

Appendix 1

South Gloucestershire Council Core Strategy

Pre-Issues and Options Engagement Statement

(covering the period
March 2007 – February 2008)

March 2010

Contents

	Page
1 Introduction	1
2 Early Community Involvement	2
3 Pre-Production Engagement	3
4 Conclusion	8
APPENDICES	
A1 Extract from South Gloucestershire News July 2007 and Poster advertising the Residents' Questionnaire	9
A2 Residents' Questionnaire	11
A3 Analysis of Responses to Residents' Questionnaire and the Viewpoint Survey	18
A4 Stakeholder Letter	26
A5 List of Meetings with Developers and/or Agents	33
A6 Notes from Meetings with neighbouring local authorities	34
A7 Attendees at Workshops	44
A8 Summaries of Notes from the 3 Workshops	45
A9 Attendance List at Community Strategy/Core Strategy Workshop 14 February 2008	74
A10 List of Meetings involving Presentations/Briefings to Groups/Organisations	75

South Gloucestershire Core Strategy: Pre-Issues and Options Engagement Statement

1. Introduction
 - 1.1 South Gloucestershire Council is producing a Core Strategy Development Plan Document to guide strategic development in the district up to 2026.
 - 1.2 This statement outlines the range of consultation and engagement the South Gloucestershire Council Spatial Planning Team undertook in the pre-production stage of preparing the Core Strategy Development Plan Document (i.e. before publication of the Issues and Options Consultation Document). The period covered by this statement is March 2007 to February 2008.

2. Early Community Involvement

- 2.1 Government guidance in Planning Policy Statement 12: Local Development Frameworks (PPS12) states that when preparing development plan documents, local planning authorities should take into consideration the process of continuous community involvement.
- 2.2 The guidance places an increased emphasis on councils to undertake early involvement with the community and stakeholders, which is known as 'front-loading'. Successful front-loading involves early and meaningful discussion and debate around pertinent issues with key partners. The objective is to try and gain some early consensus around the main issues and challenges affecting the Development Plan Document. It should be noted that all pre Issues and Options consultation is 'informal' and that the production and subsequent consultation on an Issues and Options document marks the first stage in formal public consultation.

3. Pre-Production Engagement

3.1 At this initial stage in preparing the Core Strategy, the purposes of the engagement were:

- to focus on key service providers and stakeholders and examine the key issues affecting South Gloucestershire and the possible options available;
- to develop links between the Core Strategy and the Sustainable Community Strategy;
- to meet the requirements of South Gloucestershire Council's Statement of Community Involvement, and
- to raise awareness with the public of the forthcoming Core Strategy and of their role in the process

3.2 During the period from March 2007 to February 2008 the Spatial Planning Team undertook a variety of early engagement work to seek views on the issues which the Core Strategy should address, to raise awareness of the Core Strategy, and to promote and develop an understanding of the role of the Core Strategy. This is summarised in the following table.

1	South Gloucestershire Council Inter-departmental officer workshop.	18 June 2007
2	Residents' Questionnaire	29 June -28 September 2007
3	South Gloucestershire Viewpoint Survey	Autumn 2007
4	Initial Stakeholder letter	29 August 2007
5	Meetings with developers/agents of strategic development locations.	Various during August – October 2007 & January 2008
6	Meetings with adjoining and nearby local authorities	March & October 2007
7	South Gloucestershire Members and Parish/Town Council Workshop	8 October 2007
8	Key Stakeholder Workshop	9 October 2007
9	South Gloucestershire Community Strategy and Core Strategy Workshop	14 February 2008
10	Presentations/briefing notes/questionnaires to specialist/interest groups.	Various during September 2007 – January 2008

1. South Gloucestershire Council Inter-departmental officer workshop

- 3.3 The purpose of this inter-departmental workshop was to:
- consider the role of a Core Strategy;
 - consider the context in which the document has to be produced;
 - explore issues facing different areas in South Gloucestershire over the next twenty years, and
 - contribute to the identification of the key issues and the choices available to address these issues.

Officers from different departments of the Council were invited. A summary of the notes from this workshop has been combined with the notes of the workshops referred to in 7 and 8 below. The composite workshop notes are set out in **Appendix 8**.

2. Residents' Questionnaire and 3. South Gloucestershire Viewpoint Survey

- 3.4 The purpose of the Resident's Questionnaire was to seek the views of local residents about the area in which they live. The questionnaire was available for completion both through the Council's e-consult iNovem webpage and in paper form. Paper copies were available for pick up at libraries, sports and leisure centres, Council One Stop Shops and from the Spatial Planning Team.

- 3.5 The Questionnaire was widely advertised across the district:
- an article in the July 2007 South Gloucestershire News, which is the Council's newspaper for residents that is delivered directly to households in South Gloucestershire;
 - on the Council's website;
 - on the Council's intranet site for staff;
 - by posters sent to Parish and Town Councils, libraries, sports and leisure centres and Council One Stop Shops

A copy of the South Gloucestershire News article and the poster are in **Appendix 1**.

- 3.6 The Questionnaire was available for completion between late June and the end of September 2007.
- 3.7 In addition, the questions were also included in the Council's Viewpoint Survey of November 2007. Viewpoint is a citizens panel of randomly chosen residents who take part in face-to-face and telephone interviews four times a year.
- 3.8 A total of 1,478 questionnaires were completed and returned, although the majority response was from the Viewpoint Survey. The following table provides some profile details of the respondents.

Residents' Questionnaire	Viewpoint Survey
252 questionnaires returned North Fringe 20% East Fringe 31% Yate & Thornbury 24% Villages 25%	1,226 questionnaires returned
Under 18 years 4% 18-35 years 19% 36-59 years 45% 60-75 years 23% Over 75 years 9%	
Employed 66% Retired 19% Full-time student 2% Not working 13%	Employed 68% Retired/Full-time student/Not working 32%

A copy of the Residents' Questionnaire is set out in **Appendix 2** and an analysis of all the completed questionnaires is in **Appendix 3**.

4. Initial Stakeholder Letter

- 3.9 In August 2007 a letter was sent out to all who had previously expressed an interest in being involved in the production of planning policy documents. The letter provided information about the new planning system, the Core Strategy and where to obtain further information. A copy of this letter is in **Appendix 4**.

5. Meetings with developers/agents of strategic development locations

- 3.10 PPS12 advises local authorities to engage early in the production of a core strategy with those stakeholders who are key to its delivery. A number of exploratory meetings have, therefore, been held with potential developers and/or their agents to identify and examine key issues, to ensure that they are brought forward early in the process, so that they can be considered by the Council. A list of the meetings is at **Appendix 5**.

6. Meetings with adjoining and nearby Local Authorities

- 3.11 Two meetings have been held to discuss cross boundary issues of relevance to the South Gloucestershire Core Strategy, including rural settlements, new locations for employment and housing development and minerals. The notes of these meetings are in **Appendix 6**.

7. South Gloucestershire Members and Parish/Town Council Workshop

- 3.12 In October 2007 the Council held a workshop for the purpose of contributing to the production of the description/character analysis of the villages and urban areas of South Gloucestershire, to inform the Core Strategy vision of the area and the identification of issues. Invitees were South Gloucestershire Councillors, Parish and Town Councils, Village Plan Groups, Priority Partnership Groups and the Yate Market Town Initiative Group. Notes from the workshop were circulated to all those who attended in December 2007. These notes have since been combined with the notes from the workshops referred to in 1 above and 8 below. These composite workshop notes are set out in **Appendix 8**, and the list of attendees to the Members and Parish/Town Council Workshop is in **Appendix 7**.

8. Key Stakeholder Workshop

- 3.13 In October 2007 the Council held a workshop to explore issues facing South Gloucestershire and particular locations within the district, to inform the Core Strategy vision. Invitees to the workshop included representatives from key environmental and pressure groups, the development industry, specific (statutory) consultees, utility providers, emergency services, the business community, Primary Care Trust and the South Gloucestershire Local Strategic Partnership. Notes from the workshop were circulated to all those who attended in December 2007. These notes have since been combined with the notes from the workshops referred to in 1 and 7 above. These composite workshop notes are set out in **Appendix 8**, and the list of attendees to the Key Stakeholder Workshop is in **Appendix 7**.



9. South Gloucestershire Community Strategy and Core Strategy Workshop

- 3.14 This workshop was held to develop the links between the Sustainable Community Strategy and the Core Strategy. It was attended by members of the South Gloucestershire Local Strategic Partnership and the Council's Policy Advisory Group and the Chairs of the Strategic Partnerships. A list of attendees is in **Appendix 9**.

10. Presentations/briefing notes/questionnaires to specialist/interest groups

- 3.15 A number of opportunities have been taken to attend meetings of various groups to inform them about the new planning system, the Core Strategy and the context for future growth and distribution in South Gloucestershire. A list of these meetings is set out in **Appendix 10**.

4. Conclusion

- 4.1 It is considered that the package of engagement and consultation techniques used in the pre-production stage of preparing the Core Strategy Development Plan Document enabled officers to identify the key issues facing South Gloucestershire, to suggest possible options to deal with these issues and to start to express the spatial visions for various parts of South Gloucestershire. This has resulted in a balanced and well rounded Issues and Options document for public consultation.

Poster to advertise the Residents' Questionnaire

If you are a resident of South Gloucestershire please help us to plan your area's future by completing:

The Core Strategy Residents' Questionnaire -

“South Gloucestershire in the Year 2026 - Your Chance to Influence Your Area's Future”

You can complete the questionnaire on-line at:

- www.Consultation.southglos.gov.uk

Or obtain a paper copy (returnable by FREEPOST) from:

- The Council's One Stop Shops
- The Spatial Planning Team,
Tel No: 01454 863470
- Libraries, Leisure and Sport Centres

APPENDIX 2

Residents' Questionnaire

South Gloucestershire Council

Core Strategy: Residents' Questionnaire Friday 29 June 2007 to Friday 28 September 2007

The Council has recently started to plan for the amount of new development needed in the area over the next 20 years through the preparation of a Core Strategy. The Strategy will help identify the best locations for major new developments and set out what other land uses, infrastructure, services and facilities will be required. To help inform this work the Planning Department is asking the public about where they live.

We would like to ask you about your views on your local area. When we refer to local area we mean within a 15-20 min walk from your home.

This questionnaire can also be completed online by visiting:

<http://consultations.southglos.gov.uk>

❖ Please indicate where in South Gloucestershire you live

Please tick ✓ as appropriate

Filton	
Patchway	
Stoke Gifford/Little Stoke/Harry Stoke	
Bradley Stoke	
Frenchay	
Downend/Bromley Heath	
Emersons Green	
Mangotsfield/Rodway	
Staple Hill/Soundwell	
Kingswood/Woodstock	
Warmley/Bridgegate	
Longwell Green/Hanham	
Oldland/Oldland Common/ Cadbury Heath/Willsbridge	
Yate/Chipping Sodbury	
Thornbury	
Elsewhere (please specify)	

❖ Please indicate which age group you are within. Please tick ✓ appropriate

Under 18 years	
18 – 35 years	
36 – 59 years	
60 – 75 years	
Over 75 years	

❖ Please provide your postcode

Q1. What do you **like most** about your local area/neighbourhood?

Please tick ✓ as many as apply

A	Choice and variety of housing	
B	It's near to where I work	
C	It's easy to find jobs with a decent wage	
D	I can easily commute to work	
E	Good public transport	
F	Shopping and other services nearby	
G	School nearby	
H	Leisure and sports facilities nearby	
I	Social and community activities available	
J	Attractive and pleasant environment	
K	Access to informal green space/public footpaths	
L	Good opportunities to meet/ interact with local people	
M	The area feels safe	
N	Other (please specify)	

Q2 From the options presented in **Q1 (A to N)**, which are the most important to you? *Select appropriate letter*

1 st priority	
2 nd priority	
3 rd priority	

Q3 What do you **like least** about your local area/neighbourhood?

Please tick ✓ as many as apply

A	Limited housing choice	
B	Lack of local jobs	
C	There are only low paid jobs	
D	It is, or would be, difficult to commute to work	
E	Poor public transport	
F	Traffic and congestion	
G	Limited or no services and facilities nearby	
H	There's nothing to do in the area	
I	Little or no green space	
J	Unpleasant environment (e.g. noisy, smelly, dirty)	
K	Limited or no opportunities to meet/interact with local people	
L	Too isolated	
M	Level of crime	
N	Other (please specify)	

Q4 From the options presented in **Q3 (A to N)**, which are of most concern to you? *Select appropriate letter*

1 st concern	
2 nd concern	
3 rd concern	

Socialising with others in your neighbourhood

Q5 Do you meet or socialise with people who live in your local area?

Yes		Go to Q6
No		Go to Q7

Q6 If you answered **Yes to Q5**, where do you normally meet or socialise with local people? Please tick ✓ as many as apply.

A	In your street or neighbours' homes		GO TO Q8
B	Local shops		
C	Local pubs		
D	Local school		
E	Community/village hall		
F	Local church		
G	By attending local groups / clubs		
H	Local park/playground/recreation area		
I	Walking the dog		
J	Organised community events		
K	Other (please specify)		

Q7 If you answered **No to Q5**, would you like the opportunity to meet or socialise with local people?

Yes	
No	
Don't Know	
No opinion	

Q8 Do you think there is a good range of housing in your local area/ neighbourhood?

Yes		GO TO Q10
No		GO TO Q19
Don't Know		GO TO Q10
No opinion		GO TO Q10

Q9 If you answered **No to Q8** please give your reason(s).

A	Not enough flats	
B	Not enough smaller houses	
C	Not enough larger houses	
D	Not enough "first time" starter homes which people can afford	
E	Not enough housing for older people	
F	Other reason (please specify)	

Getting to Work

Q10 Are you currently in employment?

Yes		GO TO Q11
No		GO TO Q18
Full-time student		GO TO Q18
Retired		GO TO Q18

Q11 How regularly do you get to work by bus?

A	Every working day		GO TO Q12
B	Almost every day		GO TO Q12
C	At least once a week		GO TO Q12
D	About once a month		GO TO Q14
E	Less frequently than once a month		GO TO Q14
F	Never used		GO TO Q14

Q12 If you answered **A, B or C** to **Q11**, please give your reasons for doing so. Please tick ✓ as many as apply.

A	I do not have access to a car / other mode of transport	
B	My employer provides a free bus service	
C	My employer subsidises my bus fare	
D	It saves me time (the overall trip is quicker than by car)	
E	It's the cheapest way for me to get to work	
F	There isn't enough space to park my car at/near work	
G	It costs too much to park at/near work	
H	Other reason (please specify)	

Q13 From the options listed in **Q12**, which is the **single** most important reason why you travel to work by bus? Select appropriate letter

	GO TO Q16
--	-----------

Q14 If you answered **D, E or F** to **Q11** please give your reasons for doing so. Please tick ✓ as many as apply.

A	I normally work from home	
B	I have access to a company car	
C	I normally walk or cycle to work	
D	I don't live near a bus stop	
E	There isn't a direct bus service to where I work	
F	There isn't a bus service at the time I need it	
G	I visit other places on my way to work (eg school run, shops)	
H	Time (the overall trip by bus is longer than car)	
I	Other reason (please specify)	

Q15 From the options listed in **Q14**, which is the **single** most important reason why you **do not** travel to work by bus? *Select appropriate letter.*

--

Q16 How regularly do you get to work **by train**?

A	Every working day		GO TO Q17
B	Almost every day		GO TO Q17
C	At least once a week		GO TO Q17
D	About once a month		GO TO Q18
E	Less frequently than once a month		GO TO Q18
F	Never used		GO TO Q18

Q17 If you answered **A, B or C** to **Q16**, please state the names of the stations you use.

Departure station	
Destination station	

Travelling by Bus for non-work purposes

Q18 How frequently, if at all, do you use the local bus service for non-work purposes?

Please tick ✓ one box only in each column.

	Shopping	School/ college	Leisure	Medical Appointments	Other Please specify
Every working day					
Almost every day					
At least once a week					
About once a month					
Less frequently than once a month					
Never used					

Green Space

Q19 Is there access to any of the following Green Spaces in your local area (not including the countryside)? *Please tick ✓ as appropriate.*

	Yes	No	Don't know
Urban Park/Garden			
Children's Play Area			
Sports Pitch/pitches			
Scrub/Grass land			
Playing Field(s)			
Woodland			
Skate Parks			
Cycle Paths			
Useable open spaces within development			

Q20 How would you describe the quantity and quality of your local green spaces and footpaths? *Please tick ✓ as appropriate*

	Good	Reasonable	Poor	No opinion
Quantity (How much)				
Quality (How good)				

Crime and Fear of Crime

Q21 How safe or unsafe do you feel when outside in South Gloucestershire during the **day**? *Please tick ✓ one box only.*

Very safe	
Fairly safe	
Neither safe nor unsafe	
Fairly unsafe	
Very unsafe	
No opinion	

Q22 How safe or unsafe do you feel when outside in South Gloucestershire during the **night**? *Please tick ✓ one box only.*

Very safe	
Fairly safe	
Neither safe nor unsafe	
Fairly unsafe	
Very unsafe	
No opinion	

Q23 How worried are you about being a victim of any type of crime in your local area? *Please tick ✓ one box only.*

Very worried	
A little worried	
Not worried	
Don't know	

Q24 Have you been a victim of any type of crime in the past 12 months?

Yes	
No	

Q25 Please add any additional comments on your answers or about the area where you live.

Please return your completed questionnaire by
Friday 28 September 2007 using **free post** to:

South Gloucestershire Council
PTSE-The Spatial Planning Team
FREEPOST (SWB 243)
Thornbury,
South Gloucestershire,
BS35 1ZZ

If you have any queries about the questionnaire please contact:

Liz Allison 01454 863735 or Pam Walton 01454 863470

APPENDIX 3

Analysis of Responses to Residents' Questionnaire and the Viewpoint Survey

What residents like most about the area where they live

- Across South Gloucestershire an attractive environment was the most important reason for residents liking where they live.
- Access to green space and the availability of shops and facilities nearby are also popular reasons
- Feeling safe was also important
- No real difference between/within the urban and rural areas other than a slight variation in the order of importance of the reasons

Top 5 responses (ranked 1-5 with hatched cell showing the highest priority)

	North Fringe of Bristol	East Fringe of Bristol	Yate	Thornbury	Rural area	South Glos overall	Viewpoint Survey
Shopping nearby	2	2	1	3	5	2	2
Access to green space, etc	1	1	2	2	2	1	1
Attractive environment		3	3	1	1	3	3
Area feels safe	4	4	4		3	4	4
Leisure & sports nearby	3	5	5	4		5	5
School nearby				5			
Good opportunities to meet people					4		
Can easily commute to work	5						

What residents dislike most about the area where they live

- Traffic & congestion and poor public transport were the most important and most frequently cited dislikes that residents have of where they live. This was also the top 2 dislikes of residents in the rural area, and may have been influenced by the high proportion of questionnaires returned from villages close to the Bristol urban area
- The level of crime and environmental pollution is also of concern in the Bristol urban area, whereas in Yate, Thornbury and the rural area the concerns are the limited choice and accessibility of services, facilities, housing and jobs.

Top 5 responses (ranked 1-5 with hatched cell showing the issue of most concern)

	North Fringe of Bristol	East Fringe of Bristol	Yate	Thornbury	Rural area	South Glos overall	Viewpoint Survey
Traffic & congestion	1	1	2	3	2	2	1
Poor public transport	2	2	1	1	1	1	2
Level of crime	4	3				4	3
Unpleasant environment		4					
Difficult to commute to work		5	4		3	5	4
Nothing to do in area			3	2			
Limited services & facilities	3			4	4	3	5
Only low paid jobs				5			
Little or no green space	5						
Limited housing choice			5				
Lack of local jobs					5		

Meeting and socialising with people in the local area

- More people meet and socialise with people in their local area in Thornbury and the rural settlements than in Yate and the Bristol urban area.
- Out and about in the street or in neighbours' homes are the most popular places for meeting and socialising
- Within urban areas, pubs and local groups/clubs are popular.
- In the East Fringe local shops are important meeting places and this possibly reflects the character of this area which is largely based around small traditional town centres
- In the rural area, local shops and the village/community hall are important meeting places

(whether socialise or not and ranking of 3 most popular places)

	North Fringe of Bristol	East Fringe of Bristol	Yate	Thornbury	Rural area	South Glos overall	Viewpoint Survey
Yes	70%	65%	69%	79%	88%	73%	72%
No	30%	35%	31%	21%	12%	27%	27%
In street or neighbours' homes	1	1	1	1	1	1	1
Local shops		3			2	3	2
Community/village hall					3		
Local groups/clubs	2	2	3	3		2	
Local pubs			2	2			3
Community events	3						

Range of housing provision in the local area

- A shortage of 'starter' homes is identified across South Gloucestershire
- Residents of Yate appear to be the most satisfied with the range of housing in their area (although lack of housing choice was identified as an important dislike of their area by these same residents in a question above!)
- The rural area scores lowest in terms of the range of housing, with a shortage of smaller sized houses identified in addition to insufficient starter homes
- A need for housing for older people is identified for the Bristol urban area

(whether range is good or not and main reason(s) why it isn't)

	North Fringe of Bristol	East Fringe of Bristol	Yate	Thornbury	Rural area	South Glos overall	Viewpoint Survey
Yes	69%	61%	71%	58%	45%	60%	73%
No	19%	18%	26%	37%	43%	27%	18%
Don't know / no opinion	12%	21%	2%	5%	12%	13%	9%
Not enough 'starter' homes							
Not enough smaller homes							
Not enough housing for older people							

Frequency of using bus to go to work and main reason(s) why bus is/isn't used

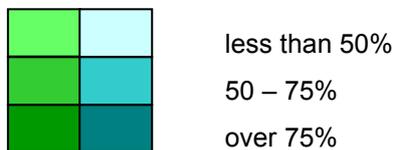
- Commuting to work by bus is very low across the whole of South Gloucestershire. Those who use the bus do so because they have no alternative or there is some time or cost saving.
- The most commonly cited reasons for not using the bus are that there is no direct bus service or bus at the appropriate time, and travelling by bus would take longer.

		North Fringe of Bristol	East Fringe of Bristol	Yate	Thornbury	Rural area	South Glos overall	Viewpoint Survey
FREQUENCY	Every working day	3%	8%	3%	-	12%	4%	5%
	At least once a week	7%	-	5%	-	5%	5%	12%
	Once a month or less	20%	6%	8%	8%	10%	11%	
	Never	70%	86%	84%	92%	73%	80%	83%
REASONS BUS USED	No car or other transport							
	Cheapest way							
	Saves time							
	No parking/cost of parking at work							
REASONS BUS NOT USED	No direct bus service							
	Takes more time							
	No bus at time I need it							
	Need car/van for work							
	Normally walk/cycle							

Access to Green Infrastructure and assessment of its quantity and quality

- Survey responses unreliable (e.g 58% of residents in the rural area have access to an urban park/garden)
- The majority of residents consider the quantity of open space in their local area to be good or reasonable. A slightly lower proportion consider the quality of this open space to be good or reasonable.
- Yate residents are happiest with their open space provision. Those in Thornbury are the least happy, followed by North Fringe residents.

		North Fringe of Bristol	East Fringe of Bristol	Yate	Thornbury	Rural area	South Glos overall	Viewpoint Survey
GREEN INFRASTRUCTURE	Urban park/garden							No directly comparable question
	Children's play area							
	Sports pitches							
	Scrub/grassland							
	Playing fields							
	Woodland							
	Skateparks							
	Cycle paths							
	Useable open spaces within development							
QUANTITY	Good	38%	39%	45%	42%	59%	45%	
	Reasonable	46%	46%	43%	37%	31%	41%	
	Poor	16%	14%	12%	21%	10%	14%	
QUALITY	Good	22%	37%	40%	21%	39%	34%	
	Reasonable	58%	51%	52%	47%	44%	51%	
	Poor	20%	11%	7%	32%	17%	15%	



Feeling safe when outside and whether residents have been a victim of crime in past year

- The majority of residents feel safe outside in South Gloucestershire during the day, although within the Bristol urban area this feeling is not as strong as for residents of Yate, Thornbury and the rural area
- At night, there is a greater safety fear, and it is within the Bristol urban area where residents feel less safe. 40% of residents in the East Fringe feel unsafe outside at night
- The East Fringe has experienced the most crime over the past year and Thornbury the least

		North Fringe of Bristol	East Fringe of Bristol	Yate	Thornbury	Rural area	South Glos overall	Viewpoint Survey
FEELING SAFE IN THE DAY	Very safe	26%	20%	48%	58%	40%	34%	85%
	Fairly safe	60%	57%	43%	21%	50%	51%	
	Neutral	8%	21%	5%	16%	3%	10%	12%
	Fairly unsafe	4%	3%	2%	5%	6%	4%	3%
	Very unsafe	2%	3%	2%	0%	0%	1%	
FEELING SAFE AT NIGHT	Very safe	8%	6%	7%	21%	9%	9%	46%
	Fairly safe	34%	27%	50%	42%	45%	38%	
	Neutral	28%	27%	21%	5%	29%	22%	25%
	Fairly unsafe	20%	23%	12%	16%	11%	17%	27%
	Very unsafe	10%	16%	10%	16%	5%	11%	
VICTIM	Yes	16%	26%	14%	5%	10%	16%	12%
	No	84%	74%	86%	95%	90%	84%	86%

Frequent additional comments from Questionnaire responses

- Care of streets and public areas has declined
 - pavements, road and paths in poor condition
 - more litter
 - increased vandalism
 - dog fouling

- Concern about youths hanging around on-street

APPENDIX 4

Stakeholder Letter

Date: 29 August 2007
Your Ref:
Our Ref: PW/D1/2
Enquiries to: Pam Walton
Telephone: 01454 863470
Fax: 01454 863116
Internet: pam.walton@southglos.gov.uk

Dear Sir/Madam,

THE SOUTH GLOUCESTERSHIRE CORE STRATEGY: A NEW PLANNING POLICY DOCUMENT

In the past you have expressed an interest in being consulted on planning policy documents. I am writing to you now to inform you that the Council has commenced work on the South Gloucestershire Core Strategy.

The Core Strategy is a new form of planning document, which will set out the long term vision for South Gloucestershire and the planning policies needed to deliver the vision over the next 20 years. The Core Strategy will be one of a number of new planning policy documents which together will form the Local Development Framework (LDF) for South Gloucestershire.

The enclosed leaflets provide information about the new planning documents contained in the Local Development Framework and further information about the Core Strategy and the timetable for its production. You may also wish to visit www.southglos.gov.uk/ldf for information on the new planning system. This provides links to the Core Strategy web page and other planning policy documents. These web pages will be updated as progress is made on our portfolio of different LDF documents.

Throughout the production of the Core Strategy the Council will be engaging/consulting with local residents and stakeholders. If you wish to be involved in the preparation of the Core Strategy I would be grateful if you would confirm this by either:

Completing the enclosed form and returning it to the freepost address on the bottom of the form; or

- Emailing your details to us using the following email address:
planningldf@southglos.gov.uk

I apologise if you have received more than one copy of this letter. This is because your details are currently retained on more than one database. This is in the process of being transferred into a single LDF consultee address database. Please ignore any duplicate letters.

If you require any further information please contact a member of the Spatial Planning Team on 01454 863469 or email planningldf@southglos.gov.uk

Yours faithfully,

Pam Walton
Principal Planning Officer,
Spatial Planning Team

Information Note 1
August 2007

THE LOCAL DEVELOPMENT FRAMEWORK

In September 2004 the Government introduced a new planning system under the Planning and Compulsory Purchase Act of 2004. As a result, local plans and supplementary planning guidance (SPG) will be replaced with a new collection of documents together forming the Local Development Framework (LDF).

The LDF is essentially a portfolio of documents comprising of the following:

- **Development Plan Documents (DPDs)**

These are statutory documents:

- Core Strategy DPD setting out the long-term spatial vision for the area and the policies needed to deliver this vision.
- Site Allocations DPDs identifying the sites which are proposed for development.
- Development Control Policies - DPDs updating the development control policies of the South Gloucestershire Local Plan and the South Gloucestershire Minerals and Waste Local Plan.
- Proposals Maps illustrating all the policies in the DPDs. The Proposals Map will be updated each time a new DPD is adopted or amended.
- Area Action Plan DPDs. The legislation allows detailed plans for areas where significant change or conservation is proposed.
- Topic Based DPDs for example a Gypsy and Traveller DPD.

- **Supplementary Planning Documents (SPDs).**

These are non statutory documents for example design guides and development briefs for key sites. SPDs expand on the statutory policies. Previously these types of documents were called Supplementary Planning Guidance Documents.

- **Project Management Documents**

These documents set out when and how local development documents are prepared and review progress:

- Local Development Scheme (LDS) – a three year project plan for putting together the LDF documents.
- Statement of Community Involvement (SCI) - details how the public can influence and comment on planning applications and documents being prepared in the Local Development Framework.

- Annual Monitoring Report (AMR) - reports on progress of the Local Development Framework and monitors the impact of planning policies.
- Sustainability appraisals - each document has to be assessed to make sure it will contribute to sustainable development.

Further Information

Updates on the progress made with the preparation of the documents forming the South Gloucestershire Local Development Framework can be viewed at:

www.southglos.gov.uk/ldf

If you would like any further information please contact:

- The Spatial Planning Team,
South Gloucestershire Council
The Planning, Transportation and Strategic Environment Directorate,
Council Offices,
Castle Street,
Thornbury,
BS35 1HF.

Tel No: 01454 863469;

or

- Email Planningldf@southglos.gov.uk

Information Note 2 **August 2007**

THE SOUTH GLOUCESTERSHIRE CORE STRATEGY

Introduction

The Planning and Compulsory Purchase Act of 2004 introduced major changes to the way the planning system now operates. Under this new system structure plans and local plans will eventually cease to exist and will be replaced by a Local Development Framework (LDF), which will comprise a number of statutory and non-statutory Local Development Documents (LDDs).

An important aspect of the new planning system is an increased responsibility on local authorities to engage and consult local residents and other key stakeholders before draft plans and policies are prepared. This engagement and consultation needs to be meaningful and sustained, with the objective of debating key issues early in the planning process in an attempt to build consensus.

Under the new planning system, there are three stages in the preparation of planning documents:

- issues and options;
- preferred options; and
- submission.

With regard to the Core Strategy Development Plan Document (DPD), South Gloucestershire Council is currently working towards 'issues and options'.

The Purpose of the Core Strategy

The South Gloucestershire Core Strategy is the key planning document which will set out the long-term vision for the area and the policies needed to deliver the vision over the next twenty years.

The document will identify where new development will take place, its type and scale, as well as protecting what is valued about the area. However the Core Strategy will have to be produced within the context of the government's national planning guidance and the requirements of the Regional Spatial Strategy for the South West (RSS). This indicates the level of housing and employment growth which South Gloucestershire will have to accommodate and provides the higher level policy framework against which we must prepare our Core Strategy.

The document will also need to express those elements of the Council's Sustainable Community Strategy and Local Area Agreement that relate to the development and use of land. In addition other strategies and plans which have land use implications will also be

considered. This is in order to meet the Government's expectations the Core Strategy will be a "spatial plan"- i.e. it will work with and express the land use requirements of a range of other key South Gloucestershire plans and strategies.

Work in Progress

The Council has commenced the preparation of the Core Strategy by collecting evidence about the area from a variety of sources. The evidence base is continually being updated.

The Council is seeking information about the area from its residents via an on-line or paper questionnaire. This was advertised in the July 2007 South Gloucestershire News and will form part of the Council's 'Viewpoint' survey which will take place in November 2007.

The Residents' Questionnaire can be completed on-line at:

- consultations.southglos.gov.uk

or a paper copy (returnable by FREEPOST) can be obtained from

- The Council's One Stop Shops
- The Spatial Planning Team. Tel No 01454 863470
- Libraries, Leisure Centres and Sports Centres

The Residents' Questionnaire can be completed up to the end of September 2007.

Timetable for the Production of the Core Strategy

- Pre-production stakeholder engagement July – March 2008
- Stakeholder and community engagement on Issues/Options: April – May 2008
- Publication of preferred options and proposals: January 2009
- Consultation on preferred options and proposals: January – February 2009
- Submission of core strategy to Secretary of State: February 2010
- Consultation on DPD: February – March 2010
- Pre-examination meeting: August 2010
- Examination period: October 2010
- Adoption of Core Strategy: April 2011.

Further Information

Updates on the progress made with the preparation of the Core Strategy and the other planning documents forming the South Gloucestershire Local Development Framework can be viewed at:

- www.southglos.gov.uk/ldf

If you would like any further information please contact:

- The Spatial Planning Team,
South Gloucestershire Council
The Planning, Transportation and Strategic Environment Directorate,
Council Offices, Castle Street, Thornbury, BS35 1HF.
Tel No: 01454 863469;
- Email Planningldf@southglos.gov.uk

APPENDIX 5

List of Meetings with Developers and/or Agents

Date	Developer/Agent	Area of Interest
6 August 2007	Agents for the Cribbs Causeway Village Consortium	Land to the west of the A4108 (Cribbs Causeway).
10 September 2007	Pegasus Planning	North east of the Bristol urban area (south of Shortwood and north of A420) within "Area of Search D" identified in the draft Regional Spatial Strategy for the South West.
12 September 2007	RPS/Crest	Land to the east of Harry Stoke within "Area of Search C" identified in the draft Regional Spatial Strategy for the South West
17 September 2007	LPC (Trull)	Land to the south of "Area of Search D" identified in the draft Regional Spatial Strategy for the South West.
18 September 2007	Barton Wilmore	Land to the east of the A4108 (Cribbs Causeway)
21 September 2007	Boyer Planning	Land at north Yate
16 October 2007	Terrance O'Rourke	Land east of the Bristol urban area within "Area of Search D" identified in the draft Regional Spatial Strategy for the South West.
10th January 2008	Alder King	Land within the Bristol North Fringe

APPENDIX 6

Notes from Meetings with neighbouring local authorities

Meeting (A)

Collaborative Working on Minerals - Gloucestershire County Council, South Gloucestershire Council and North Somerset Council

South Gloucestershire Council Offices, Castle Street, Thornbury

9th March 2007

Meeting Minutes

Attendees:

(LA) - Liz Allison (South Gloucestershire UA)
(AD) - Allan Davies (North Somerset UA)
(KP) - Kevin Phillips (Gloucestershire County Council)
(RD) - Robin Drake (Gloucestershire County Council)

Introduction:

(KP) - Introduced the purpose of the meeting. Following GOSW meeting in November 06, GCC are been encouraged to work more closely with its key stakeholders such as districts and neighbouring authorities during the preparation of Minerals and Waste Core Strategies. Meetings have already taken place with most of the Districts in Gloucestershire and a number of other key stakeholders in the County. Furthermore, the submission draft RSS explicitly advises the authorities of Gloucestershire, South Glos, North Somerset and Somerset to explore collaborative working in seeking to resolve a potential shortfall in crushed rock provision from Forest of Dean resource area in Gloucestershire. This meeting will hopefully scope the potential for collaborative working between the “*West-of-England*” authorities of North Somerset and South Gloucestershire.

Update on Development Framework progress:

(KP) – GCC pressing ahead with Minerals & Waste Core Strategies (*Waste Issues & Options available since March 2006 / Minerals Issues & Options available since Sept 2006*) A 3rd revision Development Scheme is in production for submission to GOSW by April 2007. The indicative timetable seeks to move the “*Preferred Options*” for both Core Strategies from May 2007 to January 2008. During this extended period GCC plan to produce a number of detailed evidence reports. A Development Control DPD will be produced following on from the Core Strategies. However, Site Allocations DPDs are less clear. The nature and content of these DPDs will be subject to

the emerging policy of the Core Strategies. Whilst they will be identified in Development Scheme they will include a caveat as to their future production timescales.

(LA) – Strategic minerals policy in South Glos will look to be covered in the emerging Core Strategy. This is planned for “*Issues & Options*” consultation between January and March 2008. A revised Development Scheme is currently with GOSW for consideration. A Generic Site Allocations DPD is planned for South Glos. However, this DPD has not been given a detailed timetable within the Development Scheme at this stage. The existing Adopted Minerals Local Plan (May 2002) will seek to provide the local minerals policy for foreseeable future.

(AD) – Similar to South Glos in that minerals and waste topics will be covered in the North Somerset Core Strategy. A revised Development Scheme has also been submitted to GOSW. North Somerset did originally plan to prepare a Local Waste DPD. However, this has been removed from the timetable until the “*West-of-England*” Strategic Waste DPD has been completed. The “*Issues & Options*” Core Strategy consultation will take place later in the year. However, a series of topic / evidence papers to support “*Issues & Options*” are due to be published over the coming months.

(KP) – Following contact by GCC, Somerset CC has advised that they are not looking to start their Minerals Core Strategy until 2008, with adoption in 2011. As a result they are not keen in contributing to the discussions at present.

Progress on “Saved” Policies:

(KP) – Adopted MLP and WLP in 2003 and 2004 respectively. Therefore, GCC are required to make arrangements for “saving” policies beyond the 3-year transitional period from the commencement of the P&CP Act 2004. Following advice from GOSW, GCC has submitted an informal draft of Saved Policies to them for early consideration. As of yet have not received any feedback, but will be formally submitting a set of Saved Policies to GOSW by April 2007. GCC are proposing to save all Site Allocations and those important local policies for DC purposes. Concern is raised as to the potential policy vacuum should adopted MLP or WLP policies be lost without replacement.

(LA) – A draft schedule of SGC Minerals and Waste Saved Policies was submitted to GOSW in Summer 2006. Feedback has been received on the draft. Waste policies are the key priority for saving beyond the three years. However, mineral policies that will probably go include those for DC purposes, which are repeated in MPS1 and MP2. Other policies that may also go include: AONBs, agricultural land, flood risk and restoration / aftercare. Any site related policies are to be kept including all those for Minerals and Waste. GOSW advised that the schedule does not necessarily need to go through members at this stage and that the April deadline for submitting saved policies will essential “*get the ball rolling*” for negotiations. It is proposed that South Glos saved policies will be put before Full Council in due course.

(AD) – North Somerset only recently starting looking at the Saved Policies issue. Key focus has been on progressing to adoption of the Local Plan. Officers are hurriedly looking at saved policies as an insurance, in case the North Somerset Local Plan is not adopted by the end of the transitional arrangements, in September 2007.

Regional Aggregates – Issues arising from the submission RSS and the apportionment of current National & Regional Guidelines (2001-2016):

(KP) – introduced the background to the local apportionment for Gloucestershire (*i.e.* 39.09 mt of crushed rock / 18.18 mt of sand & gravel), the background behind the MLP and the preferred areas for crushed rock identified within it. KP also discussed the development of the RSS following on from the SWRAWP work on the current regional guidelines. KP highlighted the Capita Symonds Report commissioned by the SW Regional Assembly and the recommendation for further regional work to be done by SWRA. However, regional policy detailed in the submission draft RSS does not take the Capita Symonds Report forward, and instead seeks only to pick out several of the potential options and deliver them as regional policy. GCC have made strong representation to earlier consultation on the RSS concerning this approach. It has also made representation to the EiP panel for the RSS. However, this latter representation has been in the context of Strategic Sustainability Appraisal (SSA) Appropriate Assessment (AA) as there is no examination time given over to the regional mineral policies in their own right. GCC is very concerned as to absence of a minerals session at the EiP and has made this position known to SWRA and SWRAWP.

Nevertheless, mineral policy in the submission draft RSS is in place and GCC must carefully consider how it is going to try and deliver it at the local level. A key driver for this is meeting the “*Tests of Soundness*” for the Minerals Core Strategy and clearly demonstrating conformity with the RSS or why it has chosen to taken an alternative approach. In the context of the shortfall in provision of crushed rock from the Forest of Dean and collaborative working between the key SW mineral authorities, are fundamental policy areas that need resolving.

(KP) – highlighted that the headline issue is the lack of leadership from regional assembly and its reluctance to provide guidance or steer collaborative working to achieve a deliverable solution. There are also timeframes issues concerning each of the key SW mineral authorities (*as already discussed above*). Furthermore, is there the political will for joint working? And, how can strategic / environmental appraisal work be carried out at a sub-regional level without SWRA? For GCC, there is no way it can steer all of this work, as it not best placed to determine the relative merits or demerits, or environmental capacity for areas beyond its own administrative remit.

(LA & AD) – acknowledged the shortfall problem for GCC as identified by Capita Symonds, SWRA and the RSS. They also recognise the problems of delivering collaborative working.

(LA) – highlighted that representations were made by South Glos regarding the proposed shortfall issue and how the region would seeking to deliver collaborative working to both the SWRAWP and the RSS.

(LA) – Nevertheless, over the short-term period to 2016 the re-apportionment of the shortfall in crushed rock provision from the Forest of Dean resource area does not necessarily pose a major problem. It theoretically could be picked up through the existing landbank for South Glos.

(LA & AD) – Potentially any re-apportionment could cause a domino effect for North Somerset having to pick up demand from South Gloucestershire, which would otherwise supply the Bristol urban area. Again in this context North Somerset currently has a sufficient landbank to potentially meet this small increase.

(RD & KP) – Accepting this may be the case; this still doesn't really resolve the longer-term problem of making provision beyond 2016. Basically, viable crushed rock aggregate in Gloucestershire will be completely exhausted by the mid-2020s unless significant new provision is identified. There is nothing in our evidence to suggest that new provision will be found. Therefore a more strategic solution is going to be required to meet longer-term aggregate demand. This solution could represent a continuation of work started by Capita Symonds, which should have been completed by the SWRA for the RSS.

(AD) – Clarified Gloucestershire's position and agreed that a strategic view of local resources, particular those of the West-of-England, Gloucestershire and possibly East Wales will need to be taken. This must be pursued through SWRA at the earliest opportunity. The key concern here is that Gloucestershire is first authority to reach a shortfall position. However, as time goes by this could become a bigger problem affecting elsewhere in strategic / sub-regional area. The introduction of East Wales is also crucial to the study, as this area does not operate in isolation. It has a clear supply / resource relationship.

(KP) – Supported a proposed regional project to look at crushed rock aggregate resources over the strategic / sub-regional area. This proposal will be referred to in the next representation planned for the SWRAWP and SWRA. Gloucestershire will make sure that North Somerset and South Gloucestershire are kept fully informed and involved in any developments on this front.

(AD) – North Somerset would be happy to support this approach.

(LA) – South Gloucestershire also happy to support this general approach. However raise concern that a strategic / sub-regional view should not just look

at this area. But should be much wider across the whole region. The project could a wholesale region review for all crushed rock authorities.

Monitoring Work:

(LA) – Highlighted that some of the reserve figures given for South Gloucestershire in SWRAWP Reports is not a true reflection of remaining reserves as they include unworkable reserves, which in reality will not come forward (*e.g. the wider extent of the Cromhall permission is not likely to come forward as some of it sits under constraints such as the Leyhill Prison complex*). If better reserve information is required, South Gloucestershire can provide these on request. A concern was raised that the SWRAWP report data had been used in the Capita Symonds study.

In terms of monitoring, South Gloucestershire does not undertake much work and only provides a small amount of information for the Unitary Annual Monitoring Report

(AD) – North Somerset operates a similar approach to South Gloucestershire.

(RD & KP) – GCC complete a full AMR for Minerals and Waste including detailed information on landbanks, supplies and reserves. A little surprised at the limited inputs for South Gloucestershire and North Somerset bearing in mind aggregate minerals represent “*core indicators*” for performance monitoring by Government.

(LA & AD) – Confirmed the “60:40” split for South Gloucestershire and North Somerset in terms of provision requirements for the Former Avon area. It is envisaged that this situation will not change in the foreseeable future and will be carried forward for the current guidelines to 2016.

Clay Issues:

(LA) – Cattybrook (operated by Ibstock) is the key brickworks in South Gloucestershire. It is major producer of heritage bricks. Clay sources are from on-site working, imports locally from Shortwood, and other clay extraction sites. Can confirm that Shortwood is being worked out for landfill and stockpiling capacity. The preferred area is currently being used for stockpiling, which has permission for 10 – 15 years. At present there is no evidence of a need for clay to support South Gloucestershire’s brickworks.

Coal Issues:

(LA) – Currently no coal working in the area or evidence that coal working will commence in the future.

(KP) – Coal working very small scale in the Forest of Dean through local free-miners and possible reworking of old colliery spoils. At present economically unviable and coal reworking is constrained by archaeological, heritage and

environmental issues associated with old spoil tips. This also negates secondary aggregate potential.

Waste Issues:

(AD) – Introduced a planned workshop for 18/04/2007. This will look at a site methodology project for the strategic “*West-of-England*” Waste DPD. The project is being carried out by ERM Consultants. Key stakeholders such as neighbouring authorities are invited to attend.

Meeting (B)

South Gloucestershire Core Strategy Cross Boundary Spatial Planning Issues

Notes of Meeting with Neighbouring Local Authorities

Date: 15th October 2007

Venue: The Chantry, The Buckingham Room, Castle Street Thornbury

Attendees: Andrew Lane, North Wilts, Georgina Wood, Stroud, Peter Gilbert, Stroud, Sarah Street, Glos CC, Richard Walker, B&NES, Sarah O'Driscoll and Michael Legg, Bristol City Council, Celia Dring, North Somerset, Barbara Maksymiwiw, Patrick Conroy, Liz Allison, South Glos.

Purpose of event:

To achieve effective spatial planning it is critical that our Core Strategy at the I&O stage fully recognises issues that will have a cross boundary dimension both physically and in the development and application of policy. To this effect, we are keen to explore with our neighbouring LPAs how they view spatial planning issues matters that go beyond our administrative boundaries/ applied consistently. Our objective is to reflect and recognise these in our I&Os as key discussion points to inform our emerging Core Strategy vision and objectives. To assist in fully appreciating the extent and scale, our 'front loading / pre-production stakeholder engagement strategy has targeted the need for specific dialogue with our adjoining LPAs as the basis of beginning to inform our understand of the degree to which cross boundary issues should be reflected and emphasised in our Core Strategy at the Issues and Options stage.

Key Matters

1). South Gloucestershire Core Strategy timetable

South Glos Core Strategy timetable identifies the production of Issues and Options by April 2008. This will be based on expressing issues and challenges for a new strategic policy framework to manage land use change up to 2026 and options for the location and distribution of growth arising from RSS. Locations for new urban extensions / meeting RSS growth will be shown as red edges + supporting strategic policy framework for their delivery through the production of Core Strategy and Proposal Maps.

2). RSS Expected growth levels / locational strategy

Currently draft RSS indicates 23,000 new dwellings in South Glos between 2006 and 2026. Emphasis on RSS is for this to be located within Greater Bristol urban area administered by South Glos + new green field urban extensions as shown on RSS at Policy SR4 and Figure 4.1 based on the urban containment SSCT first model. The role of Yate and Thornbury is not

currently considered by RSS to play a major role in accommodating growth. Likewise the same applies for lower tier settlements and villages.

South Glos while broadly accepting the locational strategy and SSCT / urban extensions first model, at the EiP have challenged the overall growth quantum. Our alternative proposal was to suggest 21,500 dwellings with greater flexibility to test through our LDF the role and function of Yate/ Chipping Sodbury and Thornbury as complementary locations for growth, proportionate to their scale and function in the settlement hierarchy. We also challenged the scale of opportunity within the two areas of search for new urban extensions (Areas C and D) and suggested a third area of search at south of the M5 at Cribbs Causeway.

As with all LPAs, South Glos is awaiting RSS EiP Panel Report, with expectation that the over scale of growth may well be increased. The Core Strategy is currently being prepared on basis of draft RSS + EiP. However, options for accommodating growth must sufficiently flexible to suggest ways in which South Glos might respond to the RSS EiP Panel recommendations should they recommend higher dwelling numbers.

3). Identifying cross boundary matters within our Core Strategy Issues and Options document / emerging visioning work.

As identified above, this is a critical component of effective spatial planning. Appreciating the view points of our adjoining LPAs will contribute to better informing and evaluating the issues and challenges South Glos faces in planning sustainably for the growth identified in RSS. It will also help to make sure, we identify at a very early stage and plan accordingly for land use issues that have strong cross boundary impacts.

4). Identification of key cross boundary issues

Smaller settlements/ rural strategy

It is recognised that most of these places perform as dormitory settlements. The challenge is to what degree we can/ should be promoting smaller settlements as mixed use/ improving their degree of self containment. RSS only identifies a very limited amount of new growth + is not seeking to displace housing that should be meeting urban needs to more rural locations. The amount of growth the RSS identifies to these places in South Glos is unlikely to alter their essential characteristics. Nonetheless, this is not to say that development aimed at niche housing sectors + employment based development would not help benefit many of these communities. Thinking in Stroud is more focused on achieving settlement and community vitality by promoting employment/ mixed use development than reliance on housing. Safeguarding of employment sites needed to protect from switching to housing.

Role of Yate/ Chipping Sodbury

General view was that Yate/ Chipping Sodbury performs as a second tier settlement and has degree of influence over its locality. There is a good range of facilities and services + employment base. Growth in Yate/Chipping

Sod that remained proportionate to the settlements role and function was considered not to impact on development/ spatial strategies in either Stroud, North Wilts or Bristol. Exploring and testing options for growth at Yate/Chipping Sod would it was considered, result in little 'harm' to the RSS spatial strategy.

Role of Thornbury

General view was that Thornbury was probably more of a dormitory settlement than Yate/Chipping Sod. However, as a market town, it retained a reasonable level of services and facilities. Development focused on supporting the social and economic fabric of the town, would again not significant 'harm' the RSS spatial strategy.

Green Belt

Position of South Glos was that the outer GB should be extended north of Yate and Thornbury. This was generally considered to have little impact on adjoining LPAs. In terms of inner GB, this would be reviewed as part of new urban extensions. At present, some uncertainty about how the RSS will guide this. Awaiting EiP Report. As part of identifying new urban extensions, South Glos would also identify the future extent of the inner GB boundary. Approach considered sensible and pragmatic.

Settlement Boundaries

Should South Glos retain, add to or reduce number of places with SBs. If place not identified for growth, what role and purpose does the SB perform. Why do we need to retain a SB where it indicates in principal that development will be considered. Similar issues being considered in North Somerset and North Wilts.

Employment/ Regeneration

RSS has identified 92,500 new jobs for the whole West of England area by 2026. This is not split by the four UAs. BCC have already identified the delivery of 64,000 new jobs as a target in their Core Strategy. South Glos has significant existing in built capacity for job creation from existing stock of allocated/ committed employment land. There may be a need to work more closely with Bristol to better understand their thinking on job generation.

Older urban areas in South Glos – Staple Hill, Kingswood, and Hanham face issues with retaining employment base. Greater emphasis on safeguarding employment sites in these localities.

Bristol has number of underperforming communities that border South Glos. While main policy imperative of RSS/ BCC is to promote South Bristol, this must not overlook other places. South Glos identified cross boundary issues at Stoke Gifford/ Locklease and Filton + Staple Hill, Kingswood and Hanham as particularly significant. It is important that both Core Strategies have policies that will support the regeneration and accessibility to services, facilities and employment and strengthen the social and physical linkages.

The future role and function of the Emersons Green Science Park will also have a cross boundary impact. The site is allocated in the SGLP with work advanced on a planning application led by the SWRDA. Job generation is forecast to be in the order of 6,000 jobs. The proposal is a key strategic element of the wider sub-regional economic strategy of the WofE/ SWRDA. However, its success could have impacts on South Bristol and Weston regeneration. South Glos will need to balance and explain these competing issues as part of its Core Strategy.

Cribbs Causeway

South Glos Core Strategy has identified the role and function of Cribbs as a major spatial policy and land use issue. What Cribbs currently is, and what future potential it has, are considered key issues to discuss through the Core Strategy. In this respect, options to achieve a more diverse, locally orientated and accessible place, linked to future urban extensions on land south of the airfield and west of the A4018 are also interlinked. How Cribbs develops and how it relates to Bristol will be key cross boundary issues. Also, the retention of an operational Filton Aitfield will have wider sub-regional, regional and quite possibly national implications. Important all key stakeholders fully engaged in the debate about the role and function of Cribbs.

Area Search D

This is an extensive area of search from Emersons Green to Warmley east of Kingswood. Its ability to create a cohesive, functional and sustainable new communities(s) will be challenging. The vision for this and the strategic planning policy framework and spatial extent will be a key task for the Core Strategy. South Glos will be inviting adjoining LPAs to be involved in this work. Particular issues and challenges will be promoting a sustainable and achievable transportation strategy, making sure employment remains in balance with housing growth, protecting the areas key environment assets and delivering housing growth within environmental limits.

Sevenside

With significant flooding, habitats, environmental protection issues, historical consent provisions and a strategic employment role, Sevenside requires a Core Strategy policy framework for its long term development that builds on the existing SGLP Policy E2 approach. Key cross boundary issues identified will relate to its relationship with Avonmouth, the Bristol Port Company, the type and scale of employment/ energy generation, flooding and impact on the fragile ecosystems and habitats which are afforded international and national protection. Important all key stakeholders fully engaged in the debate about the role and function of Sevenside.

South Gloucestershire Spatial Planning Team, November 2007

APPENDIX 7

Attendees at Workshops

1) South Gloucestershire Councillor and Parish/Town Council Workshop 8th October 2007

Attended by

11 Councillors

And representatives from

Almondsbury Parish Council
Alveston Parish Council
Aust Parish Council
Bradley Stoke Town Council
Cromhall Parish Council
Downend and Bromley Heath
Parish Council
Filton Parish Council
Frampton Cotterell Parish Council
Hawkesbury Parish Council

Patchway Town Council
Pucklechurch Parish Council
Stoke Gifford Parish Council
Tormarton Parish Council
Tytherington Parish Council
Wickwar Parish Council
Winterbourne Parish Council
Yate Town Council
Staple Hill Regeneration Group
Yate Community Plan

2) Key Stakeholder Workshop 9th October 2007

Attended by representatives from

BAe Systems
Barton Willmore
Boyer Planning
Bristol Water
CSJ Planning
Environment Agency
Forest of Avon
GVA Grimley for the Highways
Agency
Home Builders Federation

HomesWest
LPC(Trull)
Pegasus Planning
PRS Arriva Ltd (Sevenside).
RPS
South Gloucestershire CPRE
South Gloucestershire PCT
South West Regional Development
Agency
Terrance O'Rourke

APPENDIX 8

Summaries of Notes from the 3 Workshops -

- 1) South Gloucestershire Council Inter-departmental officer
Workshop 18th June 2007
 - 2) South Gloucestershire Councillor and Parish/Town Council
Workshop 8th October 2007
 - 3) Key Stakeholder Workshop 9th October 2007
-

A. Visions

Vision for North Fringe of Bristol

Green Infrastructure

- Private open space/landscape is a problem – need to involve owners of those areas in talks to open up these spaces to people.
- Issue of who pays for/maintains open space in the long term.
- The existing open space in Stoke Gifford is flat and boring. Lacks facilities except for playing fields.
- Need to ensure good accessibility to open areas. It should be located close to housing and be overlooked for security reasons.
- Smaller areas should be provided. “Urban parks” with facilities, for example tennis courts.
- But there should be a mix of open space including some quiet areas, areas where there is clean air and areas for wildlife.
- The locations for open space should be identified by the community and not just be the areas of land identified by developers.

Centres

- Need as many local facilities as possible.
- Huge amount of potential for daytime/early-evening spending due to level of population in the North Fringe (workers not residents).
- Providing day-to-day services is a completely different issue to providing cultural and entertainment services, i.e. the need is more for day to day services, and this should be borne in mind.

Transport

- Transport links poor at present, so this will need to be addressed.
- More public transport not just road widening.
- More use of existing rail network. The local network is hugely under-exploited.
- New communities could be built near to radial public transport routes

- There was concern that new large scale development in the vicinity of the M32 would just create additional congestion. Additional road infrastructure would lead to more cars.
- Therefore new funding was required for other modes and non car infrastructure. This new infrastructure should be provided first.
- The provision of rapid transit in the North Fringe was considered to be a requirement.
- Integrated public transport provision considered to be key. Need for the provision of bus lanes and bus priority.
- Council subsidies on bus routes should be considered. However there is a need to ensure that subsidies are not used on well used routes for example those used by students.
- Filton College draws people in from a very wide area this causes traffic and parking problems and this needs to be addressed.

Design

- Need to find out what is distinct about local niche areas.
- Hard to create one character for the North Fringe. Hard to give residents a sense of locality when there are several regionally significant developments there.
- Alliances need to be created.
- Overall vision for the area required and should recognise that it is urban and should have character and facilities of a modern urban area.
- The design of and the materials used in new development should be contemporary, incorporating energy saving/efficiency.

Community Facilities

- Need for community facilities to be provided in new development.
- It was noted that some existing community facilities in the area are not adequate, for example youth facilities in Filton.
- Need for community (dual use) schools, but it was acknowledged that this could only happen if agreed by school governors.
- Suggested that the Mall area is utilised as a centre for youth provision, but it was acknowledged that the need for profit may prevent this.

Vision for East Fringe of Bristol

Communities

- All neighbourhoods/communities should have a small hub of social and retail facilities linked to bus services
- Need a formula for what makes a sustainable community to follow when creating new communities
- Staple Hill traders are struggling. To ensure that Staple Hill continues to be a vibrant shopping centre planning policy needs to protect retail uses and employment uses around the High Street. Traders do not see a need for a traffic scheme like that at Kingswood High Street. Staple Hill's environment needs some investment. A parish council for

the area would be one mechanism for raising and spending money on the local environment. Without a parish the Council needs to invest in the public realm.

- Staple Hill wants to retain its range and diversity of convenience shops and not become “another Downend”.
- Un-parished areas lose out on community consultation and local action, need to find a way to address this to strengthen urban communities.
- Need to “stabilise” existing areas and halt economic and social decline.
- Town Squares are a good idea as long as they are well designed and maintained.
- There needs to be hospital facilities for the new population to avoid going to Bath

Housing

- New housing needs to be in a variety of tenures including fixed rental
- Social housing is currently concentrated into separate areas which are often areas of deprivation. Social housing in future needs to be “pepperpotted” to avoid this situation being exacerbated in existing areas or created in the urban extension.
- New facilities provided alongside large scale new development needs to be accessible for existing communities as well as the new urban extension. The small scale “infilling” type development in urban areas needs to contribute to infrastructure needs of the communities.

Green Infrastructure

- The urban extension in the East Fringe could provide the opportunity to increase access to green infrastructure and add value to existing green areas.
- “Green constraints” in the area for example commons, conservation areas, community forest land could provide great opportunities for enhancing the new development.
- There is a deficiency of green infrastructure in the existing east fringe urban area. The existing urban area should not be degraded by developing the remaining green areas.
- Integrating the new urban extension with the existing urban area will be difficult because of the Avon Ring Road. Green infrastructure provides an opportunity to achieve some integration.
- The green spaces need to be connected to make more green corridors/linear parks
- Village green type green spaces would help to give a sense of community identity to individual neighbourhoods.
- The ridge between Pucklechurch and Emersons Green needs to be protected to separate the settlements and as a landscape feature

Employment

- The existing urban area has low employment provision. Should the new urban extension provide more employment or should travel to the North Fringe, where there are more jobs, be made easier.

- The RDA through the RSS promotes mix development in all the urban areas and extensions. Employment should be complimentary to the science park development at Emersons Green.
- It was acknowledged that new development would need to be of a very high standard of design with a wide range of facilities to encourage people to live and work nearby
- Need to ensure that there are the right number of the right sorts of jobs in the right place
- New communities east of Bristol need to include significant employment including small scale uses.
- Need to protect small business/workshops as these are being squeezed out by housing.
- Need to make a clear policy statement that employment uses cannot be converted to residential so as to reduce the “hope value” on employment land which disadvantages small businesses.
- Need to attract businesses back into the existing urban area.

Transport

- Given the existing journey times, inappropriate use of rural roads to gain access to M4 Junction 18 and congestion in the East Fringe and in the light of the amount of proposed new development there is a huge need for a new motorway junction on the M4, although it was noted that there was no support for this from the Highways Agency or the RSS.
- A lot of people from the East Fringe work in Swindon and so access to the M4 is important
- There is a need for the Council to check that the options which they have on the land adjoining the Avon Ring Road for use for rapid transit are not due to expire shortly.
- Development needs to contribute to public transport for routes to the North Fringe and into Bristol.
- Park and Ride facility required with provision of associated bus priority on routes.
- There is a relationship between the East Fringe and Bath, particularly in relation to employment and education, which has transport implications and this needs to be addressed.
- Roads from the East Fringe to Bath are unsuitable for the amount of traffic. Need to improve public transport alternatives radically especially with proposed increase in housing.
- Rat running through all the villages to the East of the urban area to the motorway and Bath is a real problem and needs to be solved
- Any new development should have a decent transport infrastructure which should be delivered before housing is built
- New development in the urban area as well as the urban extension must provide a significant improvement in public transport.
- The amount of travel to Bath needs to be acknowledged and the possibility of a tramway type service between Bath, the East Fringe and Central Bristol along the old railway lines must be investigated as it would be such a significant improvement to the current situation and ambitious solution is required.

- Need a good understanding where people are travelling before public transport provision is planned, including Park and Ride
- Most people in the East Fringe work in Bristol and would like to be able to get there quicker
- Improvements in the transport system could help struggling areas.
- There is no safe walking or cycling route to Pucklechurch. This means everyone needs to get in a car to go anywhere even though distances are short. This link will be even more important once the Emersons Green East development is built.
- Traffic calming on rural roads does not make walking easier you need designated space to walk.
- Need to provide walking routes to employment areas.
- Need to analyse where people are travelling to, before you can successfully plan for a Park and Ride system.

Design

- Developers need to sign up to the Core Strategy agenda of high quality urban design.
- Density influences the amount of green space that can be retained. It is important that Master Planning takes place and that this incorporates different densities to reflect the area's different characteristics.
- Contemporary design incorporating energy efficiency/conservation welcomed. But concern expressed that sometimes there is reluctance by elected members to support this type of design. There was also concern that new technology was not always reliable.

Centres

- It was noted that there were a number of declining shopping centres in the East Fringe. Public transport from the new urban extension to these centres should be provided to support them.
- Small neighbourhood centres in the new development supported. These should include library, schools and health facilities. Such centres would encourage community development.
- Large supermarkets with large car parks not supported.
- Sites for religious use should be identified.
- Community facilities should be designed so that they can be used by lots of different groups.
- Deliverability of small centres and facilities a problem. Requires the Master Plan and Section 106 Agreements to clearly specify the number of dwellings that can be built before the development must provide other facilities, such as small shops and health facilities.

Master Plan and Section 106 Agreements

- A Master Plan should be developed along side the production of the Core Strategy to ensure that delivery is speeded up and all Section 106 Agreements are clearly identified.
- The Core Strategy should clearly identify the Section 106 Agreement requirements to ensure quicker delivery.

Vision for Yate/Chipping Sodbury

General

- From sustainability point of view there is a need for more development, but it must be relative in size and not swamp the town.
- Ensure that Yate is a self contained market town. Recognise its importance for surrounding areas
- Need to improve access to and from Yate
- Need a positive stance on growth, in particular
 - To attract more employment, offices etc
 - To provide opportunities for employment growth
- A retail survey would provide information to support role of Yate and Thornbury
- Work to reduce the 'stigma' attached to Yate as a location to live and work
- Introduce change and choice to encourage people to stay, rather than people staying because they can't afford to live elsewhere

Employment

- Widen the employment base/maximise diversity in number and type of jobs and dilute concentration of blue collar jobs

Housing

- Provide housing that is affordable
- Provide housing to help strengthen employment base and opportunity

Yate Station

- Better public transport linkages to/from Yate station – improved reliability, capacity and routeing around Yate
- Improve car parking at Yate station
- Fully recognise the potential of the station and scope for turnback facility

Park and Ride

- Re-instate park and ride proposal at Nibley

Leisure

- Improve choice of leisure facilities. There is no leisure apart from leisure centre – in particular, pubs, cinema and bowling alley, night time/evening leisure such as restaurants, etc in town centre

Chipping Sodbury

- Strengthen role of Chipping Sodbury as local centre and broaden its choice

Education

- Raise educational aspirations especially in South Yate

Vision for Thornbury

- There should be some development in Thornbury. Need better integration between employment and housing
- The public transport infrastructure needs a more joined up approach, e.g. better bus timetabling

Vision for Cribbs Causeway area

- Operational integrity of Filton Airfield is a key feature of any future development. With 30,000 flights per annum, 80% which take off in a westerly direction and 6,500 people employed at the Filton and Patchway works, any future development on Greenfield sites to the south and west of the airfield must not prejudice the long term viability of the airfield.
- The development of greenfield sites to the south and west of the airfield should create new communities that relate well to the existing residential and commercial areas. The living and amenity conditions of residents occupying new homes should be of paramount consideration.
- Development in this locality offers the potential to strengthen the role and function of Cribbs Causeway. For example the opportunity to expand its role as a local centre, improve public transport linkages and connections.

Vision for Rural Settlements

- Any development needs to be proportionate/appropriate to the scale of the village. In particular need to retain the character of villages.
- Use parish plans, etc to help respond to local need – especially in smaller areas – and community aspirations.
- Development in villages could provide opportunity for improvements to public transport and infrastructure
- Any growth needs to be supported by infrastructure – including improvements to the road infrastructure

Housing

- Affordable housing is key
- Potential to reduce the threshold for seeking affordable housing through new development (from 5 to 3 for example)
- There needs to be further thought given to development in gardens and the detrimental impact this has

Employment

- A need for a policy ensuring the protection of employment sites in villages – potential problem is the type of employment
- A need to link employment with growth in villages

Facilities

- There is a need to increase provision of formal facilities for children and teenagers
- There is a need to increase provision of formal facilities for the ageing population

Transport

- Public transport is not popular/seen as a viable option due to infrequency

Vision for Severnside

- Deliver the area's full potential as a regional focus for large single format distribution end users which make the best use of the locality's road and rail connections.
- Minimise disturbance to the areas of ecology and habitats.
- Respond to the potential to promote the generation of energy (from renewable sources).
- Maintain functional flood plains that employ engineering solutions to facilitate the area's development.
- Deliver growth and development in a comprehensive planned way that recognises the cross boundary issues involved.

B. Non-Spatial Issues

Delivering Growth

General Comments

- What is the implication of policies written now for us in 10 or 20 years?
- Sites must be viable for the chosen use.
- The strategic role of sites must be understood.
- Need to know what sectors we want to attract – we need a clear vision for areas not just 1 vision for all S.Glos.
- Multi-functioning communities in which the mix is able to change over time.
- Deal with S.Glos context. We don't just need to put in more housing near where the jobs already are as otherwise we end up with more homogenous communities.
- Choices for S.Glos are limited.
- Core Strategy needs to make the scale of growth clear, so that the public do not just see the tip of the iceberg.
- Single large centre Vs. more local centres.
- Should we just be looking at areas that are already accessible by public transport?
- Need to identify the strategy for S.Glos in the Core Strategy.
- The world does not stop at 2026.
- Need to find other locations for urban extensions, as the RSS areas of search will not be enough.
- New developments need to benefit existing communities: need to 'sell' to the public – effective marketing required.
- Small developments can work together to get funding.
- Bristol Water: S.Glos is well served by the water supply network, so no issues with supply. But there could still be an issue with flooding in high density development.
- Can S.Glos even take high density 'city centre' type developments, given its context?

Locational strategy for further development

- Planning has a role in ensuring the proximity of housing and employment to give the opportunity not to travel long distances.
- Sequencing of delivery in the Bristol area to ensure regeneration in southern Bristol and Weston could be done, but should not be required because of the very long time scales required to bring forward large sites.
- Need to include development in smaller settlements – not just the urban fringe.
- Recognise room for growth in smaller urban areas
- Concern that villages on urban fringe retain their character and local distinctiveness and do not get swallowed up by urban extensions

- Some urban areas should be looked at for redevelopment – Staple Hill etc
- New development can't all be pushed to the North Fringe area
- Local requirements of market towns etc should not be ignored. Important to appreciate role and function of Yate and Thornbury and villages.
- What does the Roger Tym Report prepared for RSS say about the market towns?
- Regenerate area of east fringe – Staple Hill, Kingswood etc
- Need development in villages – to retain/enhance services & meet local needs
- Should not aim development at the villages in transport terms.
- Towns need 'new blood' coming in, to improve viability and vitality, provide affordable housing etc

Urban Capacity

- Need to understand what the urban capacity really is, so the right balance of densities can be achieved.

Green Belt

- Maintaining the Green Belt is important and there may be an opportunity to extend it.
- Not happy with losing green belt for increased housing provision

Developing a Community

- The Core Strategy should state what kind of communities people want to live in.
- The challenge for planners is to ensure that what is built on the ground enables a community to develop. And to ensure that wider interests are involved. The average volume house builder is not really capable of doing this. Need to ensure mix of age groups. The Core Strategy needs to ensure the right mix and tenure of dwellings, employment and other facilities, including retail.

Delivering development

- S106 process needs to be sorted out at Core Strategy level for the major urban extensions to speed up delivery process.
- Joined up thinking on the Core Strategies for the West of England is essential especially on the urban extensions.

Design

- Design and urban design is crucial to the success of the built environment in addressing issues such as energy efficiency and healthy environments this has been improving over recent years.
- Community gardens Vs. private individual gardens.

Improving Existing Communities

- The issue of commuting to work will not be addressed by co-locating housing and employment – this is too simplistic an approach
- Greater effort needed on making the public transport system work
- Council needs power to influence developers as to ‘what’ is actually built
- Problem of declining town centres. How can this be tackled? Should the Core Strategy just accept that people will drive to shops and supermarkets? It was noted that the suggestion had been made elsewhere that the Section 106 Agreement attached to any new supermarket permission should require the supermarket to fund and service smaller shops in its vicinity; thereby protecting smaller shops and smaller centres.
- It was considered that the retail hierarchy was working in many areas. And it was acknowledged that comparison shopping was more challenging.
- Gloucester Road, Bristol was considered to be a good example of a shopping centre that works – many small shops and public transport to other destinations. Mix of uses horizontally and vertically was considered to be a key factor.
- The Core Strategy should look at existing communities and identify opportunities for improvement and change.

Tackling Congestion and Improving Accessibility

General

- South Gloucestershire Council’s contribution should be to ensure that alternatives to the car are in place - be ahead of the game.
- People will only use public transport when it is financially beneficial – when it is cheaper than using the car.
- A need to ensure that new development is of sufficient size to provide the “critical mass” which will give the opportunity for public transport to work thus impacting on climate change. But concern that some settlements will be adversely effected, e.g. Thornbury may “die” if new development is not allowed.
- Need to complete the Ring Road to the south of Bristol in order to ensure the regeneration of south Bristol.
- Regret that a new junction on the M4 connecting to the Ring Road was not supported by the Highways Agency or the RSS
- Engage more closely with public transport providers in developing policies in the Core Strategy – effective public transport will help to address climate change issues
- Comprehensive strategic transport system over the West of England area is required
- High densities are needed to encourage provision and use of public transport (urban rather than suburban form).
- Political support must be increased for high density, car free schemes.

- Changes to travel patterns are also to do with cultural and attitude changes

Congestion

- Congestion problems vary across S Glos.
- Public transport is key to addressing congestion.
- Public transport needs to be bus based.
- Good idea for us not just to reduce congestion but also car travel as well.

Reducing car travel

- Home-working and hot-desking by employers is to be encouraged to reduce commuting

Rail

- There should be free parking at railway stations
- Larger parking areas should be provided at Stations, particularly at Parkway.
- Cheaper train travel at all times .

Light Rapid Transit

- Need for LRT into Bristol.

Buses

- Need for integrated bus system with both radial and orbital routes.
- Encourage the use of “company buses” to transport employees.
- Detailed design/layout of individual development will help to ensure that bus stops etc are well used (frequent, easily accessible bus stops are needed).

Park and Ride/Park and Share

- Need to provide additional Park and Ride facilities serving Bristol
- Insufficient facilities for Park and Share at Junction14 M5 and Junction 18 M4.

Rail

- Promotion of rail potential: Charfield, Patchway, Severn Beach, Filton

Cycling

- Safety issues are a concern.
- Need for safe segregated provision for cyclists on road and where sufficient room available shared space on pavements. This will require the control of car parking on pavements.
- Provision of “Cycle Banks” in South Gloucestershire- plastic card pre-pay system which enables the pick up of cycles at different locations.
- The Council should have a larger budget for cycling and walking to encourage these modes of transport
- More funding should be provided for commuter cycle routes.
- Additional cycle lanes should be provided

- Need to design for cycling and walking at a strategic and site design level including bike storage.
- Need to provide for long distance cycle routes for commuting.
- Cycle lanes required from Yate to Bristol.

Journeys to School

- Children should be picked up by school bus to reduce travel by car. Others suggested that this should be a mandatory requirement.
- Parents should walk their children to school

Integrated Transport Systems

- Need for better coordination of public transport services to enable integration.
- Need for easy pay system for the use of public transport which facilitates integrated use of different types of public transport.

Image of Alternative Modes of Transport to the Car

- The image of public transport, cycling and walking should be improved.

Section 106 Agreements

- These Agreements should ensure that public transport/cycling/walking provision and funding should be required/provided before house building commences.

Pool Cars and Cycles

- Employers should be encouraged to provide pool cars and cycles.

Freight

- Freight parks/distribution centres with train access needed, to remove freight from the roads.

Continued Economic Prosperity

Airfield

- continued operation is critical to continued economic success.
- Huge impact if lost
- Rolls Royce East works – will offer a range of employment opportunities

Skills

- Training and Retraining required across all sectors and age groups.
- School Curriculum doesn't encourage practical skills
- Skills gap could constrain economic growth.

Transport

- Need effective public transport links residential areas to employment areas.

- Improve transport into areas with best prospects of employment growth e.g. North Fringe.

Job opportunities/employment land

- Need better balance of jobs across area (e.g. Bitton lost 1,000 jobs and closure of Keynsham chocolate factory will also impact on southern end of District).
- Local job opportunities/employment sites need to be retained – Kingswood area and Yate).

Manufacturing jobs

- Manufacturing still required to provide for growth and for range of employment opportunities.

Voluntary Sector

- Important but suffers from lack of affordable office space – high cost in Bradley Stoke.
- Voluntary sector can benefit from Business rate relief at discretion of Council.

Farming

- Pressure on industry – Losing young people from rural areas.
- Investigate scope for charitable trust approach to generate employment opportunities and affordable housing in rural areas.
- Potential to make more of meat processing (lamb) to add value and create local jobs.

Pockets of need

- Identify and focus attention to areas of deprivation in urban and rural areas.

Retail Centres

- Some local traders (Staple Hill) feel rental values increased where planning –permission granted for change of use etc and flats – reduces viability.
- Concern that charity shops have competitive advantage.

Providing Housing for All

- All community housing should include the most up-to-date environmental features as an example/as standard, not built 'on the cheap'.
- South Gloucestershire Council to identify every single acre of land available and owned by SGC, with a view to house building
- No two bedroom houses should be built – young people get stuck when a family come along – unable to afford a three bedroom house, and no longer qualify for a three bed affordable house

- What actually is affordable housing? Standards of 'what is affordable?' should be set on local level, by ward/parish? 'Affordable' to people in Yate may be different to 'affordable' to people in Olveston.
- The population is getting older and living longer and therefore will have different needs for example sheltered accommodation. The Core Strategy should also consider the requirements of existing communities.
- Density of development considered to be a key factor in making areas work, but also requires the provision of facilities and links, within walking distance. There was some thought that density may be becoming too important and may be a blunt instrument if not used together with other objectives.

Improving Health and Well-being

Health Care Provision

- Need to increase access to GP's and Dentist's – potential to set standards for distance to health care facilities
- Need to co-ordinate health care provision, and provide more than basic GP surgery facilities at Surgery's (for example Filton) – Cottage Hospitals
- Need to increase health care provision in the home

Open Space, Sport and Recreation provision

- Need for dual use of school sports facilities – using 'experts' to coach in schools and out of school clubs and expand the types of sport provision available
- Increase the provision of open space, sport and recreation facilities for younger and older children
- Increasing participation of activity will result in less health problems
- Increase spending on public rights of way and cycling
- Need for greater protection of open space
- Green Infrastructure – this must be provided in a holistic way looking at all types of green uses, formal and informal recreation, landscape, biodiversity etc as this increases quality of life, health and a pleasant environment encourages walking and cycling.
- Youth provision needs to be planned in the provision of green infrastructure

Well-being

- Need to increase community cohesion
- The lack of bus/taxi tokens reduces wellbeing
- On street parking reduces the ability of cyclists to use roads
- The proximity of footpaths to major roads reduces their attractiveness to pedestrians
- Make footpaths wider and further away from major roads to encourage walking and cycling
- Quarrying – need to strike a balance between the activity (and the economic need for it) and the impacts (such as air pollution).

Reducing and Adapting to Climate Change

General Comments

- Climate change issue should also be linked with the future reduction in oil production and the need to rethink the oil based economy
- Reducing the speed of climate change will involve change to peoples' life styles and therefore there will be resistance. There needs to be the political will to pursue the objective of slowing climate change. This includes South Gloucestershire Council which needs to incorporate this issue in all aspects of its work.
- There are other major influences on climate change that the Council cannot control – generation and distribution of energy
- Core Strategy should include mechanisms/objectives relating to climate change.
- Evidence is needed of how emissions in South Glos are produced ie differences between industrial, transport and domestic.

Renewable Energy and Energy Efficient Design

- Renewable energy is a good thing but visual amenity and landscape impact are also important considerations.
- Geo-thermal and ground source heat should be promoted on local developments.
- Make micro-renewables a consideration/requirement for local communities.
- Make combined heat and power a requirement for new communities/development
- Build in more carbon neutral homes in all new developments.
- Aim for higher BREAM grade in all development
- South Gloucestershire to set an example e.g in renewable energy production and insulation.
- Wind and solar initiatives should be encouraged through positive planning.
- Essential to have policies in the Core Strategy which will improve the energy efficiency and production of renewable energy in new development.

Flooding

- Development on flood plains is not a good thing.
- Smaller flood plains should be “no go areas”.
- Severnside a special case because of historical permission
- Avoid building on areas at risk of flooding but be realistic about the needs of communities which are located in the flood plain.
- Engineering led design could address flood issue

Water Management

- Better water management eg of run off needed.

Reducing Emissions from Transport

- Efficient public transport infrastructure will reduce CO2 emissions.
- More compact development will reduce the need to travel.
- For rural communities the need to travel by car is a necessity.
- Don't give significant allocations of housing to trans-greenbelt communities.
- Reduce freight mileage.

Protecting Environmental Resources

- Protect higher grade agricultural land

Local Food/Reducing Food Miles

- Encourage more farmers markets within the existing centres.
- Plan seriously for allotments to encourage local food production especially as gardens are getting smaller with increased densities.

Adapting to Increased Temperatures

- Recognise that urban areas are getting hotter. Protect the existing green spaces and make provision for more green space to cool urban areas down.

C. Spatial Issues

North Fringe of Bristol

Current issues

- Traffic congestion
- Congestion and parking are particularly associated with the areas around UWE and Filton College.
- Air quality approaching its upper limit in Cribbs Causeway.
- Rebalancing of the N Fringe still important, need to provide services and support to existing employment role there which should continue (use RDA evidence)

Bradley Stoke

- Functions as a commuter community
- No-where to go in the evening for socialising
- Cribbs Causeway Venue seen as 'out of town' for Bradley Stoke
- Very little open space at present so very important to preserve and enhance what there is.

Filton/Patchway

- There's a redevelopment vision for Patchway centre – centre needs to provide access for basic food groceries
- Concern over loss of family homes through conversion to flats and high density housing on redevelopment sites
- Unbalanced community with high proportion of students and others not paying Council tax
- The BAP tends to be ignored in the urban areas.
- Back gardens need to be protected from development and should be enhanced for their biodiversity value – the BAP should help to do this.
- Water saving/collecting should be looked at more strongly.
- Better drainage systems needed.

The Mall at Cribbs Causeway

- View that there should be a post office at The Mall, although it was recognised that such a facility might jeopardise retention of such facilities in nearby local centres

Issues arising from the development proposed in the RSS

- Pressure for high density and smaller units may lead to housing which is unsuitable in accessibility terms for the elderly and disabled.
- Changing shopping patterns undermines the local and district centres
- Unless older urban areas have the same level of environmental quality and access to services and facilities as the new urban extensions populations will migrate away from them to rural areas, urban extensions or elsewhere.
- Urban intensification (building on gardens, open spaces etc at high densities) will have a lot of potential negative environmental impacts

including: drainage issues, loss of biodiversity and urban heat islands (not currently measured).

- Loss of green infrastructure (parks, playing fields, play areas, gardens, wild areas etc)
- Congestion, noise and light pollution will all be increased both by development within the urban area and from people travelling through the urban areas from new urban extensions to the north and east and from development within Bristol City.
- Pressure on existing motorway junctions from increased traffic from incremental growth within urban areas as well as urban extensions will be severe and problematic.
- Current housing stock may be unsuitable for future residents e.g. the elderly.
- Location of affordable housing – seen as devaluing neighbourhoods.
- Location of gypsy and travellers sites.
- Need for improvements to public transport routes – technical and financial issues.
- Shifting healthcare patterns – more dispersed, community based, closure of Frenchay, need to predict and provide for increased urban population.
- Community cohesion and engagement with changing populations moving into existing areas. Some areas not covered by town or parish councils.
- Threats to existing communities from new communities in urban extensions e.g. increased pressure on services, loss of green spaces adjacent to urban areas currently used for recreation.
- Household size. Smaller dwellings required both for young and for elderly. The current market seems to be providing more for the young than the elderly. Need also to provide family housing in sufficient quantities.
- Crime proofing, need to reduce crime and the fear of crime through design.
- Need to define communities in a way which make sense to the public. This will probably mean dividing the area into small neighbourhoods.
- How do we draft policies which address the needs of each community – the detail and specificity of policies?

Options to address the issues and mitigate negative impact

- For public consultation could define for each geographical area the amount and nature of development over the last 10 years. Then consult the public on what they like and dislike about their area and the development that has happened recently and what they would like to see change.
- Could define the areas where we would try to retrofit and improve services and facilities.
- Need to choose the right balance between high density intensification of urban development and quality of life especially in terms of green space and biodiversity (green infrastructure) so that the urban area continues to be a place where people want to live.

- How much to encourage and provide for walking and cycling as opposed to car related infrastructure.
- Housing and employment mix – Do we continue to protect the existing SGLP safeguarded land or identify and protect employment land in different ways e.g. do we need to identify new employment nodes in existing urban areas? Are some of the areas currently safeguarded no longer appropriate locations for employment?
- What are the options for urban areas which do not currently have district centres e.g. Patchway or Stoke Park/UWE/Harry Stoke?
- Urban areas need a good mix of housing but to what level? Does every street need a mix of housing or a group of streets or wider area? Do we rely on the market or try to control housing mix on a local level?
- All the urban areas need good quality urban design, services, facilities, transport and green spaces so as to attract and maintain populations and increase well being and health.

Urban Extension: M32 Corridor

Current issues

- Identification of this strategic location continues current strategy of 'cooling down' the North Fringe to create a better balance between homes and jobs.
- Area already experiences significant congestion. North Fringe transport package currently being implemented.
- Currently Harry Stoke relief road not identified in SGLP.
- Noise and air quality issues impact on peoples living conditions
- Stoke Gifford / Harry Stoke area is one of the most dysfunctional places in the North Fringe. Piece-meal development over last 20 years has created a locality that lacks a clear centre, sense of place and community identify.
- Existing infrastructure has created severance with too many roads dividing/ breaking up communities
- Historically community requirements have lagged housing and employment developments in this part of South Glos. Currently area lacks cultural facilities.
- Rebuilding of Filton High School is currently planned. This will meet existing education needs. It will not respond to further growth coming forward.
- Patchway Secondary is not currently planned to be re-developed.
- Planning obligations (S.106 agreements) can only address impact created new development. Can't 'retro-fit' other longer standing problems.
- Location is important is strategic landscaping and built environment terms. Location forms important and valued green gateway entrance to Bristol.
- Area contains grade 1 agricultural land

Issues arising from the development proposed in the Draft RSS

- What is the appropriate land use mix and type for this development? Existing homes/ jobs imbalance in the North Fringe would suggest this urban extension should be housing focused, with supporting employment development.
- Important to establish potential capacity of area relatively early as this will establish level and scale of community facilities needed. For example 1,500 dwellings would generate a new primary school. 4,000 dwellings+ would require a new secondary school.
- Stoke Gifford / Harry Stoke locality lacks community focus/ heart. Options needs to be put forward and considered. May be opportunity to use UWE Campus to perform this role or expand/ re-profile Stoke Gifford DC. This may require land swaps to facilitate opportunity.
- Important to appreciate that dual-use of school facilities is not always appropriate.
- Forward projections/ forecasting for Education is good, but needs strategic input to be effective. Modelling does not work well when carry out piecemeal development.
- Landscape setting and context afforded by Stoke Park, Purdown Ridge and surrounding woodlands will need careful consideration if green gateway to Bristol is not to be significantly damaged.
- New infrastructure will be required to deliver urban extension. Important to define role and purpose of any new infrastructure. This may require thinking beyond traditional 'dual carriageway' approach and explore new ways to move people and link communities.
- Phasing and delivery issues need to be worked out. When should the housing be programmed to come forward and how is this related and linked to the delivery of transport infrastructure and community facilities. Comprehensive policy framework linked to a delivery mechanisms will be required if physical and community infrastructure is going to be delivered to compliment the new housing.

Options to address the issues and mitigate negative impact

- Important to set out capacity options for this urban extension. This will help to establish the landscaping, environmental and amenity trade off that will need to be made.
- Green gateway and setting afforded by natural and built environment landscape needs sensitive treatment
- Area lacks community focus/ heart. Options need to be identified to address this.
- Existing physical infrastructure has created severance of communities. Ways need to be explored to minimise the perpetuation/ continuation of this.
- Clarity and understanding is needed about role and function of new infrastructure. This may require thinking beyond dual carriage way approach?
- Comprehensive policy framework linked to a delivery mechanisms will be required if physical and community infrastructure is going to be delivered to compliment the new housing.

Urban Extension - South of Filton runway and west of A4018, Cribbs Causeway

Current issues:

- Identification of this strategic location continues current strategy of urban containment and securing a better balance of land uses in the North Fringe. However, amendment to Green Belt will be needed to facilitate urban extension.
- Area already experiences significant congestion. North Fringe transport package currently being implemented.
- Noise and air quality issues impact on peoples living conditions.
- Runway safeguarding could severely constrain the capacity to develop under the flight path.
- Strategic oil and gas pipelines cross this area.
- Historically the Cribbs area has occupied an urban fringe location poorly related to urban area of Bristol. Over dominance of retail and commercial land uses has created an unbalanced community with little sense of identify or place.
- Existing strong inter-relationship between Cribbs as an employment destination and Henbury and Brenty and places of residence.
- Severance caused by the runway and airfield has reinforced this separation from Bristol.
- Location is important in strategic landscaping and built environment terms. Location forms important and valued green gateway entrance to Bristol. Meadow lands south of Filton runway are 'unique' in respect that they have been largely unaffected by development for over 50 years.

Issues arising from the development proposed in the RSS:

- What is the appropriate land use mix and type for this development? Existing homes/ jobs imbalance in the North Fringe would suggest this urban extension should be housing focused, with supporting commercial/ employment development.
- Runway safeguarding and exclusion zones around oil and gas pipelines could significantly impact on development potential of area.
- Important to establish potential capacity of area relatively early as this will establish level and scale of community facilities needed.
- Requirements for primary and secondary education need to be evaluated. Relationship to Bristol schools is important.
- Opportunities to better integrate this locality to Bristol, while at same time creating a more local community identify for Cribbs Causeway need to be explored and evaluated.
- Local woodland, grassland and meadows are valued environmental assets.
- Phasing and delivery issues need to be worked out. When should the housing be programmed to come forward and how is this related and linked to the delivery of transport infrastructure and community facilities. Comprehensive policy framework linked to a delivery

mechanisms will be required if physical and community infrastructure going to be delivered to compliment the new housing.

Options to address the issues and mitigate negative impact

- This area of search is comprised of two strategic locations. Comprehensive and co-ordinated approach will be required.
- Important to set out capacity options for this urban extension. This will help to establish the landscaping, environmental and amenity trade off that will need to be made.
- Green gateway and setting afforded by natural and built environment landscape needs sensitive treatment.
- Safety issues associated with Filton airfield and runway safeguarding need establishing.
- Linkages and relationship to Bristol needs addressing. Should this urban extension face towards Cribbs or Bristol?
- Role and function of Cribbs Causeway as a place needs to be understood.
- Cribbs area lacks the character of a balanced neighbourhood. New housing development can help address this if planned effectively.
- New development could help make Cribbs Casueway a more sustainable area and better integrated with Bristol. This could help establish more local services and facilities.
- Comprehensive policy framework linked to a delivery mechanisms will be required if physical and community infrastructure is going to be delivered to compliment the new housing.

East Fringe of Bristol

Current issues

- Fear of economic decline caused by replacing employment with housing especially in the East Fringe (see Priority Neighbourhoods Report)
- Changing shopping patterns causing established high streets to lose out to out of town shopping. E.g. Staple Hill/ Hanham trade competing with Longwell Green Retail Park.
- Traffic congestion
- Air quality approaching its upper limit in Staple Hill and Kingswood

Mangotsfield

- Cannot continue with housing growth
- Stretching services
- Growing traffic congestion
- Worried by impact of Emerson's Green East growth
- Will exacerbate issues which are beginning to be evident already

Staple Hill

- Page Park is the only green space in Staple Hill, so is extremely important to protect. Need to preserve the tiny amount of open space that there is

- Tension with immigrants moving into social housing in preference to local people

Downend & Bromley Heath

- Downend town centre losing trade to Staple Hill and Kingswood
- Changing occupancy of town centre shops to charity shops, take aways and restaurants/cafes
- No. 5 bus service from City Centre no longer serves Downend and Bromley Heath but terminates at Fishponds

Issues arising from the development proposed in the RSS

- Pressure for high density and smaller units may lead to housing which is unsuitable in accessibility terms for the elderly and disabled.
- Changing shopping patterns undermines the local and district centres
- Unless older urban areas have the same level of environmental quality and access to services and facilities as the new urban extensions populations will migrate away from them to rural areas, urban extensions or elsewhere.
- Urban intensification (building on gardens, open spaces etc at high densities) will have a lot of potential negative environmental impacts including: drainage issues, loss of biodiversity and urban heat islands (not currently measured).
- Loss of green infrastructure (parks, playing fields, play areas, gardens, wild areas etc)
- Congestion, noise and light pollution will all be increased both by development within the urban area and from people travelling through the urban areas from new urban extensions to the north and east and from development within Bristol City.
- Pressure on existing motorway junctions from increased traffic from incremental growth within urban areas as well as urban extensions will be severe and problematic.
- Current housing stock may be unsuitable for future residents e.g. the elderly.
- Location of affordable housing – seen as devaluing neighbourhoods.
- Location of gypsy and travellers sites.
- Need for improvements to public transport routes – technical and financial issues.
- Shifting healthcare patterns – more dispersed, community based, closure of Frenchay, need to predict and provide for increased urban population.
- Community cohesion and engagement with changing populations moving into existing areas. Some areas not covered by town or parish councils.
- Threats to existing communities from new communities in urban extensions e.g. increased pressure on services, loss of green spaces adjacent to urban areas currently used for recreation.
- Household size. Smaller dwellings required both for young and for elderly. The current market seems to be providing more for the young

than the elderly. Need also to provide family housing in sufficient quantities.

- Crime proofing, need to reduce crime and the fear of crime through design.
- Need to define communities in a way which make sense to the public. This will probably mean dividing the area into small neighbourhoods.
- How do we draft policies which address the needs of each community – the detail and specificity of policies?

Options to address the issues and mitigate negative impact

- For public consultation could define for each geographical areas the amount and nature of development over the last 10 years. Then consult the public on what they like and dislike about their area and the development that has happened recently and what they would like to see change.
- Could define the areas where we would try to retrofit and improve services and facilities.
- Need to choose the right balance between high density intensification of urban development and quality of life especially in terms of green space and biodiversity (green infrastructure) so that the urban area continues to be a place where people want to live.
- How much to encourage and provide for walking and cycling as opposed to car related infrastructure.
- Housing and employment mix –Do we continue to protect the existing SGLP safeguarded land or identify and protect employment land in different ways e.g. do we need to identify new employment nodes in existing urban areas? Are some of the areas currently safeguarded no longer appropriate locations for employment?
- Some of the older high streets e.g. Staple Hill, Kingswood and Hanham are threatened by new shopping areas. Do we continue to allow this decline or re-brand the areas and focus regeneration efforts in order to improve quality and competitiveness and maintain their economic and social vitality? It may be useful to reduce the size of the area protected and concentrate efforts into quality in a smaller geographical area.
- Urban areas need a good mix of housing but to what level? Does every street need a mix of housing or a group of streets or wider area? Do we rely on the market or try to control housing mix on a local level?
- All the urban areas need good quality urban design, services, facilities, transport and green spaces so as to attract and maintain populations and increase well being and health.

Urban Extension: East of Kingswood

Current Issues

- Local Opposition – particularly in the villages to the east of the Bristol urban area.
- Landscape -
 - Views (steeply sloping land)
 - Recreational Value – this area is currently the ‘Playground for Kingswood’
- Highways Agency – A new M4 Junction has been dismissed
- Historic Sites/Conservation Areas
- OH Pylons and Underground Pipelines (Gas/Oil) – need for sterile land around these
- Flooding
- Area contains Railway Paths and Recreational Routes
- Rapid Transport Routes – from this area proposed in the past/possible for future?

Issues arising from the development proposed in the RSS:

- Potentially avoid dispersed development in this area – perhaps put all development in 1 or 2 locations?
- Transport – how will the roads respond to increases in traffic? The current ‘minor’ roads would need building on or new roads provided to deal with volume if traffic. Where would people be attracted to?
- Air Quality Management – development must be at least 20m from the Ring Road
- Respect Recreational Routes in the area already
- Need for sufficient employment provision on site – to reduce travel
- Create a ‘sense of place’ – a very difficult concept which requires thought.
- Link new and existing communities – made potentially difficult due to ring road
- Can existing facilities in the area cope? What new facilities should be provided on site? Need to keep in mind the undermining of existing facilities.
- Rule out Development at Wick and Pucklechurch – these villages are already at their limits
- Affordable Housing – the situation in this area of South Gloucestershire is no different from elsewhere in the District.
- Need to consider competition between existing and new employment sites

Options to address the issues and mitigate negative impact

- Travel Plans – there is a real need to emphasise the importance of residential Travel Plans as well as others
- Safe Routes for Cycling – integrated routes
- Mixed Development – creating the right mix of housing, employment and facilities

- Open Space Provision – helping to create a sense of place (along with other facilities)
- Safeguarding and/or enhancing areas of recreational importance – make sure current residents can continue to use this area
- Ensure that new development is well integrated into existing communities and facilities – one method would be public transport provision
- Involve local community groups and highlight the potential benefits of involvement and new development (such as funding for local projects etc)
- Make existing facilities attractive to new residents
- Build on existing facilities and communities
- Phasing – phasing of new development specifically to the East of the City, and phasing in this location and the wider Greater Bristol area.

Yate/Chipping Sodbury

Current issues

- Division between communities of Yate and Chipping Sodbury, reflecting the different roles of each town centre. Chipping Sodbury attracts visitors with its specialist and independent shops and range of evening/eating out venues.
- Insufficient range of facilities (e.g. no cinema) coupled with a perceived “remoteness” from facilities in Bristol
- Pockets of deprivation in Yate - Cranleigh Court and Abbotswood. Can negatively impact on the quality of the environment in those areas
- Social and health issues e.g. high teenage pregnancy rate
- Spare capacity in primary and secondary schools
- Quality of local bus service within Yate/Chipping Sodbury
- Poor evening transport service to Bristol and Cribbs Causeway
- Significant current development proposals - proposed supermarket and housing on edge of Chipping Sodbury town centre (Barnhill); remodelling of Yate Town Centre with redevelopment of Tesco and Yate Health Centre; housing development on Sea Stores site; new Council offices at Stover Road; new park and ride site adjacent to Council offices.
- Good quality environment in North Yate which needs to be preserved.
- Flooding is an issue in North Yate as has been pointed out in past studies so good drainage is vital.
- Walkways/footpaths need improving.

Issues arising from the development proposed in the Draft RSS

- Opportunities for better/improved range of services
- Opportunities to provide diversity of housing stock to meet a range of needs, including small household size accommodation and rehabilitation accommodation
- Opportunity for greater use of Yate railway station
- How to prevent further car based out-commuting to Bristol for work

Options to address the issues and mitigate negative impact

- Mixed use developments
- Increased emphasis on sustainable transport – bus and rail
- Greater emphasis on sustainable design
- Provide more services and facilities in the North Fringe, so nearer than Bristol City Centre

Thornbury

Current Issues

- A market town which serves the surrounding villages and hamlets.
- Perceived as a thriving settlement with a clear community identity
- May be largely “hidden” housing issues due to ageing population – affordability and shortage of small household size accommodation
- Strong in- and out-commuting pattern
- Car dependent town
- Poor public transport

Issues arising from the development proposed in the RSS

- Concern that further housing could disrupt the current ‘balance’ of Thornbury

Options to address the issues and mitigate negative impact

- Mixed use developments
- Increased emphasis on sustainable transport – bus and rail
- Greater emphasis on sustainable design
- Provide more services and facilities in the North Fringe, so nearer than Bristol City Centre

Rural settlements

Current issues

- Most settlements function as dormitories with little community activity but some have strong community identity. Examples of positive community identity were Hawkesbury Upton, Marshfield, and Wickwar.
- Many settlements have stagnated and lost facilities
- Rural schools generally undersubscribed with commuting by some school children from urban areas into villages

Tytherington

- Should be no encroachment – Green Belt is vital
- Preserve current green/open space
- Footpath to A38 from Tytherington should be completed

Cromhall and Hawkesbury Upton

- Good quality environments that need to be preserved
- Air quality needs to be preserved – no increase in traffic.

- Can we make affordable housing affordable by listening to Parish Councils?
- Affordable housing should fit in with local environment, i.e. not be distinguishable as being affordable/different to the other housing stock
- Affordable housing should be built to most 'up-to-date' environmental/sustainability standards

Pilning and Severn Beach

- Biodiversity habitat protection
- Local Nature Reserve designation is in the pipeline for the whole area.

Wickwar

- Quarry an issue for some of those who live near it, but mainly for those people who have recently moved into the area.
- Housing Vs. Agriculture, e.g. redevelopment of farm buildings is ok if done sympathetically.
- Infill in Conservation Areas can be ok so long as it's in the right place – not all sites are suitable but some are.
- Footpaths are very important as they improve health, so they must be maintained and enhanced.

Alveston

- Good environment needs to be preserved.
- Good access to open space/play areas, etc

Boyd Valley

- Green Belt should be protected

Winterbourne

- Green Belt should be protected.
- Building in back gardens should be limited

Issues arising from the development proposed in the RSS

- Can't see how development would be able to change role and function of rural settlements or reduce dependence on the car

Options to address the issues and mitigate negative

- Mixed use developments
- Increased emphasis on sustainable transport – bus and rail
- Greater emphasis on sustainable design
- Provide more services and facilities in the North Fringe, so nearer than Bristol City Centre

APPENDIX 9

Attendance List at Community Strategy/Core Strategy Workshop 14 February 2008 at Turnberrie's, Thornbury

Cllr John Calway	Leader of South Gloucestershire Council
Alan Pinder	Chair of SGC Environment Strategic Partnership Group
Sir Chris Clarke	Chair of South Gloucestershire Primary Care Trust and Chair of SGC Health and Well Being Strategic Partnership Group
Margaret Pinder	Non Exec Director of South Gloucestershire Primary Care Trust
Chief Supt Andy Francis	Avon and Somerset Constabulary and member of the LSP
Cllr David Bell	South Gloucestershire Councillor and Avon Local Council Association representative on the LSP
Cllr Heather Goddard	South Gloucestershire Councillor, Executive Member for Community Services and member of PAG
Hilary Neal	Government Office for the South West and member of the LSP
David Crook	Government Office for the South West
Cllr Pat Hockey	South Gloucestershire Councillor, member of PAG and Chair of SGC Planning, Transportation and Strategic Environment Select Committee
John Rushforth	University of the West of England and member of the LSP
Cllr John Godwin	South Gloucestershire Councillor, Deputy Leader, and Executive Member for External Affairs & Partnership Development (includes Community Strategy).
Cllr Peter Tyzack	South Gloucestershire Councillor and member of PAG
Cllr Brian Allinson	South Gloucestershire Councillor, Executive Member for Planning, Transportation & the Strategic Environment and member of PAG
Emma Collier	Chief Officer Council for Voluntary Service South Gloucestershire and member of the LSP.
Cllr Allan Higgs	South Gloucestershire Councillor, Executive Member for Corporate Affairs and member of PAG
Cllr Ruth Davis	South Gloucestershire Councillor and member of the LSP
<i>South Gloucestershire Council Officers</i>	
Amanda Deeks	Chief Executive
Andy Davies	Head of HR & Organisational Development, Chief Executive & Corporate Resources Directorate
Stephanie Kruse	Strategic Partnership Officer, Chief Executive & Corporate Resources Directorate
Peter Jackson	Director of Planning, Transportation and Strategic Environment
Barbara Maksymiw	Head of Planning and Environment, PTSE Directorate
Various officers	Spatial Planning Team, PTSE Directorate

SGC - South Gloucestershire Council

LSP – Local Strategic Partnership

PAG – Planning Advisory Group (SGC working group of Councillors)

APPENDIX 10

List of Meetings involving Presentations/Briefings to Groups/Organisations

Date	Group/Organisation
10 September 2007	South Gloucestershire Physical Activity and Sports Association
October 2007 (Questionnaire – no meeting)	South Gloucestershire Environmental Link Group
3 December 2007	HomesWest
10 January 2008	ALCA