to ICI in 1957 and 1958. It is currently a mix of industrial and former industrial areas and greenfield sites not yet developed. The M49 motorway bisects the area.

17.2 Although the area has extant planning permissions there are a number of constraints which affect its development, including:

- national and internationally important nature conservation designations relating to the Severn Estuary;
- the risk of flooding from the River Severn due to breaching or overtopping of the existing flood defences, coupled with a rising tide level, as well as groundwater flooding;
- the limited capacity of the existing highway network and infrastructure in the area; and
- high archaeological interest in the Severn Levels.

17.3 The principal landowners intend to implement the extant permissions and develop warehousing and distribution centres. There may also be some potential for waste recovery facilities (see West of England Joint Waste Core Strategy Pre-Submission document, available separately) and for power generation.

17.4 The Council is concerned that continuing development of individual land parcels outside of an overall agreed strategy or framework plan, without protection and mitigation of key interests, and without a degree of co-ordination, could impact on the key constraints identified above and in particular:

- cause irreparable damage to estuarine ecology and associated international designations;
- reduce flooding capacity without improvement to flood defences and increase the risk of flooding;
- damage the network of rhines which provide the local drainage network and which are of ecological interest;
- worsen traffic congestion on the local road and motorway network; and,
- result in the irretrievable loss of valuable archaeological assets.

17.5 Taking account of consultation and to address the problems above, the following vision and policy has been drafted for the Severnside area, but which also provides for mitigation works within neighbouring land within the Severn Levels and the coastal zone.
Vision

Severnside will remain a strategically important location for employment uses. Employers, landowners and developers will work with the Council and other agencies to improve local transport infrastructure. The area’s international importance as a home for a wide range of ecology and wildlife will be protected through the successful allocation and implementation of a network of new nature reserves, and its archaeological heritage will be preserved. A longer term durable and robust strategy for addressing flood risk due to climate change will be adopted. The area’s potential for power generation will be managed.

17.6 The following policy will deliver this vision through managing development and where appropriate, partnership working.

**POLICY CS35 - SEVERNside**

Land at Severnside will be safeguarded and developed for distribution and other extensive employment uses broadly in line with the extant planning permissions dating from 1957 & 1958. Notwithstanding the differing planning status of individual land parcels, the Council will invite individual landowners to commit to working co-operatively through a planning performance or co-operation agreement. This should set out both a strategic framework plan for the whole area and a mechanism to reconcile and mitigate site constraints including flood risk, coastal protection, biodiversity, archaeology and transportation.

Once an overall strategic framework is agreed the Council will expect to see Concept Statements prepared for individual sites. These should be prepared in line with the Council’s Statement of Community Involvement and should as a minimum address site constraints, access, layout, landscape, design and service issues.

In the interim the Council will continue to work with statutory agencies to inform and develop mitigation strategies.

The Council’s strong preference is to work with landowners and statutory agencies to secure a co-ordinated approach which addresses, resolves, and where necessary, mitigates site constraints. Where agreement and co-operation is not achieved, the Council will be unlikely to support further large scale development and will regard it as unwelcome and potentially unsuitable.

17.7 The existing Policy E2 in the South Gloucestershire Local Plan places a restriction on significant further development at Severnside until such time as a masterplan has been prepared. However, in practice the existing permissions can be implemented without the need for further planning control and, therefore, without the need to meet the terms of Policy E2. As a consequence, development that comes forward is not addressing the full extent of constraints referred to above nor the potential cumulative effects of development.

17.8 As continued development under the extant permissions can still proceed, the use of a Local Development Document (e.g. Area Action Plan or Supplementary Planning Guidance) to guide future development is not considered appropriate. Instead, the intention is to
17. Severnside

seek co-operation from all landowners through a strategic framework plan for the whole area that has been agreed with the Council, together with a planning performance or co-operation agreement. This plan will then be amplified in more detailed, site specific, Concept Statements.

Ecology

17.9 Under the Habitat Regulations the Council has a duty to review the extant planning permissions at Severnside as they are likely to have an impact on the International and European nature conservation designations in the Severn Estuary (Ramsar, Special Protection Area and Special Area of Conservation). The SPA designation also applies the same legislative protection to the fields alongside the Estuary that are visited by the wildfowl. If deemed to have a significant adverse impact upon the bird populations, modification of all or part of these permissions may be required.

17.10 The Habitat Regulations also require an Appropriate Assessment to be carried out to understand the likely impacts of the extant permissions on the European designations and to address mitigation options. This presents a challenge in realising development at Severnside whilst reconciling it with the continued use of the coastal floodplain by wildfowl and compliance with the Habitat Regulations. The preferred approach to mitigation is to:

- Retain some wildfowl habitat within the permission area (on-site mitigation) if the Appropriate Assessment concludes that the implementation of the permissions would lead to significant adverse impacts; and also
- Create new wildfowl habitat outside the permission area (off-site compensation).

17.11 The long term aim is that the wetland habitat retained and created, both within and without the extant permission areas, would form part of a network of wetland habitat and local nature reserve land beside the Estuary foreshore, linked by the Severn Way and interlinked public rights of way between Avonmouth and Oldbury on Severn. The Appropriate Assessment Review formally commenced in early 2010.

Flooding

17.12 Severnside is at high risk of flooding. This will be exacerbated by increased tidal levels and more intense rainfall as a result of climate change. Flood capacity within the area will also decrease with further development, exacerbating future flooding impacts. A strategic approach to managing flood risk at Severnside is required in order to ensure the area’s future. Therefore the Council would strongly encourage the following:

- A Flood Risk Assessment should be conducted before commencing with any further development. Assessments should take into account the likely cumulative impacts of further development in the area.
17.13 The proposed co-operation agreement will set out the scope for improved strategic flood defences within the Severnside area and the opportunities for funding to be phased with any further development or redevelopment.

**Archaeology**

17.14 The Severn Levels is an area of high archaeological potential because of the exceptional level of preservation of archaeological and Palaeo-environmental remains surviving within the waterlogged silt deposits and peat layers. In addition the waterlogged conditions have resulted in the exceptional survival of earthwork remains of medieval and post medieval field and drainage systems. Development within this area can result not only in destruction of remains within the immediate development area, but also indirectly can affect water levels on adjacent land affecting the survival of waterlogged deposits.

17.15 Where development is proposed within the Levels, geotechnical surveys including borehole and geophysical surveys can provide valuable insight into the archaeological potential of the site without significant extra expense, provided discussion with archaeologists takes place when the specifications for the surveys are being agreed. The Council would strongly encourage:

- programmes of archaeological mitigation to be agreed and implemented prior to development taking place, in order to ensure that archaeological works do not delay development. These should include surveys of surviving earthworks, where these cannot be preserved in situ, as well as excavation and recording of surviving archaeological remains.

**Transport**

17.16 The Highways Agency Avonmouth/Severnside traffic model predicts the traffic impact for development scenarios without a new M49 junction in place. This clearly demonstrates that the limited capacity of the existing local road network will be overwhelmed by traffic demand arising from new development and there will be traffic congestion both within the Avonmouth/Severnside area and on the road links leading up to it. This congestion will deter new businesses from setting up in the area, unless capacity is increased and access to major routes improved. There will also be adverse environmental impacts arising from the increase in traffic loadings. The potential scale of development is such that even with a new junction in place, severe congestion will take place on the local and strategic road network.

17.17 Notwithstanding recent ad hoc development under the extant permissions, it continues to be technically possible to construct the M49 junction. Given the potential impact of future traffic the Council would wish to see the construction of the M49 junction funded as part of the development, with associated agreements that would place an upper limit on development levels until the junction is delivered, to reflect the limiting capacity of the strategic and local transportation network.
17. Severnside

17.18 While the Council will seek to direct HGV movement to the main routes to and through the area, employee related trips are more likely to use the local road network. The use of the motorway network for short commuter trips is also likely to increase. Use of the M5 junctions 17 and 16 and the adjoining minor road network by Severnside development traffic would be of particular concern to the Council. A green travel approach will be encouraged for employee related trips to minimise car based travel.

17.19 Therefore the preferred approach of the Council is to continue with the South Gloucestershire Local Plan approach which indicates that an acceptable and comprehensive development at Severnside/Avonmouth will require the following three major road schemes, together with local road improvements:

- **The M49 Junction**
  The principle of a junction on the M49, serving the large scale employment development at Severnside and Avonmouth (in the Bristol administrative area).

- **The Spine Road**
  It is anticipated that the spine road will become the realigned A403. Part of the northern section of the spine road has already been constructed, however, the precise alignment further south is not yet known.

- **Link Road to the M49 Junction**
  The alignment of the link road from the M49 junction to the spine road serving the Severnside area cannot be defined precisely until the location of the junction and the spine road alignment have been finally determined.

**Figure 14 – Diagrammatic Plan of the location of the M49 Junction and alignments of the Spine Road and Link Road**

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17.20 If these major road improvements are not delivered in combination with significant public transport improvements, then it is highly likely that the local road network serving Severnside would be unable to hold the anticipated level of traffic associated with further development. Further development should, therefore only come forward in combination with a comprehensive transport delivery strategy. Improvements to the railway line which runs from Severn Beach to Avonmouth and Bristol is supported in the long term.

Partnership Priorities

17.21 The coastal floodplain of the Severn Estuary used by wildfowl straddles the boundary between Severnside and Avonmouth in the administrative area of Bristol City Council. The Council will work with:

- Bristol City Council and Natural England to:
  - carry out an Appropriate Assessment (under Regulation 48 of the Habitats Regulations)
  - review the extant planning permissions at Severnside under Regulation 50 of the Habitats Regulations
- Bristol City Council, Bristol Port Company, RSPB, British Trust for Ornithology, Natural England and Avon Wildlife Trust regarding allocating land for Local Nature Reserves.

Delivery

17.22 The purpose of the policy is to reach an agreement between landowners over the development/redevelopment of the Severnside area through a Strategic Framework Plan and a formal Agreement. Concept Statements will be expected for individual sites and will be required to demonstrate compliance with the Framework Plan. The delivery of brownfield land redevelopment will in addition be subject to the development management process.

17.23 S106 and other contributions will be sought to fund infrastructure improvements and the creation of wetland habitats and Local Nature Reserves. Assistance with funding the Council’s obligations under the Habitats Regulations will be sought from DCLG through the Habitats Regulations Assessment Grant.
18. Major Infrastructure Projects

Planning for Major Infrastructure Projects

18.1 Major Infrastructure Projects are large-scale projects of national importance such as new trunk roads, airports, ports, power stations, nuclear facilities and chemical works.

18.2 Infrastructure projects currently proposed for South Gloucestershire are a nuclear power station at Oldbury, Severn Tidal Power Development and an application submitted from British Energy to National Grid for the connection of a new nuclear power station at Hinkley Point, Somerset. This will involve the installation of a high voltage double circuit overhead line connection between Bridgwater substation in Somerset and Seabank substation in South Gloucestershire and ancillary infrastructure. Cumulatively their visual impacts have the potential for unacceptable effects on the surrounding landscape.

18.3 At present, the Council cannot agree in principle with the decision to include Oldbury on the list of sites for new nuclear power stations. It is considered that there are a number of fundamental issues relating specifically to Oldbury that are currently unknown and which could potentially render the proposal unacceptable. The significance of this is due to the way in which the draft NPS (National Policy Statement) for nuclear power effectively confers a presumption in favour of development; it only offers guidance on mitigation, rather than acknowledging that some impacts would be so serious that mitigation would not be able to sufficiently reduce them and could be grounds for refusing planning permission.

18.4 The socio-economic effects on communities of hosting a national resource is likely to be considerable. Should these nationally significant projects come forward, the Core Strategy will need to plan for substantial additional new development associated with their construction.

National Policy Statements

18.5 National Policy Statements (NPS) lie at the centre of the new planning regime set out in the Planning Act 2008, whereby development consent for nationally significant infrastructure will be administered by a new independent body, the Infrastructure Planning Commission (IPC).

18.6 The IPC will examine and decide applications for new infrastructure development, using the criteria on national need, benefits and impacts set out in the NPS, and consideration of evidence put forward on potential local effects.

18.7 There are significant concerns relating to the resourcing and management of the Government’s promoted energy projects. The local authority will be an integral part of the pre-application process and it is considered that this is a new burden with significant resource implications.

18.8 For example, the Local Impact Report to be produced by the relevant local authority will be an important consideration for the IPC, but the NPS provides no guidance on how this document should be structured or the expected content, or the weighting given to it. In addition to this,
Nuclear power station: Oldbury on Severn

18.9 In its draft Nuclear NPS (EN-6), the government has included a site at Oldbury on Severn as potentially suitable for a new nuclear power station.

18.10 Should the government decide to enable and direct new investment in the nuclear energy sector here, the Council will need to evaluate the impacts and make the case for planning mitigation and community benefit. A national investment of this scale must positively contribute to local place shaping if it is to have long term benefits, rather than short term negative impacts during construction.

18.11 The site is located on the eastern bank of the Severn Estuary, adjoining the north eastern boundary of the existing nuclear power station at Oldbury and covers an area of some 150 hectares.

18.12 If designated by the government and granted development consent by the IPC, it is likely that the new power station could comprise up to three nuclear reactors, four cooling towers, together with interim high-level waste storage facilities. Associated development would include electricity transmission infrastructure, access road and highway improvements, as well as park and ride facilities for construction workers.

18.13 The Council’s key matters of concern are set out below and explain the potential impacts that the nuclear power station could bring to the area. Concerns include the impact of the cooling towers, flooding issues, environmental/visual impacts and cumulative effects of hosting a national resource.

Potential Impacts

18.14 It will be essential to evaluate the environmental impact of any potential proposals and the impact on local communities, both during construction and post construction.

18.15 The visual impact of the cooling towers and their plumes will significantly extend across the visual envelope of land affected by the development and the noise generation from the cooling towers could have a significant adverse impact on nearby properties.

18.16 Associated development with the nuclear power station is likely to include a wharf for delivery of materials to the site, and implementation of a flood defence strategy to the site and surrounding area. This may include the need to raise local access roads to the site for emergency access.
18. Major Infrastructure Projects

18.17 There are concerns regarding the knock on effect on coastal processes due to improving the flood defences, including the impact on the mudflats, saltmarsh and coastal floodplain field habitats all protected by the European designations along the Severn; the Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar sites.

18.18 Should all material be delivered by road, this would have a significant effect on minor local roads and communities, and on the nearby motorway network. The promoter for Oldbury estimates that due to the need to raise the site, 9.12 million tonnes of material will need to be delivered to the site at the start of site preparation, and this will involve 1,500 HGV movements per day for the first 14 months on site. This in turn raises the question about the material being brought in and where it is coming from. If the material is being sourced locally, this could have implications on local quarry resources. The amount likely to be required during construction is over and above the normal annual production for quarries in South Gloucestershire. There are implications for pressure on existing quarries to extend, and the need to find further supplies, as well as the need for them to operate longer working hours and the impact of this on local communities.

18.19 It is currently assumed that the main construction activities on site will commence over the period 2013 to 2014. The peak of construction workforce is forecast to be in 2017 when 6,200 workers are expected on site. The construction programme for one nuclear reactor is expected to last 7 years. However, it is proposed to construct multiple reactors at the site with a second reactor being deployed within 10 months of the first. An indicative programme starting in 2013 would therefore last 8 years.

18.20 Although the Council will be making provision to accommodate future housing needs up to 2026 in its forthcoming Core Strategy, this does not take into account any potential accommodation needs arising from a substantial increase in construction workers. It is not clear whether the developer carrying out the construction work will be providing this accommodation and if so, how. It is possible that temporary accommodation on site may be provided.

18.21 The socio-economic effects on communities of a new power station at Oldbury, in close proximity to one of the two short listed Severn Tidal barrages within South Gloucestershire, would result in serious transportation, ecological, hydrological, social and community impacts. As well as concerns regarding the cumulative visual impact of National Grid connections to these two projects, other projects in the area such as the decommissioning of the existing Oldbury power station and the permission for new super-tanker berths at the Bristol Port Deep Sea Container Terminal at Avonmouth also have the potential for unacceptable cumulative effects.

18.22 Until these matters are addressed; South Gloucestershire Council cannot at present agree in principle with the decision to include Oldbury on the list of sites for a new nuclear power station, and unless these matters are resolved, will continue to be unable to do so.

18.23 The scope for negotiating community benefit over and above normal S106 requirements, is an absolute prerequisite for South Gloucestershire Council if the local area is to host a national infrastructure facility for up to a period of 100 years. Precedent exists for a community benefit
fund to be applied at a minimum of 10% of the build cost. It is essential that the Council on behalf of its residents achieves sufficient community gain.

**Severn Tidal Power**

18.24 The Severn Estuary is one of the UK’s largest estuaries with potential tidal energy resources of between 4.4%-5% of all UK energy. Phase 1 of the Government’s Severn Tidal Power Feasibility Study in 2009 short listed five options, two of which are likely to have significant impacts upon South Gloucestershire:

1) Shoots Barrage - located to the south of the new Severn Road bridge, and would land at Severn Beach;
2) Beachley Barrage - located upstream of the old Severn Road bridge.

18.25 Phase 2 of the report will be carried out as part of the Strategic Environmental Assessment (SEA) and includes looking at reducing and mitigating the negative environmental impacts of tidal schemes.

18.26 The effects of the development on the community (including impacts on community services and facilities), the economy, recreational and commercial users of the estuary and likely impacts from the construction of such a scheme will be strategically assessed. If a railway line is constructed on top of one of the barrages, there may be the potential for creating high speed rail links in and out of Severnside/Avonmouth.

18.27 Phase 2 will consider whether there is a strategic case for Severn tidal power and analyse whether a Severn tidal project is more effective than other alternatives in attempting to provide clean, affordable and sustainable energy.

18.28 It is uncertain at this time as to whether any scheme will progress and, where any project is taken forward, what the impacts will be. It is important that the potential effects of tidal power energy on residents of the South West are understood. The outcome will depend on the results of the ongoing feasibility study and a second public consultation.

**Formal consultation on major infrastructure projects**

18.29 The 2008 Planning Act introduced a new duty on promoters to ensure that proposals are properly prepared and consulted on before they submit an application for development consent.

18.30 As part of this pre-application process, the potential applicant must consult the relevant local authority about their proposals and have regard to any views they express.
18. Major Infrastructure Projects

18.31 In addition to this, in order to ensure that the development proposals take full account of local community views and the impact of any development in the area, the potential applicant must prepare and publicise a ‘Statement of Community Consultation’. In preparing this, they must consult with and have regard to the views of any relevant local authority on the content of the statement.

18.32 Under the new process, the following opportunities are available for individuals and groups to have their views considered:

1. During the public consultations on the draft NPSs;
2. When applications are being prepared for submission to the IPC – at this stage developers are required to consult with local communities about their proposals and have regard to views expressed;
3. During the IPC’s examination of applications – when individuals and groups who have registered their interest can submit evidence in writing;
4. Taking part in the open floor hearings chaired by IPC Commissioners during their examinations of proposals.

This new process will provide better and clearer opportunities for the public and local communities to get involved from an early stage in decisions that affect them and their area.

18.33 The view of the Council is that community benefits should be achieved for such major infrastructure projects, as set out in paragraph 18.23 above. Any community benefits should also be subject to public consultation.
19. Implementation and Monitoring

Implementation

19.1 Monitoring and Review are key components of the new planning system. Local Development Frameworks (LDFs) need to be continually reviewed and revised, partly to be able to assess the success of the Local Development Document (LDD) and partly to ensure the components of the framework are updated to reflect changing circumstances nationally, regionally and locally.

19.2 Implementation of the policies contained in the Core Strategy will require action by a range of public, private and voluntary sector bodies working in partnership. In particular, parish and town councils, voluntary and community groups, local businesses and public sector agencies that work actively in our communities. The Council works with a wide range of partners, both statutory and non-statutory. The partnerships that are formed will vary both geographic and thematically throughout the period of the Core Strategy.

19.3 The Core Strategy’s role is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.
## Table 4 – Implementation Framework

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| CS1 Design                          | • determination of planning applications  
• Concept Statements  
• design & access statements  
• area design frameworks, masterplans, design codes, site specific briefs and design guidance.  
• Buildings for Life  
• supplementary planning guidance  
• Sites and Policies DPD                                                                                                                                                                                                                                                                                       | • South Gloucestershire Council  
• developers  
• landowners  
• communities                                                                                      |
| CS2 Green Infrastructure             | • determination of planning applications  
• Green Infrastructure Strategy/ supplementary planning document                                                                                                                                                                                                                                                                                                         | • South Gloucestershire Council  
• partners                                                                                           |
| CS3 Renewable & Low Carbon Energy   | • determination of planning applications  
• Sites and Policies DPD  
• S106 contributions/CIL  
• Council strategies                                                                                                                                                                                                                                                                                           | • South Gloucestershire Council  
• developers                                                                                         |
| CS4 District Heat Networks           | • determination of planning applications  
• S106 contributions/CIL  
• Council strategies                                                                                                                                                                                                                                                                                           | • South Gloucestershire Council  
• developers                                                                                         |
| CS5 Location of Development          | • determination of planning applications                                                                                                                                                                                                                                                                                                                             | • South Gloucestershire Council  
• developers                                                                                         |
| CS6 Infrastructure & Developer Contributions | • determination of planning applications  
• S106 contributions/CIL  
• development plan document on CIL formulae                                                                                                                                                                                                                                                                       | • South Gloucestershire Council  
• developers                                                                                         |
| CS7 Strategic Transport Infrastructure | • Regional Funding Allocation Bid 2  
• Joint Local Transport Plan  
• determination of planning applications  
• S106 contributions/CIL  
• compulsory purchase orders                                                                                                                                                                                                                                                                                 | • South Gloucestershire Council  
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• public transport operators  
• developers  
• Network Rail                                                                                                                                                                                                                                                                                                     |
19. Implementation and Monitoring

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### South Gloucestershire Core Strategy

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• Affordable Housing Supplementary Planning Document | • South Gloucestershire Council  
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| CS19 Rural Housing Exception Sites | • determination of planning applications | • South Gloucestershire Council  
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• parish councils  
• Affordable housing providers approved by the Council |
| CS20 Extra Care Housing | • determination of planning applications  
• Sites & Policies DPD | • South Gloucestershire Council  
• developers  
• Affordable housing providers approved by the Council |
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• developers  
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• partner investment programmes | • South Gloucestershire Council  
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• Concept Statements  
• Regional Funding Allocation Bid 2  
• S106 contributions/CIL | • South Gloucestershire Council  
• West of England Partnership  
• developers  
• Bristol City Council  
• public transport operators  
• other private sector providers  
• communities |
| CS26 Cribbs/Patchway New Neighbourhood | • determination of planning applications  
• Concept Statement  
• Regional Funding Allocation Bid 2  
• S106 contributions/CIL | • South Gloucestershire Council  
• West of England Partnership  
• developers  
• communities |
| CS27 M32 New Neighbourhood | • determination of planning applications  
• master plan and design codes  
• Regional Funding Allocation Bid 2  
• S106 contributions/CIL | • South Gloucestershire Council  
• West of England Partnership  
• developers |
| CS28 UWE | • determination of planning applications  
• Concept Statement and master plan  
• Regional Funding Allocation Bid 2  
• S106 contributions/CIL | • South Gloucestershire Council  
• West of England Partnership  
• UWE  
• communities |
| CS29 East Fringe | • determination of planning applications  
• Concept Statements  
• Urban Design Frameworks for town centres  
• Sites and Policies DPD  
• Regional Funding Allocation 2  
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• heritage strategies | • South Gloucestershire Council  
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        • West of England Partnership  
        • public transport operators  
        • Network Rail |
| CS31   | • determination of planning applications  
        • master plan & design codes | • South Gloucestershire Council  
        • Developers |
| CS32   | • determination of planning applications  
        • Concept Statements  
        • Urban Design Framework for town centre  
        • Sites and Policies DPD | • South Gloucestershire Council  
        • developers  
        • businesses  
        • communities |
| CS33   | • determination of planning applications  
        • Concept Statement & Development Brief SPD | • South Gloucestershire Council  
        • developers |
| CS34   | • determination of planning applications  
        • Rural Transport Package  
        • parish plans | • South Gloucestershire Council  
        • affordable housing providers approved by the Council  
        • public transport operators  
        • parish councils  
        • communities |
| CS35   | • Strategic Framework Plan & Agreement  
        • Concept Statements  
        • determination of planning applications  
        • S106 contributions/CIL  
        • Habitats Regulations Assessment Grant | • South Gloucestershire Council  
        • landowners  
        • developers  
        • Bristol City Council  
        • Natural England  
        • Environment Agency  
        • Highways Agency  
        • Marine Management Organisation  
        • Lower Severn Internal Drainage Board |
19. Implementation and Monitoring

Monitoring

19.4 The Annual Monitoring Report (AMR) will be the principal mechanism for monitoring the Core Strategy and other documents in the LDF, bringing together all the necessary information in one place. It will be published by the end of December each year (in line with section 35 of the Planning and Compulsory Purchase Act 2004) and will include an assessment of:

- whether policies and related targets or milestones in LDDs have been met or if progress is being made towards meeting them or, where they are not being met or not on track to being achieved, the reasons why;
- what impact the policies are having in respect of national, regional and local policy targets and any other targets identified in LDDs;
- whether the policies in the LDD need adjusting or replacing because they are not working as intended;
- whether the policies need changing to reflect changes in national or regional policy; and
- whether policies or proposals need changing, and the actions needed to achieve this.
## Glossary of Terms

Comprehensive glossary of planning terms can be viewed at:  
[www.planningportal.gov.uk/england/professionals/glossary](http://www.planningportal.gov.uk/england/professionals/glossary)

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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| Affordable Housing                | Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:  
  • Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices  
  • Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision (Annex B PPS3) |
<p>| Annual Monitoring Report (AMR)    | A report submitted to the government by local authorities or regional planning bodies assessing progress with and the effectiveness of a Local Development Framework (or currently Local Plan) |
| Area of Outstanding Natural Beauty (AONB) | An area of particularly attractive landscape and unspoilt character which should be protected and enhanced as part of the national heritage. It is designated by the Countryside Commission under the National Parks and Access to the Countryside Act 1949. |
| B Use Classes                     | The B use classes are types of business development as defined in the Town &amp; Planning (Use Classes) Order 1987 (as amended). They include B1 – Business, B2 – General Industrial, B3 -7 Special Industrial and B8- Storage or Distribution |
| Biodiversity                      | Biodiversity is the variety of life, which includes mammals, birds, fish, reptiles, amphibians, invertebrates, fungi and plants – and the woodlands, grasslands, rivers and seas on which they all depend including the underlying geology |
| Blue Infrastructure               | Assets, such as rivers, streams, floodplains, ponds, rhines and sustainable drainage systems which are part of the Green Infrastructure network. |
| Comparison Retailing              | Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods. |
| Community Profiles                | These are a collection of data for individual urban and rural communities, presented as raw data and in text format. They aim to present a picture of some of the current social, economic and environmental conditions within different communities. |
| Community Transport               | A responsive service for those who are unable to use public transport. |
| Concept Statement                 | A concise, diagrammatic document, which illustrates ideas with the potential to make the most of a site and its surroundings. It should be imaginative, positive, ambitious and practical, opening up design opportunities. The interpretive notes may refer to ‘design requirements’, but it is important to remember that the Concept Statement is not the design solution. It should emphasize creative opportunities and prompt designers and their clients to demonstrate their design skills. It is up to the designer to interpret and refine the concept, within the spirit of the overall quality objectives. |</p>
<table>
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<tr>
<th><strong>Conservation Area</strong></th>
<th>Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.</th>
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<tr>
<td><strong>Contribution</strong></td>
<td>Land, services, facilities and/or money given by developers of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.</td>
</tr>
<tr>
<td><strong>Convenience Retailing</strong></td>
<td>Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.</td>
</tr>
<tr>
<td><strong>Core Strategy</strong></td>
<td>A Development Plan Document which sets out the long term spatial vision and strategic objectives of the planning framework for an administrative area. It identifies where new development will take place, its type and scale, protects what is valued about the area and includes the policies needed to deliver the vision and objectives. It is prepared in line with the Sustainable Community Strategy. (see also Development Plan Documents)</td>
</tr>
<tr>
<td><strong>Crushed rock</strong></td>
<td>Hard rock that has been crushed and graded for use as an aggregate.</td>
</tr>
<tr>
<td><strong>Demand Responsive Transport</strong></td>
<td>A scheduled service between defined start and end points that follows a route in response to a request, for people who can use public transport but who do not have a regular service or any service at all.</td>
</tr>
<tr>
<td><strong>Department for Communities and Local Government (DCLG)</strong></td>
<td>The government department responsible for setting UK policy on local government, housing, urban regeneration, planning and fire and rescue.</td>
</tr>
<tr>
<td><strong>Development</strong></td>
<td>“The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land.” (Town &amp; Country Planning Act (1990) Part III Section 55).</td>
</tr>
<tr>
<td><strong>Development Plan Documents (DPD)</strong></td>
<td>Development Plan Documents are prepared by local planning authorities and outline the key development goals of the Local Development Framework. Development Plan Documents include the Core Strategy and, where needed, Area Action Plans. There will also be an adopted Proposals Map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the Inspector’s binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs form an essential part of the Local Development Framework. Replaces the Local Plans system.</td>
</tr>
<tr>
<td><strong>East Fringe</strong></td>
<td>The East Fringe includes Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham.</td>
</tr>
<tr>
<td><strong>Evidence Base</strong></td>
<td>The data and information about the current state of South Gloucestershire.</td>
</tr>
<tr>
<td><strong>Examination in Public (EiP) (Regional Spatial Strategy EiP)</strong></td>
<td>A public examination of a plan/strategy. The main purpose of the EiP is to provide an opportunity for discussion and testing in public, before a Panel appointed by the Secretary of State, of matters selected by the Panel to test the soundness of the draft revision to the RSS.</td>
</tr>
</tbody>
</table>
## Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EiP Panel Report (Regional Spatial Strategy Panel Report)</strong></td>
<td>The final report of the panel responsible for the Examination in Public, to the Secretary of State.</td>
</tr>
<tr>
<td><strong>Extra Care Housing</strong></td>
<td>Extra Care is an alternative accommodation choice for older people and those with special needs. It promotes independent living in self-contained accommodation, where people are able to readily access high quality, flexible support and care services on site to suit their needs. Differing from traditional sheltered/retirement accommodation, schemes incorporate a wide range of communal facilities, available not only to service users but also as a potential resource for the wider community.</td>
</tr>
<tr>
<td><strong>Government Office for the South West (GOSW)</strong></td>
<td>The integrated Government Regional Office for the South West, based in Bristol and Plymouth, with the following Directorates: Education, Industry and Trade, Environment and Transport, and Strategy and Resources.</td>
</tr>
<tr>
<td><strong>Greater Bristol Metro Project</strong></td>
<td>A West of England Partnership major transport scheme bid to the Department for Transport to provide half-hourly cross-Bristol train services. The project is scheduled for completion in 2020.</td>
</tr>
<tr>
<td><strong>Green Belt</strong></td>
<td>A planning designation designed to prevent urban sprawl by protecting open land around or between urban areas.</td>
</tr>
<tr>
<td><strong>Green Infrastructure</strong></td>
<td>Green Infrastructure (GI) consists of a multi-functional network of high quality open assets and linkages (both green and blue infrastructure assets) which operate at a variety of spatial scales. GI assets contribute to people’s well-being, and together comprise a coherent managed resource responsive to evolving conditions.</td>
</tr>
<tr>
<td><strong>Greenfield Land or Site</strong></td>
<td>Land (or a defined site) usually farmland, that has not previously been developed.</td>
</tr>
<tr>
<td><strong>Gypsy and Traveller</strong></td>
<td>In this document, the term is used to include all ethnic Gypsies and Irish Travellers, plus other Travellers who adopt a nomadic way of life. It does not include Travelling Showpeople.</td>
</tr>
<tr>
<td><strong>Gypsy and Traveller Site</strong></td>
<td>An area of land laid out and used as pitches for Gypsy and Traveller caravans. Sites vary in type and size and can range from one pitch private family sites on Gypsy and Traveller’s own land to large local authority sites.</td>
</tr>
<tr>
<td><strong>Householder Application</strong></td>
<td>Planning application for ‘domestic’ works within the ground of a single dwelling. It does not include the erection of a dwelling(s) or sub-division of a property to form flats.</td>
</tr>
<tr>
<td><strong>Housing Need</strong></td>
<td>A level of socially desirable housing, the demand for which is not reflected in the open market, normally due to a lack of income in relation to prevailing house prices or rents. It can therefore only usually be met through an element of subsidy.</td>
</tr>
<tr>
<td><strong>Housing Market Area (HMA)</strong></td>
<td>A geographical area which is relatively self-contained in terms of reflecting people’s choice of location for a home, i.e. most people settling in the area will have sought a house only in that area.</td>
</tr>
<tr>
<td><strong>Independent Examination</strong></td>
<td>The process by which a planning inspector may publicly examine a Development Plan Document or a Statement of Community Involvement, before issuing a binding report. The findings set out in the report are binding upon the local authority.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>Infill Development</td>
<td>The development of a relatively small gap between existing buildings, normally within a built up area.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>The utilities, transport and other communication facilities and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.</td>
</tr>
<tr>
<td>Intermediate Affordable Housing</td>
<td>Subsidised housing that costs less than housing available for sale or rent in the open market (whichever is the lower) but more than housing for social rent. It includes part-buy part-rent homes and housing for rent or sale at a discount.</td>
</tr>
<tr>
<td>Joint Local Transport Plan (JLTP)</td>
<td>5-year strategy for the development of local, integrated transport, supported by a programme of transport improvements. Used to bid to government for funding transport improvements.</td>
</tr>
<tr>
<td>Joint Waste Core Strategy</td>
<td>A long term vision and strategy for managing waste and the spatial strategy for delivering strategic recovery facilities. It is being developed in partnership between Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire Councils.</td>
</tr>
<tr>
<td>Kiss and Ride</td>
<td>Where a passenger is dropped off from a car to continue their journey by public transport whilst the driver and vehicle continue to another destination.</td>
</tr>
<tr>
<td>Landbank</td>
<td>A stock of mineral reserves with planning permission sufficient to provide for continued extraction over a given time period.</td>
</tr>
<tr>
<td>Land Take</td>
<td>The land used or required for specific development.</td>
</tr>
<tr>
<td>Listed Building</td>
<td>Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.</td>
</tr>
<tr>
<td>Local Development Document (LDD)</td>
<td>Sits within the LDF portfolio and comprise Development Plan Documents (DPDs) that have been subject to independent testing and have the weight of development plan status and Supplementary Planning Documents (SPDs) which are not subject to independent testing and do not have development plan status.</td>
</tr>
<tr>
<td>Local Development Framework (LDF)</td>
<td>The Local Development Framework is a portfolio, or a ‘folder’, of local development documents which will provide the local planning authority’s policies for meeting the community’s economic, environmental and social aims for the future of there area where this affects the development and use of land.</td>
</tr>
<tr>
<td>Local Development Scheme (LDS)</td>
<td>A public statement identifying which Local Development Documents will be produced by the Council and when.</td>
</tr>
<tr>
<td>Local Nature Reserves (LNRs)</td>
<td>Local Nature Reserve is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it. (Additional details: <a href="http://www.english-nature.org.uk/Special/LNR/office.htm">http://www.english-nature.org.uk/Special/LNR/office.htm</a>).</td>
</tr>
<tr>
<td>Local Strategic Partnership (LSP)</td>
<td>A Local Strategic Partnership is a single non-statutory, multi-agency body, which matches local authority boundaries, and aims to bring together at a local level the different parts of the public, private, community and voluntary sectors.</td>
</tr>
</tbody>
</table>
## Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
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<tbody>
<tr>
<td>Major Development</td>
<td>The following categories of development: residential (over 10 dwellings), B1, B2/B8, retail and other (which includes agricultural, hotels, nursing homes, leisure complexes etc) where the floorspace is 1000 square metres or more or where the site area is 1 hectare or more. It covers applications which are outline, full, reserved matters, amended proposals, renewals, government agencies development and large change of use applications.</td>
</tr>
<tr>
<td>Market Towns</td>
<td>Thornbury, Chipping Sodbury and Yate.</td>
</tr>
<tr>
<td>Mineral Resource</td>
<td>Potential mineral deposit where the extent and economic viability is unproven.</td>
</tr>
<tr>
<td>New Neighbourhood</td>
<td>A planned new development either within an existing urban area or an extension to an existing urban area.</td>
</tr>
<tr>
<td>North Fringe</td>
<td>The North Fringe consists of the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay</td>
</tr>
<tr>
<td>Panel</td>
<td>This is a panel of persons appointed by the Planning Inspectorate on behalf of the Secretary of State to conduct the examination-in-public into a draft revision to the Regional Spatial Strategy</td>
</tr>
<tr>
<td>Parish Plan</td>
<td>Parish plans set out a community or parish’s vision for how they wish to see their area evolve, supported by a variety of actions aimed at achieving this.</td>
</tr>
<tr>
<td>Pitch</td>
<td>Area of a Gypsy/Traveller site where a single household lives in their caravans and other related amenities</td>
</tr>
<tr>
<td>Place Shaping</td>
<td>The Lyons Inquiry into Local Government (Lyons 2006) set out a role for local government as the voice of a whole community and an agent of ‘place’. This role includes building and shaping local identity, and making sure that the right services are provided to local people based on local needs and preferences.</td>
</tr>
<tr>
<td>Planning &amp; Compulsory Purchase Act 2004</td>
<td>New national planning legislation from central government aimed at improving the planning process and enhancing community involvement in it. Visit <a href="http://www.communities.gov.uk">www.communities.gov.uk</a> to find out more.</td>
</tr>
<tr>
<td>Planning Policy Statement (PPS)/ Planning Policy Guidance (PPG)</td>
<td>Planning Policy Statements (PPSs) (and their predecessors Planning Policy Guidance Notes (PPGs) are prepared by the government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals.</td>
</tr>
<tr>
<td>Previously-Developed Land (“Brownfield” Land)</td>
<td>Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures.</td>
</tr>
<tr>
<td>Priority Neighbourhood</td>
<td>An area requiring additional support in order to improve the quality of life for local residents</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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</tr>
<tr>
<td>Regeneration</td>
<td>The process of putting new life back into often derelict older urban areas through environmental improvements, comprehensive development and transport proposals.</td>
</tr>
<tr>
<td>Regional Spatial Strategy for the South West (RSS)</td>
<td>Sets out the long term strategic planning strategy for how a region should be developed. In the case of South Gloucestershire, the relevant document in the South West Regional Spatial Strategy, which covers the period between 2006 and 2026.</td>
</tr>
<tr>
<td>Rhine</td>
<td>Lowland drainage channels.</td>
</tr>
<tr>
<td>Rural 'Exceptions' Scheme</td>
<td>Schemes for affordable housing which are allowed in certain circumstances as an exception to some restrictive planning policies</td>
</tr>
<tr>
<td>Saved Policies</td>
<td>Policies within local plans and structure plans that are saved for a time period during replacement production of Local Development Documents</td>
</tr>
<tr>
<td>Section 106 Agreement</td>
<td>A legal agreement under section 106 of the 1990 Town &amp; Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.</td>
</tr>
<tr>
<td>Smart Ticketing</td>
<td>A bus 'ticket' is stored electronically on a microchip, commonly contained in a plastic smartcard. Tickets are checked by presenting the smartcard to a smart reader on the bus. Integrated tickets are valid on more than one operator and/or mode of transport.</td>
</tr>
<tr>
<td>Social Rented Housing</td>
<td>Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant. (Annex B PPS3)</td>
</tr>
<tr>
<td>South Gloucestershire Local Plan (SGLP)</td>
<td>The South Gloucestershire Local Plan is the statutory land use planning document for the district. Adopted in 2006, it covers the period to 2011, setting a framework against which planning applications can be assessed, providing a basis for coordinating public and private development throughout the area and informing residents, property/landowners and developers how their interests will be affected.</td>
</tr>
<tr>
<td>South Gloucestershire Minerals and Waste Local Plan (M&amp;WLP)</td>
<td>The South Gloucestershire Minerals and Waste Local Plan is the statutory land use planning document for the district. Adopted in 2002, it covers the period to 2011, setting a framework against which waste and minerals applications can be assessed, providing guidance to the minerals and waste industry, and bringing minerals and waste issues before the public and informing residents and property/landowners how their interests will be affected by future mineral and waste development.</td>
</tr>
</tbody>
</table>
### Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>South West Regional Assembly (SWRA)</td>
<td>SWRA was responsible for developing and coordinating a strategic vision for improving the quality of life in the south west region. The Assembly was responsible for setting priorities and preparing certain regional strategies, including Regional Spatial Strategies. SWRA had the role of developing the new Regional Spatial Strategy for 2006 - 2026 that will set a regional framework for development. South West Councils brings together the 41 local authorities in the region to provide a voice on major regional issues, influence government policy as it affects the region, encourage partnership working, promote the sharing of good practice and support councils through deliver of the Regional Improvement and Efficiency Partnership. The Strategic Leaders’ Board is the executive arm of the South West Councils. The Board received responsibilities for Planning, Transport and Housing formerly undertaken by the Regional Assembly in May 2009.</td>
</tr>
<tr>
<td>Now replaced by South West Councils &amp; the Strategic Leaders’ Board</td>
<td></td>
</tr>
<tr>
<td>Spatial Planning</td>
<td>Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.</td>
</tr>
<tr>
<td>Special Area of Conservation (SAC)</td>
<td>A site designated under the EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora as of special importance.</td>
</tr>
<tr>
<td>Special Protection Area (SPA)</td>
<td>A site designated under Article 4 of EC Directive 19/409 as being of particular importance for the conservation of rare and/or migratory wild birds. A site which is in the process of designation is known as a “potential” Special Protection Area (pSAC).</td>
</tr>
<tr>
<td>Stakeholder</td>
<td>A person, group, company, association, etc. with an economic, professional or community interest in the district or specific part of it, or that is affected by local developments.</td>
</tr>
<tr>
<td>Statement of Community Involvement (SCI)</td>
<td>The Statement of Community Involvement sets out the local planning authority’s policy for involving the community in the preparation and revision of local development documents and planning applications.</td>
</tr>
<tr>
<td>Strategic Environmental Assessment (SEA)</td>
<td>A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. European Directive 2001/42/EC ‘on the assessment of the effects of certain plans and programmes on the environment’ requires a formal environmental assessment of all Development Plan Documents. In the UK this is incorporated into the Sustainability Appraisal (SA) process.</td>
</tr>
<tr>
<td>Strategic Flood Risk Assessment (SFRA)</td>
<td>A SFRA provides an overview of the flood risk, from a variety of sources, within a local planning authority area. The SFRA will assist the delivery of sustainable development by providing technical advice on the avoidance, reduction and management of flood risk. The document will inform decisions, on both the land allocation process (through the preparation of development plans) and planning applications.</td>
</tr>
<tr>
<td>Strategic Housing Land Availability Assessment (SHLAA)</td>
<td>A study aimed at identifying sites with potential for housing, assessing their housing potential and assessing when they are likely to be developed.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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<td>---------------------------------------------------</td>
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</tr>
<tr>
<td>Strategic Housing Market Assessment (SHMA)</td>
<td>An assessment aimed at assessing the need and demand for housing with a housing market area.</td>
</tr>
<tr>
<td>Strategic Nature Areas (SNAs)</td>
<td>SNAs were defined by the South West Nature Map (<a href="http://www.biodiversitysouthwest.org.uk">www.biodiversitysouthwest.org.uk</a>). They represent landscape scale blocks of land which may comprise a number of formally designated sites as well as land that has no designation for biodiversity conservation. One of the aims of these SNAs is to improve habitat networks and to sustain wildlife within them.</td>
</tr>
<tr>
<td>Sustainability Appraisal (SA)</td>
<td>Sustainability appraisal is a systematic and iterative appraisal process, incorporating the requirements of the European Strategic Environmental Assessment Directive. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a local development document from the outset of the preparation process.</td>
</tr>
<tr>
<td>Sustainable Community Strategy</td>
<td>The Sustainable Community Strategy is developed by South Gloucestershire’s Local Strategic Partnership and is a document which sets out how the vision and priorities for South Gloucestershire will be achieved.</td>
</tr>
<tr>
<td>Sustainable Drainage Systems (SuDS)</td>
<td>SuDs are physical structures designed to receive surface water runoff in order to reduce the negative impact of development on the water environment. They can usually be incorporated into the planted or paved area of the development.</td>
</tr>
<tr>
<td>Supplementary Planning Document (SPD)</td>
<td>A Local Development Document that has not been subject to independent testing and does not have the weight of development plan status. SPDs replace Supplementary Planning Guidance that was part of the old planning system. Helps to amplify the policies contained in Development Plan Documents.</td>
</tr>
<tr>
<td>Tidal Barrage</td>
<td>An obstruction in a tidal stream, which is designed to control tidal flow in order to change the environment or harness the energy of the tide.</td>
</tr>
<tr>
<td>Transit pitch</td>
<td>Authorised Gypsy and Traveller pitch intended for short-term use by those in transit to other areas. The pitch is permanent, sometimes seasonal, but people who stay on it may only do so for a temporary period. These pitches have fewer facilities than permanent residential sites. Pitches can be on sites solely designed for transit use or form an area on a residential site and designed for use by visitors to permanent residents.</td>
</tr>
<tr>
<td>Travel To Work Area (TTWA)</td>
<td>An area in which the majority of the resident population also work.</td>
</tr>
<tr>
<td>Travelling Showpeople</td>
<td>Travelling Showpeople are members of a community that consists of self-employed business people who travel the country, often with their families, holding fairs. Although their work is of a mobile nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment and more particularly for residential purposes.</td>
</tr>
<tr>
<td>Unauthorised Encampment</td>
<td>A piece of land where Gypsies and Travellers reside without planning permission. The land is not owned by those involved in the encampment and is often located on the edge of roads/car parks or in other unsafe or unsuitable environments.</td>
</tr>
<tr>
<td>Urban Extension</td>
<td>Development forming a planned expansion adjoining an existing urban area.</td>
</tr>
</tbody>
</table>
## Glossary of Terms

<table>
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<tr>
<th>Term</th>
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</thead>
<tbody>
<tr>
<td>Waste</td>
<td>Material is waste if, when disposing of it, or having it disposed of on his behalf, the producer intends to discard it or throw it away. Even if the material is reusable, if it is discarded it is still waste. It is the original producer’s intention that determines if a material is waste. Waste is generally referred to as being either controlled or uncontrolled. Controlled waste consists of household, commercial and industrial waste and falls within the scope of waste regulation and environmental protection legislation. Uncontrolled waste consists of radioactive waste, explosive waste, mines and quarries waste and agricultural waste and is regulated by other legislation.</td>
</tr>
<tr>
<td>Waste Recycling</td>
<td>Recovering re-usable materials from waste or using a waste material for a positive purpose.</td>
</tr>
<tr>
<td>West of England</td>
<td>The West of England covers the administrative areas of Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire.</td>
</tr>
<tr>
<td>Windfall Sites</td>
<td>Sites which come forward on an ad hoc basis and are not identified either in local plans or through other formal planning policies, but which are nevertheless approved for development, sometimes following a planning appeal.</td>
</tr>
</tbody>
</table>
Appendix 1 - local plans and strategies

South Gloucestershire Council

A Vision for the North Fringe 2010 and Beyond, April 2002
Biodiversity Action Plan
Children & Young Peoples Plan
Climate Change Strategy & Action Plan, 2006
Conservation Area SPGs and SPDs
Cultural Strategy
Cycling and Walking Strategies (Local Transport Plan)
Design Checklist Supplementary Planning Document, 2007
Heritage Strategy
Housing Strategy 2008-2013
Joint Accommodation & Care Strategy
Landscape Character Assessment Supplementary Planning Document
Library Delivery Plan
Minerals and Waste Local Plan
Our Area: Our Health – The Annual Report of the Director of Public Health
Physical Activity and Sports Plan 2007-2009
Play Policy and Strategy 2006
Schools Commissioning Strategy
South Gloucestershire Local Plan
Sustainable Community Strategy
The Council Plan

West of England

Forest of Avon ‘Forest Plan’
Greater Bristol Strategic Transport Study (2006)
Joint Local Transport Plan
The Green Infrastructure Study for the West of England
The vision for the West of England in 2026 and delivery priorities

Other

Bristol Health Services Plan
Cotswold Area of Outstanding Natural Beauty Management Plan
Joint Strategic Needs Assessment (South Glos NHS)
Parish plans & village design statements
Police, Fire, Ambulance Service Delivery Plans
Regional Cultural Infrastructure Development Strategy (People, Places & Spaces)
Strategy for the Severn Estuary
SW Regional Cultural Strategy (A Better Place to be…)
Thornbury Town Centre Strategy
Yate Community Plan
Appendix 2 - replaced local plan policies

On 27 September 2007 the government agreed that all the policies in the South Gloucestershire Minerals and Waste Local Plan (adopted May 2002) could be “saved” (except for Policies 2, 5, 7, 12, 15, 19, 25 and 30) until replaced by policies in documents prepared as part of the South Gloucestershire Local Development Framework.

The government agreed on 6 January 2009 that all the policies of the South Gloucestershire Local Plan (adopted 2006) could be “saved” (except for Policies L6, L19, T10, T11, T13 and H8) pending the production of the South Gloucestershire Local Development Framework.

Table A1 contains a list of policies from the adopted South Gloucestershire Minerals and Waste Local Plan and the adopted South Gloucestershire Local Plan which will no longer be “saved” on the adoption of the Core Strategy, as the principles contained within them will be fully covered by the Core Strategy.

Those Local Plan policies previously “saved” but not listed in Table A1 will remain saved until superseded by the adoption of future development plan documents.

Table A1

Schedule of Replaced South Gloucestershire Council Local Plan Policies

<table>
<thead>
<tr>
<th>South Gloucestershire Minerals and Waste Local Plan:</th>
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<tbody>
<tr>
<td><strong>Policy</strong></td>
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<td>35</td>
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</tbody>
</table>
Schedule of Replaced South Gloucestershire Council Local Plan Policies

<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>Achieving Good Quality Design in New Development</td>
</tr>
<tr>
<td>L3</td>
<td>Coastal Zone</td>
</tr>
<tr>
<td>EP5</td>
<td>Renewable Energy Installations</td>
</tr>
<tr>
<td>T1</td>
<td>Rail Passenger Services and Facilities</td>
</tr>
<tr>
<td>T2</td>
<td>Retention of Rail Track Beds and Associated Land for Future Public Transport/Rail Freight Use</td>
</tr>
<tr>
<td>T12</td>
<td>Transportation Development Control Policy for New Development</td>
</tr>
<tr>
<td>T14</td>
<td>Filton Airfield</td>
</tr>
<tr>
<td>E2</td>
<td>Severnside</td>
</tr>
<tr>
<td>E4</td>
<td>Safeguarded Employment Areas</td>
</tr>
<tr>
<td>H2</td>
<td>Proposals for Residential Development...within Existing Urban Areas and Defined Settlement Boundaries</td>
</tr>
<tr>
<td>H6</td>
<td>Affordable Housing</td>
</tr>
<tr>
<td>H7</td>
<td>Affordable Housing – Rural &quot;Exceptions&quot; Schemes</td>
</tr>
<tr>
<td>H12</td>
<td>Sites for Gypsies</td>
</tr>
<tr>
<td>H13</td>
<td>Sites for Travelling Showpeople</td>
</tr>
<tr>
<td>LC8</td>
<td>Open Space and Children’s Play in Conjunction with New Residential Development</td>
</tr>
<tr>
<td>S1</td>
<td>Service Infrastructure in New Development</td>
</tr>
</tbody>
</table>
## Appendix 3

### Green Infrastructure Assets (including blue infrastructure assets)

<table>
<thead>
<tr>
<th>Local focus (Non-Strategic)</th>
<th>Strategic focus (Strategic GI Network)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local/Site Scale</strong></td>
<td><strong>Neighbourhood Scale</strong></td>
</tr>
<tr>
<td>Private gardens.</td>
<td>Allotments and orchards.</td>
</tr>
<tr>
<td>Green roofs and walls.</td>
<td>Footpath and cycleway network.</td>
</tr>
<tr>
<td>SuDS (Sustainable Drainage Systems).</td>
<td>Parks, play areas, playing fields, village greens and amenity green spaces.</td>
</tr>
<tr>
<td>Watercourses and ponds.</td>
<td>Sites of archaeology and cultural heritage.</td>
</tr>
<tr>
<td>Hedgerows.</td>
<td>Woodlands and nature reserves.</td>
</tr>
<tr>
<td>Footpath and cycleway network.</td>
<td>Cemeteries and Churchyards.</td>
</tr>
<tr>
<td>Landscape features and screens.</td>
<td>Watercourses, floodplains, ponds, rhines and flood attenuation areas.</td>
</tr>
<tr>
<td>Trees.</td>
<td>Countryside under agri-environmental stewardship.</td>
</tr>
<tr>
<td>Amenity greenspace.</td>
<td></td>
</tr>
<tr>
<td>Childrens’ and Young Peoples’ play space.</td>
<td></td>
</tr>
<tr>
<td><strong>District Scale</strong></td>
<td>Local Nature Reserves (LNRs).</td>
</tr>
<tr>
<td></td>
<td>River corridors &amp; their floodplains (Boyd and Ladden Brook).</td>
</tr>
<tr>
<td></td>
<td>Locally Designated sites, SNCIs and RIGS.</td>
</tr>
<tr>
<td></td>
<td>Larger parks and amenity greenspace.</td>
</tr>
<tr>
<td></td>
<td>Strategic Footpath and cycleway network.</td>
</tr>
<tr>
<td></td>
<td>Historic Parks and Gardens.</td>
</tr>
<tr>
<td></td>
<td>Visually important landscapes and features (such as hillsides and ridgelines), historic landscapes.</td>
</tr>
<tr>
<td></td>
<td>Open access land</td>
</tr>
<tr>
<td></td>
<td>The commons</td>
</tr>
<tr>
<td></td>
<td>Nature Reserves (Lower Wood Nature Reserve)</td>
</tr>
<tr>
<td></td>
<td>Landscape Character Areas (not displayed on the diagram)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Regional &amp; Sub Regional Scale</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Internationally &amp; Nationally designated sites (e.g. Cotswold AONB, SPA – The Severn Estuary, SSSIs, cSAC.)</td>
</tr>
<tr>
<td>South West Nature Map (Strategic Nature Areas)</td>
</tr>
<tr>
<td>National Trail (Cotswold Way) and long distance footpaths (The Dramway, Community Forest Path, Frome Valley Walkway, Jubilee Way, Fife Avon Trail, Monarch’s Ways, Severn Way &amp; Thornbury Link).</td>
</tr>
<tr>
<td>National Cycle Network &amp; Avon Cycleway (including the Bristol &amp; Bath Railway Path)</td>
</tr>
<tr>
<td>Major River Corridors/ Estuary (Avon, Frome and Severn Estuary) &amp; their floodplains</td>
</tr>
</tbody>
</table>
Appendix 4

Extract from the Strategic Housing Market Assessment (SHMA)

Type and Mix of Affordable Housing

Table A2 - Housing Need by Tenure (Annual average 2009-2021)

<table>
<thead>
<tr>
<th>Tenure</th>
<th>South Glos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total net need - social rent</td>
<td>727</td>
</tr>
<tr>
<td>Total net need - Intermediate</td>
<td>176</td>
</tr>
<tr>
<td>Percentage split social rent / Intermediate</td>
<td>80/20%</td>
</tr>
<tr>
<td>Total net housing need</td>
<td>903</td>
</tr>
</tbody>
</table>

Table A3 - Required Unit Mix of new housing for Social Rent

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>South Glos</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>23%</td>
</tr>
<tr>
<td>2 bed flat</td>
<td>7%</td>
</tr>
<tr>
<td>2 bed house</td>
<td>38%</td>
</tr>
<tr>
<td>3 bed house</td>
<td>22%</td>
</tr>
<tr>
<td>4 + bed house</td>
<td>10%</td>
</tr>
</tbody>
</table>

Table A4 - Required Unit Mix of Intermediate Housing

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>South Glos</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed flat</td>
<td>44%</td>
</tr>
<tr>
<td>2 bed flat</td>
<td>17%</td>
</tr>
<tr>
<td>2 bed house</td>
<td>19%</td>
</tr>
<tr>
<td>3 bed house</td>
<td>19%</td>
</tr>
<tr>
<td>4 bed house</td>
<td>1%</td>
</tr>
</tbody>
</table>

Note: On large strategic sites the Council will seek to achieve this mix. On smaller sites where site size may constrain the full range of provision, greater consideration will be given to the existing mix of housing and to any specific local need factors.
This Pre-Submission Publication Draft Core Strategy should be read as a whole.
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