Appendix 5

South Gloucestershire Core Strategy

Consultation Statement for Pre-Submission Draft

June 2010

South Gloucestershire Council

Contents

1.   Introduction

1.   **This report draws together, in a summarised form, the comments from the various engagement and consultation exercises undertaken to date, and shows how these comments have been taken account of in the Pre-Submission Publication Draft Core Strategy.**

2.   The engagement and consultation exercises fall into 3 distinct time phases, and have been documented, together with details of the comments made, in the following reports, which are available as separate documents:

Pre-Issues and Options (March 2007 – February 2008)

All engagement undertaken during this period is documented in the *Pre-Issues and Options Engagement Statement*

Issues and Options (May 2008 - April 2009)

Responses submitted to the Issues and Options Consultation Document are summarised in the report *Issues and Options Consultation- Summary of Comments*

All other engagement undertaken during the Issues and Options consultation period (May – July 2008), and in the immediate months following, is documented in the *Issues and Options Engagement Statement.*

Post Issues and Options (June 2009 – February 2010)

All engagement undertaken during this period is documented in the *Post Issues and Options Engagement Statement.*

3.   The consultation and engagement work undertaken varied between focused activities (e.g. workshops on particular locations/areas, questionnaires and targeted consultations on proposals) and activities where the purpose was exploring ideas or information gathering and dissemination (e.g. Youth Summit, Extra Care Event and Local Strategic Partnership events). While the latter form of engagement has helped and informed officers in place-shaping and in their understanding of policy areas, this engagement work cannot be directly attributed to individual policies or proposals. Consequently, this report only refers to those consultation and engagement activities which are attributable. These are:

Pre-Issues and Options (March 2007 – February 2008)

- Residents' Questionnaire - June 2007
- South Gloucestershire Council Inter-departmental Officer Workshop - June 2007
- South Gloucestershire Councillor and Parish/Town Council Workshop - October 2007
- Key Stakeholder Workshop - October 2007

<u>Issues and Options (May 2008 - April 2009)</u>

- Issues and Options Consultation Responses – May-July 2008
- Issues and Options Consultation North Fringe Workshop - May 2008
- Issues and Options Consultation East Fringe Workshop - May 2008
- Issues and Options Consultation Yate and Chipping Sodbury Workshop - May 2008
- Issues and Options Consultation Thornbury and Villages Workshop - May 2008
- Thornbury Town Council's consultation on future housing - Summer 2008

<u>Post Issues and Options (June 2009 – February 2010)</u>

- Thornbury Stakeholder Workshop – October 2009
- Web based informal consultation on the Vision and growth options for Thornbury – October/November 2009
- South Gloucestershire Members Rural Areas Steering Group 2009 – 2010
- Yate and Chipping Sodbury Workshop - November 2009
- North Fringe Workshops - December 2009
- South Gloucestershire Environment Partnership - January 2010

4.   While the Draft Core Strategy has taken account of consultation and engagement, there are other factors to be considered in drafting policies and proposals. These include government guidance, which evolves and changes, the findings of the technical work which is being carried out to support the Core Strategy (referred to as the Evidence Base), as well as the Sustainability Appraisal. Further, the Issues and Options phase of consultation and engagement reflected the housing numbers and locations which, at the time, were emerging from the Regional Spatial Strategy, and was an opportunity for the Council to make people aware of what was being put forward. The Council strongly objected to the levels of growth proposed in the Regional Spatial Strategy and the Draft Core Strategy therefore reflects levels of future development which the Council thinks is achievable and sustainable. Therefore, while this report shows where consultation and engagement has fed in to the policies, it does not show the other material considerations which have shaped them.

Format of the Report

5.   The format of the report generally follows the format of the Pre-Submission Publication Draft Core Strategy, and is divided into 3 sections – Vision and Key Issues, General Core Strategy Policies and Area Based Policies. For each topic area the relevant consultation and engagement activities are listed at the top of the page, together with cross references to the pages in the various reports/statements where the comments from these activities are set out in more detail.

6.   The table which follows, briefly details the summarised comments for each relevant activity, and at the end points the reader to the policy or policies in the Draft Core Strategy which have been informed by the comments, together with the Council's response.

Issues and Options

7.   A substantial number of the comments received on the Issues and Options document related to a Questionnaire. As this Questionnaire does not follow the order of the Draft Core Strategy, the following table sets out where the responses to the various questions can be found in this report.

Issues and Options Document		Relevant Section in this Report	
Section	*Question Nos.*		*Page No.*
Introduction and Key Issues			
2. The Vision	1	Vision	5
5. South Gloucestershire by 2026 - Key issues	2	Key issues	6
Key Issue 1: Delivering Growth	3	Infrastructure and Developer Contributions	14
Key Issue 4: Continued Economic Prosperity	4A	Economic Development	22
	4B		
	5	Town Centres and Retail	24
	6	Minerals	21
	7		
Key Issue 5: Providing Housing for All	8	Affordable Housing	30
	9		
	10		
	11	Housing Density and Urban Intensification	26
	12		
Key Issue 6: Protecting and Enhancing the Environment	13	Environmental Resources and Built Heritage	19
	14	High Quality Design	8
Key Issue 7: Health and Well-being	15	Infrastructure and Developer Contributions	14
	16		
	17	Green Infrastructure	10
	18		
Key Issue 8: Reducing and Adapting to Climate Change	19	Renewable and Low Carbon Energy	12
	20		
	21		
	22A		
	22B		
	23		
	24		
Spatial Strategy			
North Fringe of Bristol	The North Fringe of Bristol Urban Area	25 to 33	North Fringe of Bristol Urban Area	32
	Urban Extension – West of M32	34 to 38	East of Harry Stoke New Neighbourhood	38
	Housing Development at Cribbs Causeway and Filton	39 to 43	Cribbs/Patchway New Neighbourhood	40
East Fringe	The East Fringe	44 to 53	East Fringe of Bristol Urban	42

Issues and Options Document			Relevant Section in this Report	
Section		**Question Nos.**		**Page No.**
of Bristol	of Bristol Urban Area		Area	
	Urban Extension – East of Kingswood	54 to 58	Urban Extension – East of Kingswood	45
Yate / Chipping Sodbury	Yate / Chipping Sodbury Urban Area	59 to 64	Yate and Chipping Sodbury	48
	Urban Extension at Yate / Chipping Sodbury	65 to 69	North Yate New Neighbourhood	53
	Housing Development within Yate / Chipping Sodbury	70 and 71	Yate and Chipping Sodbury	48
Thornbury		72 to 78	Thornbury	57
Rural Settlements		79 to 82	Rural Areas	65
Severnside		83 to 87	Severnside	69

2.   Vision

Engagement on the Vision was covered in:

- Issues and Options Consultation June 2008 (Question 1) *(Issues and Options Consultation-Summary of Comments – pages 4-7)*

**Issues and Options Consultation June 2008 (Question 1)**

Q1 suggested the Vision could include the following elements:
- 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'

There was general agreement that all the elements listed should be included in the Vision.

A number of other elements were also identified by respondents as having being missed out: Some of these are aspects of the elements listed in Q1, while others fit under the following headings:
- Meeting the need for development
- Resource Management
- Achieving sustainable development
- Protecting and enhancing community life
- Appropriate timing of delivery of development
- Supporting and adapting skills

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Vision
Strategic Objectives
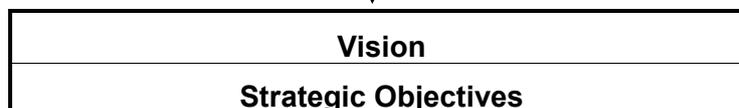
Council's Response

The overarching vision for the Core Strategy builds on the vision of the Sustainable Community Strategy by recognising that the district will continue to be a 'great place to live and work'. This is further developed by reference to an attractive and accessible environment, healthier and more sustainable lifestyles, balanced, vibrant and safe communities, as well as ready access to jobs and supporting services and facilities. The economy will continue to be buoyant and prosperous and there will be active management of the impacts of climate change. This visions is supported by a range of strategic objectives which cover the various elements supported and identified by respondents.

3.   Key Issues

Engagement on key issues was covered in:

- Issues and Options Consultation June 2008 (Question 2) *(Issues and Options Consultation-Summary of Comments – pages 8&9)*

Issues and Options Consultation June 2008 (Question 2)

Q2 asked for agreement with the following key issues

- 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 level of support for the key issues which concern development and those which are concerned with the environment in its broadest sense, the latter having the greater level of support This reflects the broad opinion that the scale of growth proposed for South Gloucestershire over the next 20 years in the Issues and Options document is too high.

A number of issues were specifically identified by respondents as having being missed out as Key Issues for the Core Strategy:
- Integrating development with existing urban areas
- Protecting natural resources
- Minimising waste
- Flood risk
- Improving sport and leisure facilities
- Matching infrastructure provision with development
- Achieving sustainable development
- Protecting and enhancing quality of life
- Implementation and delivery
- Improving Education and Skills

Key Issues

see also Vision and Strategic Objectives

Council's Response
The Key Issues have been modified to reflect responses, although some of the issues identified by respondents are detailed aspects of these Key Issues rather than being additional ones. The Key Issues are: Reducing and Adapting to Climate Change

(including mitigating for flood risk); Managing Future Development (including achieving sustainable development, integrating with existing communities, timely delivery of supporting infrastructure and facilities); Maintaining Economic Prosperity (including supporting job creation and a more equitable distribution of job opportunities); Providing Housing for All; Improving Existing Communities; Tackling Congestion and Improving Accessibility; Managing Environmental Resources and Heritage; and Improving Health and Wellbeing (including improving the opportunity for physical activity and improving quality of life).

4.   High Quality Design

Engagement on design was covered in:

- Issues and Options Consultation June 2008 (Questions 14 & 22B)
  (Issues and Options Consultation-Summary of Comments – pages 45-47 and 68-69)

Comments on design were also raised at:

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

Stakeholder Workshops - June-October 2007

- Need to find out what is distinct about local areas
- The design of and the materials used in new development should be contemporary, incorporating energy saving/efficiency.
- Density influences the amount of green space that can be retained. Any Master Planning must incorporate different densities to reflect different characteristics of areas.
- Contemporary design incorporating energy efficiency/conservation welcomed.
- Design and urban design crucial to the success of the built environment in addressing issues such as energy efficiency and healthy environments Community gardens vs. private individual gardens.
- 'Good urban design' supports healthy environments & well-being.
- Encourage more farmers' markets within the existing centres.
- Allotments encourage local food production, especially as gardens are getting smaller with increased densities.
- Recognise that urban areas are getting hotter. Protect existing green spaces and make provision for more green space to cool urban areas down.

Issues and Options Consultation June 2008 (Questions 14 and 22B)

Q14 asked which of the following aspects people considered to be 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)

General agreement that all the above are aspects of good design. A range of other suggested elements were put forward as components of good design, although a number are more specific aspects of the elements identified above, rather than being additional elements. The suggested additions relate to:

- Supporting green infrastructure
- Supporting the car
- Supporting well-being

Q22B asked whether the Core Strategy should require 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. A significant proportion of respondents supported the Draft RSS policy dates.

Policy CS1 – High Quality Design

Council's Response

Design Policy CS1 sets out criteria for the assessment of high quality design in new development, requiring development proposals to demonstrate a clear understanding of both the site and the locality's historic context. The policy also identifies seven key components of design that the Council is committed to achieving, with particular emphasis on promoting community health and wellbeing and climate change mitigation and adaptation measures: promoting shared accessible public realm and play opportunities; promoting biodiversity, tree cover and food cultivation in landscape schemes; using public art to enhance legibility, character and distinctiveness; meeting Code for Sustainable Homes levels/BREEAM standards; tackling crime and the fear of crime; waste reduction; flood risk and management.

5.   Green Infrastructure

Engagement on Green Infrastructure issues was covered in:

- Residents' Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*
- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*
- Issues and Options Consultation June 2008 (Questions 17 & 18) *(Issues and Options Consultation-Summary of Comments – pages 54 - 57)*
- South Gloucestershire Environment Partnership - January 2010 *(Post Issues & Options Engagement Statement – Appendix 11)*

NB See Sections 16-26 for comments on Green Infrastructure in relation to specific areas of South Gloucestershire

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Residents' Questionnaire - June 2007

- The majority of residents consider the quantity of open space in their local area to be good or reasonable. A slightly lower proportion consider the quality of this open space to be good or reasonable.
- Yate residents are happiest with their open space provision. Those in Thornbury are the least happy, followed by North Fringe residents.

Stakeholder Workshops - June-October 2007

- Increase provision of open space, sport and recreation facilities for children and youths
- Active lifestyles result in less health problems
- Increase spending on public rights of way and cycling
- Need for greater protection of open space
- Green Infrastructure must be provided in a holistic way
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Issues and Options Consultation June 2008 (Questions 17 & 18)

Q17 & Q18 asked what standards should be applied in the provision of formal and informal open space and recreation. There was significant support for local standards to be set rather than a reliance on either national standards or other options.

South Gloucestershire Environment Partnership - January 2010

The Partnership were asked to comment on early drafts of the Open Space Standards policy, local standards and the Green Infrastructure Objectives policy.

Open Space Standards Policy and Draft Standards
- Policy should allow for both management schemes and commuted sums

- Method of calculation should be available
- Question whether standards take account of private land
- Standards seem unreasonable. More detail needed on their background. Further consultation should be undertaken before they are included in the Core Strategy
- Option of delivery off-site should be open to developer as well as Council
- Unclear whether any site size thresholds will apply
- Policy appears to be seeking to rectify known shortfalls by penalising new development.,

Green Infrastructure Objectives Policy
- Clarify whether policy applies to existing and new communities
- Include "quality of life" phrase
- Recognise access role of GI assets
- Recognise importance of informal recreation and natural play
- Include blue infrastructure
- Clarify "ongoing management and maintenance"
- Clarify statement relating to local food cultivation
- Include protection for best agricultural land
- Delivery should be integral to policy
- Include health promotion benefits in GI objectives
- Policy needs to be stronger on protecting existing assets

Policy CS2 – Green Infrastructure

Policy CS24 – Open Space Standards

Council's Response

Policy CS2 on Green Infrastructure encapsulates the need for Green Infrastructure and the desire to work with partners to deliver the best network, and the need to ensure spaces, where possible, are multi-functional and assist with addressing climate change issues. Strategic sites are protected and enhanced – with the encouragement of linkages to form a better network.

Local provision standards for open space will be set out in the Green Infrastructure Strategy rather than in Core Strategy policy. Policy CS24 therefore sets out the principles that will be applied in assessing open space provision for new development. These include: seeking a broader range of open space types, to include allotments and natural space; compliance with all local provision standards; delivering provision on-site; the function of open spaces for their intended purpose; adherence to Green Infrastructure objectives; delivery of open space in employment areas; and that open spaces should be environments for play.

6.   Renewable and Low Carbon Energy

Engagement on renewable energy issues was covered in:

- Stakeholder Workshops - June-October 2007 (*Pre-Issues & Options Engagement Statement – Appendices 7 & 8*)
- Issues and Options Consultation June 2008 (Questions 19 – 21 & 22A) (*Issues and Options Consultation-Summary of Comments – pages 58 - 67 *)

Stakeholder Workshops - June-October 2007

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

Issues and Options Consultation June 2008 (Questions 19-21 & 22A)

Q19 asked whether larger developments should aim to exceed the draft Regional Spatial Strategy target of 20% reduction in CO2 emissions. From the responses there was no clear view.

Q20 asked in what other ways the Core Strategy could meet the targets in the Council's Climate Change Strategy. The responses covered the following areas:
- Planning policy
- Developer contributions/incentives
- Financial incentives
- Relaxation of planning controls
- Council action

Q21 asked whether particular areas of South Gloucestershire should be identified for particular types of energy generation.

Q22A asked what should be included in Core Strategy policies to ensure that more sustainable development is achieved in the future? In response, renewable energy was cited as one area for action.

Generally there was support for more renewable energy generation, including as part

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of development sites. There was no consensus about how best to deliver it.
General comments made on renewable energy from the questions:

- There needs to be an objective assessment on viability of proposed targets.
- The use of on-site renewables may not always be the most appropriate solution to lowering emissions.
- Off-site facilities may be more efficient and appropriate.
- The LDF should have a positive policy framework which encourages renewable energy developments.
- Sites should be allocated for energy generation.
- The Green Belt should be utilised for energy generation.

Policy CS3 – Renewable and Low Carbon Energy Generation

Policy CS4 – Renewable or Low Carbon District Heat Networks

Council's Response

Policy CS3 provides positive support for renewable & low carbon energy while Policy CS4 requires developers to investigate district heating as a low carbon energy source. The Core Strategy evidence base paper on Renewable Energy Potential suggests district heating networks will have major role to play in delivering low carbon energy in South Gloucestershire. Any identification of areas and/or sites for the development of renewable or low carbon energy generation installations will be in the Sites and Policies Development Plan Document.

The potential for renewable energy technologies and district heating networks is also referred to under 'sustainable construction' in Policy CS1.

7.   Infrastructure and Developer Contributions

Engagement on infrastructure provision and developer contributions was covered in:

- Residents' Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 3, 15 & 16) *(Issues and Options Consultation-Summary of Comments – pages 12, 13 & 50-53)*

Residents' Questionnaire - June 2007

Meeting and socialising with people in the local area:
- More people meet and socialise with people in their local area in Thornbury and the rural settlements than in Yate and the Bristol urban area.
- Out and about in the street or in neighbours' homes are the most popular places for meeting and socialising
- Within urban areas, pubs and local groups/clubs are popular.
- In the East Fringe local shops are important meeting places
- In the rural area, local shops and the village/community hall are important meeting places

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Stakeholder Workshops - June-October 2007

The workshops discussed the shortfall of facilities in the various part of South Gloucestershire.

Issues and Options Consultation June 2008 (Questions 3, 15 & 16)

Q3 asked whether a policy that seeks a developer contribution on each new dwelling to ensure the delivery of infrastructure requirements should be established. There was significant support for such a policy but also concerns about how the policy would operate.

Q15 asked whether there should be a policy which seeks a developer contribution on each new dwelling to ensure the sufficient provision of libraries, and **Q16** asked a similar question in respect of community meeting places. Again, while there was significant support for such policies, there were concerns about how these policies would be applied.

CS6 – Infrastructure and Developer Contributions

CS23 – Community Buildings and Cultural Activity

Council's Response

Policy CS6 requires developer contributions through the provision of on-site infrastructure, services and community facilities or financial contributions. These contributions will be secured through the use of planning obligations and, where appropriate, will be sought on a tariff basis.

Policy CS23 is a more specific policy relating to the provision of additional, extended or enhanced community buildings and encouraging participation in cultural activity.

8.   Transport Infrastructure and Accessibility

Engagement on transport and accessibility issues was covered in:

- Residents' Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*
- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

NB See Sections 16-26 for comments on these issues in relation to specific areas of South Gloucestershire

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Residents' Questionnaire – June 2007

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

Stakeholder Workshops - June-October 2007

General
- Council should ensure that alternatives to the car are in place.
- People will only use public transport when it is cheaper than using the car.
- New development must be of sufficient size to provide the "critical mass" to public transport the opportunity to work
- Engage more closely with public transport providers in developing policies in the Core Strategy
- Comprehensive strategic transport system over the West of England area is required
- High densities needed to encourage provision and use of public transport
- Political support must be increased for high density, car free schemes.
- Changes to travel patterns are also to do with cultural and attitude changes

Congestion
- Congestion problems vary across South Glos.
- Public transport is key to addressing congestion.
- Public transport needs to be bus based.
- Need to reduce car travel as well.

Reducing car travel
- Employers to encourage home-working and hot-desking

Rail
- Should be free parking at railway stations
- Larger parking areas should be provided at stations
- Cheaper train travel at all times .

Light Rapid Transit
- Need for LRT into Bristol.

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

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

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

Cycling
- Safety issues a concern.
- Need safe, segregated provision for cyclists on road and, where sufficient room available, shared space on pavements.
- Provision of "Cycle Banks" in South Gloucestershire- plastic card pre-pay system which enables the pick up of cycles at different locations.
- Council should have larger budget for cycling and walking to encourage these modes of transport
- More funding should be provided for commuter cycle routes.
- Additional cycle lanes should be provided
- Need to design for cycling and walking including bike storage.
- Need to provide long distance cycle routes for commuting.
- Cycle lanes required from Yate to Bristol.

Journeys to School
- Children should be picked up by school bus to reduce travel by car.
- Parents should walk their children to school

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

Image of Alternative Modes of Transport to the Car
- Image of public transport, cycling and walking should be improved.

Section 106 Agreements
- Agreements should ensure that public transport/cycling/walking provision and funding should be required/provided before house building commences.

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

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

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                              │   Policy CS7 – Strategic Transport │
                              │            Infrastructure          │
                              ├──────────────────────────────────┤
                              │ Policy CS8 – Improving Accessibility│
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Council's Response

Policy CS7 sets out a range of strategic transport infrastructure packages that will reduce congestion and improve accessibility by means other than the private car. Land will be safeguarded to ensure that the development of these schemes is not prejudiced. These packages include improvements to the bus network, rail services and rail infrastructure and the pedestrian and cycling network, as well as rapid transit routes, road links, safeguarding land and smart ticketing.

Policy CS8 sets down a number of principles that will be applied to provide the users of new development with a range of travel options other than the private car, including: locating new development nearer to existing and proposed public transport infrastructure; off-site local transport improvements; pro-active facilities and measures to reduce travel demand; and demand management including maximum car parking standards, integrated car parking and cycle parking facilities.

9.   Environmental Resources and Built Heritage

Engagement on environmental resources and built heritage issues was covered in:

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 13, 23 & 24) *(Issues and Options Consultation-Summary of Comments – pages 43, 44, 70 & 71)*

Stakeholder Workshops - June-October 2007

General comments:
- Protect higher grade agricultural land
- Plan seriously for allotments to encourage local food production especially as gardens are getting smaller with increased densities.

Issues and Options Consultation June 2008 (Questions 13, 23 & 24)

Q13 asked which of the following locally important features and interests should be protected
- Archaeological interests
- Buildings and structures
- Nature conservation (biodiversity)

There was 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.

Q23 asked which action on flood risk is the most appropriate:
- To avoid development on floodplains, or
- To allow development which has been properly designed for a flood risk location

A clear majority of respondents considered that development should be avoided on floodplains.

Q24 asked for suggestions as to ways, in addition to Sustainable Drainage Systems, to reduce the risk of flooding from surface water run-off. The suggestions put forward fell into 3 distinct groups – restricting the overall level or location of development; employing sustainable construction techniques; improving drainage and/or reducing surface water run-off.

Policy CS9 – Environmental Resources & Built Heritage

Council's Response
Policy CS9 provides an overarching policy which seeks to protect, improve and enhance the natural, built and historic environment through a range of measures which include: locating development away from areas of flood risk; reducing and managing the impacts of flood risk; the efficient use of natural resources; protecting valued agricultural land; and promoting local food cultivation. These themes are also integral to Policy CS1 on high quality design.

10. Minerals

Engagement on minerals issues was covered in:

- Issues and Options Consultation June 2008 (Questions 6 & 7) *(Issues and Options Consultation-Summary of Comments – pages 28-31)*

Issues and Options Consultation June 2008 (Questions 6 & 7)

Q6 asked about crushed rock production and whether the production requirement figure for the West of England should be split between North Somerset and South Gloucestershire by:
- continuing with the same split of South Gloucestershire 60%, North Somerset 40%
- reducing the split for South Gloucestershire
- increasing the split for South Gloucestershire

A significant number of respondents favoured a continuation of the present 60:40 split between South Gloucestershire and North Somerset.

Gloucestershire County Council have identified a potential 3 million tonnes shortfall in meeting their production requirement from the quarries in the Forest of Dean. **Q7** asked how much of this shortfall the South Gloucestershire quarries should meet. View were expressed on all 3 options.

Policy CS10 – Minerals

Council's Response
Policy CS10 continues with the 60:40 split between South Gloucestershire and North Somerset and doesn't look to meet any of the Forest of Dean shortfall. This is because new national and regional guidelines were published in 2009 for 2006-2020. These guidelines will be apportioned to the sub-regional level later in 2010 and, as part of this process, consideration will be given to the geographical distribution of mineral resources across the South West region. Policy CS10 will be amended to take account of the new apportionment prior to submission of the Core Strategy to the Secretary of State.

11. Economic Development

Engagement on economic development issues was covered in:

- Residents' Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 4A & 4B) *(Issues and Options Consultation-Summary of Comments – pages 18-21)*

NB See Sections 16-26 for comments on these issues in relation to specific areas of South Gloucestershire

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Residents' Questionnaire - June 2007

- Limited job choice was a reason cited by Thornbury residents for not liking where they live, whereas a lack of local jobs was cited by residents in the rural areas.

Stakeholder Workshops - June-October 2007

General comments:
- Core Strategy must support productivity led growth through focus on key drivers like skills, innovation, enterprise, infrastructure. The skills gap could constrain development.
- The needs of the aerospace industry at Filton must be met so as to safeguard the future of the industry
- Retention of small, medium and large business is key to South Gloucestershire's prosperity
- Sustainable communities mean local jobs
- The voluntary sector is important and suffers from a lack of affordable office space
- Link jobs to new housing
- Broaden employment base
- Protect existing employment land
- Effective transport links between residents and employment areas are required

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Issues and Options Consultation June 2008 (Questions 4A & 4B)

Q4A asked whether the Core Strategy should continue to protect employment areas from other forms of development. Two thirds of respondents supported the continuation.
Q4B asked whether first priority should be given to employment uses on any non-employment land which becomes available for redevelopment. Only a third lf respondents were in favour if such a policy.

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| **Policy CS11 – Distribution of Economic Development Land** |
| **Policy CS12 – Safeguarded Areas for Economic Development** |
| **Policy CS13 – Non-Safeguarded Economic Development Sites** |

Council's Response

Policy CS11 sets out the Council's commitment to maintain an appropriate supply of employment land, both by providing new land and safeguarding existing employment land.

Policy CS12 continues safeguarding a range of employment sites across South Gloucestershire, but the list is broader than the list of sites currently safeguarded in the South Gloucestershire Local Plan, although a few are safeguarded only on an interim basis in recognition that alternative uses may be more appropriate in the longer term.
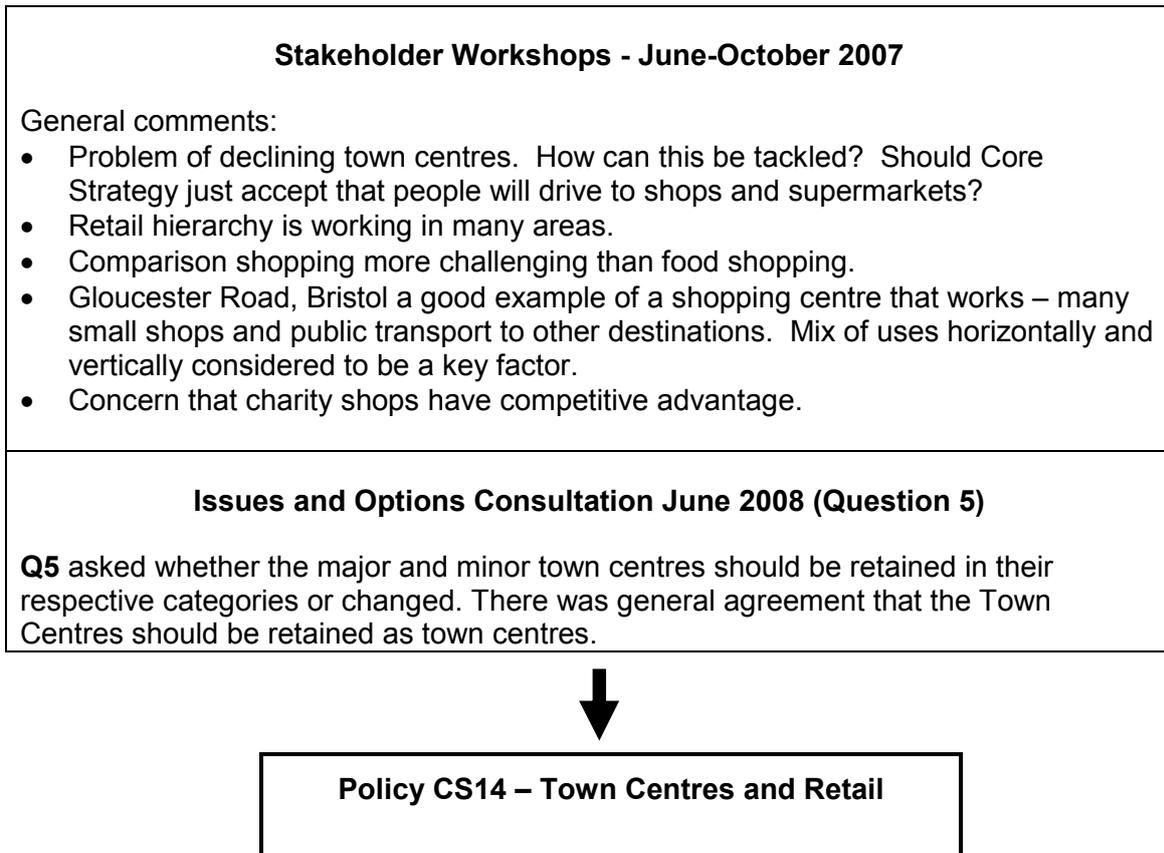
Policy CS13 seeks to protect the loss of smaller economic development sites not safeguarded under Policy CS12, and favours mixed use development over residential where continuation in economic use is neither sustainable nor appropriate.

12. Town Centres and Retail

Engagement on town centre and retail issues was covered in:

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Question 5) *(Issues and Options Consultation-Summary of Comments – pages 18-21)*

NB See Sections 16-26 for comments on these issues in relation to specific areas of South Gloucestershire

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Stakeholder Workshops - June-October 2007

General comments:
- Problem of declining town centres. How can this be tackled? Should Core Strategy just accept that people will drive to shops and supermarkets?
- Retail hierarchy is working in many areas.
- Comparison shopping more challenging than food shopping.
- Gloucester Road, Bristol a good example of a shopping centre that works – many small shops and public transport to other destinations. Mix of uses horizontally and vertically considered to be a key factor.
- Concern that charity shops have competitive advantage.

Issues and Options Consultation June 2008 (Question 5)

Q5 asked whether the major and minor town centres should be retained in their respective categories or changed. There was general agreement that the Town Centres should be retained as town centres.

Policy CS14 – Town Centres and Retail

Council's Response

Policy CS14 defines the retail hierarchy for the centres in South Gloucestershire and focuses new development in the town and district centres, with local centres/parades to meet local needs only. Development that would detract from the vitality and viability of the town centres will be resisted and retail units will be protected from loss. The sequential approach will be applied (i.e. town centre first) and impact assessments will be required for town centre uses over 1,000 sq.m. net.

The policy recognises the longer term aspiration to create a town centre at Cribbs Causeway but that in the interim the retail warehouse parks and The Mall will continue to be treated as out-of-centre. Further retail floorspace at The Mall will be limited to 1,500 sq.m.net.

Longwell Green Retail Park will continue to be out-of-centre, while Abbey Wood Retail Park is within an area of change and remodelling may be more appropriate than continuation as a retail park.

13. Housing Density and Urban Intensification

Engagement on housing density issues was covered in:

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 11 & 12) *(Issues and Options Consultation-Summary of Comments – pages 39-41)*

NB See Sections 16-26 for comments on these issues in relation to specific areas of South Gloucestershire

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Stakeholder Workshops - June-October 2007

General comments:
- Densities need to reflect the character of an area.
- Density of development considered to be a key factor in making areas work, but also requires the provision of facilities and links, within walking distance.
- Need to choose the right balance between high density intensification and quality of life, especially in terms of green infrastructure, so that the urban area continues to be a place where people want to live
- High density not to be at the expense of disadvantaging certain groups
- Urban intensification (building on gardens, open spaces etc at high densities) will have a lot of potential negative environmental impacts including: drainage issues, loss of biodiversity and urban heat islands (not currently measured).

Issues and Options Consultation June 2008 (Questions 11 and 12)

General comments:
- Higher densities appropriate in locations with good accessibility although this 'efficient' use of land might change the character of existing urban areas .
- Concerned about loss of green space with higher density development

Q11 asked about the approach to housing density and use of brownfield land, but there was no clear consensus from the responses. Additional comments made were
- Support more flexible approach to densities but not at the expense of Green Belt
- Need some flexibility in densities to reflect the character of an area
- Each site should be looked at individually .
- Use PPS3 targets which offer flexibility because there is more to the density issue than location
- Take a flexible approach to density whilst always seeking to maximise the efficiency of land. Varying densities according to distance from a town/local centre is too narrow an approach
- Recognise need to maximise densities but there is a need to ensure mix of housing types including family houses with gardens
- High densities not to be at the expense of the natural environment or loss of open space.

Q12 asked whether the Core Strategy should include a policy which restricts intensification of housing on residential plots (e.g. converting houses into flats, and

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building in gardens) where this would have an adverse impact on the character and amenity of an area? There was significant support for such a policy.

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Policy CS16 – Housing Density
Policy CS17 – Housing Diversity

Council's Response

Policy CS16 recognises that although the primary purpose of housing density policy is to make efficient use of land, this should be applied flexibly in order to support other objectives, particularly compatibility with the character of the local area, providing a mix of housing and maintaining a pattern of green and open space. These objectives are also reflected in Policy CS1 on high quality design and Policy CS24 on open space standards.

Policy CS17 requires that new development should contribute to providing choice in housing type and tenure, having regard to the existing housing mix, the character of the local area and its relative accessibility. The sub-division of houses and building in gardens will be resisted where localised traffic congestion and parking pressure would result. Such development will also require access to outdoor space.

14. Housing Diversity

Engagement on housing diversity issues was covered in:

- Residents' Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 26, 45, 71 & 74) *(Issues and Options Consultation-Summary of Comments – pages 81, 123, 187, 188, 197 & 198))*

Residents' Questionnaire - June 2007

General comments:
- A shortage of 'starter' homes identified across South Gloucestershire
- Residents of Yate appear to be the most satisfied with the range of housing in their area, although lack of housing choice was identified as an important dislike of their area by some residents
- The rural area scores lowest in terms of the range of housing, with a shortage of smaller sized houses identified in addition to insufficient starter homes
- A need for housing for older people is identified for the urban fringe areas

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Stakeholder Workshops - June-October 2007

- Housing needs to reflect aging population profile

Issues and Options Consultation June 2008 (Questions 26, 45, 71 & 74)

Q26, 45, 71 & 74 asked for views on the nature of any housing shortage in various parts of South Glos. From the responses received the view was about even as to whether there were housing shortages in Yate/Chipping Sodbury and Thornbury, whereas there was a clear majority who considered there to be no housing shortages in the North and East Fringes. In terms of the nature of the shortages, a wide cross section of house types and tenures were identified for each area.

Policy CS17 – Housing Diversity

Policy CS20 – Extra Care Housing

Council's Response

Policy CS17 requires that new development should contribute to providing choice in housing type and tenure, having regard to the existing housing mix, the character of the local area and its relative accessibility. Specifically, the policy also requires that the needs of older people, people with disabilities and those with other special needs are

provided for in the housing market, and in a way which integrates them within the wider community.

Policy CS20 specifically addresses the provision of Extra Care housing as an alternative housing choice for older people and those with special needs.

15. Affordable Housing

Engagement on affordable housing issues was covered in:

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 8-10) *(Issues and Options Consultation-Summary of Comments – pages 33-38)*

Stakeholder Workshops - June-October 2007

General recognition that additional affordable housing needs to be provided across South Gloucestershire.

More specific comments:
- Integrate social housing so as not to create areas of deprivation
- Question what is meant by 'affordable' – to some people such housing won't be
- Affordable housing shouldn't look different – apply same design criteria and standards

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Issues and Options Consultation June 2008 (Questions 8 - 10)

Q8 asked whether the affordable housing percentage for new development should be the same, lower or higher, than the 35% in the Panel's report on the Regional Spatial Strategy. The majority of respondents suggested that the Panel report figure of 35% should be used, with smaller numbers in favour of using higher or lower figures.

Q9 asked whether the threshold for affordable housing should change from that in the SGLP (i.e. 15 dwellings in urban areas and 5 dwellings in rural areas). A significant proportion opted for the threshold to stay the same.

Q10 asked whether formal targets should be set for social rented and intermediate housing so as to maximise the supply for priority needs. A significant proportion thought that formal targets should not be set.

Policy CS18 – Affordable Housing

Policy CS19 – Rural Housing Exception Sites

Policy CS20 – Extra Care Housing

Council's Response
Policy CS18 updates the current affordable housing policy in the South Gloucestershire Local Plan by setting the affordable housing percentage at 35% and reducing threshold in urban areas from 15 to 10 dwellings, while maintaining the rural

area threshold at 5 dwellings. The policy also sets a formal percentage target between social rented and intermediate housing of 80:20. Additionally, specific provision within rural areas is also provided through Rural Housing Exception Sites in Policy CS19, and for older people by way of the Extra Care Housing Policy CS20.

16.   North Fringe of Bristol Urban Area

Engagement on the North Fringe of Bristol Urban Area (excluding the urban extensions) was covered in:

- Residents' Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 *(Questions 25 – 33) (Issues and Options Consultation-Summary of Comments – pages 78 -96)*

- Issues and Options Consultation – North Fringe Workshop May 2008 *(Issues & Options Engagement Statement Appendix 24 – pages 67-74)*

- North Fringe Workshops - December 2009 *(Post Issues & Options Engagement Statement – Appendix 9)*

Residents' Questionnaire - June 2007

Key comments on the North Fringe:
- The impact of traffic and congestion on the quality of life was of most concern.
- People were fairly satisfied with the quantity and accessibility of green space.
- Maintaining and improving an attractive environment was of greatest priority.
- A significant proportion of people never use the bus as services are perceived as infrequent and too time consuming.
- Most people met friends at their homes and in the street.
- 86% of people felt fairly or reasonably safe

Stakeholder Workshops - June-October 2007

The issues identified specifically for the North Fringe communities were:

Communities/Town Centres
- Whole area should have the character and facilities of a modern urban area.
- Role of Cribbs Causeway as a local centre with more local facilities should be strengthened.
- Lack of local amenities particularly for youth.
- No real sense of 'architectural' identity. A contemporary energy efficient approach may be appropriate. The Harry Stoke and Stoke Gifford areas were particularly seen as lacking any real centre or sense of place.
- Lack of cultural facilities.

Housing
- Re-balancing of the mix of uses needs to continue.
- Concern about potential intensification and subsequent loss of gardens.
- Need for more housing for the elderly.

Green Infrastructure
- The maintenance, quality and variety of open space was of concern (not

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specifically the quantity).

Employment
- Operational integrity of the airfield needs to be protected, but the amenity of any new residents living in the proposed new housing near the airfield would be of paramount importance.
- Re-balancing of the mix of uses needs to continue.

Transport
- Need for a step change in public transport provision to help tackle congestion.
- Proposed Bradley Stoke link should not be another 'motorway'.

Issues and Options Consultation June 2008 (Questions 25 - 33)

Q25 suggested a Vision for the North Fringe could contain the following elements:

1. How to accommodate growth arising from the RSS
2. Integrating new and existing communities
3. Balancing jobs and housing
4. The future role of Cribbs Causeway
5. Thriving town centres
6. Improved services and facilities
7. Better use of public transport, walking & cycling
8. Quality green spaces

There was particularly strong support for points 7 & 8 and significant support for 3, 5 & 6.

In response to **Q26** concerning a shortage of housing, two thirds of respondents didn't feel there was a particular shortage of any housing type or tenure. Of those that did, housing for the elderly was of most concern.

Q27 asked how further housing should be provided within the urban area if land cannot be identified. Building at higher densities on new development sites and losing employment land was seen as the best way of accommodating housing, as opposed to losing green space or further intrusion into the Green Belt.

In response to **Q28** which asked about additional facilities in town and local centres, all of the existing centres were seen as requiring additional facilities and better public transport links. UWE was seen as a potential opportunity for the provision of a new local centre.

Two thirds of respondents **(Q29)** supported expanding the role of Cribbs Causeway to provide new facilities and improved access from the local area. But there was no consensus on an expanded role for Filton Abbey Wood retail park **(Q30)** to provide community facilities in light of new housing and other development proposed in the area. Car dependency and congestion was seen a major obstacle.

Three quarters of respondents did not think additional employment land should be allocated in the North Fringe **(Q31)**.

The quality and quantity of green spaces in the North Fringe **(Q32)** was perceived as

'reasonable'.

Issues of frequency, reliability and capacity were seen as the main detractors from using trains **(Q33)**

Issues and Options Consultation – North Fringe Workshop May 2008

There were mixed views about further employment being provided in the North Fringe **(Q31)**.

In respect of green space **(Q32)** the general consensus is that there is a shortfall in terms of quantity and that the quality is mixed.

Issues of frequency, reliability and affordability were seen as the main detractors from using trains **(Q33)**. Better integration across the public transport network was called for.

In response to **Q26** concerning a shortage of housing, shortages in a variety of housing types and tenures were identified.
- Lack of starter homes to buy due to 'buy to let' market, particularly in Bradley Stoke
- Need to reflect ageing population profile with more houses suitable for elderly
- Need mix of tenures but mix not to be influenced by short term market trends
- Proportion of family housing too high in some communities

When asked how **Q27** further housing should be provided within the urban area if land cannot be identified, the general view was that land was in short supply so a mixture of urban intensification and building on Green Belt land would be required.

There were mixed views about expanding the role of Cribbs Causeway and Abbey Wood Retail Park **(Q28-30)**.

North Fringe Workshops - December 2009

Potential Areas/Opportunities for Change
- Older industrial areas (e.g. Patchway Trading Estate & area around The Mall) – intensification/diversification/new housing
- Land south of the Airfield
- UWE & Land East of Coldharbour Lane
- Land west of A4018
- Abbey Wood Retail Park
- M32 Area of Search
- B&Q & Sainsburys
- Rolls Royce East Works
- Frenchay Hospital
- Road Corridors

Good Points/Strengths
- Strong employment base
- Transport Connections
- Good access to Green Space & wider countryside
- UWE
- Strong community in older residential neighbourhoods

Bad Points/Weaknesses
- Traffic Congestion / commuting
- Insular Campus style developments (e.g. AXA,MoD,UWE etc)
- Lack of Identity
- Lack of local facilities and distinct centres
- Poor public realm
- Walking routes to stations very poor
- Poor bus services

The following elements of an emerging vision were also presented:

The North Fringe of Bristol Urban Area will continue to be a major economic driver in the West of England sub region.

This part was generally supported. Some minor points were made about the need to improve the variety of jobs, how do you make it sustainable?, close links with Bristol.

It will continue to be a centre for excellence in technology & engineering and an educational hub.

This part was generally supported. Minor points were made about the need to focus on jobs rather than sectors, whether this disadvantages other sectors & need for sufficient room to expand the aerospace sector.

It will have provided enhanced opportunities for people to live near to where they work, access local amenities and move around by means other than the car.

This part was generally supported but queries were raised about whether it is positive enough about providing better public transport or expressing high design aspirations for the New Neighbourhoods.

Distinctiveness and legibility will have be improved by enhancement of existing green spaces and development of new landmark buildings and public realm at key locations.

This part was less well supported, particularly the need for 'landmark' buildings, rather the emphasis should be green space and enhancing and/or creating 'identity'.

Vision for the North Fringe of Bristol Urban Area
Policy CS25 – North Fringe of Bristol Urban Area
Policy CS26 – Cribbs/Patchway New Neighbourhood
Policy CS28 – University of the West of England

Council's Response

The emphasis of the Vision is for the North Fringe to continue as the economic driver for the region and sub-region, while seeking to better integrate housing into the area

and improve public transport, walking and cycling, together with an improved public realm and greener environment. There will be a substantial amount of new housing with the build out of South Gloucestershire Local Plan sites and new neighbourhoods at Cribbs/Patchway and east of Harry Stoke.

Policy CS25 sets out the priorities for the North Fringe area:-

- Housing development
- North Fringe to Hengrove RT
- Orbital bus route between The Mall and Emersons Green
- Safeguarding operation of Filton Airfield
- Redevelopment of Rolls Royce east site
- Broadening range of uses on Abbey Wood Retail Park
- Improved public realm, public spaces and local amenities
- New and enhanced wildlife and amenity routes
- Heat Distribution Networks
- Managing flood risk

The policy also highlights the 'key' principles for the North Fringe that local development documents and development proposals will need to accord with:
- Respecting community identity and character and promoting distinctiveness
- Landmark features at key transport points
- High quality landscaping along main highways
- Safe walking and cycling routes and safe crossings
- Purpose built accommodation for students and older people
- Improving legibility, urban structure and public realm

Policy CS26 identifies land south of Filton Airfield and around Cribbs Causeway, including Patchway Trading Estate, for a new mixed neighbourhood of 1,750 dwellings, to provide:
- A range of housing types and tenures
- Primary School(s) for approximately 3 forms of entry and full day nursery
- Library, doctors surgery, community meeting space(s), children's and youth facilities
- Local retail, food and drink outlets
- Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, sustainable drainage and wildlife use alongside the Henbury Trym;
- The Cribbs/Patchway New Neighbourhood Transport Package, including safeguarded land for a new rail passenger station
- Provision of pitches for Gypsies and Travellers
- An Extra Care housing scheme
- Contributions to the provision of secondary school places and school transport in the locality.

Policy CS28 addresses further development of the University of West England for academic and research interests and to provide wider community facilities, including provision for
- The creation of a vibrant creative learning and research environment
- The consolidation of satellite campuses onto the Frenchay site and the creation of a focal public space within the new campus
- Improved public transport connections to and through the site and stopping points, including the provision of the Cheswick bus link, a potential rapid transit route (as

part of the Bristol North Fringe to Hengrove Rapid Transit route), and an improved bus interchange

- Additional foot and cycle routes through the site, to facilitate access to neighbouring residential, commercial and retail areas
- Enhanced community access to existing and proposed social, cultural, sporting and recreational facilities on site, including a proposed Centre for the Performing Arts
- High quality public realm
- An enhanced and well integrated Green Infrastructure and surface water drainage network
- Substantial reductions in carbon dioxide emissions across the estate.
- A green travel plan (including measures that assist control of off-site parking in nearby residential neighbourhoods)

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17. East of Harry Stoke New Neighbourhood

Engagement on a new neighbourhood east of Harry Stoke

- Issues and Options Consultation June 2008 (Questions 34 – 38 *(Issues and Options Consultation-Summary of Comments – pages 99 - 107)*
- Issues and Options Consultation – North Fringe Workshop May 2008 *(Issues & Options Engagement Statement Appendix 24 – pages 67-74)*

Issues and Options Consultation June 2008 (Questions 34 – 38)

There was significant agreement with the constraints identified for developing an urban extension (new neighbourhood) east of Harry Stoke/west of M32 **(Q34)** and with the objectives for developing an urban extension **(Q35)** and a number of additional constraints and objectives were also identified.

In terms of the 2 options put forward **(Q36)**, Option 1 (the slightly smaller development area) was preferred over Option 2.

In response to **Q37** on what other options there were, responses included not building at all and developing to the east of the M32.

There was also significant agreement with the key services, facilities and infrastructure identified as being required **(Q38)**.

Issues and Options Consultation – North Fringe Workshop May 2008

There were mixed views as to whether the constraints **(Q34)** for developing an urban extension east of Harry Stoke were actually constraints or opportunities, although the power lines were recognised as a serious constraint even if undergrounded. Generally there was agreement on the objectives **(Q35)** as they were hard to disagree with, but some were seen as too bland and needing to be more place specific.

There was no consensus as to which option was preferable **(Q37).**

Policy CS27 - East Harry Stoke New Neighbourhood

Council's Response

Policy CS27 identifies land east of Harry Stoke for a mixed use development of 2,000 dwellings to provide
- A range of housing type and tenures
- Primary School(s) for approximately 3 forms of entry and full day nursery

- A multi-use building comprising doctors surgery, library, community meeting space, children's and youth facilities
- Local retail, food and drink outlets
- Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, woodland and wildlife use along the eastern edge of the site, sustainable urban drainage and allotments
- Sports pitches and changing facilities
- A waste transfer and recycling facility
- The M32 New Neighbourhood Transport Package
- Junctions, public transport stops, pedestrian crossing points and street trees/landscaping in order to integrate the transport link with the new neighbourhood
- An Extra Care housing scheme
- Contributions for provision of secondary school places in the locality.

18. Cribbs/Patchway New Neighbourhood

Engagement on a new neighbourhood at Cribbs/Patchway

- Issues and Options Consultation June 2008 (Questions 39 – 43) *(Issues and Options Consultation-Summary of Comments – pages 110 - 119)*
- Issues and Options Consultation – North Fringe Workshop May 2008 *(Issues & Options Engagement Statement Appendix 24 – pages 67-74)*
- North Fringe Workshops - December 2009 *(Post Issues & Options Engagement Statement – Appendix 9)*

Issues and Options Consultation June 2008 (Questions 39 – 43)

There was strong agreement with the constraints identified for developing an urban extension (new neighbourhood) in Cribbs/Filton area **(Q39)** and with the objectives for developing an urban extension **(Q40)** and a number of additional constraints and objectives were also identified.

In terms of the 2 options put forward **(Q41)**, Option 1 (the smaller development area) was preferred over Option 2.

In response to **Q42** on what other options there were, responses included not building at all and developing only south of the airfield.

There was also significant agreement with the key services, facilities and infrastructure identified as being required **(Q43)**.

Issues and Options Consultation – North Fringe Workshop May 2008

A number of additional constraints to developing an urban extension (new neighbourhood) in Cribbs/Filton area were identified **(Q39)**, together with general agreement on the objectives **(Q40)**.

There was no consensus as to which option was preferable **(Q41)**, with both options giving rise to concerns.

North Fringe Workshops - December 2009

Potential Areas/Opportunities for Change
- Older industrial areas (e.g. Patchway Trading Estate & area around The Mall) – intensification/diversification/new housing
- Land south of the Airfield
- UWE & Land East of Coldharbour Lane
- Land west of A4018
- Abbey Wood Retail Park
- M32 Area of Search
- B&Q & Sainsburys
- Rolls Royce East Works
- Frenchay Hospital

- Road Corridors

Good Points/Strengths
- Strong employment base
- Transport Connections
- Good access to Green Space & wider countryside
- UWE
- Strong community in older residential neighbourhoods

Bad Points/Weaknesses
- Traffic Congestion / commuting
- Insular Campus style developments (e.g. AXA,MoD,UWE etc)
- Lack of Identity
- Lack of local facilities and distinct centres
- Poor public realm
- Walking routes to stations very poor
- Poor bus services

Cribbs/Patchway area
- traffic issues
- issues in maintaining/sustaining the community
- need to integrate new communities in with existing communities
- Opportunity for a better range and integration of uses at The Mall
- Significant existing barriers to pedestrian movement in the area
- Rebalancing of existing communities should precede creation of new communities
- General need to attract people and business to North Fringe

Policy CS26 – Cribbs/Patchway New Neighbourhood

Council's Response

Policy CS26 identifies land south of Filton Airfield and around Cribbs Causeway, including Patchway Trading Estate, for a new mixed neighbourhood of 1,750 dwellings, to provide:
- A range of housing types and tenures
- Primary School(s) for approximately 3 forms of entry and full day nursery
- Library, doctors surgery, community meeting space(s), children's and youth facilities
- Local retail, food and drink outlets
- Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, sustainable drainage and wildlife use alongside the Henbury Trym;
- The Cribbs/Patchway New Neighbourhood Transport Package, including safeguarded land for a new rail passenger station
- Provision of pitches for Gypsies and Travellers
- An Extra Care housing scheme
- Contributions to the provision of secondary school places and school transport in the locality.

19. East Fringe of Bristol Urban Area

Engagement on the East Fringe of Bristol Urban Area (excluding the urban extension) was covered in:

- Residents' Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 44 – 53) *(Issues and Options Consultation-Summary of Comments – pages 121 -138)*

- Issues and Options Consultation – East Fringe Workshop May 2008 *(Issues & Options Engagement Statement Appendix 25 – pages 75-81)*

Residents' Questionnaire - June 2007

Key comments on the East Fringe:
- Access to green spaces and local shops rated as the things residents most liked about their area.
- Traffic and congestion, poor public transport and an unpleasant environment were the issues of most concern to residents
- Local shops are important meeting places
- Generally thought to be a good range of housing in the East Fringe, athough a shortage of housing suitable for older people identified.
- Majority of respondents never use the bus to get to work.
- 40% of residents feel unsafe at night in the East Fringe of Bristol and the area has experienced the most crime in South Gloucestershire in the past year.

Stakeholder Workshops - June-October 2007

Communities and Town Centres
- All neighbourhoods, including new communities should have a thriving hub of social and retail facilities linked to bus services. Large supermarkets not supported.
- Need to strengthen urban communities.
- Need to halt economic and social decline.
- New development should be of high design standard with a wide range of facilities to encourage people to live and work nearby
- Shopping centres need support by providing public transport, protecting retail and employment uses and investment in the local environment.

Housing
- New housing needs to be in a variety of tenures.
- Social housing needs to be "pepper-potted" .
- New facilities provided alongside new development should be accessible for existing communities as well.
- Small scale "infilling" in urban areas also needs to contribute to new infrastructure.

Green Infrastructure

- Further development provides the opportunity to increase access to and quality of green spaces.
- There is a deficiency of green infrastructure in the existing urban area.
- Green spaces need to be connected to make green corridors to improve community identity

Employment

- Area has low employment provision. Employment uses should be protected, new development should provide more employment and travel to the North Fringe should be made easier.
- Employment should be complementary to the Science Park (S-Park).

Transport

- Need for a new motorway junction on the M4
- All new development should contribute to improved public transport services to Bath, the North Fringe and into Bristol
- Decent transport infrastructure must be delivered before any new housing is built
- Improvements in the transport system could help struggling areas.
- Need to provide safe and attractive walking and cycling routes

Issues and Options Consultation June 2008 (Questions 44 - 58)

Q44 suggested that a Vision for the East Fringe of Bristol could contain the following elements:

- Accommodating the growth identified in the RSS
- Integration with existing communities
- Healthy and successful communities
- A better balance between jobs and housing
- Thriving and vibrant town and local centres
- Improved services and facilities for all
- Better services and use of public transport and more opportunities for walking and cycling.

There was support for all of these elements, the strongest support being for provision of quality green spaces and improved town and local centres, and low support for accommodating growth.

In respect of the shortage of certain types of housing **(Q45)**, two thirds of respondents didn't consider there was any shortage.

Q46 asked how further housing should be provided within the urban area if land cannot be identified. There was a mixed response to the suggested options, with most support for higher density development and least support for the loss of urban green spaces.

There was a mixed response to the question about providing further jobs and employment land in the East Fringe area **(Q47 & 48)** with support for a range of employment opportunities being provided in the existing and new communities and to complement the Science Park (S-Park).

Helping regenerate Priority Neighbourhoods through local consultation, better quality local environment, more employment and better services and education were suggestions put forward in response to **Q49**.

In response to **Q50** which asked about additional facilities in town and local centres, a need was identified for more local shops, services and facilities in all the town centres and several of the local centres.

There was significant support for Longwell Green Retail Park not expanding further **(Q51)**, and for it to continue its role as complementary to the town centres

In response to **Q52** there is concern that transport infrastructure improvements will not be delivered during the Core Strategy.

With respect to the quantity and quality of green spaces **(Q53A & B)**, there is concern over the limited amount of accessible green spaces available and with their maintenance.

Issues and Options Consultation – East Fringe Workshop May 2008

General agreement that jobs have been lost from the East Fringe **(Q47 & 48).** While there was support for creating more jobs in the area, others considered this an unrealistic aspiration and supported improving access to jobs elsewhere.

With respect to green space **(Q53A & B)**, it was generally recognised that the green space within the urban area is limited and varies in quality, while there is good quality green space around the urban edge but better access for local residents is required.

The following comments were made in response to the question about improvements to public transport
- integrated, cross-boundary approach
- cheaper
- more accessible
- improved frequency
- orbital ring road bus service
- services to key destinations

In respect of the shortage of certain types of housing **(Q45),** identified shortages are for family, affordable and extra care housing and lifetime homes. There are no shortages of flats and one bed dwellings.

With regard to town centre investment **(Q50)**, the traditional town centres need regenerating and local people need to be encouraged into them. Support for developing an evening economy.

There was general agreement that Longwell Green Retail Park should not be expanded further **(Q51)**.

Vision for the East Fringe of Bristol Urban Area

Policy CS29 - East Fringe of Bristol Urban Area

Council's Response

The emphasis of the Vision is for the East Fringe to protect community identity and heritage, enhance town centre vitality and viability, improve employment opportunities, better integrate development, improve public transport services and improve green spaces, walking and cycling routes and links within and beyond the urban area. Further housing at Emersons Green and a Science Park, and an improved Emersons Green town centre.

Policy CS29 sets out the priorities for the East Fringe area:

- Housing and employment development
- Improving town centre vitality and viability
- Maximising job opportunities on employment sites
- Protecting open green hillsides to east
- Protecting and enhancing green assets and create links
- Improving access to the open countryside
- Protecting and enhancing sport and recreation provision
- Protecting and enhancing heritage assets
- Seeking contributions towards major transport infrastructure
- Improving bus services
- Providing safe and convenient cycle and footpath routes
- Managing flood risk

20.   Urban Extension – East of Kingswood

Engagement on an urban extension to the east of Kingswood

- Issues and Options Consultation June 2008 (Questions 54 – 58 *(Issues and Options Consultation-Summary of Comments – pages 142 - 152)*
- Issues and Options Consultation – East Fringe Workshop May 2008 *(Issues & Options Engagement Statement Appendix 25 – pages 75-81)*

An urban extension to the east of Kingswood is not identified in the Pre-Submission Core Strategy due to negative sustainability impacts, as set out in the following extract from the Sustainability Appraisal Report on the Core Strategy.

"In assessing land in this location the Council has considered land adjacent to the existing urban area from south of Emersons Green to Oldland Common to the south.

Positive Sustainability Impacts
- In common with all other strategic locations this development would provide additional land for housing.

Negative Sustainability Impacts
- Loss of Green Belt land.
- Development in this location would involve the loss of greenfield land which is highly valued for its recreational value by existing residents of the East Fringe of Bristol where green space is underprovided. There are significant areas of public open space and common land within this area.
- Development could compromise the open green hillsides and ridgelines which provide important views from the urban areas and make a significant contribution to the character and quality of the East Fringe of Bristol.
- Development in this area would overwhelm existing rural communities which would lose their separate identity and character.
- The fragmented nature of developable land in this area makes the achievement of sustainable new neighbourhoods difficult.
- The potential to integrate new communities with existing communities in this area is limited.
- The area suffers from high levels of congestion along the Ring Road and on routes into central Bristol and into Bath which affects journey times and air quality.
- No significant improvements to road infrastructure or public transport have been identified as deliverable before 2020 with the exception to the rapid transit route to Emersons Green. Any strategic development in this area would have to overcome these significant constraints.
- Potential harm to the environmental and heritage assets including the AONB, Siston conservation area and Grade 1 listed Siston Court.

- This area performs very poorly in terms of access to employment. Currently there are twice as many resident workers as jobs with high levels of out commuting especially to central Bristol.
- Some areas are within the SFRA flood zones 2, 3a and 3b.
- Public engagement has demonstrated significant concern about growth in this area."

21. Yate and Chipping Sodbury

Engagement on Yate and Chipping Sodbury issues (excluding the urban extension) was covered in:

- Residents' Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 59 – 64, 70 & 71) *(Issues and Options Consultation-Summary of Comments – pages 154 -167 & 184 - 188)*

- Issues and Options Consultation – Yate and Chipping Sodbury Workshop May 2008 *(Issues & Options Engagement Statement Appendix 26 – pages 82-90)*

- Yate and Chipping Sodbury Workshop June 2009 *(Post Issues & Options Engagement Statement – Appendix 7)*

Residents' Questionnaire - June 2007

General comments::
- Access to shops, green space and attractive environment is valued
- Area feels safe and benefits from leisure and sporting facilities near to home.
- Poor public transport is the biggest problem, followed by traffic and congestion. Commuting to work can be difficult.
- There is little to do in the area.
- Yate and Chipping Sodbury appear to be towns that are not as sociable as other parts of South Gloucestershire.
- Most are satisfied with the range of housing available, but a shortage of starter homes identified.
- Public transport not used due to the increased time it takes or because preference is to walk or cycle.
- Good access to Green Infrastructure

Stakeholder Workshops - June-October 2007

Communities / Town Centres
- Need to change the negative perception of Yate, to reduce its perceived 'stigma'
- Influence a positive change in perception so people want to live in Yate and want and are able to realise their educational aspirations/potentials.
- The role of the towns to the surrounding area should be recognised.
- Improve the choice of leisure facilities – pubs, cinema and bowling alley, night time/evening leisure such as restaurants particularly in Yate.
- Strengthen the role of Chipping Sodbury as a local centre and broaden its choice.
- Raise educational aspirations, especially in South Yate.

Housing
• Provide affordable housing and housing that can strengthen the employment base and opportunities.

Employment
• Widen the employment base/maximise diversity in number and type of jobs and dilute concentration of blue collar jobs.
• Make towns more sustainable through further development and more opportunities for employment growth.

Transport
• Need improved access to and from the towns.
• Better public transport – linkages to/from the station – recognise the potential of the station and the services available.
• Re-consider park and ride proposals.

Issues and Options Consultation June 2008 (Questions 59-64, 70 & 71)

Q59 suggested a Vision for Yate / Chipping Sodbury could contain the following elements:

• How and to what extent further growth in the final RSS should be accommodated
• Better balance between jobs and housing
• Definition of different roles of Yate and Chipping Sodbury
• Thriving town and local centres
• Better use of public transport, walking and cycling
• Quality green spaces

There was support for all of these elements, especially for 4, 5 and 6.

There was support for further jobs **(Q60A)** to be provided to increase the range of employment opportunities, particularly where this would facilitate greater self-containment of the towns. But there was no clear consensus as to whether priority should be given for employment uses on non-employment land that becomes available for re-development **(Q60B)**.

Almost all supported the provision of rail turn back facility at Yate Station **(Q61)** if the finance was made available, although other solutions which would result in a more frequent public transport link to Bristol were identified by respondents.

Q62 sought views on Yate Town Centre. There was wide support for a small cinema/bowling alley and restaurants to improve evening entertainment/culture facilities. There was also support for a better range of shops to be provided at Yate. Respondents also commented that if there is further development at Yate, then it should be supported by additional facilities.

In respect of Chipping Sodbury Town Centre **(Q63)**, there was support for a greater range of independent shops and some called for a supermarket. Other comments included ensuring that the historic character of the town is protected, and that the wide high street should be better used. It was also recognised that the distinct roles of Yate and Chipping Sodbury should be recognised..

In terms of green space **(Q64A & B)** the majority of respondents rated the quantity and

quality of accessible green space as good or reasonable, although there was concern that existing open space will be lost to housing. Other comments stated that the current shortfalls in provision are masked by informal spaces that are not officially classed as public open space. Opportunities to link with the surrounding countryside and throughout the towns should be realised.

Q70A & 70B asked whether there should be further housing in the towns other than in the urban extension and, if so, where. A significant proportion were opposed to further housing. Various suggestions were made as to how and where further housing should go.

In respect of the shortage of certain types of housing **(Q71)**, there was a mixed response, although a shortage of affordable housing, starter homes and older persons accommodation was widely identified.

Issues and Options Consultation – Yate and Chipping Sodbury Workshop

May 2008

General agreement with the elements set out In **Q59** for the Vision for Thornbury.

It was generally agreed there is a need for more jobs to reduce commuting to Bristol and North Fringe and that further employment land is required **(Q60A)** but no view expressed on whether priority should be given for employment uses on non-employment land that becomes available for re-development **(Q60B)**

There was a mixed view on the quantity and quality of green space **(Q64A & B)**.

The following comments were made in response to the question about improvements to public transport
- Rail turn back facility at Yate station
- Better town services
- Improved services to North Fringe and Bristol

In respect of the shortage of certain types of housing **(Q71)**
- Shortage of small housing, family housing, accessible housing, affordable housing
- Growing need as existing stock turns over slowly
- Need mix of tenures
- Recognise change in living trends eg working from home
- Recognise changing demand for different types of accommodation

A range of suggestions were put forward for improving Yate and Chipping Sodbury Town Centres **(Q62 & 63)**.

Yate and Chipping Sodbury Workshop June 2009

Community
- Need to sell Yate more
- Good facilities and highly valued green spaces in Yate
- New facilities should be multi-use and well-located
- Yate lacks evening economy and cultural facilities
- Yate Town Centre not inviting

<u>Housing</u>
- Reinforce distinctiveness of Yate & Chipping Sodbury
- Vitality of residential areas depends on public transport connections
- New infrastructure should be delivered in step with new growth
- Development should incorporate mix of housing
- Reinforce and expand Yate's excellent foot and cycle connections
- Connectivity (visual and physical) to green space very important to quality of housing areas and health & well-being.
- Employment uses should be 'mixed' into new housing areas, not zoned as in the past.

<u>Leisure</u>
- Need easy access from new houses to open space
- Consider green spaces as a network
- Draw on successes and improve what's already there. Protect green spaces.
- Provide accessible informal provision.
- Provide larger single spaces, not small.
- Evening economy– 18-30's, Cinema, Bowling Alley Restaurants.
- Expand the River Frome Walkway..
- General shortage of pitches.
- Protect the ridge of Yate Rocks
- Built facilities – need for an arts venue – flexible space so it can be used for exhibitions and performances
- Roads are major barriers to easy walking and cycling movements

<u>Retail</u>
- Need roles for Yate and Chipping Sodbury that complement each other.
- Can't get bulky goods in Yate/Sodbury – need to extend choice and should use some of the industrial estate for this. Consider Stover Rd.
- Yate needs more floorspace to increase offer. Size of units too small to attract nationals
- Make Yate and Chipping Sodbury more attractive to people outside towns as well as within.
- Public transport – retail centres need better links with bus routes.
- Station Road needs to bump up its retail offer to link town with station –needs to be more attractive and not be broken up by housing
- Boost tourism and give people a reason to come to Chipping Sodbury eg Book Town
- The role of Chipping Sodbury tends to support farming community. Interest in town is high, but needs a critical mass of shoppers to really attract new shops.
- New development needs local retail support, takeaways, hairdressers, café, pubs etc.

<u>Employment and Education</u>
- Out-commuting to work to Bristol and other areas and in-commuting to industrial estates creates congestion.
- Yate/Chipping Sodbury has an image problem with potential employers
- Role of home working understated and could be prioritised.
- Need to address competition from SPark and proposed development in east fringe of Bristol – recognise the type of employment needed, importance of transport links.
- Lack of business incubator space in the area.
- Mismatch between local skills and local employment.

- Transition between education and industry needs improving
- Importance of training (both education and vocational) and recognising available skills in the area
- Low profile of existing schools
- Potential/ need for 6th form level education/ college
- Adequate access and potential for schools combining resources relies on public transport that links all parts of Yate/ Sodbury. It needs to be: local, frequent and cheap.
- Need to reduce car usage on the school run.
- Transport corridors are required to service all uses - both new routes and retrofitting existing ones.

Vision for Yate and Chipping Sodbury

Policy CS30 - Yate and Chipping Sodbury

Council's Response

The emphasis of the Vision is to set out the complementary roles of Yate and the Chipping Sodbury: how they both support sustainable communities and one another; the important service centre role they have for their hinterland; and how the open spaces and connections (foot and cycle) help to create identify. Yate will accommodate 3,000 new homes in an urban extension (2,400 new homes up to 2026, 600 beyond 2026).

Policy CS30 sets out the priorities for the Yate/Chipping Sodbury area:-

- Housing and employment development
- Re-modelling Stover Road Industrial Estate/North Road employment areas
- Public transport improvements
- Enhancing Yate Town Centre
- Developing Chipping Sodbury's heritage/tourism potential
- Development of a food store at Barnhill
- Improving cycling and pedestrian access/accessibility & network
- Improving allotment provision and enhancing sport and recreation provision
- Managing flood risk

The policy also highlights the 'key' principles for Yate and Chipping Sodbury that Local Development Documents and development proposals will need to accord with:

- Improving job diversification and making more efficient use of employment land
- Accommodating modern working practices within residential development (links with Policy CS8)
- Enhancing cultural and communities facilities
- Recognising character and landscape setting of the towns, and protecting and enhancing Chipping Sodbury's Conservation Area and Yate's heritage
- Re-modelling Broad Lane depot site, through employment led redevelopment
- Realising opportunities for heat distribution networks (see current draft PPS on Climate Change)
- Prioritising the treatment of locally produced waste.

22. North Yate New Neighbourhood

Engagement on the locational options for a new neighbourhood at Yate/Chipping Sodbury:

- Issues and Options Consultation June 2008 (Questions 65 – 69) *(Issues and Options Consultation-Summary of Comments – pages 172 - 183)*

- Issues and Options Consultation – Yate and Chipping Sodbury Workshop May 2008 *(Issues & Options Engagement Statement Appendix 26 – pages 82-90)*

- Yate and Chipping Sodbury Workshop November 2009 *(Post Issues & Options Engagement Statement – Appendix 8)*

Issues and Options Consultation June 2008 (Questions 65 – 69)

There was significant agreement with the constraints identified for developing an urban extension (new neighbourhood) at Yate/Chipping Sodbury **(Q65)** and with the objectives for developing an urban extension **(Q66)** and a number of additional constraints and objectives were also identified.

In terms of the 2 options put forward **(Q67)**, Option 1 (developing at North Yate) was clearly preferred over Option 2 (developing at Engine Common, North Yate and East of Chipping Sodbury) as there were significant constraints to developing at Engine Common or to the east of Chipping Sodbury.

In response to **Q68** on what other options there were, the most popular response was that there shouldn't be any development at all.

There was also strong agreement with the key services, facilities and infrastructure identified as being required **(Q69)**.

Issues and Options Consultation – Yate and Chipping Sodbury Workshop May 2008

There was general agreement with the constraints identified for developing an urban extension (new neighbourhood) at Yate/Chipping Sodbury **(Q65)** and with the objectives for developing an urban extension **(Q66)** and a number of additional constraints and objectives were also identified.

In terms of the 2 options put forward **(Q67)**, the general view was that Option 1 (developing at North Yate) was preferred to Option 2 (developing at Engine Common, North Yate and East of Chipping Sodbury), with Option 2 being inappropriate, primarily because of the impact on the Cotswolds AONB.

Yate and Chipping Sodbury Stakeholder Workshop – November 2009

Location – Land at Engine Common

- Close to train station, but limited access to other public transport.
- Number of sites of local conservation importance.
- Access to the Frome Valley walkway and countryside is good.
- Engine Common has some existing facilities in North Road. Site not large enough to provide on-site facilities
- No public open space in vicinity.
- Railway is seen as the divide between Yate and Engine Common communities.
- Easy access to jobs but local employment opportunities low paid.
- Junction works needed on North Rd etc. Small scale development couldn't provide this
- The area floods. Waste water/sewage services inadequate.
- Coal mine shafts and associated tunnelling throughout the site.
- Could help support existing local community facilities and create a village heart.
- Good hedges and trees and small field sizes give character and encourage small scale development.
- Rural nature and character of location + severance created by railway line limit development opportunities and effective integration with existing fabric of Yate. .
- Access is a constraint.
- Size and scale of development would limit opportunity to provide range of renewable/ decentralised energy measures.

Location – Land at North Brinsham

- Need to link Peg Hill and North Brinsham to get comprehensive development
- Access – need to improve
- Issues of flooding
- Pylons – health and visual issues
- Distance to Yate Centre
- Needs some employment/small business opportunities
- Recreation opportunities at Yate outdoor sports, existing footpaths and Brinsham Fields
- Would need bus and cycle links.
- Capacity of surrounding road network an issue
- Need to restrict access to Tanhouse Lane to preserve its character.
- Would need to provide facilities on-site
- Opportunity to afford 'protection' to Yate Rocks and Peg Hill corridor and ridgeline which creates setting for Yate/ Chipping Sodbury.
- Opportunity to provide range of renewable/ decentralised energy measures.

Location – Land at Peg Hill

- Proximity to quarry an issue
- Poor access to facilities and reduced access to retail
- Poor access to employment opportunities
- On-site services and facilities and housing mix limited given site size.
- No existing bus routes near
- Existing footpath access through woods to Chipping Sodbury
- Need to defend the scarp slope visually
- Flood risk issue.
- Needs to be looked at in conjunction with North Brinsham

Location – Land at Barnhill Quarry

- Close to Chipping Sodbury Town Centre
- Walking distance into town and to Stub Ridings and Ridge Wood.
- Good access to leisure/ recreation/ retail and primary school
- Impact on Ridge Wood - area of local conservation and potential SSSI
- Little impact from Quarry operations
- Good footpaths and cycle ways
- Well located to make use of bus routes serving Chipping Sodbury
- Site too small for use of renewable energy on a large scale - could look at geothermal
- Common land and flooding issues.
- Poorer access to main employment area in west Yate

Location – Land East of Chipping Sodbury

- Poor access to existing employment
- Starts to join Chipping Sodbury to Old Sodbury.
- River Frome goes all the way round the site. Flooding issue
- Prominent site.
- No public transport to serve residents
- Poor access for all traffic
- Sustainable transport links would need to be improved
- Development would be disproportionate to the scale of Chipping Sodbury.
- Proximity and impact on AONB
- Larger size of development allows for heating by biomass fuel.

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Policy CS31 – North Yate New Neighbourhood

Council's Response

Policy CS31 identifies land at North Yate for a major mixed use development of up to 3,000 dwellings, employment opportunities and associated infrastructure, to provide:

- A range of housing types and tenures
- 9ha employment land
- 2 Primary Schools for approximately 2 forms of entry each and a full day nursery
- A multi-use local centre comprising community meeting space, provision of a home working hub facility, doctors surgery, and facilities for children and young people
- Local retail, food and drink outlets
- Off-site contribution to extend Yate Library
- Provision of pitches for Gypsies and Travellers
- An Extra Care Scheme
- Open Space, sport and recreation provision (including the provision of allotments)
- Enhancement of sport and recreation facilities, particularly on-site and at Yate Outdoor Sports Complex
- Contribution to waste disposal and recycling
- Contribution to the Yate and Chipping Sodbury Transport Package

- Measures to slow traffic and retain the 'green' character of Tanhouse Lane
- Neighbourhood-wide wireless internet network
- Contribution to the provision of public arts, performance and cultural space to be located in the town centre
- Contributions for the provision of secondary school places in the locality.

23. Thornbury

Engagement on Thornbury issues was covered in:

- Resident's Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 72-78) *(Issues and Options Consultation-Summary of Comments – pages 189 -207)*

- Issues and Options Consultation – Thornbury and Villages Workshop May 2008 *(Issues & Options Engagement Statement Appendix 23 – pages 58-66)*

- Thornbury Town Council's consultation on future housing - Summer 2008

- Thornbury Stakeholder Workshop – October 2009 *(Post Issues & Options Engagement Statement – Appendix 5)*

- Web based informal consultation on the Vision and growth options for Thornbury – October/November 2009 *((Post Issues & Options Engagement Statement – Appendix 6)*

Residents' Questionnaire - June 2007

Key Issues:
- Residents highly value the good quality environment, access to green space and local shops
- Poor public transport iseen as the biggest problem in Thornbury, together with there being little to do (particularly for young people)
- 92% of Thornbury residents who responded to the survey never use public transport
- Despite comments that Thornbury has good access to green spaces, residents are less happy with the quality or the amount of green spaces.

Stakeholder Workshops - June-October 2007

The issues for Thornbury::
- Car dependent town with heavy in/out commuting, and very little use of public transport.
- Concern that further housing could disrupt the current 'balance' of the town, so any future growth must be based on sustainable design, mixed use and sustainable transport.
- Shortage of affordable housing and small dwellings for both the elderly and young people/families.
- There should be some development at Thornbury, but there needs to be a joined-up approach between housing, employment and public transport.

Issues and Options Consultation June 2008 (Questions 72-78)

Q72 suggested a Vision for Thornbury could contain the following elements:
- Suitable and sustainable development to support Thornbury
- Promoting more affordable housing/homeownership options
- Thriving and vibrant town centre for Thornbury
- Better use of and access by public transport
- Quality green spaces accessible to all

There was support for all of these elements among respondents, particularly for a thriving and vibrant town centre.

Q73 asked whether there should be more housing in Thornbury and where it should be located. There was more support for additional housing than not, but no consensus about the amount or location.

With regard to the shortage of house type (**Q74**), a shortage of starter homes, extra care housing & affordable housing was specifically identified.

There was significant support for more jobs in Thornbury (**Q75**), particularly if it reduced out-commuting.

(see also Thornbury Town Council consultation below)

In response to **Q76** which asked about public transport improvements, there was support for a range of improvements, both to bus times and routes, as well as to facilities, such as bus stops.

Various suggestions were also made in response to **Q77** about how to improve Thornbury town centre and the local centre on Oakleaze Road.

In terms of green space (**Q78**), a significant proportion of responses rated both the quantity and quality of Thornbury's green spaces as good or reasonable.

Issues and Options Consultation – Thornbury and Villages Workshop May 2008

General agreement with the elements set out In **Q72** for the Vision for Thornbury.

In response to **Q73-75** there was a lack of consensus as to the future role of Thornbury. but general recognition that without some growth the decline in facilities will continue. General support for some further housing but different suggestions as to quantity. Also recognition that more jobs needed.

With regard to public transport improvements (**Q76**) there was support for the following:
- Cheaper fares
- Better reliability
- Improved service routes and frequency
- Better integration between bus and trains
- Improved information

There was general agreement that additional facilities are needed to stem the decline

of Thornbury town centre and keep it vibrant **(Q77)**.

In terms of green space **(Q78)** the general feeling was that the quantity and quality of green space was reasonable to good.
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Thornbury Town Council's consultation on future housing - Summer 2008

The responses from this consultation had themes that were common with the Issues and Options consultation::

- General support for housing development at Thornbury in the form of a medium sized extension on the edge of the town.
- Most people thought that affordable housing and smaller starter/young family homes were the most needed forms of housing, as well as specialist housing for the elderly.
- More professional/office based jobs should be provided around Thornbury to encourage a reduction in commuting to Bristol for work and to reduce the current 'mismatch' between housing type and employment type within the town (i.e. expensive houses and lower paid jobs).

There were also a number of concerns expressed:

- Further development may jeopardise access to green spaces.
- It may not be possible to provide enough jobs to allow for greater self containment, so commuting and congestion may increase.
- If future development is to take place then there will need to be significant improvement to public transport and cycling facilities.

Although there was support for an extension to Thornbury, there was concern over where an extension should go, given landscape and historic environment constraints, as well as some concern that development should not be allowed to cross onto the other side of Morton Way.

Thornbury Stakeholder Workshop – October 2009

Most participants were in general agreement with the draft vision and its themes, however some participants felt that the vision should be more aspirational, especially in terms of encouraging Thornbury to be a centre for food, the arts and independent shops. Other specific comments made:

Town Centre and facilities
- Need better quality shops and more individual and specialist retailers
- Make the town centre attractive to businesses not just retail.
- Important to sustain the leisure centre
- Maintain free car parking
- Build on the success of the farmers' market.
- Expand outpatients and community facilities at Thornbury Hospital.

Education/schools
- Thornbury well known for its high educational achievement.
- Further housing development could help to fill school places.
- School buildings could be used as a community resource and local employment

- Castle School requires reconstruction due to ageing buildings - aspiration to replace existing 6th form unit, preferably on main school site
- Education for all ages should feature in the vision

Transport
- Public transport is insufficient to achieve significant reduction in car commuting
- Vision should support a more attractive, integrated public transport system.
- There should be improved signage showing walking/cycling routes to and from the town centre.

Environment
- Strong attraction of town is proximity of green fields.
- Very important to maintain the town's attractive historic character to support the town centre and tourism.
- Conservation Area needs to be preserved.

Employment
- Develop more small business units. Focus on modernisation and marketing of existing stock to reduce vacancies
- There is in-commuting for lower-paid employment.- need to re-balance employment.
- If Oldbury Power Station goes ahead, this could provide jobs for Thornbury residents - need improved transport.
- Town Centre Strategy proposes that new high technology industries should be a feature of the economy of Thornbury.
- Need new employment if there is to be new housing, but this will not necessarily reduce existing high levels of commuting.

Housing
- Any housing must respect the historic character and setting of Thornbury.
- There should be a full range of housing size and type. .
- Need to ensure that drainage and flooding issues are addressed and not made worse.

Web based informal consultation – October/November 2009

Similar comments made as at the Stakeholder workshop above (October 2009). Additional comments are:

General
- Encourage greater self-containment

Housing
- Housing should be of a high standard
- Build a retirement complex to free up existing housing

Facilities
- More allotments needed
- Provide facilities for young people
- Need community and arts centres
- Increaslng requirement for local food production

Transport
- Need better public transport before more housing built
- Address parking limitations in town centre

Employment
- Need better quality and more employment before housing
- Provide more start-up units in the town centre

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Vision for Thornbury
Policy CS32 - Thornbury

Council's Response

The emphasis in the Vision is for a limited amount of new housing development (see Policy CS33) to support town centre trade and vibrancy, to support the viability of local primary schools and to provide suitable housing for Thornbury's aging population and for families looking to move to the area. The vision also seeks to ensure that adequate healthcare facilities are provided in Thornbury, potentially through an updating or redevelopment of Thornbury Hospital/Health Centre.

Policy CS32 sets out the following priorities for Thornbury,:

- Maintaining and improving the Green Infrastructure network and protecting the character and setting of Thornbury
- Improving employment opportunities and making more efficient use of employment land
- Refurbishment/enhancement of cultural and community facilities
- Utilising Thornbury's heritage to improve its tourism potential
- Redevelopment of the Thornbury Hospital/Health Centre site (including on-site Extra Care Housing) for healthcare
- Limited housing development
- Supporting updating of Thornbury's schools and increased pre-school nursery provision
- Managing flood risk.

24. Thornbury – Future Housing

Engagement on the locational options for new housing in Thornbury:

- Thornbury Stakeholder Workshop – October 2009 *(Post Issues & Options Engagement Statement – Appendix 5)*

- Web based informal consultation on the Vision and growth options for Thornbury – October/November 2009 *((Post Issues & Options Engagement Statement – Appendix 6)*

Thornbury Stakeholder Workshop – October 2009	
Option 1 Location – Upper Morton	
Positive	Negative
• Large enough to provide range of housing, • No impact on town's historic character . • Good access to Oldbury Power Station development (as housing for employees). • Not Green Belt	• More car usage as lack of facilities within walking distance. • Far from the town centre • Breaches Morton Way 'boundary'. • Loss of farmland views from existing dwellings
Option 2 Location – Morton Way	
Positive	Negative
• No impact on town's historic character . • Good access to Oldbury Power Station development (as housing for employees). • Not Green Belt	• More car usage as lack of facilities within walking distance. • Far from the town centre • Breaches Morton Way 'boundary'. • Loss of farmland views from existing dwellings
Option 3 Location – Morton Way/Grovesend Road	
Positive	Negative
• Large enough to provide range of housing, • No impact on town's historic character . • Not Green Belt	• More car usage as lack of facilities within walking distance. • Impact on nature conservation interests • Far from the town centre • Loss of green setting to Thornbury • Breaches Morton Way 'boundary'. • Loss of farmland views from existing dwellings
Option 4 Location – Bristol Road	
Positive	Negative
• Close to town centre – use for older persons housing • Walking & cycling distance to town centre	• Green Belt • Possible flooding issues • Loss of the attractive views • Possible access problems at the

	• junction with Bristol Road
	• Small site – limited housing range

Option 5 Location – West of Town Centre

Positive	Negative
• Close to town centre – use for older persons housing • Walking & cycling distance to town centre	• Green Belt • Impact on town's historic character with loss of town wall • Difficult access & loss of car park • Small site – limited housing range

Option 6 Location – Park Farm

Positive	Negative
• Close to existing schools • Closer to town centre than other options - walking and cycling possible • Potential to help enable Castle School realise its aspirations	• Possible impact on Thornbury Castle, fish ponds & conservation area • Impact of water run-off towards Oldbury

Web based informal consultation – October/November 2009

- General support for some housing growth in Thornbury
- Endorsed many of the positive and negative points made at the workshop
- Support for not locating in the Green Belt or crossing Morton Way
- To benefit the town centre, development needs to be close
- People will travel out of Thornbury irrespective of where housing located
- Alternative options put forward
  - south of Midland Way and trading estate
  - Alveston Hill
  - car parks
  - north of Butt Lane

Policy CS33 – Housing Opportunity

Council's Response

Policy CS33 identifies a potential housing site to the north of Thornbury, near to Castle School, for approximately 500 dwellings, and will provide for:

- A new Castle School sixth form centre at the Park Road site, which will in time lead to a full single-site rebuild of the school
- Uses which may be required to meet wider community and Green Infrastructure needs, including improved footpaths/bridleways from the development into the surrounding countryside
- Improved local public/community transport from the new development to the town centre, with access onto Park Road for public transport, cyclists and pedestrians

only, new vehicular access onto Butt Lane/Oldbury Lane and improved pedestrian and cycle routes to and from Castle School and the town centre
*   A range of housing types and tenures

NB An analysis of the alternative locations for development around Thornbury is set out in the Sustainability Appraisal

25. Rural Areas

Engagement on rural issues was covered in:

- Resident's Questionnaire - June 2007 *(Pre-Issues & Options Engagement Statement – Appendices 2 & 3)*

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*

- Issues and Options Consultation June 2008 (Questions 79-82) *(Issues and Options Consultation-Summary of Comments – pages 208-219)*

- Issues and Options Consultation – Thornbury and Villages Workshop May 2008 *(Issues & Options Engagement Statement Appendix 23 – pages 58-66)*

- Issues and Options Consultation – East Fringe Workshop May 2008 *(Issues & Options Engagement Statement Appendix 25 – pages 75-81)*

- South Gloucestershire Members Rural Areas Steering Group 2009 - 2010

Resident's Questionnaire - June 2007

Key issues:
- Access to an attractive environment and to green spaces highly valued
- Poor public transport, traffic and congestion and limited services and facilities were issues of most concern
- Socialising - local shops and the village/community hall important meeting places
- Shortage of smaller sized houses and starter homes
- Very limited use of buses
- Good quantity and quality of green spaces
- Feel safe outside during the day and, generally, at night.

Stakeholder Workshops - June-October 2007

- Development needs to be proportionate to the scale of the village. Retain village character
- Use parish plans
- Any growth must be supported by infrastructure
- Shortage of formal facilities for children and teenagers and the ageing population
- Affordable housing is key. Look to reduce the threshold (e.g. from 5 dwellings to 3)
- Concern about impact of development in gardens
- Protect employment sites in villages
- Link employment with housing growth
- Development in villages could provide opportunity for improvements to public transport
- Any growth needs to be supported by improvements to the road infrastructure
- Public transport not popular- not seen as viable option due to infrequency

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Issues and Options Consultation June 2008 (Questions 79-82)

Significant support for some further housing in villages (**Q79**):
- To help maintain village services
- To provide affordable housing
- In selective villages

But concerns that further village housing would:
- Damage village and rural character
- Threaten Green Belt

Significant support for aiming to create a balance between jobs and housing in rural areas (**Q80**):

Q81 suggested a Vision for Rural Settlements could contain the following elements:

- maintaining and enhancing rural character
- promoting affordable housing/homeownership options
- better use of and access by public transport
- provision of services for communities
- protecting existing employment sites and promoting new opportunities in villages

There was particularly strong support for:
- maintaining and enhancing rural character

and significant support for:
- better use of and access by public transport; and
- provision of services for communities

Q82 asked for preferences on 3 options for development in rural areas:
- continuation of the current local plan approach
- identifying some villages for development
- removing settlement boundaries and applying a new policy

Mixed support for the various options, as well as suggested variations to the options and additional options put forward

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Issues and Options Consultation – Thornbury and Villages Workshop May 2008

General agreement that some development in rural settlements is appropriate **(Q79)**.

There was no clear view about trying to balance jobs and housing in the rural areas **(Q80)**.

With regard to further development in the rural areas **(Q82)** there were views expressed both for and against the various options.

Issues and Options Consultation – East Fringe Workshop May 2008

With respect to **Q82** there was general agreement that villages need to evolve and therefore that some development is required. Option 1 was not generally liked and seen as an unsympathetic blanket-type approach which put pressure on every space

within a settlement. Generally Option2 was liked as it allowed each village to be looked at individually, whereas Option 3 was considered dangerous by some but preferred by others.

South Gloucestershire Members Rural Areas Steering Group 2009 - 2010

Summary of the key issues:

- Communities should have a greater say in their future development;
- Some villages/hamlets without settlement boundaries may wish to have some future development.
- Given the current level of completions and commitments in the rural areas existing settlement boundaries should be retained until 2016. Identify where future development should go through further engagement with communities and additional environmental assessments. Post 2016 strategy to be identified in a Sites & Policies DPD.
- Undertake engagement on allocating Affordable Housing Only Sites in Sites & Policies DPD.
- Design of new development must be of a high quality and reflect the character of the settlement/area.
- Affordable housing – these dwellings should be for local people or people with a local connection.
- Rural employment sites should be safeguarded.
- Working from home should be encouraged through the design of dwellings, the provision of broadband etc
- Recognise importance of the countryside because of its contribution to the economy, biodiversity and heritage; landscape quality, particularly the AONB; provision of public access to the countryside and recreational opportunities and tourism; provision of land for the production of local food.
- Support for demand responsive transport and community transport in general. "Taxi buses" should be investigated further.
- Acknowledgement that rural people own cars, but should aim to reduce the length of the journey which is taken in the car by park and ride at Nibley and park and share at Falfield (M5J14) and Tormarton (M4J18).
- Look again at the provision of rural interchanges to allow for interchange between private car, buses, demand responsive transport cycles and walking.
- Investigate the reopening of Charfield Station and the implications of this in terms of pressure for additional housing development in Charfield.
- Transport to further education and facilities and entertainment areas an issue for young people.

Vision for the Rural Areas

Policy CS34 - Rural Areas

Council's Response
The emphasis of the Vision for the rural areas is to conserve and enhance the rural areas as an important asset contributing to the economy, biodiversity and heritage of South Gloucestershire and to support rural communities.

Policy CS34 will deliver this vision by:
- Protecting and conserving rural character and assets
- Protect valuable agricultural land and opportunities for local food production
- Protect the setting of the rural areas around the urban areas
- Protecting the Green Belt
- Considering the approach to future development in villages following engagement with local communities
- Providing affordable housing through rural exception sites
- Protecting rural employment sites, services and facilities and supporting farm diversification
- Encouraging contributions to new communication technologies to support home working and other rural enterprises
- Supporting renewable energy proposals
- Seeking contributions to providing Green Infrastructure,
- Delivering and seeking contributions to the Rural Transport Package
- Managing flood risk
- Supporting projects that address and adapt to climate change.

26. Severnside

Engagement on Severnside was covered in:

- Stakeholder Workshops - June-October 2007 *(Pre-Issues & Options Engagement Statement – Appendices 7 & 8)*
- Issues and Options Consultation June 2008 (Questions 83-87) *(Issues and Options Consultation-Summary of Comments – pages 220-226)*

Stakeholder Workshops - June-October 2007

The following were suggested for inclusion in the vision for Severnside:
- Realise the full potential of the area as a regional focus for distribution
- Make best use of road and rail connections
- Minimise disturbance to ecology
- Realise the potential for renewable energy generation
- Employ engineering solutions to flood risk to facilitate the area's development
- Deliver development in a comprehensive planned way recognising the cross boundary issues involved
- Strategic and local transport links
- Local facilities and services

Issues and Options Consultation June 2008 (Questions 83-87)

General agreement with the key constraints identified in **Q83:**
- The significant ecological and archaeological interests
- Risk of tidal flooding
- Inadequate transport links

Long term objectives for the area (**Q84**) were supported:
- Realising the long term economic potential of the area
- Improving the transport infrastructure
- Co-ordinating the delivery of development with partners and public agencies
- Minimising impact on ecological interests
- Taking account of the Strategic Flood Risk Assessment and ensuring delivery of improvements to flood defences
- Making best use of potential for energy generation (including renewable)

General support for the 5 key priorities for development in Severnside (**Q85**), with more in favour of the protection priorities than the provision policies:
- Protecting existing and new development from flood risk
- Protecting important wildlife interests
- Providing jobs
- Providing good transport links
- Maximising the potential for energy generation

The majority of respondents agreed with the following infrastructure requirements, although there were mixed views on whether such infrastructure could be delivered by 2026 (**Q86 & 87**):

• Flood defence improvements
• Transport improvements
• Renewable energy generation

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Vision for Severnside
Policy CS35 - Severnside

Council's Response

The vision for Severnside is that it will be developed as a strategically important location for employment.

Policy CS35 sets out the key priorities for Severnside as:
- Developing land for distribution and other extensive employment uses
- Inviting landowners to work co-operatively through a planning agreement
- Working with landowners and statutory agencies to address flood risk, coastal protection, biodiversity, archaeology and transportation issues.