Spatial Strategy
14.1 The Spatial Strategy section of this document deals with the place specific issues and options for the various parts of South Gloucestershire. We identify:

- What we consider to be the issues
- What could be included in the visions for different areas of South Gloucestershire over the next 20 years (through the visions, the Core Strategy will set out the picture for how each area should be developed, taking account of the level of growth in the RSS)
- Options for achieving the level of growth

14.2 The final RSS will establish the higher level strategic policy framework that South Gloucestershire and all the other Councils in the South West will have to work with. In South Gloucestershire this will include identifying "areas of search" for new large development areas (referred to as urban extensions). Therefore, whilst this Issues and Options document seeks views on the exact location, scale and mix of development in certain areas, the principle of development will be established through the RSS process. The task for the spatial strategy part of the Core Strategy will be to manage growth in the most sustainable manner, in line with the Sustainable Community Strategy and taking into consideration the views and aspirations of our communities, stakeholders and partners. The RSS proposals are summarised in Tables 1 and 2. They are also shown in map form on Map 2 on page 14.

### Housing and Employment Requirements in Draft RSS and RSS Panel Report

<table>
<thead>
<tr>
<th>Location</th>
<th>Draft RSS</th>
<th>RSS Panel Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within the South Gloucestershire part of the Bristol urban area (i.e. North and East Fringes)</td>
<td>13,000 homes</td>
<td>15,500 homes</td>
</tr>
<tr>
<td>(East &amp; west of A4018 Cribbs Causeway)</td>
<td>(2,500 homes)</td>
<td></td>
</tr>
<tr>
<td>Urban extension Area C - West of M32 &amp; south of M4</td>
<td>8,000 homes</td>
<td>8,000 homes</td>
</tr>
<tr>
<td>Urban extension Area D - East of Kingswood north of A420</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land north of Yate/Chipping Sodbury</td>
<td>5,000 homes</td>
<td></td>
</tr>
<tr>
<td>Elsewhere in South Gloucestershire (i.e. Yate, Thornbury and rural area)</td>
<td>2,000 homes</td>
<td>2,300 homes</td>
</tr>
</tbody>
</table>

The recommendations in the Panel Report are subject to change. The updated position will be reflected in the Preferred Options Report.

### Potential urban extensions

<table>
<thead>
<tr>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>West of M32 &amp; south of M4</td>
<td>Area C in the Draft RSS. Supported by Panel Report</td>
</tr>
<tr>
<td>East of Kingswood north of A420</td>
<td>Area D in the Draft RSS. Supported by Panel Report</td>
</tr>
<tr>
<td>Land north of Yate/Chipping Sodbury</td>
<td>Proposed in the Panel Report</td>
</tr>
<tr>
<td>East &amp; west of A4018 at Cribbs Causeway</td>
<td>Referred to in the Panel Report as being within the Bristol urban area rather than an urban extension</td>
</tr>
</tbody>
</table>
Process

14.3 In order to develop these issues and options, we have:

- Identified the key characteristics for each area using a sound evidence base
- Begun to consult the public and other relevant organisations on their view of the current state of the area and what they would like to see in the future. For the urban extensions, we have consulted parish councils, elected members and key stakeholders, including developers
- Considered the plans and policies of other organisations which the Core Strategy must help to deliver, including the Sustainable Community Strategy
- From the above, identified the key issues for each area
- Begun to put together the elements of a vision for what each area should be like in 20 years
- Identified some options for managing development

14.4 We now want your views on these issues, visions and options so that we can take them into account as we develop the Core Strategy.

Evidence Base

14.5 As the key part of the evidence base for the Core Strategy spatial options, community profiles have been prepared for both urban and rural communities in South Gloucestershire. Information on each community has been collected from published sources e.g. the 2001 Census, and is presented as raw data and then interpreted in written profiles. The format for each profile covers: description and context, constraints, infrastructure, employment and sustainable community issues.

14.6 For the urban extensions, we have gathered evidence on the current characteristics of each area of search, including a range of environmental constraints, and done some design/master planning work to identify the impact of different levels of growth in each extension and the key infrastructure that will be required.
Introduction

Zones

14.7 In looking at the area of South Gloucestershire, we suggest that it can be divided into 6 zones, to reflect differing issues and/or characteristics.

1. The North Fringe of Bristol Urban Area, urban extension west of M32 and housing development at Cribbs Causeway & Filton

2. The East Fringe of Bristol Urban Area & urban extension east of Kingswood

3. Yate/Chipping Sodbury & urban extension

4. Thornbury

5. The Rural Settlements

6. Severnside

Map 5 Spatial strategy zones

© Copyright South Gloucestershire Council. All rights reserved. LA10003410 2008
15.1 The North Fringe of Bristol comprises the communities in the north of the urban area of Bristol including Bradley Stoke, Patchway, Filton, Frenchay, Stoke Gifford, and Harry Stoke. The area is adjacent to the Bristol City boundary and there are cross boundary links with services and facilities close to the boundary in Filton, Cribbs Causeway, Lockleaze and along the M32 corridor.
North Fringe Facts

- **Existing population** = around 50,000
- **Ageing population in Filton and Patchway, young population in Bradley Stoke**
- **Priority Neighbourhoods (pockets of relative deprivation) for regeneration in Patchway and Filton**
- Around twice as many jobs as resident workers
- **Significant areas of employment include: aerospace at Filton, MOD, AXA Sunlife, UWE, employment & office parks like Aztec West and Bristol Business Park, Frenchay Hospital**
- **Regional shopping centre + retail and leisure areas at Cribbs Causeway**
- **Town centres at Filton, Patchway and Bradley Stoke**
- **Bristol Parkway railway station and local stations at Patchway and Filton Abbey Wood**
- **Avon Ring Road, M32 and A38 pass through the North Fringe**
- **5000 new homes are planned but not yet built at Filton Northfield, Harry Stoke, Hewlett Packard and UWE (theses are included in the RSS housing figures for the urban area)**

15.2 The area has experienced large scale development over the past 20-30 years. Housing dates mainly from the 1930s to 1960s in Patchway and Filton, whereas Bradley Stoke is a large area of housing dating from the 1980s. The Stoke Gifford area is more mixed with pockets both of post 1950 and more recent development and a “village ethos” (A Vision for the North Fringe 2010 and Beyond: April 2002). Employment is dominated by the aerospace industry at Filton, the large employers along the ring road and the various employment and office parks located throughout the area. Frenchay Hospital is a major employer in the area, although its role as an acute hospital may be changing. A greater proportion of jobs are in the higher managerial and professional category than the South Gloucestershire average. Adjacent to the M5 is Cribbs Causeway, a major retail and leisure area which serves a wide area. The North Fringe is also home to the University of the West of England, a campus style university adjacent to the ring road. Filton College, a further education establishment, is located on the A38.

15.3 The North Fringe of Bristol is bounded by the M4 and M5 motorways. There are links through the area from these motorways to Bristol City Centre and, around the ring road, to the East Fringe and Bath. Bristol Parkway Station is on the London Paddington – Swansea and Birmingham – Penzance main railway lines. Bristol Parkway also serves the commuter rail journeys through the area, along with Filton Abbey Wood and Patchway stations.

15.4 With twice as many jobs as residents and good access to the motorway network and the surrounding area, the North Fringe (particularly the area around Aztec West) experiences significant in-commuting, and consequent congestion and air quality problems. There are also noise issues with Filton airfield. Current planning policy seeks to achieve a more balanced mix of development and major new housing developments are planned but not yet built.
15.5 Access to green space is varied across the North Fringe and large areas of open land are allocated for development. The area lacks town centres with traditional high streets, the two modern town centres at Filton and Bradley Stoke having limited services and facilities. Access to more local centres is limited in some communities and employment areas. Instead, free standing food stores and out of town retail parks serve the area, along with the retail and leisure facilities at Cribbs Causeway. The North Fringe has reasonably good public transport services although bus journey times and reliability are affected by congestion and connections and links to and from some areas are poor.

15.6 The Draft RSS Panel Report identifies further growth for Bristol with a significant amount of this to be located within and adjoining the Bristol urban area in the North and East Fringes. The Report also recognises the opportunity for an increase in local retail services at Cribbs Causeway to serve local communities, but not to the scale of a formal town centre.

What you have told us

- The whole area needs a vision and should have the character and facilities of a modern urban area
- As many local facilities as possible are needed in each local area for the large working population as well as residents. Existing local facilities are inadequate in some areas
- It is necessary to recognise and enhance the distinctive character of different localities to give residents a sense of community
- Public transport needs to be significantly improved and used more, including using the full potential of rail services
- Concern that the new urban extensions will just increase existing problems with congestion
- The two things residents like most about the area are access to green space and access to shopping nearby. However, quality, quantity, access to and maintenance of open spaces were identified by some as matters which needed addressing
- The two things residents like least are traffic and congestion and poor public transport

The Issues

15.7 In order to address what you have told us, and the matters arising as a result of our own analysis, the following issues have been identified as appropriate to the Core Strategy:

- How the further growth proposed in the Draft RSS, and/or the Panel Report, might be accommodated
- Improving services and facilities to serve both local residents and employees in the North Fringe of Bristol
- Tackling congestion and improving accessibility, particularly to employment
- Reducing further the imbalance between jobs and resident workforce
- Linking the new urban extension with existing communities
- Maintaining the supply of and access to green space
The Vision for the North Fringe of Bristol

15.8 The Vision will set out a picture of how the North Fringe area should be developed over the next 20 years. We suggest that the Vision should contain the following elements:

- Consider how to accommodate further growth arising from the final RSS
- Integrating new development with existing residential, employment and educational communities
- A better balance between jobs and housing
- The defined future role of Cribbs Causeway in relation to serving local communities
- Thriving and vibrant town and local centres
- Improved services and facilities for all
- Better use of public transport and more opportunities for walking and cycling
- Quality green spaces accessible to all communities

Further Development

15.9 The Draft RSS Panel Report identifies an urban extension to go on the land between Harry Stoke and the M32 (see paras 15.16 - 15.22), and for 15,500 dwellings to go within the existing urban areas of the North and East Fringes of Bristol, 2,500 of which will be in the Cribbs Causeway area. More jobs are also required, although the Draft RSS does not indicate where they should go. Work has been commissioned to assess, amongst other things, the capacity of existing urban areas for further development, the type and tenure of housing required, and employment requirements. Although this work is not available for the Issues and Options document and we do not, therefore, know what the findings will be, it is likely that to accommodate the level of growth required

Question 25

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

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

Please indicate any elements we have missed out
will involve making difficult decisions. To help us we would like your responses to the following questions.

**Services and Facilities**

15.10 Although retail facilities at Cribbs Causeway provide a range of convenience and comparison goods, this area is distant from some North Fringe communities. The RSS suggests that the role of Cribbs Causeway could be expanded to serve local needs. This could include new facilities such as a post office and banks and/or redevelopment to improve walking and cycling access from local communities. The town centre at Bradley Stoke is still in development and the town centre at Filton is a new centre with a limited range of shops and other town centre uses. Local centres are located throughout the North Fringe but have suffered from close proximity to Cribbs Causeway, Filton Abbey Wood retail park and free-standing supermarkets. Further housing development which is in the pipeline, as well as that required by the Draft RSS, will put additional pressure on existing facilities. There may be potential to develop the Filton Abbey Wood retail park into a town centre to serve the new and existing business and residential communities in the area.

15.11 We will be carrying out a retail study to help inform us on the current state of our town centres and assess future requirements. To help us we would like to know what you think about the retail centres in the North Fringe of Bristol.

**Question 26**

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

- Yes
- No

If Yes what shortage is there?

---

**Question 27**

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

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

---

**Question 28**

Which town and local centres in the North Fringe need additional facilities and what are these facilities?
The North Fringe of Bristol Urban Area

**Question 29**
In light of the new housing and employment development proposed at Filton Northfield and in the Cribbs Causeway area, do you support expanding The Mall and nearby retail parks to include improved facilities and access for existing and new communities in the area (e.g. post office and banks, improved walking and cycling access)?

- Yes
- No

If Yes, please indicate what facilities should be provided

**Question 30**
In light of the new housing, educational and employment development at Hewlett Packard, UWE, Harry Stoke and the area to the west of the M32, do you support expanding Filton Abbey Wood retail park to include improved facilities and access for existing and new communities in the area?

- Yes
- No

If Yes, please indicate what facilities should be provided

**Question 31**
Should further land for jobs be provided in the North Fringe of Bristol?

- No
- Yes

If Yes, what type of employment land and where should it go?

**Green Space**
15.13 We are undertaking an audit of green spaces, assessing the quality and quantity of these spaces and will also be looking to identify those spaces which form part of a network of linking spaces through urban areas.

**Employment**
15.12 The current planning policy for the North Fringe of Bristol seeks to reduce the imbalance between jobs and housing. The Draft RSS requires further jobs to be provided in South Gloucestershire. We need to consider whether some of these jobs should go in the North Fringe and/or in the urban extensions, whether they would add to the existing traffic and congestion on roads in the area or whether there could be ways to reduce travel to work by car.
15.14 Our engagement work so far indicates that, although it has the best service of anywhere in South Gloucestershire, the public transport system in the North Fringe of Bristol could be improved. Bristol Parkway is an extremely busy rail station. Issues here include congestion, pressure on parking and onward links to major employers. Filton Abbey Wood is a busy commuter station, which is also used by students. Patchway is also used for commuting, but is quiet during the day. Bus services are well provided from Bristol but commercial services are not generally provided from other areas.

15.15 Congestion is a key problem in the North Fringe of Bristol. This could be tackled in a number of ways:

- Encouraging people to travel by public transport, cycling or walking, or by car sharing
- By improving public transport
- Possibly by limited new road building. A new road link from the A38 to the Mall will be provided as part of the Filton Northfield development.

**Question 32**

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

- Good
- Reasonable
- Poor
- No Opinion

If ‘reasonable’ or ‘poor’, what are the gaps?

**Question 33**

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

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

Which station do you use most frequently?

- Bristol Parkway
- Filton Abbey Wood
- Patchway
- None of these
Key Constraints to development

- Role of area as key entrance to Bristol
- Role of area as a setting for the historic Stoke Park to the south and Hambrook Conservation Area to the east
- Highly visible wooded ridgelines and slopes to the west of the area
- Areas of Grade 1 Agricultural Land within the area of search
- Potential species or habitats of biodiversity interest and areas of archaeological potential
- Poor air quality and noise with proximity to Avon Ring Road, M4 and M32
- Major power lines cross the area
- Flooding issues
- Land is currently in the Green Belt
15.16 This area of search is located to the north of the Bristol City boundary, west of the M32 and south of the M4.

15.17 Currently in the Green Belt, the area is mainly in agricultural use with scattered houses and some leisure uses. The area has good road links being next to the Avon Ring Road and Junction 1 of the M32, however, a strong need has been identified for a new road to link the Ring Road with Bradley Stoke/Parkway. The area is close to UWE and other major employers, including Hewlett Packard, MoD, Axa Sun Life and Frenchay Hospital. The road network currently suffers from severe congestion. To respond to this a package of transport improvements will be required.

15.18 The nearby urban areas have been largely developed in a piecemeal way, partly due to the design and layout of road and rail infrastructure. This has led to large, relatively self contained areas of residential, commercial and retail development that are not well connected to each other, and which lack sufficient local services and facilities.

15.19 The area is currently used as informal and formal open space for existing residents, which is an important role as access to the wider countryside is difficult because of the motorway layout. There is a need to ensure that the area continues to provide sufficient green space for existing and future residents.

What you have told us

- The area already has significant problems with traffic congestion
- Noise and poor air quality have a negative impact on living conditions
- Stoke Gifford and Harry Stoke are distinctive places, and can be seen as lacking a centre and identity due to the amount of development in the last 20 years
- There are few cultural facilities in the area
- This urban extension should be mostly housing given the amount of employment locally
- Consideration of the amount of transport infrastructure, services and facilities, (including education) required by the new community must be done early in the process and provided at the right time with robust delivery mechanisms
- Options for where the “heart” of the community should be must be considered e.g. UWE campus or Stoke Gifford
- The landscape setting of Stoke Park and entrance to Bristol should be preserved
Urban Extension - West of M32

The Objectives

15.20 In order to address what you have told us, and the matters arising as a result of our own analysis, the following objectives have been identified as appropriate to the Core Strategy:

- To achieve the best possible integration with wider communities in terms of access by foot, cycle, public transport and car
- To provide good local services and facilities
- To build a sustainable community with a clear sense of identity
- To provide sufficient houses of all types and tenures to meet identified housing needs
- To provide mainly housing within the urban extension because there are more jobs than workers in the wider area
- To protect the green gateway to Bristol and historical settings of Stoke Park and Hambrook
- To define the new Green Belt boundary and boundary to the urban extension
- To help to deliver a new ‘transport corridor’ that connects Bradley Stoke/ Harry Stoke with the Avon Ring Road
- To protect future residents from the adverse effects of noise and air quality associated with the road network

- To create a network of high quality green spaces to serve the new community, linking with existing communities in Bristol and South Gloucestershire as well as with the open countryside and providing important wildlife corridors

Options

15.21 Taking into account the key constraints and the objectives identified, two options for developing this urban extension are suggested. For each different option there are a number of advantages and disadvantages and some key items of infrastructure which are required in order to build the urban extension.

Question 35

Have we identified the right objectives for the Core Strategy?

☐ Yes
☐ No

If No, please explain

__________________________________________________________________________________

__________________________________________________________________________________
Advantages

- Valuable slopes and ridges are better protected than in Option 2
- Provides a buffer zone along the M32 and Ring Road, which helps to preserve a green corridor into Bristol and protect future residents from noise problems
- Protects land south of the Ring Road from development which will help to maintain the green setting of Stoke Park
- Provides mainly housing in an area where there are currently more jobs than resident workers

Option 1

Number of dwellings – 2,700
Housing Density – average of 55 dwellings per hectare net
Employment Land – 13 hectares
Total area of land developed – 103 hectares

Disadvantages

- Would require more dwellings to be provided elsewhere than Option 2
- Development may not be viable because of utility / infrastructure costs and delivery issues. Further evidence needed on this issue
Urban Extension - West of M32

Map 9  Option 2

Advantages

• More development than Option 1 which may help with viability and delivery by meeting more of the required infrastructure costs for this location

• An adequate noise buffer zone for M32 and Ring Road will be retained

• Will provide mainly housing in an area where there are currently more jobs than resident workers

• Would require fewer houses to be provided elsewhere in South Gloucestershire than Option 1

Disadvantages

• Land south of the Ring Road does not link well with existing and proposed communities

• Because a larger area is being developed, including land south of the Ring Road, it is harder to maintain the green gateway to Bristol and setting of Stoke Park than Option 1

Option 2

Number of dwellings – 3,300
Housing Density – Average of 55 dwellings per hectare net
Employment Land – 16 hectares
Total area of land developed – 122 hectares
Key Infrastructure and Delivery

15.22 At this stage we have identified some key services, facilities and transport infrastructure which will be required in this urban extension. These requirements will become more specific as the detailed design of the extension is progressed.

- Local primary school provision (for both options)
- New secondary school provision (both options)
- New local centre/s including shopping, health & community facilities
- Green spaces network (including wildlife corridors) and leisure / recreation facilities
- Enhancing existing bus routes including Park & Ride based bus links into central Bristol

- Walking and cycling links to services / employment and green spaces including the open countryside
- Bus Rapid Transit route will require safeguarded land and funding
- Stoke Gifford relief road
- Significant funding shortfall
- Delivery issues could delay urban extension
- Impact on M32 Junction 1 needs to be examined with the Highways Agency
- Utility requirements – sewerage, water, electricity, etc, including costs of undergrounding power lines
- Sort It Centre to serve new and existing communities in the North Fringe of Bristol
- Renewable energy generation on-site

Question 36
Which option do you think would best achieve our objectives for the site?
☐ Option 1
☐ Option 2

Question 37
Can you suggest an alternative option for development in this area?
☐ No
☐ Yes

Question 38
Do you agree with the key services, facilities and infrastructure required?
☐ Yes
☐ No

If No, please explain what is wrong or missing
_____________________________________________________
_____________________________________________________

North Fringe of Bristol
15.23 The RSS Panel Report has identified this area for further housing development within the existing urban area rather than as an urban extension. However, in view of the scale of development (2,500 dwellings) there is a need for a clear, coordinated and comprehensive development programme and proper integration with existing communities and developed areas. In this Issues and Options document, therefore, we are considering this land in the same way as the urban extensions, in order to seek views on how the area should be developed.

Without this approach being taken, there is the real prospect development could come forward in a more ad hoc and less coordinated way. This would be to the long term detriment of the area and would potentially undermine efforts to create an integrated and sustainable new community.
Key Constraints to Development

- Biodiversity interests at; Haw Wood Site of Nature Conservation Interest, species rich hedgerows and, potentially, species which are identified in the UK or local Biodiversity Action Plans
- The area has high archaeological interest
- The requirements of Filton Airfield to continue to operate as a significant local employer in the long term
- Health & safety and noise issues resulting from the operation of Filton Airfield (details yet to be confirmed)
- Potential noise and air quality issues associated with the M5
- Underground oil storage and gas pipelines affect the area
- Land to the north west of the A4018 is in the Green Belt

Question 39
Do you agree with the key constraints that we have identified for this area?

☐ Yes
☐ No
If No, please explain

Description

15.24 The area is located south east of the M5 and north of the Filton/Avonmouth freight railway line. The land is predominantly in agricultural and recreational uses. It is immediately adjacent to the existing urban area, with Brentry and Henbury (within the administrative area of Bristol City) to the south, the regional shopping centre and retail parks at Cribbs Causeway to the north and Filton Airfield to the east.

15.25 Public transport linkages to the Cribbs Causeway retail area and central Bristol are good with potential for improvement. Access to the road and motorway network is good, but there are capacity issues at Junction 17 of the M5.

15.26 There are a wide range of job opportunities in the area, although with the proximity of the motorway network significant numbers commute into the area from Bristol and outside the West of England.
15.27 The area adjoins the working airfield at Filton which serves the very important local aerospace industry. The airfield has an impact on the proposed housing area in terms of noise, as well as health and safety issues associated with building under flight paths. The need to safeguard the long term operation of the airfield and to protect future residents from noise and health and safety problems will affect the design of any housing development in this location.

What you have told us

- There is already significant congestion in the area
- Air quality and noise already have negative impacts on living conditions
- The area is poorly related to the urban area of Bristol and the over dominance of retail and commercial has created a community with no sense of identity
- Future development needs to link well with Bristol and the future role of the Mall needs to be thought about
- The location forms a valued green entrance to Bristol – this should be preserved
- The urban extension should have more housing than other uses
- The new urban extension needs sufficient education, transport infrastructure and other services from the start

The Objectives

15.28 In order to address what you have told us, and the matters arising as a result of our own analysis, the following objectives have been identified as appropriate to the Core Strategy:

- To protect the long term operation of Filton Airfield and jobs in the aerospace industry
- To protect future residents from noise, poor air quality and health & safety issues arising from the road network and the operation of Filton Airfield
- How and to what extent the further growth proposed in the Draft RSS and/or the Panel Report might be accommodated
- To provide sufficient houses of all types and tenures to meet identified housing needs
- Improve the current imbalance between housing and workers in the wider area
- To provide services, facilities and infrastructure to serve the new community
- To integrate the new and existing communities in terms of use of services and facilities and transport links (walking cycling, public transport and car)
- To define new Green Belt boundary and the boundary of the new housing development
- To protect the valued landscape and biodiversity assets
• To provide good access to and from the existing urban areas especially by public transport, walking and cycling

• To create a network of high quality green spaces to serve the new community and link with existing communities in Bristol and South Gloucestershire as well as the open countryside

Question 40
Have we identified the right objectives for the Core Strategy?
☐ Yes
☐ No

If No, please explain
________________________________________________________________________
________________________________________________________________________
Housing development at Cribbs Causeway and Filton

Options

15.29 Taking into account the key constraints and the objectives identified, two options for developing the area at Cribbs Causeway and Filton are set out. For each option there are a number of differing advantages and disadvantages as well as requirements for key pieces of infrastructure.

Map 11 Option 1

Advantages

• The existing public transport network could be extended

• No new major infrastructure would be required

• Valuable ridgelines along M5 are better protected than in Option 2

Disadvantages

• The potential impact of Filton airfield in terms of noise and health & safety on future residents

Number of dwellings – 1,500
Housing Density – Average of 50 dwellings per hectare net
Employment Land – 8 hectares
Total area of land developed – 59 hectares

• The impact of development on the future operation of the airfield and associated local employment opportunities has not been confirmed
Advantages

- Existing public transport network could be extended
- No new major infrastructure will be required

Disadvantages

- The potential impact of Filton airfield in terms of noise and health & safety on future residents (likely to be worse than Option 1 given scale of growth)
- The impact on the future operation of the airfield and associated local employment opportunities has not been confirmed but is likely to be greater than for Option 1

Option 2

**Number of dwellings** – 2,600
**Housing Density** – Average of 50 dwellings per hectare net
**Employment Land** – 13 hectares
**Total area of land developed** – 95 hectares

- Significant encroachment onto ridgelines/ slopes, so more visual impact than Option 1
- More development to the east of the area which is not as accessible to public transport, walking and cycling or car
- Surface water management will require a large land take
At this stage we have identified some key services, facilities and transport infrastructure which will be required in this development area. These requirements will become clearer as the detailed design of the extension is progressed.

- Local primary school provision (both options)
- New secondary school provision (both options)
- New local centre/s including shopping, health & community facilities
- Green spaces network (including wildlife corridors) and leisure / recreation facilities
- Greater Bristol Bus Network Service 73, Cribbs Causeway to Bristol city centre
- Station safeguarding / reopening
- Walking and cycling links to services / employment and green spaces including the open countryside
- Future Bus Rapid Transit route, Cribbs Causeway to Bath
- Securing route
- Funding
- Delivery issues linked to urban extension
- Impact on M5 Junction 17 to be examined with Highways Agency
- Utility requirements – sewerage, water, electricity etc
- Renewable energy generation on-site

Question 41
Which option do you think would best achieve our objectives for the site?
☐ Option 1
☐ Option 2

Question 42
Are there any other options which should be considered?
☐ No
☐ Yes

Question 43
Do you agree with the key services, facilities and infrastructure required?
☐ Yes
☐ No
If No, please explain what is wrong or missing
______________________________________________
16.1 The East Fringe of Bristol comprises the communities in the east of the urban area of Bristol including Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham.
The East Fringe of Bristol Urban Area

East Fringe Facts

- Existing population = around 98,000
- Ageing population except in Emersons Green
- Priority Neighbourhoods (pockets of relative deprivation) for regeneration in Kingswood, Staple Hill and Cadbury Heath
- Low number of jobs compared to the number of resident workers
- 18,000 commute to work in central Bristol with only 5,300 travelling in the opposite direction
- 6,300 travel to work in the North Fringe with 900 travelling in the opposite direction
- Town centres at Downend, Emersons Green, Staple Hill, Kingswood and Hanham and a retail park at Longwell Green

16.2 The various communities have grown up around historic settlements. Victorian and Edwardian terraced housing characterise the central areas of Kingswood and Staple Hill. The rest of the East Fringe area is predominantly mid 20th century suburban housing, with newer housing concentrated at Longwell Green and Emersons Green. Current planning policy allocates further major development at Emersons Green, including 3,000 new homes. There are pockets of relative deprivation in Kingswood, Staple Hill and Cadbury Heath with associated health issues for the resident population, such as a lower life expectancy.

16.3 Employment is mainly focused on small industrial areas within or in close proximity to residential areas. The only modern business and office park is Emerald Park. A new science park which will provide 3,5000 jobs is in the pipeline for Emersons Green. Employment land has been lost over the years to other development, so that now the East Fringe of Bristol significantly under provides for the local workforce and 18,000 commute into central Bristol. There is a lower proportion of higher level managerial and professional jobs in comparison with the South Gloucestershire average.

16.4 The ring road runs around the East Fringe of Bristol from the M32 to the A4 and there are radial routes running through the area into Bristol City Centre. The ring road has strengthened traditional links between the East Fringe area and Bath for services and facilities. However traffic congestion on all these routes is a major problem with subsequent air quality issues along the main roads, particularly through Kingswood and Staple Hill. This affects the reliability of bus services due to long journey times, despite the frequency of service, although orbital routes are poorly served by buses at present.

16.5 The town centres are in a variable state and competition from the retail park at Longwell Green has impacted on the health of nearby town centres, particularly Kingswood and Hanham. There is a shortage of green space in the East Fringe area.
What you have told us

- There is a deficiency of green space in the urban area. Existing space should be protected and improved not developed. Green corridors should be established and link with the new urban extension and the countryside.
- The area has low employment provision and small businesses are being squeezed out by housing due to higher values. The mix of employment and residents should be balanced. The Core Strategy should have policies to protect employment land.
- Any new development including "infill" should contribute much better to public transport routes/times to the North Fringe and Bristol and as well as other infrastructure needs.
- There is a relationship between East Bristol and Bath in terms of services and education which needs to be recognised in transport terms.
- There is a need for a new M4 Junction to serve the increased population.
- Walking and cycling routes are not sufficiently planned for or provided.
- Social housing is currently concentrated in certain areas and this creates areas of deprivation. In future, new social housing should be spread over the whole area.
- There are declining shopping centres e.g. Staple Hill, which need support e.g. protecting retail and employment uses around the centre. Question the need for more large supermarkets.
- Need to halt economic and social decline in existing areas.
- The two things residents like most about the area are access to green space and access to shopping nearby, although as detailed above, there is a view that there is a deficiency of green space.
- The two things residents like least are traffic and congestion and poor public transport.

The Issues

16.6 In order to address what you have told us, and the matters arising as a result of our own analysis, the following issues have been identified as appropriate to the Core Strategy:

- How the further growth proposed in the Draft RSS and/or the Panel Report might be accommodated.
- Increasing the amount and range of jobs in the East Fringe of Bristol to improve the balance between jobs and resident workforce.
- Linking the new urban extension with existing communities.
- Reducing the relative deprivation in the Priority Neighbourhoods in Kingswood, Staple Hill and Cadbury Heath.
- Improving the vitality and vibrancy of the traditional town centres.
- Reducing congestion and improving access to the North Fringe & Bristol City.
- Increasing the supply of and access to green space.
A Vision for the East Fringe of Bristol

16.7 The Vision will set out a picture of how the area should be developed over the next 20 years. We suggest that the Vision should contain the following elements:

- Consider how to accommodate further growth arising in the final 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
- Quality green spaces accessible to all communities

Further Development

16.8 The Draft RSS Panel Report identifies an urban extension to go on land east of Kingswood (see paras 16.9 – 16.26) and for 15,500 houses to be built within the North and East Fringes of Bristol. More jobs are also required, although the Draft RSS does not indicate where they should go. Work has been commissioned to assess, amongst other things, the capacity of existing urban areas for further development, the type and tenure of housing required, and employment requirements. Although this work will not be available for the Issues and Options document and we do not, therefore, know what the findings will be, it is likely that to accommodate the level of growth required will involve making difficult decisions. To help us we would like your responses to the following questions.
Core Strategy 2008

Employment

16.9 The Draft RSS requires further jobs to be provided in South Gloucestershire. We need to consider whether some of these jobs should go in the East Fringe of Bristol and/or in the urban extension proposed to the east of Kingswood, whether they would add to the existing traffic and congestion on roads in the area or whether there could be ways to reduce travel to work by car. The new Science Park at Emersons Green will contribute towards this RSS requirement, providing both skilled/technical jobs and supporting jobs for local residents.

16.10 Another key consideration in this context is the provision of new employment land. Although discussed under Key Issue 4, in the East Fringe of Bristol the loss of employment land to other uses such as housing, is an important consideration. The allocation of new areas of employment land could alleviate this problem.

Question 45
Is there a shortage of any particular types of housing in the East Fringe of Bristol? E.g. size (number of bedrooms), type (flats or family houses), tenure (privately owned, rented or housing association) or specialist (housing for the elderly).

☐ Yes
☐ No
If Yes what shortage is there?

Question 46
If we can’t find enough land for housing in the urban area of the East Fringe, which of the following should we consider?

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

Question 47
Should further jobs be provided in the East Fringe of Bristol?

☐ No
☐ Yes
If Yes what type of jobs and where should they go?

Question 48
Should further, new employment land be allocated in the East Fringe of Bristol?

☐ No
☐ Yes
If Yes what type of employment land and where should it be?
The East Fringe of Bristol Urban Area

**Priority Neighbourhoods**

16.11 Work through regeneration partnerships and local communities is being carried out to address some of the issues of deprivation in pockets of the East Fringe of Bristol. We would like to know in broad terms what improvements to the Priority Neighbourhoods you think would reduce deprivation. For example, changes in housing type and tenures, more jobs, more health facilities, environmental improvements, etc.

**Question 49**
Have you any suggestions about how deprivation in the Priority Neighbourhoods could be reduced?

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**Question 50**
Which town and local centres in the East Fringe of Bristol need additional facilities and what are these facilities?

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**Question 51**
In light of the potential impact on the town centres at Hanham and Kingswood, Longwell Green retail park should not be expanded further. Do you agree?

- [ ] Yes
- [ ] No

Please explain

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**Town Centres and Retailing**

16.12 Within the area there are 4 traditional town centres, 1 new town centre at Emersons Green and 24 local centres. There is one out of centre retail park at Longwell Green with an Asda store nearby. The Longwell Green retail park has had an impact on the vitality of the nearby traditional town centres at Kingswood and Hanham. We will be carrying out a retail study to help inform us on the current state of our town centres and assess future requirements. To help us we would like to know what you think about the town and local centres in the East Fringe of Bristol.

**Transport**

16.13 Transport infrastructure in this locality is poorly developed and major upgrading to the network is required to deliver significant growth. The A4174 Ring Road is at capacity, particularly as it provides access to central Bristol (via the M32) and to the North Fringe of Bristol employment areas. The delivery of major transportation schemes is therefore essential in Area D. Major study work is required to examine, in detail, current provision and identify new infrastructure requirements to support development within Area D. Support to take this work forward is currently being sourced (although funding has yet to be identified).
16.14 **Bus Rapid Transit (BRT)** - Work is currently being undertaken to plan and cost a new route that would connect Emersons Green to Ashton Vale. If successful, delivery could take place by 2014. A second route, Emersons Green to North Fringe / Cribbs Causeway is also planned. If successful, delivery could take place by 2017.

16.15 **M4 Link** – A study undertaken by the Government in 2004/05 re-examined the possibility of a new Junction 18A on the M4 to the east of Junction 19 with the M32. The advantages of the scheme would be to provide a more direct route for traffic to and from Emersons Green and other areas to the east of Bristol. Although the new M4 to A4174 link road scheme was found to have a strong economic case, it was not recommended by the study. This was principally because the new link would lead to an increase in vehicle movements locally, in particular the flow on the M4 between J20 and J19. There would also be a substantial increase in flow on the north-eastern sections of the A4174 Avon Ring Road, and a corresponding reduction on the M4 between J19 and J18A as vehicles would use the new junction when travelling to and from the east. It was considered that this would exacerbate capacity problems on the Avon Ring Road. It would also cause congestion problems on the M4 to the east of the new junction with the strong likelihood that the widening of the M4 between Junctions 18A and 18 would be necessary.
At the present time the Highways Agency is against this proposal because of their concerns about the potential impact on the strategic motorway network.

Our engagement work shows that residents value access to green spaces. In the East Fringe of Bristol this green space is limited within the urban area itself, the majority of green space being on the fringe of the urban area (e.g. Siston and Oldland Commons).

We are undertaking an audit of green spaces, assessing the quality and quantity of these spaces and will also be looking to identify those spaces which form part of a network of linking spaces through urban areas.

Question 52
Do you think that there is a realistic prospect of the necessary transport improvements being provided in the time period of this Core Strategy?
☐ Yes
☐ No
Please explain

How would you rate the quantity (how much) of accessible green spaces in the East Fringe (e.g. parks, play areas, sports pitches)?
☐ Good
☐ Reasonable
☐ Poor
☐ No Opinion
If ‘reasonable’ or ‘poor’, what are the gaps?

How would you rate the quality (how good) of green spaces in the East Fringe?
☐ Good
☐ Reasonable
☐ Poor
☐ No Opinion
If ‘reasonable’ or ‘poor’, what are your concerns?
Key Constraints to Development

- The strong hillside/scarp which runs south from the M4 through Shortwood. This decreases in height and prominence as it moves south and is interrupted by the valley of the Siston Brook. The scarp becomes prominent again south of the A420 down to Bitton. This makes a strongly defined edge to the current urban area and screens Oldland and Warmley in longer views. Much of the area is prominent in views from the existing urban area as well as having ecological and archaeological interests.

- Open hill tops associated with the scarp are considered unsuitable for development due to their prominence in the wider landscape and particularly from the Cotswolds AONB.

- New areas of woodland planting around Siston village and at Warmley Forest Park as part of the Forest of Avon.

- Landscape features and important recreational and ecological areas of Siston, Rodway, Webbs Heath, Goose Green and Bridge Yate Commons.

- Ecologically important Siston and Warmley Brook corridors.

- Siston Conservation Area – an extensive conservation area that includes Siston village and its landscape setting.

- The area has a lack of sufficient, easily accessible employment opportunities and services.
Urban Extension - East of Kingswood

16.19 The area of search is bounded by the M4 in the north and Oldland Village in the south. It is adjacent to the existing urban communities of Emersons Green, Mangotsfield and Warmley. The village of Shortwood is within it, Pucklechurch and Siston are excluded. The whole area is in the Green Belt.

16.20 This area is predominantly agricultural land with recreation uses and common land. It is a diverse area, with varied land form, ecology and historical features, and forms an important landscape setting and recreational resource for the wider urban area.

16.21 There are a number of different settlement patterns within the area, isolated detached properties, clusters around the edges of the commons and a more linear arrangement along the A420 at Warmley, where some local services occur. Webbs Heath, Shortwood and Siston have no services. Pucklechurch is a larger settlement with a number of facilities and services.

16.22 Access into Bristol and Kingswood is along the A420, with access to the Ring Road at Warmley and Carsons Road. The road network suffers from traffic congestion at peak times. Public transport routes are good into Central Bristol but poor to employment areas in the North Fringe of Bristol and to Bath.

16.23 There is a shortage of jobs, compared with the resident workforce, in the wider area.

What you have told us

- Concern about potential for negative impact on the existing urban area in terms of traffic congestion, shopping centres, services and access to open countryside
- Local opposition from the villages and concern that they will be "swallowed up" and local roads become rat runs
- Need to consider walking and cycling routes from the villages to the new development and Emersons Green
- Concern that a new M4 junction has been dismissed and that without this the traffic implications of the new community will be unacceptable
- Key recreational and potential rapid transport routes through the area need to be planned for
- The new development needs employment provision within it
The Objectives

16.24 In order to address what you have told us, and the matters arising as a result of our own analysis, the following objectives have been identified as appropriate to the Core Strategy:

- How further growth identified in the Draft RSS might be accommodated
- To integrate the development effectively with existing communities in the urban area
- To provide sufficient houses of all types and tenures to meet identified housing needs
- To protect the character and separate identity of the nearby villages
- To provide a range of employment opportunities that are sequenced and delivered to help address the current imbalance between jobs and workers in the East Fringe of the urban area
- To provide services, facilities and infrastructure to serve the new community
- To identify a new, long term Green Belt boundary to accommodate the new urban extension
- To protect future residents from unacceptable levels of noise and air pollution from the Avon Ring Road
- To protect the valued ridgelines, recreation, historic and biodiversity assets
- To provide good access to and from the existing urban areas, including Bath and the rural areas, especially by public transport, walking and cycling
- To create a network of high quality green spaces based on the existing commons and public open space to serve the new community, linking with existing communities and the open countryside and providing important wildlife corridors

Question 55
Have we identified the right objectives for the Core Strategy?
- Yes
- No
If No, please explain

______________________________________________

______________________________________________
Urban Extension - East of Kingswood

Options

16.25 Taking into account the key constraints and the objectives, two options for developing this urban extension have been identified.

For each different option there are a number of advantages and disadvantages and some key pieces of infrastructure which are required in order to build the urban extension.

Map 15 Option 1

Advantages

- Relatively good potential to integrate with existing urban communities
- Historical assets and settings are offered acceptable protection
- Respects natural features to create a long term settlement edge for the urban extension
- Fairly respectful of Commons and recreational land
- Employment provision will be made within the development areas to help to address the current imbalance between jobs and workers in the wider area

Option 1

Number of dwellings – 5,000
Housing Density – Average of 45 dwellings per hectare net
Employment Land – 37 hectares
Total area of land developed – 209 hectares

Disadvantages

- Development will have an adverse impact on Sites of Nature Conservation Interest and some ridgelines
- Shortwood will lose its identity as a separate place
- Scattered development may reduce public transport viability
Advantages

- Slopes and ridges given more protection at Shortwood than in Option 1
- Relatively good potential to integrate with existing urban communities
- Historical assets and settings will be offered acceptable protection
- Natural features are respected to create a long term settlement edge
- Fairly respectful of commons and recreational land
- Employment provision will be made within the development areas to help to address the current imbalance between jobs and workers in the wider area

Option 2

Number of dwellings – 5,000
Housing Density – Average of 45 dwellings per hectare net
Employment Land – 37 hectares
Total area of land developed – 209 hectares

Disadvantages

- Development will have an adverse impact on Sites of Nature Conservation Interest and some ridgelines
- Scattered development may reduce public transport viability
Key Infrastructure and Delivery

At this stage we have identified some key services, facilities and transport infrastructure which will be required in this urban extension. These requirements will become clearer as the detailed design of the extension is progressed.

- Local primary school provision (both options)
- New secondary school provision (both options)
- New local centre/s including shopping, health & community facilities
- Green spaces network (including wildlife corridors) and leisure / recreation facilities
- Major transport infrastructure upgrading – new transport study required urgently – could delay delivery of urban extension
- Park & Ride at Emersons Green East to provide bus links to services and employment
- Walking and cycling links to services / employment and green spaces including the open countryside
- Bus Rapid Transit Route 2 - critical to Area D delivery
- Securing route
- Funding
- Delivery issues could delay urban extension
- Impact on Avon Ring Road and motorway junctions requires further examination
- Utility requirements – sewerage, water, electricity etc
- Renewable energy generation on-site

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

☑ Option 1
☐ Option 2

Question 57
Are there any other options which should be considered?

☐ No
☐ Yes

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

☐ Yes
☐ No

If No, please explain what is wrong or missing

________________________________________
17.1 The Draft RSS Panel Report suggests that Yate/Chipping Sodbury could have the potential for further growth. The Panel Report identifies that there are two main ways this could take place; through development and redevelopment within the Yate/Chipping Sodbury urban area and by new urban extension(s). We have some very strong concerns about the impact of significant large scale development at and around Yate/Chipping Sodbury. The key issues regarding the expansion of Yate/Chipping Sodbury are set out in this section.

17.2 Yate and the adjoining settlement of Chipping Sodbury are located north of the M4, approximately 10 miles north east of the centre of Bristol and 5 miles north of the edge of the Bristol urban area. Parts of the built up areas to the south of the settlement are within Dodington Parish.
Yate / Chipping Sodbury Facts

- Existing population = around 34,500
- Population profile similar to South Gloucestershire average
- Over 14,000 jobs in the area
- Main industrial estates/ business parks to west of Yate
- Town centres in Yate and Chipping Sodbury and 8 local centres
- Railway station at Yate served by Bristol – Gloucester local train service
- Bus interchange in Yate Town Centre

17.3 Chipping Sodbury is a small town with origins dating back many centuries, with some more recent development. Yate also has early foundations but was developed as a new town in the late 1960s and 70s, with significant housing development continuing until the late 1990s. Chipping Sodbury has a valued landscape setting with views to and from the AONB and significant areas of common land with biodiversity value to the east. Its town centre is a conservation area. The outer boundary of the Green Belt runs to the south and west of Yate/Chipping Sodbury. Adjacent to the north-west edge of Yate is the small settlement of Engine Common.

17.4 There is an hourly train service from Yate railway station which serves local stations between Bristol and Gloucester. There is a regular bus service into Bristol. There is reasonable access to the M4 at Tormarton.

17.5 The main areas of employment are to the west of Yate and around the edge of Chipping Sodbury. There are a greater proportion of manual jobs than the South Gloucestershire average and a lower proportion of higher managerial and professional jobs. There is a significant amount of out-commuting with around 12,000 commuting out of Yate/Chipping Sodbury and 3,500 commuting in.

17.6 Yate has a vibrant town centre with a wide range of retail and town centre uses. Chipping Sodbury town centre complements the Yate centre by offering more specialist shops and an evening economy.

17.7 Access to green space is reasonable and there are good walking and cycling routes within the area. There are potential air quality and noise issues associated with the quarry to the north of Chipping Sodbury/east of Yate and with the main road network.
What you have told us

• The employment base needs to be widened

• Provide housing that is affordable

• Yate station needs better transport links from within the town, better parking and a train turnback facility to maximise its potential

• Better leisure facilities are needed, in particular a cinema and bowling alley and restaurants in Yate

• Chipping Sodbury needs strengthening as a town centre

• Yate is a significant settlement and therefore needs a more positive approach to development and growth

• It is important to recognise the roles of Yate/Chipping Sodbury and plan for development to meet their needs. A retail survey may be required to determine their roles

• They are market towns important for the surrounding areas

• The two things residents like most about the area are access to green space and access to shopping nearby

• The two things residents like least are traffic and congestion and poor public transport

The Issues

17.8 In order to address what you have told us and the matters arising as a result of our own analysis, the following issues have been identified as appropriate to the Core Strategy:

• How and to what extent the further growth proposed in the Draft RSS and/or the Panel Report might be accommodated

• Improving the number and range of jobs to address the current imbalance between jobs and workers

• Improving public transport

• Maintaining and improving the vitality and viability of the town centres

• To create a network of high quality green spaces, including wildlife corridors, to serve the new community and link with existing communities as well as the open countryside

A Vision for Yate / Chipping Sodbury

17.9 The Vision will set out a picture of how Yate/Chipping Sodbury should be developed over the next 20 years. We suggest that the Vision should contain the following elements:

• Consider how the growth identified in the final RSS might be accommodated

• A better balance between jobs and housing

• Better define the different roles of Yate and Chipping Sodbury town centres
Yate / Chipping Sodbury Urban Area

- Thriving and vibrant town and local centres with more leisure facilities, and better evening economy with a cinema and restaurants, to serve surrounding rural areas
- Better use of public transport and more opportunities for walking and cycling
- Quality green spaces accessible to all, linking to the open countryside and providing wildlife corridors

Employment
17.10 The Draft RSS requires further jobs to be provided in South Gloucestershire. We need to consider whether some of these jobs should go in Yate / Chipping Sodbury and/or in the urban extension that is currently also proposed. At present the types of jobs in the towns are concentrated in certain types of occupations e.g warehousing, and there are fewer job’s than residents. There are few opportunities for local businesses to expand into larger premises if required. The future development at Yate/Chipping Sodbury could be an opportunity to provide more land for employment in the area and also provide a wider range of different kinds of jobs.

Transport
17.11 Yate has both bus and rail services whereas Chipping Sodbury only has a bus service. There is a regular bus service to Bristol but services to various other places are inadequate. The frequency of train services to Bristol could be improved if there was investment in a train turnback facility.
Town Centres and Retailing

17.12 Our engagement work has indicated that Yate town centre lacks an evening economy and certain leisure facilities. We will be carrying out a retail study to help inform us on the current state of our town centres and assess future requirements. Also a Community Plan for Yate is being prepared locally which will deal with these issues. To help us we would like to know what you think about the town and local centres in Yate / Chipping Sodbury.

Green Space

17.13 We are undertaking an audit of green spaces, assessing the quality and quantity of these spaces and will also be looking to identify those spaces which form part of a network of linking spaces through urban areas.

Question 61
If finance was made available for a train turnback facility at the rail station in Yate to enable a more frequent train service, would you support this happening?
☐ Yes
☐ No

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

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

Question 64
How would you rate the quantity (how much) of accessible green spaces in Yate/Chipping Sodbury (e.g parks, play areas, sports pitches)?
☐ Good
☐ Reasonable
☐ Poor
☐ No Opinion
If ‘reasonable’ or ‘poor’, what are the gaps?
________________________________________
________________________________________

How would you rate the quality (how good) of green spaces in Yate/Chipping Sodbury?
☐ Good
☐ Reasonable
☐ Poor
☐ No Opinion
If ‘reasonable’ or ‘poor’, what are your concerns?
________________________________________
________________________________________
7.14 The Draft RSS Panel Report suggests that an urban extension of 5,000 homes could be accommodated on the edge of Yate/ Chipping Sodbury. We have strong concerns about the impact this would have on Yate and Chipping Sodbury. The following section sets out what we think are the key issues that need to be considered before any decisions are made about the suitability of significant further growth at Yate / Chipping Sodbury. To help understand the real impact of the RSS Panel Report’s recommendations we have put forward two development options. We would like your views on these.

Map 18 RSS Area of Search at Yate/Chipping Sodbury

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Key Constraints to Development

- Is Yate/Chipping Sodbury a sustainable location for an urban extension?
- Green Belt and common land to the south and east (Yate Common (formerly known as Westerleigh Common), Kingrove Common, Colts Green and Wapley Bushes and Common)
- The working quarry to the north of Chipping Sodbury
- Areas of common land to the north east of Chipping Sodbury (Sodbury Common)
- The historic town centre of Chipping Sodbury is a designated conservation area
- The area to the east of Chipping Sodbury forms part of the setting of the Cotswolds Area of Outstanding Natural Beauty (AONB)
- The highly visible ridgeline at Yate Rocks to the north of Yate
- Engine Common contains a rich network of hedgerows and small fields with biodiversity interest as well as locally important historic buildings
- Drainage/flooding issues in the area to the north of Brimsham Park

17.16 Immediately to the north of Yate, and to the west of the Birmingham - Penzance railway line, is the village of Engine Common which has a distinctive character based on its historic development as a mining community in the 19th century. Services include a primary school.

17.17 To the east of the railway line there is an area of arable land which is relatively free from environmental constraints. This land is immediately adjacent to the residential area of Brimsham Park. East of this area the land rises towards the highly visible ridgeline at Yate Rocks and the working quarry. The edge of the built-up area here is just over a mile from the town centre.

17.18 The area to the north and north east of Chipping Sodbury contains a large quarry, public open space and common land. Land to the east of Chipping Sodbury is in agricultural use.
What you have told us

17.19 As this urban extension was not identified until the RSS Panel Report was published in January 2008, we have not so far undertaken any engagement work or sought views on the proposal. There are strong concerns that an urban extension of this size will not be sustainable. Your consultation responses to this Issues and Options document will help us to understand the impact of the Panel Report’s recommendation.

The Objectives

17.20 In order to address the matters arising as a result of our own analysis, the following objectives have been identified as appropriate to the Core Strategy:

• To strengthen Yate and Chipping Sodbury’s roles as separate but interdependent towns
• To increase the number and range of jobs in Yate/Chipping Sodbury
• To achieve the best possible integration with the existing communities in Yate/Chipping Sodbury and Engine Common in terms of access by foot, cycle, public transport and car
• To provide good local services and facilities for the new communities
• To determine the long term future role of Engine Common
• To provide sufficient houses of all types and tenures to meet identified housing needs
• To improve the availability of public transport to, in and around Yate/Chipping Sodbury
• To protect the key landscape, biodiversity and historic assets
• To set out a new long term settlement boundary for Yate/Chipping Sodbury
• To address issues connected with access to the motorway network especially for freight traffic

Options

17.21 Taking into account the key constraints and the objectives identified, two options for developing this urban extension have been identified. For each different option there are a number of advantages and disadvantages and some key pieces of infrastructure which are required in order to build the extension.

Question 66

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

☐ Yes
☐ No.

If No, please explain
Adantages

- Greenfield land at Engine Common and the east of Chipping Sodbury is not included in the development area.
- Does not compromise Green Belt land.
- Environmental assets are better protected than in Option 2.
- Public transport improvements will be possible.
- Employment opportunities within the town could be increased in terms of the range and number of jobs.

Disadvantages

- It may not be possible to provide sufficient employment to improve the current homes/jobs imbalance.

Option 1

- Number of dwellings – 2,500
- Housing Density – Average of 45 dwellings per hectare net
- Employment Land – 15 hectares
- Total area of land developed – 96 hectares

- This level of growth will exacerbate existing problems with commuting and congestion but less so than in Option 2.
- Land towards the north of this area of search is a long way from the centre of Yate.
- Yate/Chipping Sodbury may not be a sustainable location for this level of growth.
- Drainage and flooding issues in this area.
**Urban Extension at Yate / Chipping Sodbury**

**Map 20  Option 2**

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**Advantages**

- Green Belt land is not compromised
- Public transport improvements should be achieved
- Relatively acceptable impact on Engine Common and Chipping Sodbury
- Land north and east of Chipping Sodbury is relatively close to Chipping Sodbury town centre

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**Disadvantages**

- It is unlikely that the amount of employment required to address the imbalance between jobs and resident workers at this level of growth will be deliverable in this location
- This scale of development will make existing problems of commuting and congestion significantly worse
- Land towards the north of this area of search is a long way from the centre of Yate

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**Option 2**

**Number of dwellings** – 5,000 (2,500 North of Yate, 1,000 at Engine Common and 1,500 north and east of Chipping Sodbury)

**Housing Density** – Average of 45 dwellings per hectare net

**Employment Land** – 25 - 30ha

**Total area of land developed** – 200ha

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**Constraints to good place making and delivery at Engine Common include:**
- existing patterns of development,
- flooding issues and ecological assets (Sites of Nature Conservation Interest)
- Potential extent of 16th to 18th Century underground coal workings and contaminated land at Engine Common needs further assessment
- Development east of Chipping Sodbury has the potential to harm the setting of the Cotswolds AONB
Key Infrastructure and Delivery

17.22 At this stage we have identified some key services, facilities and transport infrastructure which will be required in this urban extension. These requirements will become clearer as the detailed design of the extension is progressed.

- Local primary school provision (both options)
- New secondary school provision (both options)
- New local centre/s including shopping, health & community facilities
- Green spaces network and leisure / recreation facilities
- Station turn-back facility to enable a 30 minute frequency of service between Yate and Bristol

- Walking and cycling links to services / employment and green spaces including the open countryside
- Improved access to motorway/ freight routes
- Utility requirements – new relief sewer and storm water management system, water, electricity etc
- Renewable energy generation on-site

Question 67
Which option do you think would best achieve our objectives for the area?

☐ Option 1
☐ Option 2

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

☐ No
☐ Yes

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

☐ Yes
☐ No

If No, please explain what is wrong or missing
17.23 The Draft RSS indicates that, outside of the main urban areas, limited development may be appropriate at market towns which play a strategically important role in their local area, and where the development would help support the role and function of these towns. Within South Gloucestershire Yate, Chipping Sodbury and Thornbury can be considered to be market towns which serve a local area. In this section we are asking for your views about further housing development within the current town limits of Yate and Chipping Sodbury.

17.24 Housing completions in the past 11 years in Yate / Chipping Sodbury have totalled 660, although the numbers built over the past 5 years were significantly lower than for the first 6 years (563 for 1996-2002 and 97 for 2002 – 2007). All this development has been within the existing settlement boundary. Although a number of sites in Yate / Chipping Sodbury are currently planned for development (e.g. Sea Stores, Coopers) there are only limited development opportunities within the two towns. To help us we would like your responses to the following questions.

Question 70
Should we allow more housing within Yate / Chipping Sodbury, other than in the urban extension proposals shown in Options 1 and 2?
- [ ] No
- [ ] Yes
If Yes
(a) how much more housing?

and
(b) how should we do this given the limited development opportunity?

Question 71
Is there a shortage of any particular types of housing in Yate / Chipping Sodbury? E.g. size (number of bedrooms), type (flats or family houses), tenure (privately owned, rented or housing association) or specialist (housing for the elderly).
- [ ] No
- [ ] Yes
If Yes what shortage is there?
18.1 The Draft RSS Panel Report suggests a need for 2,300 houses to go within South Gloucestershire outside of the Bristol urban area and urban extensions. More jobs are also required, although the Draft RSS does not indicate where they should go. Section 17 discusses the issues and options for Yate/Chipping Sodbury. This chapter considers the role and function of Thornbury. The key issue we want to discuss is whether Thornbury should be considered to take some additional development.

**Thornbury Facts**

- Existing population = around 12,000
- Ageing population
- Around 5,400 jobs in Thornbury area
- Main areas of employment are along Midland Way and the Council Offices
- Over 40% (2,500) of economically active residents commute out of Thornbury for work
- Similar number commute in to Thornbury for work
- Town centre and 1 local centre (Oakleaze Road)
18.2 Thornbury is situated approximately 14 miles north of central Bristol and 6 miles north of the urban edge at Bradley Stoke. Thornbury originated as a medieval market town and has an historic core on its western side centred around the High Street, Castle Street and Thornbury Castle and church. The historic core is now a conservation area. The town was subject to extensive housing estate development during the 1960s, 70s and 80s and this is bounded on its eastern and southern sides by a relief road. An employment area has been developed at the southern end of the town which forms a clear physical edge to the built-up area. The Green Belt lies to the south and west of Thornbury.

18.3 The proximity and accessibility of Thornbury to Bristol and beyond, via the A38 and M5, has made it a popular place to live but also resulted in it becoming a dormitory settlement. However, it does also have a role as a market town/service centre for the surrounding villages and rural area. Bus services in and around Thornbury and to Bristol are reasonable, but nonetheless could be improved.

18.4 The town has a traditional market town high street containing a pedestrianised shopping area, an edge of town supermarket, as well as a range of leisure uses. Current indications suggest that there has been a downturn in the quality of local shops with a rising number of vacant units.

18.5 Public transport infrastructure needs improvement, in particular there is a need for a more joined up approach to bus timetabling and interchange. Access to green space is reasonable. Walkways and cycleways through housing developments are characteristic of the housing areas built in recent decades.

What you have told us:

- There is a role for some further development in Thornbury - shops are declining and primary school rolls falling due to population changes
- The local needs of market towns should not be ignored with all development going to the urban areas
- There is a need for affordable housing
- Proximity of employment to housing needs more integration
- The attractive environment, access to green spaces and nearby jobs and schools are valued by residents
- Poor evening public transport service, lack of things to do and traffic and congestion are the dislikes of residents
- When compared to other urban areas in South Gloucestershire residents of Thornbury are the most likely to feel safe and least likely to experience crime

The Issues

18.6 In order to address what you have told us and the matters arising as a result of our own analysis, the following issues have been identified as appropriate to the Core Strategy:

- How and to what extent the further growth proposed in the Draft RSS and/or the Panel Report might be accommodated in Thornbury
- Promoting more affordable housing / home ownership options in Thornbury
- Improving public transport choice, provision and reliability
Maintaining and improving the vitality and viability of Thornbury town centre

• Increasing the supply of and access to green space

• Increasing the provision of community facilities

A Vision for Thornbury

18.7 The Vision will set out a picture of how Thornbury should be developed over the next 20 years. We suggest that the Vision should contain the following elements:

• Consider how the growth identified in the final RSS might be accommodated

• 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

Question 72

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

☐ 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

Are there any elements which we have missed out?

____________________________________________________________________________________
Future Development

18.8 The Draft RSS indicates that outside of the main urban areas, limited development may be appropriate at market towns which play a strategically important role in their local area, and where the development would help support the role and function of these towns. Within South Gloucestershire, Thornbury can be considered to be a market town that serves a local area.

18.9 Housing completions in the past 11 years have been low, totalling around 80 dwellings. Other than at Thornbury Hospital these dwellings have all been on small sites. The current development of 90 dwellings at Rock Street and Bath Road will add to this. However, without any significant new planned development at Thornbury, given the limited opportunities to redevelop sites for housing within the town, new dwellings completions are anticipated to be very low, totalling on average between 3-5 dwellings per annum.

Question 73
Given the limited opportunities to redevelop sites for housing within Thornbury, and faced with the situation that shops are declining and primary school rolls falling, should we allow more housing in and around the edge of Thornbury?

☐ No
☐ Yes
If Yes how much more housing and where should it go?

Question 74
Is there a shortage of any particular types of housing in Thornbury? E.g. size (number of bedrooms), type (flats or family houses), tenure (privately owned, rented or housing association) or specialist (housing for the elderly).

☐ No
☐ Yes
If Yes what shortage is there?

Question 75
Should further jobs be provided in Thornbury?

☐ No
☐ Yes
If Yes what type of jobs and where should they go?
Transport

18.10 The engagement work we have done so far shows that use of buses is low. Partly this is due to the limited service and the journey time. Proximity to, and ease of accessing the major road network favour car use for travelling between settlements. Most retail and leisure facilities in the Town are accessible by walking and cycling.

Town Centres and Retailing

18.11 Our engagement work carried out so far suggests that there are concerns regarding the health of Thornbury town centre. We will be carrying out a retail study to help inform us on the current state of our town centres and assess future requirements. To help us we would like to know what you think about the town and local centre (Oakleaze Road) in Thornbury.

Question 76
What improvements need to be made to the public transport system in Thornbury to make it better used?

☐ A bus interchange

More frequent bus services to destinations at:

☐ North Fringe of Bristol
☐ Aztec West
☐ The Mall at Cribbs Causeway
☐ Central Bristol
☐ Other (please specify)

More direct bus services to destinations at:

☐ North Fringe of Bristol
☐ Aztec West
☐ The Mall at Cribbs Causeway
☐ Central Bristol
☐ Other (please specify)..............

☐ Revision to bus times (please specify)

☐ Other (please specify)

Question 77
Do the town and/or local centre (Oakleaze Road) in Thornbury need additional facilities and, if so, what are these facilities?

Green Space

18.12 We are undertaking an audit of green spaces, assessing the quality and quantity of these spaces and will also be looking to identify those spaces which form part of a network of linking spaces through urban areas.
Thornbury

Question 78
How would you rate the quantity (how much) of accessible green spaces in Thornbury (e.g. parks, play areas, sports pitches)?

- Good
- Reasonable
- Poor
- No Opinion

If ‘reasonable’ or ‘poor’, what are the gaps?

How would you rate the quality (how good) of green spaces in Thornbury?

- Good
- Reasonable
- Poor
- No Opinion

If ‘reasonable’ or ‘poor’, what are your concerns?

Increasing the Provision of Community Facilities

18.13 With regard to increasing the provision of community facilities, the planning system’s influence is again limited to need and provision generated as a result of new development.

18.14 Key Issue 7 discusses Improving Health and Well-being, part of which is concerned with the provision of community facilities.
Rural Settlements

Rural Settlements Facts

- 21% of the South Gloucestershire’s population live in the rural area
- Around 1,200 dwellings have been built in the rural area of South Gloucestershire since 1996
- Only about 10% of these dwellings have been delivered as affordable housing

19.1 There are over 40 villages in the rural area of South Gloucestershire. These range from small hamlets to settlements with several thousand people. As a consequence some settlements have a greater range of housing types and tenures than others, and the balance between the numbers of jobs and economically active residents varies between settlements. The physical characteristics of the villages also vary greatly. A number of rural settlements are within the River Severn flood plain, and others are within the Cotswolds Area of Outstanding Natural Beauty and/or Green Belt.

19.2 Over the last 11 years (1996-2007) around 1,200 dwellings have been built in the rural area of South Gloucestershire, which is around 109 per annum. The vast majority of this development has been within villages. To put this in context if this rate of development continued over the next 20 years, this would deliver 2,180 of the 2,300 new dwellings identified in the draft RSS for the whole of the rest of South Gloucestershire.

19.3 Some limited employment development has also taken place through new development and the conversion of buildings into business use. Since 1996 this has totalled around 9.3ha.

19.4 Looking to the future, in some areas there is real concern that encroaching ‘urban sprawl’ development will have an adverse impact on the character of some rural settlements. In other areas, worries are that a decline of local services and facilities, poor access to local jobs, and a lack of affordable housing, will create dormitory settlements and/or the feeling of isolation. In these circumstances it may be appropriate to consider some development in these areas where it would help to support local service provision and provide opportunities for people to remain in areas where they have grown up and are part of the community.

Role of Rural Settlements

19.5 The current policy approach to development in rural areas allows for small-scale development and infill, as well as conversions, within existing settlements. This is controlled through the Local Plan by using a criteria based policy to assess development proposals together with defined village development boundaries around settlements (or, in some cases, parts of settlements).
19.6 The village development boundaries around settlements in South Gloucestershire define the extent of the area within which further development may be acceptable. They do not necessarily define the extent of a community, so parts of a community may lie outside of the boundary. Development boundaries are also used in other local authority areas but may have different names such as, for example, village envelopes or village fences.

19.7 As has been mentioned earlier, the RSS EiP Panel Report proposes that 2,300 new dwellings need to be accommodated in Yate/Chipping Sodbury (in addition to an urban extension), Thornbury and the rural settlements to 2026. The Draft RSS (and Panel Report) does not attempt to distribute dwellings requirements between rural settlements, but sets out (in Policy C1) how settlements should be assessed to understand their suitability to accept future growth.

19.8 Initial stakeholder consultation suggests that there is a recognised need for development in some rural settlements to help ensure the continuing viability of such settlements. While in others it is clear that more development, particularly market housing would have negative consequences. The engagement work has also made clear that development should not be at the cost of the existing character, and needs to be supported by necessary infrastructure provision.

What You Have Told Us:

- The need to recognise and take account of Parish Plans
- Increasing affordable housing is key, and a reduction in the threshold above which affordable housing is sought should be considered
- Any growth needs to be supported by infrastructure – including improvements to the road infrastructure
- Any growth needs to be in scale, and not compromise local character and distinctiveness
- Retain the very clear idea that town and country must be clearly separated
- A need for a policy ensuring the protection of employment sites in villages
- A need to link employment with growth in villages
- There is a need to increase provision of formal community facilities
- A need to retain and enhance services in villages
- A need to identify and meet local needs;
- Public transport is not popular/ seen as a viable option due to infrequency

Question 79
Do you agree with the initial stakeholder consultation view that some housing development in rural settlements is required?

☐ Yes
☐ No

Please explain your reasons

________________________________________
________________________________________
The Issues

19.9 In order to address what you have told us and the matters arising as a result of our own analysis, the following issues have been identified as appropriate to the Core Strategy:

- How and to what extent the further growth proposed in the Draft RSS and/or the Panel Report might be distributed and accommodated in the rural settlements
- Promoting more affordable housing / home ownership options in the villages
- Improving public transport choice, provision and reliability
- Increasing the provision of community facilities

A Vision for the Rural Settlements

19.10 The Vision will set out a picture of how the rural settlements should be developed over the next 20 years. We suggest that the Vision should contain the following elements:

- Ensuring that the character of the rural area of South Gloucestershire is maintained and enhanced
- Promoting more affordable housing / homeownership options
- Better use of and access by public transport
- Increasing and sustaining the provision of services for communities
- Protecting existing employment sites and promoting new opportunities in villages

Question 80
Should the Core Strategy aim to create a balance between jobs and housing in rural areas?
- Yes
- No
Further Development

At this stage we are only consulting on the principle of how this should be done. Based on the responses received, further details will be developed at the Preferred Options stage.

19.11 The three options we would like you to consider are:

1. Continue with the current approach to assess development proposals based on village development boundaries and policy criteria

2. Variable Villages approach to identify villages which would/would not be suitable for development. This would be based on Parish Plans or similar, where available, together with Sustainability Appraisal, to develop the rationale to be used. This would be consulted on at the Preferred Options stage

3. Remove all village development boundaries and replace with a criteria based approach to determine if a village is appropriate to take additional development

Option 1 - The Current Approach

19.12 The current policy approach allows for small-scale development and infill, as well as conversions, within existing settlements. This is controlled by development boundaries around settlements (or in some cases parts of settlements) as defined in the South Gloucestershire Local Plan together with the criteria set out in Policy H2 of the Local Plan. Such an approach has both advantages and disadvantages.

Advantages:

- Pursuing this approach effectively allows the housing market to determine the location of development, which is spread around a large number of villages
- Maintaining this approach would mean there is no need to redefine current development boundaries
- Small scale affordable housing schemes in rural communities on land that would not otherwise be considered appropriate for development can still be pursued

Disadvantages:

- The same housing market pressure that determines the location of development (within the confines of planning policy) is likely to continue the intensification of land use within certain development boundaries
- Because of the small scale of separate developments, the ability to seek affordable housing is limited, as are the potential benefits of financial contributions that the Council seek as a result of new development
- Development boundaries limit the scope for new employment land development because land with development potential is small scale
- Without a managed approach to development, it is more difficult to plan for and support services provided by the Council and other organisations
- As the boundaries are ‘set’, and as development within them continues, the amount of land with development potential reduces
Option 2 - Variable Villages approach

19.13 Another option is to identify some villages which would benefit from development. Using evidence from Parish Plans, Sustainability Appraisals and other appropriate local reviews, villages would be put into different categories. Such an approach could highlight those settlements where some additional development would help support village needs and community life.

19.14 Applying this approach to villages would involve reviewing some existing village development boundaries to enable small scale, but planned development to take place.

19.15 This same approach could also be used to consider villages that currently don’t have a village development boundary, but where small scale development in line with Parish Plan or similar would help contribute to retain a vibrant local village community.

Again, such an approach has different advantages and disadvantages.

Advantages:

- Development could be better focused to villages where the character of existing settlements won’t be unacceptably harmed
- Pursuing this approach would allow development in villages which have a better level and mix of facilities and transport links and/or where genuine local needs exist, but existing planning policies currently resist development
- It would allow better planning for affordable housing provision and the benefits of financial contributions, and provide a clearer decision making basis for the Council and other agencies (for example public transport providers and local health care providers)

Disadvantages:

- A prescriptive approach such as this may make it difficult to consider changing circumstances in settlements once the Core Strategy is adopted
- This approach would require redefinition of some development boundaries

19.16 If this approach was supported by comments received to this consultation, using evidence from Parish Plans or other appropriate local reviews, draft criteria would be prepared at the next stage of the Core Strategy to indicate how a village hierarchy could be developed and how villages would be grouped. Full public consultation on these proposals would be undertaken at the Preferred Options stage.

Option 3 - Remove all existing settlement boundaries

19.17 Developing this approach would mean that all village development boundaries would be removed. They would be replaced with a new policy to assess the suitability of planning applications related to villages. Although we are not proposing criteria at this stage, the type of criteria that could be used would be based on the degree to which new development proposals would:

...
Rural Settlements

• Increase local economic activity
• Support key village activities and services
• Meet locally arising housing needs
• Be in scale and character with the settlement

The advantages and disadvantages of this approach are very similar to Option 1, with the exception that development boundaries would be removed from all villages.

Advantages:

• This approach is not prescriptive, allowing for the consideration of changes in circumstances in settlements, for example the closing of a local shop or the provision of more public transport

Disadvantages:

• The loss of village development boundaries would weaken the ability to establish where infill / redevelopment would be unacceptable in villages – for example where it would be desirable to resist back gardens being redeveloped

• This approach would place considerable pressure on the decision making process for individual developments and could result in perceived inconsistency in the way decisions are made

19.18 If this approach was supported by comments received to this consultation, draft criteria would be prepared at the next stage of the Core Strategy and consultation undertaken.

Question 82
Which (if any) of the proposed options to plan for development in rural areas do you prefer?

☐ Option 1 - Continue with the current approach of using development boundaries and a local plan type criteria based policy

☐ Option 2 – Variable villages approach to identify some villages which would benefit from some development

☐ Option 3 - Remove all existing settlement boundaries and replace with a new policy to assess the suitability of planning applications related to villages.

☐ Other (please specify)
Improving Rural Public Transport Provision

19.19 Local Authorities support the provision of rural public transport, for example through subsidy (the funding streams for which are finite). Although the planning system is now ‘spatial’, its influence on matters such as rural public transport is limited to a large extent to the need for provision generated as a result of new development.

19.20 Key Issue 3 discusses tackling congestion and improving accessibility. Under that issue, public transport provision is addressed.

Increasing the Provision of Community Facilities

19.21 With regard to increasing the provision of community facilities, the planning system’s influence is again limited to need and provision generated as a result of new development.

19.22 Key Issue 7 discusses Improving Health and Well-being, part of which is concerned with the provision of community facilities.
Key Constraints to Development

- The coastal zone is of significant ecological interest due to its importance to over wintering wildfowl and wading birds. It is covered by a number of national and international designations which protect both the birds and their habitats. Before any development which might have a significant impact on the ecology of the area takes place, an Appropriate Assessment will have to be done to assess the impact of the proposals on the ecology of the area.

- High archaeological interest

- Much of the coastal zone is at significant risk of tidal flooding from the River Severn. This risk will increase over time as a result of climate change. A Strategic Flood Risk Assessment will have to be completed to establish the extent to which flood risk will affect development proposals.

- The transport links to the area are inadequate to serve large scale development. There is no junction on the M49 to serve the area.
20.1 Avonmouth - Severnside is located next to the River Severn to the west of the M49 and the urban area of Bristol and supports significant industrial and warehousing uses.

20.2 Avonmouth, which is within the administrative area of Bristol, has been largely developed for employment uses and is now undergoing some redevelopment. There are proposals to develop a container terminal at the Port.

20.3 Much of the Severnside area within South Gloucestershire was granted planning permission for employment uses in 1957/58. The planning permissions covered approximately 650 hectares of land but have not been fully implemented. So, much of the land remains greenfield today but still has the benefit of valid planning permissions.

20.4 The South Gloucestershire Local Plan (Policy E2) and the RSS Panel Report (para 4.1.34-4.1.36) recognise the area’s potential as a major employment location as well as the constraints relating to ecology, flooding and transport.

What you have told us

- There is a need to deliver the area’s full potential as a regional focus for large scale distribution and warehousing, making the best use of the locality’s road and rail connections
- Disturbance to ecological interests and wildlife habitats must be minimised
- Respond to the potential to produce energy from renewable sources
- Potential location for energy generation

Description

Do you agree with the key constraints that we have identified for Severnside?
- [ ] Yes
- [x] No
If No, please explain
Severnside

- Maintain functional flood plains and use engineering solutions to facilitate the area’s development
- Deliver growth and development in a comprehensive planned way that recognises the cross boundary issues involved

The Objectives

20.5 In order to develop any options for development in this area, further joint work is required with Bristol City Council, other public agencies and partners. This needs to establish the capacity of the Avonmouth Severnside area to accommodate new employment uses, particularly in relation to flood risk, ecology, extant planning permissions and transport issues.

20.6 In order to address what you have told us, and taking into account the amount of further work which will need to be done to assess the development potential of the area, we think that the long term objectives for the area are:

- To realise the long term economic potential of the Avonmouth - Severnside area working with the extant 1957/8 planning permissions and final RSS policy
- To identify and deliver necessary transport infrastructure (improvements to walking and cycling, rail and bus services, M49 Junction, link road and spine road)
- Plan and deliver development in a coordinated way with Bristol City Council and other public agencies and partners

- Ensure that the scale, location, mix and design of development protects and minimises impact on the significant biodiversity interests in line with the national and international designations and taking into account the results of an Appropriate Assessment
- Ensure that the scale, location, mix and design of development takes account of the results of the Strategic Flood Risk Assessment and improvements to flood defences are delivered
- To make the best use of the potential for renewable energy and other energy generation in the area, including tidal power, an example of which could be a Severn Barrage

Question 84

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

- Yes
- No

If No, please explain
Question 85
Which of the following do you think are the key priorities for development in the Severnside area? All these will require substantial investment.

- Protecting existing and new development from flood risk
- Protecting the important wildlife interests in the area
- Providing jobs at this key location
- Providing good transport links to the area
- Maximising the potential for renewable energy and other energy generation in the area.

Question 86
Do you agree with the key infrastructure required?
☐ Yes
☐ No
If No, please explain what is wrong or missing

Question 87
Do you think that there is a realistic prospect of delivering the necessary infrastructure within the time period of the Core Strategy?
☐ Yes
☐ No
If No, please explain

Delivery

20.7 At this stage the following key infrastructure have been identified as being necessary in order to progress development in the Severnside area.

- Improvements to flood defences
- Improvements to transport infrastructure (road, public transport, walking and cycling)
- Renewable energy generation on site
- Strategic and local links to existing employment and residential areas by walking, cycling and road
- Local facilities and services

Evidence Base (work in progress)
The following key strategic pieces of evidence will be required in order to deliver development in Severnside.

- Appropriate Assessment
- Transport assessment
- Strategic Flood Risk Assessment

Local plans and strategies
- South Gloucestershire Local Plan
- Strategy for the Severn Estuary
The Evidence base below lists the documents relevant to the Spatial Strategy section of this Issues and Options report, along with relevant local plans and strategies.

**Evidence base (work in progress)**

- Community Profiles for South Gloucestershire
- Urban Extension Options – constraints and sustainability appraisal
- Strategic Housing Market Assessment (SHMA) - A joint study with 5 other authorities has been commissioned.
- South Gloucestershire Housing Needs Survey by John Herington Associates 2003
- Strategic Housing Land Availability Assessment (SHLAA)
- Residential Land Availability Survey (SGC)
- South Gloucestershire Transport; Annual Progress Report, July 2005
- Joint Delivery Report, July 2006 (Transport)
- Town Centres and Retailing in South Gloucestershire
- Shopping parades and single shops survey, SGC
- Retail study for South Gloucestershire (to be commissioned)
- Employment Land Study
- Annual Employment and Non Residential Land Availability Survey
- Ongoing PPG17 Open Space, Sport and Recreation Audit (SGC)
- Green Infrastructure in the West of England data sets
- Strategic Flood Risk Assessment
- Avonmouth-Severnside Flood Risk Study Report

**Local Plans and Strategies**

- Sustainable Community Strategy
- South Gloucestershire Local Plan
- Parish Plans (where available)
- Joint Local Transport Plan
- Greater Bristol Strategic Transport Study (2006)
- South Gloucestershire Minerals and Waste Local Plan
- Housing Strategy 2004-2009 (being updated)
- South Gloucestershire Climate Change Strategy & Action Plan 2006
- The South Gloucestershire Design Checklist Supplementary Planning Document 2007
- Cotswold Area of Outstanding Natural Beauty Management Plan
- Strategy for the Severn Estuary
- Forest of Avon ‘Forest Plan’
- South Gloucestershire Locally Listed Buildings Supplementary Planning Document 2008
- The Green Infrastructure Study for the West of England
- Bristol Health Services Plan
- South Gloucestershire Biodiversity Action Plan
- South Gloucestershire Landscape Character Assessment Supplementary Planning Document
- South Gloucestershire Physical Activity and Sports Plan
- South Gloucestershire Play Policy and Strategy
- Joint Accommodation and Care Strategy for Older People
- Cycling and Walking Strategies (LTP)
- Yate Community Plan (when developed)
- A Vision for the North Fringe 2010 and Beyond April 2002
21.1 All comments and suggestions that we receive will help us to prepare for the next stage in the production of the Core Strategy – developing the Preferred Options. The process for the production of the Core Strategy is shown below. The yellow shaded boxes indicate those stages where we would like to hear your views.

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21.2 A Sustainability Appraisal (SA) will test how the Core Strategy will contribute to the development of sustainable communities. The SA process is taking place at the same time as the production of the Core Strategy and will inform key stages of this process. A Scoping Report on the SA was published in November 2007 and an appraisal of the issues and options accompanies this document.

21.3 A wide-ranging set of reports is needed to support and inform the Core Strategy. This work will provide information on the current situation in South Gloucestershire as well as future prospects. It will include such things as the capacity for housing in the urban areas, economic trends and future requirements, prospects for investment in town centres, and an assessment of the risk of flooding within the District. In addition, the Core Strategy will also be subject to an appraisal to assess the likely impacts of proposals on protected habitats. Much of this work is ongoing, but as it is completed it will be made available on our website www.southglos.gov.uk/corestrategy

21.4 There are references throughout the Issues and Options document to the various reports which will form this evidence base. These are set out alongside the issues and options that they inform.

Sustainability Appraisal
### Affordable Housing
Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision (Annex B PPS3)

### Annual Monitoring Report
A report submitted to the government by local authorities or regional planning bodies assessing progress with and the effectiveness of a Local Development Framework (or, currently, a Local Plan)

### Area Action Plan (AAP)
A type of Development Plan Document focused upon a specific location of an area subject to conservation or major change (for example major regeneration).

### Areas C and D
Areas C and D refers to the areas of land within which the Regional Spatial Strategy requires South Gloucestershire Council to identify sites for development.

### Area of Outstanding Natural Beauty (AONB)
An area of particularly attractive landscape and unspoilt character which should be protected and enhanced as part of the national heritage. It is designated by the Countryside Commission under the National Parks and Access to the Countryside Act 1949.

### Biodiversity
Biodiversity is the variety of life, which includes mammals, birds, fish, reptiles, amphibians, invertebrates, fungi and plants – and the woodlands, grasslands, rivers and seas on which they all depend including the underlying geology.

### Code for Sustainable Homes
A national standard for sustainable design and construction of new homes which will be mandatory from 1 May 2008. The Code measures the sustainability of a new home against categories of sustainable design, using a 1 to 6 level rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level and, within England, replaces the EcoHomes scheme. Visit www.communities.gov.uk to find out more.

### Comparison Retailing
Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Profiles</td>
<td>These are a collection of data for individual urban and rural communities, presented as raw data and in text format. They aim to present a picture of some of the current social, economic and environmental conditions within different communities.</td>
</tr>
<tr>
<td>Conservation Area</td>
<td>Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.</td>
</tr>
<tr>
<td>Contribution</td>
<td>Land, services, facilities and/or money given by developers of land to the Local Authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.</td>
</tr>
<tr>
<td>Convenience Retailing</td>
<td>Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.</td>
</tr>
<tr>
<td>Core Strategy</td>
<td>A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for the area, in line with the Sustainable Community Strategy.</td>
</tr>
<tr>
<td>Crushed rock</td>
<td>Hard rock that has been crushed and graded for use as an aggregate.</td>
</tr>
<tr>
<td>Department for Communities and Local Government (DCLG)</td>
<td>The Government Department responsible for setting UK policy on local government, housing, urban regeneration, planning and fire and rescue.</td>
</tr>
<tr>
<td>Development</td>
<td>“The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land.” (Town &amp; Country Planning Act (1990) Part III Section 55).</td>
</tr>
<tr>
<td>Development Plan Document (DPD)</td>
<td>A Local Development Document that has been subject to independent testing and has the weight of development plan status. Replaces the Local Plans system.</td>
</tr>
<tr>
<td>East Fringe of Bristol</td>
<td>The East Fringe includes Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham</td>
</tr>
<tr>
<td>Evidence Base</td>
<td>The data and information about the current state of South Gloucestershire.</td>
</tr>
</tbody>
</table>
### Glossary

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Examination in Public (EiP) (Regional Spatial Strategy EiP)</td>
<td>A public examination of a plan/strategy. The main purpose of the EiP is to provide an opportunity for discussion and testing in public, before a Panel appointed by the Secretary of State, of matters selected by the Panel to test the soundness of the draft revision to the RSS.</td>
</tr>
<tr>
<td>Government Office for the South West</td>
<td>The integrated Government Regional Office for the South West, based in Bristol and Plymouth, with the following Directorates: Education, Industry and Trade, Environment and Transport, and Strategy and Resources.</td>
</tr>
<tr>
<td>Green Belt</td>
<td>A planning designation designed to prevent urban sprawl by protecting open land around or between urban areas.</td>
</tr>
<tr>
<td>Gypsy and Traveller</td>
<td>In this document, the term used to include all ethnic Gypsies and Irish Travellers, plus other Travellers who adopt a nomadic way of life. It does not include Travelling Showpeople.</td>
</tr>
<tr>
<td>Housing Need</td>
<td>A level of socially desirable housing, the demand for which is not reflected in the open market, normally due to a lack of income in relation to prevailing house prices or rents. It can therefore only usually be met through an element of subsidy.</td>
</tr>
<tr>
<td>Housing Market Area</td>
<td>A geographical area which is relatively self-contained in terms of reflecting people’s choice of location for a home, i.e. most people settling in the area will have sought a house only in that area.</td>
</tr>
<tr>
<td>Independent Examination</td>
<td>The process by which a planning inspector may publicly examine a Development Plan Document or a Statement of Community Involvement, before issuing a binding report. The findings set out in the report are binding upon the local authority.</td>
</tr>
<tr>
<td>Infill Development</td>
<td>Development that takes place between existing groups of buildings, normally within a built up area.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>The utilities, transport and other communication facilities and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.</td>
</tr>
<tr>
<td><strong>Intermediate Affordable Housing</strong></td>
<td>Subsidised housing that costs less than housing available for sale or rent in the open market (whichever is the lower) but more than housing for social rent. It includes part-buy part-rent homes and housing for rent or sale at a discount.</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Issues, Options and Preferred Options</strong></td>
<td>The ‘pre-submission’ consultation stages on Development Plan Documents with the objective of gaining public consensus over proposals ahead of submission to government for independent examination.</td>
</tr>
<tr>
<td><strong>Joint Local Transport Plan (JLTP)</strong></td>
<td>5-year strategy for the development of local, integrated transport, supported by a programme of transport improvements. Used to bid to Government for funding transport improvements.</td>
</tr>
<tr>
<td><strong>Joint Waste Core Strategy</strong></td>
<td>A long term vision and strategy for managing waste and the spatial strategy for delivering strategic recovery facilities. It is being developed in partnership between Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire Councils.</td>
</tr>
<tr>
<td><strong>Land Take</strong></td>
<td>The land used or required for specific development.</td>
</tr>
<tr>
<td><strong>Listed Building</strong></td>
<td>Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.</td>
</tr>
<tr>
<td><strong>Local Development Document (LDD)</strong></td>
<td>Sits within the LDF portfolio and comprise Development Plan Documents (DPDs) that have been subject to independent testing and have the weight of development plan status and Supplementary Planning Documents (SPDs) which are not subject to independent testing and do not have development plan status.</td>
</tr>
<tr>
<td><strong>Local Development Framework (LDF)</strong></td>
<td>The Local Development Framework is a portfolio, or a ‘folder’, of local development documents which will provide the local planning authority’s policies for meeting the community’s economic, environmental and social aims for the future of there area where this affects the development and use of land.</td>
</tr>
<tr>
<td><strong>Local Development Scheme (LDS)</strong></td>
<td>A public statement identifying which Local Development Documents will be produced by the Council and when.</td>
</tr>
<tr>
<td><strong>Local Strategic Partnership</strong></td>
<td>A Local Strategic Partnership is a single non-statutory, multi-agency body, which matches local authority boundaries, and aims to bring together at a local level the different parts of the public, private, community and voluntary sectors.</td>
</tr>
<tr>
<td><strong>North Fringe of Bristol</strong></td>
<td>The North Fringe consists of the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay</td>
</tr>
</tbody>
</table>
**Parish Plan**
A Parish Plan sets out a community’s or Parish’s vision for how it wishes to see its area evolve, supported by a variety of actions aimed at achieving this.

**Panel**
This is a panel of persons appointed by the Planning Inspectorate on behalf of the Secretary of State to conduct the examination-in-public into a draft revision to the Regional Spatial Strategy.

**Place Shaping**
The Lyons Inquiry into Local Government (Lyons 2006) set out a role for local government as the voice of a whole community and an agent of ‘place’. This role includes building and shaping local identity, and making sure that the right services are provided to local people based on local needs and preferences.

**Planning & Compulsory Purchase Act 2004**
National planning legislation from central government aimed at improving the planning process and enhancing community involvement in it. Visit www.communities.gov.uk to find out more.

**Planning Policy Statement (PPS)/Planning Policy Guidance (PPG)**
Planning Policy Statements (PPSs) (and their predecessors Planning Policy Guidance Notes (PPGs)) are prepared by the Government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals.

**Previously-Developed Land**
Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures.

**Regeneration**
The process of putting new life back into often derelict older urban areas through environmental improvements, comprehensive development and transport proposals.

**Regional Spatial Strategy for the South West (RSS)**
Sets out the long term strategic planning strategy for how a region should be developed. In the case of South Gloucestershire, the relevant document is the South West Regional Spatial Strategy, which covers the period between 2006 and 2026.

**Rhine**
Lowland drainage channels.
Rural ‘Exceptions’ Scheme  Schemes for affordable housing which are allowed in certain circumstances as an exception to some restrictive planning policies

Section 106 (s106)  Section 106 of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue. The obligation is sometimes termed as a ‘Section 106 agreement’. Such agreements can cover almost any relevant issue and can include sums of money. Possible examples of S106 agreements could be:

- the developer will transfer ownership of an area of woodland to a LPA with a suitable fee to cover its future maintenance
- the local authority will restrict the development of an area of land, or permit only specified operations to be carried out on it in the future eg, amenity use
- the developer will build a community meeting place on a development site
- the developer will make a financial contribution to transport improvements

S106 agreements can act as a main instrument for placing restrictions on the developers, often requiring them to minimise the impact on the local community and to carry out tasks, which will provide community benefits.

Sites of Special Scientific Interest (SSSI)  A specifically defined area under section 28 of the Wildlife and Countryside Act 1981 designated by English Nature within which protection is afforded to ecological or geological features.

Social Rented Housing  Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

(Annex B PPS3)
**South Gloucestershire Local Plan (“Local Plan”)**
The South Gloucestershire Local Plan is the statutory land use planning document for the District. Adopted in 2006, it covers the period to 2011, setting a framework against which planning applications can be assessed, providing a basis for coordinating public and private development throughout the area and informing residents, property/landowners and developers how their interests will be affected during the period up to 2011.

**South West Regional Assembly (SWRA)**
The SWRA is responsible for developing and coordinating a strategic vision for improving the quality of life in the south west region. The Assembly is responsible for setting priorities and preparing certain regional strategies, including Regional Spatial Strategies. The SWRA is currently developing a new Regional Spatial Strategy for 2006 - 2026 that will set a regional framework for development.

**Spatial Planning**
Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

**Special Area of Conservation (SAC)**
A site designated under the EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora as of special importance. A site which is in the process of designation is known as a “candidate” Special Area of Conservation (cSAC)

**Special Protection Area (SPA)**
A site designated under Article 4 of EC Directive 19/409 as being of particular importance for the conservation of rare and/or migratory wild birds.

**Stakeholder**
A person, group, company, association, etc. with an economic, professional or community interest in the District or specific part of it, or that is affected by local developments.

**Statement of Community Involvement (SCI)**
The Statement of Community Involvement sets out the local planning authority’s policy for involving the community in the preparation and revision of local development documents and planning applications.

**Strategic Environmental Appraisal (SEA)**
A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes.
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Strategic Housing Land Availability Assessment (SHLAA)</td>
<td>A study aimed at identifying sites with potential for housing, assessing their housing potential and assessing when they are likely to be developed.</td>
</tr>
<tr>
<td>Strategic Housing Market Assessment (SHMA)</td>
<td>A study aimed at assessing the need and demand for housing within a housing market area.</td>
</tr>
<tr>
<td>Sustainability Appraisal (SA)</td>
<td>Sustainability appraisal is as a systematic and iterative appraisal process, incorporating the requirements of the European Strategic Environmental Assessment Directive. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a local development document from the outset of the preparation process.</td>
</tr>
<tr>
<td>Sustainable Community Strategy</td>
<td>The Sustainable Community Strategy is a developed by South Gloucestershire’s Local Strategic Partnership and is a document which sets out how the Vision and priorities for South Gloucestershire will be achieved.</td>
</tr>
<tr>
<td>Supplementary Planning Document (SPD)</td>
<td>A Local Development Document that has not been subject to independent testing and does not have the weight of development plan status. SPDs replace Supplementary Planning Guidance that was part of the old planning system. Helps to amplify the policies contained in Development Plan Documents.</td>
</tr>
<tr>
<td>Sustainable Drainage Systems (SuDs)</td>
<td>SuDs are physical structures designed to receive surface water runoff in order to reduce the negative impact of development on the water environment. They can usually be incorporated into the planted or paved area of the development.</td>
</tr>
<tr>
<td>Tidal Barrage</td>
<td>An obstruction in a tidal stream, which is designed to control tidal flow in order to change the environment or harness the energy of the tide.</td>
</tr>
<tr>
<td>Travel To Work Area (TTWA)</td>
<td>An area in which the majority of the resident population also work.</td>
</tr>
<tr>
<td>Urban Extension</td>
<td>A planned expansion of an urban area through development.</td>
</tr>
</tbody>
</table>
### Glossary

**Waste**
Material is waste if, when disposing of it, or having it disposed of on his behalf, the producer intends to discard it or throw it away. Even if the material is reusable, if it is discarded it is still waste. It is the original producer’s intention that determines if a material is waste. Waste is generally referred to as being either controlled or uncontrolled. Controlled waste consists of household, commercial and industrial waste and falls within the scope of waste regulation and environmental protection legislation. Uncontrolled waste consists of radioactive waste, explosive waste, mines and quarries waste and agricultural waste and is regulated by other legislation.

**West of England**
The West of England covers the administrative areas of Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire.

**Windfall Sites**
Sites which come forward on ad-hoc basis and are not identified either in local plans or through other formal planning policies, but which are nevertheless approved for development, sometimes following a planning appeal.
Examples of Housing Densities in South Gloucestershire

**Emersons Green**
20 dphn
(dwellings per hectare net)

![Image of Emersons Green](image)

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**Patchway**
30 dphn
(dwellings per hectare net)

![Image of Patchway](image)

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Issues and Options

Appendix

Kingswood
40 dphn
(dwellings per hectare net)

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Kingswood
50 dphn
(dwellings per hectare net)

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Kingswood
60 dphn
(dwellings per hectare net)

Douglas Road
75 dphn
(dwellings per hectare net)
Appendix

Staple Hill
90 dphn
(dwellings per hectare net)

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ENGLISH
If you would like this information in a different format, for example: Braille, audio tape, large print, computer disk or community languages, please contact Tel: 01454 868009.

ALBANIAN
Në qotë se kete informacion do ta donit ne nje format të ndryshem, për shembull, ne alfabetin per te verbër, audio kasete, me shkrota të medhaja, disk kompjuterik apo në gjuhen e komunitetit ju lutem kontaktoni Tel: 01454 868009.

BENGALI
আপনি যদি এই তথ্যাঙ্কিত বিষয়ক রূপে দান, উদাহরণস্বরূপ: ড্রিল, অডিও ট্যাপ, বড় প্রিট, কম্পিউটার ডিভিস বা কোনো অন্য আইটেম, তাহলে অনুমানি করা হল সাথে রক্ষণাবেক্ষন করতে হবে: 01454 868009.

CHINESE
如果你需要以不同形式取得這資料,例如,盲人凸字, 聾帶, 大號字, 電腦磁碟或社區語言,請聯絡 電話: 01454 868009.

GUJARATI
જો મારી આ માહિતી અનુસાર રીતે મેળવા માફ કરીશા ચાલુ, ઉદાહરણે જેવી: ડ્રિલ, એવિટી ટેપ, બેટ પ્રિટ, કમ્પ્યુટરને ડિભાર વાંચતી ઉપકરણને અથવા અન્ય સામગ્રીઓ, તો માફ કરીને 01454 868009 ફોન કરીને કોણ કરીશداء: 01454 868009.

HINDI
यदि आपको यह जानकारी कीसी और रूप में चाहिए तो: ट्रेन, ऑडिओ टेप पर, बड़े प्रिंट में, कम्युटर दिखाओ या सामान्य दस्तावेजों में, तो कृपया टेलीफोन करें नंबर: 01454 868009.

KURDISH
ئەگەر چو جەن ننوگەئەیی، ئەم رازەبەکەیە شوێنی تەنھەیین بۆ نوموبۆی: ژۆربیئی جایی بۆ کوریتان، شوێنی بۆ نووسکی گەورە، دێسکی کەمپیوەکە، یان بە ژیانە کەمپیوەکەیە گەیە وەکو بەم زمارەکەی: 01454 868009.

POLISH
Niniejsze informacje dostępne są również w innym formacie, na przykład wydrukowane pismem Braille’a, wydrukowane duża czcionka, zapisane na dysku komputerowym lub przetłumaczone na języki obce. W celu uzyskania kopii zadzwoni na numer: 01454 868009.

PORTUGUESE
Se quiser esta informação num formato diferente, por exemplo em Braille, audiocassette, letra de tamanho grande, disco para computador ou numa língua comunitária, por favor telefone para 01454 868009.

PUNJABI
ਫ਼ੜਵਾ ਜਾਂ ਪੁੜੇ ਹਿੰਦੀ ਸ਼ਾਖਾਵਾਂ ਦੀ ਹੱਦੇ ਖੇਡੀ ਹੀ ਹੀ ਖੀਤੀ ਕਰੀਆਂ ਦੇਖੇ, ਹਿੰਦੂਆਂ ਦੇ ਖੇਡੇ ਦੇ, ਬਲੰਡਰ ਖੀਤੀ ਦੇਖੀ ਦੇ, ਖੀਤੀ ਦੇ ਜਿੱਤੀ ਜਿੱਤੀ ਦੇਖੀ ਦੇਖੋ ਜਾਂ ਫ਼਼ਲਕ ਖੇਡੇ 01454 868009 ਦੇ ਸੰਬੰਧ ਵਿੱਚ ਕਰੋ.

SOMALI
Haddii aad rabto waran oo si kale u yaala, sida isagoo ku duuban cajalad maqal ah ama cajalada koombiyuutarka ama ku qoran far waaweyn ama farta indhoolayaaasha (Braille) ama ku qoran afkaale fadlan laso xidhiidh Tel: 01454 868009.

URDU
آئر آپ کی معلومات میں کسی کوئی مکمل پیش کیا جائے، آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو، آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو، آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو، آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو، آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو، آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو، آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو، آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو, آئر آپ کیا کوئی سچ پیش کی یا سچ نہ ہو 01454 868009.

VIETNAMESE
Nếu quý vị muốn lấy lại liệu này trong một hình thức khác, ví dụ, bằng chữ nói, thu bằng, in nét lớn hay đa compuut, hay bằng bất cứ một ngôn ngữ cộng đồng nào, xin liên lạc với số điện: 01454 868009.