

# Appendix 3

## South Gloucestershire Core Strategy



### Summary of Responses to Issues & Options Consultation Document

March 2010

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## Introduction

1. This report summarises the responses received to the Issues and Options Consultation Document during the consultation period 2<sup>nd</sup> May – 11<sup>th</sup> July 2008. A few responses were received after the closing date and these have also been included in this report. *(For details of the consultation process please see the Council's Issues and Options Engagement Strategy).*
2. A total of about 1300 responses were received, of which 300 were returned questionnaires (either completed and submitted online through the Council's iNovem e-consult webpage or mailed paper copies of the questionnaire booklet), with the remainder being letters and emails. A high percentage of the responses were from residents of South Gloucestershire, but responses were also received from Parish and Town Councils, political groups, agents and developers, other business interests, specific (statutory) consultation bodies and non-statutory interest groups. *(NB This report does not include comments made at the various workshops held during the consultation period. Summarised notes from these workshops are included in the appendices to the Issues and Options Engagement Strategy referred to above.)*

### Format of the Report

3. The format of the report generally follows the format of the Issues and Options Consultation Document, and is divided into 2 main sections, the first section concentrating on more general matters (non-spatial strategy) and the second section looking in turn at the different areas of the district (spatial strategy).
4. Responses have been grouped into 5 categories:
  - members of the public
  - parish and town councils, local political groups and local councillors
  - specific (statutory) consultees (including Regional Assembly, Government Office for the South West, Highways Agency, Environment Agency, Regional Development Agency)
  - landowners, developers, agents, planning consultants and other business interests
  - non-statutory interests, such as environmental groups/interests and community groups
5. Where respondents have specifically answered questions, then their responses, together with any justification to support their answers, have been included in the pie/bar charts and/or tables that immediately follow the questions. More general comments relating to questions or issues are included in the "General Comments" or "Other Comments" tables.
6. It is not the purpose of this report to provide any response to the summarised comments. Although the Council is required to take account of all comments received, it is not a feature of the current planning system to provide detailed responses either on an individual or grouped basis.

### Next Steps

7. The responses in this document, together with the comments made through other means of engagement and detailed in the Pre-Issues and Options and the Issue and Options Engagement Statements, will be taken into account in preparing the next stage of the Core Strategy – the ‘pre-Submission Draft Core Strategy’.

# Non-Spatial Strategy

## General Comments

<p>Members of the Public</p>	<ul style="list-style-type: none"> <li>• The document contains a number of statements that are not justified nor open to challenge (e.g. that 33.3% of all new homes need to fit into the affordable homes definition). That these statements are a given in many cases affects the options that we are being consulted on - flexibility on (or even evidence to support the decisions taken around) these statements may yield an alternative response. It is good to see that the council are considering the impact on the existing green areas and areas of outstanding natural beauty that in many cases define the rural areas and market towns in South Gloucestershire - it is not reasonable to assume that developing these areas will not have a substantial impact on local residents, many of whom will have chosen to live in those areas precisely to benefit from them. This, lower population density (and lower populations) and in some cases the affluence of the area appeal to existing residents and are integral to the skills &amp; wealth creation they bring to the area.</li> <li>• Looking after the environment, climate change, food security and energy needs should be paramount in order to protect the future of this area. Less emphasis should be placed on economic growth and more on the understanding of and the building of truly sustainable local communities</li> </ul>
<p>Specific Consultees</p>	<ul style="list-style-type: none"> <li>• The Core Strategy must provide the clarity and certainty required to secure and maintain future investment in the area. Concerned that the commitment to support new and existing businesses is lost amongst less positive messages e.g. describing strong employment growth as a threat</li> <li>• The Strategy requires further work to ensure that a robust and integrated approach is adopted within the Core Strategy and with the Vision for the West of England and is co-ordinated with the Core Strategies of Bristol, BANES and North Somerset to produce coherent proposals for the sub-region</li> <li>• Full suite of evidence base documents should be available at time of consultation on Preferred Options so as to show how evidence has informed the development of the Core Strategy</li> <li>• The analysis of issues and constraints is not always matched by corresponding options and suggests the need for further study in a number of areas</li> <li>• Setting the Scene section should provide a brief overview of the historic environment – so that the need to protect and enhance historic assets for future generations forms an integral component in ensuring a sustainable future for such assets.</li> <li>• Useful for Glossary to contain a definition of the Historic Environment</li> </ul>

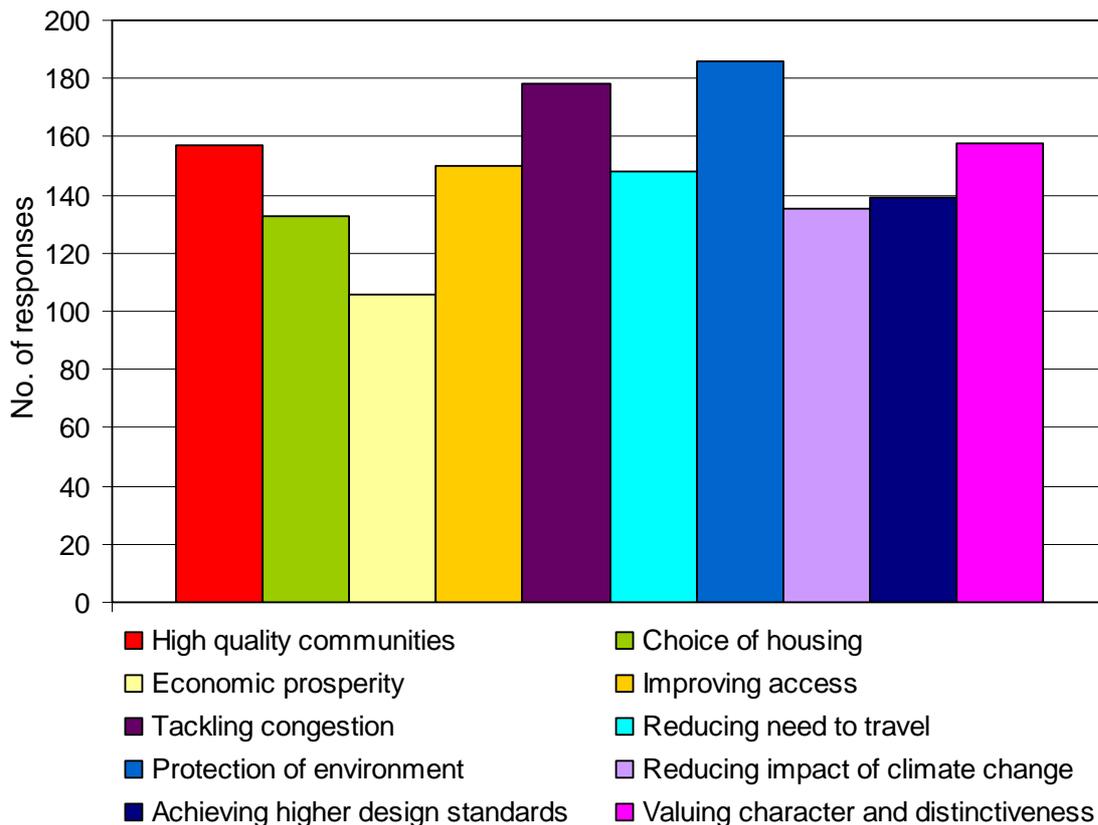
# The Vision

## Question 1

Please indicate which of the following elements (from para 2.2) you consider the Vision should include -

- To plan and deliver high quality communities
- To enable a choice of housing, including affordable and supported housing
- Sharing economic prosperity
- Improving access to services and facilities
- Tackling congestion and enhancing travel choice
- Reducing the need to travel and creating more opportunities for walking and cycling
- Protection and enhancement of the environment
- Reducing the impact of climate change
- Achieving higher design standards and energy efficiency in new buildings
- Valuing character and distinctiveness and promoting a ‘sense of place’

Although there was some variation in the actual numbers responding on each element, there was general agreement that all the elements listed should be included in the Vision.



A range of other suggested elements were put forward for inclusion in the Vision as well. However a number of these relate to specific aspects of the elements identified in Question 1, rather than to additional elements.

**Suggested additions to the Vision**

	Members of the Public	Parish & Town Councils/ Political Groups Councillors	Specific Consultees	Developers/ Landowners/ Consultants	Environmental/ Community/ Other
Suggested additions to the Elements listed in Question 1	<b>Improving access to services and facilities</b>				
	Provision of religious facilities	✓		✓	
	Recognising new development opportunity enables funding for regeneration and reconstruction of key local facilities			✓	
	Integrating new services with existing		✓		
	Providing and maintaining additional sport and recreational facilities for all	✓			✓
	Engineering easily accessible high quality hospital	✓			
	Increasing participation in sport			✓	
	Make provision for whole range of community infrastructure		✓		
	<b>Tackling congestion and enhancing travel choice</b>				
	Integration with existing and proposed public transport developments			✓	
	Providing high quality transport infrastructure	✓			
	<b>Reducing the need to travel and creating more opportunities for walking and cycling</b>				
	Caring for and enhancing paths to enable healthy outdoor activity				✓
	Car-free communities				✓
	Recognising and addressing differing needs of urban and rural areas, particularly ability to reduce travel and use public transport			✓	
	Prioritising regeneration of existing urban areas before release of greenfield sites			✓	
	<b>Protection and enhancement of the environment</b>				
	Preserving the Green Belt	✓			
	Preserving greenfield land	✓			
	Protecting local heritage and identity	✓	✓		
	Encouraging biodiversity		✓		
	Protecting green open spaces and improving access to them	✓			
	Reference to natural environment and benefits of green infrastructure network			✓	
	<b>Reducing the impact of climate change</b>				
	Protection from flooding	✓			
	Reducing/addressing the causes of climate change		✓	✓	
	<b>Valuing character and distinctiveness and promoting a 'sense of place'</b>				
	Protecting character and distinctiveness of towns and communities	✓			

		Members of the Public	Parish & Town Councils/ Political Groups Councillors	Specific Consultees	Developers/ Landowners/ Consultants	Environmental/ Community/ Other
Suggested additions to the Vision not covered by Question 1	<b>Meeting the need for development</b>					
	To meet the strategic housing need over the plan period.	✓			✓	
	An all encompassing, overarching aim for the future development/growth of South Glos				✓	
	Take account of the demographic changes that will happen in the next 20 years	✓				
	Maintaining a continuous supply of housing to meet the needs of South Glos over the lifetime of the Core Strategy				✓	
	Refer to altering Green Belt boundaries				✓	
	Equitable distribution of development between communities	✓				
	<b>Resource Management</b>					
	Safeguarding best and most versatile agricultural land (as strategic resource for local food production)	✓				✓
	Protecting agricultural and rural activities and facilities	✓				
	Awareness and reduction of ecological footprint	✓				
	Make more of the Severn Estuary as an energy source, nature area and recreation area	✓				
	Developing truly sustainable living and the development of local food production and security.	✓				
	<b>Achieving Sustainable Development</b>					
	Specific reference to Sustainable Development	✓			✓	
	Prioritising locations for sustainable urban extensions ahead of less sustainable ones				✓	
	<b>Protecting and enhancing Community Life</b>					
	Protecting quality of life for existing communities	✓				
	Improving community cohesion	✓				
	Safety from crime	✓				
	Meeting the needs of all sections of the community / people currently living and working in South Gloucestershire	✓				
	Involving local people in planning and decision making	✓				
	<b>Appropriate Timing of Delivery of Development</b>					
	Infrastructure improvements to go hand in hand with housing development	✓				
	Refer to constantly monitoring the Council's performance and taking action to facilitate bringing forward the vision				✓	
	<b>Supporting and Adapting Skills</b>					
	The changing nature of employment		✓			
	Increase of knowledge transfer to support trend to greater skilled higher value added business				✓	

**Other Comments**

<p>Specific Consultees</p>	<ul style="list-style-type: none"> <li>• Need to interpret RSS policies SD1-SD4 at the local level</li> <li>• Core Strategy will need a clear Vision that is couched in spatial terms and gives a sense of what the district will be like in 2026, and with a strong emphasis on delivery. The Vision's relationship to the Community Strategy and other relevant strategies should be clear and concise</li> <li>• A set of overarching objectives may help to focus priorities, guide delivery and establish links between thematic and place based approaches.</li> <li>• To reflect the Vision for the West of England, the Core Strategy Vision should promote a significant step change in, and more positive approach to, growth as well as promoting a sharing of the benefits of prosperity. This will help secure greater investment in infrastructure, address skill shortages, further harness the role of knowledge based institutions, and support and protect development of key economic sectors</li> <li>• There is scope to develop a more ambitious and specific vision for South Gloucestershire which paints a clear picture of what sort of place it aspires to be</li> </ul>
<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• All the elements should ordinarily be achieved by planning policy</li> <li>• Consider development options in rural areas and villages</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• 'Protection and enhancement of the natural and built environment' is vague and fails to acknowledge the over-arching and cross-cutting importance of the natural environment. Protection and enhancement of the natural environment should be a separate vision element</li> </ul>

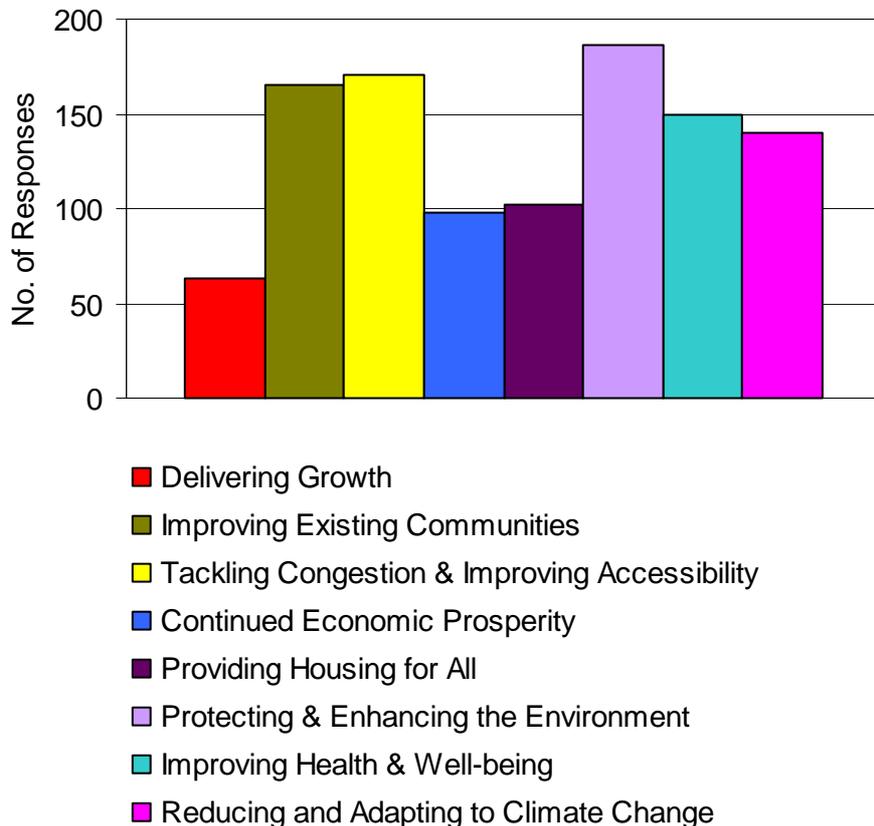
# South Gloucestershire by 2026 – Key Issues

## Question 2

Please indicate which of the following Key Issues you agree with:

- **Delivering Growth**
- **Improving Existing Communities**
- **Tackling Congestion and Improving Accessibility**
- **Continued Economic Prosperity**
- **Providing Housing for All**
- **Protecting and Enhancing the Environment**
- **Improving Health and Well-being**
- **Reducing and Adapting to Climate Change**

There is a clear distinction between the key issues which concern development and those which are concerned with the environment in its broadest sense. This reflects the broad opinion that the scale of growth proposed for South Gloucestershire over the next 20 years is too high.



A number of issues were specifically identified as having being missed out as Key Issues for the Core Strategy. However, some of these are more appropriately specific aspects of the Key Issues identified in Question 2, rather than being additional issues.

**Suggested additional issues for the Core Strategy:**

		Members of the Public	Parish & Town Councils/ Political Groups Councillors	Specific Consultees	Developers/ Landowners/ Consultants	Environmental/ Community/ Other
Suggested additions to the key Issues listed in Question 2	<b>Delivering Growth</b>					
	Integrating with existing towns and cities				✓	
	<b>Protecting and Enhancing the Environment</b>					
	The existence of the Forest of Avon, a positive environmental designation covering all potential development areas					✓
	Protection of natural resources			✓		
	Minimising waste with appropriate recycling & reuse	✓				
	<b>Improving Health and Well-being</b>					
	Improving leisure facilities	✓				
	Widen issue 7 to refer to meeting needs of existing sports clubs, increasing opportunities for healthier communities and recognising specific issues related to existing sports facilities				✓	
	<b>Reducing and Adapting to Climate Change</b>					
Flood risk	✓					
Suggested additional Key Issues	<b>Provision of Infrastructure &amp; Services</b>					
	Providing comprehensive range of infrastructure to meet the needs of communities		✓			
	Developing better relationship between where people live and work and the services needed	✓				
	<b>Achieving Sustainable Development</b>					
	Specific reference to Sustainable Development				✓	
	<b>Protecting and Enhancing Quality of Life</b>					
	Protecting quality of life for existing residents	✓				
	Open accessible consultation for all	✓				
	<b>Implementation and Delivery</b>					
	Spatial delivery mechanisms to coordinate planning of the urban extensions and investment to implement them	✓			✓	
	A key issue relates directly to implementation, as this has been a problem in South Glos in recent years				✓	
	The implications of the distinct possibility of an economic downturn during the plan period	✓				
	<b>Improving Education and Skills</b>					
Issue relating to primary and secondary education and beyond				✓		
Raising the standard and ability of the local workforce to adapt to changing needs				✓		

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Opposed to growth on scale proposed</li> <li>• Essential to improve the alternatives to car transport, to provide P&amp;R facilities or, alternatively/additionally, much improved public transport from to Bristol and the North Fringe.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• "Enabling sustainable growth" rather than "Delivering growth" summarises the points made in 5.25 and 5.26 better and more accurately reflects the Council's role.</li> <li>• Improving accessibility could conflict with the tackling congestion objective.</li> <li>• Growth should be organic</li> <li>• Development must be matched by infrastructure provision – not promised and not completed as in the past</li> <li>• Central issue is how to tackle traffic flows and how to meet the needs of the current population</li> <li>• Question need for level of housing growth in South Gloucestershire</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Consider improving existing communities in villages</li> <li>• Development should be physically integrated into the existing urban area where possible and should not create sterilised, unprotected pockets of land</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Don't agree with natural and built environment being listed together – natural environment needs to be a separate issue and include additional actions (e.g. strategic framework for protection, restoration or creation of BAP habitats, identifying the role of a hierarchy of international, national and local sites, safeguarding the biodiversity value of previously developed land through planning decisions)</li> </ul>

## Key Issue 1 – Delivering Growth

### General comments on Key Issue 1

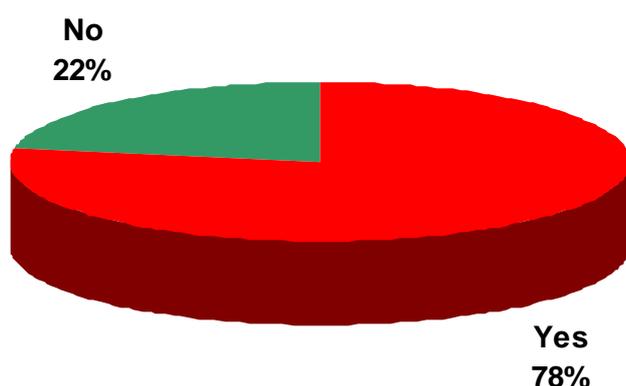
Members of the Public	<ul style="list-style-type: none"> <li>• South Gloucestershire does not exist in a vacuum and development and transport plans need to be coordinated regionally - but, done in a way where the development planning is done according to the wishes of the people</li> <li>• If we allow our planning legislation to be weakened (more flexible boundaries and plans being considered on an individual basis) it will only be a matter of time before rich, powerful developers influence the decision making process. I am aware that we need more housing but they need to be part of the urban regeneration process. They will need to be high density but should be well designed - there are plenty of successful schemes elsewhere</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Joint working with other UAs required to coordinate funding for transport and community infrastructure schemes through developer contributions and other funding</li> <li>• Critical that key transport and community infrastructure schemes are required for the forecast growth and that funding opportunities/gaps must be identified in the Core Strategy. Important to phase urban extensions in conjunction with provision of key infrastructure.</li> <li>• SWRA has commissioned work on infrastructure and delivery</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• RSS figures should be regarded as a minimum not a maximum and the Council should deliver the higher numbers</li> <li>• It's not clear why there has been a delay in bringing forward Local Plan allocations. Either there are problems with the sites identified or procedural problems in granting planning permissions. If sites have fundamental problems they should not count towards land supply figures. If there are procedural failures the Council should review its requirements so as to make developments viable.</li> <li>• Given current economic climate the Council should consider its policies on affordable housing to ensure that at least there is some supply</li> <li>• Housebuilding industry must be involved in SHLAA and SHMA to ensure the reports are founded on a robust and credible evidence base</li> <li>• It is vital that the Core Strategy sets out the RSS targets for the various types of development within the Plan period and takes account of the need to rectify the SGLP shortfall</li> <li>• Missed opportunity to not ask people about the key issues on delivering housing despite identifying them in the document, particularly the problems the Council has experienced in delivering growth</li> <li>• Disappointing that the evidence base for housing has not already been carried out. This will only add to delays in bringing forward development</li> <li>• Recognise the importance of using Green Belt land in a controlled manner and that if inner boundaries are to be amended they should be realigned with strong physical features</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• A more appropriate issue for the Core Strategy is the need to resist development in the Green Belt rather than 'the role of the Green Belt in continuing to support the long term Core Strategy objectives.'</li> <li>• Include crime prevention – new development not to worsen existing community crime profile; new development designed to be safe and secure; transport provision to be safe; provision for Police Service to meet needs of old and new communities</li> </ul>

### Question 3

**Do you think a policy that seeks a developer contribution on each new dwelling to ensure the delivery of infrastructure requirements should be established?**

- Yes
- No

A total of 208 responses were received to Question 3, with a clear preference expressed for a policy which sought a developer contribution from new dwellings (often referred to as a “roof tax”).



The following reasons were given for not supporting such a policy:

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/ Landowners/ Consultants	Environmental/ Community/ Other
Such a tariff could render a site unviable/ discourage developers from building				✓	
It will increase house prices, particularly on smaller developments	✓	✓			
Premature in advance of Community Infrastructure Levy legislation/ inappropriate to duplicate national policy				✓	
Inconsistent with Circular 05/2005				✓	
Contributions should be assessed on a site by site basis not by a blanket policy		✓		✓	
Difficult to monitor delivery of infrastructure requirements in line with the contribution being made				✓	
No valid basis for establishing the amount of a charge		✓			
Shouldn't use new development to fund existing infrastructure deficits	✓				
Councils need to be financially totally independent through taxation income	✓				
Would be seen by the public as developers buying permissions to address the economic shortcomings of the local authority rather than development need	✓				
It does not go far enough and has no longevity of provision	✓				
Infrastructure delivered may not reflect the views of local residents and councils.	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• This must be more than paying lip-service to policy. The correct infrastructure requirements must be identified early.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Concerns about how roof tax is calculated and used – avoid an over-formulaic approach and ensure that highways do not take the entire cake with little left for local facilities</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• The tariff should be weighted so that a greater contribution per dwelling should be paid on greenfield sites where land &amp; development costs are lower. Commercial developments such as out of town retail proposals should be included in the tariff.</li> <li>• Needs to be weighed against other contributions</li> <li>• Ensure that this is negotiated rather than expressed as a requirement. New development should not be required to pay for the mistakes of the past, particularly in the North Fringe</li> <li>• It will be important for the levy to be realistic so as not to preclude development and priorities will have to be made</li> <li>• Council needs to fully understand the funding opportunities available to it and the bid process will require a detailed business case. The detail of the urban extensions must therefore be established quickly in order to benefit from the opportunities that there are.</li> <li>• Q3 is a poorly related output for Key Issue 1 as it doesn't address the majority of the topics raised by this issue. The role of developers in assisting with the management of development impacts has not been properly explored within this section.</li> <li>• Tariff based approach appropriate for smaller scale and off-site developments. On larger sites it may be more appropriate for some infrastructure to be delivered by the developer.</li> <li>• Any such policy should not apply to affordable housing, key worker or student housing, as these forms of housing already provide a community benefit</li> <li>• Developer contribution appropriate, but whether it is a 'roof' tax will depend upon final structuring of the Community Infrastructure Levy</li> <li>• Need certainty and clarity in any policy on developer contributions</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Agree developer contribution should be sought except where this would cause an affordable scheme to be unviable</li> </ul>

## Key Issue 2 – Improving Existing Communities

### General comments on Key Issue 2

<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• Strategy priority of promoting safer and stronger communities is open to interpretation and so wide reaching that it needs to be defined in operational terms for spatial planning</li> <li>• Correct to identify opportunities to improve existing communities through development, but these must be based on commercial reality.</li> <li>• Include reference to provision of places of worship for linking and integrating new and existing communities</li> <li>• Include reference to examining sports provision in the Lockleaze area and opportunities for delivering a comprehensive strategy for the area</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Include crime prevention – work with agencies to deliver crime prevention initiatives in existing areas; ensure changes of shop uses take community safety issues into account</li> <li>• Include additional issues – car free development and reducing traffic in existing sensitive areas</li> </ul>

## Key Issue 3 – Tackling Congestion and Improving Accessibility

### General comments on Key Issue 3

<p>Specific Consultees</p>	<ul style="list-style-type: none"> <li>• The context for identifying and tackling transport issues and the resulting long term strategy for the West of England area is established by the vision set out in 'Our Future Transport'. Core Strategy needs to reference this work more and include proposals for demand management alongside investment in public transport</li> <li>• Include more reference to demand management, including the role of travel plans/safer routes to schools, measures to influence travel behaviour, action on parking, reallocation of road space, and possibly fiscal measures</li> <li>• Insufficient reference to the role of 'sustainable mobility'. Need to ensure the recommendations of Access West are integrated into the Core Strategy – to reduce pressure on existing infrastructure and maximise its ability to accommodate further development</li> <li>• Need some commentary on the relationships to strategic transport networks as well as the relationships within the wider West of England TTWA. Improvements to these networks will be required to support development and economic growth – this may include junction improvements and Active Traffic Management measures, improved travel information and travel planning. Growth of Bristol Port will have implications for the Severnside area. For the rail network a fourth platform at Bristol Parkway and measures at Yate may be required, supported by local measures at the stations themselves. A partnership approach with the Highways Agency and rail industry together with the West of England Partnership will be required.</li> <li>• Issues around traffic congestion and poor air quality are highlighted, but only a limited range of potential remedial measures are considered. Should also include demand management, park &amp; ride initiatives, and options for enabling improved public transport including rail into areas of future intensive development activity (e.g. Abbeywood)</li> <li>• No reference to the potential waste management implications of the significant numbers of new homes and additional employment premises. Core Strategy should take account of waste minimisation and recycling opportunities during construction, and requirement for Site Waste Management Plans</li> </ul>
<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• There are opportunities to seek a better balance between housing and jobs to reduce congestion but also promote public transport on a local and strategic scale where commuting will inevitably continue in spite of planning policies</li> <li>• It is an oversight to make little mention of more integrated mix of uses to create a better balance in the same location between jobs and homes</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Connectivity and access require further development in the document, including general accessibility issues as well as improving connectivity between Kingswood, Thornbury, Yate and through to Bristol and the North Fringe. Many of these issues are raised in the document but are not developed with clear outcomes and policy direction in this section. A clear set of priorities for future infrastructure related to growth is essential for the whole area. Although some aspects are covered in</li> </ul>

	<p>Spatial Section, more strategic elements could have been referred to under Key Issue 3.</p> <ul style="list-style-type: none"> <li>• Include crime prevention – ensure cycle and pedestrian routes are safe; ensure adequate secure cycle parking with developments; ensure Park &amp; Ride facilities and other car parking is of a high standard; S106 agreements should include traffic monitoring and control – police response times hampered by traffic congestion</li> <li>• Include additional issues – car free development and reducing traffic in existing sensitive areas</li> <li>• The increased provision of on-road and off-road facilities for cyclists must be identified as a major objective by the Council and funded at an appropriate level. No attempt has been made to provide a safe link from Yate/Chipping Sodbury to the Bristol/Bath cycleway, yet it is possible to ride from Bath to Yate on mostly traffic free paths and without climbing any hills. Also a lack of facilities for securing cycles at certain local public buildings (e.g. Chipping Sodbury Town Hall). The Core Strategy should address these issues because increased cycling in this relatively flat area is one achievable strategy which has real potential to assist in combating the growing problems of road traffic gridlock</li> </ul>
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## Issue 4 – Continued Economic Prosperity

### General comments on Employment

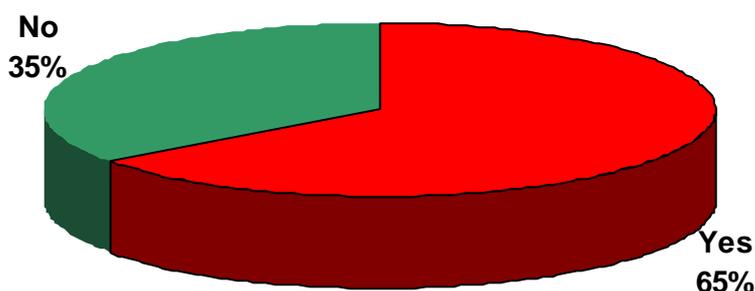
<p>Specific Consultees</p>	<ul style="list-style-type: none"> <li>• Research currently being undertaken for SWRA which should provide clarification about how the 92,000 jobs within the Bristol TTWA translates into job requirements within South Gloucestershire.</li> <li>• Core Strategy must articulate how it will support ongoing increases in productivity, through a focus on key drivers such as skills, innovation, the environment, enterprise, transport and communications infrastructure, to reflect changes in RSS policy from employment-led to productivity-led growth</li> </ul>
<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• Strategy priorities open to interpretation and so wide reaching that they need to be defined in operational terms for spatial planning</li> <li>• Unsuitable employment land must not be retained but released for alternative uses. But sites should not be identified for housing unless the Council wishes them to come forward, but being sure that they are available and deliverable</li> <li>• There is nothing in Key Issue 4 which gives any support to the provision of new economic development in South Gloucestershire despite a requirement for 92,000 jobs for Bristol TTWA</li> <li>• The Core Strategy should recognise and support the investment in land and the advanced plans for new industrial manufacturing by Airbus UK at Filton.</li> <li>• It's not just the retention of major businesses which is key to South Gloucestershire's continuing economic prosperity, but also the retention and growth of medium and large businesses</li> </ul>
<p>Environmental/ Community/ Other</p>	<ul style="list-style-type: none"> <li>• Important to ensure that new employment is allocated in new growth areas to serve future needs</li> <li>• Include crime prevention – ensure new retail and commercial developments are safe and secure; development process must take into account the risk of terrorism, as we have many vulnerable economic sites and areas defined as “Crowded Places” by MI5</li> <li>• Policies must recognise the need for local jobs backed up by up to date employment surveys, matched by housing, services and facilities – essential as a means of tackling social exclusion that already exists in some rural areas of South Gloucestershire</li> <li>• LDF must enable all communities to pursue their legitimate aspirations – jobs, housing, etc – this is vital in achieving sustainable communities</li> <li>• LDF must include policies to encourage and support rural businesses, recognise the continued importance of agricultural, horticulture and forestry and the changes taking place within these industries, as well as assist in diversification schemes</li> </ul>

### Question 4(A)

Should the Core Strategy continue to protect employment areas from other forms of development?

- Yes
- No

195 responses were received to Question 4A with 2:1 in favour of a policy to protect employment areas.



The following reasons were given for not favouring such a policy.

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Contrary to PPS3 to prioritise employment/ given the demand for housing, need flexibility to release employment land where there is little or no demand and /or floorspace quality is poor				✓	
Need a flexible approach on a site by site basis – this is consistent with emerging national policy in draft PPS4	✓			✓	✓
Some employment sites no longer suited or required for employment use/ alternative uses may be preferable or of greater priority	✓	✓		✓	✓
Reusing brownfield sites would reduce housing elsewhere	✓	✓			✓
Need to be adaptable to future change, including changes in working practices	✓	✓		✓	
Doesn't take account of co-locating employment, residential and other uses together to create more sustainable communities and reduce travel costs	✓	✓	✓	✓	✓
Employment sites may not be in the most appropriate locations for transport and access				✓	
Conflicts with emphasis on shifting employment development to South Bristol	✓				✓
Other uses should be allowed where there are significant vacancies or a site would otherwise go derelict	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
There is an over supply in some places	✓				

**Other Comments**

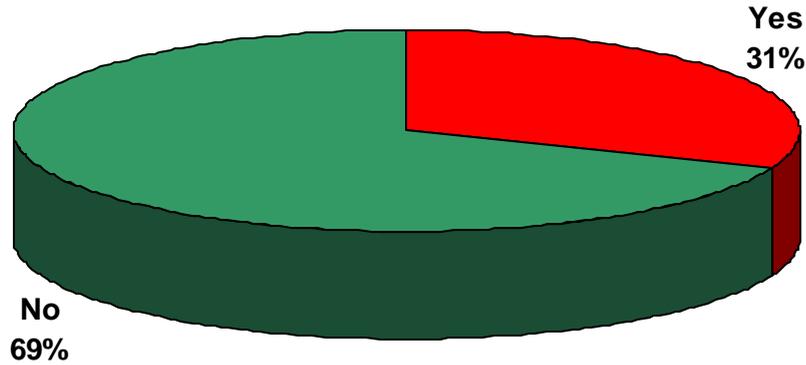
Members of the Public	<ul style="list-style-type: none"> <li>Consider relocating sites with vacant units and redeveloping these sites for housing</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Employment land in the Kingswood area must be safeguarded as much has been lost recently already</li> <li>Housing should continue to be resisted.</li> <li>Take up opportunity to relocate heavy freight traffic generating employers poorly located in relation to the motorway network in exchange for residential development</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Agree safeguarding unless an oversupply of employment land</li> <li>Only protect where there is a proven need to do so</li> <li>Core Strategy should identify a range of sites to facilitate a broad range of employment uses and promote mixed use developments in appropriate locations</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>Approach to protecting existing employment areas should be based on clear evidence of need</li> </ul>

### Question 4(B)

**When non-employment land becomes available for re-development should we give first priority to employment uses?**

- Yes
- No

184 responses were made to this question, with two-thirds of respondents opposed to a policy which prioritises employment development over other land.



uses

The following reasons were given for this stance.

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Other Community/ Other
It would depend on need, demand and opportunities in the local area and in the wider strategic context– a policy could distort the economy and housing market.	✓	✓		✓	✓
It would depends on employment use being proposed, location, effect on local community, etc	✓	✓		✓	✓
Other uses may be preferable or more important/urgent	✓	✓		✓	
Land may need to be protected from development (e.g. farmland, green spaces)	✓				
Depends what previous use was		✓			
Non-employment land should be kept for non-employment uses	✓				
All sites should be considered on merit and relative to all potential uses				✓	✓
Priority should be for most sustainable pattern of use, irrespective of its nature				✓	
Housing must be first option	✓				
No policy requirement/Prioritising employment development will hinder supply of housing, contrary to PPS3 - abundant employment land and shortage of housing				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Need to create a balance between housing and employment to reduce need to travel	✓	✓	✓		✓
A blanket approach will constrain landowners/businesses from realizing asset values to provide capital funding for future investment	✓				
A blanket approach would be too restrictive in terms of identifying priority requirements in a local community for redevelopment				✓	
This would place undue pressure on land elsewhere for other uses such as residential or commercial development.				✓	

**Other Comments**

Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Employment should be kept to defined areas, protecting residential zones</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Issue of commuting cannot be addressed solely by co-locating jobs and housing - need integrated transport system as well.</li> <li>• Policy framework should recognise that sui generis uses, such as energy generation, that display some characteristic employment/industrial use, will be best located on brownfield employment land</li> </ul>

**General comments on Retail**

<p>Developers/Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• Core Strategy should contain a realistic summary of retail need, which should be informed by an up to date retail study, as required by PPS6</li> <li>• Existing retail provision should be properly taken into account when assessing the need for new development associated with the housing growth areas</li> <li>• Need to recognise contribution that residential developments near to or in town centres or over retail and commercial space can make to the viability and viabilty of town centres. Mixed use or housing redevelopments should be given particular priority in town centres even where this may involve some net loss of commercial floorspace, as this would be outweighed by the boost in purchasing power and user population for the centre as a whole.</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Policies for Major Town Centres should propose a range of realistic functions for leisure, recreation and cultural activities provided by restaurants, pubs, clubs, theatres, cinemas, libraries and museums. Smaller town centres should provide entertainment, leisure and cultural facilities of an appropriate scale and kind. Local authorities and their partners should consider providing neighbourhood and local facilities that combine space or resources in one place. Major new developments should include plans for local cultural facilities.</li> <li>• Small shops are a key driver of entrepreneurship, employment and local economies, as well as accessibility to vital goods and services, social inclusion and community activities.</li> </ul>

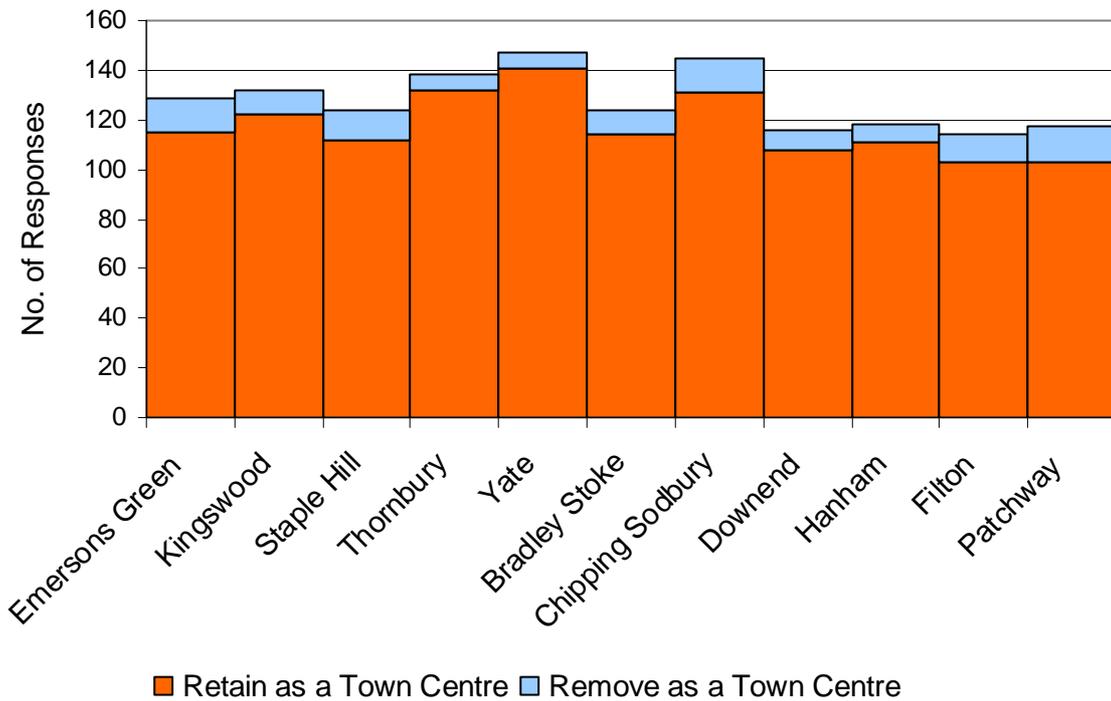
### Question 5

Should the major and minor town centres outlined below remain in their respective category or be removed?

**Major Town Centres** Emersons Green, Kingswood, Staple Hill, Thornbury, Yate, Bradley Stoke

**Minor Town Centres** Chipping Sodbury, Downend, Hanham, Filton, Patchway

There was general agreement that the Town Centres should be retained as town centres, with a few exceptions identified by members of the public.



Reasons for suggesting that certain town centres should be downgraded or upgraded are set out below.

	Remove as a Town Centre	Move from Major Town Centre to Minor Town Centre	Move from Minor Town Centre to Major Town Centre
Emersons Green	Draws shoppers away from other centres		
	Has had enough development		
	Has flooding problems		
	It's just a collection of warehouses and does not offer the range of uses a major town centre should		
	It is too near to other retail centres and large outlets. The focus should be on providing proper local services		

	Remove as a Town Centre	Move from Major Town Centre to Minor Town Centre	Move from Minor Town Centre to Major Town Centre
	and small scale shops to provide everyday needs and services		
Kingswood		To remove congestion It's losing shops	
		To improve sense of community by redeveloping commercial areas for housing	
Staple Hill		To remove congestion	
		To improve sense of community by redeveloping commercial areas for housing	
Thornbury		Should be in the same category as Chipping Sodbury as it should provide a distinct retail character different to the nearby major retail developments	
		Too much development would make it dreadful	
Yate	The area cannot cope with more traffic		
	Already served by enough shops		
Bradley Stoke	The area is terrible		
	Accessibility to the existing transport network is totally inadequate to accommodate any large expansion of retail development.		
Chipping Sodbury	The area cannot cope with more traffic		A nice place to shop but losing out to Yate
	Already served by enough shops		Has good individual shops but needs a bigger attraction to make them sustainable
	Need to conserve not expand		Should be developed and maintained as a historic town centre.
			Has a range of retail services and distinct layout
			To enable more employment opportunities
			To prevent its decay into offices and estate agents
			To encourage retail investment
Hanham	Has major centres nearby		(No reason given)

	Remove as a Town Centre	Move from Major Town Centre to Minor Town Centre	Move from Minor Town Centre to Major Town Centre
Filton	Should be developed as urban extension to Bristol		On the A4174 and A38 so communities inside and outside the ring road can access it
	Too close to Cribbs to compete		Scope for redevelopment but proximity to the Mall and superstores will probably impede such opportunities
	To serve new development in the area		
Patchway	Has major centres nearby		On the A4174 and A38 so communities inside and outside the ring road can access it
	Should be developed as urban extension to Bristol		Scope for redevelopment but proximity to the Mall and superstores will probably impede such opportunities
	Too close to Cribbs to compete		To serve new development in the area

**Additionally, suggestions were made that the following should be designated as new town centres.**

Longwell Green	Although not a "town centre" it still contributes to the traffic congestion, facilities in the locality and shopping venues.
Cribbs Causeway	Due to the amount of present infrastructure and support of shops etc
UWE Campus	The expansion of the campus and inclusion of facilities and services would enable it to become an important focal point for the local community
Stoke Gifford/Abbey Wood area	Area functions as important service centre for residents, UWE students and local workforce. Close to large areas of proposed residential growth. A number of retail and community facilities. Facilities highly accessible by public transport, car, cycling and on foot and will e greatly improved by implementation of proposed bus lane linking to GBBN. Capacity for further growth to consolidate its role and function as a retail centre.
Warmley	(No reasons given)
Oldland	
Bitton	
Wickwar	
Shortwood	
Winterbourne	The Ridings draw a lot of people to the area. Has a high street with a bank, shops, butchers and serves a community and could also do with some redevelopment
Winterbourne, Frampton Cotterell, Coalpit Heath	The distributed nature of the local centres needs to be preserved to prevent it disappearing altogether, increasing car traffic out to Yate or inwards to Emersons Green etc.

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• All the shopping centres should be of equal value. They should all provide for the local area and beyond.</li> <li>• Many of the town centres have little scope for further development</li> <li>• Many of the town centres are poor quality shopping areas and it would be preferable to invest in other centres</li> <li>• All retail centres are important, they identify a community. By down grading them you will eventually kill them.</li> <li>• Disagree with the label "Town Centre". Some of the centres and Warmley are villages and need to be labelled as such to keep their identity.</li> <li>• Continued expansion of shopping centres should be restricted to give local/town shops a chance of surviving</li> </ul>
Parish & Town Councils/Political Groups/ouncillors	<ul style="list-style-type: none"> <li>• Need to develop the role for Chipping Sodbury to improve its relationship and complimentarity to Yate</li> <li>• Thornbury town centre should be protected and enhanced</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Significant retail development should be focus on Major Town Centres and support in principle local shopping facilities which limit the need to travel for day-to-day shopping needs</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Town centres need protection. They are the heart of community and mutual support. Localities without a hub become amorphous suburbanisation without heart or soul</li> <li>• The LDF should categorise the centres in South Gloucestershire in accordance with the terminology in PPS6 i.e Town, District, Local, rather than Major and Minor, to avoid confusion when interpreting policy.</li> <li>• Chipping Sodbury should be defined as a Town Centre given its broad range of community facilities, its focus within the community and its status as a historic market town. Current absence of a main foodstore is undermining its role and function</li> <li>• Core Strategy should highlight the importance of retail provision at Cribbs and the important and positive role it plays in economic terms and trade retention, as well as support an enhanced role for the area in meeting local needs.</li> <li>• In the absence of a retail study it is pure supposition that existing retail centres have suffered from their proximity to retail parks and freestanding supermarkets, and references should be removed from the Core Strategy. The retail study should review this issue and acknowledge the local and strategic role that Cribbs plays within the existing retail network and the wider sub-regional retail hierarchy.</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>• Need to ensure that money goes to maintain the minor centres for the benefit of older people and to cut down on transport and so they don't just fill up with estate agents, banks and charity shops. It is important that they don't lose out at the expense of the major centres</li> </ul>

**General comments on Minerals**

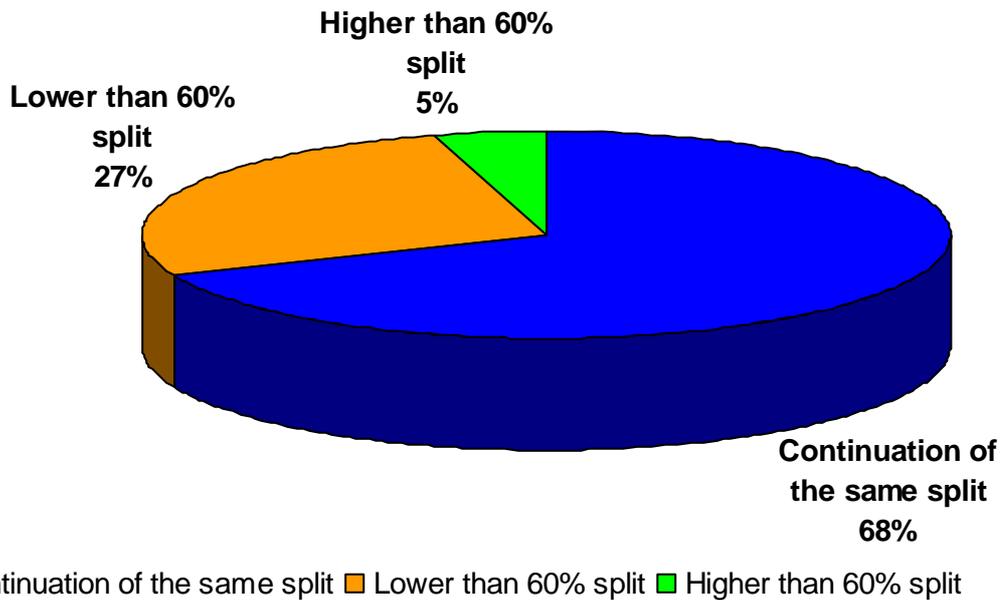
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• There is no mention of Mineral Safeguarding Areas in the document. MSAs should be defined in order that proven resources are not needlessly sterilised</li> <li>• No reference to ensuring an “adequate and steady” supply of minerals as required by MPS1</li> <li>• Presenting the RSS crushed rock provision figure for the West of England for 2001-2016 as an annualised figure diminishes the Council’s flexibility as the amount produced will vary annually</li> <li>• MPS1 requires a landbank of at least 10 years for crushed rock throughout the plan period, not 7 years to 2016 as worded in para 9.20.</li> <li>• Actual figures should be presented to show how the sub-regional apportionment and landbank requirements will be met. Further justification is essential as to why no further allocations are required.</li> </ul>
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### Question 6

What should be the ‘split’ of the crushed rock production requirement for the West of England between South Gloucestershire and North Somerset?

- Continuation of the same split (i.e. South Gloucestershire 60%, North Somerset 40%)
- A lower than 60% split for South Gloucestershire
- A higher than 60% split for South Gloucestershire

A total of 131 responses were made to Question 6, with over two thirds of respondents favouring a continuation of the present proportional split in the crushed rock production requirement between South Gloucestershire and North Somerset.



The following reasons were given by respondents who selected a lower or higher split for South Gloucestershire than the current 60%.

		Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Lower Split (less than 60%)	Use more recycled materials	✓			✓	
	We don't need anymore quarrying		✓			
	Quarrying has a severe impact on residents	✓	✓			
	Need to protect the environment	✓				
	Too many lorries already on the roads	✓	✓			
	Quarries are too close to people in South Gloucestershire. More development potential in Somerset	✓				

		Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Higher Split (more than 60%)	North Somerset has more space than South Gloucestershire. Mine the North Somerset shoreline instead	✓				
	Local quarrying should be for local needs only	✓				
	Need to protect land unless reinstatement of quarried land undertaken.	✓				
Higher Split (more than 60%)	The supply of crushed rock to the South East region plays an important role in maintaining a steady supply of aggregates. There are substantial unconstrained resources of limestone in South Gloucester which could contribute to this supply, especially if able to do so by rail.				✓	
	To ensure Gloucestershire's shortfall can be met	✓				
	South Gloucestershire is a larger area than North Somerset	✓				
	Creation of more jobs	✓				
Higher Split (more than 60%)	To create landfill capacity	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Need more sustainable transport to reduce aggregate demand</li> <li>• Since crushed rock production in S. Glos. is not exclusively for the requirements of the West of England, question how one can reach and sustain reasonable percentages in a nationwide free market as the economy slows down.</li> <li>• This should be a matter of economics in the two areas. If more than 60% is required to fund this development then it should come from our own area. This should keep 'carbon' miles down.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Before further expansion of production levels the potential impacts on landscape &amp; biodiversity interests would need to be fully considered</li> <li>• Need to ensure transport implications do not adversely impact on the Strategic Road Network</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• More hard core should be recycled as aggregate to reduce the need for crushed rock. The use of environment-friendly and recycled materials should be encouraged rather than highly energy-intensive materials such as cement, brick, steel and glass.</li> <li>• The question has no technical element and is therefore pointless</li> </ul>

### Question 7

How much, if any, of the potential 3 million tonnes shortfall from the Forest of Dean quarries should South Gloucestershire make provision for?

The following views were expressed about the potential 3 million tonnes shortfall

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
None of the shortfall	(No explanation given)	✓	✓		
	We don't want anymore quarries. Sufficient quarrying in area already.	✓			
	If not, South Glos will be looking at a shortfall in future years	✓			
	Making provision endorses the high housing figures being imposed	✓			
	Don't need if zero growth and no building	✓			
	Build less if there is a shortfall	✓			
	To protect against further lorries and traffic – climate change	✓			
	Increased production is unsustainable	✓			
	Our resources should be used for local development	✓			
	To protect loss of land	✓			
	Get the material from elsewhere - the other side of the Severn/ somewhere else in SW that doesn't have such high housing targets/ take more from North Somerset	✓			
	Shortfall should be made up in Gloucestershire	✓	✓		
Some of the potential shortfall	Apportion the shortfall throughout West of England, not just South Gloucestershire				✓
	50% and spread the remainder around the region	✓			
	The supply and demand for crushed rock should be met nationally based on commercial circumstances, not just on a local provision	✓			
	Making up the shortfall should be dependant on reserves. Also production and distribution should look to identifying green methods of transportation. Therefore more transportation of mass quantities via rail network	✓			
	Less than 3 million tonnes to allow for unforeseen difficulties in working the crushed rock permitted reserves and the Preferred Areas		✓		
	1 million tonnes if we can find the space. We are very close neighbours and have quite strong links with the Forest		✓		
	60:40 split		✓		

		Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
All of the potential shortfall	South Gloucestershire is nearest MPA (in terms of distance between source and market) and therefore most sustainable solution to the potential shortfall of crushed rock from within Gloucestershire. Given that there appears to be sufficient permitted crushed rock reserves within South Gloucestershire to accommodate the shortfall, South Gloucestershire should make provision.				✓	
	All of it as the resource in Gloucestershire is constrained whereas that in South Gloucs is not.				✓	
	Given the national environmental importance of the Forest of Dean, support the potential shortfall being met from South Gloucestershire quarries as it would appear that this could be done without further land release. The Draft Revised Guidelines for Aggregates Production in England, recently issued by DCLG, have reduced the demand estimates. If these figures are accepted the shortfall in the Forest of Dean will no longer exist.	✓				
	All of it	✓				✓
	As much as makes environmental sense- i.e. closest to where the demand is to reduce carbon emissions from transporting the product	✓				
	Up to 3 million tonnes – provides economic benefits to the region	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>Some of the shortfall could be made up from recycling of appropriate minerals and finding alternative materials/sources</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Gloucestershire County Council concurs with the position set out in the Issues and Options document concerning a forecast shortfall in crushed rock reserves.</li> <li>Gloucestershire County Council would welcome detailed consideration of the potential re-apportionment of the forecast shortfall in provision from Gloucestershire. Would also support a sub-regional review of future crushed rock aggregate supplies between Gloucestershire, South Gloucestershire, North Somerset and Somerset to help implement RSS policy and provide an evidence base to inform the next round of sub-regional apportionments of national aggregate guidelines up to 2020</li> <li>Need to ensure transport implications do not adversely impact on the Strategic Road Network</li> </ul>
Environmental/ Community/ Other	<ul style="list-style-type: none"> <li>How are the figures calculated? With the housing industry in crisis as now and use made of recyclable materials the need will decrease.</li> <li>South Gloucestershire quarries have the capacity to increase their output but are dependent on planning permission</li> <li>Not for the Council to speculate on which other council will be able to cover any shortfall in Gloucestershire’s contribution to sub-regional apportionment</li> <li>Not appropriate for the Council to question if quarry companies would choose to serve certain markets with a different material, and whether it is feasible or not.</li> <li>The question has no technical element and is therefore pointless</li> </ul>

## Key Issue 5: Providing Housing for All

### General comments on Key Issue 5

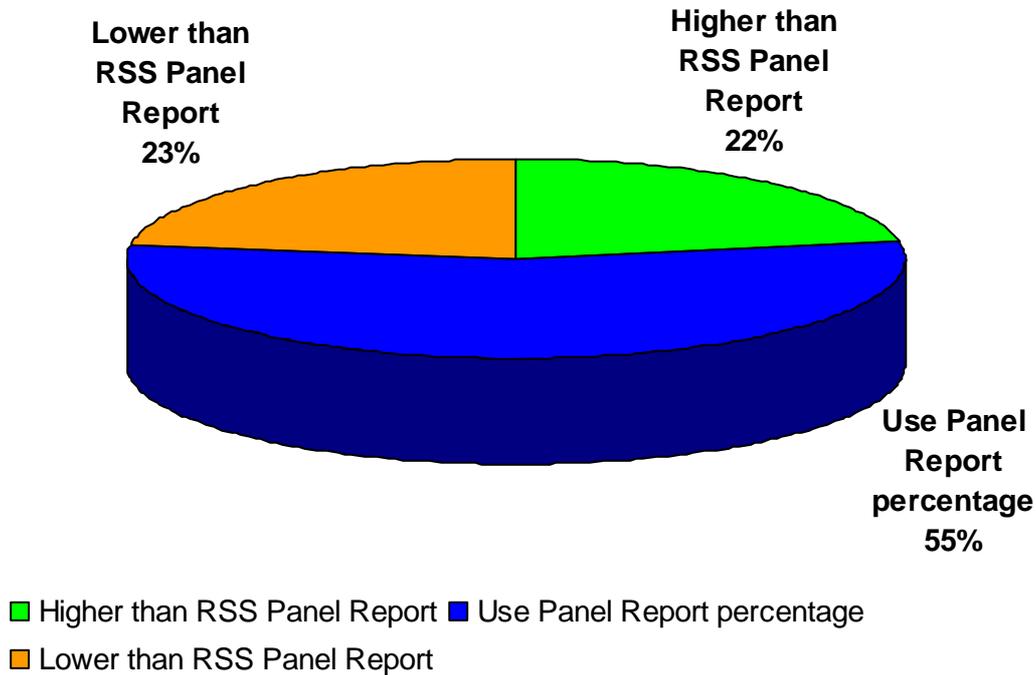
Members of the Public	<ul style="list-style-type: none"> <li>The housing needs that this strategy keeps mentioning is not backed up by any evidence. It is just a prediction but with families having less children and the population getting older we need more homes for the elderly e.g. bungalows or community housing. More retirement villages required.</li> <li>On the subject of social housing, in my experience the policy to integrate private and social housing does not work. I've been told separate housing estates do not work, but I'm sure people who buy their own homes prefer to live amongst likeminded people rather than be forced to live next to social housing</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Large scale rural exception scheme should be avoided as they may have an adverse impact on the Strategic Road Network</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>Strategy priorities will not address the related issues</li> <li>Agree with 1<sup>st</sup>, 2<sup>nd</sup> and 4<sup>th</sup> issues set out at para 10.3</li> <li>Query housing fact that there is 4.1 years of deliverable housing land, given recent appeal decisions acknowledge urgent shortfall in housing supply</li> <li>Need step change in the planning and delivery of housing if South Gloucestershire is to meet the strategic requirement to 2026.</li> <li>Core Strategy must work towards delivering the urban extensions at the earliest possible opportunity to allow for lead-in times and provide the opportunity of meeting the strategic requirement</li> <li>Lifetime Homes may be appropriate for an element of housing but not for all housing given the additional requirements</li> <li>Key Issue should make more specific linkage between private housing market sector and RSLs as this is the key to delivery of affordable housing</li> <li>Suggest Council develop a policy to meet the housing needs of older people</li> <li>To achieve sustainable communities, the Council needs to ensure that the appropriate infrastructure is delivered</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>Include crime prevention – administer Secure by Design scheme for all affordable housing; encourage all house builders to build to the same standard of security; ensure that safety and fear of crime is taken into account in the design of sheltered/elderly developments; ensure housing designs meet the requirements of the Design Checklist SPD and Policy D1 of SGLP; ensure brownfield development does not affect the safety and security of existing communities, as well as being safe and secure within itself. Changes to the demographic make up of an area can affect fear of crime</li> <li>Need to consider use of cross-subsidy from limited open market housing to affordable housing on exception sites, to increase the levels of private financial support and increase the amount of affordable housing</li> <li>Need to take account of the fact that rural businesses will not succeed if employees/potential employees are deterred because of a lack of suitable housing, and the long term impact this will have on achieving sustainable rural communities</li> </ul>

### Question 8

What should be the percentage of affordable housing sought on new developments, if the evidence base supports it? The minimum figure recommended in the RSS Panel Report is 35%

- Higher than 35%
- Use Panel Report percentage of 35%
- Lower than 35%

194 responses were made to Question 8, with over half supporting the percentage figure of 35% in the RSS Panel Report.



Of those who want to see a percentage lower than 35%, various alternative percentages were suggested ranging from the 33.3% target in the current South Gloucestershire Local Plan down to 5%. Both members of the public and the developer/consultant group expressed a range of lower percentages, while the parish council/political group opted for 25%.

In suggesting higher percentages, the parish council/political group, the developer/consultant group and the environmental/community group all opted for the 40-50% range, whereas members of the public made suggestions in the 60-80% range.

#### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Not always feasible on smaller developments.</li> <li>• Housing development should reflect the employment profile and so in some areas it would be appropriate to have a higher percentage</li> <li>• It should be on a local need basis</li> <li>• It should be in keeping with the balance of the existing community.</li> <li>• Social housing should be in separate developments</li> </ul>
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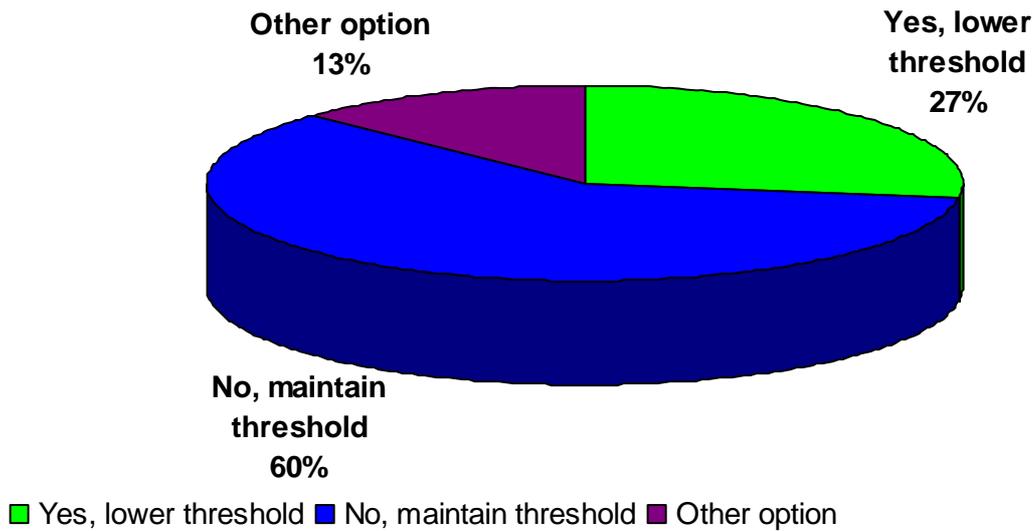
<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• Inappropriate to consult on this matter until the SHMA is completed</li> <li>• Need to ensure flexibility to respond to site circumstances</li> <li>• Levels of affordable housing need to be weighed up on a site specific basis and offset against other S106 requirements</li> <li>• Any policy needs to take account of other material considerations such as development costs, need for other planning gain, cost of housing and other exceptional costs</li> <li>• The target should have regard to the SHMA and allow flexibility of provision depending upon economics of the development</li> <li>• The question is misleading as it implies that a percentage is to be applied to all development sites, whereas the RSS target is an overall average</li> <li>• Recommend the Council tests various targets, including levels higher than 35%, provided SHMA can demonstrate such a figure is viable</li> <li>• Recommend the Council explores possibility of setting specific housing requirements for different sites within the urban extensions</li> <li>• The requirement to deliver affordable housing at 33.3% is onerous. The impact it has on the viability of developments appears to be a contributory factor in the substantial shortfall in housing delivery in South Gloucestershire. Too high a percentage would also militate against the achievement of mixed and balanced communities.</li> <li>• Clear evidence to support 35% - will allow the construction of mixed tenure developments, with a range of housing types which will help to create mixed and balanced communities; will result in significant provision of affordable housing while ensuring that development still remain viable for private developers.</li> <li>• Any policy on affordable housing should not apply to student housing as it already provides a valuable community benefit which the Council should encourage</li> <li>• Support high percentage to ease the backlog in affordable housing provision</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Within the Cotswolds AONB, the Council should only allocate sites for 100% affordable housing</li> <li>• Targets should be based on need and in special circumstances raised to meet targets</li> </ul>

### Question 9

**Should the current site threshold at which affordable housing can be required be lowered from the current total of 15 dwellings in urban areas and 5 in rural areas?**

- Yes
- No, maintain threshold
- Other option

Of the 188 responses, 60% consider that the present site threshold for affordable housing should be continued, whereas a quarter want to see the threshold lowered.



Members of the public, the parish council/political group and the environmental/community group all consider that lowering the current threshold is appropriate, and put forward a variety of alternative threshold levels for both urban and rural. These range from 5 to 12 dwellings in urban areas and 1 to 5 dwellings in rural areas, although one suggestion was for 1 to 1 provision. The main reason cited for these lower figures is to prevent the present situation whereby some developers avoid the social housing allocation by building just under the threshold level.

**Other options put forward in preference to maintaining or lowering the threshold target are set out in the following table.**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
On small sites a financial contribution would be a more suitable way to capture a contribution				✓	
Higher targets – 15-20 in urban areas, 10 in rural areas	✓				
Higher targets – 15 in urban areas, 15 in rural areas	✓			✓	
It should be stated as a 'not to exceed' limit with the limits set at 15 and 5	✓				
Target should be based on a percentage of Bedrooms not	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
dwellings					
The threshold has to relate to the required need. The demand for affordable housing may not be as high on some sites than an arbitrary threshold	✓				
Flexibility should be applied with targets to ensure that the viability of the scheme and other site specific issues are built in				✓	
The threshold should be operated differently. To seek no affordable housing on sites of 14 dwellings and 5 affordable units on sites of 15 is counterproductive and militates against the delivery of both market and affordable housing. It is worth considering lowering the threshold but only applying the percentage to the number of dwelling above the threshold				✓	
Is there also the potential to introduce a sliding scale for % contribution so that small schemes provide a lower percentage with larger schemes a higher one?				✓	
Threshold should be relevant to housing needs survey/actual need	✓	✓			

**Other Comments**

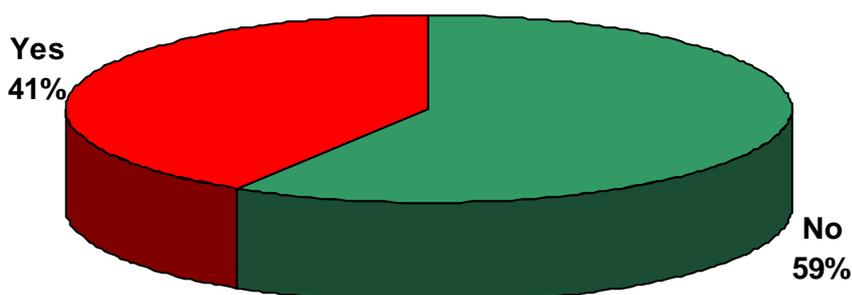
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Difficult to comment on this matter until the local housing need assessment is completed</li> <li>• Any change in threshold needs to be supported by an economic viability assessment</li> <li>• Lowering would render minor developments unviable and may discourage developers</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Within the Cotswolds AONB, the Council should only allocate sites for 100% affordable housing</li> </ul>

### Question 10

**Should separate formal targets be set for social rented and intermediate affordable housing in order to maximise the supply for priority needs?**

- Yes
- No

190 responses were made to Question 10, with clear differences of opinion expressed both across and within the four main response groups (i.e. not including the specific consultees group).



**Comments on the merits of separate targets for social rented and intermediate affordable housing, as well as suggested target levels, are set out below.**

	Members of the Public	Parish & Town Councils/Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/Community/ Other
90% social rent 10% intermediate affordable	✓				
87% social rent all council owned. 13% intermediate affordable housing	✓				
75-77% social rent, 23-25% intermediate affordable housing	✓	✓			
50% social rent, 50% intermediate affordable	✓				
1/3 <sup>rd</sup> rented, 1/3 <sup>rd</sup> shared ownership, 1/3 <sup>rd</sup> supported housing, but pepper potted around the development. This creates inclusive growing communities				✓	
Split should be based on research of needs for the area (e.g. SHMA)	✓	✓		✓	✓
Needs to be an objective assessment, not a figure plucked from the air		✓			✓
There needs to be something in place to stop developers favouring all intermediate affordable housing.		✓			
Separate targets provide clear guidance for developers when planning schemes.				✓	
Need sophisticated policy to allow differentiation of mix of affordable housing according to scale of development and location				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Each case should be looked at individually. We have enough targets in the world.	✓				
If this were to be done it should be the realm of an SPD				✓	
Targets will change over time and throughout areas, in which case flexibility will be necessary.				✓	
There should be flexibility for the Council to negotiate the tenure split in certain instances. Clear evidence should be available to support the tenure split and regular updates should be provided to inform the target salaries which intermediate housing should meet.				✓	
Agree separate targets, but these need to be fully justified and negotiable to comply with national guidance and respond to any changes in priority				✓	
Flexibility should be applied with targets to ensure that the viability of the scheme and other site specific issues are built in				✓	
Use present split of 77%/23%				✓	

**Other Comments**

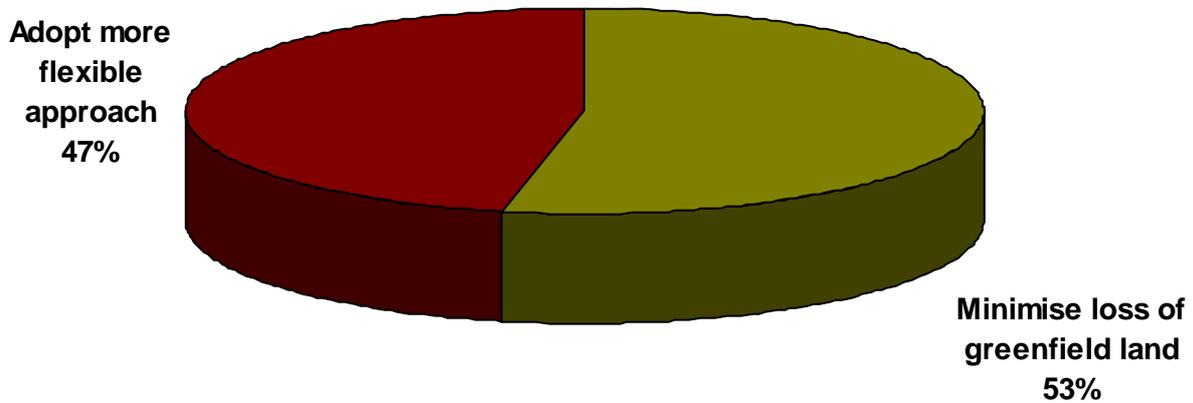
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Difficult to comment on this matter until the local housing need assessment is completed</li> <li>• Request more appropriate forms of intermediate housing that would secure long term retention within the affordable sector (i.e. reduce current over-reliance on rented property over intermediate).</li> </ul>
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### Question 11

What is the most appropriate approach to housing density and the development of brownfield land?

- Try to minimise the amount of greenfield land developed by promoting high densities and high brownfield targets; or
- Take a more flexible approach to density and brownfield targets to reflect the location, character of the area, mix of housing required and need to provide green spaces.

From the 210 responses there is no majority view on housing density and the development of brownfield land.



### Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Take more flexible approach etc – but use greenfield not Green Belt.</li> </ul>
Parish & Town Councils/Political Groups/ouncillors	<ul style="list-style-type: none"> <li>• There needs to be some flexibility to reflect the character of the area.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Relaxing constraints on developing the edge of settlements a less sustainable way of providing new housing but, in considering urban densities, it is important that each site is looked at individually</li> <li>• Greenfield land is required to meet the housing figures set in the RSS</li> <li>• In relation to densities the Council should revert to PPS3 targets which offer flexibility because there is more to this issue than location</li> <li>• More appropriate to take a flexible approach to density whilst always seeking to maximise the efficiency of land. The suggestion of varying densities dependent on how close development is to a town/local centre is too narrow an approach</li> <li>• Recognise need to maximise densities but low density housing with large amounts of amenity space also required by families. There is an acute shortage of this type of accommodation in the social rented sector</li> <li>• Higher densities can be adopted for student accommodation on brownfield sites</li> </ul>

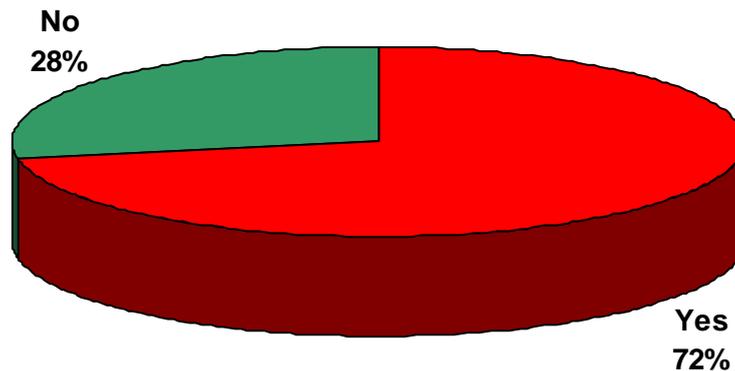
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• A combination of these ideas is required</li> <li>• Any development should incorporate the protection and enhancement of the natural environment, both directly and indirectly. This may impact on the levels of housing possible. Brownfield sites can be important for biodiversity and any proposed development of a brownfield site should consider this</li> <li>• Where Green Belt is earmarked for development, expect to see extension of the Green Belt elsewhere, so there is no net loss of biodiversity</li> <li>• Very high densities should be used near centres and lower densities further away – build on car parks not open space in existing communities to achieve the high densities</li> </ul>
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### Question 12

**Should the Core Strategy include a policy which restricts intensification of housing on residential plots (e.g. converting houses into flats, and building in gardens) where this would have an adverse impact on the character and amenity of an area?**

- Yes
- No

There is clear support from the 205 responses that there should be a policy to restrict the intensification of development on residential plots.



<p>Members of the Public</p>	<ul style="list-style-type: none"> <li>• The Planning Department should be more aware of local areas and take into account what local parish councillors have to say and local residents . They have more knowledge of local areas, policy would just complicate matters</li> <li>• It's unlikely to have an adverse impact where sensible planning is put in place.</li> <li>• Intensification is a good way to increase homes whilst conserving agricultural land for growing local food.</li> <li>• Infrastructure cannot always support increased density.</li> <li>• Assess each application on merit.</li> </ul>
<p>Parish &amp; Town Councils/Political Groups/ Councillors</p>	<ul style="list-style-type: none"> <li>• Intensification is already putting a huge strain on our older urban areas, which always seem the first port of call for development. This needs to stop.</li> </ul>
<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• Should adopt a flexible approach and consider each site on its merits</li> <li>• It has to be recognised that in order to meet the planning and community needs of the 21st Century there will sometimes need to be changes in character and amenity of settlements – though in areas of particular importance eg Conservation Areas, other policy criteria will protect the character of such areas. Where gardens play an important role in green-space/non-developed land, then these areas should be protected.</li> <li>• The danger with this type of policy is that it is often interpreted and used to prevent development. Issues such as back land development and conversion are best dealt within a SPD.</li> <li>• This is a supply and demand issue. Intensification of housing reflects lack of available housing land</li> </ul>
<p>Environmental/ Community/ Other</p>	<ul style="list-style-type: none"> <li>• Over-development of gardens impacts on the ecology of an area. Policy should prevent this from happening.</li> </ul>

## Key Issue 6: Protecting and Enhancing the Environment

### General comments on Key Issue 6

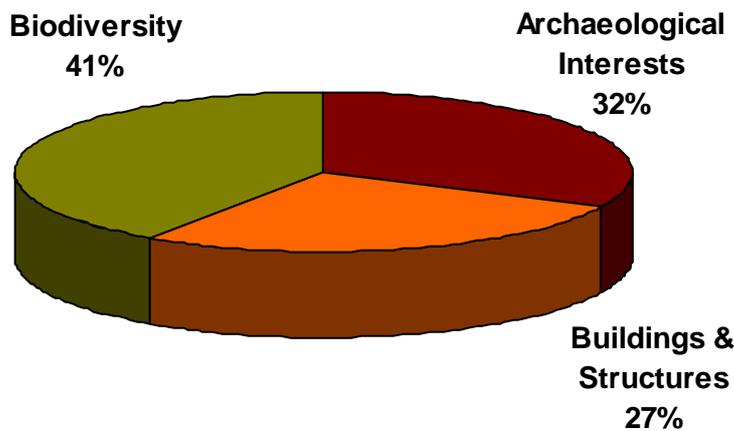
Members of the Public	<ul style="list-style-type: none"> <li>• Protection of green and conservation areas is of supreme importance. Tree planting should be native broad leaf species.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Acknowledge that flood risk has been identified as a high environmental constraint</li> <li>• Include South Glos BAP in list of plans and strategies</li> <li>• Need to protect the water environment from the adverse effects of development. Conserve water resources. Developed areas not to interfere with groundwater recharge and incorporate SuDs, or the collection and recycling of rainwater.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Section fails to recognise that development can offer opportunities for environmental enhancement</li> <li>• Refer to recognition in PPS7 that development can be sensitively accommodated within rural areas to raise the quality of life</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>• The natural environment is viewed too much as an isolated subject in the Issues and Options document. Protection and enhancement of the natural environment should be afforded greater emphasis.</li> <li>• Concerned about squeeze on green space implied in Issues and Options document. Essential that designated sites are protected and enhanced within the Core Strategy/ There is a need to buffer these sites so that they are not fragmented and link in with other green infrastructure and connectivity within the area</li> <li>• Ancient woodland should be identified and protected from development. There are approx 946 hectares of ancient woodland in South Gloucestershire.</li> </ul>

### Question 13

Please indicate which of the following locally important features and interests you consider should be protected

- **Archaeological interests**
- **Buildings and structures**
- **Nature conservation (biodiversity)**

There is general support for protecting locally important features and interests, with marginally more support for protecting nature conservation (biodiversity) interests over built heritage features and interests.



Parish & Town Councils/Political Groups/ouncillors	<ul style="list-style-type: none"> <li>• The listed interests need to be protected but this needs to be balanced by some common sense and not wielded as a veto, which is a danger.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• They are all equally important</li> <li>• To understand the significance of a locally important asset, should undertake a landscape and historic environment characterisation study for South Gloucestershire.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• There needs to be flexibility in the way the features are dealt with and protected</li> <li>• The potential to protect, and appropriateness of protecting, locally important features will need to be balanced against other sustainability objectives. A blanket policy protecting all locally important features would be inappropriate. Policies are not needed which reiterate the guidance provided in PPS7 and PPS9.</li> <li>• Beyond the identification of heritage/conservation interests at national, regional or county level, local interests should also be acknowledged and identified for protection/enhancement where appropriate – but not to the exclusion of land-use change or development where such local interests can be incorporated within proposals or mitigated to a significant degree.</li> <li>• Development proposals should have regard to these features. Each feature should be considered on their merits.</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>• Not all irreplaceable semi-natural habitats, such as ancient woodland, are covered by protective statutory designations and these should therefore be given adequate protection under the</li> </ul>

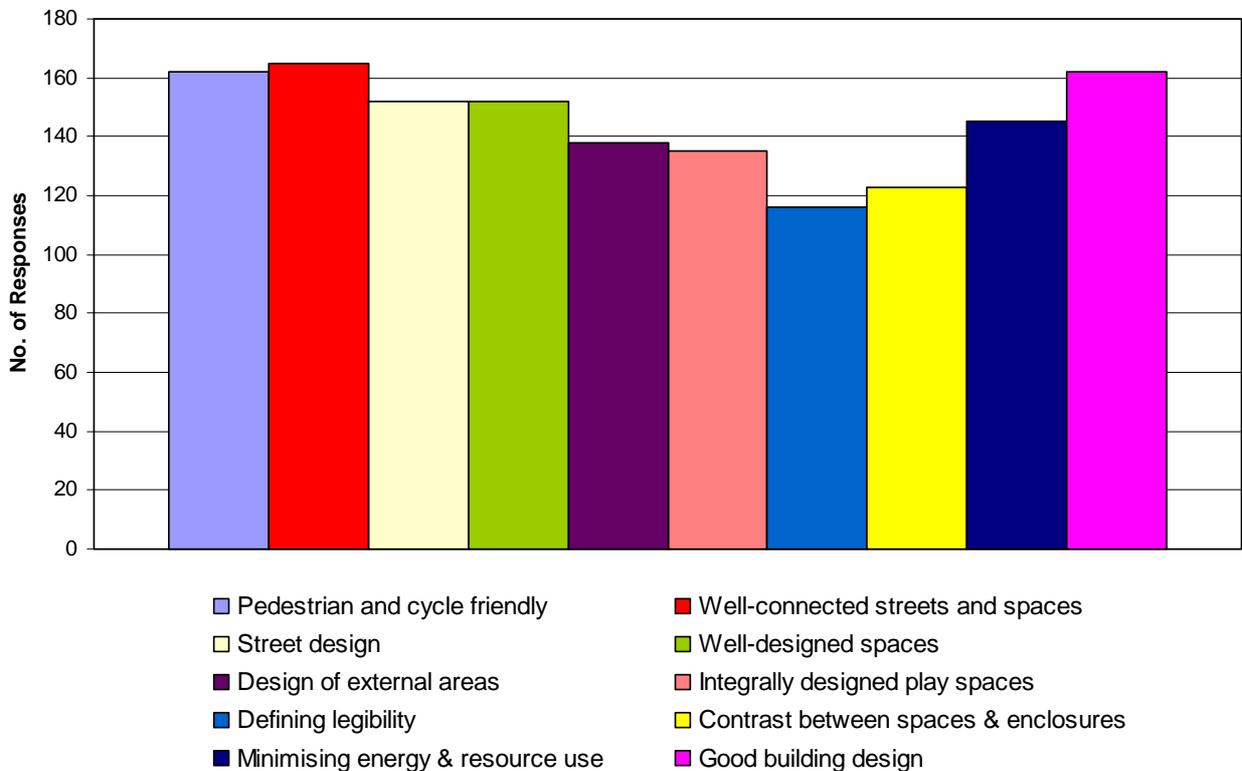
	<p>LDF process. Would like to see the Core Strategy support policies of absolute protection for irreplaceable semi-natural habitats like ancient woodland and ancient trees.</p> <ul style="list-style-type: none"> <li>• LDF must recognise the importance and value of environmental stewardship, but this cannot be achieved through the negative instruments of restrictions and designations, but only achieved through management undertaken by economically viable rural business.</li> <li>• Heritage is so expensive to maintain that it will not succeed unless there is economic viability. Conservation of the historic environment is not preservation as found, but a process of enabling appropriate change to give the historic environment a sustainable future.</li> </ul>
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### Question 14

Please indicate which of the following you consider to be components of good design?

- Pedestrian and cycle friendly layout and design
- Well-connected streets, buildings and open spaces
- Streets designed as liveable (attractive and usable) open spaces
- Well designed spaces around buildings
- Design of external areas should reflect surroundings and community needs
- Play areas should be integral to landscape design
- Using features and landmarks to define legibility (ability to find one’s way around)
- Contrast between enclosure and openness across a development
- Minimise the use of energy and resources
- Good design of buildings (colour, material, detail and proportion)

Although there was some variation in the actual numbers responding on each element, there was general agreement that all the elements listed were components of good design.



A range of other suggested elements were put forward as components of good design. However a number of these relate to specific aspects of the elements identified in Question 14, rather than to additional elements

**Suggested additions to the components of good design**

	Members of the Public	Parish & Town Councils/ Political Groups Councillors	Specific Consultees	Developers/ Landowners/ Consultants	Environmental/ Community/ Other
Suggested additions to the Elements listed in Question 14	<b>Pedestrian and cycle friendly layout and design</b>				
	Traffic free streets	✓	✓		✓
	Filtered permeability; i.e. well-connected for pedestrians and cyclists, but with a sparse network for motor vehicles				✓
	<b>Well-connected streets, buildings and open spaces</b>				
	Proximity and accessibility to a range of uses and green spaces			✓	
	Access to/provision of public transport and facilities	✓		✓	
	<b>Streets designed as liveable open spaces</b>				
	Space that encourages community sharing	✓			
	<b>Design of external areas should reflect surroundings</b>				
	Diversity of landscapes to reflect the local vernacular		✓		
	<b>Minimise the use of energy and resources</b>				
	Sustainable design				✓
	<b>Good design of buildings</b>				
	Size & density of houses in relation to their local setting	✓		✓	
	Creating character within schemes			✓	
	Resist overdevelopment of sites	✓			
	Avoid use of concrete	✓			
	Quality buildings built to last & variety	✓			
	Design fits in its surrounding, be sympathetic	✓		✓	
	Making groups of buildings distinct, mini communities, rather than looking mass produced	✓			
Access needs	✓				
Suggested additions not covered by Question 14	<b>Incorporating green infrastructure</b>				
	Green spaces around developments	✓			
	Good access to green spaces and safe country walks	✓			
	Green elements of design - soft landscaping: trees, shrubs, plants	✓			
	Maintenance of open spaces and pathways	✓			
	Design does not compromise garden space	✓			
	Well planned, multifunctional green infrastructure			✓	
	Integrating public rights of way as separate paths				✓
<b>Incorporating the car</b>					

		Members of the Public	Parish & Town Councils/ Political Groups Councillors	Specific Consultees	Developers/ Landowners/ Consultants	Environmental/ Community/ Other
	Realistic provision of car parking	✓				
	Parking, if any, limited and separated from the immediate residential area.					✓
	Transportation access and provision for cars		✓			
<b>Supporting well-being</b>						
	Tranquillity, noise reduction	✓				

**Other Comments**

Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>• How and when each component is applied is a matter for individual judgement on each development.</li> <li>• There will be conflicts between components if attempts are made to achieve all of them all of the time</li> </ul>
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## Key Issue 7: Improving Health and Well-being

### General comments on Key Issue 7

Members of the Public	<ul style="list-style-type: none"> <li>• There are not enough rugby and football pitches for 10, 11, 12 year old etc. teams to play. Need to keep this age group active in a positive way eg healthy lifestyle, teamwork, respect and making friends.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Agree with issues set out at para 12.5</li> <li>• If Council develops local standards for open space provision then it must make a realistic assessment of what can be achieved in any given development. NPFA standards already push high density development to its margins so, unless offsite contributions are accepted, any higher standards would be almost impossible to meet.</li> <li>• Unclear if the Council will require open space provision entirely on-site or a combination of on-site and off-site enhancement to existing facilities. Robust policy and advice is required to resolve the current uncertainty regarding the Council's policy stance</li> <li>• Important to ensure that any master plan provides sufficient flexibility to enable specific groups to acquire land at "community rates" rather than residential/ employment values.</li> <li>• Key failing in that there are no questions related to the provision of recreational space or the promotion of existing sports facilities within the Issues and Options document</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Rights of way , informal paths, shared routes for all users including horse riders find no mention in the Core Strategy. More people use these paths than partake in formal sport so don't ignore them</li> <li>• Mown grass supports very little wildlife and requires intense management that encourages the use of pesticides, herbicides and fertilisers. Mown grass should therefore be a modest proportion of public open space. Woodland and other wildlife habitat provides a much richer place for play and recreation. A network of such spaces would provide a network for wildlife as well as a network of routes for pedestrians. There should also be much higher provision for allotments to provide exercise and nutritious local food.</li> <li>• The Council should prepare a sports facilities strategy that includes a detailed assessment and audit of facilities - to allow identification of facility needs and provide a framework for guiding investment including developer contributions</li> <li>• The Core Strategy should have a policy on developer contributions for community and cultural infrastructure, possibly expanded into SPG.</li> <li>• Use developer contributions to help fund access improvements to woodlands close to new developments and within the countryside beyond, to strengthen links between new and existing woodlands and other green spaces</li> <li>• Ensure there is plenty of green space around new and existing housing development – particularly important for deprived areas where free physical activity can take place and so ensure better health and mental well-being. Recommend that the specifications on housing densities and distances from green spaces set out in Natural England's "Green Infrastructure Toolkit" are integrated into the Core Strategy (<a href="http://www.greeninfrastructurewest.org">www.greeninfrastructurewest.org</a>)</li> <li>• Any substantial development should be subject to a Green Infrastructure Policy, which comprises a strategically planned and</li> </ul>

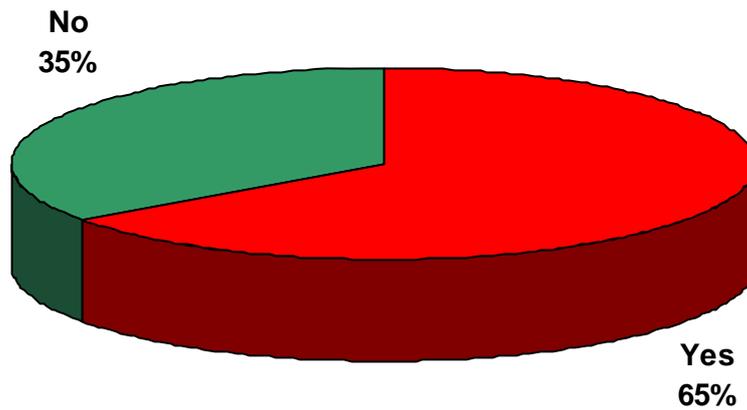
	<p>delivered network of a broad range of high quality green spaces, and other environmental features, designed and managed as a multi-functional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Green Infrastructure should provide for travel and recreation, providing new access for all the community, to deliver improvements to quality of life such as health, well-being, congestion and air quality. Development should include access to open space, following Accessible Natural Green Space Standards (ANGSt)</p>
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### Question 15

**Do you agree that the Core Strategy should include a policy which seeks a developer contribution on each new dwelling to ensure the sufficient provision of libraries?**

- Yes
- No

A total of 203 responses were received to Question 15, with two thirds in support of a developer contribution for libraries.



The following reasons were put forward by those not in support of developer contributions for libraries

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Should be paid for by the Local Authority/ funded from Council tax or government funding	✓	✓		✓	
Should be included as part of community infrastructure levy.	✓			✓	
Should be dealt with through s106 agreements				✓	
Should only be required where there is a proven need having regard to a robust evidence base				✓	
Any tariff system needs to be designed so as to encourage development in sustainable locations on previously developed land and seek a higher level of contribution from greenfield sites.				✓	
Developer contributions should be used for more than just libraries – e.g. build integrated libraries and community advice/centres.	✓	✓			✓
If impose a blanket contribution the Council needs to be sure that libraries are the most important contribution if the development cannot support everything				✓	
Need to retain flexibility to allow for any material	✓			✓	✓

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
considerations for reduced contributions to be taken into account e.g. don't seek contributions from affordable housing, key worker, student housing or on small developments					
Should be reviewed on a case by case basis				✓	
Libraries are underused by local communities	✓				
With the advent of internet libraries are not an essential part of everyday living, information is more quickly and easily obtain online. Libraries should be restricted to town centres	✓				
Should not be a case of "seeking", should be mandatory since government funding will not be forthcoming	✓				
This is just another levy on the developer and won't be spent on providing/improving facilities	✓				

**Other comments**

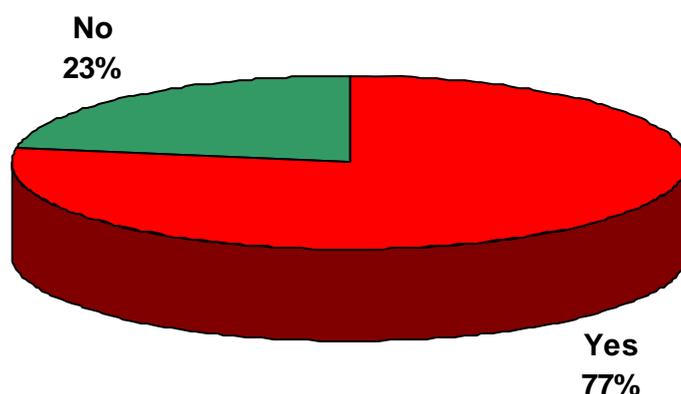
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Need to take a site specific approach</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• This is covered by the question on roof tax (Q3)</li> <li>• Any contribution sought will need to be set in relation to Circular 05/05 and any other relevant legislation or policy - contributions must be reasonable, relevant and necessary for the development and must not prevent it from going ahead</li> </ul>

### Question 16

**Do you agree that the Core Strategy should include a policy which seeks a developer contribution on each new dwelling to ensure the delivery of new/improvements to existing community meeting places through new development?**

- Yes
- No

204 responses were made to this Question with over three quarters supporting developer contributions for new and improved community meeting places



A number of the reasons put forward for not supporting such a policy were the same as those for Question 15.

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Should be funded from Council tax or government funding	✓			✓	
Should be included as part of community infrastructure levy.	✓			✓	
Should be dealt with through s106 agreements				✓	
Should only be required where there is a proven need having regard to a robust evidence base				✓	
Need to retain flexibility to allow for any material considerations for reduced contributions to be taken into account e.g. don't seek contributions on small developments	✓			✓	
Only where development is of a scale that relates to such requirements (a threshold would be a useful trigger for such contributions).				✓	
Should not be a case of "seeking", should be mandatory since government funding will not be forthcoming	✓				
This is just another levy on the developer and won't be spent on providing/improving facilities	✓				
Any contributions must be considered on a site by site basis				✓	

**Other comments**

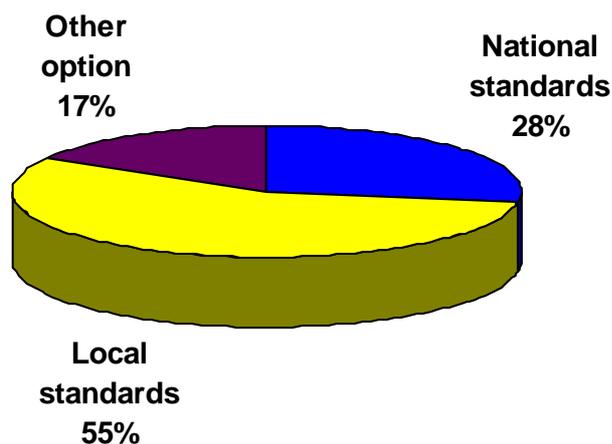
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"><li>• Need to take a site specific approach</li></ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"><li>• This is covered by the question on roof tax (Q3). Should be discounted where developers make direct provision of community services on site.</li><li>• Any contribution sought will need to be set in relation to Circular 05/05 and any other relevant legislation or policy - contributions must be reasonable, relevant and necessary for the development and must not prevent it from going ahead</li></ul>

### Question 17

In order to meet the formal sport and recreation needs of a growing population, should we:

- Continue to apply the national standards?
- Develop local standards?
- Other option?

203 responses were received with just over half favouring the development of local standards for formal sport and recreation whereas about a quarter considered that the national standards should continue to be applied.



The following table lists other options which were put forward

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Council should have regard to both national standards and local level evidence and surveys, as well as other planning policy objectives				✓	
Apply national standards as a minimum but aim to exceed them	✓				
Use national standards but adapt where necessary	✓				
Improve on national standards wherever possible	✓				✓
Apply whichever is higher.	✓				
Based on the national standards, local standards should be applied in relation to the identified demographic requirements of individual areas, measured alongside both the quantum and quality of existing provision.				✓	
Take national standards as a starting point, analyse gaps or deficiencies in actual provision and specify measures to deal with shortfalls on a spatial basis in the LDF				✓	
Nothing - leave it to the private gyms - those that cannot afford it issue vouchers	✓				

**Other comments**

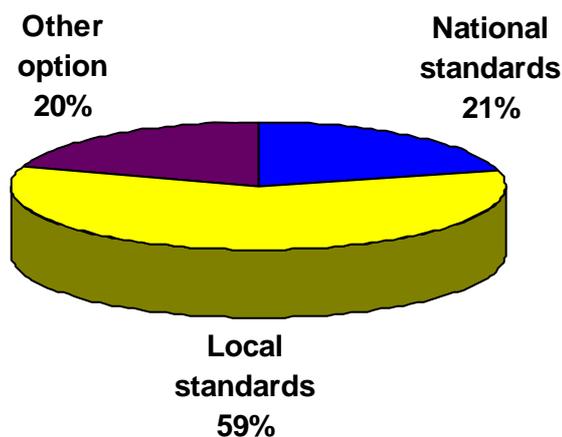
<p>Parish &amp; Town Councils/Political Groups/Councillors</p>	<ul style="list-style-type: none"> <li>• Take opportunity to address shortfall</li> <li>• Look at the amount of use ground conditions will permit not merely total acreage</li> <li>• Take a different approach to children’s equipped play – see South Glos Play Strategy</li> <li>• Recognise the needs of teenagers e.g. skateboard parks, basketball and Multi Use Games Areas and hang out areas</li> </ul>
<p>Developers/Landowners/Consultants</p>	<ul style="list-style-type: none"> <li>• Difficult to comment in advance of completion of the PPG17 open space assessment</li> <li>• Flexibility should be applied to ensure that the package of requirements being sought are realistic and meet the needs arising from the site and do not seek to meet already established shortfalls</li> <li>• In terms of formal sport and recreation, achieving national standards may not always be appropriate depending upon local circumstances (demographics/need etc) and it is more relevant to develop local standards.</li> <li>• Should only be required where there is a proven need having regard to a robust evidence base</li> <li>• Recommend an approach that meets sustainable development criteria.</li> </ul>

### Question 18

In order to meet the needs of a growing population for informal green space and recreation should we:

- Apply the national standards?
- Develop local standards?
- Other option?

As with Question 17, over half of the 195 responses favour the development of local standards for informal sport and recreation, whereas about 20% consider that the national standards should be applied.



The following table lists other options which were put forward

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Council should have regard to both national standards and local level evidence and surveys, as well as other planning policy objectives				✓	
Apply national standards as a minimum but aim to exceed them	✓				
Use national standards but adapt where necessary	✓				
Improve on national standards wherever possible to enhance access to sport and recreational activities	✓				
Apply which ever is higher.	✓				
Natural England recommends South Gloucestershire seek to meet the Green Flag Award standards, as managed and assessed by the Civic Trust.			✓		
Use the Woodland Trust's Woodland Access Standard, as set out in their 'Space for People' publication, and endorsed by Natural England. The Woodland Trust Woodland Access Standard recommends: that no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size; that there should also be at least one area of					✓

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
accessible woodland of no less than 20ha within 4km (8km round-trip) of people's homes. (further comparative information has been provided on this standard for South Glos, Gloucestershire and the South West Region)					
Instead of standards, should take opportunities for innovation in the creation of safe, attractive and well used communal spaces.				✓	

Other Comments

Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Need qualitative standards, not just quantitative ones</li> <li>• Need a higher ratio of open space to dwellings than nationally, particularly in high density development - people live here because it's not urban and they want a sense of openness and countryside</li> <li>• Need to include assessment of links and access on foot and cycle into surrounding countryside</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Natural England would support the development of local standards that meet the local needs and priorities, however they should seek to exceed the national standards wherever possible, and ensure green spaces are considered as part of a wider green infrastructure network able to contribute to a range of issues/solutions, inc health, biodiversity, water mgmt etc</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Should only be required where there is a proven need having regard to a robust evidence base</li> <li>• Difficult to comment in advance of completion of the PPG17 open space assessment</li> <li>• PPG17 states that the provision of open space should be based upon evidence gained from an open needs space assessment. Locally derived standards should be relied upon.</li> <li>• A local response is best, backed by national guidance</li> <li>• In terms of informal recreation, achieving national standards may not always be appropriate depending upon local circumstances (demographics/needs etc) and it is more relevant to develop local standards</li> <li>• The national standards provide a minimum guideline and at the local level it may be that variation in provision will be required as a particular response to both the demographic and development circumstances of a particular area.</li> <li>• Flexibility should be applied to ensure that the package of requirements being sought are realistic and meet the needs arising from the site and do not seek to meet already established shortfalls</li> <li>• Recommend an approach that meets sustainable development criteria.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Depends which national standard you mean. The Forest of Avon working with the Avon Wildlife Trust and funded by Natural England and DCLG has mapped all Green Infrastructure in the area and can apply standards such as the national ANGST standard to identify areas of GI deficit. Do also need to consider the commitment the Council has and is making to the Forest of Avon as a positive environmental designation in which new woodlands and other green spaces are to be created and how this relates to the development which will be taking place inside the Forest boundary- there needs to be a positive linkage between the two.</li> </ul>

## Key Issue 8: Reducing and Adapting to Climate Change

### General comments on Key Issue 8

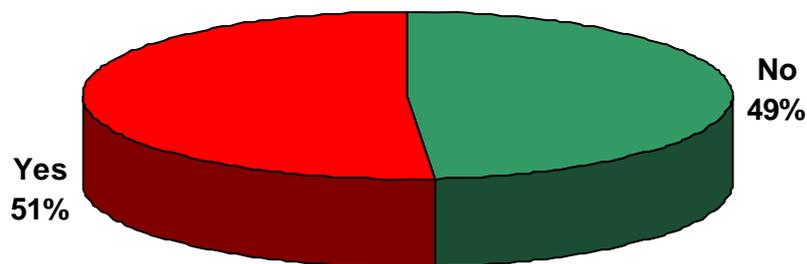
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Key climate change issue for most new development is transportation. Policies that produce good, cheap public transport will have far more effect than anything else</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Acknowledge that adaptation to climate change must be considered. Also note that rainfall figures are expected to rise, not just tidal levels (PPS25)</li> <li>Include reference to habitat creation and managed retreat in response to climate change and the need to find ways of allowing our wildlife and habitats to adapt</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Appropriate for the Core Strategy to contain a policy on sustainable construction and design. This should refer to national standards and targets, embrace all aspects of sustainable design and be sufficiently flexible to recognise on-site energy generation will not be viable or desirable in all circumstances</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>Recommend inclusion of an overarching climate change policy in the Core Strategy with a commitment to deliver greater production of renewable energy and increased levels of energy efficiency</li> <li>The LDF should include a robust criteria based policy for assessing all applications for renewable energy developments, developed in line with PPS22 and Climate Change Supplement to PPS1 (Detailed guidance set out on the suggested content of a policy)</li> <li>Include a policy on sustainable design and construction methods, and introduce minimum efficiency standards for extensions, changes of use, conversions and refurbishments/listed building restorations – to increase energy efficiency within existing building stock as well as new developments.</li> <li>In accordance with Climate Change Supplement to PPS1, the Council should have an evidence-based understanding of the local feasibility and potential for renewable and low-carbon technologies to supply new development within South Gloucestershire, and use this to develop targets to secure this potential</li> <li>Outline the different renewable energy technologies and equally encourage and promote all forms of renewable energy, including the potential for an Energy Services Company and CHP.</li> <li>LDF should adopt the Merton Rule, where large developments (10+ houses, commercial sites of more than 1 hectare) should be producing more than 10% of on-site renewable energy</li> </ul>

### Question 19

**In order to meet the target’s in the Council’s Climate Change Strategy; should larger-scale development be required to include facilities to generate renewable energy to reduce carbon emissions by over the 20% set in the Regional Spatial Strategy?**

- No
- Yes

A total of 193 responses were made to Question 19 but there was no clear view on targets for generating renewable energy .



There was a general view across groups, other than the developer/consultant group, that 20% should be a minimum target. Members of the public suggested various targets ranging from 25 – 80% and the parish council/political group put forward targets ranging between 30 and 60%, although 100% was also a target put forward by both groups. The environmental/community group suggested targets between 30 and 50% and the developer/consultant group identified targets of 10 and 25%.

#### Other comments

Members of the Public	<ul style="list-style-type: none"> <li>• The 20% target is highly challenging. If it can be achieved it should be reviewed with a view to raising it.</li> <li>• It’s more a case of controlling the extra carbon emissions from the extra traffic congestion</li> <li>• Suggest sliding scale increasing bi-annually. Present targets unrealistic</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Needs to be an objective assessment, not a figure plucked from the air</li> <li>• Extend target to smaller scale development</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Policies G/RE5 in Draft RSS allow for contributions from renewable energy above 20% to achieve the 44% carbon reduction of regulated emissions. A report on achieving zero carbon for residential development comprising less than 10 dwellings is on the SWRA website.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Any targets should be aspirational rather than absolute, taking account of site specific factors and/or environmental benefits</li> <li>• Should be in conformity with RSS provided material</li> </ul>

	<p>considerations for reduced renewable energy production are taken into account</p> <ul style="list-style-type: none"> <li>• Local standards will create confusion and uncertainty</li> <li>• No evidence is provided for going beyond the RSS percentage</li> <li>• 20% target is arbitrary and could prejudice development of brownfield sites, which are more expensive to develop and usually inherently sustainable</li> <li>• The use of renewables may not always be appropriate depending upon circumstances. Seeking to achieve overall improvements in the carbon footprint maybe more cost effective and achieve equal if not better results in some cases.</li> <li>• The approach should be to ensure high levels of energy efficiency and reduce energy use as the first priority</li> <li>• The local authority should undertake a thorough examination of energy issues before developing specific policies.</li> <li>• Such a blanket requirement is contrary to planning policy – any requirements for on-site provision should have regard to issues of viability and practicalities.</li> <li>• Planning obligations should be in line with national policy and mitigate against and reflect the actual impacts of the development</li> <li>• Larger scale development should aim to be as energy efficient as possible including having facilities to generate renewable energy, subject to realism and viability</li> <li>• Any policy for on-site renewable energy should include flexibility to allow for circumstances where it will not be viable or suitable to incorporate equipment to reduce CO2 emissions by the given percentage. This is consistent with PPS22 and its companion guide.</li> <li>• It may be possible to meet 20% reduction in CO2 via sustainable construction methods rather than renewable energy, and this may lead to a better quality of environment in any case.</li> <li>• Economies of scale suggest that renewable energy provided on a site by site basis is not necessarily the most efficient way of delivering renewable energy and that off-site facilities that can serve a wider population may be appropriate.</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Renewable energy generation should become an increasing proportion of the energy mix to provide a low carbon and more sustainable approach into the future</li> </ul>

## Question 20

**Can you suggest any other ways that the Core Strategy could encourage renewable energy provision to meet the targets in the South Gloucestershire Climate Change Strategy?**

The following suggestion were put forward in response to Question 20

		Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Planning Policy	Include a positive policy introducing renewable energy infrastructure into existing developments where planning permission is required				✓	
	Policy promoting and encouraging decentralisation of supply and microgeneration of energy					✓
	Policy requiring percentage of on-site energy generation with new development		✓			
	Allocate sites for renewable energy generation and energy recovery, or at least set out criteria for proposals to be considered against				✓	
Developer Contributions / Incentives	Offer incentives to developers to exceed policy target and in return reduce developer contributions for other infrastructure				✓	
	Impose a "total life-time of the house" tax on the developer related to its carbon footprint	✓				
	Developers could be given the choice of providing affordable housing, carbon zero or a mixture in new development by percentage e.g 40% of new build must be affordable or carbon zero or both, with the homes falling into the "both" being counted twice, therefore a developer could provide 20% of new build which are both affordable and carbon zero. This could help first time buyers	✓				
	Developer contributions on new build to provide grants to private residents to assist with the cost of renewable energy installations	✓	✓			
Financial Incentives & Relaxation of Planning Controls	Grants/financial incentives and easier planning permissions for small scale solar power and wind turbines	✓				✓
	Favourable planning approvals for dwellings or commercial units that meet over 65% energy requirement by renewable means 'on site'.	✓				
	Provide incentives to householders, communities and groups (including developers) to install and provide energy from renewable sources wherever possible in existing properties	✓	✓			
	Nil planning fee for applications for renewable installations on existing buildings	✓				
	Domestic solar panels to be permitted development					✓

		Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Council Input	The council should assist community and other public buildings adapt to renewable systems.	✓				
	Council should undertake a renewable energy study to assess its potential within South Glos				✓	
Development of small community scale heating (and where applicable) power facility, perhaps with community ownership		✓				
More provision of power fuelled by waste		✓				
More information for residents on costs/savings		✓				

**Other Comments**

Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>In the context of the national energy strategy, power providers are now charged with the delivery of a new generation of power plants across a diverse range of power sources, including renewables, clean coal, gas and nuclear</li> </ul>
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## Question 21

Are there particular area(s) of South Gloucestershire which should be identified for the following types of energy generation – wind power, water power, growing biomass crops, generating heat or energy from biomass or waste, geothermal heat exchange, solar power?

Suggested areas put forward are listed in the following table

	Wind power	Water power	Biomass crops	Generating Heat from Biomass or waste	Geothermal heat exchange	Solar power
Severn Estuary	✓	✓				
Severn Vale	✓	✓	✓			
Sevenside	✓		✓	✓		
Cotswolds Escarpment (Old Sodbury, Tog Hill)	✓					
Cotswold Hills	✓					
Thornbury escarpment	✓					
Along Codrington to Westerleigh/ Pucklechurch road	✓					
Farmland east of Chipping Sodbury			✓			
North Fringe				✓		
North west Bristol (for energy from waste)				✓		
River Avon		✓				
River Frome		✓				
Flood plain					✓	
Urban extensions (for Combined Heat & Power)				✓		
Green Belt			✓			
Forest of Avon			✓			
On the Commons						✓
All areas	✓				✓	
Inactive farmland			✓			
Hilltops	✓					
Recycling centres				✓		
Old quarries				✓		
Farms					✓	
Former industrial land				✓		
All new buildings						✓
Any new build development					✓	

	Wind power	Water power	Biomass crops	Generating Heat from Biomass or waste	Geothermal heat exchange	Solar power
On roads						✓
In street lighting						✓
South facing slopes					✓	✓
High rise buildings						✓
Wherever wind power tables show there is maximum potential	✓					
On public and commercial buildings						✓
Converted public and commercial buildings					✓	
Every suitable roof						✓

**Other comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Opposed to growing biomass crops as shortage of land for growing food</li> <li>• Need to reduce overall energy use</li> <li>• Renewable energy generation in the Green Belt</li> <li>• Households should be given advice and possibly a grant towards installing roof solar panels.</li> <li>• AONB &amp; Severn Estuary should be out of bounds for wind generation</li> <li>• Reintroduce nuclear power – not as dangerous as media suggest</li> <li>• Tidal lagoons in the Severn Estuary but not a barrage</li> <li>• Have a few locations rather than one to reduce the impact on the local area and reduce need to transport energy</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Land managers can have an important role to play as carbon managers and should have access to incentives to reduce greenhouse gas pollution.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Biomass crops - Not appropriate when food crops are essential</li> <li>• The Core Strategy should give consideration to providing other forms of energy generation within South Gloucestershire Severnside/Avonmouth contain the locational characteristics necessary to support an energy generating plant</li> <li>• UWE’s Frenchay campus provides an opportunity for a renewable form of energy generation</li> <li>• Solar power has long pay back time so should be limited in use</li> <li>• Heat and energy generation from biomass only appropriate on larger sites</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>• Wind farms and large scale biomass energy generation facilities are unlikely to be appropriate within or easily visible from the AONB</li> <li>• Don’t grow biomass crops on high grade agricultural land</li> <li>• Large scale expansion of many bioenergy crops may be detrimental and could result in changing land use patterns that threaten soil and water resources, and monoculture crops that</li> </ul>

	<p>provide barriers to climate change adaptation. A danger that the scale of inputs required to grow bioenergy crops may reduce the carbon benefits of the end product, or that opening up the market may lead to increased imports of bioenergy products.</p> <ul style="list-style-type: none"> <li>• Make specific reference to wood as a fuel – biomass covers a lot of other types including energy crops and material imported from abroad. South Gloucestershire has over 2000 hectares of woodland, most of which is growing harvestable wood suitable to burn for heat or CHP sustainably. Management of these woodland to produce woodfuel need not conflict with other management objectives, including nature conservation</li> <li>• Consider identifying suitable areas for renewable and low-carbon energy sources, and supporting infrastructure, where this would help secure their development.</li> <li>• LDF should welcome renewable energy developments, including biomass, biogas heat and CHP, energy crops and new woodland creation, as well as encourage single farm based wind turbines and carefully assess larger scale proposals,</li> </ul>
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### Question 22(A)

What should we include in Core Strategy policies to ensure that more sustainable development is achieved in the future?

		Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Sustainable development principles	Be guided by sustainability principles in national and regional planning guidance				✓	
	Incentives for developers to create sustainable development	✓	✓			
	Ensure developers adhere to rules and regulations for delivering sustainable development	✓	✓			
	Ensure timing of infrastructure and services for new housing matches the timing for delivery of the housing and is not left until later	✓	✓			
	Best practice using FoE Sustainable Futures guidance		✓			
	Improve public transport network, safer cycling routes and access by walking	✓	✓			✓
	Locally generated employment	✓				
Reducing energy consumption / Renewable energy	Set higher energy efficiency targets for new development including rainwater harvesting	✓	✓			
	New homes should be carbon neutral	✓	✓			
	Require energy saving in any changes to existing buildings and new development	✓				
	Use of combined heat and power in large developments	✓				
	Require/encourage solar panels and other renewable energy installations in new housing developments	✓	✓			✓
	Support for Severn Barrage	✓				
Sustainable Construction	Re-use, convert and redevelop buildings, structures and sites	✓	✓			✓
	Use local products and re-use materials in development	✓			✓	
	Use of natural slopes and landscaping		✓			
	Orientation and location of buildings to maximise solar gain and improve shelter		✓			
	A policy requiring code sustainable homes implementation on a sliding scale and mix of levels until 2016. Also establish clear criteria for achieving development in sustainable locations ie proximity to services, transport etc and clear criteria for establishing/increasing the sustainability of communities ie layout, access, design, on site services and facilities				✓	
	Recycling/storage systems in new development	✓	✓			✓

		Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
	Ecological footprint analysis	✓				
	Cut car use and commuting	✓				
	Space for people to grow their own food	✓	✓			
	Car free development					✓
	Require wood as part of development – wood in construction is low carbon compared to concrete and steel and can help with the sustainable management of woodland					✓
Development restrictions	No building on flood plains	✓				
	No building on Green Belt land	✓				
	Don't build so much housing - challenge government targets	✓				
Green Infrastructure	Increase green space	✓				
	Increase woodland and habitat creation					✓
	Network of positively managed green infrastructure					✓
Being challenging in targets but pragmatic where it does not fit		✓				
Help householders to bring existing housing up to standard		✓				

**Other comments**

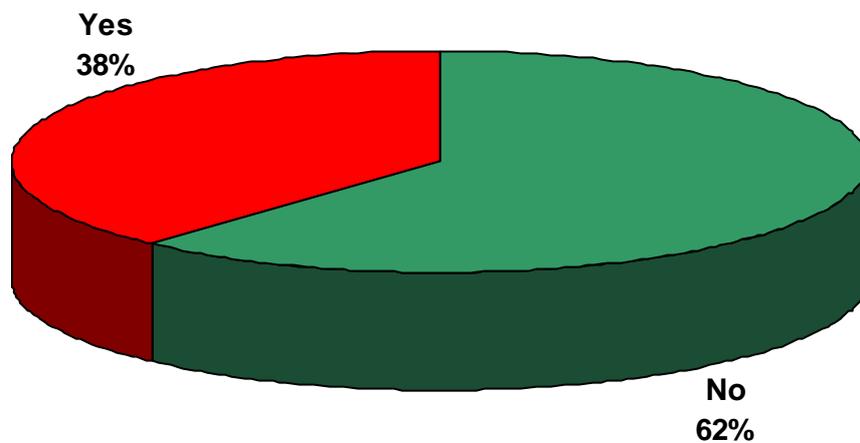
Specific Consultees	<ul style="list-style-type: none"> <li>Natural England recommend the use of Landscape Character Assessment as a framework for assessing landscape sensitivity/capacity, as part of a full assessment of environmental capacity. Where possible renewable energy solutions should be integrated into the green infrastructure network</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>The Core Strategy should not be dominated by policies but should focus on proactive strategic decisions about the locations for growth and new supporting facilities. Any growth strategy should have sustainable principles built into it. In the context of S.Glos this means taking account of the needs of the Greater Bristol area, not just S.Glos in isolation.</li> <li>Given that sustainable development is about a balance of environmental, social and economic factors, for rural areas greater attention should be paid to the social needs of providing additional housing and rural transport requirements</li> </ul>

**Question 22(B)**

**To meet the aims and target of the Council’s Climate Change Strategy, can South Gloucestershire justify requiring new development to reach Levels 4, 5 and 6 of the Code for Sustainable Homes at earlier dates than those set out in the Draft RSS Development Policy G?**

- No
- Yes

138 responses were made to Question 22(B), with over 60% of the view that the target dates for achieving Levels 4, 5 and 6 of the Code for Sustainable Homes should not be any earlier than the dates set out in Draft RSS Development Policy G.



The following reasons were put forward for not advancing the targets.

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
The technology is as yet too uncertain so any requirement would be unreasonable				✓	
Local standards will create confusion and uncertainty				✓	
Council should adhere to nationally agreed targets whilst recognising these are ambitious and uncertain				✓	
Nothing remarkable about South Gloucestershire to justify different standards to those that apply nationally.				✓	
No evidence is provided for going beyond the RSS policy				✓	
Any advancement in these dates would be very unrealistic	✓				

Those who support earlier achievement of Levels 4, 5 and 6 provided a range of alternative target dates ranging from immediately through to specific levels on specific dates, as shown in the following table.

		Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Immediate action	Immediately. But you need central government to support you to ensure that it is not seen as a get rich quick area for some parts of the economy.	✓				
	Any development from this point forward should be level 5 with warning that any developments from (say) 1 calendar year afterwards should be at level 6	✓				
	All new build should be to level 6	✓				
	With immediate effect, to maximise benefits, as the technology has been available and used within Europe.	✓				
Specific targets and dates	Level 4 by 2010, Level 5 by 2012 and Level 6 by 2014	✓			✓	
	Levels 5 & 6 by 2012	✓				
	Levels 5 & 6 by 2013	✓				
	Level 4 - within next year, level 5/6 by 2013		✓			
	Local compliance set as a minimum number of years, for example 3, ahead of national RSS policy G adoption	✓				
Unspecified targets and dates	The highest level possible, with the cost to be met centrally or by the developers, not by taxing individuals any more	✓				
	Highest levels attainable using modern technology - progressively with new developments i.e. ongoing improved levels.		✓			
	As soon as possible. The area is a wealthy one and land prices should still be very positive with these high standards applied. The houses created will be highly desirable and valuable.				✓	
	As high as possible as soon as possible		✓			✓

**Other comments**

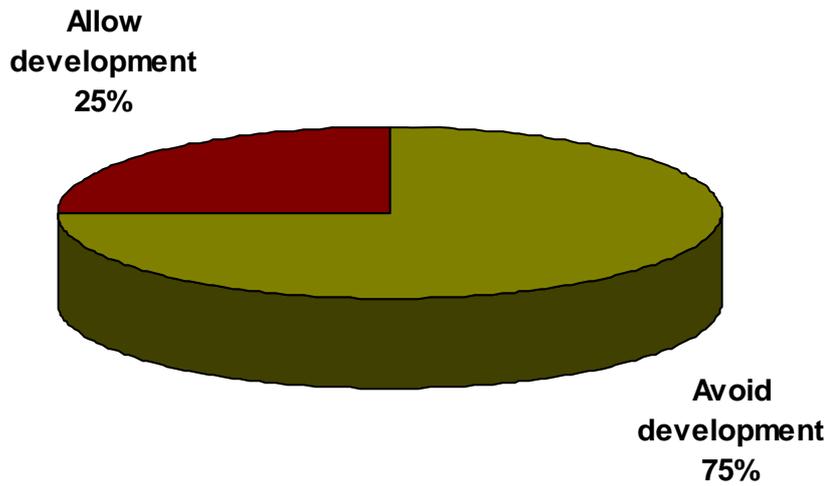
Members of the Public	<ul style="list-style-type: none"> <li>• Policy G is challenging. Monitoring progress should help determine whether even more exacting targets would be feasible</li> <li>• It depends on the timing of adoption of the Core Strategy. RSS policies will soon be out of date</li> <li>• South Glos should aim to establish itself as a beacon of sustainable development - this will attract green business to the county</li> <li>• Publish requirements well in advance of the start dates</li> </ul>
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### Question 23

In areas of flood risk, which of the following actions do you consider is the most appropriate:

- To avoid development on floodplains?, OR
- To allow development which has been properly designed for a flood risk location?

192 responses were made to Question 23, with a clear majority of the view that development should be avoided on floodplains.



#### Other comments

Members of the Public	<ul style="list-style-type: none"> <li>• Do neither – both cheap options. Instead redevelop brownfield, inner cities etc.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Living in an age coping with Climate Change, question whether there is such a thing as a properly designed development. Unpredictability could be used to describe our weather</li> <li>• It's not just about flood plains, but also about where the water is diverted to. Displacement effects need to be properly designed as well</li> </ul>

## Question 24

Can you suggest any other ways, in addition to Sustainable Drainage Systems, to reduce the risk of flooding from surface water run-off?

The following suggestions were put forward to reduce to risk of flooding from surface water run-off

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Restrict new development	Reduce rate of development	✓			
	Reduce road building	✓			
	Keep housing density low	✓			
	Don't build in or close to areas of flood risk	✓	✓		✓
	Provide large buffer zones between developments and river systems.	✓			
	Avoid excessive in-filling		✓		
Sustainable construction	Capturing and re-using water for domestic and commercial use (rainwater harvesting and grey water)	✓	✓	✓	✓
	Green/brown roofs	✓		✓	✓
	Maintain/provide green areas to reduce/slow down run off	✓			✓
Improve Drainage / Reduce surface water run-off	Regular maintenance of drains, gulleys and streams	✓	✓	✓	✓
	Restore some lost natural drainage systems	✓			
	Plant trees, willow cultivation	✓	✓	✓	✓
	Build balancing ponds and drainage ditches	✓	✓	✓	✓
	Slow the flow of water along drainage systems e.g. create ponds, reed beds and marsh, bends in ditches and rivers	✓	✓	✓	✓
	Protection of gardens	✓		✓	
	Grants to convert existing paved areas	✓			
	Reduce/restrict impermeable surfacing e.g. paving over front gardens, hard surfacing of car parks	✓	✓		
Have robust conventional drainage systems too	✓				
Raise ground floors or other design option	✓				
Appropriate land management practices and promotion of environmental stewardships schemes			✓		

## Other Non-Spatial Comments

<p>Specific Consultees</p>	<ul style="list-style-type: none"> <li>• Low consideration has been given to potential contamination of Controlled Waters. South Gloucestershire is underlain by sensitive Groundwater Aquifers (See PPS23)</li> <li>• The LDF should contain a telecommunications policy. Telecommunications plays a vital role in the economic and social fabric of communities, as recognised in PPG8</li> </ul>
<p>Parish &amp; Town Councils/Political Groups/Councillors</p>	<ul style="list-style-type: none"> <li>• Surface water can only be drained when the sluices can open so the water can drain to the river Severn. In conditions of high rainfall and adverse weather conditions the sluices cannot be opened for sufficient time. With specific regard to Oldbury-on-Severn and surrounding/adjacent settlements it requires alternative/supplementary pumps to enable water to be removed irrespective of weather and tidal conditions. These should be capable of removing large volumes of water from the main carrier rhine. Sustainable drainage has it limitations due to silting and cannot resolve the surface water flooding issue in our opinion. Further development in Thornbury will only exacerbate the surface water flood risk in Oldbury.</li> </ul>
<p>Environmental/Community/Other</p>	<ul style="list-style-type: none"> <li>• Include a specific policy to deal with the AONB, which encourages a balance between employment and housing in market towns, encourages employment in villages accompanied by affordable housing, and discourages housing which could lead to longer distance commuting</li> <li>• To address concern over the loss of community facilities, especially pubs. Plan in advance for pubs in new communities or areas of expanded population; consider retaining existing buildings for use as pubs; refrain from closures, etc; recognise walking between and to community facilities can improve health and well-being as well as reduce carbon emissions</li> </ul>

# Spatial Strategy

## General Comments

<p>Members of the Public</p>	<ul style="list-style-type: none"> <li>• Green Belt should not be developed as it forms important natural environments and habitats.</li> <li>• Proposed housing numbers will worsen traffic congestion.</li> <li>• The Council should resist pressure for housing development from the Government</li> <li>• Development should not extend from the envelop of existing towns and villages</li> <li>• Building on the edge of the city will increase reliance on the car</li> <li>• Wrong to build more houses when the UK is experiencing an economic and house building slump</li> <li>• Need to make existing communities more sustainable before we think about building more</li> <li>• Ensure all brownfield land is built on before developing greenfield sites.</li> <li>• Need to protect agricultural land for food production in the future</li> <li>• Any and all development should be of the highest sustainable design</li> <li>• Any and all development should be located as close to services, facilities and employment as possible to minimise car use</li> <li>• Public transport needs to be vastly improved</li> <li>• Quality of life will suffer if the number of dwellings proposed by the RSS are actually developed</li> <li>• Green Belt is supposed to be permanent so its boundaries should not be allowed to change</li> <li>• Frenchay hospital should not be closed if so many houses are going to be built.</li> <li>• The number of jobs being proposed are not needed</li> <li>• Cribbs Causeway does not need to be expanded</li> <li>• If congestion gets any worse it will drive investment and business away</li> <li>• Only affordable housing is needed – not more open market housing</li> <li>• Flooding could worsen if so much development occurs</li> <li>• Air, light and noise pollution will all worsen if this scale of development happens</li> <li>• With so many empty dwellings present in this country why do so many new houses need to be built?</li> <li>• We only need housing for the elderly and starter homes for the young.</li> <li>• The high house prices will eventually fall as people begin to not to be able to afford houses at all. This has happened in previous economic cycles – there is no need to build more houses to lower prices.</li> <li>• Doubtful that the house building will come forward at the same time as services, facilities and employment</li> <li>• Some limited housing and industrial development should proceed as part of or adjacent to current towns where this will help support existing communities, shops, schools and other services</li> <li>• The number of houses proposed would destroy important local landscape value</li> <li>• Local road infrastructure is struggling to cope with the cars there are now, so more houses will result in gridlock</li> <li>• Support the view that it is important to protect land for food growing</li> </ul>
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	<p>locally.</p> <ul style="list-style-type: none"> <li>• The district needs an Accident &amp; Emergency department big enough to match the Frenchay one. Why not apply for Frenchay to be maintained and improved instead of closing it, if we have to have houses in this number?</li> <li>• Have we considered that MOD Abbey Wood is increasing staffing in the future: between 3000 - 5000 jobs are coming to Bristol.</li> <li>•</li> </ul>
<p>Parish &amp; Town Councils/Political Groups/Councillors</p>	<ul style="list-style-type: none"> <li>• Oppose Green Belt erosion.</li> <li>• Local services and facilities are already overstretched and the proposed level of growth will worsen this.</li> <li>• The proposed levels of development will make access to green spaces more difficult for residents.</li> <li>• The proposed levels of development will harm local biodiversity</li> <li>• Congestion on the district’s roads and motorways is already bad and the building of more homes will make this worse.</li> <li>• Deplore the removal of planning powers from local authorities to non-elected regional bodies.</li> </ul>
<p>Specific Consultees</p>	<ul style="list-style-type: none"> <li>• Without the benefit of a characterisation study for the historic environment, it will be difficult to determine capacity for development whilst avoiding harm to the historic environment, so any development should be cautious.</li> <li>• Conservation Area Appraisals and management plans should be used to inform change and ensure quality.</li> <li>• Understanding the historic context of areas will assist in identifying appropriate density levels.</li> <li>• Need to explore the transport links with surrounding areas further.</li> <li>• A district-wide key diagram that shows key relationships, areas and traffic flows is essential.</li> <li>• Housing growth is focused on in the document and it needs to be clear why levels of other elements, e.g. employment, have been identified in the spatial options. A slightly more flexible approach to components other than housing may produce more sustainable outcomes.</li> <li>• Need more focus on delivery, i.e. what the Council in partnership with other stakeholders is doing to implements the Core Strategy. Crucial to identify any constraints that would not enable key sites to be delivered.</li> <li>• The Core Strategy should test housing figures higher than presented in the RSS in order to be more flexible and robust over time.</li> <li>• Many of the growth options in the Issues and Options document have the potential to be delivered before the end of the plan period so the Core Strategy should give more thought to a longer term view where further development might be brought forward in the second half of the plan period. The final Core Strategy should set out a timeline relating to the delivery of all elements of the strategy.</li> <li>• The proposed urban extensions present an opportunity for a more sustainable economic future.</li> <li>• Greenfield and brownfield land are two separate but complimentary supplies of land which should not be sequentially phased but planned together.</li> <li>• Urban extension must support urban regeneration and play a full role in giving a flexible supply of employment sites based on need.</li> <li>• Despite the location of administrative boundaries, the urban extensions must be considered as part of the strategy for Bristol’s</li> </ul>

	<p>urban area.</p> <ul style="list-style-type: none"> <li>• Choice of urban extensions should be linked with ongoing work to develop effective rapid transit and bus priority corridors to maximise sustainable travel.</li> <li>• Support further development at Cribbs Causeway.</li> <li>• Need to plan for a diversified local economy in the north and east fringe urban extensions together with better public transport links, in order to encourage self containment.</li> <li>• The effect on local water supply infrastructure will be appraised by Wessex Water for specific developments at appropriate stages in the planning process.</li> <li>• Local sewerage improvements are likely to be carried out in association with developers. Network appraisals will determine where improvements are required.</li> </ul>
<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• The RSS panel report recommended that 15,500 houses should be accommodated in urban extensions in South Gloucestershire. The options proposed in the Issues and Options document add up to from 11,700 to 15,900 dwellings. This could lead to a shortfall of 3,800 dwellings when RSS figures should be a “floor” rather than a “ceiling”. The I&amp;O document could, as a result, be unsound.</li> <li>• It is clear that the Government and the Regional Assembly are in favour of a high level of growth so therefore the Council should seek to plan for it rather than avoid it.</li> <li>• The Core Strategy should not be asking to what extent RSS growth can be accommodated as the RSS must be complied with.</li> <li>• The Core Strategy should be taking positive measures to combat the urgent shortfall in housing supply.</li> <li>• Little reference to implementation and phasing of development</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Need to take into account the impact of development on crime. Currently 1,000 new households in S. Glos will create 183 extra crimes per year. This is higher in priority neighbourhoods and lower in rural areas. There may be a need for developer contributions to improving services accordingly.</li> <li>• There is an opportunity to provide sufficient ducting below ground for fibre optic cable which would allow for a comprehensive system of CCTV and Broadband throughout the area and linked with Bristol City Council. This could provide numerous benefits: community safety (CCTV) highways/traffic management and education (broadband provision to schools and colleges etc). These opportunities should be exploited in a joint communications, public safety and traffic management strategy.</li> <li>• The concept of integration should be a fundamental principal underpinning the Core Strategy. The links between new and existing areas are paramount to the success and connectivity of the area. How these areas are linked and how benefits can be shared is critical to the delivery of sustainable solutions to growth.</li> <li>• Greater cross boundary collaboration with Bristol Council is a prerequisite to more sustainable growth in South Gloucestershire. Greater clarity is needed in the Core Strategy about how this will happen especially in the urban extensions and at Severnside.</li> <li>• Question whether well informed decisions regarding the spatial options presented are possible at this stage due to lack of supporting evidence</li> <li>• The cumulative impact of growth in the rest of the West of England may not be sufficiently accounted for. What joint strategic planning is being done for this major development?</li> </ul>

	<ul style="list-style-type: none"> <li>• The core strategy needs to refer to the South West Nature Map</li> <li>• South Gloucestershire’s green space strategy should be allowed to inform and contribute to the final Core Strategy.</li> <li>• Question the need for 30,800 houses in South Gloucestershire.</li> <li>• Concerned about the Council’s apparent acceptance of the loss of Green Belt to accommodate urban extensions. Green Belt should continue to act as a constraint to prevent urban sprawl.</li> <li>• RSS has not demonstrated exceptional circumstances for its removal.</li> <li>• Public opinion is against loss of Green Belt in this area and amount of development.</li> <li>• Public consultation on the principle of development (size and location) through RSS and Core Strategy has been inadequate.</li> <li>• The Issues and Options should include reference to the need for improvements to freight infrastructure.</li> <li>• Can see no logic in how the council has identified options for development from the areas of search.</li> <li>• Development should be phased and infrastructure provided prior to housing development.</li> <li>• Would prefer to see existing communities regenerated and improved rather than urban sprawl.</li> </ul>
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## The North Fringe of Bristol Urban Area

### General Comments

Members of the Public	<ul style="list-style-type: none"> <li>• There are too many hotels and B&amp;Bs in Patchway.</li> <li>• Patchway needs a new community and leisure centre</li> <li>• There are parking and access problems at the existing Patchway swimming pool.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• No reference to flood risk or drainage issues from the Bristol Frome catchment</li> <li>• Development at the Bradley and Ham Brooks could affect water quality and Crayfish habitats, so corridors should be maintained for wildlife movement and amenity.</li> <li>• Links between the Emersons Green Science Park and higher/further education establishments in the North Fringe need to be clearly articulated in the Core Strategy</li> <li>• Need to protect the long term future of the airfield and the associated aerospace industries.</li> <li>• A wider range of measures for reducing congestion should be proposed, e.g. Park and Ride, rail services into Abbey Wood, etc</li> <li>• Need to balance homes and jobs (reference made to further office growth) is a key issue for the sub-region</li> <li>• Options given for creating a clearer identity and hierarchy of town centres in the north fringe are too limited.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Helpful to acknowledge the higher level of dwellings proposed by the RSS Panel.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• The numbers and location of development in the north fringe and urban extensions alter the crime demand profile of the area dramatically. This, compounded with existing traffic congestion around the M32 junction, Cribbs Causeway and MOD may necessitate moving the existing police station or providing smaller facilities within one or more of the urban extension. Funding through S106 will be sought.</li> <li>• Brownfield sites can be important biodiversity habitats just as greenfield sites can be.</li> </ul>

## Question 25

Please indicate which of the following elements you consider the Vision should include

- How to accommodate growth arising from the RSS
- Integrating new and existing communities
- Balancing jobs and housing
- The future role of Cribbs Causeway
- Thriving town centres
- Improved services and facilities
- Better use of public transport, walking and cycling
- Quality green spaces

	How to accommodate RSS growth	Integrating communities	Balancing jobs and housing	Future role of Cribbs Causeway	Thriving town centres	Improved services & facilities	Better use of public transport, cycling & walking	Quality green spaces
Members of the Public	45	48	62	30	68	66	92	98
Parish & Town Councils/ Political Groups/Councillors	4	9	6	8	8	6	9	9
Specific Consultees	0	0	1	1	1	1	1	0
Developers/Landowners/ Consultants	17	17	20	16	11	11	13	9
Environmental/ Community/Other	5	7	7	5	7	6	8	8

### Elements missed out:

**(NB** The question did not specifically refer to the North Fringe. Consequently, some answers included general comments about the Vision for South Gloucestershire, or related to areas not in the North Fringe. These comments are therefore more appropriate responses to other questions and have been moved accordingly)

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Maintaining the character and identity of existing communities	✓			✓	
Retaining ownership by local people of their community	✓				
Tranquillity	✓				
Adapting to climate change	✓				
Education & learning				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Provision of playing fields and allotments	✓				
Maintained and enhanced rights of way network					✓
Provision of sports and social facilities for teenagers	✓				
Well planned green infrastructure can contribute to a range of objectives e.g. reducing climate change, improving health, biodiversity, etc			✓	✓	
Any new development should be as car-free as possible					✓
Improving access to existing services and facilities rather than providing new ones.				✓	
Protecting new community from the effects of the motorways and airfield to ensure its health and success.				✓	
Maximise the use of this area of search in terms of density and extent of development				✓	
Retain existing community/village identity	✓				
Increased quality of new housing	✓				
Acknowledge the role that the area plays in supporting the city of Bristol				✓	
Use of local materials in construction				✓	
Filton's future as a centre of high technology should be secured				✓	
Comprehensive transport vision				✓	
The integration between new and existing communities should include those in neighbouring authorities					✓
Development in rural settlements should be considered in order to support employment areas and rural communities				✓	
Blue routes - reviewing rivers/ponds and water ways as part of the green spaces. Potentially connecting through routes and maybe creating additional ponds/lakes for regulating water supply/minor hydro power and partly addressing flood risk.				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Opposed to accommodating growth predicted by RSS - it is unsustainable, ruining our landscape and never ending</li> <li>• Recognise need for car journeys as transport links limited</li> <li>• Opposed to development on Green Belt land</li> <li>• Opposed to using cycle tracks for any other purpose than walking/cycling,</li> </ul>
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	i.e. not as bus routes
Parish & Town Councils/ Political Groups/ Councillors	<ul style="list-style-type: none"> <li>• The rebalancing of homes and jobs is the most important issue.</li> <li>• Better provision of public transport is needed, not just better use of it.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Concerned by the potential impacts on the strategic road network, especially at junctions of M32, M4 and M5.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• All elements listed should naturally be part of planning policy and are not traditionally considered to be a vision</li> <li>• The expansion of the UWE campus could contribute to all the elements of the vision by providing improved transport, facilities and services for local residents as well as jobs and education to increase skills.</li> <li>• Consider development at rural settlements to aid existing communities and link with employment areas of the North Fringe.</li> <li>• Consider the need to facilitate the increase of 'knowledge transfer' based industries in S.Glos in the future by considering education and learning needs.</li> <li>• New housing should be well integrated with existing communities.</li> <li>• Blue routes - reviewing rivers/ponds and water ways as part of the green spaces. Potentially connecting through routes and maybe creating additional ponds/lakes for regulating water supply/minor hydro power and partly addressing flood risk.</li> </ul>

## Question 26

Is there a shortage of any particular types of housing in the North Fringe of Bristol? e.g. size (number of bedrooms), type (flats or family houses), tenure (privately owned, rented or housing association) or specialist (housing for the elderly).

- Yes
- No

	No	Yes
Members of the Public	47	26
Parish & Town Councils/Political Groups/Councillors	2	5
Specific Consultees	0	0
Developers/Landowners/ Consultants	1	9
Environmental/ Community/Other	1	1

### For “Yes”, explanation of the shortage

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Housing/care for the elderly	✓	✓			✓
Private rented	✓	✓			
Affordable housing	✓	✓			
Private single level housing for elderly and disabled	✓	✓			
Low density, high quality housing	✓				
Starter homes	✓	✓			
Larger properties				✓	
Family housing		✓		✓	
All types	✓			✓	
Family housing for rent				✓	

### Other Comments

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Evidence presented by GOSW at the RSS EIP suggests that household sizes will not necessarily get smaller as a result of increases in household formation.</li> <li>• UWE plans to build more residential student accommodation enabling more students to live on campus.</li> <li>• A full range of housing should be sought to foster the development of a mixed community.</li> <li>• Need is envisaged to be for larger properties / family homes – due to the high level of flat completions in recent years.</li> <li>• This should be established through the Housing Market Assessment..</li> </ul>
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## Question 27

If we can't find enough land for housing in the existing urban area of the North Fringe, which of the following should we consider?

- Building housing at very high densities to minimise the amount of land required?
- Losing employment land within the urban area?
- Losing green spaces within the urban area?
- Taking small areas of land around the edge of the North Fringe out of the Green Belt for development?
- None of the above. Instead consider:

	Building at very high densities	Losing employment land	Losing green spaces	Taking land out of the Green Belt	None of the options/alternative option
Members of the Public	43	45	4	23	31
Parish & Town Councils/Political Groups/Councillors	3	2	1	2	3
Specific Consultees	1	0	0	0	1
Developers/Landowners/ Consultants	5	5	2	15	4
Environmental/ Community/Other	4	1	0	3	2

### Alternative options

	Members of the Public	Parish & Town Councils/Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Don't build so many houses – why are they needed? Challenge central government	✓				
Infilling and brownfield only	✓				✓
Build elsewhere – expand Thornbury	✓			✓	
Develop vacant/under-utilised land before considering other options				✓	
Convert existing properties to multi-occupancy	✓				
Build more in urban extension south of Filton Airfield which can accommodate 2,500 dwellings.				✓	
Release land from the Green Belt at Bromley Heath between the M4 and the Ring Road for development (housing, employment or mixed use)				✓	
Build high density student accommodation at UWE				✓	
Creation of a new community/town around junction 14 of the M5	✓				

	Members of the Public	Parish & Town Councils/Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Review the Green Belt boundaries around Cribbs Causeway				✓	
Mixed use development on existing employment land where appropriate	✓				
Expand existing villages e.g. Falfield, Almondsbury, rather than creating more urban sprawl	✓			✓	
Redevelop car parks and reduce space taken up by roads					✓

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Sustainable/ green high density models exist in other areas and countries. They incorporate communal open space and lots of planting. These need to be investigated</li> <li>• New development needs to be in keeping with existing development</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• This is an opportunity for development in the north of the district that should be seized</li> <li>• Housing numbers should not be accepted</li> <li>• Opposed to any greenfield/Green Belt loss</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Should not lose green space within the urban area; should aim for a net increase.</li> <li>• Development should be at the highest possible density that allows good quality development, in order to minimise greenfield land take.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Land at Bromley Heath could contribute to the housing numbers required by the RSS within the North Fringe and does not fulfil Green Belt functions.</li> <li>• Higher densities 50-55 dph and especially above 60 dph will reduce the range of housing and tends not to provide for families and the elderly. High densities to provide housing numbers should not be pursued at the cost of achieving a successful mixed community.</li> <li>• The need for employment land and green space should be established through evidence and provided where need is justified.</li> <li>• No evidence to suggest that housing requirements cannot be met.</li> <li>• There is an opportunity to create character by imaginative design – this could result in pockets of very high density within an urban extension allowing for lower density house types in other parts of the same development.</li> <li>• Option for housing to fund a Park and Ride (MMI) in order to tackle congestion.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Any development that takes place should be buffered from natural habitats to ensure the protection of biodiversity.</li> <li>• Any development should incorporate the protection and enhancement of the natural environment</li> </ul>

### Question 28

**Which town and local centres in the North Fringe need additional facilities and what are these facilities?**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
All of the town and local centres need additional facilities - provision of facilities has not kept pace with population increase over the last 30 years.	✓				
All need better public transport links	✓	✓			
Frenchay will need more facilities if there is to be more housing in the area	✓				
Allotments. Local food production areas. Farmers markets.	✓				
Recreation/leisure facilities – that can promote a sense of community,	✓				
Winterbourne needs more recreational space		✓			
Make better use of the rail network	✓				
New health services, especially if Frenchay hospital is to close	✓				
Filton and Patchway need more and better community facilities, shops, public transport, jobs and health facilities		✓			✓
Frenchay/Hambrook need more local shops		✓			
Small supermarkets in Patchway so the elderly and those without a car do not have to travel to Cribbs Causeway to shop		✓			
Dependent on the outcomes of retail studies and the level of provision within the future urban extensions as provision there will help to serve existing communities				✓	

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>Keep all local post offices</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>The UWE campus could be developed to act as a local centre for existing and new communities. Including new education, retail, leisure and community facilities as well as improved public transport, walking and cycling routes.</li> <li>There is an excellent range of local services and facilities in the north fringe. Providing better access to these and additional facilities where necessary; will be as important as providing new facilities within new developments.</li> </ul>

## Question 29

In light of the new housing and employment development proposed at Filton Northfield and in the Cribbs Causeway area, do you support expanding The Mall and nearby retail parks to include improved facilities and access for existing and new communities in the area (e.g. post office and banks, improved walking and cycling access)?

- Yes
- No

	No	Yes
Members of the Public	39	57
Parish & Town Councils/Political Groups/Councillors	3	6
Specific Consultees	1	1
Developers/Landowners/ Consultants	1	11
Environmental/ Community/Other	2	5

### For “Yes”, explanation of what facilities should be provided

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Post offices and banks	✓	✓		✓	
Local shops with free and adequate/free car parking facilities	✓	✓			
Development of a more unique shopping experience – smaller community shops	✓				
Surgeries/hospital	✓				
Walk in health centre	✓				
Community centre/facilities	✓				✓
Indoor and outdoor sports and leisure facilities	✓				
Sports facilities for children	✓				
Restaurants	✓				
South Glos info shop.	✓				
Walking and cycling access – improved and coordinated with wider networks	✓		✓	✓	
Better public transport links, e.g. a light rail system, bus station	✓	✓		✓	
Employment	✓				
Cafes					✓

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Any development should be as sustainable as possible</li> <li>• A new motorway junction is needed to ease congestion</li> <li>• Some small scale housing development should be included</li> <li>• The retail element of Cribbs Causeway should not be expanded at all</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Local centres where the community can meet are needed</li> <li>• Development of Cribbs Causeway should not be to the detriment of retail development needed elsewhere e.g. Yate</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Would not support expansion because of the impact on the strategic road network. Any development would require a travel plan. Small scale development to aid self containment would be supported.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• The Mall area is already congested</li> <li>• To convert Cribbs Causeway into a local centre would require complete restructuring and significant loss of parking which would run contrary to its role as a regional shopping centre. It is distant from local communities. Resources would be better focussed on the smaller centres which already provide for local needs and are more accessible on foot or bicycle.</li> <li>• Improvements should only take place if these do not compromise other local centres</li> <li>• No more parking should be provided</li> <li>• More important for local facilities to be provided near homes rather than at a regional shopping centre</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>• All facilities that would normally be present in a local centre should be grouped together for easy access</li> <li>• New communities should have facilities within their own communities rather than at the Mall</li> <li>• Large areas of current car parks should be used for housing and new underground car parks could be built to minimise Greenfield land being developed in other areas of the district</li> </ul>

### Question 30

**In light of the new housing, educational and employment development at Hewlett Packard, UWE, Harry Stoke and the area to the west of the M32, do you support expanding Filton Abbey Wood retail park to include improved facilities and access for existing and new communities in the area?**

- Yes
- No

	No	Yes
Members of the Public	45	47
Parish & Town Councils/Political Groups/Councillors	3	5
Specific Consultees	1	0
Developers/Landowners/ Consultants	2	6
Environmental/ Community/Other	2	2

#### For “Yes”, explanation of what facilities should be provided

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Post offices and banks	✓	✓		✓	
Small shops and services e.g. library, children's/toddler's play area	✓				✓
Supermarket	✓			✓	
Surgeries	✓				
Small town centre like Emersons Green	✓				
Community centre	✓				
Indoor and outdoor sports and leisure facilities	✓	✓			
Restaurants	✓				
Small scale housing there to encourage walking	✓				
Walking and cycling access	✓			✓	
Better public transport links, e.g. light rail	✓				
Housing	✓				
Cinema		✓			
Any facilities that meet needs of local people		✓			
No additional parking should be provided				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Where could it expand to considering the current congestion and major employment already present in the area</li> <li>• New roundabout outside UWE to ease congestion</li> <li>• The area cannot cope with anything else</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Need to better distinguish between retail parks and local shops as the latter can form communities and the former cannot</li> <li>• Retail provision is needed at Yate, more housing should be provided in the North Fringe as opposed to retail, so less housing and more retail can be directed to Yate.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Would not support expansion because of the impact on the strategic road network. Any development would require a travel plan. Small scale development to aid self containment would be supported.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• UWE could provide a more natural focus for local facilities.</li> <li>• There may be benefit in expanding Filton Abbey Wood but this needs to be considered in a commercial context as a result of further evidence and as it serves a wider community should not be linked directly to new development in the North Fringe.</li> <li>• Any development should match improvements to the existing complex.</li> <li>• Maximise the potential of existing centres that are well supported.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Development should only be provided if there is a complete re-design of the area to remove dependence of the car.</li> </ul>

### Question 31

#### Should further land for jobs be provided in the North Fringe of Bristol?

- No
- Yes

	No	Yes
Members of the Public	65	24
Parish & Town Councils/Political Groups/Councillors	5	2
Specific Consultees	0	2
Developers/Landowners/ Consultants	4	10
Environmental/ Community/Other	4	2

#### For “Yes”, explanation of what type of employment land and where it should go

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Offices	✓			✓	
Small business opportunity in the heart of the communities/local centres	✓			✓	✓
High tech/IT/science industries	✓			✓	
Aerospace technology	✓				
Manufacturing, adjacent to UWE	✓				
Starter business units on brownfield land	✓				
Further expansion of UWE campus				✓	
Not further strategic provision but maybe local provision within the new urban extension.				✓	
Widest range of employment and wealth generating uses as supported by draft PPS4.				✓	
Further provision should only be provided if transport facilities are improved	✓				

#### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Should be more employment provided in places like Thornbury and Yate</li> <li>• Is more actually needed in the North Fringe?</li> </ul>
Parish & Town Councils/Political	<ul style="list-style-type: none"> <li>• There is already an imbalance between jobs and homes in the area so there should not be jobs created</li> </ul>

Groups/Councillors	<ul style="list-style-type: none"> <li>• Jobs should be located in the areas of the district that will help to promote self containment and balance homes and jobs.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Support development that would seek to redress the current mismatch between homes and jobs in the north fringe.</li> <li>• Any employment development should be accompanied by fully funded public transport and cycling/walking infrastructure.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Housing should be delivered above employment in the North Fringe to counteract the existing imbalance between jobs and homes.</li> <li>• New employment should be concentrated in the urban extensions or at Severnside</li> <li>• The focus for new employment should be that which supports new and existing communities in a sustainable way, especially through the promotion of small and local retail/employment</li> <li>• Consider the growth in non-B use sectors and the resultant increase in employment.</li> <li>• Given current in-commuting issues – the employment element of any mixed-use development should be a lower proportion than would normally be required.</li> <li>• In the North Fringe it would be inappropriate for the Core Strategy to differentiate between employment sectors unless there's a proven need.</li> <li>• Should be open for general consultation</li> </ul>

## Question 32

How would you rate the **quantity** (how much) of accessible green spaces in the North Fringe (e.g. parks, play areas, sports pitches)?

- Good
- Reasonable
- Poor
- No Opinion

	Good	Reasonable	Poor	No opinion
Members of the Public	14	38	15	25
Parish & Town Councils/Political Groups/Councillors	0	3	2	1
Specific Consultees	0	0	0	0
Developers/Landowners/ Consultants	2	1	0	4
Environmental/ Community/Other	0	1	2	2

### For 'reasonable' or 'poor', explanation of the gaps

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Easily accessible green space; accessibility is reduced by busy roads	✓				
Natural green space e.g. woodland	✓				
Sports pitches/parks for public use	✓	✓			
All weather sports pitches	✓				
Floodlit facilities	✓				
Quiet spaces	✓				
Farmland and animals/wildlife	✓				
Reliance on schools is too great	✓				
Large areas of open space for informal recreation		✓			
Lack of 'green finger' walking/cycling routes					✓
Children's play areas					✓
The Council must publish a PPG17 compliant assessment.				✓	

**How would you rate the quality (how good) of accessible green spaces in the North Fringe (e.g. parks, play areas, sports pitches)?**

- **Good**
- **Reasonable**
- **Poor**
- **No Opinion**

	Good	Reasonable	Poor	No opinion
Members of the Public	13	35	13	28
Parish & Town Councils/Political Groups/Councillors	2	0	2	1
Specific Consultees	0	0	0	0
Developers/Landowners/ Consultants	0	2	0	4
Environmental/ Community/Other	0	1	2	2

**For ‘reasonable’ or ‘poor’, explanation of the concerns**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Overuse of grass pitches in winter months	✓				
Low level of amenity provision e.g. toilets	✓				
Insufficient size of space	✓				
Accessibility to children and the public in general	✓				
Safety issues as unlit at night	✓				
Lack of encouragement to children to play outside	✓				
Condition of play equipment and general upkeep				✓	
Mown grass does not support biodiversity so only a modest proportion of open space should be mown					✓
Many existing areas seem barren					✓
The Council must publish a PPG17 compliant assessment.				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"><li>• Current under-provision needs to be accounted for in new developments</li></ul>
Specific Consultees	<ul style="list-style-type: none"><li>• A full audit of existing provision should be undertaken to be able to address existing shortcomings and to plan to meet need</li></ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"><li>• If UWE campus were expanded it could provide new green spaces for public use.</li></ul>
Environmental/ Community/Other	<ul style="list-style-type: none"><li>• An audit of green space should be used to answer these questions.</li></ul>

### Question 33

What would encourage you to use the local train stations more?

- Better information about where trains go and when
- Improved access to the stations for cycling and walking
- More car parking at the station
- More frequent trains
- More reliable train services
- Trains with more capacity
- Other

	Better information	Improved access to the stations	More station car parking	More frequent trains	More reliable train services	Trains with more capacity	Other
Members of the Public	30	28	37	55	62	48	44
Parish & Town Councils/Political Groups/Councillors	6	4	6	8	8	8	6
Specific Consultees	0	0	0	0	0	0	0
Developers/Landowners/Consultants	5	6	4	7	6	5	8
Environmental/Community/Other	2	2	2	2	3	2	4

### Other Suggestions

	Members of the Public	Parish & Town Councils/Political Groups/Councillors	Specific Consultees	Developers/Landowners/Consultants	Environmental/Community/Other
Lower fares	✓	✓		✓	✓
Better bus links with stations	✓	✓			✓
Free car parking at the station	✓				
More comfortable/cleaner trains	✓			✓	
New lines into Bristol	✓				
Manned stations to improve security	✓				
More capacity for taking bikes on trains				✓	
More local stations	✓	✓			
More frequent trains	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Better security and safety at stations	✓				
Bigger variety of routes	✓				
Better disabled access		✓			
Increased capacity of trains		✓			
Further investment			✓		

**Which station do you use most frequently?**

- **Bristol Parkway**
- **Filton Abbey Wood**
- **Patchway**
- **None of these**

***NB This question includes answers from people not living/working in the North Fringe***

	Bristol Parkway	Filton Abbey Wood	Patchway	None of these
Members of the Public	58	1	0	43
Parish & Town Councils/Political Groups/Councillors	4	0	1	3
Specific Consultees	0	0	0	0
Developers/Landowners/ Consultants	6	0	0	2
Environmental/ Community/Other	6	0	0	0

**Other Comments**

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Reopening of freight line at Henbury as a passenger line with station to provide a loop service around Bristol and to link Filton with the urban extensions</li> <li>• Train stations address one aspect of sustainable transport, walking and cycling must also be considered.</li> <li>• Congestion can be addressed by a variety of measures.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Rail land by Stoke Gifford could be used as a park and ride by train users</li> </ul>

# The North Fringe of Bristol – Urban Extension West of M32

## General Comments

<p>Parish &amp; Town Councils/Political Groups/Councillors</p>	<ul style="list-style-type: none"> <li>• The scale of development proposed by the Government may make it difficult to preserve and enhance the character of the various localities in the north fringe</li> <li>• The development will lead to the loss of Green Belt, biodiversity habitats and archaeological interest</li> <li>• Traffic congestion will worsen</li> <li>• New homes are likely to be exposed to poor air quality</li> </ul>
<p>Developers/Landowners/Consultants</p>	<ul style="list-style-type: none"> <li>• Phasing of the development should be given more attention in the document. There are areas of the development area at the inner edge that could be brought forward in the short term.</li> <li>• Defining inner Green Belt boundary at this location will be a straightforward task as the motorway forms an obvious defensible boundary.</li> <li>• Opportunity exists here to rebalance jobs and homes and improve connectivity in the North Fringe. The development should be considered in the wider context of the north fringe and should therefore come forward as primarily residential.</li> <li>• To include 15ha of employment land is considered highly inappropriate due to the already existing imbalance of jobs and homes in the north fringe. Instead increased provision of community infrastructure should be considered.</li> <li>• Connectivity can be improved by the implementation of the Stoke Gifford Relief Road/Bradley Stoke Link to provide a public transport corridor. Would also help ease congestion. Critical issue to examine here is when such a road is built as well as possible interim alternatives.</li> <li>• Land to the south of the ring road is unlikely to impact greatly on the setting of Stoke Park/green gateway due to most of that area falling within the grounds of the hotel, leaving only a small developable area.</li> <li>• Although the cost of utilities and infrastructure will need to be examined, it is not considered that these will affect the viability of the development.</li> <li>• It will be necessary to consider the role of energy generation whether it is via renewables or more sustainable construction methods on a district wide level as opposed to a per development basis.</li> <li>• Development should be brought forward at the earliest opportunity.</li> <li>• Neither the Draft RSS nor the Panel Report specified that the area of search should be limited to west of the M32 so for the Issues and Options document not to consider all land to the south of the M4 on either side of the M32 is an error.</li> <li>• To attempt to leave a green buffer on the eastern side of the M32 is a meaningless concept as there is no such buffer further south towards Bristol.</li> <li>• Unclear why land to the north of the A4174 is favoured over land to the south.</li> <li>• Area around Mulgrove Farm should be a priority for development as it is ideally located for the local (public) transport network and local shops, adjacent to a park and ride proposal and there are no constraints on site.</li> </ul>

<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>The numbers and location of development in the north fringe and urban extensions alter the crime demand profile of the area dramatically. This, compounded with existing traffic congestion around the M32 junction, Cribbs Causeway and MOD may necessitate moving the existing police station or providing smaller facilities within one or more of the urban extension. Funding through S106 will be sought.</li> </ul>
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**Question 34****Do you agree with the key constraints that we have identified for this area?**

	Yes	No
Members of the Public	68	11
Parish & Town Councils/Political Groups/Councillors	5	1
Specific Consultees	1	0
Developers/Landowners/ Consultants	7	3
Environmental/ Community/Other	6	0

**Explanation for “No”**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
They are not constraints, just things that need to be taken into account.	✓				
What about the constraints imposed by existing residents – very few of whom want the development	✓				
Question why “role as key entrance to Bristol” is a constraint on development. Key entrance could be provided by appropriate development and careful landscaping	✓	✓		✓	
If the potential of biodiversity and archaeology has not been determined then it should not be considered as a constraint.	✓				
Air quality is a function of traffic – address issue of traffic not use it as an artificial constraint of planning.	✓				
Major power lines are not immovable objects and should not be considered a constraint	✓				
If being green belt is a constraint, query why the area is being considered at all.	✓				
Green Belt is not a constraint as the RSS has already established exceptional circumstances to remove land for future development				✓	
Flooding issues are not a constraint as they can be engineered around.	✓				
Many of these constraints should be considered opportunities.				✓	
Development should not be allowed on Grade 1 agricultural land which most of this area is.	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Historical parkland at Stoke Park should be protected	✓				
Very close to motorway network so any further development will lead to more congestion		✓		✓	
Potential impacts on watercourses and local wildlife at Ham Brook			✓		
Traffic congestion should be seen as a constraint		✓	✓		
Hambrook Conservation Area is important but is separated from the development by the M32, which forms a strong defensible boundary				✓	
Potential impacts on watercourses, wildlife, and air quality etc can be mitigated by careful masterplanning and early up-front surveys				✓	
Power lines will need to be routed underground – however this is an advantage as removal of pylons will make the area more attractive.				✓	

**Other Comments**

Specific Consultees	<ul style="list-style-type: none"> <li>The scope for mitigation of impacts of Option 2 on the green corridor alongside the M32 should be fully investigated</li> <li>Need to conduct a detailed landscape/historic environment study, especially in proximity to Stoke Park and Hambrook Conservation Area</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>It would have been helpful to rehearse some of the more positive issues, for example the benefits of this as a broad location for growth.</li> </ul>

### Question 35

Have we identified the right objectives for the Core Strategy?

	Yes	No
Members of the Public	56	24
Parish & Town Councils/Political Groups/Councillors	5	0
Specific Consultees	1	0
Developers/Landowners/ Consultants	8	1
Environmental/ Community/Other	3	3

#### Explanation for “No”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Objectives are so nebulous as to have no specific meaning to the public	✓				
Improve public transport rather than build more roads, e.g. provide a light rail system	✓				
Opposed to more housing	✓				
Opposed to further development on greenfield sites	✓				
Expansion and sustainability are not compatible	✓				
Add an objective about accommodating the growth sought by the RSS.				✓	
Some new employment should be included with the number of new housing being developed in order to be a sustainable community.				✓	
Existing infrastructure is not adequate for more homes		✓			
Development objectives for this area need to be seen in the context of the Bristol region so that regeneration elsewhere is not undermined				✓	
Opposed to this area being developed				✓	
Transport corridor should link UWE to the city centre, not the ring road, nor should it include cars					✓
Should be reference to the context of the Forest of Avon					✓

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
In reality, green space will be lost to development, so green spaces will not be “created”, instead the word should be changed to “retain”.					✓
Should be the best possible integration with wider communities by foot, cycle and public transport			✓		
Include reference to surface water drainage			✓		
Add: “safeguarding and providing for other key community infrastructure including community meeting places and places of worship”				✓	

**Other Comments**

Specific Consultees	<ul style="list-style-type: none"> <li>• The Core Strategy should ensure that the provision of transport infrastructure is fully integrated with the Core Strategy’s policy framework</li> <li>• Should be mainly housing rather than jobs provided here as there are currently more jobs than workers in this part of South Gloucestershire</li> <li>• Potential effects on J1 of the M32 need to be examined</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• In respect of local services the objective should be both the provision of new and access to a support for existing.</li> </ul>

## Question 36

Which option do you think would best achieve our objectives for the site?

	Option 1	Option 2
Members of the Public	35	18
Parish & Town Councils/Political Groups/Councillors	5	1
Specific Consultees	1	0
Developers/Landowners/ Consultants	5	3
Environmental/ Community/Other	2	1

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>Don't agree with either option</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Housing to the south of the A4174 in Option 2 does not link well with existing communities</li> <li>Both options will have impacts upon the road network</li> <li>Option 2 may create a small, isolated community</li> <li>If Option 1 was pursued it is unclear as to where the shortfall of dwellings that would result would be accommodated</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>Option 2 best meets the objectives but it is not comprehensive or big enough to meet RSS dwelling numbers.</li> <li>The developable area should be maximised. Whether land to the south of the ring road is included should depend on the outcome of detailed assessments regarding landscape, setting of Stoke Park etc. Given that planning obligations or development tariff should be fairly and reasonably related to the development viability should not be an issue, although the Council may face difficult decisions in terms of investment priorities (particularly given the list under key infrastructure) and alternative sources of funding may need to be investigated, particularly where there are wider community benefits to accrue.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>Both options will result in large losses of Green Belt, so there should be provision for compensation (extension of Green Belt) elsewhere, so there is no net loss of biodiversity</li> </ul>

## Question 37

Can you suggest an alternative option for development in this area?

	No	Yes
Members of the Public	45	24
Parish & Town Councils/Political Groups/Councillors	6	0
Specific Consultees	0	1
Developers/Landowners/ Consultants	9	1
Environmental/ Community/Other	2	0

### Alternative Option

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Include land east of M32 adjoining Frenchay	✓				
Don't build/fewer houses	✓				
Develop another area where infrastructure and services already exist or could be upgraded at lower cost	✓				
Develop brownfield sites and change the use of existing buildings	✓				
Small developments in existing villages	✓			✓	
Include land east of M32 adjoining Frenchay	✓			✓	
Include land south of the ring road to complement the existing hotel which has good transport links and no overhead power cables and would not have an impact on Stoke Park or the Green Belt.				✓	
Expansion of the Frenchay campus at UWE should be included in any plans for development in this area.				✓	
Keep the Grade 1 agricultural land in tact	✓				
Small scale development between Patchway and Cribbs Causeway	✓				
Build on more of the open spaces in and around the area	✓				
All residential on site to the east of the M32				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Park and ride site and residential on site east of M32 (masterplans supplied)				✓	
Further consideration should be given to land south of the A4174				✓	
Include land between Old Gloucester Road and M4				✓	

**Other Comments**

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Little or no justification of the options chosen for Issues and Options. Further evidence is required to assess the best option for this area.</li> <li>• The inner edge of development should abut the existing urban area in order to maximise integration, accessibility and protection from noise</li> </ul>
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## Question 38

Do you agree with the key services, facilities and infrastructure required?

	Yes	No
Members of the Public	50	20
Parish & Town Councils/Political Groups/Councillors	6	0
Specific Consultees	1	0
Developers/Landowners/ Consultants	8	1
Environmental/ Community/Other	4	1

### Explanation for what is wrong or missing

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Better transport/road improvements needed	✓			✓	
Question the apparent insufficient provision for transport access and education.	✓				
Better public transport infrastructure needed- not just buses.	✓				
Major work needed around M32 J1 and on the ring road	✓				
Not ideal location for renewable energy on-site	✓				
Light rail system needed	✓				
Encourage home working	✓				
Better cycling facilities	✓				
More sports pitches	✓				
Stoke Gifford relief road is not desirable as it would encourage more car trips which would eventually lead to more congestion		✓			
New development in this area should not be asked to pay for past lack of provision				✓	
Area already at stretching point				✓	
Include reference to surface water drainage			✓		
Strategic investment will be required to provide downstream capacity for sewerage and treatment			✓		

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
A development of 3000 dwellings would not itself justify a new secondary school – in order to justify the school there must be significant existing need.				✓	
A secondary school is likely to take around 10% of the overall site area, so the provision of the school should be carefully considered against other land requirements within the site				✓	
Community facilities, including places of worship				✓	
Not clear what the strategy for rapid transit will be				✓	
Funding gap for relief road needs to be examined				✓	
Relief road is likely to have a positive impact on current M32 junction 1 congestion				✓	

**Other Comments**

Specific Consultees	<ul style="list-style-type: none"> <li>• Agree that impacts on J1 of the M32 need to be examined</li> <li>• Need to examine sustainable transport requirements, e.g. bus links to central Bristol, walking/cycling links to services/employment/green spaces</li> <li>• Significant/strategic overhead power lines are present that need to be taken into consideration</li> </ul>
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## The North Fringe of Bristol – Housing at Cribbs Causeway & Filton

### General Comments

Members of the Public	<ul style="list-style-type: none"> <li>Concerned about the impacts that further development would have on the already congested Cribbs Causeway area, especially Junction 17 of the M5.</li> <li>The Cribbs Causeway area is overdeveloped now and the road system is often gridlocked. The Highways Agency insists there is no problem, but how can they state this when there quite clearly are problems.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>The scale of development proposed by the Government may make it difficult to preserve and enhance the character of the various localities in the north fringe</li> <li>The development will lead to the loss of Green Belt, biodiversity habitats and archaeological interest</li> <li>Traffic congestion will worsen</li> <li>New homes are likely to be exposed to poor air quality</li> <li>Development around the airfield will threaten the future of the aerospace industry</li> <li>Motorway junction cannot accommodate more traffic</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>It is vital to ensure that any development does not prejudice the operation of the airfield and the associated aerospace industry</li> <li>Need to ensure that the most appropriate options are considered.</li> <li>Welcome the recognition of the need to protect the long term operation of Filton Airfield and associated jobs</li> <li>Rebalancing housing and employment in the north fringe is a key issue that has implications for the whole sub-region</li> <li>The issues and options document does not explore enough options for how clearer identities for communities in the north fringe could be obtained – one option that should be explored further is for the existing centre at Henbury to provide a focus for the urban extension to the north.</li> <li>Essential that any urban extension here is integrated with existing adjoining communities</li> <li>Consideration should be given to addressing the potential severance of the community created by the railway line and the A4018</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Land in the Green Belt at Cribbs Causeway should not be included within an area of search for an urban extension as this was not included in the RSS panel report which referred only to the urban area. 2,500 houses can be accommodated within the urban area south of Filton Airfield. The I&amp;O document is therefore unsound.</li> <li>Land to the south of the Airfield is a highly sustainable location for residential development</li> <li>The Strategy for housing in the Cribbs/Filton area is contrary to PPS12 para 4.5 as it does not conform with the RSS, does not present the best strategy when compared to reasonable alternatives and is not based on a credible evidence base. The area to the south east of the A4018 should be allocated with no green belt review.</li> <li>Any development that occurs here is at risk of being isolated by the runway to the north and railway to the south.</li> </ul>

	<ul style="list-style-type: none"> <li>• This development would make little contribution to the provision of strategic infrastructure</li> <li>• Masterplan for site supplied</li> <li>• An urban extension at Cribbs Causeway must include all land between the A4018 and the M5.</li> <li>• Access should be via the Cribbs/Lysander Road roundabout for maximum permeability and a direct link to shops and services.</li> <li>• The Core Strategy should include a policy similar to that in the current Local Plan that safeguards the activities of Filton airfield.</li> <li>• The RSS Panel Report identified the need for 2500 dwellings within the urban area, not as an urban extension which the options given resemble.</li> <li>• The Panel Report did not recommend that Green Belt west of the A4018 should be reviewed.</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• The numbers and location of development in the north fringe and urban extensions alter the crime demand profile of the area dramatically. This, compounded with existing traffic congestion around the M32 junction, Cribbs Causeway and MOD may necessitate moving the existing police station or providing smaller facilities within one or more of the urban extension. Funding through S106 will be sought.</li> <li>• Particular concern re the impact of the proposed development at Cribbs/Filton on Filton Airfield and the protection of the long term interests and jobs in the aerospace industry.</li> </ul>

**Question 39**

**Do you agree with the key constraints that we have identified for this area?**

	Yes	No
Members of the Public	65	8
Parish & Town Councils/Political Groups/Councillors	5	0
Specific Consultees	1	0
Developers/Landowners/ Consultants	7	5
Environmental/ Community/Other	5	0

**Explanation for “No”**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Biodiversity issue is not specific to this site	✓				
If the environmental impact of Filton Airfield is a constraint then how was this ever included in the plan as an option?	✓				
Noise and air quality issues around the M5 cannot be considered a constraint and are no greater than other parts of South Glos.	✓				
Land to the North West of the A4018 is bounded by the M5 which questions its value as green belt.	✓				
The recent appeal decision at Passage Road confirms that noise from the airfield is not a constraint to delivering housing in this area.				✓	
The long term security of Filton Airfield and the aerospace industry will not be affected by housing development south of the airfield.				✓	
The existing sports pitches within the Green Belt should be identified as a constraint				✓	
Existing traffic problems are a constraint – further development would make congestion worse	✓		✓		
Green belt should not be a constraint to delivering necessary growth in the most sustainable locations.				✓	
Haw wood is not included within the site so should not be considered a constraint				✓	
There is no evidence of archaeological				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
interest					
No evidence of health and safety issues arising from the airfield				✓	
Flood risk and drainage issues from Henbury Trym catchment			✓		
Junction 17 of the M5 is already heavily congested	✓				
The constraints understate the importance of the airfield in terms of its relationship with supporting local employment				✓	
Important to understand the precise nature of health and safety constraints arising from the airfield before committing to development at this location				✓	

**Other Comments**

Specific Consultees	<ul style="list-style-type: none"> <li>Development should not exacerbate congestion at Junction 17 of the M5.</li> </ul>
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## Question 40

### Have we identified the right objectives for the Core Strategy?

	Yes	No
Members of the Public	57	13
Parish & Town Councils/Political Groups/Councillors	5	0
Specific Consultees	1	0
Developers/Landowners/ Consultants	9	2
Environmental/ Community/Other	6	0

### Explanation for “No”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
There are too many objectives.	✓				
Emphasis on walking and cycling disregards need of elderly and disabled	✓				
The housing objective is not required	✓				
Development will cause more traffic chaos	✓				
Do not consider that noise from the airfield is a constraint.				✓	
The Green Belt boundary objective is unnecessary as do not agree that the RSS has identified land in the Green Belt for development.				✓	
The public transport system does not need more buses	✓				
Agricultural land should be protected for food production	✓				
The location is very sustainable so advantage should be taken of that				✓	
Development here should be of a sustainable construction				✓	
A network of green spaces should be referred to in the context of the Forest of Avon					✓
Need a strategic approach to public safety			✓		
Given the lack of supporting evidence, it is hard to see how any objectives could be well-					✓

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
informed at such an early stage					
Need to include objectives relating to surface water drainage and reducing flood risk			✓		
Add: “safeguarding and providing for other key community infrastructure including community meeting places and places of worship”				✓	
Add further objective: “Joint working with surrounding local authorities to recognise how agricultural practice and land use can revitalise the link between town and country to aid the delivery of sustainable communities	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• People won't use public transport because of the cost so traffic congestion will get worse</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Sufficient fibre optic cable must be provided below ground as part of any development to enable widespread use of systems that will improve public safety, e.g. CCTV, highways information, police intelligence, education, etc. This will enable an effective communications, public safety and traffic management strategy to be drawn up and implemented</li> <li>• The required infrastructure needs to be agreed, funded and delivered to ensure the safe and effective operation of the strategic road network</li> <li>• The Core Strategy should give strong support to the economic importance of Filton Airfield and associated industries and jobs</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• The requirements of the RSS have to be met – the Core Strategy cannot decide the extent to which they can be met.</li> </ul>
Environmental/ Community/ Other	<ul style="list-style-type: none"> <li>• Difficult to understand how objectives can be drafted at such an early stage when baseline evidence has yet to be collected for the area.</li> </ul>

**Question 41****Which option do you think would best achieve our objectives for the site?**

	Option 1	Option 2
Members of the Public	37	21
Parish & Town Councils/Political Groups/Councillors	3	1
Specific Consultees	0	1
Developers/Landowners/ Consultants	9	1
Environmental/ Community/Other	3	1

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>Concerned that both options will lead to increased infrastructure congestion</li> <li>The proposals for the Bristol Zoo safari park should be referred to as this will impact heavily on the local infrastructure, as will new shops at Bradley Stoke</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Neither option is acceptable</li> <li>Traffic is already too congested around Cribbs Causeway, so there should not be any more houses built there to make it worse.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Concerned over the effects of both options on the strategic road network</li> <li>The two options proposed do not provide a reasonable or appropriate range of options. More options, including an employment-led approach, should be explored</li> <li>Option 1 appears to create an isolated island of development to the west of Cribbs Causeway</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>There is no explanation of why the two options were selected. Why 1,500 houses and 2,600 houses?</li> <li>Concerned that no decision should be made on a preferred option until there is more understanding of the precise nature of health and safety constraints and any impact on the operation airfield</li> <li>Option 2 would increase the number of residents potentially impacted on by the operation of the airfield.</li> <li>Option 1 would not meet RSS dwellings requirements, however it would protect ridgelines and would not require any major infrastructure</li> <li>Option 2 would meet Panel Report dwelling requirements, however the Green Belt would be further intruded, ridgelines would be less protected and a larger proportion of the development would not be within the existing urban area.</li> <li>Neither option utilises all available vacant land within the urban area.</li> <li>It is illogical to leave the pocket of land to the east adjoining Wyckbeck Road vacant., especially as including this area would reduce the need for development to encroach into Green Belt.</li> <li>Both options are fragmented by main roads and the railway making is very difficult to integrate the development with existing communities or to foster sustainable transport/walking/cycling.</li> </ul>

	<ul style="list-style-type: none"><li>• Neither option would encourage walking or cycling to the mall due to dual carriageways separating new development from shops and services.</li><li>• Part of the earmarked land to the west of the A4018 is used as recreational open space</li></ul>
Environmental/ Community/Other	<ul style="list-style-type: none"><li>• How have the 2 options been drawn up in light of shortcomings of evidence and data? Due to the shortage of data any response to this question cannot be well informed.</li><li>• Given the lack of supporting evidence, it is hard to see how either option can be well-informed at such an early stage.</li><li>• The Issues and Options stage is too early to ask such detailed questions regarding which options to choose</li></ul>

**Question 42****Are there any other options which should be considered?**

	No	Yes
Members of the Public	47	18
Parish & Town Councils/Political Groups/Councillors	5	1
Specific Consultees	0	1
Developers/Landowners/ Consultants	7	6
Environmental/ Community/Other	2	1

**Alternative Option**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Don't build	✓				
No housing under the flight path	✓				
Close Filton Airfield and use this for housing	✓				
Build elsewhere not in the Green Belt	✓				
Land within the Green Belt has not been identified in the RSS and 2,500 houses should be built in the land to the south of the Airfield.				✓	
Many of the constraints identified do not apply to land south of the airfield.				✓	
Neither option 1 or 2 includes all the land south of the airfield which is suitable for development.				✓	
Maximise use of development potential on land east of the A4018				✓	
Option 1 fails to meet RSS requirements				✓	
Need to protect historical landscape	✓				
Increase housing density and numbers	✓				
Land should be protected for food production	✓				
Expand villages to prevent urban sprawl	✓				
Residential development here will further constrain operation of the airfield, so look to land between the M49 and M4/M5				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Land to west of A4018, together with the land to the east of Cribbs Causeway, considerably more than 2500 houses could be built, reducing the need for development in less sustainable locations. Further details provided on how the land to the west of A4018 could be developed				✓	
Land to west of A4018 should not be developed					✓
Any new community should be integrated with Brentry					✓
Consider using land between Passage Road and the railway		✓			
Former Safeway distribution depot is no longer used so should be redeveloped as residential				✓	
Development should be contained to the east of Wyckbeck Road as this falls wholly within the existing urban area. Using the whole site could accommodate the 2500 dwellings required. More homes would be provided within walking/cycling distance of the mall. Containing the whole development within a single location that is not dissected by major transport routes will enhance cohesiveness and accessibility. Development of the site could begin early.				✓	
There may be more appropriate Brownfield opportunities in the Cribbs Causeway area that could be utilised to reduce Greenfield land take				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• A site for Concorde to be housed at Filton Airfield should be allocated</li> <li>• Use Filton airfield as a commercial airport</li> <li>• Important to make enough provision for youth facilities</li> <li>• Should be park and ride provision at Falfield to reduce congestion and provide finance</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• As proposed with 8 ha of employment land, Option 1 would deliver 1,600 jobs. 1 job requires 1.3 homes and on this basis 1,600 jobs requires 2,080 homes. In addition one third of jobs are not locationally specific and so Option 1 provides 50% less homes than jobs which will increase commuting within the North Fringe. Option 2 similarly provides too many jobs and results in a massive under provision of homes.</li> </ul>

### Question 43

Do you agree with the key services, facilities and infrastructure required?

	Yes	No
Members of the Public	53	13
Parish & Town Councils/Political Groups/Councillors	5	0
Specific Consultees	1	0
Developers/Landowners/ Consultants	9	2
Environmental/ Community/Other	2	3

#### Explanation for what is wrong or missing

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Don't add what isn't really needed	✓				
Need improved transport such as rail/supertram lines and roads.	✓				✓
Not enough employment provision in the options	✓				
Bus rapid transit routes should only be introduced on new roads; current road space should not be used for bus lanes	✓				
Should be a number of small park and ride sites developed at local settlements to reduce congestion, e.g. Thornbury, Emersons Green, etc	✓				
Include places of worship	✓				
Strategic landscaping along ridge				✓	
Utilise rail station at Henbury for travel to Bristol and Bath					✓
Increased reliance on train journeys to lessen car use					✓
Strategic investment will be required to provide downstream capacity for sewerage and treatment			✓		
Add community facilities, including places of worship				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"><li>• Better public transport is needed</li><li>• Is building on this scale required here or viable? 1</li></ul>
Specific Consultees	<ul style="list-style-type: none"><li>• Impacts on Junction 17 of the M5 need to be properly examined</li></ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"><li>• The precise requirements will need to be subject to a detailed assessment at the appropriate time, including an assessment of existing provision.</li><li>• It is not realistic to rely upon development to fund all requirements</li></ul>

## The East Fringe of Bristol Urban Area

### General Comments

Members of the Public	<ul style="list-style-type: none"> <li>Keep Bristol-Bath cycleway and other cycle/pedestrian routes for these uses only and don't impose any mechanised transport system on them.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>The figure of 30,800 homes for S Gloucestershire is not acceptable there is no evidence that the infrastructure implications for this growth can be met. Present indications are that nothing like this figure is sustainable both within the urban area or in urban extensions.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>There is no reference to flood risk from the Siston, Warmley and Folly Brook or the Bristol Frome (EA)</li> <li>The Highways Agency is concerned about any major development in this area as the strategic road network is already under severe pressure. Further comments will be made as more options are explored.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Work on urban capacity should be undertaken with proper consultation with the development industry</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>The impact of development within the urban area and the urban extensions would change demand on police service. This may need to result in moving the existing police station at Staple Hill to a new location on the Ring Road which would serve all communities more efficiently and would need S106 funding.</li> </ul>

## Question 44

Please indicate which of the following elements you consider the Vision should include:

	How to accommodate RSS growth	Integration with existing communities	Healthy & successful communities	Better balance between jobs & housing	Thriving town & local centres	Improved services & facilities	Better use of public transport, walking & cycling	Quality green spaces
Members of the Public	29	39	52	47	53	66	64	76
Parish & Town Councils/Political Groups/Councillors	7	9	8	9	10	8	9	10
Specific Consultees	0	0	0	0	0	0	0	0
Developers/Landowners/Consultants	10	12	8	8	7	7	7	6
Environmental/Community/Other	8	7	7	7	8	6	7	8

### Elements missed out from question:

	Members of the Public	Parish & Town Councils/Political Groups/ Councillors	Specific Consultees	Developers/Land owners/Consultants	Environmental/Community/ Other
Improved transport and communications	✓			✓	
Reduce traffic congestion around schools, retail areas and residential streets.					✓
Protection of the Green Belt	✓				
Stimulation. The focus should be HOW this area is going to catch up to the rest of the South Glos.	✓				
Protection of land with potential for growing food crops	✓				
Protection of our local environment with its varied and historical landscape	✓				
Response to climate change	✓				
Maintain separate identities of existing communities	✓				
Ensure that workers live near employment	✓				
Green infrastructure network will deliver a range of benefits including easy access to the			✓	✓	✓

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
countryside. Vision should refer to quantity as well as quality.					
Plan for a mix of housing to ensure all members of the community are provided for.				✓	
Include providing for community infrastructure (leisure facilities, schools, meeting places and places of worship)					✓
Include element on education to reflect the increased future importance of “knowledge transfer” based industry in the area.				✓	
How to rebalance the population by bringing in more younger people to make a balanced age distribution in the area.		✓			

**Other Comments**

<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• These elements should naturally be part of planning policy and are not traditionally considered a vision.</li> <li>• Do not agree with need to balance jobs and housing in the East Fringe. It is reasonable for people to go to central Bristol for employment. The existing travel pattern is reasonable..</li> <li>• Provide functional integration between existing and new communities by providing access to existing employment and retail opportunities.</li> <li>• All of these should be considered when preparing the vision if a sustainable community is to be created.</li> </ul>
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### Question 45

Is there a shortage of any particular types of housing in the East Fringe of Bristol? e.g. size (number of bedrooms), type (flats or family houses), tenure (privately owned, rented or housing association) or specialist (housing for the elderly).

	No	Yes
Members of the Public	48	19
Parish & Town Councils/Political Groups/Councillors	3	5
Specific Consultees	0	0
Developers/Landowners/ Consultants	7	4
Environmental/ Community/Other	1	1

#### Explanation of the shortage

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Family housing with gardens and parking	✓	✓		✓	
Housing for the elderly (appropriate design and affordable)	✓	✓		✓	✓
Rented social and privately rented accommodation of all sizes.	✓			✓	
Flats	✓				
Affordable for those local people who want to stay in the area close to their families	✓	✓		✓	
Housing for teenage mothers.	✓				
Affordable family housing				✓	

#### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>To change the economic landscape in this area is going to require a change in the housing profile. Because there is no vision as to how this area is going to change it would be pointless to set figures at this time</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>It should not be assumed that smaller units are required because household sizes are smaller as widows and divorcees tend to stay in the family home.</li> <li>A great many flats have been built in central Bristol so more family housing should be provided in Hanham.</li> </ul>

## Question 46

If we can't find enough land for housing in the urban area of the East Fringe, which of the following should we consider?

	Building at very high densities	Losing green spaces	Taking land out of the Green Belt	None of the options/alternative option
Members of the Public	38	11	25	29
Parish & Town Councils/Political Groups/Councillors	3	1	2	3
Specific Consultees	0	0	0	1
Developers/Landowners/Consultants	2	0	16	2
Environmental/ Community/Other	3	0	2	1

### Alternative options

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Build 8,000 houses in the urban extension east of Kingswood.				✓	
Don't build or build fewer homes	✓				
Build somewhere else	✓				
Use brownfield land	✓	✓			✓
Higher densities should be restricted to central areas where it does least damage to the character of the area and is well located in terms of facilities and public transport, not suburbs.	✓	✓			✓
Convert unused or underused buildings (shops, industrial buildings, multi occupancy houses)	✓				
Take land out of the green belt at Castle Farm Hanham				✓	
Take small selective areas of land out of the Green Belt				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Do not build on urban green spaces	✓	✓			✓
Do not build on Green Belt	✓	✓			
Develop in surrounding small towns and villages	✓				✓
Build in the north of South Gloucestershire		✓			

**Other Comments**

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• It is important the sufficient housing land is provided, building on green spaces is not desirable, and there is not a demand for high density type developments. Land at Castle Farm does not fulfil a Green Belt function and so building there is a good option.</li> <li>• There will not be a need to identify further land as the area of search is sufficient for larger numbers than identified in the Issues and Options document.</li> <li>• A long term and realistic approach to releasing Green Belt land should be taken to ensure there is enough land for housing need as well as associated employment and infrastructure.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Protection (from development and indirect threats such as pollution) and enhancement of urban green spaces for biodiversity should be incorporated into urban areas and urban extensions.</li> </ul>

## Question 47

### Should further jobs be provided in the East Fringe of Bristol?

	No	Yes
Members of the Public	46	27
Parish & Town Councils/Political Groups/Councillors	3	6
Specific Consultees	0	1
Developers/Landowners/ Consultants	1	12
Environmental/ Community/Other	3	2

### For Yes, an explanation of the type of jobs and where they should go

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Range	✓				
University/Technology related business parks/Science Park	✓				
Engineering and manufacturing.	✓	✓			
On brownfield/disused land	✓				
Retain all existing employment sites as they are being lost to housing.		✓			
Along the ring road/urban fringe	✓				
Small businesses	✓				
Emersons Green (including a range of jobs)	✓	✓			
Locate close to housing	✓	✓			
Agricultural based jobs (new and support for existing)	✓				
Service industry	✓			✓	
Market viability should determine what type of jobs are provided	✓				
Jobs to match the skills profile of the area.	✓				
In areas with good transport access employment should be in preference to housing.	✓				
Dual use artist/artisan workshop and living spaces.	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Further jobs with an increased emphasis on higher value skills employment in high quality office park space.				✓	
Any B Class development not on business parks but integrated into the new housing development				✓	

**Other Comments**

Specific Consultees	<ul style="list-style-type: none"> <li>(The South West Regional Development Agency)The Science Park planned for Emersons Green (S-Park) will help to address the current situation where the East Fringe is a net exporter of workers. It will bring in 6,000 highly skilled jobs in key economic sectors. To maximise the benefits of this “hub” the links between S-Park, HE/FE institutions and clusters of business activity should be clearly articulated in the Core Strategy,.</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>Development in the East Fringe should be housing led as there is a greater need for housing than jobs in South Gloucestershire.</li> <li>Jobs should be provided within a mixed use urban extension.</li> <li>There is no reason to change the balance between jobs and housing and new jobs will be in retailing and services rather than B class employment.</li> <li>Land should be allocated in the urban extension to foster sustainable live/work patterns.</li> <li>Harvey Shopfitters Ltd is a major employer immediately adjacent to the urban area at Common Road, Hanham. The business cannot expand because it is in the Green Belt and outside the development boundary. In order to continue to provide jobs, training and support biomass projects locally its site should be included in the development boundary and taken out of the Green Belt.</li> <li>Employment land is required for local businesses to grow rather than move away.</li> </ul>

### Question 48

Should further, new employment land be allocated in the East Fringe of Bristol?

	No	Yes
Members of the Public	56	20
Parish & Town Councils/Political Groups/Councillors	3	5
Specific Consultees	0	1
Developers/Landowners/ Consultants	1	11
Environmental/ Community/Other	3	2

For Yes, an explanation of the type of employment land and where it should go

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/ Landowners/ Consultants	Environmental/ Community/ Other
Integrated with housing in the urban extensions	✓			✓	
Within existing built up area	✓			✓	
Where infrastructure can be provided to make them sustainable.	✓				
Protect existing employment land from housing	✓	✓			
Emersons Green	✓				
Re-use the Intier site in Bitton and Frys	✓				
Sufficient land should be part of every development proposal		✓		✓	
Larger scale employment opportunities close to M4 motorway.				✓	
Office park near to ring road where public transport (orbital and radial) can be provided.					✓
Non strategic allocations in the urban extensions				✓	
Principally office based employment				✓	
Land should be capable of taking B1 and B8 development				✓	

#### Other Comments

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>Development in the East Fringe should be housing led to reduce the impact of unsustainable patterns of development in South Gloucestershire in the past.</li> <li>Requirements should be based on an up to date employment land review.</li> <li>Employment allocations should not be strategic so may be that mixed used within the urban extensions to foster sustainable work patterns is sufficient.</li> </ul>
Environmental/ Community/ Other	<ul style="list-style-type: none"> <li>Development in the urban extension east of Bristol should also provide jobs for existing population of the area.</li> </ul>

### Question 49

Have you any suggestions about how deprivation in the Priority Neighbourhoods could be reduced?

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
More and higher skilled jobs locally with appropriate training provided and targeted at these areas.	✓				
More policing	✓				
Integrated and accessible services	✓				
Education and Training	✓				
More community projects and perhaps more sports and youth clubs using existing school facilities	✓				
Better integration of the Council's policies and priorities with the other groups and an alignment of resources to address inequality.	✓				✓
Better sex education to prevent unwanted births	✓				
Promote better access to and choice of shops and services in town and local centres and cleaner and higher quality environment	✓		✓		
Better and cheaper local transport especially to central Bristol and across the ring road.	✓			✓	✓
Financial and practical help with energy saving to lower bills.	✓				
More targeted consultation with local people to identify opportunities for improvements to new and existing developments.	✓	✓			
Better health services		✓			
Local employment opportunities				✓	

#### Other Comments

Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>New housing developments should have social housing carefully integrated to avoid "ghettos"</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Local employers should be encouraged to help local people access jobs.</li> </ul>

### Question 50

**Which town and local centres in the East Fringe of Bristol need additional facilities and what are these facilities?**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Kingswood - improve its appearance and cleanliness; more quality shops; more jobs; better variety of shops to match Staple Hill; better bus services.	✓	✓			✓
Staple Hill - more quality shops; more jobs; better bus services; advice drop-in facilities; better provision for families and under 5s.	✓				
Hanham - promotion and protection of small businesses/shops and no more big supermarkets; more quality shops; more jobs; more parking; more recycling banks, young peoples facilities eg wheels park. Better bus services; investment in local environment.	✓	✓			✓
Oldland Common - bring empty shops back into use; encourage small/local shops; parking restrictions on High Street; bank, library; youth centre; facilities for older children/young adults; more shops and parking if further development in the area. Better bus services.	✓				
Emersons Green - green areas; fish & chip shop	✓				
Downend – Cinema; range of shops	✓				✓
Cadbury Heath - local shops e.g. greengrocer better bus services	✓				
Warmley - small local shops; bank; old peoples homes, better bus services.	✓			✓	
Coalpit Heath – train service, bus service social and sporting amenities	✓				

#### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Suggest setting up local co-operative to sell local allotment produce</li> <li>• Need better public transport links between retail areas and residential areas.</li> <li>• Redevelop Kingswood Town Centre</li> <li>• Kingswood and Hanham already have a wide range of facilities. The problem is the appearance and cleanliness of the town centres.</li> <li>• Need improved recreational facilities; for children/teenagers(e.g. skate park or similar); outdoor and athletic facilities; 50m swimming pool; more cycling lanes especially between Westerleigh and Mangotsfield.</li> <li>• More sports facilities.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Bus services should be improved before shopping areas.</li> </ul>

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"><li>• Development at Castle Farm, Hanham, as a small urban extension (part of an expanded Area of Search at Area D) could help to support the services and facilities in Hanham.</li><li>• All the identified centres are at the inner edge of the east fringe and so communities on the outer edge cannot walk to them, The local centres at the edge of the urban areas such as Warmley should be developed to address this issue.</li></ul>
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### Question 51

In light of the potential impact on the town centres at Hanham and Kingswood, Longwell Green retail park should not be expanded further. Do you agree?

	Yes	No
Members of the Public	60	25
Parish & Town Councils/Political Groups/Councillors	3	4
Specific Consultees	0	0
Developers/Landowners/ Consultants	8	1
Environmental/ Community/Other	5	1

#### Explanation for “Yes”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
It's not needed	✓				
Roads, public transport and parking couldn't handle expansion	✓	✓			
Better to provide retail in the urban area than outside it.	✓				
Parts of the retail park could be used for housing to preserve green belt land.	✓				
There is already congestion on the A431 as a result of the retail park. Retail parks just create traffic movements.	✓				
Local shops should be supported.	✓				

#### Explanation for “No”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Existing town centres don't provide the shopping experience people now want	✓				
It may be needed over lifetime of Core Strategy, particularly if population increasing	✓				
It would provide local job opportunities	✓	✓			

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
It's not for Council to restrict competition to preserve local traders. The market should sort this out.	✓				
To enable larger stores to be provided which won't go to town centres and to avoid having to go to Cribbs Causeway or elsewhere.	✓	✓			
Town centres can't cope with traffic volumes, Longwell Green can. Easier parking at Longwell Green	✓				
Longwell Green needs a focal point for the community and local services and facilities.	✓				
Will not affect local centres too much, the retail park is complementary to the town centres & all that is needed is better public transport links between the town..	✓	✓			
Should maximise the potential of this site as it is already built on as long as infrastructure is provided with expansion.	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>Inspire local economy and situation will sort itself out</li> <li>The key is to provide better quality shops and environment both in existing centres and Longwell Green.</li> </ul>
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## Question 52

Do you think that there is a realistic prospect of the necessary transport improvements being provided in the time period of this Core Strategy?

	Yes	No
Members of the Public	18	61
Parish & Town Councils/Political Groups/Councillors	2	7
Specific Consultees	0	0
Developers/Landowners/ Consultants	6	3
Environmental/ Community/Other	2	4

### Explanation

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners / Consultants	Environmental/ Community/ Other
History shows there has always been a lag between need for transport provision and its delivery	✓				
The history of delivery is disappointing. Need a deliverable strategy not piecemeal implementation				✓	
No confidence in Council to take the necessary decisions or manage the process properly. The council has neither the political will nor the ability to force the planning agenda.	✓				
Council is promoting the wrong transport strategy and taking the easy options	✓				
Inability of west of England Councils to agree on wider transport strategy.	✓	✓			
West of England and S Glos do not have the powers to force through rapid transit		✓			
Bus operator's priority is running a business not a service	✓				✓
Need tram system not more buses and more road traffic but this will never be built.	✓				
Not enough money or thought has been, or will be, given to the subject so there is no hope of the necessary improvements being achieved in the time.	✓	✓			
Government and councils are always over optimistic. Projects often dropped or are inadequate.	✓				
Traffic has got worse and worse over the last 40 years	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners / Consultants	Environmental/ Community/ Other
despite infrastructure improvements. The only solution is drastic measures to discourage private commuter driving.					
Previous schemes such as the 2plus lanes and the showcase bus routes have not worked so no confidence that effective strategies will be delivered.	✓	✓			
The council must do everything in its powers to make sure that central government investment is secured.		✓			
Only if a PTE can drive the changes forward across the sub-region working without political interference.				✓	
The development will generate significant investment in transport measures over 20 years.				✓	
Need new motorway junction on M4 but this will not be delivered in the time frame.	✓				✓

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Need more bus services e.g. to Emersons Green</li> <li>• Existing congestion on the Ring Road is so bad it deserves separate consultation.</li> <li>• Existing roads in a poor state of repair.</li> <li>• Existing problems so bad and likelihood of solutions is slight so no further development should take place.</li> <li>• There should be an integrated transport system for the West of England preferably tram based which has to be supported by all four authorities.</li> <li>• High Street at Oldland Common us used as an alternative to the Ring Road as it is quicker and as a result this road is very dangerous and congested. Difficult to improve the road infrastructure. The existing bus service and cycle links to Keynsham Station are good and could be used more.</li> <li>• Train links and park and ride facilities have not been provided.</li> <li>• Existing road space should be reallocated to walking and cycling and then buses.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• The M4 link would only increase car usage from short trips around Bristol it should not form part of a sustainable transport strategy. The transport strategy should concentrate on improving public transport and demand management.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• AWT is opposed to the North East Bristol/South Gloucestershire Bus Rapid Transit route in principle as it affects so many SNCIs.</li> </ul>

**Question 53A**

How would you rate the **quantity** (how much) of accessible green spaces in the East Fringe (e.g. parks, play areas, sports pitches)?

	Good	Reasonable	Poor	No opinion
Members of the Public	14	27	21	18
Parish & Town Councils/Political Groups/Councillors	1	5	2	0
Specific Consultees	0	0	0	0
Developers/Landowners/ Consultants	2	4	0	4
Environmental/ Community/Other	0	1	1	2

**For 'reasonable' or 'poor', an explanation of the gaps**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Facilities for younger people	✓				
Sports pitches	✓	✓			
Recreation grounds (Oldland Common)	✓				
Parkland/Formal Parks	✓				✓
Childrens play areas	✓				
Wildlife areas	✓				
Clubhouse for football pitches near Pomphrey Hill	✓				
All green space in the Kingswood urban area	✓	✓			

**Question 53B**

How would you rate the quality (how good) of accessible green spaces in the East Fringe (e.g. parks, play areas, sports pitches)?

	Good	Reasonable	Poor	No opinion
Members of the Public	17	31	16	20
Parish & Town Councils/Political Groups/Councillors	0	7	1	0
Specific Consultees	0	0	0	0
Developers/Landowners/ Consultants	1	4	1	4
Environmental/ Community/Other	0	1	0	2

**For 'reasonable' or 'poor', an explanation of the concerns**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Litter	✓				
Safety	✓				
Dogs	✓				
Vandalism	✓				
Maintenance and cleanliness, lack of investment	✓	✓			
Poor maintenance and litter of footpaths and poor quality stiles	✓				
Need to be patrolled better	✓				
Small play areas unattractive and undeveloped.	✓				
Park at Bitton Station is inadequate	✓				
Clubhouse at Pomphrey Hill is needed.	✓				
Bitton open space is lovely but others such as Warmley memorial park, Pucklechurch and Cherry Garden leave a lot to be desired.	✓				
Hanham common poor condition for playing games		✓			

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• What has happened in the past has not been satisfactory.</li> <li>• Keynsham park is a good example of a park which would appeal to a wide range of people. Such a facility is not available anywhere in the East Fringe of Bristol.</li> <li>• Very concerned that school playing fields which were used as community spaces are being fenced off. e.g. Sir Bernard Lovell, Gover Road and school pitches in Hanham.</li> <li>• Conservation area and forest at Siston and Warmley is fantastic.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Playing fields and open spaces are very limited in the east fringe urban area and so the adjacent rural areas are particularly important to urban residents.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Development at Castle Farm, Hanham would include half the site as open space close to Hanham Common, the Abbots Road Sports Ground and Gover Road open space.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• The currently undeveloped area has great potential to provide a network of accessible green spaces.</li> <li>• There is great potential to improve green spaces within the existing area and include linkages to new development.</li> <li>• Note that South Gloucestershire Council is undertaking an audit of green spaces to develop a Green Space Strategy and this should be used to answer these questions. Note also that the West of England GI toolkit may assist.</li> </ul>

## The Urban Extension East of Kingswood

Among the comments received by the Council were individual letters of objection from approximately 150 residents of Shortwood, Emersons Green, Mangotsfield, Oldland Common, Warmley, North Common and the surrounding area. Each resident objected strongly to the proposal for an urban extension to the East of Bristol

The following reasons (in summary) were given for the objection:

### Shortwood Area (126 residents)

Residents of Shortwood, Emersons Green, Mangotsfield, Pucklechurch and surrounding area made the following comments in objection to the proposed urban extension around Shortwood:

<ul style="list-style-type: none"> <li>• Shortwood would lose its highly valued character as a peaceful village with a strong community spirit.</li> </ul>
<ul style="list-style-type: none"> <li>• The surrounding open countryside is of high landscape value and should be protected.</li> </ul>
<ul style="list-style-type: none"> <li>• The open countryside has very high value for health and wellbeing as it is used for informal recreation for local residents and for residents of the adjacent urban areas.</li> </ul>
<ul style="list-style-type: none"> <li>• The surrounding countryside has wildlife value (slow worms, grass snakes, newts, frogs, toads, bats, trees, hedges, native bluebell woodland,, badgers rabbits, hares, foxes, deer and 12 species of butterflies including common blue butterflies. There are 45 species of birds including skylark, yellowhammer stonechat, whitethroat, and lesser whitethroat which breed locally as well as green and lesser spotted woodpeckers, three species of owl, three species of birds of prey, wrens and dunnock, Scandanavian thrushes, fieldfares and redwings)</li> </ul>
<ul style="list-style-type: none"> <li>• Green Belt land should be permanently protected and the Green Belt boundary should not be altered in this location.</li> </ul>
<ul style="list-style-type: none"> <li>• Residents were not consulted when this land was identified for future development in the Regional Spatial Strategy.</li> </ul>
<ul style="list-style-type: none"> <li>• When the Ring Road was built residents were assured that the new Green Belt boundary would be a permanent boundary to further eastward urban expansion.</li> </ul>
<ul style="list-style-type: none"> <li>• The local infrastructure (public transport, roads, schools) is not adequate for this urban extension and, in particular, the closure of Frenchay Hospital is of concern.</li> </ul>
<ul style="list-style-type: none"> <li>• There are significant existing problems with traffic congestion and rat running through the area to the M4.</li> </ul>
<ul style="list-style-type: none"> <li>• There are drainage and flooding issues south of Shortwood due to run off from the scarp.</li> </ul>
<ul style="list-style-type: none"> <li>• There are existing problems with noise and pollution caused by the Ring Road.</li> </ul>
<ul style="list-style-type: none"> <li>• There is a gas main behind the houses on Main Road, Shortwood.</li> </ul>
<ul style="list-style-type: none"> <li>• Archaeological assets include a round barrow and line of a Roman road.</li> </ul>
<ul style="list-style-type: none"> <li>• The development should go somewhere else (Thornbury, brownfield land, outside the Green Belt).</li> </ul>
<ul style="list-style-type: none"> <li>• There is not enough employment in the area for existing or future residents. Further housing development will exacerbate existing commuting patterns.</li> </ul>
<ul style="list-style-type: none"> <li>• Disagree with the amount of housing identified in the RSS. 30,000 is far too much for a district the size of South Gloucestershire.</li> </ul>
<ul style="list-style-type: none"> <li>• The ring road between Kingswood and Filton is not working, continually congested. This is causing rat runs through villages like Pucklechurch/Siston/Wick. A link to the Motorway is required at Emerson Green.</li> </ul>

**Oldland Common/Warmley area (27 residents)**

Residents of Bridgiate, Oldland Common, Webbs Heath, Warmley, Longwell Green and the surrounding area made the following comments (in summary) in objection to the proposed urban extension to the south of the A420

<ul style="list-style-type: none"> <li>• Green Belt land should be permanently protected and the Green Belt boundary should not be altered in this location.</li> </ul>
<ul style="list-style-type: none"> <li>• The surrounding countryside has high wildlife value (badgers, foxes, roe deer, Muntjac deer, field mice, water voles, owls, woodpeckers, species rich grassland and see also the wildlife listed above)</li> </ul>
<ul style="list-style-type: none"> <li>• The identity of North Common and Webbs Heath as separate village communities would be lost</li> </ul>
<ul style="list-style-type: none"> <li>• Traffic congestion and poor air quality is already a problem (including along the A174, High Street, Oldland Common, the A420, Webbs Heath, Siston Hill and Carsons Road). Many commuters use the local rural roads as a rat run to get to the M4. The ring road is heavily congested (link to Frenchay Hospital and employment)</li> </ul>
<ul style="list-style-type: none"> <li>• Traffic along London Road already makes walking dangerous and unpleasant.</li> </ul>
<ul style="list-style-type: none"> <li>• The A420 cannot be widened and the M4 link has been abandoned so congestion on existing roads will inevitably get significantly worse. A public transport solution does not exist.</li> </ul>
<ul style="list-style-type: none"> <li>• There is an existing parking problem in residential areas due to new developments.</li> </ul>
<ul style="list-style-type: none"> <li>• The surrounding open countryside and peaceful location has high value for health and wellbeing and informal recreation for local residents and for residents of the adjacent urban areas.</li> </ul>
<ul style="list-style-type: none"> <li>• Flooding issues at; Oldland Common; south of Bath Road, Bridgiate; Land at Winford Road on the A420; Deanery Road, Warmley.</li> </ul>
<ul style="list-style-type: none"> <li>• The local infrastructure (public transport, shops, roads, schools, hospitals) is not adequate for this urban extension.</li> </ul>
<ul style="list-style-type: none"> <li>• The surrounding open countryside is of high visual and landscape value and should be protected for existing residents of the urban area and visitors. Development at Webbs Heath would be very prominent and visible from the conservation area and Forest Park.</li> </ul>
<ul style="list-style-type: none"> <li>• A “green link” should be made between the city, Warmly Forest Park and the Forestry Commission land at Siston and the wildlife and heritage value of the commons should be protected, managed and maintained.</li> </ul>
<ul style="list-style-type: none"> <li>• Areas of Common Land should not be built on.</li> </ul>
<ul style="list-style-type: none"> <li>• The development will bring no benefit to existing residents.</li> </ul>
<ul style="list-style-type: none"> <li>• Disagree with the high number of houses that are required by the RSS especially in the current economic circumstances.</li> </ul>

Because these residents did not answer the Core Strategy questionnaire, their responses have not been incorporated into the numerical assessments of the answers to the questions in the remainder of this summary report, except where definite suggestions for an alternative location for growth have been made and these have been incorporated into the summary of responses to Question 57. However, all comments received, whether in questionnaire format or not, have been analysed and will be given due regard by South Gloucestershire Council in the preparation of the Core Strategy.

## General Comments

Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• If existing small businesses were protected there would not be a lack of employment opportunities.</li> <li>• You have not looked to the future and what problems will possibly occur.</li> <li>• Opposed to 5,000 homes east of Kingswood because: the housing deficit is in the North Fringe where there is employment; the transport and environmental implications would be extremely damaging – the opposite of what we are trying to achieve;</li> <li>• The Green Belt between Bristol and Bath would lose credibility</li> <li>• This area has already made a significant contribution to housing demand e.g. Emersons Green.</li> <li>• The area of search should no extend south of the A420</li> <li>• Bitton Parish Council is opposed to development on green belt land between Bridgegate and Bitton for the following reasons; existing traffic congestion, impact on views of the open countryside, lack of employment and other facilities in the area, flooding issues, existing housing commitments and loss of valuable wildlife (further details provided)</li> <li>• The proposed development areas do not form a good long term Green Belt boundary. The A4175 does form a good boundary at present.</li> <li>• Hanham Abbots council considers that the Green Belt should be protected from any proposed development.</li> <li>• The economic and social decline in existing areas means that new residents will have to travel to work adding to existing traffic problems.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• The Highway Agency notes that the impact of development on the motorway and Avon Ring Road needs further examination and welcomes the opportunity for working with the council in assessing the potential for new development in this area.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• The area of search proposed in the Issues and Options document is not in conformity with the RSS and so the document is not sound.</li> <li>• Fully support Council's interpretation of the area of search.</li> <li>• Greater justification for the inclusion of land to the south of the A420 and exclusion of land to the north of the RSS area of search is required.</li> <li>• Land to the west of the Ring Road should be included in the analysis of this area of search.</li> <li>• If the area of search is to be extended from the RSS area south of the A420 and be made up of more than one area of development then it should be extended further to include land at Castle Farm, Hanham.</li> <li>• Development in this extension should be employment led to improve jobs/homes balance.</li> <li>• A housing led option would lead to increased congestion on the Ring Road and at Junction 1 M32.</li> <li>• This area should have extensive housing development to sustain a large community.</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>• The impact of development within the urban area and the urban extensions would change demand on police service. This may need to result in moving the existing police station at Staple Hill to a new location on the Ring Road which would serve all communities more efficiently and would need S106 funding.</li> <li>• The Forestry Commission owns a large area of woodland and open space at Siston and Webbs Heath (plan provided). They have also looked at purchasing land to link these to Pucklechurch and Warmley with a mixture of forestry and urban space. This could be seen as part of the spatial strategy for the urban extension green infrastructure.</li> </ul>

**Question 54**

Do you agree with the key constraints that we have identified for this area?

	Yes	No
Members of the Public	57	14
Parish & Town Councils/Political Groups/Councillors	8	1
Specific Consultees	1	0
Developers/Landowners/ Consultants	11	7
Environmental/ Community/Other	4	1

**Explanation for “No”**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Ridgelines are not a constraint and should be developed as they are an opportunity for distinctive design				✓	
The landscape constraints relating to prominent areas are a matter of judgement and have not been properly justified				✓	
The scarp south of the A420 does not define current edge of the urban area but could in the long term if the flat land at the base was developed.				✓	
Siston Conservation area should not be seen as a constraint				✓	
Development will be very close to Siston Conservation area		✓			
Forest of Avon should not preclude development but could be a context for it.				✓	✓
Development will have a negative impact on Kingswood Forest		✓			
The lack of employment is not a constraint as this area should be seen as a suburb to central Bristol. Large scale commuting to the City Centre is not unusual in this respect.				✓	
Only key constraint is lack of employment and the fact that the required infrastructure to address this will never get funded	✓	✓			
Existing traffic pressure on A4175, A431 and other roads is a constraint	✓	✓			
Decision not to build M4 link and very limited public transport improvement opportunities are a constraint.		✓			

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Keep Shortwood as an individual village	✓	✓			
Add How to protect current residents from you plans	✓				
Add Green Belt and the need to keep it green.	✓	✓			
Avoiding coalescence with villages of Pucklechurch and Siston should be an additional constraint				✓	
Area of land south of the A420 has a history of flooding and water-logging. Any new development will exacerbate the problem.	✓				
Add power lines which cross the site.				✓	
The need to protect the rich wildlife in the area and rich grassland and ancient hedgerows should be a constraint		✓			
Add lack of existing facilities including shops.		✓			
Archaeological sites at Webbs Heath Drift mine and ditched encampment at Oldland Common.		✓			

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>The rural area to the east of Oldland Common including Boyd Valley is an important recreational facility</li> <li>Rather than more employment in villages public transport should be improved including bus to North Fringe that does not go via UWE.</li> <li>Shortage of jobs in this area is because people have had to move away from problem areas near employment. Sort these areas out first.</li> <li>Agree subject to efforts to secure sustainability.</li> </ul>
Parish & Town Councils/ Political Groups/ Councillors	<ul style="list-style-type: none"> <li>In addition to constraint there have been many initiatives over recent years to enhance the area to the east of Bristol and complement the urban fringe (20 examples provided). To concentrate large housing area here would undermine careful and sensitive planning and give rise to conflict.</li> <li>This area has already taken a lot of development and should not have more.</li> <li>Monetary contributions from developers should be discouraged in favour of setting aside land.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>There is no reference to flood risk from the Siston, Warmley and Folly Brook or the Bristol Frome as a constraint</li> <li>The Corridors of the Siston and Warmley brooks are highlighted as important and it should be endorsed that they are retained for wildlife and amenity.</li> <li>A detailed landscape and historic environment characterisation study of the area of search would help to inform the decision making process. There is likely to be important if not yet understood archaeology in this area which should be properly assessed.</li> </ul>

**Question 55****Have we identified the right objectives for the Core Strategy?**

	Yes	No
Members of the Public	49	24
Parish & Town Councils/Political Groups/Councillors	6	3
Specific Consultees	1	0
Developers/Landowners/ Consultants	10	4
Environmental/ Community/Other	3	4

**Explanation for “No”**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
The ridgelines should not be so heavily valued or protected				✓	
First objective should be to accommodate growth identified in RSS				✓	
Development should be as car free as practical			✓		
Should refer to need to create a network quality green spaces and access to and delivery of Forest of Avon			✓		
Disagree with loss of Green Belt. Maintain existing boundary which should be long term	✓				
Better to improve public transport provision to existing employment areas than to build more	✓				
New employment sites in the urban extension will attract people to drive in from outside South Gloucestershire. Employment sites in the existing urban area should be developed and regenerated.	✓				
Recognise conservation areas	✓				
Not all objectives have been identified. Local people should be consulted as well as developers.	✓				
Disagree with the level of housing need identified.	✓				
Objectives are too similar to the rest of S. Glos this area is fundamentally different.	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Disagree with loss of village identity and open land.	✓				
Need to protect existing as well as new residents from the new development and from pollution.	✓				
Add provision for places of worship	✓				✓
Ensure that Priority areas for regeneration will have positive benefits		✓			
Include separate element on education and learning reflecting the increased future importance of “knowledge transfer” based industries in the area.				✓	
No need for more housing	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>If problems in other areas were sorted out there would be no need for this urban extension.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>The objectives are based on a “fait accompli” in terms of loss of green belt land.</li> <li>None of these objectives will be secured in Oldland Common if an urban extension is built here. Congestion will be worsened, ridgelines will not be protected, wildlife and green belt will be lost.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>It is specifically important to achieve the best possible integration with the existing communities in terms of all forms of access and to determine the long term future of the area as a large community.</li> </ul>

**Question 56****Which option do you think would best achieve our objectives for the site?**

	Option 1	Option 2
Members of the Public	30	18
Parish & Town Councils/Political Groups/Councillors	4	2
Specific Consultees	0	1
Developers/Landowners/ Consultants	4	9
Environmental/ Community/Other	1	1

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>Neither – Green Belt should be kept as it is with the A4175 providing the edge to the urban area and villages maintaining their current status.</li> <li>The Oldland area has good existing bus links and cycle links to Keynsham station which could be improved and used more.</li> <li>I am In favour of realigning the green belt to provide additional housing which is so desperately needed. I am in favour of more housing in Shortwood e.g. to accommodate workers for the new Science Park in Emersons Green who could then walk/cycle to work. South Glos is already very well served with green spaces. The council is very good at providing these - for example the community forest at Warmley and Siston is fantastic.</li> <li>Superficially there is little difference between the two options</li> </ul>
Parish & Town Councils/ Political Groups/ Councillors	<ul style="list-style-type: none"> <li>Neither. Area of search should be north of A420. It is not sustainable to build on Green Belt land.</li> <li>Both options would be unacceptably damaging to views, wildlife, informal recreation and conservation interests in the area.</li> <li>The scale of new homes may undermine the Councils ability to recognise and enhance the distinctive character of different localities to give residents a sense of community e.g. Shortwood and Pucklechurch.</li> <li>Any new homes in this area would be expose to poor air quality form the Ring Road and M4.</li> <li>Once you start expanding east of Kingswood into the Green Belt where do you stop?</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>It appears that given the evidence on topological and environmental constraints provided Option 2 performs slightly better (South West Regional Assembly).</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>Both options are the same and neither is in conformity with the RSS as the area of search has been extended south of the A420</li> <li>Both options have too much employment and should be housing led. This amount of employment land will create 7,500 jobs and will lead to congestion on the Ring Road.</li> <li>The options presented (due to the constraints) mean that growth could be piecemeal and areas will be developed with little relation to each other.</li> <li>Both options should be employment led as housing will lead to congestion and not rebalance the existing jobs/homes imbalance in the area.</li> <li>There should be at least 5,000 houses in this area and it is right to develop</li> </ul>

	<p>in the Siston area in general.</p> <ul style="list-style-type: none"><li>• Further work on constraints and master-planning is needed to determine the final areas for development which may mean that development extends beyond the areas shown.</li><li>• Fully support identification of land further south in both options as this would enable development to the north of the area of search to avoid scarp and keep development close to the existing urban area.</li><li>• Agree that new areas of development along the east fringe should be located where landscape constraints allow, where extensions to movement and access allow and where there are opportunities to build district centres for extended local populations as suggested by the Council's options rather than one separate new community.</li><li>• Development at Oldland Common would have benefits in terms of delivery as it would build on existing services and facilities and could be delivered in the short to medium term.</li><li>• Land at Mangotsfield Golf course identified in Option 1 is too high.</li></ul>
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**Question 57****Can you suggest an alternative option for development in this area?**

	No	Yes
Members of the Public	35	40
Parish & Town Councils/Political Groups/Councillors	7	2
Specific Consultees	0	1
Developers/Landowners/ Consultants	7	9
Environmental/ Community/Other	1	2

**Alternative Option**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
An alternative option to north of the A420 is proposed for 8,000 houses and a reduced amount of employment.				✓	
An option to develop green belt land to the west of the Ring Road north of Mangotsfield School is proposed to accommodate c250 dwellings.				✓	
Land between the A420 south to the Redhill escarpment should be included to minimise landscape impact.				✓	
Neither option meets RSS growth requirements and more concentrated options in north, central and south should be assessed.				✓	
Consider land at Glenfern Yard, Carsons Road for development.				✓	
Options should be based primarily on sustainability criteria.					✓
Not on Green Belt land	✓				✓
Not around Oldland Common beyond the A4175	✓				✓
Need alternative option as Options 1 & 2 seem pretty identical	✓				
Build on brownfield land within the urban areas e.g. Cecil Road Kingswood.	✓				
Don't build as many houses	✓				
Develop land below Bitton railway	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Build higher density in urban area	✓				
Concentrate around Oldland/Cadbury Heath/Warmley and away from Shortwood & Siston. This would maximise use of existing facilities and minimise landscape impact.	✓				
Maximise use of existing housing stock by financial incentives for the elderly to move out of family housing into smaller properties.	✓				
Include a larger area of land linking Bridgegate and Siston Common including land at The Poplars and Syston Farm rather than land at Oldland.				✓	
Strong objection to building between Bridgegate and Bitton. North Common has expanded from 100-1,600 houses in the last 30 years and should not have to expand further. Bitton village should not be included in urban area.					✓
Concern about infrastructure and drainage impacts of this development on Bitton.					✓
Include land at Castle Road, Hanham as a sustainable, non strategic Green Belt release to relieve pressure on more sensitive parts of Area D.				✓	
There is no need for employment land to be provided in the urban extension since Bristol City centre is a major employment area.				✓	
Land adjacent to Lodge Farm, Carsons Road Mangotsfield should be included in the urban extension at Area D				✓	
Build a new community on non Green Belt land in the north of South Gloucestershire.	✓	✓			
Build at Thornbury and spread more evenly across all the villages in the district.	✓				
The Council should suggest other areas which do not involve urban sprawl	✓				
Include land at Pucklechurch	✓				
Land at 3 Main Road Shortwood should be included within the urban extension				✓	
Land at Myrtle Farm, Siston Hill should be included for development in the urban extension				✓	
The following sites should be considered as housing or mixed use sites instead of the land at proposed at Oldland – Intier site at Bitton, Jarretts Nursery, Bath Road and Richards Nursery off Keynsham Road.		✓			
Don't build on Siston	✓				

**Other Comments**

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"><li>• Having a larger area of development around Siston instead of Oldland would avoid sporadic development and allow an integrated transport solution.</li><li>• Development should be informed by constraints mapping and master planning. This may ultimately mean that development extends beyond area of search identified.</li><li>• Development at this location needs to be related closely to the City and its services and facilities this suggests a narrow band of development.</li></ul>
Environmental/ Community/Other	<ul style="list-style-type: none"><li>• Both options involve adverse impact on SNCIs and such impact is strongly opposed. There should be no net loss of biodiversity.</li></ul>

**Question 58****Do you agree with the key services, facilities and infrastructure required?**

	Yes	No
Members of the Public	48	21
Parish & Town Councils/Political Groups/Councillors	6	4
Specific Consultees	1	0
Developers/Landowners/ Consultants	8	5
Environmental/ Community/Other	2	1

**Explanation for what is wrong or missing**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Add Hospital/surgery provision transport to Southmead from here is very difficult.	✓				
Add new motorway junction to M4.	✓				
A4174 improvements through to south Bristol, Supertram or equivalent.	✓				
New rapid transit route should not be on existing roads but on new or extended roads.	✓				
Transport for existing residents must be improved first as the area is already congested. E.g. by restricting routes which are currently overloaded.	✓				
The ecology of the land beyond the ring road must be protected	✓				
Do not agree that a park and ride facility is required within the Emersons Green East development site identified in the local plan				✓	
It is not considered that a bus rapid transit route is critical to the delivery of this development as a single large scale development at Siston Common will be able to link with existing facilities and minimise out migration from the urban extension.				✓	
Development should not be contingent on improvements to public transport which are unlikely to happen and will not solve problems as roads into Bristol are so narrow.				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Gas supply	✓				
Skateboard park, football pitches, youth clubs, bike track.	✓				
Include places of worship.	✓				✓
Higher priority should be given to health and community rather than shopping.		✓			

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>Existing centres close by are in decline. Resources should be allocated to developing the existing centres rather than creating new ones.</li> <li>All these things are already needed now for existing residents. Address existing problems rather than creating more for the future.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>New services and facilities should link to priority neighbourhoods so that they do not go into further decline.</li> <li>Wick and Abson PC welcomes the acknowledgement that there will be an increase in traffic on the A420 and the A4465, particularly as alternative routes to the M4, and that the impact on the Ring Road and motorway junctions needs further examination.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Note that the Bus Rapid Transit Route 2 is critical to this urban extension. It is important to ensure that any new development is physically aligned to the proposed route and to secure financial contributions from the developer (South West Regional Assembly)</li> <li>Note that there are strategic 132kV overhead electricity distribution circuits within area of search. Detailed provided on policy with regard to such circuits (Western Power Distribution)</li> <li>Detailed comments on strategic sewerage requirement provided by Wessex Water.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Precise services etc will be subject to detailed consideration at the appropriate time. Development will not be able to fund all these and should not be a precondition to development taking place. Transport studies should be done now and provision phased so as not to delay development.</li> <li>Agree but much development can be achieved without the entire identified infrastructure being in place at the beginning, an iterative approach can work.</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>Strategic Green Infrastructure needs to be of an appropriate design and scale and long term management needs to be considered. The Forestry Commission could be a key managing agency in this area.</li> </ul>

## Yate/Chipping Sodbury Urban Area

### General Comments

Parish & Town Councils/Political Groups/Councillors	The Core Strategy should refer to the Community Plan which identifies key community needs not present in the Core Strategy
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**Question 59**

Please indicate which of the following elements you consider the Vision should include:

	How to accommodate RSS growth	Balancing jobs and housing	Defining roles of Yate & Chipping Sodbury	Thriving town & local centres	Better use of public transport, cycling & walking	Quality green spaces
Members of the Public	56	63	68	70	87	104
Parish & Town Councils/Political Groups/Councillors	10	11	12	13	11	13
Specific Consultees	-	1	-	-	1	-
Developers/Landowners/Consultants	10	10	9	10	6	5
Environmental/Community/Other	4	3	4	7	5	7

**Elements we have missed out:**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Reduce commuting to/from Bristol	✓				
Playing pitches for all age groups	✓				
Proposed housing figures are too high	✓				
Reduce road congestion	✓				
Better health/A&E provision. Hospital is needed	✓				
Vocational training needed	✓				
Chipping Sodbury should maintain a close relationship with the rural environment	✓				
Road infrastructure improvements, e.g. motorway junction to south; link road to Westerleigh Road; supertram from Yate to North Fringe.	✓				
Improve public transport. More frequent buses and better access to them.	✓			✓	
Redevelopment of Brownfield sites	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Safer streets at pub closing time	✓				
Preserve Green Belt, Chipping Sodbury Common, Engine Common, green spaces	✓	✓			
Quality of life	✓				
Make better use of railway line	✓				
Provision for places of worship	✓				
Better leisure facilities	✓				
Better linkages to surrounding area		✓			
High quality natural environment joined by well planned green infrastructure			✓		
Improvement of local rights of way					✓
Reduce traffic in sensitive areas					✓
Take the aims of the Forest of Avon into account					✓
Should be a better balance between jobs and homes to allow for greater self containment			✓	✓	
Safeguard and provide key community infrastructure including community meeting places and places of worship				✓	
Integration between urban extensions and existing communities, helping to support existing services and allowing access to new employment opportunities				✓	
In order to encourage commercial success the vision should mention the proximity to the M4 as an advantage to encourage investment				✓	
How to protect the setting of Yate/Chipping Sodbury especially regarding the AONB				✓	
Growth delivered through mixed used developments				✓	
Include separate element on education and learning reflecting the increased future importance of “knowledge transfer” based industries in the area.				✓	

### Other Comments

Members of the Public	Don't spend any more money on Yate, spend it on Hanham and Longwell Green
Specific Consultees	More sustainable patterns of travel are essential, given existing pressures on the M4.
Developers/ Landowners/ Consultants	Inappropriate to include objective regarding whether RSS growth can be accommodated. The RSS is statutory so the Core Strategy must comply with it. There would have to be very careful and robust justification if the Core

	<p>Strategy did not comply with the RSS housing requirements.</p> <p>The Core Strategy must be founded on a sound evidence base, particularly a SHLAA, a SHMA and an employment land review, all of which were absent at the time of the Issues and Options consultation, and as a result the objectivity of the issues presented should be questioned.</p> <p>Important that new developments are well related to the existing urban area and town centre in order to reduce car use.</p> <p>Need to balance expansion with the need to protect the future of existing settlements. Growth can encourage new and enhanced service provision for those settlements.</p> <p>Engle Common and the services there could thrive from additional dwellings and is close to the town centre.</p>
Environmental/ Community/Other	How will the biodiversity present to the east of Chipping Sodbury be protected if this area constitutes part of the area of search for development?

**Question 60(A)**

**Should further jobs be provided in Yate/Chipping Sodbury to increase the range of employment opportunities?**

	No	Yes
Members of the Public	49	59
Parish & Town Councils/Political Groups/Councillors	2	9
Specific Consultees	-	1
Developers/Landowners/ Consultants	-	8
Environmental/ Community/Other	1	3

**For “Yes”, the type of jobs and where they should go**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Whatever the market calls for	✓				
Locate on disused/brownfield sites	✓				
High skilled office jobs on the outskirts of Yate in high quality business park space	✓			✓	
High tech/science industries	✓				
Broad range of jobs on the north and north west fringes of Yate	✓				
Local/small businesses – business starter units needed	✓				
Range of jobs better suited to local population mix	✓	✓			
More office/higher paid/skilled/white collar jobs	✓	✓		✓	
Rural crafts and skills	✓				
Land near Nibley and Brimsham Green School	✓				
Close to train station	✓				
Small office units	✓				
A specific theme of employment, e.g. technology, IT, commerce	✓				
Local community should decide.	✓				
Employment rate is fine as it is	✓				
More ability to work from home	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
No more transport firms that block the roads	✓				
Mix of industrial and office jobs				✓	
Type of jobs depends on type of new housing to be provided		✓			
No more warehousing/low skilled jobs	✓	✓			
Retail jobs		✓			
A mix of jobs should be provided as part of a mixed use urban extension				✓	
Engine Common area, B1/B2/B8 mix				✓	
Regenerate old industrial areas to provide a more diverse range of employment		✓			
Not on greenfield sites		✓			
Small business parks within the new urban extensions				✓	
Mixed use scheme on the Council's former depot site at Broad Lane				✓	

### Other Comments

Members of the Public	<p>There should be opportunities for vocational apprenticeships for young people.</p> <p>Having more high skilled and professional jobs could help to reverse out-commuting to Bristol.</p> <p>Need a balance between households and number of jobs.</p>
Parish & Town Councils/Political Groups/Councillors	<p>Having more high skilled and professional jobs could help to reverse out-commuting to Bristol.</p> <p>Non-employment land should stay as such, but we should intensify what employment is already present.</p>
Developers/Landowners/Consultants	<p>Allowing more employment will foster greater self-containment</p> <p>Allocations should remain flexible in terms of type of employment in order to remain attractive to the market</p> <p>Employment locations should be well related to housing development, whether existing or new.</p> <p>New employment can be best achieved in the context of urban expansion</p> <p>Any urban expansion will require more local jobs</p>

**Question 60(B)**

**When non-employment land becomes available for re-development should we give first priority to employment uses?**

	Yes	No
Members of the Public	56	50
Parish & Town Councils/Political Groups/Councillors	7	6
Specific Consultees	1	1
Developers/Landowners/ Consultants	2	4
Environmental/ Community/Other	1	2

**Explanation for No**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Other needs should take priority, e.g. hospital	✓				
Affordable housing for workers should be built	✓				
If the land is used by the community then it should be kept for that use	✓				
Encourage redevelopment of disused employment sites instead	✓				
Not if employment is not required	✓				
Should be used for housing	✓			✓	
Should not be used for housing	✓				
Return it to green land	✓				
Other needs, e.g. a hospital, should take priority over employment	✓				
No more employment is needed	✓				
If employment land is derelict for years then it should be used for housing	✓				
If houses have to be built then it's better to build on derelict land than green land	✓				
Should use it for recreational uses	✓				
Treat each case on its own merits	✓	✓		✓	✓
Need a balance	✓	✓			
Alternative uses may be more efficient				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Consider all options				✓	
Encourage mixed uses not zones to discourage car use					✓
Overriding need for housing				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Need to look at the local balance of jobs and homes and go by a site by site basis and by individual merits</li> <li>• Preserve the rural character of the area</li> <li>• Must be a balance between houses and jobs</li> <li>• People who live in Yate/Chipping Sodbury do so because they want to live there, not work there.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• This strategy must be seized as it is an opportunity to develop homes in the north</li> <li>• Non-employment land should stay as such, but we should intensify what employment is already present.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Increased employment provision can encourage greater self containment and less commuting</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Should ensure all land is used efficiently</li> <li>• Employment needs of the area should be served both locally and at strategic centres</li> <li>• The amount of employment land needed should be assessed and allocated in appropriate locations and other windfall sites should then be promoted for housing if not required for other uses such as open space.</li> <li>• Yes: but the policy should include a time constraint that only allows the land to be considered for employment for limited period of time and where there is demonstrable short term employment demand.</li> </ul>

## Question 61

If finance was made available for a train turnback facility at the rail station in Yate to enable a more frequent train service, would you support this happening?

	Yes	No
Members of the Public	105	6
Parish & Town Councils/Political Groups/Councillors	14	-
Specific Consultees	2	-
Developers/Landowners/ Consultants	9	-
Environmental/ Community/Other	5	-

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>This would help as the bus service is so poor</li> <li>If petrol prices continue to rise this would be a good idea</li> <li>Could be a simpler solution to use the mineral line siding rather than taking up car parking space</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Support this, but it should not be a top priority for improving train use</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Fully support enhancements to rail services</li> <li>This could encourage commuters to/from Bristol to use the train more</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>No guarantee as to when/how this could be delivered. Private sector development funding could be used if Network Rail funding is not available.</li> <li>This could increase the sustainability profile of Yate</li> <li>A more informed evidence base is required before this question can be answered</li> <li>A general strategy to make Yate more sustainably accessed is supported</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>Support better rail facilities but other infrastructure improvements are also needed, e.g. park and ride, new road link from the A38 to the mall, bus rapid transit routes.</li> <li>Needs to be an assessment of growth impacts on motorway junctions on the Ring Road</li> </ul>

**Question 62****Do the town and local centres in Yate need additional facilities and what are these facilities?**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Restaurants	✓				
Small cinema/bowling alley/restaurants – evening entertainment/culture/restaurants (theatre live performance, dance gallery space)	✓	✓		✓	✓
Department store	✓				
Bigger/better leisure centre and swimming pool	✓				
Better range of shops	✓	✓		✓	✓
Entertainment centre/night club for late teens/20s	✓	✓			
Large meeting/community hall/halls	✓	✓		✓	✓
Independent shops rather than chains	✓				
No more facilities are needed	✓				
More car parking around the shopping centre	✓				
Doctors/hospitals/NHS dentists	✓	✓			✓
Better trains/buses	✓				✓
Re-open underpasses	✓				
Better links between the housing areas and the centre	✓	✓			
Better toilets	✓				
Accessible play facilities	✓				
Leisure facilities for the elderly	✓				
Leisure facilities for the young	✓	✓		✓	
More seating near shops	✓				
Develop the evening economy	✓				
Educational facilities – colleges/evening classes	✓	✓			
Better library		✓			
24-hour manned police station	✓				
Cultural attractions		✓			

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Needs updating. Tesco too small now.</li> <li>• Shops closing because of high rents</li> <li>• Existing cycle routes should be strategically linked to encourage use as at the moment they are incomplete routes.</li> <li>• Better transport links</li> <li>• Need long term parking in Yate shopping centre for bus commuters</li> <li>• Open spaces should be protected</li> <li>• There are enough supermarkets already</li> <li>• Increased police presence</li> <li>• Yate should compete with Cribbs Causeway so commuting for leisure/shopping can be reduced</li> <li>• Complete the railway bridge to reduce congestion</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Consideration should be given to the relationship between providing new facilities in the existing centres and providing them in a new urban extension and what implications this could have on transport.</li> <li>• Yate should compete with Cribbs Causeway so commuting for leisure/shopping can be reduced</li> <li>• Provision should be informed by technical studies (e.g. retail and employment land studies)</li> <li>• An extension to the north of Yate would require a local centre containing retail, community and health facilities, which would also benefit current residents of Brimsham Park</li> <li>• Need for a greater mix of services at Engine Common</li> <li>• A range of services and facilities should be provided which meet the needs of local people and reduce the need to travel by car to other settlements</li> </ul>

**Question 63****Does Chipping Sodbury town centre need additional facilities and what are these facilities?**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Better range of shops, more independent shops	✓	✓			✓
Permanent market in Main Street/Broad Street	✓				
Support for small businesses	✓				
Small supermarket	✓			✓	
Better pedestrian facilities, e.g. zebra crossing	✓				
Better sports/leisure/youth facilities	✓	✓			✓
Older person's outside exercise area	✓				
Better bus services/public transport	✓				
Larger car park/better parking	✓	✓			
Better/bigger children's play areas	✓				
Better library and longer library opening hours	✓				
Better doctor's surgery and more NHS dentists	✓				
Community facilities, halls, meetings rooms	✓	✓		✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>The historic character of the area should be preserved and not over-developed</li> <li>The wide high street should be better used to create a town centre effect</li> <li>An increase in facilities would increase traffic congestion</li> <li>Use Barnhill Quarry for leisure purposes</li> <li>The double-yellow lines in the high street should be removed to increase passing trade for the small shops</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Chipping Sodbury should develop a role a being complimentary to Yate – the Core Strategy should encourage that distinctiveness.</li> <li>Removal of office parking would help the centre</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Provision should be informed by technical studies</li> <li>Facilities would need enough car parking space</li> <li>A new supermarket should be well connected to the existing supermarket</li> </ul>

**Question 64(A)**

How would you rate the **quantity** (how much) of accessible green spaces in the Yate/Chipping Sodbury (e.g. parks, play areas, sports pitches)?

	Good	Reasonable	Poor	No opinion
Members of the Public	47	40	6	20
Parish & Town Councils/Political Groups/Councillors	1	5	3	1
Specific Consultees	-	-	-	-
Developers/Landowners/ Consultants	3	1	-	1
Environmental/ Community/Other	1	1	-	2

For 'reasonable' or 'poor', identify the gaps

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Rugby/football/sports pitches	✓				
Maintained footpaths and open space	✓				
Tennis courts	✓				
Places for young people	✓			✓	
Quiet areas for aging population to feel safe	✓				
More green spaces throughout the area		✓			✓
Access from central Yate to green spaces is poor		✓			
Children's play areas	✓				
Bowling green	✓				
Large informal open space for dog walking etc		✓			
Provision is poor in north and south Yate		✓			
Poor links to surrounding countryside		✓			

**Question 64(B)**

How would you rate the **quality** (how good) of accessible green spaces in Yate/Chipping Sodbury (e.g. parks, play areas, sports pitches)?

	Good	Reasonable	Poor	No opinion
Members of the Public	37	43	9	21
Parish & Town Councils/Political Groups/Councillors	2	3	1	3
Specific Consultees	-	-	-	-
Developers/Landowners/ Consultants	2	1	1	1
Environmental/ Community/Other	1	1	-	2

For 'reasonable' or 'poor', identify the concerns

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Litter/vandalism	✓				
Need bigger play areas to serve a wider age range of children	✓				
Poor drainage of green areas	✓				
Lack of adequate seating	✓				
Traffic blight/speeding traffic	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>The grassed area near to the Sea Stores site should be preserved</li> <li>Concern that existing open space will be lost to housing</li> <li>Concern about youngsters drinking in parks at night</li> <li>Introduce a play ranger scheme to encourage children to play outside.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>What provision there is, is well maintained by Yate Town Council</li> <li>Current shortfalls are masked by informal spaces that are not officially classed as public open space, so the problem would be exacerbated if these areas were built on to provide more jobs or houses</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>An urban expansion would provide opportunities to improve</li> </ul>

	<p>people's access to open space.</p> <ul style="list-style-type: none"> <li>Existing important landscape features could be retained within an urban expansion to create a green infrastructure</li> <li>Current provision is good but expansion would require more to be provided</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Young people need somewhere to go that does not require retail spending</li> <li>The questions cannot be answered until the Council completes a PPG17 study of open space. Until such time developers should continue to rely on National Playing Fields Association figures for advice when understanding the type and amount of open space needed for a development</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>There is a lack of funding to maintain team sport activities</li> <li>An audit of green spaces should be used to answer these questions</li> </ul>

# Urban Extension at Yate/Chipping Sodbury

Among the comments received by the Council were postal letters of objection from approximately 700 residents of Chipping Sodbury, Yate and the surrounding area. Approximately 650 of these letters were worded identically to one another. Each resident objected strongly to Option 2 of the Core Strategy for the Yate/Chipping Sodbury urban extension, and specifically to the proposed location for development alongside St John’s Way to the east of Chipping Sodbury.

The following reasons (in summary) were given for the objection:

<ul style="list-style-type: none"> <li>• flooding problems in the area, especially along St John’s Way from the River Frome – the area has flooded several times in recent years</li> </ul>
<ul style="list-style-type: none"> <li>• the nearby Cotswolds Area of Outstanding Natural Beauty and high quality natural environment</li> </ul>
<ul style="list-style-type: none"> <li>• local traffic congestion and inadequate public transport</li> </ul>
<ul style="list-style-type: none"> <li>• limited local employment opportunities</li> </ul>
<ul style="list-style-type: none"> <li>• lack of local health service provision</li> </ul>
<ul style="list-style-type: none"> <li>• lack of local educational provision</li> </ul>

Because these residents did not answer the Core Strategy questionnaire, their responses have not been incorporated into the numerical assessments of the answers to the questions in the remainder of this summary report. However, all comments received, whether in questionnaire format or not, have been analysed and will be given due regard by the Council.

## General Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Question why 5000 dwellings are needed</li> <li>• A major driver of housing need is divorce and resulting smaller family units. This would be avoidable with better educational guidance rather than by building more houses</li> <li>• There has already been serious flooding from the River Frome not only into St John's Way but also into the existing residential streets leading off it, particularly in October 2000 and January 2008. Any development on the other side of the river would exacerbate this problem. Even with appropriate building techniques such as permeable paving and water holding areas, there is bound to be increased runoff from the impermeable built surfaces (houses and roads) into the river, increasing the risk of flooding. This area should therefore not be built on; indeed, consideration should be given to new flood protection measures for the existing housing, including deliberately allowing the river to flood into the area to its east, by lowering the banks on that side.</li> <li>• Traffic congestion is already a problem in this area, particularly during the rush hour. Due to a shortage of local jobs (particularly managerial and professional), the majority of employed people living in the proposed urban extensions north of Yate and east of Chipping Sodbury would be commuters. This would generate a lot of extra traffic that the existing roads cannot support, for example Station Road and Goose Green Way, and St John's Way for access to the M4. Even if some jobs can be created locally there would be many extra car journeys within Yate and Chipping</li> </ul>
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	<p>Sodbury. The majority of commuters would be travelling towards Bristol, and there is already very severe congestion on the ring road and other routes in the north fringe. Public transport is so far away from providing the solution for the current residents that it is very hard to imagine how it could cope with an increased population. Rail travel makes sense in principle, but getting to Yate station is already difficult due to the traffic congestion in Station Road. The bus services are slow, and infrequent for anybody not within walking distance of Yate shopping centre, and the First Bus services are about to be cut back. Many residents of the proposed urban extensions would undoubtedly drive to the existing town centres to shop, because small 'local centres' (such as the one at Brimsham Park) do not satisfy every shopping need. This would be a problem both in terms of car parking (which is already very full at weekend shopping times) and in terms of the capacity of the shops themselves (even if the Tesco and Waitrose developments go ahead). There does not appear to be enough land available to grow the existing town centres significantly, at least not without demolishing existing housing, which would seem to be a step in the wrong direction.</p> <ul style="list-style-type: none"> <li>• Although a local GP health centre is currently being improved, access to hospital services is poor, and due to get worse with the closure of Frenchay Hospital, leaving only Southmead Hospital which is a long journey away on very congested roads. This situation would be exacerbated by the proposed housing developments. Either of the urban extension options (2500 or 5000 houses) in Yate and Chipping Sodbury would represent a huge development for an area that has already grown very significantly in the last decade or two.</li> <li>• Option 2, with 1500 additional houses in Chipping Sodbury would almost double its size, which would be a massive development and one that would inevitably change the character of the town. The majority of those houses are proposed to the east of the town, in an area that is a valued open space for local residents, as well as an important part of the setting for the Cotswolds AONB.</li> <li>• We need to sort out the cities first; otherwise we simply risk repeating the same mistakes in the rural areas. Who can say that the bulk of Yate's housing estates are attractive and vibrant places to be; would you walk around one of Yate's 1970's estates for the pleasure of it? Take a look at the Netherlands, their suburbs are in the main, immaculate - they are tidy, cared for and supported by superlative integrated public transport systems; cars are not greatly in evidence. And, people do walk around them for pleasure - they are pleasant places to be.</li> </ul>
<p>Parish &amp; Town Councils/Political Groups/Councillors</p>	<ul style="list-style-type: none"> <li>• Local residents do not want development, and especially not without significant investment in local facilities and public transport</li> <li>• Yate/Chipping Sodbury will never have enough services to be a more self-contained town because they are too near to the services of Bristol and Cribbs Causeway (in terms of employment, leisure and retail), which will always encourage commuting. Adding 5000 dwellings will not alter this as this would not be enough to make the area any more viable for additional services.</li> <li>• Adding new dwellings will worsen congestion, as the main centres of employment (Bristol, the Mall), and the routes to get to them, will remain the same. Co-locating new housing with new employment will not reduce commuting. Car ownership in Yate/Chipping</li> </ul>

	<p>Sodbury is very high. Thus any residential development must be modelled/planned for on the assumption that it will replicate existing traffic flow patterns. The Core Strategy does not recognise these issues.</p> <ul style="list-style-type: none"> <li>• If development occurs then a bypass will be required.</li> <li>• Welcome improvements to rail services. However only 2% of residents commute by train, so even if that was doubled to 4%, train services are unlikely to have any impact on road congestion.</li> <li>• The Core Strategy should rethink train station provision, i.e. proper station access, facilities and parking. This should be tied in with rethinking employment areas.</li> <li>• Bus services within Yate are poor – large areas are not served. No cross-town links (cannot get from one side of the town to the other). Needs to be a study that examines how to reduce car journeys within the town by improving bus services within the town.</li> <li>• Need a park and ride actually in Yate, in order to reduce commuter traffic in Yate/Chipping Sodbury. A park and ride outside of the town at another location will do nothing to reduce traffic travelling in and out of Yate/Chipping Sodbury.</li> <li>• Flooding/sewerage issues in Yate/Chipping Sodbury do not seem to be given enough weight in the Issues and Options document.</li> <li>• The current town centre in Yate is already full, so there will not be enough space for new facilities to cope with extra housing.</li> <li>• All potential development should be high density, not just housing.</li> <li>• Should be recognition of/investigation into the need for a retail park for people to buy white goods.</li> <li>• There has been no assessment of the viability of the proposed areas for employment.</li> <li>• Need for regeneration of the 1960s industrial areas, which could incorporate a needed retail park.</li> <li>• Constraints to development at Engine Common: <ul style="list-style-type: none"> <li>– Has its own identity as being separate from Yate</li> <li>– Network of mine works</li> </ul> </li> <li>• Constraints to development at Brimsham Park: <ul style="list-style-type: none"> <li>– Least worst place for development</li> <li>– High water table; boggy and waterlogged land, large part of area within Environment Agency Flood Zone</li> <li>– Need to divide the developable area from Yate Rocks</li> <li>– Development to the north of Tanhouse Lane would lose connection with Yate, it would not be near enough to services and so would form its own community. This would not help the vitality of existing communities.</li> <li>– Topography – development would be highly visible</li> </ul> </li> <li>• Constraints to the north of Chipping Sodbury: <ul style="list-style-type: none"> <li>– Sports land would need to be re-provisioned</li> <li>– Limited development to the north could be managed and could act to help feed Chipping Sodbury town centre</li> </ul> </li> <li>• Constraints to land east of St John's Way: <ul style="list-style-type: none"> <li>– Traffic movements through Chipping Sodbury would be hugely increased</li> <li>– Flood plain</li> <li>– Views had by the existing community to the AONB</li> <li>– Biodiversity</li> <li>– Highly intrusive on the AONB</li> </ul> </li> <li>• The scale of development proposed by the Government may make</li> </ul>
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	<p>it difficult to preserve and enhance the character of the various localities</p> <ul style="list-style-type: none"> <li>• The development will lead to the loss of green field sites, biodiversity habitats and archaeological interest</li> <li>• Potential air quality and noise issues associated with the quarry to the north of Chipping Sodbury</li> <li>• May be difficult to provide enough jobs to allow for greater self containment, so congestion is likely to get worse</li> </ul>
<p>Specific Consultees</p>	<ul style="list-style-type: none"> <li>• Any development would require strategic investment to increase sewerage capacity.</li> <li>• Support the inclusion of the 2500 option for growth at Yate/Chipping Sodbury that was below the 5000 dwelling figure put forward by the Panel Report.</li> <li>• A wider range of options for growth should be tested, especially in terms of specific locations</li> </ul>
<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>• The RSS Panel Report has suggested 5000 dwellings should be allocated for Yate/Chipping Sodbury so the Council's LDF should not be questioning whether or not this is possible.</li> <li>• Technical studies are needed to ascertain how many houses can be accommodated in the proposed locations</li> <li>• If 5000 dwellings cannot be accommodated in Yate/Chipping Sodbury then the overall housing figures for South Gloucestershire will not go down, so those houses would simply need to be put somewhere else in the district</li> <li>• 5000 is unsustainable and is unlikely to attract enough investment and employment to achieve greater self containment and will add to the current problems of out-commuting and traffic congestion.</li> <li>• The area of search shown in the Issues and Options document does not appear to be founded on technical evidence. The RSS Panel Report area of search did not include land to the East of Chipping Sodbury. A statement of how the area of search was drawn up should be included and the area of search should only include land to the north and north east of Yate.</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Further development would cause the current problem of drinking and vandalism to get even worse</li> </ul>

## Question 65

Do you agree with the key constraints that we have identified for this area?

	Yes	No
Members of the Public	76	24
Parish & Town Councils/Political Groups/Councillors	6	4
Specific Consultees	1	-
Developers/Landowners/ Consultants	7	8
Environmental/ Community/Other	4	1

### Explanation for “No”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Should not build near the AONB	✓				✓
Flooding of proposed areas, e.g. along St John's Way and surrounding area, together with the high water table	✓	✓			✓
Hedgerows at Engine common should be preserved	✓				
Transport infrastructure is already congested, further development would worsen this	✓	✓			✓
Existing communities and residents will be affected	✓				
Poor public transport	✓	✓			✓
Biodiversity interest to east of Chipping Sodbury	✓				✓
Lack of local employment opportunities, so further development would increase commuting and worsen congestion	✓	✓			✓
Local schools already overcrowded	✓				
Drainage/sewer problems at/near to St. John's Way	✓				
River Frome acts as a wildlife corridor	✓				
The Ridings – large public amenity area and new woodland	✓				
Green Belt to the south of Yate (which forces development to the north and east)		✓		✓	
Poor local health provision, e.g. closure of	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Frenchay Hospital					
A Medieval Deer Park is present to the east of the River Frome which should be protected	✓				
Heavy quarry traffic along St John's Way	✓				
Historic setting and character of Chipping Sodbury	✓				
Common land to the east of Chipping Sodbury	✓				✓
The Cotswold Way trail	✓				
Lack of local leisure facilities	✓				
Archaeological interest at Engine common could be harmed by inappropriate development			✓		
Lack of a town by-pass		✓			
RSS area of search does not extend into the green belt so it is wrong to include this as a constraint				✓	
Common land around Chipping Sodbury can be seen as an opportunity as if more houses are built near it this will give more people access to it				✓	
Historic town centre can help to achieve a sense of place and identity for new development and the new development will help to support the viability of it				✓	
Some small areas of Common land may be suitable for development				✓	
Not all of the areas surrounding Yate, such as Engine Common, are made up of rich hedgerows, biodiversity and archaeology, so it should not be generalised that this is always the case				✓	
Some of the areas that have been identified as having significant landscape value (e.g. north east of Yate) have not been identified as such in the Council's Landscape Character Assessment SPD, nor are they subject to any local or national landscape designations				✓	
The key constraints seem arbitrary and the two options bear little relation to them				✓	
Too much emphasis has been placed on the ridgeline at Yate Rocks as a constraint, thus the area of search could extend further east				✓	
Land to the east of Chipping Sodbury is not critical to the setting of the AONB				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Chipping Sodbury is not suitable for further housing development</li> <li>• Chipping Sodbury should not be allowed to join up with Old Sodbury</li> <li>• The River Frome is seen as a defensible boundary which should not be crossed by development</li> <li>• Good quality agricultural land should not be developed</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Concerned that the constraints will be used as vetoes against any development, however sensible the development might be.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Should be reference to flood risk or drainage issues from the Bristol Frome catchment as a constraint</li> <li>• Important wildlife features include the River Frome corridor which runs through Chipping Sodbury and Yate</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Hedgerows at Engine Common should not be an absolute constraint to development</li> <li>• Yate and Chipping Sodbury are sustainable locations for an urban extension</li> <li>• The RSS panel has concluded through evidence put before it that this location is a sustainable location for 5000 dwellings.</li> <li>• This level of growth will greatly encourage self-containment, where the town can become more self-supporting. The town already achieves 44% self containment in terms of living and working</li> <li>• 5000 dwellings will support significant community and public transport infrastructure expansion</li> <li>• RSS area of search does not extend into the green belt so it is wrong to include Green Belt as a constraint</li> <li>• The Issues and Options document seems biased against development at this location, which could give unbalanced consultation responses</li> <li>• The list of constraints is only a partial one so might not be helpful when used to compare development options</li> <li>• Should not question whether Yate is a sustainable location but instead investigate how development can be made the most sustainable</li> <li>• Inappropriate to suggest that area is not suitable for development when the Panel Report has recommended it.</li> <li>• Some of the listed constraints are more fundamental than others</li> <li>• There is an issue over the scale of an urban extension, but not over whether one should be delivered</li> <li>• The Green Belt and Common Land are absolute constraints</li> <li>• Chipping Sodbury Quarry is an absolute constraint in a defined area but is not a constraint to general expansion around Yate</li> <li>• Chipping Sodbury Conservation Area imposes a constraint but should not stop development in general</li> <li>• AONB presents an absolute constraint</li> <li>• High ridgeline at Yate Rocks is a constraint but should not stop development on lower lying fields</li> <li>• Small scale landscape and physical features at Engine Common prevent it from being considered suitable for an expansion on the scale of that proposed north of Yate</li> <li>• Flooding/drainage issues north of Yate are a partial constraint but should not stop development there in general</li> <li>• Constraints should not be perceived as wholly negative, e.g. hedgerows at Engine Common could be incorporated into a development scheme that retains features such as these.</li> <li>• Detailed consultation with the Environment Agency will be required regarding flooding and drainage issues</li> </ul>

## Question 66

Have we identified the right objectives for developing an urban extension in Yate/Chipping Sodbury?

	Yes	No
Members of the Public	73	30
Parish & Town Councils/Political Groups/Councillors	5	4
Specific Consultees	2	-
Developers/Landowners/ Consultants	10	3
Environmental/ Community/Other	3	3

### Explanation for “No”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Protect rural character of the area	✓				
Change the jobs profile to help ease car use and commuting to Bristol	✓				
Wider roads required for HGV transport to/from motorways	✓				
Development should have a positive impact on Yate		✓			
Meet RSS growth requirements				✓	
New development should be as car-free as possible					✓
Need networks of accessible green open space, specifically with regard to the aims of the Forest of Avon					✓
New developments should not be seen as ‘new’ communities – new housing should be integrated into existing communities		✓			
Evidence base needs to be finalised before objectives can be correctly identified				✓	
Protect and enhance the visual character and distinctiveness of Chipping Sodbury High Street				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Chipping Sodbury is not suitable for further development</li> <li>• Yate and Chipping Sodbury should not be integrated</li> <li>• Yate and Chipping Sodbury are already closely related so why try to separate them and treat them differently?</li> <li>• Further development in the area will increase congestion.</li> <li>• Inadequate service to support increase in population</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Concerned that constraints will be used as vetoes to development, however sensible.</li> <li>• Do not see Yate/Chipping Sodbury as two towns – it is one area and the area needs to be planned for so that each area can positively contribute to the whole in its own distinctive way</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Fully support the objectives identified</li> <li>• Would add an objective regarding adequate community facilities</li> <li>• Add an objective regarding raising the overall sustainability profile of Yate/Chipping Sodbury as a whole, i.e. objective to address transport, jobs imbalance, lack of new housing, etc</li> <li>• New development should be well integrated with existing communities</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Question whether the objectives are strategic enough</li> <li>• Support the need to strengthen the two town's independent roles</li> <li>• Chipping Sodbury High Street should provide a full range of facilities to reduce reliance on Yate and thus encourage less car trips into Yate</li> <li>• Make best use of the Barnhill Quarry site for development</li> </ul>

## Question 67

Which option do you think would best achieve our objectives for the area?

	Option 1	Option 2
Members of the Public	73	17
Parish & Town Councils/Political Groups/Councillors	3	2
Specific Consultees	-	-
Developers/Landowners/Consultants	1	9
Environmental/Community/Other	5	1

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Should be no development in Yate/Chipping Sodbury</li> <li>• Services in the area could not cope with more development</li> <li>• Local transport infrastructure could not cope with more cars</li> <li>• The proposed development at Chipping Sodbury is too far away from the services in Yate to be sustainable.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Best option would be development at Tanhouse Lane, with no development at Engine Common or Sodbury.</li> <li>• Option 1 is best because it excludes land around Chipping Sodbury, it would allow easier public transport improvements and local environmental assets would be better preserved.</li> <li>• Land to the north of Yate gives better access to job opportunities and Yate town centre.</li> <li>• Congestion problems will be made worse by both options, but more so with Option 2.</li> <li>• Drainage/flooding issues would be more easily overcome with Option 1.</li> <li>• Option 2 would have an unacceptable impact on Chipping Sodbury's character.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Both options would lead to significant out-commuting, especially to the M4 which already operates above capacity.</li> <li>• Neither option appears to address the current imbalance between jobs and homes in Yate</li> <li>• Both options would put unacceptable pressure on the strategic road network</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Option 1 is unlikely to meet the housing requirements of the RSS whereas Option 2 will</li> <li>• Option 2 is more likely to preserve the differing roles of Yate and Chipping Sodbury</li> <li>• Employment should be delivered with housing</li> <li>• Option 1 does not take advantage of the proximity of Chipping Sodbury to the M4 which could bring investment which would bring improvements to services</li> <li>• Option 2 would make public transport improvements more viable</li> <li>• Option 2 provides greater opportunity to protect long term settlement boundaries</li> </ul>

	<ul style="list-style-type: none"> <li>• Option 1 would leave significant potential for the ongoing promotion of land by developers around Chipping Sodbury for development</li> <li>• Careful masterplanning could conserve important local features</li> <li>• Both options could help to increase the range of local jobs, but Option 1 would do little to support opportunities at Chipping Sodbury</li> <li>• Neither option bears any relationship to the identified constraints and so appear arbitrary</li> <li>• The South Gloucestershire Local Plan Inspector's conclusions regarding the area north of Yate appear to have been ignored</li> <li>• Not clear in either option how much land will be required in each area to accommodate proposed growth</li> <li>• Reasons for including/excluding certain areas are not clear</li> <li>• Option 1 would increase access to services for current residents of north Yate</li> <li>• Foul and surface water drainage, water supply and highway design has already been installed as part of the Brimsham Park development, as that was originally designed to be the first phase of a wider scale development</li> <li>• Expansion will give the opportunity to increase the number and range of local jobs to encourage self-containment, but due to Yate's geographical position the issue of commuting and congestion is and will continue to be inevitable, thus the emphasis should be on encouraging use of public transport</li> <li>• Comprehensive Transport Strategy for Yate is needed and will not necessarily require major expenditure.</li> <li>• High quality linkages to Yate town centre from northern urban expansion will be vital.</li> <li>• Higher housing figures will deliver more affordable housing</li> <li>• Local and national populations are increasing, so housing is needed to meet the current shortfall</li> <li>• Do not support a single extension to the north of Yate, regardless of size, as it will increase distances to Yate town centre for new residents; have a larger impact on landscape than a more dispersed pattern; it will ignore needs of Engine Common and Chipping Sodbury</li> <li>• Support any option that has the core and bulk of the development to the north of Yate</li> <li>• Important for any option to be brought forward in a comprehensive manner</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Any development should incorporate the protection and enhancement of the natural environment</li> <li>• Wildlife sites should be buffered (space between them and new development)</li> <li>• Green infrastructure will need to be built into any new development</li> <li>• There should be no net loss of biodiversity</li> </ul>

**Question 68****Are there any other options which should be considered?**

	No	Yes
Members of the Public	37	49
Parish & Town Councils/Political Groups/Councillors	3	4
Specific Consultees	-	2
Developers/Landowners/ Consultants	2	10
Environmental/ Community/Other	1	2

**Alternative Option**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
No houses/development at all	✓	✓			✓
Move development to Thornbury and spread throughout other rural settlements	✓				
Develop the Hanson Quarry site	✓				
Only develop on land that does not compromise views to the Cotswolds	✓				
Housing would be suitable on Chipping Sodbury Industrial Estate	✓				
Develop on land behind Chipping Sodbury School	✓				
Only small scale developments	✓				
Higher proportion of affordable housing	✓				
Only build on Brownfield land	✓				
Increase size of development at Engine Common	✓			✓	
Extend Green Belt around Chipping Sodbury	✓				
Develop in area to north defined by B4508/4059 and to the south by the A432	✓				
Build where there are no problems with flooding	✓				
More employment and road services	✓				
Expand Wickwar	✓				
Build on Westerleigh Common, west of the 'road to nowhere'	✓				
Combination of Options 1 and 2 – reduce the	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
number of houses from 5000 but use both areas					
Some development around Chipping Sodbury is feasible, e.g. 200-500	✓				
Fewer houses than Option 1		✓			✓
Meet as much of the dwelling requirement as possible through infill in the existing built up areas		✓			
A mix of Options 1 and 2		✓			
In addition to Option 2 – development at Engine Common should extend further north				✓	
Jobs provision south of Tanhouse Lane				✓	
Expansion of Engine common development further westwards for mixed use development				✓	
No houses at Chipping Sodbury	✓				
Develop the quarry to the west of Wickwar Road	✓				
Greater addressing of current jobs/homes imbalance together with more sustainable travel			✓		
Engine Common need not form a major part of Option 2, therefore the constraints listed for that area would not be so relevant			✓		
Constraints exist to the north of Chipping Sodbury so this areas may need to be omitted from the options			✓		
Area north west of Yate, towards Coalpit Heath and south of the railway line at Westerleigh – less impact on AONB and better related to Yate town centre and schools, Green Belt would need amending				✓	
2500-3000 dwellings at Yate, with the remainder of the 5000 directed to the rural settlements				✓	
2500 dwellings but dispersed among four locations around Yate/Chipping Sodbury to limit countryside encroachment				✓	
Comprehensive urban extension of 5000 dwellings all to the north of Yate extending to Peg Hill, with none around Chipping Sodbury				✓	
Include land to the west of North Rd and north of Goose Green way				✓	
2000 dwellings to the north of Yate		✓			
Include land at Peg Hill within urban extension (master plan and further information supplied)				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>Local residents should have more input into the consultation process</li> <li>There is no evidence to support why this level of development is needed nor to show that it is sustainable</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Local transport and flooding issues mean that large scale development is not possible</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>Development should be integrated with existing communities</li> <li>The Issues and Options document fails to explain why it is an “advantage” to not include greenfield land at Engine Common and east of Chipping Sodbury – the loss of some greenfield land is inevitable so cannot be considered either an advantage or disadvantage</li> <li>There are significant areas east of Chipping Sodbury that are screened from the AONB, so the AONB cannot be considered an absolute constraint</li> <li>A single set of criteria should be used consistently to assess the options, as opposed to the lists of advantages and disadvantages for each</li> <li>No other potential locations for expansion around Yate/Chipping Sodbury exist other than those identified in the Issues and Options document, as any other option would lead to a dispersed pattern of development which would make it difficult to secure a co-ordinated approach together with necessary sustainability improvements</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>Yate has found it difficult to attract “white collar” jobs and so there is likely to be significant out-commuting to Bristol which is contrary to sustainability principals.</li> </ul>

**Question 69****Do you agree with the key services, facilities and infrastructure required?**

	Yes	No
Members of the Public	63	34
Parish & Town Councils/Political Groups/Councillors	3	4
Specific Consultees	1	-
Developers/Landowners/ Consultants	8	1
Environmental/ Community/Other	4	1

**Explanation for what is wrong or missing**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Provision for places of worship	✓				
More low cost housing	✓				
Better bus services/better bus services along the ring road to Keynsham and the North Fringe	✓	✓			✓
Do not improve access to motorways – this would lead to more traffic	✓				
Reopen Sodbury rail station	✓				
Better schools/educational facilities and updating of schools to cope with extra people	✓	✓			
Complete the 'road to nowhere'	✓				
Improvement of transport infrastructure/reduce need for car journeys/reduce lorry journeys	✓	✓			
More attention to reducing climate change	✓				
Improve connections to ring road, motorway and north fringe employment	✓				
Leave the area as it is	✓				
Provision of Park and Ride facilities	✓				
Better car parking	✓				
Better health services/small hospital/NHS dentists	✓	✓			

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Improvement of sewerage/drainage	✓				
Tram service beside Goose Green Way to Brinsham Park	✓				
New motorway junction at Earthcott/Alveston to alleviate problem of traffic going north		✓			
Provision of multi-modal interchanges		✓			
Provision of social/cultural centres and activities		✓			
Infrastructure for the elderly should be identified				✓	

**Other Comments**

Specific Consultees	<ul style="list-style-type: none"> <li>Closely involve the Highways Agency in issues involved with access to motorways and freight routes</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>Precise services/facilities/infrastructure needs to be subject to detailed assessment.</li> <li>Not realistic to rely on development to fund all service/infrastructure requirements</li> <li>Some of the requirements, such as the station re-opening cannot be a precondition to development taking place</li> <li>As the Core Strategy progresses it will be necessary for the Council to separate infrastructure items upon which expansion is directly dependent and those that are desirable for the longer term vision for Yate/Chipping Sodbury</li> </ul>

## Housing Development within Yate / Chipping Sodbury

### Question 70(A)

Should we allow more housing within Yate / Chipping Sodbury, other than in the urban extension proposal shown in Options 1 and 2?

	No	Yes
Members of the Public	87	24
Parish & Town Councils/Political Groups/Councillors	7	4
Specific Consultees	-	-
Developers/Landowners/ Consultants	2	8
Environmental/ Community/Other	1	3

### For Yes, state how much more housing

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
1000	✓				✓
2000	✓				
As much as necessary	✓				
As little as possible	✓				
Judge each site on its own merits	✓				
2000-3000	✓				
Around 500	✓			✓	
5000	✓				
Similar level to last decade	✓				
200 at Sea Stores, but this should be deducted from Yate/CS extensions		✓			✓
Depends on what opportunities are available				✓	
200-500				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• There should be more infill and less development as part of the urban extensions</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Any further housing development should not exacerbate the current jobs/homes imbalance</li> <li>• Any growth should be related to satisfactory provision of transport infrastructure</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Regional Spatial Strategy housing provision at Yate must be met by the Core Strategy</li> <li>• PPS12 says that the Government will decide the level of development so the subject should not be open for comment in the LDF process.</li> <li>• Windfall sites should still be allowed to come forward but it will be important to protect existing services and facilities</li> <li>• Land within the existing urban area available for development is scarce</li> </ul>

### Question 70(B)

How should we do this given the limited development opportunity?

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
Plenty of opportunity around the edge of the town	✓				
In-fill	✓				
Only within existing town boundary	✓				
Avoid the Conservation Area	✓				
Do not develop on Green Belt land or at Engine Common	✓				
Needs to be judged on an application by application basis	✓				
Renovate old/disused properties	✓				
Conversion of existing dwellings into flats	✓				
Higher densities	✓				
Brownfield development	✓	✓			
Allow villages like Falfield to grow	✓				
Any opportunity that does not impact on residential amenity		✓			
On land west of North Road, Engine Common				✓	
Intensification; development of excessive mown grass areas, car parks, etc					✓
Consider re-use of some employment land for housing				✓	

#### Other Comments

Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Constraints to development in and around Yate require proper testing.</li> <li>• Core Strategy should include a criteria based policy for the release of land within the settlement boundary</li> <li>• The reference to “limited opportunity” is not justified by any evidence</li> <li>• There is little previously developed land available land in Yate for housing development, and any precise opportunities should be identified through the Strategic Housing Land Availability Assessment</li> </ul>
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### Question 71

Is there a shortage of any particular types of housing in Yate / Chipping Sodbury? e.g. size (number of bedrooms), type (flats or family houses), tenure (privately owned, rented or housing association) or specialist (housing for the elderly).

	No	Yes
Members of the Public	51	36
Parish & Town Councils/Political Groups/Councillors	1	7
Specific Consultees	-	-
Developers/Landowners/ Consultants	3	5
Environmental/ Community/Other	1	1

For Yes, state what the shortage is

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Land owners/ Consultants	Environmental/ Community/ Other
1 and 2 bed homes – smaller places	✓	✓			✓
Affordable starter homes/bungalows	✓			✓	✓
Public (social) and private rented	✓				
Housing with enough parking to prevent the congestion of streets	✓				
Sheltered/specialist housing for the elderly	✓	✓		✓	
Affordable housing (social/shared ownership housing)	✓	✓		✓	
Large family housing	✓			✓	
3 bed houses	✓				
Flats	✓				
Huge demand for all types				✓	
Housing for independent elderly		✓			✓
Upmarket/high quality family housing				✓	

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>The style of houses near Brimsham Green school is attractive – more should be built like this.</li> <li>Make sure there are enough gardens with new homes.</li> <li>Affordable housing must be permanently retained as such.</li> </ul>
Parish & Town	<ul style="list-style-type: none"> <li>Need to have a wide range of accommodation so that people</li> </ul>

Councils/Political Groups/Councillors	can move within the town when their circumstances change. <ul style="list-style-type: none"><li>• No need for further market housing provision, but affordable housing and sheltered/extra care housing is badly needed</li></ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"><li>• New development should allow for a range of size, type, tenure and specialist housing at a range of densities.</li><li>• Broad mix should be provided in response to local identified needs</li><li>• Question cannot be answered without the relevant evidence</li></ul>

# Thornbury

## General Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Many factors that affect Thornbury apply to other parts of South Gloucestershire that are taking higher levels of development, so why shouldn't Thornbury be considered for further development?</li> <li>• Protect the rural villages around Thornbury.</li> <li>• Reduce speed limits from 40 to 30mph on roads such as Morton Way, Midland Way and Grovesend Road and introduce cycle lanes in both directions on those roads.</li> <li>• Change High Street to one way with a speed limit of 10mph with extra lane used for disabled access and parking.</li> <li>• Virtually everybody in the land wants to own their own house and there is no reason why housing numbers cannot be increased. There is plenty of land available and as long as communities are planned properly, allowing for plenty of green space and incorporating transport links, there should be no problem. The planning process needs to be more sympathetic to housing opportunities and should allow people the option to build houses anywhere they choose. I live on the outskirts of Thornbury and it is absurd that house building is not allowed along our lane (where there is plenty of greenfield space) and yet every inch of green space land within the Thornbury development area is being built on and will be lost for ever!</li> <li>• It is important to retain the sense of space in Thornbury and the importance of its green spaces. If further housing is built on the edge of Thornbury then greenfield sites should be established around the whole of Thornbury.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Concerned that extra housing will not be matched by upgraded services and facilities.</li> <li>• Further development may jeopardise access to green spaces.</li> <li>• May not be possible to provide enough jobs to allow for greater self containment, so commuting and congestion may increase.</li> <li>• If future development is to take place then there will need to be significant improvement to public transport and cycling facilities.</li> <li>• Hospital and health care facilities should be upgraded to care for the aging population.</li> <li>• Need to protect the current and historical character of the town.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Flooding is not a direct risk in Thornbury but surface water causing flood risk is a constraint.</li> <li>• Development in Thornbury should be based on an analysis of the role and function of the town, taking into account local needs such as affordable housing and public transport.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• 2,300 dwellings delivered over 20 years (i.e. 115 per annum) split between Thornbury and 40 villages is not sufficient. A proper assessment is required to assess what is needed in Thornbury so that it can meet indigenous need (market and affordable).</li> <li>• Adequate development in/around Thornbury is needed to ensure that its status as a major town centre is retained.</li> <li>• Further development will provide affordable housing and support to local schools and shops.</li> <li>• Thornbury has suffered due to poor levels of dwelling construction,</li> </ul>

	<p>and a lack of vision of the potential offered by the location and its proximity to nearby links with the M4 and M5 road networks without the need to join them at the overloaded Almondsbury and Cribbs Causeway interchanges; the gateway to South Wales is on the doorstep, with the employment opportunities offered in Chepstow it does not appear any public transport links are available via first Severn crossing.</p>
Environmental/ Community/Other	<ul style="list-style-type: none"><li>• New development should not encourage commuting to/from Bristol/Gloucester.</li><li>• New development should address the current mismatch between expensive homes and low paid jobs in Thornbury which encourages commuting.</li></ul>

## Question 72

Please indicate which of the following elements you consider the Vision should include:

	Suitable and sustainable development	Promoting more home ownership options	Thriving and vibrant town centre	Better use of public transport	Quality green spaces
Members of the Public	57	49	70	64	63
Parish & Town Councils/Political Groups/Councillors	7	6	8	7	8
Specific Consultees	-	-	-	-	-
Developers/Landowners/Consultants	9	9	9	5	5
Environmental/Community/Other	4	3	5	3	5

### Elements we have missed out

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
More allotments and use of agricultural land for food production.	✓				
Safer roads and better routes in and around Thornbury for pedestrians/cyclists and horse riders.	✓				
Protecting heritage/character of Thornbury and surrounding villages.	✓				
Reduce the traffic in sensitive areas (e.g. shopping and residential streets and near schools).					✓
High quality natural environment, delivered via a well-planned green infrastructure network, able to contribute to a range of solutions including climate change mitigation/adaptation, biodiversity, access/recreation/health opportunities.			✓		
Promoting a broader range of housing options; emphasising a particular need for open market family housing.				✓	
Promote small scale independent retail in the town centre.					✓

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
All new housing should meet highest eco standards.	✓				✓
Encourage small scale independent business.	✓				
Green spaces should be designed to allow for greater biodiversity and to be used by all ages, not just for sports.	✓				
Better jobs/homes balance to discourage commuting and promote self-containment within the settlement.	✓		✓	✓	
Promote housing to stem the decline in population.				✓	
Promote a thriving and vibrant town centre by stemming population decline.				✓	
Better promotion and use of public transport, especially to the north fringe.				✓	
Protect and support local schools.				✓	
Encourage creation of high paid professional jobs to encourage inward investment and discourage out-commuting.				✓	
Enhance visual character of the town beyond the high street to ensure the settlement's distinctiveness.				✓	
Not building outside town boundary to protect rural feeling of area	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>Should be general greening of town, not just green spaces.</li> <li>Support more housing and employment development.</li> <li>Town centre needs an indoor shopping centre.</li> <li>Integrate new housing with existing facilities (e.g. schools, health services, places of worship).</li> <li>Support small scale, high density development in Thornbury and surrounding villages.</li> <li>Willing to lose some less well used green spaces near to the high street if they can be used to increase the number of houses within walking distance to shops and services.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Continue free car parking.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Support all elements.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>Need to improve bus services to encourage better use.</li> <li>Emphasis on affordable housing should be no greater than elsewhere in South Gloucestershire.</li> <li>Children leaving long established family homes in Thornbury are having to leave the town due to a lack of provision of smaller and more affordable homes. This is a result of there being very little development in Thornbury since the 1990s. This in turn impacts</li> </ul>

	negatively on shops and services in Thornbury. Without relatively significant housing development this trend will continue. An appropriate balance of employment should also be provided.
Environmental/ Community/Other	<ul style="list-style-type: none"><li>• Need to link quality green spaces to their location within the Forest of Avon.</li><li>• Green spaces should be natural wooded, not mown grass.</li></ul>

### Question 73

Given the limited opportunities to redevelop sites for housing within Thornbury, and faced with the situation that shops are declining and primary school rolls falling, should we allow more housing in and around the edge of Thornbury?

	No	Yes
Members of the Public	37	45
Parish & Town Councils/Political Groups/Councillors	2	7
Specific Consultees	-	-
Developers/Landowners/ Consultants	1	10
Environmental/ Community/Other	2	1

For Yes, state how much more housing and where it should go

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Sufficient to sustain Thornbury – 500.	✓				
2000	✓				
North and east of town, near A38.	✓				
South of town near sports centre/golf course.	✓			✓	
Around edge of town on small sites.	✓				
Up to 5000 south of Thornbury.	✓				
Infill development.	✓				
Up to 3000.	✓				
Not in the Green Belt.	✓				
North east of Thornbury, along Old Gloucester road.	✓				
In villages like Falfield in order to stop Thornbury sprawling.	✓				
West of town behind Castle School.	✓	✓			
100 - 1500 on area bounded by Morton Way, Crossways Lane, Clay Lane and Hackett Lane.	✓	✓			
1000 on brownfield sites.	✓				
Redevelop existing stock to higher density.	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Divide large homes into multiple units.	✓				
Between sports centre and Grovesend Road.	✓				
Within walking distance of town centre and other services and facilities.	✓	✓		✓	
Allow housing and jobs within existing urban area to intensify the town and create better balance between jobs and housing and less commuting.					✓
Over 1000.				✓	
Sites closest to town centre first, then consider land 'outside' Morton Way and land at Bristol Road between the allotments and access to the Golf club.				✓	
500 east of Thornbury.				✓	✓
500 north east of Thornbury.				✓	
Surrounding the whole town except on the Severn flood plain.	✓				
Beyond Butt Lane.	✓				
North and north east of Morton way.					✓
East of Thornbury.				✓	
700, as close as possible to services, especially schools and the town centre.				✓	
500-900, one site off Butt Lane and another site off Morton Way.				✓	
Land between Morton Way, A38 and Grovesend Road.				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Primary school facilities should be used for the community.</li> <li>• Shops are declining because young families can not afford to buy a house in the area.</li> <li>• Should be within walking distance to main town centre.</li> <li>• Demolish public buildings in centre of town and put houses there.</li> <li>• Do not build near the church or castle.</li> <li>• A little more infilling but not too close together to allow room for gardens/fruit and vegetable areas.</li> <li>• Any development should be small scale and as close to shops/services as possible.</li> <li>• Do not support large scale development.</li> <li>• There is no certainty that more houses will help local businesses.</li> <li>• Some development land should be used for self-build projects.</li> </ul>
Parish & Town Councils/	<ul style="list-style-type: none"> <li>• Sites should be found near to the town centre but that are not</li> </ul>

Political Groups/ Councillors	<p>open space within the current town boundary.</p> <ul style="list-style-type: none"> <li>• Growth should be controlled so that services can be properly planned and grown to meet the needs of new residents.</li> <li>• New residents should be given good access to facilities in the High Street. Development to the east of the town may be too distant to allow this.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Any development in Thornbury should seek to find a better homes/jobs balance in order to promote the self-containment of the town.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Dependent on a number of factors which requires further analysis.</li> <li>• Preferable to concentrate growth at Thornbury rather than scatter it among multiple rural villages. However the needs of the villages must not be neglected and there should be a criteria based policy for development in those locations.</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>• Any developments should be small scale, high density and close to shops/amenities.</li> <li>• Self-build could be encouraged which would encourage more sustainable buildings.</li> <li>• Development should not occur near to Alveston in order to preserve its rural location and character.</li> </ul>

### Question 74

Is there a shortage of any particular types of housing in Thornbury? e.g. size (number of bedrooms), type (flats or family houses), tenure (privately owned, rented or housing association) or specialist (housing for the elderly).

	No	Yes
Members of the Public	36	35
Parish & Town Councils/Political Groups/Councillors	-	5
Specific Consultees	-	-
Developers/Landowners/ Consultants	2	7
Environmental/ Community/Other	1	2

#### For Yes, explain the shortage

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Elderly persons' homes / extra care housing.	✓	✓		✓	
Starter homes / apartments / smaller houses.	✓	✓		✓	✓
Private and public rented.	✓				✓
Affordable housing.	✓	✓		✓	✓
Family houses including 4/5 bed with double garages.	✓				
Bungalows.	✓				
Flats / apartments.	✓	✓			✓
Homes built to high environment/eco standards.	✓				
General family housing.				✓	

#### Other Comments

Specific Consultees	<ul style="list-style-type: none"> <li>Any development in Thornbury should seek to find a better homes/jobs balance in order to promote the self-containment of the town.</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>Extension to Thornbury should allow a range of size, type, tenure and specialist housing and a full range of densities.</li> <li>The aging population will certainly mean a shortage of elderly accommodation in the future even if there is not one now.</li> <li>Current mix is generally in line with need although there is some shortage of starter homes due to lack of construction over the past 20 years.</li> <li>Aging population is affecting school roles so family housing will</li> </ul>

	attract families to the area to support schools.
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Mismatch between expensive houses and lower paid jobs in Thornbury. Need to redress the balance with any new development. New houses should be to very high energy efficiency standards.</li> </ul>

**Question 75****Should further jobs be provided in Thornbury?**

	No	Yes
Members of the Public	26	48
Parish & Town Councils/Political Groups/Councillors	-	5
Specific Consultees	-	1
Developers/Landowners/Consultants	-	8
Environmental/Community/Other	1	2

**For Yes, explain what type of jobs and where they should go**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Any type and anywhere.	✓				
Financial and service sector jobs.	✓				
Light industry, haulage.	✓	✓			
Office jobs.	✓			✓	✓
Skilled jobs.	✓				✓
Retail jobs – more small shops.	✓				
Small/start-up businesses.	✓	✓			
White collar, higher paid professional jobs.	✓			✓	
Around the existing industrial estate and land south of Midland Way.	✓				
Within new housing areas/part of a mixed development.	✓			✓	
North and West of Thornbury.	✓				
Manufacturing and engineering.	✓				
Science/technology park.	✓				
Technical and clerical.		✓			
Range of jobs.		✓		✓	
Park Farm area.	✓				
Part of mixed-use development.				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
On Thornbury's fringe to allow access to road network.				✓	
Small scale and focused on identified local needs.				✓	
Two sites; one off Butt Lane and one off Morton Way.				✓	
High quality, high skill, high tech.		✓			

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Need additional jobs to discourage commuting. Even more important if population is to increase.</li> <li>• High paid jobs are needed to enable people with homes in Thornbury to also work there.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Any development in Thornbury should seek to find a better homes/jobs balance in order to promote the self-containment of the town.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Should focus on residential/small scale employment not strategic employment.</li> <li>• Thornbury will not be able to compete with the north fringe for attracting employers unless the current housing/jobs imbalance across northern Bristol is addressed. However it appears the Issues and Options document does not address this issue and will make it worse.</li> </ul>
Environmental/ Community/ Other	<ul style="list-style-type: none"> <li>• Mismatch between expensive houses and lower paid jobs in Thornbury. Need to redress the balance with better paid jobs.</li> <li>• Some of the existing warehouse space could be developed into office space.</li> <li>• Local traffic will increase if more jobs or homes are created.</li> </ul>

**Question 76**

**What improvements need to be made to the public transport system in Thornbury to make it better used?**

	Bus interchange	More frequent service to North Fringe	More frequent service to Aztec West	More frequent service to The Mall	More frequent service to Central Bristol	More frequent service to elsewhere	More direct service to North Fringe
Members of the Public	31	34	26	32	34	18	20
Parish & Town Councils/Political Groups/Councillors	4	2	3	4	4	2	2
Specific Consultees	-	-	-	-	-	-	-
Developers/Landowners/Consultants	5	6	6	5	6	1	3
Environmental/Community/Other	2	-	-	1	1	1	0

	More direct service to Aztec West	More direct service to The Mall	More direct service to Central Bristol	More direct service to elsewhere	Revision to bus times	Other
Members of the Public	18	22	34	16	16	29
Parish & Town Councils/Political Groups/Councillors	3	4	4	1	3	4
Specific Consultees	-	-	-	-	-	1
Developers/Landowners/Consultants	2	2	3	1	0	1
Environmental/Community/Other	0	0	2	0	1	3

**Suggested revisions to bus times and/or bus services**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
More frequent / direct bus services to Bristol Parkway.	✓			✓	✓
More links to stations; later journeys to allow return travel.	✓				
Links direct to Yate, Chipping Sodbury and other local towns to allow commuting.	✓				
Express services at commuting times using M32 & A38 bus lanes.	✓				
Services to East Fringe via Ring Road.	✓				
Remove focus on serving Bristol - public transport needs to be to the places where the jobs are throughout South Glos.	✓				
More frequent service to Gloucester.		✓			
Better evening, late evening and weekend services.		✓			
Connections to wider countryside/green space.			✓		
Better services between nearby villages and Thornbury.	✓				
More frequent service to Severn Beach and Pilning.	✓				
Later services to allow easier return travel.	✓	✓			
312 service should link better with train services to London, Bath and Gloucester.	✓				
Frequent and reliable commuter service to central Bristol via Parkway.	✓				
Services should be cheaper and free for under 18s.	✓			✓	✓
More direct and frequent services to strategic centres of employment.				✓	

**Other suggested improvements**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Light rail link to North Fringe.	✓	✓			
Shift focus away from road access.	✓				
Greater reliability and frequency of bus services.	✓				✓
Re-open rail line through Tytherington to Thornbury.	✓				✓
Regular review of bus timetables.	✓				
Improvements to facilities at bus stops (e.g. seats, shelters, timetables, 'live' information).	✓			✓	
Revised routes.	✓				
New bus fleets.	✓				
Light railway system.	✓				
Train service to Bristol.	✓				
Secure cycle parking at bus interchanges.			✓		✓
Evening services to Cribbs Causeway entertainment.					✓
Provide a park and ride facility in/near Thornbury.				✓	
Cheaper bus fares	✓				

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>Focus must shift away from road travel.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Would welcome specific objectives in the Core Strategy to enhance public transport improvements and walking/cycling routes to better link Thornbury residents to employment.</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>More frequent bus services should be provided to major employment areas, but should not encourage Thornbury residents to shop at Cribbs Causeway as this will worsen the decline of local shops.</li> </ul>

### Question 77

**Do the town and/or local centre (Oakleaze Road) in Thornbury need additional facilities and if so, what are these facilities?**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Traffic calming/sharing on main street to improve safety and environment and give pedestrians priority.	✓				✓
Less charity shops.	✓				
More food shops, including baker, greengrocer and fishmonger.	✓				✓
Wider range of shops including more specialist shops.	✓				
More high quality and less bargain basement.	✓				
A better library.	✓				
More car parking.	✓				
Park with duck pond and café near Munday's playing field.	✓				
Oakleaze Road - a Post Office, chemist and bus shelter at St David's Road bus stop (service stop for Oakleaze Road).	✓				
Modern, public toilets.	✓				✓
Small cinema.		✓			
Other arts, leisure and educational facilities.		✓			
DVD shop	✓				
Toy shop	✓				

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>Rents in St Mary's Centre are too high.</li> <li>There should be ability for Council to take back any shops left vacant for 3 months.</li> <li>Problems with litter and youngsters using the off licence in Oakleaze Road.</li> <li>Re-development of derelict premises opposite Royal George pub.</li> <li>Thornbury seems to be very well provided for.</li> <li>Thornbury should not try to compete with Yate or Cribbs Causeway but should instead encourage Thornbury residents to shop locally by being positively different.</li> <li>Higher priority should be given to pedestrians in the high street.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Provided the development is large enough consideration should be given to the creation of a new local centre in an urban extension to the east of the town.</li> </ul>

	<ul style="list-style-type: none"> <li>• Thornbury has suffered from the replacement of the main in-town supermarket with a discount food store.</li> <li>• Saturday market is perceived as being down-market and therefore unattractive.</li> <li>• Too many High Street premises used for financial services/estate agents.</li> <li>• The Thursday farmer's market should be encouraged/expanded.</li> <li>• Retail specialism to attract trade is needed, possibly by using a specific building as a formal covered market.</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Population in Thornbury needs to be at least maintained or preferably increased to help the services that are already present.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>• Less through-traffic in high street.</li> </ul>

**Question 78**

How would you rate the **quantity** (how much) of accessible green spaces in Thornbury (e.g. parks, play areas, sports pitches)?

	Good	Reasonable	Poor	No opinion
Members of the Public	23	27	6	18
Parish & Town Councils/Political Groups/Councillors	3	-	-	2
Specific Consultees	-	-	-	-
Developers/Landowners/ Consultants	-	4	-	1
Environmental/Community/Other	-	1	-	2

For 'reasonable' or 'poor', explain the gaps

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Additional football pitch needed adjoining Mundy Playing Fields.	✓				
New changing rooms on Gloucester Road.	✓				
Wildlife corridors.	✓				
Quiet Lanes linking Thornbury to public footpaths in countryside.	✓				
Parks and play areas on eastern side of town.	✓				
Playgrounds and cycle paths.	✓				
Allotments.	✓				
Publicly accessible sports pitches with changing facilities.	✓			✓	
Natural play areas.	✓				
Park with duck pond and café.	✓				
Under-use of school playing fields.	✓				✓
Play equipment for small children and teenagers.				✓	
More all-weather pitches needed.				✓	

**How would you rate the quality (how good) of accessible green spaces in Thornbury (e.g. parks, play areas, sports pitches)?**

	Good	Reasonable	Poor	No opinion
Members of the Public	23	25	6	18
Parish & Town Councils/Political Groups/Councillors	3	-	-	2
Specific Consultees	-	-	-	-
Developers/Landowners/ Consultants	-	4	-	1
Environmental/ Community/Other	-	1	-	2

**For 'reasonable' or 'poor', explain your concerns**

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Litter.	✓				
Vandalism.	✓				
Broken/poor quality play equipment.	✓			✓	
Poor Council maintenance of footpaths.	✓				
Dog fouling.	✓				
Not just mown grass areas but higher quality spaces to encourage use by wider population.	✓				✓
More wild spaces.	✓				✓

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>Footpaths and countryside around the edge of Thornbury needs to be better linked to by quiet routes.</li> <li>Play area near Osprey Park has very limited amount of equipment.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>An audit of green space should be used to answer these questions.</li> </ul>

## Rural Settlements

### General Comments

Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Object to the growth in housing as it may well compromise the local character and distinctiveness of our villages.</li> <li>The infrequency of public transport will force new residents onto local roads.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Document does not set out how development in the open countryside will be guided. If PPS7 is to be relied upon this should be indicated in the Core Strategy, but not repeated. Attention is drawn to RSS para 3.5.4 and Panel Report C2.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Need to re-examine the role that rural settlements can make to contributing to the overall housing figures required by the RSS. Suggest that development in the rural areas could provide a more realistic and sustainable approach than seeking to accommodate up to 5,000 new dwellings at Yate. Contend that there are locations (including green belt locations) where limited local housing affordable and market could be development without compromising the scale and character of rural settlements or without needing to provide additional infrastructure to accommodate limited new residential development. Land at Westerleigh village suggested.</li> <li>Parish Plans should be taken account of in the Local Development Framework process. The Parish Plan for Westerleigh indicates the need for limited affordable and market housing and the Parish Council has been made aware some potential sites.</li> <li>The village development boundary to Almondsbury village at 74, Gloucester Road should be amended to follow the edge of north-west boundary of the property rather than running through the garden. Aware that the Council will be undertaking a review of Green Belt boundaries in the context of the emerging RSS and PPG2: Green Belts states that boundaries should be clearly defined using recognisable features. Suggest that when the settlement boundary for Almondsbury is reviewed the boundary is amended to the boundary of the existing cartilage of the property.</li> <li>Site identified at Feltham Road, Pucklechurch for either mixed use tenure residential or 100% affordable housing. Site is currently outside development boundary and in the green belt.</li> <li>Green Belt land at Almondsbury, to the north/west of the M4 and south of A38 and south of Cope Park and Crantock Drive suggested for approx 400 dwellings, open space and potential mixed use, including shops. Development would be well linked to the employment area of Aztec West by bus and would provide additional residents to support local services in Almondsbury.</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>Dispersed organic growth of rural settlements (both large and small) is more appropriate and sustainable for urban and rural communities than large housing development on the edge of cities and towns. It is important to recognise that part of the household growth figures are generated in the countryside and that any approach to meeting housing needs should accommodated this demand.</li> <li>Housing policies must encourage new small scale well designed rural housing of all types (affordable/shared equity and open market) in all rural communities whether or not the settlements are able to provide shops, schools or public transport. It is unsustainable to direct new</li> </ul>

	<p>housing to only a few local service centres because of the pressure this puts on local services.</p> <ul style="list-style-type: none"> <li>• There should be provision for youth facilities to prevent anti social behaviour if development takes pace in the rural areas.</li> </ul>
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## Question 79

**Do you agree with the initial stakeholder consultation view that some housing development in rural settlements is required?**

	Yes	No
Members of the Public	65	46
Parish & Town Councils/Political Groups/Councillors	20	2
Specific Consultees	2	0
Developers/Landowners/ Consultants	19	0
Environmental/ Community/Other	6	1

### Explanation of Reasons

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Character of rural communities would be harmed by further development	✓				
Developed needed to help younger people stay living in the villages	✓	✓		✓	✓
Some development needed, but not as much as is being proposed	✓			✓	
Green Belt should be maintained	✓				
Should be a policy that allows assessment on a case-by-case basis so only suitable settlements take development	✓				
Development could help maintain village services, shops, schools, etc	✓	✓		✓	✓
There is no evidence that allowing a small number of market housing in a village protects local services.					✓
Important to retain distinctiveness between rural and urban areas	✓			✓	
Affordable housing provided to meet local needs in suitable locations	✓	✓		✓	✓
Any development should be small scale/infill	✓	✓			✓
Local infrastructure cannot cope with more development	✓				
Second homes in villages should be reduced	✓				
Feelings of openness should be preserved so no development should be allowed	✓				

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Concreting over open land will increase risk of flooding	✓				
Any development should be well-designed and should preserve the local character		✓		✓	
Housing only suitable in areas that are already well served by public transport and existing services		✓			
Needs to be provision of both market and affordable housing to take account of social and community needs				✓	
Not to provide rural housing would be a significant departure from the RSS and Panel's Report				✓	
Only develop on derelict sites, so preserving the countryside and visual amenity.	✓				
Only local needs housing should be provided.		✓			
Minimum amount of new housing development and only approved whilst recognising the constraints of the green belt and coastal zone etc. In order to protect the attractive and valuable rural areas		✓			
Opportunity to provide affordable housing in low income areas				✓	

### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>Services in Frampton Cotterell would not support many more houses.</li> <li>Villages should retain their individual character.</li> <li>Smaller villages, with primary schools and post office/shops threatened with closure would possibly benefit from small scale, sympathetic developments e.g. the development recently completed at Rangeworthy.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>There should be development further north in the district where constraints should not act as vetoes on development</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>Development in some rural settlements would encourage greater self containment. New development should be located in settlements with good community facilities and public transport links. New development should encourage and facilitate the use of public transport, walking and cycling as alternatives to car travel. Development should contribute towards public and community transport, walking and cycling improvements.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>Rural settlements cannot generally be provided with the same level of services/public transport as urban areas. This is a historic and inevitable reality and should be accepted as such and which differentiates urban from rural living</li> <li>Opportunity to modify unusual village boundaries with limited impact on the village</li> </ul>
Environmental/Community/Other	<ul style="list-style-type: none"> <li>In the Cotswolds Area of Outstanding Natural Beauty the only housing needed is affordable.</li> </ul>

**Question 80****Should the Core Strategy aim to create a balance between jobs and housing in rural areas?**

	Yes	No
Members of the Public	75	36
Parish & Town Councils/Political Groups/Councillors	13	6
Specific Consultees	2	0
Developers/Landowners/ Consultants	15	4
Environmental/ Community/Other	8	1

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• There should be a balance, but not necessarily within each and every settlement</li> <li>• Opportunities for infill development in hamlets outside of settlement boundaries should be utilised to reduce green field land-take and provide small-scale low cost housing</li> <li>• A variety of houses and jobs should be encouraged</li> <li>• Some people will always have to commute</li> <li>• Desirable to reduce car use, but probably not attainable as people are too used to using their cars</li> <li>• More rural jobs will reduce the need to commute to work</li> <li>• Inability to get a balance should not necessarily stop future development in rural areas</li> <li>• Quality of life for existing residents is most important</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Attempts to create employment and reduce commuting are commendable but are unrealistic in many instances because of the high levels of jobs that would need to be created.</li> <li>• Jobs should be appropriate to the local area in relation to existing businesses and transport provision.</li> <li>• Difficult to achieve. There should be recognition of home working and aim to fulfil local business need.</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Balance between housing and employment supported in principal provided that the development is in sustainable locations and does not impact adversely on the safe and efficient operation of the Strategic Road Network.</li> <li>• Need for Core Strategy to include policies to respond and prioritise the needs of existing rural enterprises.</li> </ul>
Developers/Landowners/ Consultants	<ul style="list-style-type: none"> <li>• This is not practical or deliverable approach. Rural housing is required to maintain the rural economy and population, which is falling due to demographic change and thus maintain services and facilities.</li> <li>• Mixed use opportunities and/or contributions from development should be sought and in appropriate cases a justification for the development itself.</li> <li>• Creating a balance between jobs and housing is desirable, though it has to be accepted that in many rural areas there will be fewer jobs</li> </ul>

	than people living and working, hence the need for improved public transport and acceptance of private car usage from many travel to work needs.
Environmental/ Community/Other	<ul style="list-style-type: none"><li>• This approach is too simplistic.</li><li>• With the possible exception of home working employment is unlikely to provide high quality, high wage positions whereas the desirability of rural housing results in high property values affordable to only the well paid or retired. Would result in increased commuting by private car from the Alveston area.</li></ul>

## Question 81

Please indicate which of the following elements you consider the Vision should include

	Maintaining & Enhancing rural character	Promoting affordable housing/homeownership options	Better use of & access by public transport	Provision of services for communities	Protecting existing employment and promoting new opportunities
Members of the Public	98	51	80	75	63
Parish & Town Councils/Political Groups/Councillors	22	18	19	19	21
Specific Consultees	1	1	1	1	1
Developers/Landowners/ Consultants	16	14	15	15	14
Environmental/ Community/Other	9	7	7	8	7

### Elements we have missed out

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Biodiversity protection	✓				
Encouraging independent village shops	✓				
Each Parish should have an individual plan taking local needs into account	✓				
Avoidance of development within flood plains	✓				
Increased policing	✓				
Sustainable links between rural communities – not just between villages and the city	✓				
Protect existing green spaces and the Green Belt	✓				✓
Support for existing services and facilities	✓			✓	
Redevelopment of derelict sites	✓				
Carbon neutral development	✓				
Provision for places of worship	✓				
Development should be small and in keeping with existing character		✓			
Leisure facilities for all ages		✓			

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Housing density of new development should compliment existing densities		✓			
Allow for limited growth in certain selected settlements to assist in sustaining villages				✓	
Improved and maintained rights of way/bridleway system					✓
Provide an appropriate level of new housing in rural areas.				✓	
Reducing congestion, traffic speeds and volumes and the hazards they represent.					✓
Do not agree with promoting new employment opportunities in villages.		✓			

**Other Comments**

Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>Transport tokens should be reinstated as this provides a valuable facility for the elderly rural population.</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>Needs to be recognition that it may not be possible to protect employment sites</li> <li>Protection of employment sites and the promotion of development should be assessed on a village-by-village basis</li> <li>Where appropriate it may be suitable for an existing employment site to be used for housing if need for housing is high enough in that area</li> <li>The vision should confirm that market sector housing will be allowed in the villages.</li> <li>Potential for sheltered and retirement housing in villages.</li> </ul>
Environmental/ Community/Other	<ul style="list-style-type: none"> <li>There is sometimes an assumption that rural settlements do not need access to green open spaces; however this is not true as very often a lot of the countryside is inaccessible due to poor/few footpaths. Therefore there needs to be the creation of networks of quality open spaces.</li> </ul>

## Question 82

Which (if any) of the proposed options to plan for development in rural areas do you prefer?

- Option 1 - Continue with the current approach of using development boundaries and a local plan type criteria based policy
- Option 2 – Variable villages approach to identify some villages which would benefit from some development
- Option 3 - Remove all existing settlement boundaries and replace with a new policy to assess the suitability of planning applications related to villages.
- Other

	Option 1	Option 2	Option 3	Other option
Members of the Public	39	43	16	10
Parish & Town Councils/Political Groups/Councillors	5	9	3	5
Specific Consultees	0	1	0	0
Developers/Landowners/ Consultants	0	5	8	7
Environmental/ Community/Other	0	8	2	1

### Explanation of the 'other' option

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Develop near Emersons Green Sainsburys to link onto M4 interchange to relieve M32 congestion	✓				
Only develop on Brownfield sites	✓				
Do not build on Greenfield sites	✓				
Expand all villages to prevent community stagnation	✓				
Development should only occur with local public agreement and involvement	✓				
Should be a combination of Options 1 and 2, i.e. using boundaries but reviewed so as to plan for modest levels of development that could help to sustain services				✓	
Should be a policy that allows villages to increase in size by 10%, of which 50% should be affordable housing				✓	

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Combination of 2 and 3 – identify those villages which would benefit from development but apply a criteria based policy to them.				✓	
Option 2 should be used, but in combination with Option 3 at a later date: a prescriptive list of settlements could be too restrictive over such a long period to 2026, as village’s needs/circumstances can change over time				✓	
An option for the AONB should be a policy which secures affordable housing in balance with employment opportunities, whilst avoiding the provision of open market housing. Remove settlement boundaries and have a criteria-based policy to achieve that aim: “Inappropriate development” would be development which would: -result in new build open market housing other than that which is needed to meet the social and economic needs of those living in the rural areas; -cause significant harm to existing patterns of development, including the key characteristics of open space; -lead to a material increase in car-borne commuting; -adversely affect the vitality and viability of settlements; and -result in development that significantly compromises the principles of sustainable development					✓
Option 2 but would need to include: <ul style="list-style-type: none"> <li>• A full and proper assessment of villages with and without settlement boundaries; and</li> <li>• In smaller villages, including those without settlement boundaries, a full assessment is made of their suitability to accommodate larger scale development rather than that deemed to be smaller scale in the context of existing development,</li> </ul>				✓	
Identify as Major Mixed Use Development Sites within the open countryside existing employment sites outside development boundaries, where these sites provide a major source of employment and revenue to the local area. This would allow a more responsive and flexible approach to addressing the specific needs and priorities of rural enterprises such as Eastwood Park.				✓	

**Other Comments**

Members of the Public	<ul style="list-style-type: none"> <li>• Need to reduce commuting to combat climate change</li> <li>• Individual villages should not be viewed in isolation, as development in one can impact strongly in others.</li> <li>• 2,300 dwellings is not high enough</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Concerned that if Option 2 is chosen and some villages are identified for growth at preferred option stage they could be identified without prior consultation.</li> <li>• Preferred option for rural areas should be based on development focused on settlements that can or have the potential to provide adequate local facilities and services, good levels of public transport, cycle/pedestrian links and which are in locations that would not lead to significant increases in unsustainable road based journeys.</li> <li>• RSS Panel report on draft RSS Policies B and C relevant to development in rural settlements.</li> <li>• Allocation of housing should be related to the requirements identified in housing market assessment or other studies of local housing needs. At the preferred option stage the Core Strategy should provide a hierarchy of settlements including a description of appropriate level of development at these places.</li> </ul>
Parish & Town Councils/Political Groups/Councillors	<ul style="list-style-type: none"> <li>• Settlement boundaries provide certainty and should not be removed</li> <li>• Parish Plans should help to inform decisions</li> <li>• Needs to be co-ordinated public transport</li> <li>• Option 2 should have a mechanism for reviewing boundaries and lists of villages periodically</li> <li>• Those villages that currently have the best facilities are not necessarily the ones that need new development</li> <li>• Removal of settlement boundaries essential to prevent “free for all” of infilling within boundaries, which adversely affects the character of villages and creates semi urban environments.</li> <li>• The existing arrangements (basically option 1) have been in operation for some considerable time and have need of being changed. Option 3 proposes the removal of development boundaries and this is potentially a good option but the concern is that inadequate control would allow inappropriate development. Development boundaries require periodic review to enable communities to thrive, prosper and accommodate genuine need. We favour an arrangement that recognises the need for boundaries but with periodic review incorporating significant local input to ensure effectiveness.</li> </ul>
Developers/Landowners/Consultants	<ul style="list-style-type: none"> <li>• Frampton Cotterell can accommodate additional growth.</li> <li>• As the Local Plan’s Proposals Map is not saved with the saved policies, it could be argued that Option 3 (removal of development boundaries) is the current position.</li> <li>• Opportunity should be taken to review the green belt boundaries around smaller settlements to accommodate future growth without conflicting with the sated objectives of the green belt.</li> <li>• Mixed use developments in smaller settlements will improve their sustainability.</li> <li>• All areas should share the benefits of future development. The rural areas should not be dealt with on a residual basis accommodating the developments that can not be accommodated in the other areas, but should be an integral part of the strategy aimed at delivery future prosperity to these areas.</li> </ul>

	<ul style="list-style-type: none"> <li>• Land between the Almondsbury Primary School and Townsend Lane, Lower Almondsbury would be an appropriate location for mixed use development (approx 100 dwellings, playing field for the school, possible village play area, retail and employment element, element of live/work provision, and site for possible doctor/dentist)</li> <li>• Option 2 is likely to be the subject of local pressure against selective development as it only considers some villages in the district.</li> <li>• Option 3 should be based on the following criteria:             <ul style="list-style-type: none"> <li>-The need for a certain amount of growth to safeguard, support and enhance local services and facilities including rural transport services;</li> <li>-The need to retain and enhance local employment;</li> <li>-To encourage sustainable development on a particular and realistic basis;</li> <li>-To encourage the effective and efficient reuse previously development land whilst reflecting the inherent additional costs involved in developing brown field sites;</li> <li>-To enhance the visual appearance of a settlement;</li> <li>--Where it will encourage by subsidising the use of renewable energy systems.</li> </ul> </li> <li>• Charfield Green (15.5Acres) could provide 125-200 dwellings (could be phased) including eco homes, affordable housing, housing for the elderly, family housing and community bases services such as Doctor’s surgery/ medical centre and perhaps some employment. Charfield is an attractive village with good transport and communications links. Ageing population and the provision of medical support and housing for the elderly would seem to be an urgent need. Development would be large enough to provide a mix of uses and add vitality to the village.</li> <li>• The Council should consider spreading development on a wider basis rather than concentrate around the fringes of Bristol which is already at capacity in terms of transport and services.</li> <li>• Springfield Nursery Brewery Hill Upton Cheyney is suggested as a previously development site for future development. Currently it is outside the village development boundary of Bitton.</li> <li>• Option 3 would allow individual sites to be assessed on their own merits, without being immediately ruled out for lying outside the development boundary.</li> <li>• Site outside the Oldbury on Severn village development boundary suggested for future development.</li> <li>• Eastwood Park development opportunities – remove unsightly and unsound structures and replace with bespoke training facilities. Provide additional employment and housing opportunities through the redevelopment of previously development land and the release of green field land adjoining Falfield.</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Alveston Parish Plan to undertake further work on future development.</li> </ul>

# Sevenside

## General Comments

<p>Members of the Public</p>	<ul style="list-style-type: none"> <li>• More should be made of the Severn Estuary as an energy source and for recreation. Ecology should be protected.</li> <li>• I cannot stress too much that flooding must be taken seriously, especially in the Sevenside area. Front gardens should not be allowed to be concreted or bricked over, drains must be cleared regularly and every new house should be build 'anti-flood'. Pumping station for sewage in Severn Beach is right under the Sea Wall, it must be moved, otherwise problems will arise. A barrage must not be built. Look at Gloucester, fortunately it was low tide when they were flooded otherwise it could have been worse. Imagine if the barrage was built, at high tide where would the rain water that would be trying to go out through the Severn go, onto all the villages upstream of the barrage.</li> </ul>
<p>Specific Consultees</p>	<ul style="list-style-type: none"> <li>• Welcome recognition of flood risk issues and requirement for improvements to flood defences, and welcome joint working with Bristol City Council. Option of a joint Area Action plan should be investigated.(Regional Assembly/RDA)</li> <li>• An Appropriate Assessment will need to be undertaken. There are also opportunities for habitat creation.</li> <li>• Strategic flood risk management infrastructure should be investigated as part of the SFRA process and reflected in the Core Strategy</li> <li>• There are strategic 132kv and 33kv overhead and underground electricity circuits in area. Western Power Distribution should be consulted as detailed plans for the area are developed</li> <li>• Welcome the opportunity to discuss Joint AAP further with LPA and other key delivery agencies (Bristol City Council)</li> </ul>

### Question 83

Do you agree with the key constraints that we have identified for Severnside?

	Yes	No
Members of the Public	46	8
Parish & Town Councils/Political Groups/Councillors	4	0
Specific Consultees	2	0
Developers/Landowners/ Consultants	5	1
Environmental/ Community/Other	6	0

#### Explanation for “No”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Jobs and housing together should be considered for this area	✓				
It is not inevitable that flood risk will increase, especially if the Severn Barrage is built	✓				
Ideal place to build 10,000 homes as it does not have existing traffic problems	✓				
Large areas of brownfield land could be cleared up and used for housing	✓				

#### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Development and sustainability are incompatible</li> <li>• Road infrastructure at Severnside is no worse than in many of the proposed urban extension locations</li> </ul>
Specific Consultees	<ul style="list-style-type: none"> <li>• Agree transport infrastructure &amp; flood risk are major constraints to development. Highways Agency will seek continued involvement in future discussions on delivering development within this area</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• The extant planning permission there means that the land will inevitably be used for employment development, this should be offset by renewable energy development and improved access from the M49.</li> <li>• New development proposals should recognise individual site specific constraints and the impact on ecology and environment. It will be for each application to demonstrate how a ‘planning balance’ will be achieved. Policies should not preclude development on areas of ecological and environmental value but encourage innovative mitigation measures to overcome the identified issue</li> <li>• Impact on the transport infrastructure will be assessed case by case. Mitigation should not be required where there would be little or no impact on the transport infrastructure</li> </ul>

### Question 84

Have we identified the right long term objectives for the Core Strategy?

	Yes	No
Members of the Public	43	9
Parish & Town Councils/Political Groups/Councillors	4	0
Specific Consultees	2	0
Developers/Landowners/ Consultants	4	4
Environmental/ Community/Other	3	3

#### Explanation for “No”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Sevenside has huge potential to be transformed and should not be viewed as an adjunct to Bristol/Avonmouth	✓			✓	
Some housing should be built to balance with the employment	✓			✓	
The role of Sevenside should be more clearly defined				✓	
The area could play a greater role in the provision of green infrastructure in the Forest of Avon that would also help protect the area’s ecology					✓

#### Other Comments

Specific Consultees	<ul style="list-style-type: none"> <li>Highways Agency need to be fully involved at earliest stage in assessing the objective relating to transport infrastructure &amp; proposed M49 junction. Also wish to be consulted regarding the SFRA and potential impacts on the strategic road network.</li> <li>Generally agree with objectives, but this must be predicated on the knowledge there are no other more suitable sites available as a result of applying the sequential test through the SFRA (Environment Agency)</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>An Area Action Plan should be brought forward for the area which should deal with the SFRA, phasing and flood mitigation</li> <li>A masterplan approach is needed to ensure that development does not come forward in a piecemeal fashion which would be harmful</li> <li>Not enough is being done to ensure the site’s delivery, considering its</li> </ul>

	<p>strategic importance.</p> <ul style="list-style-type: none"> <li>• The local community would benefit from delivery of this site due to Section 106 contributions.</li> <li>• Endorse Council's recognition of the importance of the area for renewable energy and other energy generation</li> <li>• Support objective of realising the long term economic potential of the Avonmouth-Sevenside area working with the extant 1957/8 planning permissions</li> </ul>
<p>Environmental/ Community/Other</p>	<ul style="list-style-type: none"> <li>• Sevenside is not suitable for development due to the flood risk, with the exception of renewable energy production.</li> <li>• Do not agree that there is a need for warehousing at Sevenside however if there has to be development there then this will be the least damaging type.</li> <li>• Bristol City Council Core Strategy Preferred Options paper raises uncertainty over the long term future of Avonmouth for development and employment due to flooding concerns. Further joint working between South Glos and Bristol will be needed to address this issue.</li> </ul>

### Question 85

Which of the following do you think are the key priorities for development in the Severnside area? All these will require substantial investment.

	Protecting development from flood risk	Protecting wildlife interests	Providing jobs	Providing transport links	Maximising renewable energy potential
Members of the Public	44	42	28	36	40
Parish & Town Councils/Political Groups/Councillors	5	4	3	3	3
Specific Consultees	0	1	0	0	0
Developers/Landowners/ Consultants	7	5	7	6	5
Environmental/ Community/Other	6	4	4	4	5

### Other Comments

Specific Consultees	<ul style="list-style-type: none"> <li>Ensuring adequate flood protection and the delivery of transport infrastructure to facilitate sustainable patterns of movement will be essential priorities if future development is to be achieved at Severnside</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>All issues identified are important and interrelated</li> <li>Maximise potential for renewable energy and low carbon development</li> <li>Include affordable housing to meet social need</li> <li>LPA should negotiate to secure the greatest benefits against the context of the development proposal</li> </ul>

### Question 86

Do you agree with the key infrastructure required?

	Yes	No
Members of the Public	46	6
Parish & Town Councils/Political Groups/Councillors	4	0
Specific Consultees	1	1
Developers/Landowners/ Consultants	3	2
Environmental/ Community/Other	4	1

#### Explanation for what is wrong or missing

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
If the area is used for renewable energy then most of the infrastructure would not be needed	✓				
Housing should be included in any development as this will reduce the need for expensive infrastructure	✓				
Rail/bus based park and ride should be considered off of the M49				✓	
Further investigations are necessary into other forms of transport for the area until it can be concluded that a new M49 junction is necessary				✓	
Core Strategy should acknowledge that the area with extant planning permission already has sufficient infrastructure capacity for development				✓	
A Green Infrastructure plan is required					✓

#### Other Comments

Specific Consultees	<ul style="list-style-type: none"> <li>Comments cannot be made on the suggested infrastructure until potential impacts on local ecology are known. This will require an Appropriate Assessment at strategic planning and delivery stages</li> </ul>
Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>Infrastructure should be delivered in a phased manner alongside development proposals. LPA should consider a realistic and appropriate timetable for achieving this</li> </ul>

### Question 87

**Do you think that there is a realistic prospect of delivering the necessary infrastructure within the time period of the Core Strategy?**

	Yes	No
Members of the Public	27	23
Parish & Town Councils/Political Groups/Councillors	4	0
Specific Consultees	0	0
Developers/Landowners/ Consultants	4	6
Environmental/ Community/Other	2	0

#### Explanation for “No”

	Members of the Public	Parish & Town Councils/ Political Groups/ Councillors	Specific Consultees	Developers/Landowners/ Consultants	Environmental/ Community/ Other
Not without substantial up-front investment	✓				
There will be many local objections to overcome first	✓				
Developers should meet all flood defence costs	✓				
Flood defences will be very expensive					✓
Each development proposal should bring forward the infrastructure required, but no certainty that development proposals will be delivered within the period of the Core Strategy. Core Strategy should set realistic targets which can be delivered				✓	
Development expected in the area will not create sufficient value to deliver the transport infrastructure or improved flood defences sought by the Council. To imply otherwise is misleading unless the Council proposes taking a more proactive approach to development in this area.				✓	

#### Other Comments

Members of the Public	<ul style="list-style-type: none"> <li>• Environmental and sustainability issues must be taken seriously</li> <li>• Funding for key infrastructure should not come from the Council</li> <li>• Adequate infrastructure is unlikely to be funded so therefore traffic congestion will get worse if development goes ahead</li> </ul>
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## Other Comments on the Spatial Strategy

<p>Developers/ Landowners/ Consultants</p>	<ul style="list-style-type: none"> <li>The stated strategic priority of maintaining economic prosperity should include acknowledgement of the existence of employment sites like Tulip Fresh Meats at Westerleigh which are outside settlements and within the Green Belt. Such sites should also be identified as Major Developed Sites in the Green Belt. This would make it easier for necessary development to be undertaken enabling their continued contribution to providing employment and economic prosperity in the district.</li> </ul>
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## Sustainability Appraisal

### General Comments

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Late publication of the Initial Sustainability Appraisal gives the impression that it has been prepared to justify the predetermined issues and options rather than inform their selection</li> <li>• Not clear whether the SA will be used as a potential “scoring” device; if it is to be used like this then weighting of categories will be necessary.</li> </ul>
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### Urban Extension East of Kingswood

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Para 4 (page iii) – update and reference the revised PPS12 and 2008 Regulations</li> <li>• Appendix 3 – the extent of the Green Belt incorrectly excludes land to the west of A4174 Ring Road (Map 14)</li> <li>• Appendix 7 – Community profile for Emersons Green &amp; Mangotsfield states that the status of Green Belt will be reviewed as part of the consideration of the urban extension. Essential that land west of Avon Ring Road is included within the appraisal of issues and options for development on the East Fringe and the relocation of the Green Belt.</li> </ul>
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### Urban Extension West of M32

Developers/ Landowners/ Consultants	<ul style="list-style-type: none"> <li>• Important that the SA assesses all reasonable alternative options. The issues raised in the SA highlight the need to test further options beyond the two tested. These need not be remarkably different but subtle changes could result in improved SA scores.</li> <li>• Clarification is required on the rating for <u>Improve Health</u> in Option 1. Given the possibilities of improving the jobs/homes balance, it would be more appropriate to score this positively given the potential of increasing opportunities for walking and cycling to work and reducing the need to travel by car. Generally a more proactive approach needs to be adopted and relayed in the comments box having regard to impacts and the opportunities that exist to address these through sensitive masterplanning. Also require clarification on the different ratings for each option. From the text the only difference between Options 1 &amp; 2 is the mention of air quality which it is presumed forms the basis to elevate Option 2 as having a major negative effect.</li> <li>• Under <u>Help make sustainable housing available and affordable for everyone</u> Option 1 must also be rated as having a positive effect as 2,700 dwellings will make a major contribution to meeting the housing requirement. If exclude employment land housing capacity could be increased by 700-900 bringing “hybrid” Option 1 potentially accommodating the higher Option 2 figure of 3,300 dwellings. If the reason for the lower score for Option 1 is that development would have to come forward in less sustainable locations, then this should be explicitly stated.</li> <li>• Under <u>Reduce crime and fear of crime</u> the rating for both options should be positive to reflect the assessment text. Also text should refer to masterplanning providing opportunity to promote a reduction in crime.</li> <li>• Query why rating for each option under <u>Promote the conservation and wise use of land</u> differs. From assessment text main difference seems</li> </ul>
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	<p>to be that land in Option 1 is available. If there are ownership issues for land south of Ring Road this should be highlighted in text. Again SA doesn't consider wider issues and acknowledge that a more sustainable pattern of development will result than if land elsewhere is used.</p> <ul style="list-style-type: none"> <li>• Misleading to rate loss of Green Belt as negative under <u>Protect and enhance landscape and townscape</u>, as it assumes that all Green Belt land serves the purpose of protecting landscape assets. Landscape merit does not serve a Green Belt purpose. SA assessment is confused in making reference to the loss of Green Belt in respect of the "use" of land which must be recognised as separate to "purpose". SA recognises Green Belt land as having a positive role to play in retaining and enhancing attractive landscapes near to where people live. This is not relevant to this category, nor is there any evidence to suggest that the proposed development would result in the loss of land that serves this use. Land not recognised in Council's Strategic Green Belt Assessment as serving a use in landscape terms. Green Belt is a policy tool not a landscape designation. If SA considers the loss of openness in landscape terms then it should be explicitly stated that this is the matter being appraised. Further, the RSS is likely to set context for Green Belt deletion and loss of Green Belt should not be considered negatively for SA purposes.</li> <li>• Appreciate that Option 2 has greater potential to impact on the historic setting of Stoke Park, but there is no evidence to suggest that a definite adverse impact would occur so it is more appropriate to rate it as "?".</li> <li>• Require clarification on the different ratings for <u>Reduce vulnerability to flooding and sea level rise</u> as there is no information alluding to different flood risk issues.</li> </ul>
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## Other Comments

<p>Members of the Public</p>	<ul style="list-style-type: none"> <li>• Please think again about terminology like 'core strategy' - these words mean nothing and don't have the words like housing and employment development in the title. This may deter responses. I don't think many of us understand the impact of national planning guidelines changes on major developments like power stations and airports nor what effect the "core strategy" and "regional spatial strategy" have on our lives. RSS means nothing to many for example. Understanding of roles of RDA, GOSW, regional assembly, town and parish councils and who is responsible for what in the core strategy?</li> <li>• This survey needs to be about 1/4 the length and some indication of a) how long it will take and b) how many questions there are / how far through you are.</li> <li>• The way this has been publicised is a disgrace. This should have been posted out to ALL residents so they can all have a say in what happens in their local area.</li> </ul>
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## Appendix – Additional Comments Received

North Avon MP Steve Webb conducted a survey via a questionnaire of Yate and Chipping Sodbury residents, in total there were 167 responses. The questionnaire did not follow the Issues and Options format and the results were sent to South Gloucestershire Council after the closure of the Issues and Options consultation period. The questionnaire responses have been summarised below and will be given due regard by the Council.

### 1) *Do you think Yate/Sodbury can cope with 5000 more houses? Please give reasons*

- No
- Roads too congested, e.g. A432
- Green Belt should not be compromised
- Parking limited at the train station
- Closing of Frenchay hospital/lack of health services
- Not enough basic facilities
- Not with the current infrastructure
- Concerned about urban sprawl
- Health facilities are too lacking
- Public transport is too poor
- Not enough police
- Not the full amount but 2500 would be ok – it would give other people chance to live in a nice area
- Supermarkets (Tesco) and other shops are already overcrowded
- Train services are over capacity
- Not enough extra school places
- Needs to be sustainable infrastructure that comes forward together with development
- The character of Yate would be destroyed if it became too large
- Not enough local jobs
- Sewerage capacity would need to be increased
- Not enough dentists
- Green space/belt around Yate should be kept for recreation not used for housing
- Infrastructure needs to be in place before houses are built
- Not enough parking at the town centre
- Flooding is too much of a problem
- Inadequate links to Bristol
- Yes, but only if roads and services are improved
- Probably
- Open space is already over-used
- It can cope so long as there is enough investment in infrastructure

- The houses need to go somewhere but 5000 seems like too many
- Yes there is enormous growth potential

2) *The first 2500 houses; S Glos plan to put these North of Brimsham Park. Do you agree? If not, where would you put them?*

- Agree: 13
- There are no other suitable sites, even if we don't like this one.
- This area is the least constrained
  
- North of Alveston
- Hortham (increase the current development)
- We have enough houses
- Don't know
- Brownfield sites
- Nowhere in this area
- Somewhere else
- Scotland
- Nearest Brownfield sites
- Fill in the quarry and build there
- More in Wickwar, some in Iron Acton
- North Wiltshire
- Westerleigh
- Coalpit Heath
- Chippenham
- Engine Common
- The land to the north is too restricted because of historical mining and flooding
- Wotton-Under-Edge
- Doddington
- Near Wickwar Road/Chipping Sodbury
- Winterbourne
- Frampton Cotterell
- Iron Acton
- Between south Yate and Coalpit Heath or Westerleigh – these are areas that are already developed
- To the west of Brimsham Park where the road network is better
- Road to nowhere by Westerleigh Common
- Sea Stores site; end of Link Road
- North east of Chipping Sodbury
- Towards Nibley, where the old Council houses were demolished
- A new town
- Spread the development around more so no single place gets it all
- Agree, but not under power lines
- South of Yate would be better as this would give better access to Bristol and the motorways
- South of the main train line to London between Wapley Woods and Old Sodbury

3) *How far north should Yate be allowed to grow?*

- It shouldn't go any further north at all
- Not as far as Wickwar
- As far as the Fox and Hound pub
- Not so far that it merges with other towns and loses its identity
- Up to the railway line
- Brimsham
- Should not be allowed to join up with other Parishes
- Tanhouse Lane
- Not as far as Yate Rocks
- North Yate would be ideal for a better train station
- Up to the quarry
- To the A46
- No more than 2 square miles
- No more than 1 mile
- No good having a guess at this question – a planned approach should determine the answer.
- Artificial limits should not be imposed

4) *What density of housing should they build at? Officials want to go for 45 homes per hectare – that's the sort of density of Brookthorpe Court. Brimsham Park for example is about 15. The lower the density the more land gets used. What do you think is the right balance?*

- The higher the density the worse air pollution and road usage. 15 works at Brimsham Park.
- 30 per hectare
- 20 per hectare
- The same as what is already present in the local area
- Somewhere between the two
- Whatever the density, there needs to be more car parking per house
- 45 per hectare
- Low densities to keep standards high
- Same as Brimsham Park - 15
- Houses at 15-20, apartments at 35-40
- Family homes need gardens
- Pensioners prefer bungalows
- 25 per hectare
- More flats for first time buyers, no more 4-bed family houses
- Need space in between houses to allow for a greener environment
- 40
- Less than 15
- Enough space is important so that the existing character of the area has the most chance of being conserved
- 25-30 with areas for allotments
- Depends on surrounding area in order to conserve the existing character
- Low enough so that each house has enough space for car parking
- Lower densities will have less visual impact which is desirable
- Although a low density is desirable for aesthetic purposes, higher densities are needed more to enable construction of enough starter homes that are needed.
- A mix
- Depends how high they will be built

5) *If there have to be more houses, where should they go? If they go north of Brimsham Park the development will stretch all the way to Wickwar – so instead officials are suggesting 1000 at Engine Common and 1500 north and east of Chipping Sodbury. What do you think of these sites? Are there other sites you'd prefer, if the government insists on more housing here?*

- Engine Common, but Chipping Sodbury and Wickwar should be kept separate
- Engine Common ok, not Chipping Sodbury
- More at Bradley Stoke, so long as more facilities are built there
- Nearest brownfield/inefficiently used sites
- North of Yate is the best
- Westerleigh
- Out towards the A46
- To the west of Engine Common
- Stover Road
- The old quarry at Chipping Sodbury
- Both areas are suitable, but not so many on each one
- Pucklechurch

6) *A lot of the land at Brimsham Park and St John's Way is in flood zones. Do you think it should be:*

- *Built on – 4*
  - *Used to meet the requirement for open space for new housing – 15*
  - *Not built on, and provided as extra open space, above the official amount – 121*
- 
- You can't build on flood plains anyway due to rules in PPS25
  - Before Yate was built the area upon which Yate now stands was known as 'Yate Marshes'

7) *What type of housing do you think would best meet local needs – if there has to be housing? Owner-occupied, rented, housing association, housing for the elderly, starter homes... (There's no promise the developers would provide it, but at least if we say what we need officials can try...)*

- A mixture on every building project
- Mixture of starter homes and owner-occupier
- Starter homes
- Starter homes for local people
- Owner occupier
- Don't know
- Elderly
- All of the above
- Housing association
- Some rented
- Affordable housing for lower paid
- Mixed development for a balanced community
- A mixture so that every area has a variety of different people
- Not housing association
- Shortage of affordable homes as well as a shortage of open market, so perhaps there is a positive need for bungalows?
- Good quality apartments for the elderly would help to release more houses to the market

8) *If the houses are coming, what do we need to be able to cope?*

*Officials say we need:*

- *Local primary school provision (both options)*
- *New secondary school provision (both options)*
- *New local centre/s incl. shopping, health & community facilities*
- *Green spaces network and leisure/recreation facilities*
- *Station turnback facility to enable a 30 minute frequency of rail service between Yate and Bristol*
- *Walking and cycling links to services/employment and green spaces including the open countryside*
- *Improved access to motorway/freight routes*
- *Utility requirements – new relief sewer and storm water management system, water, electricity etc*

*What else do we need? – (they don't mention the cinema or a better bus service for example)*

- Frenchay Hospital needs to remain open
- More frequent bus services
- Cinema
- Mitigation of increased air pollution
- Better main roads in and out of Yate
- More employment
- More doctor's surgeries
- More for children/teenagers to do
- Better open spaces
- Bowling
- Better trains to key employment areas
- Better bus links
- Supermarkets would need to be enlarged
- Child care facilities
- Better transport for the elderly
- Better swimming pool
- Public tennis courts
- Crazy golf
- More rubbish collectors
- Bigger shops; wider range of shops
- Park and Ride
- More rail passenger capacity
- Cycle paths adjacent to all footpaths
- 20 mph speed limit for the whole of Yate
- No parking within 100 metres either side of school entry points
- Better waste/recycling collection and facilities
- More Post Offices

- More local shops
- Big library
- Redevelopment of the derelict pub in the shopping centre
- College/adult education
- Arts/cultural facilities
- Reduce traffic calming measures as these increase congestion and fuel consumption. Traffic lights only switched on when needed.
- A bus service that is integrated with the rail service
- Nightclubs/late bars
- Another larger supermarket
- Local area to be made 'Access Only', so no through roads
- Cinema, but unsure if it would be viable
- Community centre
- Another train station
- Park and ride to Bristol
- Land can be protected for a cinema but this is pointless if nobody wants to build one – a cinema is a commercial decision not a council one
- Better cycle paths/routes
- Renewable energy on site
- Additional motorway junctions
- Launderette
- Public transport is more important than a cinema, especially as it could not compete with Cribbs Causeway and Yate has nowhere to accommodate it anyway
- Finish the 'Road to Nowhere'

9) *Do we have enough green space – parks, play areas, sports pitches, informal space?*

- Yes: 68
- No: 73

*Where are the gaps?*

- Not enough open spaces for families
- South Yate
- Everywhere
- You can never have enough
- No play areas for small children in north Yate
- St John's Way area
- Colts Green
- Make better use of school playing fields
- North Yate
- On newer estates the housing is too close together
- Nowhere for teenagers to go
- Parks are full of teenagers so smaller children are scared to use them.
- Lakes for recreation and feeding birds/fishing
- You can never have enough green space
- Goose Green
- In any newer developments
- In Yate Town centre
- Around Shire Way

*How would you rate the quality of green spaces in Yate/Sodbury?*

- Good: 54
- Reasonable: 73
- Poor: 26
- No opinion:

*What improvements are needed?*

- No more loss of green spaces
- Policing/security to stop vandalism and anti-social behaviour, e.g. under-age drinking
- Where new houses are built appropriate green space needs to be built into plans
- More sports pitches
- Clearing up of broken glass
- Improve the area around Kingsgate Park
- Park keepers
- More dog waste bins, emptied more frequently

- Better grass cutting
- Better maintenance
- Seats in Kingsgate Park
- B&Q should be moved to the trading estate to make a park
- More parking, especially disabled, at Kingsgate Park
- Unstructured green spaces such as meadows and woodland
- Adventure playgrounds
- Stone benches
- Improvements will be needed if the new houses are built
- Landscape the open space by Wellington road instead of leaving it derelict with brambles
- More water areas e.g. lakes and rivers
- More quiet walking/sitting areas
- Parks rather than commons
- More allotment space
- Green spaces are often used by chavs for smoking, drinking and doing drugs
- More places for children to play football
- More weed killing
- More/better toilets
- Picnic tables/seats
- Car park for the common needed
- More bins
- Refreshments facilities
- Tree planting along roads
- More dropped kerbs

10) *Do we need more jobs in Yate/Sodbury?*

- Yes: 99
- No: 16
  
- We would only need more jobs if more housing is built
- More jobs only if they go to local people
- Yes, because that will help to reduce commuting
- They need to be provided before the houses

*If yes, what type of jobs?*

- Manufacturing
- Distribution
- For the unskilled and school leavers
- School hours with school holidays
- A mix
- IT
- Hi-tech manufacturing
- Office/clerical
- Clerical/administration
- Not big factories
- Professional
- Factories
- Financial
- Non-public service/non-local authority
- Not industrial as that would spoil the area
- Better paid jobs
- Apprenticeships for school leavers
- Light engineering
- All types
- Open space management
- Not retail
- Jobs that people currently travel to Bristol to do

*Where should they go?*

- In the trading estate
- All over Yate/Sodbury
- New business park which could result in the releasing of more brownfield sites
- Increase Yate Trading Estate
- Nibley area (Gypsy camp)
- Industrial areas

- By the railway
- Pucklechurch
- Build offices and industry in place of the proposed housing to reduce commuting
- Redevelop existing business parks
- Either a new trading estate or extension of existing ones
- Empty units in the industrial estates
- Plenty of premises not currently used
- New area in Engine Common development
- Badminton Road
- Stover Road
- Adjacent to existing/future development
- Overflow car park
- Edge of the town
- At the end of the road to nowhere

11) *Do you have experience of traffic congestion in Yate or between Yate and your place of work? If so, please tell us about it e.g. the place and times of the congestion (the Government Panel said we have good road links, so we need to spell out our problems).*

- A432 and B4058 congested due to volume at peak times
- Links to the ring road
- Goose Green Way at Peak times
- Make the link road one way only
- Need a by-pass for Station Road
- Rush hours
- Weekends around the shopping centre, especially 10am-3pm
- Iron Acton Road
- Along Station Road, from Church Road/White Lion to Yate Station at peak times
- All roads in and out of Yate at peak times
- Too many heavy goods vehicles
- Many of the link roads are too narrow and a danger for cyclists
- Outside the schools
- Anywhere during peak times
- Too many traffic lights
- People to need to be encouraged to not drive their children to school as this is a major cause of congestion
- The B&Q roundabout needs traffic lights
- Cycling needs to be made easier

12) *What improvements are needed to bus services within Yate and between Yate and other places?*

- Subsidies/cheaper fares
- Stop cut-backs
- Extend frequency and range
- The services are good, it's the congestion that makes it bad
- Reliability
- Keep the X services as they are now
- Better buses to Aztec West
- Better buses to the Mall/cinemas
- More choice of routes
- Better bus service to Bath
- Better disabled access
- Brimsham Park to south Yate
- Buses need to be on time
- Yate needs a proper bus station
- Yate to the Mall
- Better links to Thornbury
- Fast express services to Bristol and Bath
- English speaking drivers
- Better services between nearby towns such as Thornbury and Keynsham

*Which is more important, improving the buses or more trains?*

- *Buses:* 35
- *Trains:* 19
  
- People can find it hard to get to train stations
- Keeping the buses is most important
- Bus station is too far out
- Cleaner buses and more trains
- Better information, updated real time
- Need a multi story car park if shoppers from outside are going to be attracted, plus trains need more parking spaces
- More trains needed at peak times
- Push bikes should be allowed on buses and trains
- Neither – cycling should be encouraged the most

A high proportion of respondents stated that they were both as important as each other.

13) *What are the most important improvements needed to our train service? (put 1 for most)*

*Turnback = 1: 54*

*Better, free parking = 1: 20*

*Improved station access = 1: 8*

*Turnback = 2: 15*

*Better, free parking = 2: 28*

*Improved station access = 2: 9*

*Turnback = 3: 2*

*Better, free parking = 3: 8*

*Improved station access = 3: 29*

*Other:*

- Shuttle bus to and from centres
- All are of equal importance
- Yate Station should be manned every day
- Make them cheaper
- Better/longer rolling stock
- Put timetables through people's doors on a regular basis
- Need later buses to and from Bristol
- Affordable services
- Better security at Yate Station
- Trains that arrive on time
- Make it safer at night
- Second train station
- Better information services
- Cycle storage and cycling links to the station
- Security of vehicles
- More passenger capacity on each train
- Shuttle bus to shopping centre
- Better ticket facilities
- Why should anybody be able to park for free?
- Need more trains to London and Bath, not just Bristol

14) *Does the town centre need more leisure facilities, shops or other improvements? If so, what?*

- Cinema
- Something for youngsters and teenagers, e.g. cafe
- Open air pool
- Tennis courts
- Better/bigger supermarket
- Less card shops/banks/phone shops
- More leisure facilities, especially if additional houses are built
- Better pool
- More clothes shops, especially for men and children
- Increased/better parking
- Decent restaurant
- Indoor tennis facility
- Marks and Spencer
- You can't fit more in, so the fire station and ambulance building should be moved to make more room
- More food shops
- Why build more shops when the rents are already too high and shops are already closing down?
- Theatre
- If the proposed housing happens we will need more of everything
- More Post Offices
- Community hall
- Newsagent
- More free sports facilities
- Shoe shops
- Shops that sell local produce
- Lower rents on shop units
- The town centre dies after 6pm so leisure facilities and restaurants are what's needed
- Better of advertisement of what there is already because it's not too bad
- It is adequate as it is, but upkeep is very important
- Knock down the current shopping centre and build a new under cover centre
- No more shops as this would increase traffic
- Should be less smaller shops and replace them with a bigger supermarket(s)

*15) What else does the town need that it hasn't got at present?*

- Clothing shops for the over 50s
- More open space, especially for families to enjoy nature
- Currys
- Cheaper shop rates
- More free car parking
- Cinema
- Bowling ally
- More community policemen
- Leisure facilities for families
- Retail units such as those at Longwell Green
- Hall with stage
- More home care for the elderly
- Better youth facilities
- Bookshops
- More newsagents
- Furniture store
- Electrical store
- More disabled parking
- Fast food shops
- Internet café
- A building like Chipping Sodbury Town Hall that is centrally placed
- Police station
- Better health facilities
- Better facilities for the disabled, e.g. a warm exercise pool
- Bigger library
- Nightclub for young people
- Bigger sports hall/leisure centre
- Better drainage to avoid flooding
- A one-way system
- It's ok as it is
- Hotel
- More dropped curbs
- Somewhere for theatre and live music