South Gloucestershire
Core Strategy

December 2011

Core Strategy incorporating Post-Submission Changes
This document comprises the Submission Core Strategy that was submitted to the Inspector in March 2011, and incorporates the:

- Pre-Submission Core Strategy published in March 2010;
- Proposed Changes published December 2010; and
- Further Proposed Changes published March 2011.

The document highlights a number of post submission changes which are considered necessary to address matters raised by the Inspector. It also includes any changes that are considered necessary arising from emerging national planning policy, relevant updating and factual corrections and other suggested changes in chapter 18 as a result of changes to the national situation as regards major infrastructure projects and the Oldbury project and with regard to retailing at Cribbs Causeway which it is considered will help to support a robust Core Strategy.

Where the changes involve deletion of text, these are shown as strikethroughs, and new text is shown underlined.

Paragraph numbering reflects the numbering as at March 2011.
## Contents

1. Introduction  
   - Planning for the future 1  
   - National and regional context 3  
   - Partnership working 4  
   - Developing the Core Strategy 6  
   - Strategy for development – summary statement 9  

2. Setting the Scene (Spatial Portrait) 12  

3. Key Issues 16  

4. Visions, Strategic Objectives and Strategy for Development 21  

**Part 1 - General Core Strategy Policies**  

5. High Quality Design & Responding to Climate Change 34  
   - High Quality Design 35  
   - Green Infrastructure 42  
   - Renewable and Low Carbon Energy Generation 47  

6. Managing Future Development 52  
   - Location of Development 53  
   - Infrastructure & Developer Contributions 58  

7. Tackling Congestion & Improving Accessibility 61  
   - Strategic Transport Infrastructure 61  
   - Improving Accessibility 70  

8. Managing the Environment & Heritage 74  
   - Managing the Environment & Heritage 74  
   - Minerals 79  

9. Maintaining Economic Prosperity 82  
   - Distribution of Economic Development Land 85  
   - Safeguarded Areas for Economic Development 87  
   - Non-Safeguarded Economic Development Sites 92  
   - Town Centres & Retail 94  

10. Providing Housing & Community Infrastructure 102  
    - Distribution of Housing 103  
    - Housing Density 108  
    - Housing Diversity 109  
    - Affordable Housing 113  
    - Rural Housing Exception Sites 120  
    - Extra Care Housing 123  
    - Gypsy & Traveller Accommodation 125  
    - Travelling Showpeople 128  
    - Community Infrastructure & Cultural Activity 129
Contents

- Green Infrastructure, Sport and Recreation Standards 132

Part 2 - Area Based Policies

11. Introduction to Part 2 136
12. Communities of the North Fringe of Bristol Urban Area 138
   - Cribbs/Patchway New Neighbourhood 148
   - East of Harry Stoke New Neighbourhood 157
   - The University of the West of England 162
13. Communities of the East Fringe of Bristol Urban Area 165
14. Yate and Chipping Sodbury 173
   - North Yate New Neighbourhood 181
15. Thornbury 186
16. Rural Areas 194
17. Severnside 200
18. Major Infrastructure Projects 209
   - Nuclear Power Stations in the Oldbury on Severn area 215
   - Severn Tidal Power 222
19. Implementation and Monitoring 224

Glossary of Terms 238

Appendices

1 Local Plans and Strategies 251
2 Replaced Local Plan Policies 252
3 Green Infrastructure Assets (Strategic and Non-strategic) 254
4 Extract from the Strategic Housing Market Assessment 256
5 Green Infrastructure, Sport and Recreation Standards 257
6 Coal Resources 259
7 Coal Mining Legacy 260

Key Diagram 262
## Abbreviations

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

Planning for the Future

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

1.2 In South Gloucestershire planning, therefore, has a key role to play in the creation of ‘sustainable communities’ i.e. communities that will stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential. Having up to date and effective statutory planning policies to direct the use and management of land and to make and decide planning applications is essential to create sustainable communities. The Council’s approach is to set out how growth will be managed over the next 10 years, together with a framework for the longer term through a locally driven growth strategy. The document also includes a suite of planning policies which can be used for the management of development and in determining planning applications. Proposals which are acceptable in terms of the policies in the Core Strategy and other documents in the Local Development Framework, and which are in general consistency with national policy, therefore, represent sustainable development for South Gloucestershire.

The Core Strategy

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

1.3a The Core Strategy replaces certain South Gloucestershire Local Plan and Minerals & Waste Local Plan policies. These as listed in Appendix 2. As other LDF documents are adopted remaining policies from these local plans will be replaced. The Proposals Map will also be updated and maintained on a rolling basis to identify development allocations and constraints to reflect the portfolio of DPDs prepared.
Future Documents

The way we are asked to prepare new development plans however means that unlike the South Gloucestershire Local Plan, not all documents of the Local Development Framework (LDF) need to be prepared all at the same time. Although the Core Strategy is the most important document in the Council’s LDF, it will also need to be supported by additional Local Development Documents. These additional documents will need to be in conformity with policies contained in the Core Strategy. The future set of Local Development Documents which the Council is intending to bring forward are:

**Sites and Policies, Sites and Places Development Plan Document (S&P DPD)** – This will contain non-strategic site allocations, for example town centre boundaries, any changes to village settlement boundaries and the detailed development management policies. Work on this document will commence during 2011.

**Supplementary Planning Documents (SPD)** – To support the Core Strategy and Sites and Policies, Sites and Places DPD, the Council is proposing to prepare a number of Supplementary Planning Documents during 2011-2013. These include:

- Developer Contributions Guide SPD & CIL Charging Schedule
- Car Parking Standards SPD
- Design Checklist SPD
- Affordable Housing and Extra Care SPD
- Green Infrastructure SPD
- New Neighbourhoods (Master Planning) SPDs

**Neighbourhood Planning**

Local communities will have the additional option to undertake Neighbourhood Planning to cover non-strategic planning policy issues for their areas. Parish and Town Councils (and neighbourhood forums in unparished areas) have three mechanisms to undertake Neighbourhood Planning: Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders.
1. Introduction

1.4a More information on the range and content of the documents that will form the LDF can be found in our Local Development Scheme. This is available to view on our website www.southglos.gov.uk/corestrategy

Status of the Core Strategy

1.5 By publishing the Submission Core Strategy, the Council is taking a further major step forward in preparing an overarching development vision and spatial strategy for South Gloucestershire up to 2026. The Submission Core Strategy represents a material consideration in exercising the Council’s development management functions.

1.7 Until the Core Strategy is adopted, the South Gloucestershire Local Plan (SGLP), adopted January 2006, and the Minerals and Waste Local Plan (M&WLP), adopted 2002, together with the Proposals Map, will continue to be used alongside national planning guidance. South Gloucestershire has agreed with the government that 94 SGLP policies and 37 M&WLP policies will continue to be saved until replaced by LDF documents.

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

National and Regional Context

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

1.11 The pre-submission Draft Core Strategy was prepared in the context of the emerging south West Regional Spatial Strategy (RSS). However, the Council did not consider the growth proposed by RSS was either sustainable or
1. **Introduction**

deliverable and maintained strong objections to the high levels and
distribution of housing development proposed for the district.

1.12 Following the General Election on 27th May 2010 the Secretary of State
announced the Government’s intention to abolish Regional Spatial Strategies
in the Localism Bill. Although this primary legislation has not yet been
enacted, the Government has clearly stated its intention to dismantle the
regional planning system introduced by the previous government.

1.13 In these changing and challenging circumstances, the Council intends to
adopt its Core Strategy following the anticipated revocation of the RSS. It
therefore sets out with some certainty our approach to managing growth in
the next 10 years, along with a framework for the longer term, and a suite of
planning policies which can be used for the management of development and
in determining planning applications.

1.13a If further clarification is provided in the Localism Bill/Act about reforms to the
planning system including neighbourhood planning and the Community Right
to Build, consideration may be given to the need to review the appropriate
sections of the Core Strategy.

**Partnership Working**

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

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

South Gloucestershire Sustainable Community Strategy

1.16 The Core Strategy is the key strategy for delivering the spatial elements of the South Gloucestershire 2026 Sustainable Community Strategy. This strategy was first adopted in January 2008 and was refreshed in 2011 and sets out the shared vision and key priorities for the future of the area as identified and shaped by its people and partners.

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

Working with our neighbouring Unitary Authorities

1.18 Joint Waste Core Strategy - Along with Bristol, Bath & North East Somerset and North Somerset Councils, we are preparing have produced a Joint Waste Core Strategy. This will sits alongside our Core Strategy and be is part of our Local Development Framework. The Core Strategy document sets out the vision and strategy for managing waste and the spatial strategy for delivering strategic recovery facilities. The Joint Waste Core Strategy does not just provide the strategy for waste facilities, but it also addresses waste minimisation and the opportunities for generating heat from waste. There therefore needs to be close integration between the two Core Strategy documents. The Joint Waste Core Strategy is due for adoption was adopted in March 2011.

1.19 Our Future Transport - The Joint Local Transport Plan 3 (2011 – 2026) (JLTP3) is being prepared at the same time as this Core Strategy was adopted by the West of England [WoE] authorities in December 2010 and January 2011. Its vision is for a transport system that strengthens the local economy, improves access, ensures alternatives to the car are a realistic first choice as well as being affordable, safe, secure, reliable, simple to use and available to all. To deliver the JLTP3, we are working with the other WoE West of England authorities, the WoE Local Enterprise Partnership, and their Local Strategic Partnerships, our partners in the Highways Agency, Network Rail and train and bus public transport operators.

1.20 In February 2009 the South West Region updated its transport funding priorities for the next 10 years and submitted this to government. This submission identified seven major transport schemes in the West of England to be brought forward to completion within the next 10 years, and a further
1. Introduction

four schemes for which construction would start during this period. The schemes in South Gloucestershire, specifically, are the Greater Bristol Bus Network, which is currently being constructed, the North Fringe to Hengrove Package, the Bristol Metro Rail Project and the Emersons Green to Ashton Vale Rapid Transit (phase 2). The delivery of these key infrastructure projects forms a major element of the Core Strategy’s spatial vision and Strategy for Development.

1.20a Since this time, the Comprehensive Spending Review has announced reductions to the major scheme funding available in the next four years. For further details, please see Policy CS7 Strategic Transport Infrastructure.

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

Developing the Core Strategy

Community Involvement

1.22 In developing the Core Strategy, the Council has worked closely with local community representatives, a range of key stakeholders both within the Council and supporting partners and agencies, developers and major landowners. This has been supported by public consultation and engagement at various stages. Feedback from these activities has informed the spatial strategy and the wording of policies.

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

1.23 To progress the Core Strategy the Council has worked closely with local community representatives to consider and discuss the options and choices for managing the pressure for future growth and housing development. A series of events held in areas where future growth is planned, organised by local community representatives, facilitated by officers and involving major landowners and developers, has provided very valuable information to inform the preparation of the Core Strategy. In addition the emerging Core Strategy
1. **Introduction**

policies have been discussed with a range of key stakeholders both within the Council and supporting partners and agencies. This engagement has included two South Gloucestershire Youth Summits, briefing events for Town and parish councils and the Local Strategic Partnership. The purpose of this has been to seek views about the purpose and wording of individual policies.

1.23a Feedback from these engagement events informed the pre-submission publication draft of the emerging Core Strategy. Public consultation on this document began on 8 March 2010, when the document was approved for public consultation, under Regulation 27 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, until the end of the formal consultation period on 6 August 2010. Approximately 2,300 presentations were received as part of the pre-submission publication consultation.

1.24 This approach is consistent with plan making regulations set out in PPS12 and national policy and emerging government policy at the time the Core Strategy was prepared which advises requires local authorities to engage key stakeholders in timely and effective discussions.

1.25 Reports detailing all the engagement that has been undertaken in the preparation of this Core Strategy subsequent to Issues and Options consultation are available separately and can be viewed/downloaded from www.southglos.gov.uk/corestrategy

**Sustainability Appraisal**

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

**How to use this document**

1.27 The Core Strategy is comprised of three main elements:

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

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

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

These chapters contain 24 cross cutting policies.

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

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

1.30a This part of the document also contains a chapter on major infrastructure projects, including two policies on the approach to the consideration of major
1. **Introduction**

infrastructure applications and the proposal for a nuclear power station at Oldbury on Severn.

**Next Steps**

1.31 This document is the version that the Council proposes to submit to the Secretary of State for independent examination under the terms of the Planning and Compulsory Purchase Act 2004 together with a schedule of suggested changes to the Core Strategy that the Council would like the Inspector to consider.

1.32 In continuing the Council’s commitment to open and wide community engagement, prior to submission to the Secretary of State, the Council will be publishing the Core Strategy with the suggested changes incorporated and highlighted to allow everyone the opportunity to view the document. A supporting report explaining the reasoning for the suggested changes together with the schedule of changes is also available. Full details of all these documents are available on our website at www.southglos.gov.uk/corestrategy

(1.33 and 1.34 deleted)

1.34a Following the Examination, under the current procedures, the Inspector will produce a report which sets out his/her findings on the soundness of the Core Strategy, together with any changes required to the document. Providing that the Core Strategy has been found sound, the Council must make the required changes to the Core Strategy before it can be adopted by the Council.

**Strategy for Development – Summary Statement**

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

1.36 Overall the Core Strategy makes provision for 21,500 up to 26,400 new homes in the period 2006-2026 and beyond. Of this total some 3,350 4,060 dwellings have been completed between 2006/7-2009/10/2011, requiring an additional 18,150 22,340 new homes at an average rate of 1,134 dwellings each year. To provide this new housing and the necessary infrastructure to support sustainable communities, the plan’s Strategy for Development concentrates new development within the Bristol North Fringe/East Fringe urban areas, in places where essential infrastructure is in place or planned. This will reduce the need to travel and commute, accompanied by a package of public transport measures and supported by other community infrastructure.

1.37 Development in the North Fringe of Bristol is focused at two key areas. At Patchway/ Cribbs Causeway land is allocated for 2,2400 dwellings/14ha of employment land at Charlton Hayes. Further strategic provision is also made for new neighbourhoods of up to 1,750 5,700 homes, around 50 ha. of employment uses, local services and facilities at Cribbs Causeway and south of Filton Airfield on land bounded by the Hallen railway line, the M5 motorway, the existing residential community of Patchway, the emerging community of Charlton Hayes and the A38. The second key area is West of the M32/ East of Harry Stoke where, in the first five years of the plan, a major element of the 2,600 dwellings planned to be delivered at three key sites Wallscourt Farm, Harry Stoke and land East of Coldharbour Lane will be completed. Provision will also be made for a major mixed use development of 2,000 dwellings with associated infrastructure, including the safeguarding of the route for the Stoke Gifford Transport Link, on land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road. The safeguarding of the route for the Stoke Gifford Transport Link, and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location. Development of the new neighbourhood will not come forward until the programmed delivery or construction of this route has been secured. In the East Fringe of Bristol, a major mixed-use development on 177ha of land at Emersons Green East comprising in the region of 3,02400 dwellings, a Science park (25ha) and 19ha of employment land is identified.

1.38 Outside the Bristol urban area, development land will be provided in Yate/ Chipping Sodbury and Thornbury, to promote greater self-containment of these settlements. Within villages, the focus will be on supporting existing services and providing for new limited housing development limiting new housing alongside Neighbourhood Development Plans. At Yate and Chipping Sodbury, up to 2016, their separate but inter-related roles will be developed, achieving greater self-containment and strengthening the vitality of the towns as service centres, including major investment in Yate town centre, employment areas to the west of the Town and a new foodstore in Chipping...
1. **Introduction**

Sodbury. Subject to a new sewer connection being provided, a new neighbourhood is envisaged at north Yate of 2,400 new homes up to 2026 (with up to 3,000 new homes in total). Limited development of up to 500 new homes is also planned at Thornbury, and employment development at Severnside will be supported, subject to ecological/biodiversity issues.

1.38a The National Policy Statement for Energy Infrastructure on Nuclear Power Generation (EN-6) (NPS) has identified a site adjacent to the existing nuclear power station near Oldbury on Severn as potentially suitable for a new nuclear power station by 2025. As a result, the Council will need to evaluate the impacts and opportunities of both the listing of the site in the NPS and the emerging proposals for the power station and its associated development from the developer and make the case for appropriate planning mitigation, compensation and legitimate community benefit. Further details are set out in Chapter 18 – Major Infrastructure Projects.

1.39 In promoting this Strategy for Development, the Council has sought to limit the impact of new housing development on the Green Belt. The Council remains in principle opposed to significantly reducing the Green Belt to accommodate land for housing growth per se. However, in order to meet the need for housing in sustainable locations, two areas of Green Belt have been released in the North Fringe of Bristol, to the west of the M32 and to the west of the A4018 at Cribbs Causeway. The Council does recognise that new primary transport infrastructure is needed to support the Council’s wider objectives and initiatives. For this reason land to the west of the M32 which is currently Green Belt is identified for the Stoke Gifford Transport Link. This will be a new public transport and road connection between Bradley Stoke and the A4174 Avon Ring Road to alleviate existing congestion around the Parkway Railway Station bridge, as part of the major Rapid Transit link between the Bristol North Fringe urban area and Hengrove in south Bristol.

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

2.1 South Gloucestershire covers an area of 497 square kilometres and has a population of 252,000-264,800. The settlement pattern is characterised by urban development within the North\(^1\) and East\(^2\) Fringes of Bristol and a large rural area containing the towns of Yate/Chipping Sodbury (population 34,500) and Thornbury (population 12,500) and over 30 villages. 60% of the population live within the urban area, 19% within the 2 towns and 21% within the rural areas.

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

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

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

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

---

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

\(^{2}\) the East Fringe includes Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham
2. Setting the Scene

Post Submission Change (December 2011)

1. Amended to reflect policy CS5, position on the Green Belt

2. Key amended to read “Rural Areas not covered by Green Belt and AONB” instead of “Rest of South Gloucestershire”. 
2. Setting the Scene

2.6 The population structure is very similar to the national average, with 20% aged under 16 years, 65% aged 16 – 64 years and 15% in the 65 years and over age group. The proportion who are in employment is, however, higher than the national average (86% compared to 78%), reflecting the strong economy of the area. The service sector provides the majority of jobs in the area (78%), while the number of jobs in the manufacturing sector is higher than the national average because the aerospace industry is a major employer.

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

2.8 South Gloucestershire has many diverse and separate communities.

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

2.10 Chipping Sodbury is a market town with origins dating back many centuries. The centre of the town is a Conservation Area and has remained the focus for later housing and community development. The market town of Yate also has early foundations and a mining heritage, but was subject to substantial housing development in the late 1960s and 70s, and significant housing development continued until the late 1990s. The two towns have grown to adjoin one another and their communities benefit from the towns’ complementary roles and services.
2. Setting the Scene

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

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

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

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

Key Issue 1 - Reducing and Adapting to Climate Change

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

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

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

3.5 The challenge of climate change is twofold:

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

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

3.6 Living and working in less carbon intensive ways also: increases the resilience of residents and businesses to energy price rises and decreasing energy security; provides economic opportunities for sustainable energy and
3. Key Issues

environmental industries and encourages healthier ways of life. South Gloucestershire is well placed to take advantage of these opportunities drawing on its high-tech industries, strong educational establishments, varied landscapes and skilled communities.

3.6a Development can assist in the low carbon transition and adaptation to climate change, for example, by providing new energy, home insulation and transportation opportunities for existing and new communities, improving habitat connectivity and ensuring that new development is not at risk of flooding or increasing flood risk elsewhere.

Key Issue 2 – Managing Future Development

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

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

Key Issue 3 – Maintaining Economic Prosperity

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

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

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

3.12 There is a disparity in job opportunities across South Gloucestershire. A key challenge will be to provide a more equitable distribution of opportunities and thereby share prosperity between all of the resident workforce and take opportunities to provide training for residents of priority neighbourhoods as and when development opportunities arise.

**Key Issue 4 – Providing Housing for All**

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

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

**Key Issue 5 – Improving Existing Communities**

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

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

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

**Key Issue 6 – Tackling Congestion and Improving Accessibility**

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

**Key Issue 7 – Managing the Environment and Heritage**

3.19 A significant proportion of South Gloucestershire’s countryside and estuary is protected by local, national and international environmental designations and the area also has good quality heritage assets. These heritage and environmental assets are increasingly under threat from development pressure. Yet it is the condition of these assets and our surroundings which has a direct impact on our quality of life, as well as having social and economic benefits for local communities.

3.20 Development is also putting a strain on natural resources through depletion, damage and pollution. Air pollution, especially traffic related pollution, is a particular issue in some urban areas of the district. Three Air Quality Management Areas (AQMAs) have been declared within the North and East Fringes of Bristol due to nitrogen dioxide levels.

**Key Issue 8 – Improving Health and Wellbeing**

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

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

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

### SUSTAINABLE COMMUNITY STRATEGY PRIORITIES

<table>
<thead>
<tr>
<th>Promoting safer and stronger communities</th>
<th>Being healthier</th>
<th>Modernising health and community care services</th>
<th>Investing in children and young people</th>
<th>Valuing the environment</th>
<th>Managing future development</th>
<th>Maintaining economic prosperity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving existing communities</td>
<td>Tackling congestion and increasing accessibility</td>
<td>Improving health and wellbeing</td>
<td>Maintaining economic prosperity</td>
<td>Managing future development</td>
<td>Managing future development</td>
<td>Managing future development</td>
</tr>
<tr>
<td>Providing housing for all</td>
<td>Improving health and wellbeing</td>
<td>Providing housing for all</td>
<td>Improving health and wellbeing</td>
<td>Managing environment and heritage</td>
<td>Providing housing for all</td>
<td>Maintaining economic prosperity</td>
</tr>
<tr>
<td>Improving health and wellbeing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tackling congestion and increasing accessibility</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CORE STRATEGY KEY ISSUES
4. Visions, Strategic Objectives and Strategy for Development

**Vision**

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

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

**VISION FOR 2026 AND BEYOND**

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

The North Fringe of Bristol urban area will continue to be a major economic driver in the South West region and the West of England sub region. It will continue to maintain its role as a major focus for employment, commercial and retail activity, education and learning. The distinctive identities and heritage of the existing communities will also have been strengthened and preserved. New neighbourhoods will provide opportunities for people to live near to where they work and be well integrated with existing communities. All residents and workers will have better access to local amenities and high quality public transport, walking and cycling links. Community identity and neighbourhood distinctiveness will be improved by the development of new public spaces and high quality landscaping. The green network will be enhanced through opportunities to provide new and improved green spaces, within the existing urban area and which connect to the wider countryside. This network will include new corridors along the Henbury Trym, and Stoke Park to Three Brooks Nature Reserve via the East of Harry Stoke new neighbourhood.
The distinctive identity and heritage of the linked communities in the East Fringe of Bristol will be preserved and enhanced. The vibrancy and vitality of the traditional town centres at Downend, Staple Hill, Kingswood, and Hanham will be strengthened. The area will benefit from improved employment opportunities including the Science Park. Public transport services, especially to the North Fringe and central Bristol from the north of the area, will be more reliable, punctual and frequent.

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

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

Yate and Chipping Sodbury will build upon their distinct yet complementary heritage, character and roles to develop a coherent sense of place, and provide a richer mix of social, cultural and economic opportunities. The towns will develop as a popular destination and a more attractive service centre for their surrounding villages and farming communities. Chipping Sodbury town centre will realise its retail and tourism potential. Yate’s evening economy will develop and the range of town centre uses increased. Public transport services will be more attractive and accessible to users.

The open spaces, playing fields, footpaths and cycleways, which contribute to each town’s unique identity will be strengthened and enhanced with improved linkages throughout the towns and beyond into the surrounding countryside.

A new neighbourhood to the north of Yate, will accommodate around 3,000 new homes (2,400 up to 2026), employment and community uses. This will enable the towns to meet locally generated housing requirements, provide a broader employment base and provide opportunities for modern flexible working practices, enhancing their sustainability.
4. Visions, Strategic Objectives and Strategy for Development

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

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

Severnside will remain a strategically important location for employment uses. Employers, landowners and developers will work with the Council, other agencies and Bristol City Council to unlock economic potential and improve local transport infrastructure. The Severn Estuary and adjoining floodplain is internationally important for a wide range of ecology and will be safeguarded and maintained. Its archaeological heritage and interest will also be protected and conserved, and a network of new nature reserves will be implemented. A longer term durable and robust strategy for addressing flood risk due to climate change will be adopted. The area's potential for power generation will be managed.

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

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

<table>
<thead>
<tr>
<th>STRATEGIC OBJECTIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overarching &amp; Cross-Cutting Objectives</strong></td>
</tr>
<tr>
<td>➢ Delivering sustainable communities</td>
</tr>
<tr>
<td>➢ Improving health &amp; well-being</td>
</tr>
<tr>
<td>➢ Mitigating and adapting to the impacts of climate change</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OTHER OBJECTIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Responding to Climate Change and High Quality Design</strong></td>
</tr>
<tr>
<td>➢ Promoting high quality design that responds to its context, the distinctive assets of the district and creates 'sense of place' and civic pride</td>
</tr>
<tr>
<td>➢ Using design to create attractive, cohesive, safe and inclusive communities with better integration between housing, jobs, services, public transport and facilities, so that people lead healthier lives and have the opportunity to reduce their CO2 footprint and adapt to the impacts of climate change</td>
</tr>
<tr>
<td>➢ Protecting and enhancing valued open spaces and green links to create a network of connected and multi-functional, attractive and accessible spaces for people and wildlife, and to provide climate change adaptation and mitigation functions</td>
</tr>
<tr>
<td>➢ Providing opportunities for flora and fauna to adapt to climate change</td>
</tr>
<tr>
<td>➢ Ensuring that environments for play are delivered as an integral part of the design of sustainable communities</td>
</tr>
<tr>
<td>➢ Promoting energy efficient development and new sources of decentralised, renewable and low carbon sources of energy</td>
</tr>
</tbody>
</table>
4. **Visions, Strategic Objectives and Strategy for Development**

- Understanding and reducing susceptibility to flood risk
- Managing the impacts of urban intensification

**Tackling Congestion and Improving Accessibility**
- Reducing congestion and air pollution by improving accessibility by means other than the private car
- Widely, improving and enhancing opportunities for walking, cycling and using public transport, and particularly to significant destinations, such as educational establishments, hospitals and employment areas
- Completing delivery of the Greater Bristol Bus Network and delivering the North Fringe to Hengrove package, the link from Temple Meads - Emersons Green and the Greater Bristol Metro Project (see Key Diagram)

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

**Managing the Environment and Heritage**
- Conserving and enhancing the character and distinctiveness of the district’s heritage assets and maximising their contribution to quality of place
- Conserving and enhancing the district’s distinctive landscapes, natural environmental resources and biodiversity
- Safeguarding mineral resources for the longer term while ensuring an adequate and steady supply to meet identified needs
- Safeguarding the quality of natural resources and ensuring prudent use
- Protecting land, air, aqueous environments, buildings and people from pollution

**Maintaining Economic Prosperity**
- Ensuring that South Gloucestershire plays its role in making the West of England economy one of the most prosperous, innovative and
4. Visions, Strategic Objectives and Strategy for Development

Visions, Strategic Objectives and Strategy for Development

vibrant in Europe, by providing a sufficient range of employment land for existing and new businesses of all sizes

- Providing for the key sectors of advanced engineering, including aerospace and defence; finance and business services; higher and further education; retail; environmental technologies and hi-tech industries
- Taking opportunities to provide more balanced employment across the district so that every community has access to a range of employment opportunities locally
- Ensuring provision of appropriate communication technologies, such as broadband
- Enhancing town centre vitality and viability

Providing Housing and Community Infrastructure

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

Strategy for Development

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

4.4 In the context of the changing planning policy framework and the current economic downturn, the Strategy for Development focuses on the level of development that is deliverable in the next 10 years and sets a broad framework for the longer term. Overall the Core Strategy makes provision for 24,500-26,400 new homes in the period 2006-2026 and beyond. Of this total
4. Visions, Strategic Objectives and Strategy for Development

Some 3,350, 4,060 dwellings have been completed between 2006/7-2009/10/2011. The plan therefore makes provision for an additional 18,150-22,340 new homes between 2010/11/2011 and 2025/26 and beyond, at an average rate of 1,134 dwellings each year. Underpinning the strategy is a commitment to delivering development in the short and medium term that can be planned with some certainty with all necessary infrastructure already in place or programmed.

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

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

North Fringe of Bristol urban area

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

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

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

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

4.11 In the period up to 2016 the main focus of this strategy is delivering the major mixed use development at Charlton Hayes, Patchway, comprising 2,200-2,400 dwellings, 14ha of employment land and creating a new centre at Patchway. This development will provide enhanced opportunities for people to live near to where they work, access local amenities and move around by means other than the car as well as provide benefits for Patchway.

4.12 In the period post 2016, the Strategy for Development aims to integrate major new housing developments along with new transportation infrastructure to reinforce the strategic economic importance of the area whilst creating more sustainable communities including the priority neighbourhood at Patchway. The objective is to introduce additional new neighbourhoods at Cribbs/Patchway providing approximately 4,750-5,700 new homes, around 50ha of employment uses, local services and facilities, Green Infrastructure and improved walking and cycling links.
4. **Visions, Strategic Objectives and Strategy for Development**

4.13 This will be achieved by taking a comprehensive and co-ordinated approach to delivering opportunities for residential and mixed use development at Cribbs Causeway, on adjoining previously developed employment land between The Mall and Patchway, at Filton Airfield, on and the greenfield land to the south of Filton Airfield (off Wyck Beck Road) and to the west of the A4018. This latter site is in the Green Belt, but the need for housing, together with the need to ensure sustainable patterns of development and sustainable communities, represent the exceptional circumstances which justify the release of this land from the Green Belt. The long term operation of the airfield is crucial to the prosperity of the area and will be protected. This is a large area of development, but it provides the opportunity to strengthen linkages with existing and new communities and to reinforce and enhance community identities over the wider area. Development also brings the opportunity to secure the long term future of the aerospace sector and address the need for physical, social and economic regeneration. It will also be important to ensure that new development at Cribbs integrates well with existing and planned development at Patchway and that development south of the airfield relates well in physical and social terms with the communities of Filton, Henbury and Brentry. To support development, a new transport package will provide improved connections through the area serving nearby employment and commercial uses and the greater Bristol area to the south, to and between Aztec West/Bradley Stoke and the surrounding communities of Bristol.

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

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

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

4.17 The Joint Local Transport Plan and the Regional Funding Advice identified as a priority the provision of a major Rapid Transit link between the Bristol North Fringe urban area and Hengrove in south Bristol. This will include the Stoke Gifford Transport Link, a new public transport and road connection between Great Stoke Way, Bradley Stoke and the A4174 Avon Ring Road. The need for housing and to ensure sustainable development and sustainable communities, in combination with the impact of the safeguarding of the route for the Stoke Gifford Transport Link, and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location to deliver a new neighbourhood. Development of the new neighbourhood will not come forward until the programmed delivery or construction of this route has been secured. The new neighbourhood, comprising 2,000 homes, would require major new access from the Avon Ring Road and would therefore be expected to make a substantial contribution towards the costs of providing the SGTL. This new development would maximise the locational and accessibility strengths of this area, have a strong identity and sense of place and integrate well with existing residential areas, employment and commercial centres and the UWE.

East Fringe of Bristol urban area

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

4.19 To address these issues the main thrust of the strategy for the East Fringe of Bristol up to 2026 is to complete the final development phase at Emersons Green. This involves a major mixed use development on 177ha of land at Emersons Green, east of the A4174 Avon Ring Road, to deliver an extended and improved town centre at Emersons Green, as well as in the region of 3,024 dwellings, a Science Park and 19ha for local employment. In total this development is expected to support over 6,000 jobs. The Science Park is key to the sub region in supporting the universities and existing industries and maintaining the region’s international competitiveness. Ensuring this new development integrates successfully to strengthen a sense of community with the existing development west of the A4174 Avon Ring Road is a key challenge.
4. Visions, Strategic Objectives and Strategy for Development

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

4.21 To support these Strategy for Development objectives, there will also be transport infrastructure improvements with a new bus rapid transit link to Emersons Green from Bristol city centre and the North Fringe of Bristol, Park and Ride at Emersons Green East, and links into the Greater Bristol cycling network. This investment and delivery is planned to take place over the next 10 years. For the local area strategy for the East Fringe of Bristol to be successful it is paramount that resources are focused on these priorities.

4.22 The designated Green Belt in this area will remain. This area is not considered to be suitable for development because of major constraints, specifically the importance of the open countryside, hillside and ridgelines that establish the setting and help define the extent of the urban area, the current limited employment opportunities, the lack of potential for integrating new development and the extreme difficulty of delivering essential transport improvements.

Yate and Chipping Sodbury

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

4.24 From the middle to later periods of the Core Strategy, subject to the delivery of a strategic new sewerage connection infrastructure, there is the potential
4. Visions, Strategic Objectives and Strategy for Development

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

Thornbury

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

Severnside

4.26 While land at Severnside is recognised as a regionally significant employment area with longstanding planning permissions, it lies within an ecologically important, fragile and visually prominent coastal area with special landscape characteristics which are recognised and protected for their international, national and local importance for biodiversity. In addition the area is at significant risk from flooding and the Severn Levels are of high archaeological potential. Highway capacity and public transport provision is limited. All these critical issues will need to be addressed in a comprehensive manner, working with Bristol City Council, Natural England, the Environment Agency, the Lower Severn Internal Drainage Broad, the Marine Management Organisation, Network Rail and the Highways Agency, in order to achieve an
4. Visions, Strategic Objectives and Strategy for Development

acceptable and sustainable balance and deliver the strategy which supports the continued development of the area, primarily for warehousing and distribution.

Oldbury

4.26a Land near Oldbury on Severn and adjacent to the existing nuclear power station has been identified in the NPS as potentially suitable for a new nuclear power station. This lies within an ecologically important, fragile and visually prominent location adjacent to the estuary, and access is currently via relatively narrow and low lying roads and lanes that pass by scattered settlements and/or through villages and hamlets. The area has distinctive landscape characteristics which are recognised and protected for their international, national and local importance for biodiversity, as well as being at significant risk from flooding, adjacent to the Severn Way strategic recreational route and being within a landscape of high archaeological potential. These issues will need to be addressed in a comprehensive manner, with the objective of achieving an acceptable and sustainable balance and deliver optimal benefits while ensuring that social, environmental and economic impacts on the locality are reduced to an acceptable level. Currently, no conclusion has been reached by the Council about the suitability of Oldbury as a site for a new nuclear power station.

Rural Areas

4.27 The Strategy for Development within the rural areas in the first five years of the plan (from the date of submission - March 2011) is to continue the current approach of allowing small scale development within village settlement boundaries. Existing employment sites and services will be protected to reduce the need to travel. Outside settlement boundaries, development will be strictly controlled.

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

4.29 The draft Nuclear National Policy Statement (NPS) has found the site in Oldbury on Severn as potentially suitable for a new nuclear power station by 2025. As a result, the Council will need to evaluate the impacts of both the listing of the site in the NPS and any emerging proposals from the developer.
4. Visions, Strategic Objectives and Strategy for Development

and make the case for appropriate planning mitigation, compensation and legitimate community benefit. Further details are set out in Chapter 18 – Major Infrastructure Projects.
5. Responding to Climate Change and High Quality Design

Introduction

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

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

Core Strategy Objectives

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

**High Quality Design**

<table>
<thead>
<tr>
<th>POLICY CS1 - HIGH QUALITY DESIGN</th>
</tr>
</thead>
</table>

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

Development proposals will be required to demonstrate that:

1. Siting, form, scale, height, massing, detailing, colour and materials, are informed by, respect and enhance the character, distinctiveness and amenity of both the site and its context; and

2. density and overall layout is well integrated with existing adjacent development and connected to the wider network of foot, cycle and public transport links; and

3. existing features of landscape, nature conservation, heritage or amenity value and public rights of way, are safeguarded and enhanced through incorporation into development; and

4. if the proposed scheme is of a sufficient scale or significance, explain how the development contributes towards the vision and strategic objectives of the locality and (as appropriate) how account has been taken of:

   - community consultation
   - Green Infrastructure objectives
   - the South Gloucestershire Landscape Character Assessment (2005)
   - the Cotswolds AONB Management Plan
   - endorsed parish plans, town centre strategies and village design statements
   - adopted Conservation Area Appraisals, Management Plans, and
5. Responding to Climate Change and High Quality Design

- other design guidance and/or Area Action Plans that may be adopted as SPD from time to time;

and in order to assist in meeting climate change and health and well-being objectives, proposals will be required in particular to:

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

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

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

8. ensure the design, orientation and location of buildings, roof pitches, windows, habitable rooms, lighting and soft landscaping help to achieve energy conservation, the protection of environmental resources and assist the appropriate siting of renewable and/or low carbon energy installations and infrastructure. Schemes that can demonstrate that they will outperform statutory minima, such as the building regulations, in terms of sustainable construction, at the time of construction commencement, will be considered a primary indicator of good design. Major residential (10 or more dwellings) and mixed-use schemes will be required to achieve Code for Sustainable Homes level 3 (level 4 from 2013) or above, and/or Building Research Establishment Environmental Assessment Method (BREEAM) ‘very good’ or other equivalent standard; and

9. take account of personal safety, security and crime prevention; and
5.  Responding to Climate Change and High Quality Design

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

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

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

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

- Sustainable Communities Strategy
- South Gloucestershire Climate Change Strategy
- Parish plans
- Neighbourhood Plans
- Village design statements
- Conservation area SPDs
- Local List of Buildings SPD
- Biodiversity and the Planning Process SPD
- Art & Design in the Public Realm Advice Note
- South Gloucestershire Landscape Character Assessment
- Cotswolds Area of Outstanding Natural Beauty Management Plan

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

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

Visions, Strategic Objectives and other Design Guidance

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

Design Priorities

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

(5) Promote Shared Accessible Public Realm & Play Opportunities

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

(6) The Role of Landscape

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

(7) Public Art

5.10 Public Art should be viewed as an opportunity to enhance legibility, character, distinctiveness and civic pride. It should respond to the distinctive assets of the location and can form part of the landscape design, public realm and play opportunities. It can also be temporary or permanent and should seek to intrigue and delight, be robust and require minimal maintenance. The scale and location of the art should be appropriate to the site and its surrounds. The provision of public art will be a key indicator of good design (BfL criteria) and should be seen as an opportunity to involve the local community in support of Sustainable Community Strategy objectives.

(8) Sustainable Construction

5.11 Good design is a core principle of sustainable development. Good design minimises the amount of energy and natural resources consumed during the lifetime of the development. It can also provide buildings with features such as generous space standards, good natural light and sound insulation, which can greatly improve the quality of life for people that live and work in them. Consideration should also be given to how buildings are laid out and orientated to enhance energy efficiency and the potential for the addition of renewable energy technologies (such as solar panels) and district heating networks, if not from the outset, then in the future. Major residential and mixed-use schemes that meet Code for Sustainable Homes level 3 (level 4 from 2013) or above, and/or BREEAM ‘very good’ or other equivalent standard, (to be secured via planning condition or planning agreement), will assist in demonstrating compliance with criteria (8) of this policy, and other policy objectives and requirements of the LDF as well as the BfL criteria. The Council will review its approach to sustainable construction through the Sites & Policies, Sites and Places DPD in order to ensure the highest possible standards are being applied and there is no undue burden on delivery of housing.

(9) Tackling Crime & the Fear of Crime

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

(10) Waste Reduction

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

(11) **Flood Risk and Management**

5.14 The Level 1 and Level 2 South Gloucestershire Strategic Flood Risk Assessments appraise the risk of flooding, including the effects of climate change, and should be used to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk. Where new development is exceptionally necessary, proposals will need to ensure that risk is managed and reduced through location, layout and design and through sustainable methods of dealing with surface water (also see Policy CS9 – Managing the Environment Heritage). Guidance on matters to be assessed in Flood Risk Assessments is included in the Level 2 South Gloucestershire Strategic Flood Risk Assessment.

**Delivery**

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

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

5.17 New housing built today will be around for many years to come. The Council is therefore committed to promoting the highest possible sustainable construction standards. Hanham Hall in South Gloucestershire, is proposed as one of the first large scale Code for Sustainable Homes level 6 Zero Carbon developments in the country. The Council is therefore, aware of the
5. Responding to Climate Change and High Quality Design

The Council believes that technical and financial viability issues with regard to promoting high Code for Sustainable Homes sustainability standards will diminish over time allowing Local Authorities greater flexibility to seek higher standards, whilst not undermining delivery of new homes. The Council will therefore review the standards it applies through LDF documentation such as the Sites & Policies, Sites and Places DPD and the South Gloucestershire Design Checklist SPD (August 2007) that will continue to be relevant until it is reviewed. It will also expect developers of major (multi-phased) new neighbourhoods to ensure progressively higher CfSH Zero Carbon standards are achieved over the lifetime of the development on phases developed post 2016. To assist with these objectives, the Council is committed to a holistic approach to improving the sustainability of new and existing communities. Via its wider corporate activities, Policies, Sites and Places DPD and review of the Design Checklist SPD or other such SPD, working with its development partners and other planning policies (such as Policies CS3, CS4 & CS6), the Council will progress an Allowable Solutions Policy and Community Energy Fund or other equivalent mechanism that may be proposed, investigate projects and schemes that will assist allow developers ‘offsite solutions’ to meet and go beyond their Zero Carbon their CO2 reduction obligations. such as a Carbon Neutral fund.

5.18 Further detailed policies and guidance on urban design principles will be set out in the Sites and Policies, Sites and Places DPD and a reviewed South Gloucestershire Design Checklist with regard to the sub-division of dwellings and building on gardens.
5. Responding to Climate Change and High Quality Design

Green Infrastructure

<table>
<thead>
<tr>
<th>POLICY CS2 - GREEN INFRASTRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Council and its partners will ensure that existing and new Green Infrastructure (GI) is planned, delivered and managed as an integral part of creating sustainable communities and enhancing quality of life, considering the following GI objectives:</td>
</tr>
<tr>
<td>1. Realising the potential of Green Infrastructure to assist with mitigation of, and adaption to, climate change;</td>
</tr>
<tr>
<td>2. Delivering high quality multi-functional and connected open spaces (including Green and Blue Infrastructure);</td>
</tr>
<tr>
<td>3. Protecting, creating and improving recreational, play, access and local food cultivation opportunities;</td>
</tr>
<tr>
<td>4. Protecting and enhancing species and habitats, and creating new habitats and wildlife linkages between them;</td>
</tr>
<tr>
<td>5. Conserving and enhancing landscape character, historical, natural, built and cultural heritage features;</td>
</tr>
<tr>
<td>6. Securing ongoing management and maintenance and creation of GI assets;</td>
</tr>
<tr>
<td>7. Joint working with partners, including neighbouring local authorities.</td>
</tr>
<tr>
<td>The attainment of the above objectives should be addressed by development proposals and Local Development Documents.</td>
</tr>
</tbody>
</table>

The Strategic Green Infrastructure Network

The integrity, multi-functionality, quality and connectivity of the Strategic Green Infrastructure Network will be protected and enhanced. Opportunities to connect with and extend the strategic network will be taken.
5. **Responding to Climate Change and High Quality Design**

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

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

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

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

**Biodiversity**

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

**Climate Change**

5.24 Green Infrastructure provides opportunities to manage water resources, by reducing run-off, providing flood storage and acting as a natural soakaway. GI has a role in absorbing carbon dioxide, reducing 'urban heat island' effects, improving air quality and providing opportunities for increasing habitats and
5. **Responding to Climate Change and High Quality Design**

connections to help enable wildlife to adapt. Assets can provide opportunities for local food cultivation, contributing to local food security, and are also important for biodiversity. GI can encourage walking and cycling, by providing pleasant traffic free routes thus helping to reduce greenhouse gas emissions from car travel. GI can also incorporate space for renewable energy resources.

**Recreation, Play and Access**

5.25 Green Infrastructure can accommodate routes for walking, cycling and horse riding and includes accessible open spaces which people visit for formal and informal recreation, exercise, community activities, social interaction, and all types of play (for example equipped/built, natural, imaginative and creative). GI allows for improved connectivity between urban, urban fringe and rural assets for people and wildlife, and can also connect people with places of work and community facilities. GI benefits people’s health (mental and physical) and well-being, and provides opportunities for learning and studying. South Gloucestershire benefits from a significant number of long distance footpaths and cycleways, supported by the local network of rights of way (further details are contained in Appendix 3). Design of open spaces/local green spaces covered in Policy CS1.

**Landscape, Heritage and Geology**

5.26 Green Infrastructure provides a means to improve landscape quality and protect landscape features and views. GI offers opportunities to protect, increase access to and understanding of landscape, geology/geomorphology, historic sites, conservation areas and heritage assets.

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

5.28 The South Gloucestershire Strategic Green Infrastructure Network diagram (Figure1) is indicative and broadly shows the strategic network and the strategic recreational and cycle routes which are important at sub-regional and district scales. It is not meant to be exhaustive; the strategic network can overlap and interrelate with other non-strategic GI assets. The diagram (details on the sites that make up the strategic network are contained in Appendix 3) is intended as a guide and is illustrative; details have been provided on the main assets that exist within six zones across South Gloucestershire. The diagram is not intended to designate sites; other detailed policies relating to these sites are contained within the South Gloucestershire Local Plan.
5. **Responding to Climate Change and High Quality Design**

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

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

5.31 Complementing this policy are the Core Strategy policies relating to Managing the Environment and Heritage (Policy CS9), Green Infrastructure, Sport, and Recreation Standards (Policy CS24), Design (Policy CS1), and Improving Accessibility (Policy CS8). The GI objectives have been embedded in the planning and policy wording relating to Part 2 of this Core Strategy, and will continue to be considered as the new neighbourhoods are progressed through the development management process.

**Delivery**

5.32 The Council is producing a Green Infrastructure Strategy, which provides further details regarding existing GI assets, associated activities, the functions and benefits of GI, the delivery mechanisms, standards and priorities for the future delivery of Green Infrastructure. The Green Infrastructure Strategy will be adopted as a Supplementary Planning Document (SPD).

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

5.34 Joint working with local authorities and partners will help to ensure that GI is integrated and interlinked across the sub-region to maximise its benefits for biodiversity and people.

---

**Post Submission Change (December 2011) – Figure 1**

1. Amended to reflect Policy CS26, position on Filton Airfield
### Key – Strategic Green Infrastructure Network

- **South Gloucestershire Council Boundary**
- **Strategic Green Infrastructure**
- **Visually Important Hillsides**
- **Strategic Recreation & Cycle Routes**
- **Main Water Courses**
- **Railways**
- **Main Roads**

#### ZONE 1
- Severn Estuary; SPA/SAC/RAMSAR; Floodzones 2&3; Strategic Nature Areas; Monarch's Way & Jubilee Way; Landscape Character Areas 19,20,21

#### ZONE 2
- Strategic Nature Areas; SNCIs; Open Access Areas; Ladder Brook; Floodzones 2&3; Visually Important Hillsides; Historic Parks & Gardens; Strategic Paths & Cycleways; Landscape Character Areas 7,8,9,10,17,18

#### ZONE 3
- Commons; Local Nature Reserves; Strategic Nature Area; SSSI; Lower Woods Nature Reserve; Frome Valley; Floodzones 2&3; Strategic Paths & Cycleways; Visually Important Hillsides; Historic Parks & Gardens; Landscape Character Areas 5,6,8,12

#### ZONE 4
- Cotswold AONB; Strategic Nature Area; Historic Parks & Gardens; Visually Important Hillsides; National Trail; SSSIs; Open Access Lane; Landscape Character Areas 1,2,3,4

#### ZONE 5
- Visually Important Hillsides; Strategic Paths & Cycleways; Local Nature Reserves; Commons; Overson Wood; Warmley Forest; Hanham Hills; River Boyd; Avon Valley; Floodzones 2&3; Landscape Character Areas 8,11,12,14,16

#### ZONE 6
- Visually Important Hillsides & Landscape; Frome Valley; Strategic Paths; Local Nature Reserve; M32 Corridor; Haw Wood; Stoke Park; Historic Parks & Gardens; Landscape Character Areas 13,15,18
5. Responding to Climate Change and High Quality Design

Renewable and Low Carbon Energy

<table>
<thead>
<tr>
<th>POLICY CS3 - RENEWABLE AND LOW CARBON ENERGY GENERATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals for the generation of energy from renewable or low carbon sources, provided that the installation would not cause significant demonstrable harm to residential amenity, individually or cumulatively, will be supported.</td>
</tr>
<tr>
<td>In assessing proposals significant weight will be given to:</td>
</tr>
<tr>
<td>1. The wider environmental benefits associated with increased production of energy from renewable sources;</td>
</tr>
<tr>
<td>2. Proposals that enjoy significant community support and generate an income for community infrastructure purposes by selling heat or electricity to the National Grid;</td>
</tr>
<tr>
<td>3. The time limited, non-permanent nature of some types of installations; and</td>
</tr>
<tr>
<td>4. The need for secure and reliable energy generation capacity, job creation opportunities and local economic benefits.</td>
</tr>
</tbody>
</table>

Renewable or low carbon energy installations will also be supported in the Cotswold AONB provided they do not, individually or cumulatively, compromise the objectives of the designation.

Renewable or low carbon energy installations will not be supported in areas covered by national designations and areas of local landscape value unless they do not individually or cumulatively compromise the objectives of the designations especially with regard to landscape character, visual impact and residential amenity.

Developments will also be required to meet objectives of Policy CS1 (High Quality Design), as far as engineering requirements permit.

5.35 Renewable and/or low carbon energy supplies include, but not exclusively, those from biomass and energy crops, Combined Heat and Power (see Policy CS4), waste heat from industrial processes, energy from waste, ground and air
5. **Responding to Climate Change and High Quality Design**

source heating and cooling, hydro, solar thermal, photovoltaic generation (including solar farms) and wind power.

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

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

5.38 Some installations, such as wind turbines have an operational lifespan, typically 25 years. The temporary nature of these installations can be conditioned, allowing a review against the policy framework and energy environment at that time and potentially requiring the site to be returned to its former state. This may be an appropriate approach where the cumulative impact of such installations may begin to undermine landscape character.

5.39 Where Environmental Assessment regulations are not applicable, applicants will only be required to provide information on the likely significant environmental, social and economic effects, proportionate to the project.

**Delivery**

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

5.41 The Council intends to produce guidance on the siting of non-household scale wind turbines at the earliest opportunity following further investigation. The Council will also consider the identification of areas and sites for the development of renewable and low carbon energy installations through the Sites and Policies, Sites and Places DPD.
5. Responding to Climate Change and High Quality Design

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

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

<table>
<thead>
<tr>
<th>POLICY CS4 - RENEWABLE OR LOW CARBON DISTRICT HEAT NETWORKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any applications to develop a thermal generating station or proposals that have a capacity to generate significant waste heat as part of an industrial or commercial process must either:</td>
</tr>
<tr>
<td>1. include heat recovery and re-use technology; and</td>
</tr>
<tr>
<td>2. heat distribution infrastructure; or</td>
</tr>
<tr>
<td>3. provide evidence that heat distribution has been fully explored and is unfeasible.</td>
</tr>
<tr>
<td>Major development proposals (more than 100 dwellings or non-residential of more than 10,000sq.m) must:</td>
</tr>
<tr>
<td>4. demonstrate how opportunities to accommodate a district heating solution have been maximised, taking into account density, mix of uses, layout and phasing; and either</td>
</tr>
<tr>
<td>5. include renewable or low carbon heating or CHP generation and distribution infrastructure on-site; or</td>
</tr>
<tr>
<td>6. connect to an existing renewable or low carbon heat distribution network; or</td>
</tr>
<tr>
<td>7. provide a heat distribution network as part of the development where there are firm proposals for renewable or low carbon heat generation or CHP and distribution in the locality within a reasonable time frame; or</td>
</tr>
<tr>
<td>8. provide evidence that renewable and low carbon sources of heating or CHP have been fully explored and are unfeasible.</td>
</tr>
<tr>
<td>Developments of less than 100 dwellings or 10,000sq.m of non-residential floorspace must connect to any existing available district heat network(s) in the vicinity, where reasonably practical.</td>
</tr>
</tbody>
</table>
5. Responding to Climate Change and High Quality Design

5.44 Combined Heat and Power (CHP) is the generation of usable heat and electricity in a single process. By reducing transmission losses, and making use of waste heat, CO2 emissions can be reduced substantially. CHP systems operate most efficiently where there is a constant heat demand throughout the day and year. Given the mix of uses, particularly in areas like the North Fringe of Bristol, where large industrial and commercial uses are in close proximity to existing and proposed housing sites, it is considered that district heating networks provide the most efficient way to achieve substantial CO2 reduction targets.

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

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

5.47 Major development proposals (of more than 100 dwellings and greater than 50dph, or non-residential of more than 10,000 sq.m floorspace) must consider how heat distribution opportunities could be incorporated (taking into account high quality design objectives – see Policy CS1). Where there are multiple developers, they will be expected to collaborate in terms of developing a district heating/CHP solution for the site as a whole. Developers that do not propose to incorporate CHP plant and or heat distribution network(s) should explain why it is not economically feasible or practical e.g. if there are more energy efficient means of satisfying heat demands.

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

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

**Delivery**

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

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

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

Introduction

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

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

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

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

Core Strategy Objectives

- Concentrating the majority of new development to take advantage of existing services and facilities and higher levels of accessibility
- Locating development where it will provide the opportunity to minimise the need to travel and allow safe and convenient access to services by walking, cycling and public transport
- Recognising and protecting the identity and heritage of existing communities
- Promoting greater self-containment and enhancing the service centre
6. Managing Future Development

- role of the market towns of Thornbury, Yate and Chipping Sodbury
- Supporting local housing needs and services in villages
- Protecting the Green Belt and the countryside from inappropriate development
- Providing a range of infrastructure, together with integration and access, in step with new development

Location of Development

POLICY CS5 – LOCATION OF DEVELOPMENT

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

1. Most new development will take place within the communities of the North and East Fringes of Bristol urban area:

   - To 2016, the focus will be the development of existing commitments and the remaining South Gloucestershire Local Plan allocations, together with delivery of the Greater Bristol Bus Network, and the planning for the West of England transport package and future schemes; and

   - Post 2015/2016, new neighbourhoods of sustainable communities will be developed at Cribbs/Patchway to create sustainable communities, and to the east of Harry Stoke, the latter dependent upon safeguarding of the route for and construction of the Stoke Gifford Transport Link;

   - Post 2020, if land is required to the west of the A4018 at Cribbs/Patchway to deliver the envisaged housing numbers in the new neighbourhood, then land will be considered for release from the Green Belt subject to environmental considerations and having no adverse impact on the operation of Filton Airfield; and

2. At Yate/Chipping Sodbury, new development will be of a scale appropriate to achieve greater self-containment and to improve the separate but inter-related roles and functions of the towns, focusing on investment in the town centres and improving the range and type of jobs;
6. Managing Future Development

- Provided infrastructure, particularly sewerage infrastructure, is delivered, a new neighbourhood at north Yate will be developed, supported by a package of transport measures and a new local centre;

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

4. The economic potential of Severnside will be realised as a strategic location for a range of employment uses, subject to the resolution of flood risk, environmental and infrastructure issues and taking into account the most recent government legislation and guidance;

5. In the rural areas communities will be empowered to shape the future of their own local area through opportunities presented by Neighbourhood Planning.

(a) Small scale development will take place within the defined settlement boundaries of villages defined on the Proposals Map, but will be limited in scale to no more than infilling within those villages with defined settlement boundaries washed over by the Green Belt:

- Defined settlement boundaries will be maintained around rural settlements for the first 5 years from the submission (March 2011) of the Core Strategy. A review of the approach to the distribution of housing in the rural areas will be undertaken which will include engagement with the local community and other stakeholders/parties;

- Any changes to the rural housing distribution will be reflected in the Sites and Policies, Sites and Places DPD;

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

The Green Belt will remain unchanged from that shown in the South Gloucestershire Local Plan, except to the west of the M32 east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road), and to the west of the A4018 at Cribbs Causeway, where safeguarding of the route for the Stoke Gifford Transport Link and its construction the need to: meet future housing requirements; ensure sustainable patterns of development; create and plan comprehensively for sustainable communities; are the exceptional circumstances in which
6. Managing Future Development

Land will be removed from the Green Belt at these locations. Any amendment to the inner boundary of the Green Belt to accommodate the new neighbourhood will be identified in the Sites and Policies DPD. In addition, the visual impact of the proposed Stoke Gifford Transport Link on the openness of the Green Belt to the east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road) is also considered to provide an exceptional circumstance which justifies the release of this land from the Green Belt.

Following the development of these new neighbourhoods, the Council will examine the scope to extend Green Belt designation to other areas to compensate for this loss of Green Belt. In the meantime, exceptional circumstances will need to be demonstrated to justify any further amendments to the Green Belt. Any development in the Green Belt will conform to national and LDF policies relating to the Green Belt.

The sequential and exceptions tests of Planning Policy Statement 25 will be applied to direct development to areas with the lowest probability of flooding, taking account of the vulnerability of the type of development proposed, its contribution to creating sustainable communities and achieving the sustainable objectives of the Core Strategy.

The largest share of new development will take place within the North and East Fringes of the Bristol urban area, (incorporating land west of the A4018) which includes the new neighbourhood areas at Cribbs Causeway/Patchway, and on the edge of the North Fringe east of Harry Stoke, and at Emersons Green East in the East Fringe of the Bristol urban area. This represents places where essential infrastructure is in place or planned. This will reduce the need to travel and commute, accompanied by a package of public transport measures and supported by other community infrastructure. The boundaries of the North and East Fringes are shown on the Proposals Map, having been defined in the South Gloucestershire Local Plan.

Other than in two locations, east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road) and to the west of the A4018 at Cribbs Causeway, the general extent of the Bristol and Bath Green Belt will be maintained as shown on the Proposals Map. The exceptional circumstances identified by the Council, which justify the release of this land from the Green Belt, are the need to:

- meet future housing need;
- ensure sustainable patterns of development;
- create and plan comprehensively for sustainable communities.

In addition, in relation to the land east of Harry Stoke/Stoke Gifford (north of the A4174 Avon Ring Road), the visual impact of the proposed Stoke Gifford Transport Link on the openness of the Green Belt is also considered to
provide an exceptional circumstance which justifies the release of this land from the Green Belt. However, safeguarding of the route for the Stoke Gifford Transport Link and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location to make a detailed change to the inner Green Belt boundary to enable the land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road, to be identified as a strategic development location.

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

6.8 Elsewhere, development will be limited. In the rural areas communities will be empowered to shape the future of their own local area through opportunities presented by Neighbourhood Planning. Small scale development will be allowed in villages with defined settlement boundaries where it meets local housing needs or supports or enhances existing services and their viability. However where settlements with defined settlement boundaries are in the Green Belt then, to accord with government guidance, development will be limited to no more than infilling. Affordable housing will be allowed through the rural housing exceptions policy. Affordable housing modest in scale will be supported in accordance with Policy CS19 (Rural Housing Exception Sites), where there is identified need and local community support. A small element of market housing will be permitted on such sites if it can be satisfactorily proved that this will facilitate the delivery of the local affordable housing need. Settlement boundaries are currently defined on the Proposals Map for 37 villages. The defined settlement boundaries to villages will remain unchanged for the first five years from the submission (March 2011) of the Core Strategy, and during this time the Council will engage with local communities over the future approach to settlement boundaries as part of preparing the Sites and Policies, Sites and Places DPD. Any proposed changes will be identified in the Sites and Policies, Sites and Places DPD. When further clarification is provided in the Localism Bill/Act, about the “Community Right to Build” initiative, it may be appropriate to reconsider the wording of Policy CS5(5) and relevant supporting text, with regard to the distribution of housing in the rural areas and how this is addressed in the Sites and Policies, Sites and Places DPD.

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

6.10 Government guidance requires that a sequential test relating to flood risk is applied to the identification of land for development, to ensure that there are no alternative sites available in areas with a lower probability of flooding that
6. Managing Future Development

would be appropriate to the type of development or land use proposed. Departures from the sequential approach will only be justified in exceptional circumstances where it is necessary to meet the wider aims of sustainable development. The Council’s Strategic Flood Risk Assessments have helped inform the Strategy for Development. This work indicates that the Strategy for Development can be delivered despite the flood risk issues by following a sequential approach and only allowing development in the areas of highest flood risk in exceptional circumstances in accordance with national policy - Planning Policy Statement 25. This approach will be used for allocating land in the Sites and Policies DPD, in accordance with Planning Policy Statement 25.

6.10a Where major infrastructure projects are proposed, including the NPS identification of a site near Oldbury for a potential new nuclear power station, a potential new power station at Severnside and National Grid Connections, the Council will seek to work with the scheme promoters, statutory bodies and the community, to seek to ensure optimal benefits for the locality and to minimise social, economic and environmental impacts. The Council may have a dual role in respect of these developments, either as consultee to Development Consent Order Applications that are assessed by the Major Infrastructure Planning Unit (MIPU) within the Planning Inspectorate and determined by the Secretary of State, or as consultee on applications that are determined by other statutory bodies such as the Environment Agency or the Marine Management Organisation, or as the determining authority for any applications for development associated with but not part of Development Consent Orders.

Delivery

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

Infrastructure and Developer Contributions

POLICY CS6 – INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

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

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

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

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

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

6.13 The infrastructure, facilities and services to which development may be required to contribute include:
- Affordable housing
- Strategic utilities
- Education facilities
- Health facilities
6. Managing Future Development

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

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

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

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

Delivery

6.17 Developer contributions will primarily be sought through the use of Section 106 planning obligations, and a Community Infrastructure Levy as set out in the CIL Regulations 2010, Section 106 of the 1990 Town & Country Planning Act. The policy will be implemented through the development management process. Where appropriate, contributions may be sought on a tariff basis and pooled with those secured from across the district, and in some instances
6. Managing Future Development

from other local authorities, in order to fund major sub-regional infrastructure. A South Gloucestershire Developer Contributions Guide SPD & CIL Charging Schedule will be prepared.

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

Introduction

7.1 The Council is committed to working with the other three Unitary Authorities on transport issues through the West of England Partnership, the Joint Transport Executive Committee (JTEC) and the Joint Local Transport Plan (JLTP3) and with businesses through the Local Enterprise Partnership (LEP). The JLTP provides the primary strategy for improving transportation in the locality. Relieving congestion is paramount to the continued economic prosperity of South Gloucestershire, to the health and well-being of its residents and to climate change mitigation objectives. Delivery of enhanced travel options to significant destinations, by means other than the private car is therefore a key objective of the JLTP3 and Core Strategy. This is consistent with the Sustainable Community Strategy’s priority of managing future development in a positive way.

Core Strategy Objectives

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

Strategic Transport Infrastructure

POLICY CS7 – STRATEGIC TRANSPORT INFRASTRUCTURE

Priority will be given to the implementation of strategic infrastructure proposals that reduce congestion and improve accessibility by means other than the private car. In particular, the Council will work with its partners to deliver within the plan period the following key projects:

1. Completion of the Greater Bristol Bus Network;
2. The construction of a Rapid Transit network to serve the communities of the North & East Bristol Fringes, including:
7. Tackling Congestion and Improving Accessibility

- North Fringe to Hengrove (South Bristol) Package, and its components
  - Rapid Transit link from Hengrove to North Bristol Fringe (including the Stoke Gifford Transport Link)
  - The Stoke Gifford Transport Link
  - Rapid Transit link from North Fringe to Emersons Green;
- Rapid Transit link from Ashton Vale to Emersons Green (Phase 2 - Temple Meads to Emersons Green);

3. Improvements to rail services, including:
  - Electrification of the Great Western Main Line and associated improvements at Bristol Parkway station;
  - The Greater Bristol Metro Project;
  - Re-introduction of passenger services on the Hallen Line/Henbury Loop (subject to a satisfactory business case);

4. The Cribbs/Patchway New Neighbourhoods Package;
5. The East of Harry Stoke New Neighbourhood Package;
6. The Yate/Chipping Sodbury Package;
7. The Rural Package;
8. The Ring Road Package.

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

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

SAFEGUARDING LAND

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

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

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

Post Submission Changes (December 2011) – Figure 2

1. Re-align the Rapid Transit route, by UWE, East of the Harry Stoke New Neighbourhood, and Aztec West.
2. Highlight passenger rail utilising the Hallen Line/Henbury Loop.
3. Indicate a Safeguarded Station site, at Filton (west of the A38), on the Hallen rail line.
5. Re-align the ‘Bus: Existing corridors proposed for improvement’ by Aztec West / A38.
Figure 2 – Strategic Transport Infrastructure Proposals Diagram
(for illustrative purposes only)
Post Submission Changes (December 2011)

1. Re-align the Rapid Transit route, by UWE, East of the Harry Stoke New Neighbourhood, and Aztec West.
2. Show Hayes Way, Northfield as now constructed.
3. Highlight passenger rail utilising the Hallen Line/Henbury Loop.
4. Indicate a Safeguarded Station site, at Filton (west of the A38), on the Hallen rail line.
5. Amended to reflect Policy CS26, position on Filton Airfield.
7. Tackling Congestion and Improving Accessibility

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

7.3 In order to provide a step change in public transport provision in the main urban areas, the West of England authorities have an agreed programme of major transport schemes. The elements of these schemes that fall within South Gloucestershire are set out as priorities in this strategy. These schemes were supported by the South West region for their strategic significance and as such were recognised as priorities in the Regional Funding Advice to the DfT. Since this time the Comprehensive Spending Review has announced reductions to the major scheme funding available in the next four years. As a consequence there will be some overall delay to the implementation of major schemes identified although the Council and West of England remain committed to their delivery.

7.3a The Major scheme programme includes for a series of Rapid Transit Routes. It is currently envisaged that it will be a bus based system, but could provide the opportunity to upgrade to a Light Rapid Transit (tram) based system in the future. This segregated route will provide significant improvements in public transport delivery in South Gloucestershire, thereby forming the primary element of the strategy to reduce congestion.

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

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

Following the Comprehensive Spending Review, this project along with the Bus Rapid Transit from Temple Meads to Emkers Green, was not included in any DfT priority list. DfT will issue further guidance on major schemes by the end of 2011.

7.5 Multi-Modal Interchanges will also be enhanced or developed at The Mall, UWE, Emkers Green East, Parkway and Yate Stations and at locations along the route as appropriate. The following transport schemes have been identified for delivery in the plan period. Their implementation is critical to the
7. **Tackling Congestion and Improving Accessibility**

delivery of the Sustainable Community Strategy’s objectives. The identified ‘Packages’ will predominantly comprise the following elements. Further details are set out in the Infrastructure Delivery Plan.

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

- Land & financial contribution to the Bristol North Fringe – Hengrove Rapid Transit Route & extension into the New Neighbourhoods (from Aztec West to The Mall and Cribbs/Patchway New Neighbourhood).
- Increased bus service frequency through the extension of the proposed orbital bus service (to be delivered by the S106 contribution from the Charlton Hayes development) from The Mall to the across the Cribbs/ Patchway new neighbourhood area to key destinations and existing communities in Bristol and the North Fringe including improvements to the A38 & A4018 south of the airfield.
- Extension of existing Bristol City Centre to Airbus west gate bus service to the Cribbs/ Patchway new neighbourhood, to provide a direct service to Westbury on Trym and Bristol (other existing bus routes also pass close to the development on the A4018).
- New and improved strategic pedestrian and cyclist routes to ensure high quality links extending the Cycling City network to key destinations including the south of Filton Airfield linking to Airbus, and Filton College and south to Southmead. to connect to the Cycling City network.
- Land will be safeguarded to enable the future provision of a passenger stations on the Hallen Freight Line. Provision of passenger station(s) and re-introduction of services subject to a satisfactory business case. being established at a point in the future (the stations itself do not form part of the Core Strategy). Details of Henbury Loop and Hallen Freight Line to be updated when more details available.
- Contributions towards the re-introduction passenger services on the Hallen Line/ Henbury Loop and increased rail service frequency in the wider area.
- Contributions towards the Greater Bristol Metro and improvements to the rail stations at Parkway and Patchway, and the Extension of the A38 Showcase Bus Corridor to Thornbury.
- Expansion of Smart Ticketing opportunities.

7.7 The principal elements of the **East of Harry Stoke New Neighbourhood Package** comprise:

- Land and financial contribution to the North Fringe to Hengrove Package (including the Stoke Gifford Transport Link) (North Fringe – Hengrove RT).
- Provision of stops on the North Fringe - Hengrove rapid transit line that passes through the development.
- Connections and improvements to the local foot and highway network to provide improved cycle and pedestrian access, as may be
7. **Tackling Congestion and Improving Accessibility**

appropriate, particularly to Parkway Station, south west towards UWE and north east to the open countryside and Winterbourne.

- Contributions towards the A4174 Ring Road Scheme, the Greater Bristol Metro and improvements to Filton Abbeywood Station, the extension of the A38 Showcase Bus Corridor to Thornbury.
- Expansion of Smart Ticketing opportunities.

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

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

7.9 The principal elements of the **Rural Package** comprise:

- Extension of the A38 Showcase Bus Corridor to Thornbury.
- Extension of the A38 Cycling City route to Thornbury.
- Provision of real time information (RTI) at strategic bus stops throughout the rural area.
- Revenue support for Community Transport and Demand Responsive Transport.
- Park and share sites at Tormarton, Falfield and Aust. Other interchange sites will be investigated including the provision of kiss and ride and sites for interchange between cycling, buses and trains.
- Expansion of Smart Ticketing to bus services operating in the rural areas.
- Safeguarding of 0.84ha of land at the former Charfield station and adjoining land to the south east for the provision of a passenger rail station and a car park/interchange.
7. Tackling Congestion and Improving Accessibility

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

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

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

**Delivery**

7.13 Schemes 1-3 identified in Policy CS7 are expected to be funded primarily by a Central Government through a major transport scheme bid. Through the West of England Partnership and the Joint Local Transport Plan, the Council is committed to working alongside the other three unitary authorities and the LEP to achieve their delivery. Local contributions will also be sought primarily from the private sector. Schemes 4-7 will predominantly be funded by the private sector through the development management process. The Ring Road Package is proposed to form the basis of a further Major Transport Scheme Bid. A local contribution would thereby be sought. Details of funding and timing are laid out in the Infrastructure Delivery Plan. The packages will remain under review subject to the availability of Central Government and other funding sources and detailed negotiations with the private sector.

7.14 **Compulsory Purchase Order** powers may be employed, where appropriate, particularly in the delivery of the Rapid Transit network.
7. Tackling Congestion and Improving Accessibility

**Improving Accessibility**

**POLICY CS8 – IMPROVING ACCESSIBILITY**

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

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

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

3. **Provision and Promotion of sustainable travel options.** All new development proposals of a sufficient scale will be required to provide pro-active facilities and measures to reduce travel demand and support travel by means other than the private car, particularly to significant destinations such as educational establishments, hospitals, rail stations, bus interchanges and employment areas. This will be achieved through:

   - the provision of, and integration of walking, cycling and public transport infrastructure into the local network;
   - providing mixed use developments in appropriate locations;
   - the active promotion of a Green Travel Plan approved by the Council;
   - the provision of shower and changing facilities for use by staff in commercial and business premises;
   - contributions to bus services, and other initiatives such as commuter and car clubs and community transport...
7. **Tackling Congestion and Improving Accessibility**

- For new development, parking can be inadequate or poorly designed, contributing to congestion. Therefore, the Council may adopt a more flexible approach where the specific requirements of new housing and established residential areas are considered. Maximum parking standards are maintained for non-residential parking.

- With regard to major residential schemes, only 50% of the garages proposed are allowed to contribute to the total number of parking spaces. Car parking should also be integrated and located appropriately to support the street scene.

- All new development proposals must provide safe & secure cycle parking facilities in accordance with the Council’s standards.

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

7.16 **PPS1 and the PPS1 Supplement on Planning and Climate Change** National policy encourages development that is located where everyone can access services or facilities on foot, bicycle or public transport, rather than relying solely on the car, while recognising that this may be more difficult in rural areas.

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

7.18 Contributions may also be used to support sustainable travel measures, such as:
- Revenue support to maintain, improve and expand community transport and demand responsive transport services in the urban and rural areas;
7. **Tackling Congestion and Improving Accessibility**

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

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

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

7.21 Proposals for development will be required to have regard to the Council’s approved maximum vehicle parking standards. Parking remains an important part of demand management and an issue that will be kept under review. However, inadequate or poorly designed residential parking can add to congestion, hinder bus and emergency services and have a negative impact on quality of life. The Council will therefore require higher off street parking provision to cater for the additional demand for parking created by development proposals, unless developers can demonstrate to the satisfaction of the Council that on-street parking problems will not be caused. Maximum parking standards will remain for destination parking uses. Lower parking standards may be more appropriate as elements of the strategic transport infrastructure are implemented. With respect to garages, residents often utilise them for storage, rather than parking vehicles. Therefore, only 50% of the garages on a residential scheme will be allowed to contribute towards the parking requirement. The Council intends to undertake an early review of Parking Standards and bring forward new residential car parking standards at the earliest opportunity. The Council has recently commenced an early review of Parking Standards and will shortly be consulting on its proposals.

**Delivery**

7.22 This policy will be delivered through the development management process, the JLTP and working with partners. The car parking standards will be reviewed through SPD and confirmed in the Sites and Policies, Sites and Places DPD.
8. Managing the Environment and Heritage

Introduction

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

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

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

Core Strategy Objectives

- Conserving and enhancing the character and distinctiveness of the district’s heritage assets and maximising their contribution to quality of place
- Conserving and enhancing the district’s distinctive landscapes, natural environmental resources and biodiversity
- Safeguarding mineral resources for the longer term while ensuring an adequate and steady supply to meet identified needs
- Safeguarding the quality of natural resources and ensuring prudent use
- Protecting land, air, aqueous environments, buildings and people from pollution

Managing the Environment and Heritage

POLICY CS9 – MANAGING THE ENVIRONMENT AND HERITAGE

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

1. ensure that sites, heritage assets and landscapes of archaeological, historical, ecological, arboricultural and geological importance, are preserved, respected and where appropriate, enhanced;

2. be located away from areas of flood risk;

3. reduce and manage the impact of flood risk through location, layout, design, choice of materials and the use of Sustainable Drainage Systems (SuDS);

4. protect the quality and quantity of the water environment and its margins;

5. avoid the undeveloped coastal zone area;

6. utilise natural resources, including minerals, soils and water, in an efficient and sustainable way;

7. maximise opportunities for local food cultivation by (a) avoiding the best and most versatile agricultural land and; (b) safeguarding allotment sites;

8. promote the re-use of contaminated land with appropriate remediation;

9. protect land, air and aqueous environments, buildings and people from pollution; and

10. avoid unstable land unless appropriate mitigation or remediation measures can be taken.

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

8.5 There is an extensive portfolio of areas of nature and biodiversity importance in South Gloucestershire, many of which are protected by local, regional, national or international designations. South Gloucestershire has a predominantly rural and agricultural landscape greatly influenced by large
8. Managing the Environment and Heritage

scale scarps, ridges, vales, levels and estuary landforms overlain by a variety of land cover, in places comprising unique natural or historic features. The importance of the diversity, character, natural beauty and amenity of the district’s landscapes is recognised and will be protected and, where possible, enhanced. The Landscape Character Assessment Supplementary Planning Document provides detailed analysis to support this.

8.6 The Cotswolds Area of Outstanding Natural Beauty (AONB) delivers a range of benefits for society in terms of its scenic beauty, cultural heritage and important habitats. Proposals for development within, or affecting the setting of, the AONB should take account of the objectives of the Cotswolds AONB Management Plan and seek to conserve and enhance the unique character, tranquility and special qualities of the Cotswolds landscape.

8.7 South Gloucestershire has an important legacy of heritage and cultural assets, including over 2000 listed buildings, approximately 1500 locally listed buildings, 30 conservation areas, 8 registered historic parks and gardens, 35 scheduled monuments and a wide range of undesignated historic buildings, archaeological sites and remains, and historic parks and gardens. These assets make a significant contribution to the identity of the locality in which they are set, helping to create a sense of place.

8.7a The Council will periodically appraise heritage assets including Conservation Areas, and its list of locally listed buildings in order to ensure that these designated heritage assets are properly recognised and protected. Where heritage assets are deemed by the Council to be at risk, the Council will support the submission of enabling development proposals accompanied by detailed financial appraisals in accordance with English Heritage guidance, ‘Enabling Development and the Conservation of Significant Places’ (English Heritage 2008), which aims to balance any potential harm to the heritage values of the place and its setting and is the minimum necessary to secure the future of the place with the public benefits of development.

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

8.9 New development has a significant role to play in managing flood risk by minimising its own surface water run-off through use of Sustainable Drainage Systems (SuDS) and positive land management. SuDS provide a method of discharging surface water in a sustainable way to reduce the risk of flooding and pollution. Some SuDS techniques offer opportunities for environmental and landscape enhancement as well as improving biodiversity and local
8. Managing the Environment and Heritage

amenity. Development is required to incorporate SuDS and, where this may not be practicable, an acceptable alternative means of surface water disposal should be used. In instances where SuDS alone cannot provide total surface water drainage solutions, they can be used beneficially in conjunction with conventional piped systems.

8.10 The Severn Estuary forms the western boundary of South Gloucestershire, and is a significant and internationally important environmental resource which is protected under national and European law. Other rivers also play a significant role in the environment, landscape and setting of large parts of the district and should also be protected. This includes protecting landscape features that contribute to the setting, as well as protecting and enhancing views of the river and the water environment, as a whole.

8.11 The Severn Estuary Coastal Zone (as defined on the Proposals Map) consists of the estuary itself and the adjoining low lying land which is criss-crossed by rhines which drain to seven outfalls into the Estuary. The coastal zone contains species, landscapes and habitats of local, national and international importance, many of which are protected under European legislation and are recognised as being of high value by the UK Biodiversity Action Plan (UKBAP). In recognition of the Coastal Zone’s importance for its landscape, nature conservation and archaeological value, as well as its risk of flooding, development will be resisted. Such development that requires a coastal location will be directed to the developed areas of the Zone (these are the areas within the settlement boundaries of Aust, Oldbury-on-Severn, Pilning and Severn Beach, Severnside employment area and Severn View Motorway Services Area at Aust), subject to satisfying the requirements of the Exception Test in national policy as set out in PPS25, the legal provisions of the Conservation of Habitats and Species Regulations 2010, Regulation 61 and meeting the conservation objectives of the Severn Estuary SPA/SAC/Ramsar.

8.12 In order to be sustainable, development must minimise the impact and mitigate the likely effects of climate change through the prudent and efficient use of natural resources, including energy, water, soil and the best and most versatile agricultural land, and the increased re-use and recycling of materials. The repair and re-use of existing buildings is generally more sustainable than demolition and replacement. Developers will need to demonstrate why re-use of buildings, particularly those that contribute to the character and distinctiveness of their locality cannot be achieved within their development proposals. The conservation of water resources will become increasingly important as summer rainfall declines and droughts become more common. New development should not compromise the ability of wildlife – particularly European waterfowl and other species of wildlife for which the Estuary is designated a European site - to adapt to climate change. New development will be expected to demonstrate that it will not cause any deterioration in the quality or quantity of underground, surface or coastal water resources.
8. Managing the Environment and Heritage

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

8.14 The development of previously developed land is central to the principles of sustainable development as it minimises pressure to develop greenfield land. Previously developed or brownfield sites are often critically important for wildlife in an urban environment. Their loss will inevitably mean a loss of biodiversity in the surrounding communities. Development will not be permitted where it would have a significant impact on biodiversity. Where permitted, development should include appropriate mitigation to ensure that biodiversity is protected and where possible enhanced as part of the proposals. While the benefits of recycling previously developed land are clear, there is the possibility that land may be contaminated as a result of its previous use. For this reason, contaminated land should be remediated to make it safe for use.

8.15 Pollution from development to land, air or water can occur in a number of forms including smoke, fumes, dust, smell, vibration, noise and an increase in levels of artificial light. These can have adverse impacts upon health both directly, for example a reduction in air quality can affect respiratory health, and indirectly through degradation of the natural environment and local amenity, which can affect quality of life and wellbeing. Certain types of development also pose risks to ground and surface water quality. South Gloucestershire has recently declared three Air Quality Management Areas (AQMAs), where national air quality objectives for nitrogen dioxide (NO₂) are not being met. Protection of the environment, buildings and people from potentially polluting development or land uses is integral to achieving sustainable development.

8.15A Past mining activity is the main source of unstable land in South Gloucestershire although natural causes such as landslides can also be a threat. There is a long history of coal mining activity in South Gloucestershire and the Council consults with the Coal Authority in respect of issues relating to land instability. If land is found to be unstable, appropriate action will be required to ensure the stability of any structures proposed and the potential
8. Managing the Environment and Heritage

environmental impacts of any such remedial works should be identified and addressed. The Coal Mining Development Referral Areas shown within Appendix 7 identify the areas that are most likely to be affected by land stability issues associated with past coal mining activities.

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

Delivery

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

Minerals

<table>
<thead>
<tr>
<th>POLICY CS10 – MINERALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Supply</strong></td>
</tr>
<tr>
<td>Provision will be made for the extraction of 58 million tonnes of crushed rock between 2008 and 2026 (which represents 60% of the West of England’s sub-regional apportionment) by maintaining a landbank of at least 10 years. In order to maintain this landbank, the existing Preferred Areas in the South Gloucestershire Minerals and Waste Local Plan will be rolled forward and any further resource requirement will be identified in the Sites and Policies, Sites and Places DPD. Any proposal for the working of clay will only be allowed where it would support the level of capital investment required to maintain or improve Cattybrook Brickworks, or would meet a shortfall in the supply of clay to this brickworks.</td>
</tr>
</tbody>
</table>

**Safeguarding**

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

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

8.19 Within South Gloucestershire, mineral activity is dominated by crushed rock aggregates and, to a lesser extent, brick making clay, although other minerals have been worked in the past. For aggregates, there are national and regional guidelines which set down the level of contribution expected from each region to meet forecast national requirements. The South West regional guidelines for 2005 – 2020 have been apportioned down to sub-regional level. The West of England figure has been split between South Gloucestershire and North Somerset, as the only two unitary authorities in the West of England with aggregate resources, on a ratio of 60% : 40% to reflect sales in recent years.

8.20 While the crushed rock landbank is in excess of 80mt, and there is an additional 20 million tonnes in the three Preferred Areas identified in the Minerals and Waste Local Plan (one of which has planning permission), the landbank is unevenly distributed between the five crushed rock quarries in South Gloucestershire. Two of the quarries are likely to exhaust their reserves before the end of the Core Strategy and, in order for South Gloucestershire to meet its crushed rock guideline figure, additional resources may need to be released. This situation will be kept under review and, if necessary, when the Sites and Policies, Sites and Places DPD is in preparation, additional resources will be identified for release to meet the guideline figure.

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

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

8.23 Mineral Safeguarding Areas are intended to safeguard proven deposits of minerals which are, or may become, of economic importance within the foreseeable future, from unnecessary sterilisation by surface development. Although minerals are currently safeguarded by way of Mineral Resource Areas in Policy 1 of the Minerals and Waste Local Plan, these areas were based on limited geological information and adapted from earlier planning documents. Guidance has been produced by the British Geological Society on the definition of Mineral Safeguarding Areas and this will be used to identify Mineral Safeguarding Areas in the Sites and Policies, Sites and Places DPD. Until new policies are adopted in the Sites and Policies, Sites and Places DPD, development proposals in the surface mining coal area extending through the East Fringe of Bristol and north/north-east towards Cromhall will be considered in the light of:

- The potential for prior extraction of coal and the need to avoid unnecessary sterilisation; and
- Potential ground instability associated with historic mining and the need for related remedial measures.

The general extent of the surface mining coal resource areas and the historic mining areas (legacy areas) are shown in the diagrams in Appendix 6.

8.23a There is a growing interest in exploiting new sources of natural gas in the UK. The impact of any gas extraction, whether by ‘fracking’ or any other means, will need to be kept under review and assessed on an individual basis. Consideration will be given in the Policies, Sites and Places DPD to addressing this issue.

Delivery

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

Introduction

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

9.2 Maintaining economic prosperity is a key priority of the Council’s Sustainable Community Strategy and the Council’s Corporate Plan and is reflected in the Council’s Economic Development Strategy, and in the Council’s partnership with the West Of England Local Enterprise Partnership.

Core Strategy Objectives

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

Economic Strategy

9.3 The Core Strategy’s Economic Strategy outlines how the economic objectives will be delivered through the policies in this chapter, which manage change on economic development sites and town centres, together with the policies on the delivery of new neighbourhoods in Part 2 of the Core Strategy.
9. Maintaining Economic Prosperity

<table>
<thead>
<tr>
<th>Economic Strategy Objectives</th>
<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safeguarding existing economic development areas</td>
<td>A range of areas across the district will be safeguarded for economic development use. In deciding which areas to safeguard, consideration has been given to their suitability for continuing employment uses, the needs of businesses (including the key sectors) and the potential to improve the balance between jobs and resident workers across communities.</td>
</tr>
<tr>
<td>Increasing productivity</td>
<td>Making more efficient and intensive use of existing employment areas will be achieved by safeguarding the best sites whilst also encouraging their redevelopment and re-design. A wider range of employment uses to provide more high quality jobs may be considered appropriate. Further guidance will be required on sites where major change or regeneration is proposed.</td>
</tr>
<tr>
<td>Allocating new employment land</td>
<td>Limited allocation of new employment land will be made in association with housing development in the new neighbourhood north of Yate. The locational strategy proposes further housing growth at Cribbs Causeway/Patchway, part of which will be achieved through the re-modelling of existing employment areas. Some employment land in this area may therefore be released to provide for residential or mixed use development. An area of employment land will be retained to the east and west of the A38 to accommodate a range of business, industrial and warehousing uses that will support and enhance the existing cluster of aerospace excellence, and other employment sectors.</td>
</tr>
<tr>
<td>Managing change on economic development sites</td>
<td>To meet the need for small business premises, and to provide employment in mixed and balanced communities near to where people live, change will be managed on existing economic development sites, as appropriate, to ensure employment uses are retained.</td>
</tr>
</tbody>
</table>
9. Maintaining Economic Prosperity

<table>
<thead>
<tr>
<th>Economic Strategy Objectives</th>
<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Securing economic and social benefits from major infrastructure projects</td>
<td>If any major national infrastructure projects (see Chapter 18) are approved, the Council will ensure that the potential economic benefits for South Gloucestershire are realised.</td>
</tr>
<tr>
<td>Promoting and diversifying town centres</td>
<td>There is a need to redefine the role and increase the competitiveness of certain centres to ensure they continue to meet the needs of the local community and maintain viability and vitality. Further out-of-town development will be carefully controlled so as not to undermine this strategy. New or improved local centres will be planned to serve new neighbourhoods.</td>
</tr>
<tr>
<td>Severnside</td>
<td>A substantial area of land at Severnside has planning permission for employment uses dating from the 1950s. The Council will seek to realise the potential of this area for distribution uses and to meet other needs whilst seeking to minimise environmental impacts (see Policy CS35).</td>
</tr>
</tbody>
</table>

Definition of Economic Development

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

Economic development includes development within the B Use Classes, public and community uses and main town centre uses. It also includes other development which achieves at least one of the following objectives:

1. Provides employment opportunities;
2. Generates wealth;
3. Produces or generates an economic output or product.

The definition does not include housing developments

The definition of town centre uses is set out in national policy
9. Maintaining Economic Prosperity

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

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

**Distribution of Economic Development Land**

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

The Council will maintain a supply of economic development land in accordance with the Strategy for Development set out in Policy CS5. This will be distributed as follows:

<table>
<thead>
<tr>
<th>Location</th>
<th>Total (Ha.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Fringe of Bristol urban area</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>442 355 Ha</td>
</tr>
<tr>
<td>East Fringe of Bristol urban area</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>147 Ha</td>
</tr>
<tr>
<td>Yate &amp; Chipping Sodbury</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>88 Ha</td>
</tr>
</tbody>
</table>
9. Maintaining Economic Prosperity

<table>
<thead>
<tr>
<th>Description</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Allocated within the new neighbourhood at North Yate</td>
<td>Up to 9 Ha.</td>
</tr>
<tr>
<td>Thornbury</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>19Ha</td>
</tr>
<tr>
<td>Rural Area</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded areas</td>
<td>14 Ha</td>
</tr>
<tr>
<td>Severnside</td>
<td></td>
</tr>
<tr>
<td>- Safeguarded area (existing area with planning permission)</td>
<td>635 Ha.</td>
</tr>
</tbody>
</table>

In addition to the above there is also provision for employment uses in the interim safeguarded sites listed in Policy CS12 Table 2, the sites within settlement boundaries covered by Policy CS13 and in rural employment sites.

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

Delivery

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

**Safeguarded Areas for Economic Development**

<table>
<thead>
<tr>
<th>POLICY CS12 - SAFEGUARDED AREAS FOR ECONOMIC DEVELOPMENT</th>
</tr>
</thead>
</table>

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

1. The proposal would not prejudice the regeneration and retention of B Use Classes elsewhere within the defined employment area; and

2. It can be clearly demonstrated that it would contribute to a more sustainable pattern of development in the local area as a consequence of the appropriateness of the proposed use to the location; and

3. The proposal would improve the number or range of jobs available in the local area; and

4. No suitable alternative provision for the proposal has been made elsewhere in the Local Development Framework.

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

Sites identified in Table 2 will be safeguarded by this policy until their future use is resolved through endorsed Concept Statements, masterplan and detailed SPD or the Sites and Policies, Sites and Places DPD.
9. Maintaining Economic Prosperity

### Table 1 - Safeguarded Areas

<table>
<thead>
<tr>
<th>Communities of the North Fringe of Bristol</th>
<th>Communities of the East Fringe of Bristol</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Aztec West</td>
<td>15. Tower Road, Warmley 24. Southway Drive, North Common</td>
</tr>
<tr>
<td>6. Land East of A38, Filton/Patchway</td>
<td>18. The Civic Centre, Kingswood 27. Bath Road, Willsbridge</td>
</tr>
<tr>
<td>7. Land West of A38 and south of Hallen railway line (inc.Airbus) - South</td>
<td>19. Station Road, Kingswood 28. Hayward Industrial Estate</td>
</tr>
<tr>
<td>8. Land West of A38 (inc.runway &amp; Royal Mail Depot)</td>
<td>20. North of Douglas Road 29. 2-8 London Road, Warmley</td>
</tr>
<tr>
<td>9-10. Old Gloucester Road, Hambrook</td>
<td></td>
</tr>
<tr>
<td>11. Parkway Business Park</td>
<td></td>
</tr>
<tr>
<td>11. Parkway North Business Park</td>
<td></td>
</tr>
</tbody>
</table>

**Yate and Chipping Sodbury**

<table>
<thead>
<tr>
<th>Communities of Yate and Chipping Sodbury</th>
<th>Communities of Yate and Chipping Sodbury</th>
</tr>
</thead>
<tbody>
<tr>
<td>30. Beeches Industrial Estate 34. Great Western Business Park</td>
<td></td>
</tr>
<tr>
<td>31. Bowling Hill, Chipping Sodbury 35. Indesit Site, Station Road</td>
<td></td>
</tr>
<tr>
<td>32. Broad Lane, Yate 36. The Ridge, Yate</td>
<td></td>
</tr>
<tr>
<td>33. Council Offices, Badminton Road 37. Westerleigh Business Park</td>
<td></td>
</tr>
</tbody>
</table>
9. Maintaining Economic Prosperity

### Thornbury and Rural Area

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>38.</td>
<td>Thornbury Industrial Estate</td>
<td>42.</td>
<td>Pucklechurch Trading Estate</td>
</tr>
<tr>
<td>39.</td>
<td>SGC Offices, Thornbury</td>
<td>43.</td>
<td>Station Premises and Yard, Winterbourne</td>
</tr>
<tr>
<td>40.</td>
<td>Arnolds Fields Trading Estate, Wickwar</td>
<td>44.</td>
<td>Station Road, Charfield</td>
</tr>
<tr>
<td>41.</td>
<td>Old Cider Mill Trading Estate, Wickwar</td>
<td>45.</td>
<td>Sungard Vivista Premises, Marshfield</td>
</tr>
</tbody>
</table>

### Severnside

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>46.</td>
<td>Severnside Employment Area</td>
</tr>
</tbody>
</table>

### Table 2 - Interim Safeguarded Areas

#### Communities of the North Fringe of Bristol

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>47.</td>
<td>Cribbs Causeway</td>
<td>50.</td>
<td>Pearce/ Auto Techniques site, Hambrook Lane</td>
</tr>
<tr>
<td>48.</td>
<td>Jupiter Road</td>
<td>51.</td>
<td>University of the West of England Site / Hewlett Packard (see Policy CS28)</td>
</tr>
<tr>
<td>49.</td>
<td>Patchway Industrial Estate</td>
<td>52.</td>
<td>Land West of A38 (inc.runway &amp; Royal Mail Depot)</td>
</tr>
</tbody>
</table>

#### Yate and Chipping Sodbury

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>523.</td>
<td>Badminton Court / Dairy Crest Site</td>
<td>556.</td>
<td>Minelco Site / Yate Mills, Broad Lane</td>
</tr>
<tr>
<td>534.</td>
<td>Coopers Site</td>
<td>567.</td>
<td>Stover Road and North Road Industrial Estate</td>
</tr>
<tr>
<td>545.</td>
<td>Hatters Lane</td>
<td>578.</td>
<td>Badminton Road Trading Estate</td>
</tr>
</tbody>
</table>

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

9.9 The South Gloucestershire Employment Land Review has considered the current supply and projected demand for employment land up to 2026, as well as an assessment of the suitability for continued employment use of existing and new sites. Sites for safeguarding have been chosen to reflect the
9. **Maintaining Economic Prosperity**

Strategy for Development set out in Policy CS5 and in the spatial policies in Part 2 of the Core Strategy. The chosen sites are listed in Tables 1 and 2.

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

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

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

9.13 The Council has identified some existing employment areas which will be subject to review (see Table 2). These are primarily in the Cribbs Causeway/Patchway area where new residential neighbourhoods are proposed, and at UWE, as part of the long term expansion of the University. In the long term, alternative uses on these areas may be more appropriate, such as residential or mixed use. Around 50ha of employment land will be safeguarded through the redevelopment of Filton Airfield to support, complement and enhance the existing advanced engineering and aerospace centre of excellence (see Policy CS26). At Stover Road, North Road and Badminton Road, Yate the aim is to improve the range and increase the number of jobs and to create a more attractive western approach to Yate, These sites will be safeguarded until their long term future is determined through Concept Statements, masterplan and detailed SPD in accordance with the Council’s SCI or the Sites and Policies, Sites and Places Development Plan Document.

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

Delivery

9.15 This policy will be delivered through the development management process. Developers promoting major development proposals will be required to carry out pre-application consultation in accordance with the Council’s concept statement process as set out in the Statement of Community Involvement The Sites and Policies, Sites and Places Development Plan Document will provide further detailed guidance. At Cribbs/Patchway development will be guided by a masterplan and detailed SPD in accordance with the Council’s Statement of Community Involvement.
9. Maintaining Economic Prosperity

Non-Safeguarded Economic Development Sites

<table>
<thead>
<tr>
<th>POLICY CS13 - NON-SAFEGUARDED ECONOMIC DEVELOPMENT SITES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals for change of use on economic development sites not safeguarded in Policy CS12, within the settlement boundaries of the urban areas and villages defined on the Proposals Map, will not be allowed unless it can be clearly demonstrated that all reasonable attempts have failed to secure a suitable economic development re-use.</td>
</tr>
<tr>
<td>Where these circumstances occur, then priority will be given to alternative uses in the following sequence:</td>
</tr>
<tr>
<td>1. a mixed use scheme;</td>
</tr>
<tr>
<td>2. a residential only scheme.</td>
</tr>
</tbody>
</table>

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

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

9.18 This assessment should take account of the visions and policies for the local areas set out in Part 2 of the Core Strategy and demonstrate that a sustainable solution for the local community has been found. In some cases a mixed use or residential scheme may be the most sustainable and appropriate solution for a site. Change of use to residential will only be allowed where appropriate in terms of flood risk in accordance with Policy CS9.
9. Maintaining Economic Prosperity

Delivery

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

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

9.21 Where the loss of a community or cultural building is proposed, the tests in Policy CS23 (Community Buildings and Cultural Activity) will be applied before applying Policy CS13.
9. Maintaining Economic Prosperity

**Town Centres and Retail**

<table>
<thead>
<tr>
<th>Centre</th>
<th>Role &amp; Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bradley Stoke</td>
<td>New Town centre. serving Bradley Stoke and other communities in the North Fringe of Bristol</td>
</tr>
<tr>
<td>Emersons Green</td>
<td>Serves Emersons Green and rural area. <strong>Town centre.</strong> Opportunity for expansion to serve new housing</td>
</tr>
<tr>
<td>Kingswood</td>
<td>Larger <strong>High Street shopping and service centre</strong> serving Kingswood and the wider area of the East Fringe of Bristol</td>
</tr>
<tr>
<td>Thornbury</td>
<td>Market town serving Thornbury and wide rural area</td>
</tr>
<tr>
<td>Yate (including Station Road)</td>
<td>Market town serving Yate and wide rural area</td>
</tr>
<tr>
<td>Chipping Sodbury</td>
<td><strong>Market town Serves the local community and wide rural area, and is complementary to Yate.</strong></td>
</tr>
<tr>
<td>Downend</td>
<td>Provides convenience shopping and services for Downend area <strong>High Street shopping and service centre</strong></td>
</tr>
<tr>
<td>Filton</td>
<td>Provides convenience shopping and services centre for <strong>Filton area</strong></td>
</tr>
<tr>
<td>Hanham</td>
<td>Provides convenience shopping and services for Hanham area <strong>High Street shopping and service centre</strong></td>
</tr>
<tr>
<td>Staple Hill</td>
<td>Provides convenience shopping and services for <strong>Staple Hill area High Street shopping and service centre</strong></td>
</tr>
</tbody>
</table>
## 9. Maintaining Economic Prosperity

<table>
<thead>
<tr>
<th>District Centres</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patchway (new)</td>
<td>New centre to be developed by extending the existing local centre to support Charlton Hayes development</td>
</tr>
<tr>
<td>Sainsbury’s/B&amp;Q, Stoke Gifford (new)</td>
<td>New centre to be investigated to serve the Stoke Gifford, Harry Stoke, UWE and Cheswick village area</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Local Centres &amp; Parades</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>49 Centres/Parades (listed in Table. 3)</td>
<td>Provide local level services</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Emergent Centres</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sainsbury’s/B&amp;Q, Stoke Gifford (new)</td>
<td>New district centre to be investigated to serve the Stoke Gifford, Harry Stoke, UWE and Cheswick village area</td>
</tr>
<tr>
<td>Cribbs Causeway</td>
<td>Cribbs Causeway area to be consolidated and diversified in accordance with the objectives and masterplan/SPD as set out in Policy CS26 and its sub-regional role recognised</td>
</tr>
</tbody>
</table>

New investment in main town centre uses (as defined in PPS4) will be directed into the town, district centres and emergent centres, consistent with the scale and function of the centre, including making provision for 34,000 sq.m. net of new comparison floorspace by 2026. 18,000 sq.m. of this new floorspace will be provided at The Mall Regional Shopping Centre, with the remaining floorspace to be identified in the Sites and Policies, Sites and Places Development Plan Document.

In recognition of the wider catchment that The Mall serves, provision will be made for an additional 17,000 sq.m. net of new comparison floorspace, giving a total of 35,000 sq. m. net additional floorspace provision at The Mall by 2026. However, 30,000 sq.m. net of this floorspace will not come forward until the adoption of the masterplan/SPD for the Cribbs/Patchway New Neighbourhood and will be expected to contribute to the delivery of the objectives set out in Policy CS26.

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

This will be achieved by:

- Identifying in the Sites and Policies, Sites and Places Development Plan Document centre boundaries, primary shopping areas, shopping frontages, and development opportunities in accessible locations within and on the edge of centres;
- Encouraging retail, commercial, leisure and cultural development within a centre of an appropriate type and scale commensurate with its current or future function;
- Safeguarding the retail character and function of centres by resisting developments that detract from their vitality and viability and protecting against the loss of retail units;
- Applying the sequential approach when considering proposals for new town centre uses;
- Requiring impact assessments for edge-of-centre and out-of-centre proposals with a floorspace over 1,000 sq.m. gross;
- Encouraging convenient and accessible local shopping facilities to meet the day to day needs of residents and contribute to social inclusion.

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

A future development strategy for Cribbs Causeway, including The Mall, will be prepared in line with the Plan’s Spatial Strategy and Policy CS26. This may include the creation, and then designation, of a town centre to serve the proposed new communities. In the interim, proposals for new floorspace at The Mall will be considered against relevant national policies, the need for the development to maintain the vitality and viability of the Mall, the needs of the growing nearby population, the potential impact on the vitality and viability of other centres and other policies in the Core Strategy.

Development proposals at the Cribbs Causeway and Longwell Green Retail Parks will be treated as an out-of-centre locations and development proposals will need to satisfy the sequential test. The Cribbs Causeway Retail Parks will treated as out-of-centre locations in the context of the Cribbs/patchway New Neighbourhood until the adoption of the masterplan/SPD set out in Policy CS26. The future role of Abbey Wood Retail Park is being addressed under Policy CS25.

9.22 This policy sits alongside the town centre and retail policies in the South Gloucestershire Local Plan, until replaced by the Policies, Sites and Places DPD, and Policy CS13 (Non-Safeguarded Economic Development Sites). In addition the policies in PPS4 will also apply. These policies in these documents are aimed at protecting and strengthening the health and vitality of...
9. Maintaining Economic Prosperity

centres, recognising their important social function and sense of place, as well as safeguarding against the loss of shops and other services in centres and villages, including individual premises within the urban area, in recognition of their importance to the local community and the local economy. Policy CS14 is supported by the South Gloucestershire Town Centre and Retail Study. This Study sets out a strategy for the management and growth of centres over the plan period, including a current centre hierarchy and identifies future retail floorspace requirements. Communities will also be empowered to shape the future of their town, district and local centres through opportunities presented by Neighbourhood Planning.

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

9.24 Over the past 20 years, retail expenditure has polarised towards the out-of-town retail parks, The Mall Regional Shopping Centre and freestanding stores. Consequently, the traditional centres have seen a decline in the proportion of shop frontages in retail use, with an increase in non-retail uses such as cafes, takeaways, and building societies etc. The role of the centres has become more focused upon meeting day to day convenience needs with comparison shopping comprising more of amenity goods such as chemist items, household hardware etc. Furthermore, a number of these centres do not offer the space for development or find it difficult to attract comparison retail investment. There is, therefore, a need to redefine the role and increase the competitiveness of certain centres to ensure they continue to meet the needs of the local community and maintain viability and vitality. Further out-of-town centre development will be carefully controlled so as not to undermine this strategy.

9.25 In addition to existing centres, a new district centre will be created at Patchway with the development of Charlton Hayes, as an expansion of the current local centre on Rodway Road. The classification of ‘district’ is in recognition that, unlike the town centres, the role of this centre will be more local. This classification will be kept under review. Another district A new centre is proposed, potentially on land currently occupied by Sainsburys and B&Q off Great Stoke Way, to serve the new housing areas to be developed along the Ring Road in the Stoke Gifford/Filton area, UWE and nearby existing housing and employment areas. As part of the development and re-modelling of the area between Filton and the M32, the range of uses at Abbey Wood Retail Park will be expanded and its classification as a retail park removed (see Policy CS25).
9. Maintaining Economic Prosperity

9.26 At Cribbs Causeway, development comprises represents a significant area of out-of-centre development, which includes The Mall, retail parks, free-standing stores, and leisure development. The Mall is a Regional Shopping Centre which serves the retail needs of both South Gloucestershire residents and of the wider sub-region. Together with the retail parks, the Cribbs Causeway area provides a substantial proportion of South Gloucestershire’s comparison floorspace. In recognition of the role which the area serves, and in order to maintain this role, it is the Council’s intention to work towards the designation of the area as a sub-regional centre. New communities are to be developed in the area and will require a new town centre. This town centre will be developed through Policy CS26 as part of the development strategy and the masterplan for the re-modelling of the Cribbs Causeway area, with formal designation beyond the plan period. One aim of this designation will be to better integrate the area with surrounding communities, by introducing a mix of uses and reducing the dominance and severance caused by the current reliance on the car for accessing and moving around the area. Consideration will be given to developing a part of this centre to serve the more local needs of existing and future communities in the Cribbs Causeway area. Until this development strategy has been prepared, some modest changes to the retail offer at The Mall will be considered acceptable to meet the changing needs of retailers and to maintain the viability of the Mall. Any other floorspace proposals in the Cribbs Causeway area will be treated as out-of-centre development.

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

Table 3 - Local Centres and Parades

<table>
<thead>
<tr>
<th>Communities of the Bristol North Fringe</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Gloucester Road North</td>
<td>7. Gloucester Road, Patchway</td>
</tr>
<tr>
<td>3. Filton Avenue (at junction with Conygre Rd)</td>
<td>9. Chelford Grove, Patchway</td>
</tr>
<tr>
<td>4. Station Road, Filton</td>
<td>10. Ratcliffe Drive, Stoke Gifford</td>
</tr>
<tr>
<td>5. The Parade, Coniston Road, Patchway</td>
<td>11. Peartree Road, Bradley Stoke</td>
</tr>
<tr>
<td>6. Coniston Road, Patchway</td>
<td>12. Webbs Wood Road, Bradley Stoke</td>
</tr>
</tbody>
</table>
## 9. Maintaining Economic Prosperity

### Downend/Hanham/Kingswood/Stamp Hill

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.</td>
<td>Burley Grove</td>
<td>27. Poole Road, Soundwell</td>
</tr>
<tr>
<td>15.</td>
<td>Cleevewood Road, Downend</td>
<td>28. Pound Road, Kingswood</td>
</tr>
<tr>
<td>16.</td>
<td>Dibden Road, Mangotsfield</td>
<td>29. Quakers Road Parade, Downend</td>
</tr>
<tr>
<td>17.</td>
<td>Ellacombe Road, Longwell Green</td>
<td>30. Soundwell Road, Kingswood</td>
</tr>
<tr>
<td>18.</td>
<td>High Street, Hanham</td>
<td>31. Station Road, Kingswood</td>
</tr>
<tr>
<td>19.</td>
<td>Holly Hill Road</td>
<td>32. Stockwell Drive, Mangotsfield</td>
</tr>
<tr>
<td>20.</td>
<td>Longwell Green Parade, Bath Road</td>
<td>33. Tibberton, Kingswood</td>
</tr>
<tr>
<td>21.</td>
<td>Mangotsfield Village (St James Place, St James’s St, Cossham St)</td>
<td>34. Warmley Village (Deanery Road, High St, Stanley Rd, Tower Rd North)</td>
</tr>
<tr>
<td>22.</td>
<td>Memorial Road, Hanham</td>
<td>35. Westbourne Road Parade, Downend</td>
</tr>
<tr>
<td>23.</td>
<td>New Cheltenham Road, Kingswood</td>
<td>36. Westcourt Drive, Oldland Common</td>
</tr>
<tr>
<td>24.</td>
<td>Newton Road/School Road, Cadbury Heath</td>
<td>37. Westons Way, Kingswood</td>
</tr>
<tr>
<td>25.</td>
<td>North Street/Pleasant Street/Victoria Street</td>
<td></td>
</tr>
</tbody>
</table>

### Thornbury

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>38.</td>
<td>Oakleaze Road</td>
</tr>
</tbody>
</table>

### Winterbourne/Frampton Cotterell

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>39.</td>
<td>Lower Stone Close, Church Road and Woodend Road, Frampton Cotterell</td>
</tr>
<tr>
<td>40.</td>
<td>Flaxpits Lane, Whitegates and High Street, Winterbourne</td>
</tr>
</tbody>
</table>

### Yate & Chipping Sodbury

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>43.</td>
<td>Abbotswood Shopping Centre</td>
</tr>
<tr>
<td>44.</td>
<td>Brimsham Park, Yate</td>
</tr>
<tr>
<td>45.</td>
<td>Heron Way</td>
</tr>
<tr>
<td>46.</td>
<td>Wellington Road</td>
</tr>
</tbody>
</table>
9. **Maintaining Economic Prosperity**

9.28 Beyond existing commitments, the Town Centre and Retail Study did not identify any requirement for convenience floorspace, although it did recognise that further floorspace was justified where this addressed a shortfall in provision in a local area (see Policy CS30 which identifies a new food store in Chipping Sodbury). By contrast, a shortfall in comparison floorspace was identified for the period 2016 – 2021 of 31,000 sq.m. net. However, the Study recognises that the existing centres may have neither the physical nor market capacity to accommodate this level of growth, and that the Cribbs Causeway area is a principal retail destination for residents of South Gloucestershire. Consequently, the Study’s indicative distribution of future comparison floorspace assigns a significant proportion to the Cribbs/Patchway New Neighbourhood, with the recognition that the majority should come forward at The Mall and the remainder serve the new community, as shown in Table 3A below. The Sites and Policies, Sites and Places Development Plan Document will distribute this other floorspace in Table 3A between town, district and emergent centres, identify sites, define town centre and primary retail area boundaries and define primary and secondary frontages.

**Table 3A - Indicative distribution of 34,000 sq.m. net comparison floorspace to meet the needs of South Gloucestershire residents**

<table>
<thead>
<tr>
<th>Centre</th>
<th>Floorspace sq.m. net</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yate/Chipping Sodbury</td>
<td>3,000</td>
</tr>
<tr>
<td>Emersons Green</td>
<td>3,000</td>
</tr>
<tr>
<td>Kingswood/Thornbury/Bradley Stoke</td>
<td>3,000</td>
</tr>
<tr>
<td>Filton/Downend/ Staple Hill/ Hanham/Patchway</td>
<td>3,000</td>
</tr>
<tr>
<td>Cribbs/Patchway New Neighbourhood</td>
<td></td>
</tr>
<tr>
<td>The Mall</td>
<td>18,000</td>
</tr>
<tr>
<td>Local centre (new)</td>
<td>2,000</td>
</tr>
<tr>
<td>Stoke Gifford (new centre)</td>
<td>2,000</td>
</tr>
<tr>
<td><strong>Total Floorspace</strong></td>
<td><strong>34,000</strong></td>
</tr>
</tbody>
</table>

(Based upon Table 4.1 of RTP Retail Study Update 2011)

9.28a In recognition of the dual role of The Mall as both a local and sub-regional comparison shopping destination, provision will be made for a further 17,000 sq.m. net of new comparison floorspace to serve its wider catchment area. The total additional floorspace provision at The Mall between 2011 and 2026 will therefore be 35,000 sq.m. net. This is the maximum floorspace appropriate without significantly affecting the vitality and viability of Bristol City Centre or prejudicing further investment in this City Centre. However, the
9. **Maintaining Economic Prosperity**

The delivery of this floorspace, other than 5,000 sq.m. net, will be linked in with the masterplanning for a re-modelled Cribbs Causeway area and will not be approved until the adoption of the masterplan and the imposition of appropriate conditions and obligations to secure the objectives of the masterplan set out in Policy CS26.

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

**Delivery**

9.30 This policy will be delivered through the development management process. The delivery of floorspace at Cribbs Causeway will be linked with the masterplan/SPD for the Cribbs/Patchway New Neighbourhood as set out in Policy CS26. The distribution of the comparison floorspace between other centres and the identification of sites for this new floorspace will be set out in the Sites & Policies, Sites and Places DPD and through neighbourhood planning.
10. Providing Housing and Community Infrastructure

Introduction

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

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

Core Strategy Objectives

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

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

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

10.5 Subsequent policies address specific aspects of the mix and balance of housing provision, with the final policies covering provision of community buildings and cultural activity in new development and Green Infrastructure, sport and recreation standards.
10. Providing Housing and Community Infrastructure

**Distribution of Housing**

<table>
<thead>
<tr>
<th>POLICY CS15 - DISTRIBUTION OF HOUSING</th>
</tr>
</thead>
</table>

Between 2006 and 2027, covering a period of 15 years from adoption of the Plan, provision will be made for 21,500 up to 26,400 new homes in accordance with the plan, monitor and manage approach and the location of development set out in Policy CS5. The distribution will be:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Completions 2006-2010</td>
<td></td>
<td></td>
<td></td>
<td>3,350</td>
</tr>
<tr>
<td>North &amp; East Fringes of Bristol urban area</td>
<td>Existing Local Plan Allocations</td>
<td>3,100</td>
<td>3,800</td>
<td>800</td>
</tr>
<tr>
<td></td>
<td>Potential housing sites, including infill development</td>
<td>1,720</td>
<td>560</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>New Neighbourhoods:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• East of Harry Stoke</td>
<td>8</td>
<td>900</td>
<td>1,100</td>
</tr>
<tr>
<td></td>
<td>• Cribbs/Patchway</td>
<td>50</td>
<td>830</td>
<td>870</td>
</tr>
<tr>
<td>Rest of South Glos</td>
<td>Potential housing sites including infill development</td>
<td>1,230</td>
<td>290</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>New Neighbourhood at Yate</td>
<td>-</td>
<td>600</td>
<td>1,800</td>
</tr>
<tr>
<td></td>
<td>Housing Opportunity at Thornbury</td>
<td>175</td>
<td>325</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL excluding completions 2010-2026</td>
<td>6,275</td>
<td>7,305</td>
<td>4,570</td>
<td>18,150</td>
</tr>
<tr>
<td>TOTAL including completions 2006-2026</td>
<td>21,500</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## 10. Providing Housing and Community Infrastructure

### NEW TABLE

<table>
<thead>
<tr>
<th></th>
<th>2011/12-2015/16 (5yrs)</th>
<th>2016/17-2020/21 (5yrs)</th>
<th>2021/22-2026/27 (6yrs)</th>
<th>Total 2006-2027</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Completions 2006 – 2011</strong></td>
<td></td>
<td></td>
<td></td>
<td>4,060</td>
</tr>
<tr>
<td><strong>North &amp; East Fringes of Bristol urban area</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Local Plan Sites</td>
<td>3,060</td>
<td>3,930</td>
<td>395</td>
<td>7,385</td>
</tr>
<tr>
<td>Potential housing sites, including infill development(^3)</td>
<td>1,130</td>
<td>500</td>
<td>1,100</td>
<td>2,730</td>
</tr>
<tr>
<td>New Neighbourhoods: East of Harry Stoke</td>
<td>50</td>
<td>1,090</td>
<td>860</td>
<td>2,000</td>
</tr>
<tr>
<td>Cribbs/Patchway(^1)</td>
<td>100</td>
<td>1,030</td>
<td>4,570</td>
<td>5,700</td>
</tr>
<tr>
<td><strong>Rest of South Glos</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential housing sites including infill development(^3)</td>
<td>1,030</td>
<td>245</td>
<td>85</td>
<td>1,360</td>
</tr>
<tr>
<td>New Neighbourhood at Yate(^1,2)</td>
<td>-</td>
<td>810</td>
<td>1,890</td>
<td>2,700</td>
</tr>
<tr>
<td>Housing Opportunity at Thornbury</td>
<td>180</td>
<td>320</td>
<td>-</td>
<td>500</td>
</tr>
<tr>
<td><strong>TOTAL excluding completions 2011 - 2027</strong></td>
<td>5,550</td>
<td>7,925</td>
<td>8,900</td>
<td>22,375</td>
</tr>
<tr>
<td><strong>TOTAL including completions 2006 - 2027</strong></td>
<td></td>
<td></td>
<td></td>
<td>26,435</td>
</tr>
</tbody>
</table>

\(^1\) Development of the new neighbourhoods East of Harry Stoke and at north Yate and Cribbs/Patchway is contingent on the delivery of major new strategic infrastructure to support sustainable communities subject to confirmation from delivery partners.

\(^2\) Remainder of the 3000 dwellings capacity at Yate new neighbourhood to be delivered post 2026

\(^3\) Potential housing sites including infill development on sites that have planning permission (outline or full planning permission that has not been implemented), and specific, unallocated brownfield sites that have the potential to make a significant contribution to housing delivery during the first 5 year period of the Core Strategy and small sites expected to come forward beyond 2021

10.5a The overall level of housing provision put forward in this Plan reflects the underlying spatial objectives, the sustainable development principles set out in Policy CS1 and the locational strategy set out in Policy CS5. In establishing the strategic housing provision, consideration has been given to the following factors that have shaped capacity:
10. Providing Housing and Community Infrastructure

- the relationship between projected local employment growth and housing to plan for prosperous local economies over the duration of the plan period;

- putting into a local context the demographic drivers to housing demand;

- protecting environmental assets and making the most effective use of developed land and buildings;

- the physical, green and community infrastructure needed to support additional housing and the importance of its delivery through comprehensive and co-ordinated plan making;

- providing a framework which takes a long term view to support the delivery of housing, for which there is likely to be genuine demand, but which is resilient and flexible to respond to rapidly changing circumstances; and

- consistency with the underlying commitment to sustainable patterns of development across the area and the principles of localism.

10.6 Between 2006 and 2026, provision will be made for a minimum of 21,500 up to 26,400 new dwellings, 3,350 to 4,060 of which have already been completed. This means providing at least 18,150 up to 22,340 dwellings, at an average rate of 1,134 dwellings each year, between 2010 and 2026.

10.6a This new housing will be delivered in accordance with the phasing set out in Policy CS15. The purpose of this is to provide practical steps to guide development and to identify broad timescales for the release of development to co-ordinate with infrastructure delivery in accordance with the locational strategy. The ‘flexibility’ in the provision also enables the Core Strategy to provide a 15 years supply of land at adoption. The following housing trajectory demonstrates that there is a deliverable and adequate supply of housing available until 2027.
10. Providing Housing and Community Infrastructure

10.6b For the purposes of calculating the 5 year land supply up to 2021, the level of housing required will be determined by the provisions set in the first two phasing periods of Policy CS15. It is important housing land supply is monitored. To achieve this an annual report and supporting technical methodology will be prepared. Through this detailed monitoring, if necessary, the timing of land releases may be altered if land supply falls short, or exceeds, expectations. For the period beyond 2021, for the basis of calculating the 5 year land supply, the housing requirement identified in Policy CS15 will be reviewed to establish the suitability and adequacy of phasing assumptions for the last 6 years of the plan period.

10.6c Over half 40% of this housing is accounted for through allocations in the South Gloucestershire Local Plan and planning permissions. In April 2010 At October 2011 there were outstanding planning permissions for around 5,970 5,780 dwellings and a further 5,360 4,270 dwellings on committed sites.

10.7 To supplement the existing permissions and commitments, the Core Strategy identifies 3 new neighbourhoods which will deliver 6,150 10,400 dwellings, by 2026. In addition, a smaller development opportunity at Thornbury and Chipping Sodbury will provide a further 670 500 dwellings to support local housing needs over the next 15 years.

10.7a Over half of the dwellings to be provided in the new neighbourhoods will come forward in the Cribbs/Patchway New Neighbourhood, a significant proportion of which are expected with the anticipated closure, and subsequent release for development, of Filton Airfield. BAE Systems has announced its intentions in this respect. This level of development is justified in order to deliver a comprehensive and sustainable development in this area of the Bristol North Fringe, well integrated with the existing communities.
10. Providing Housing and Community Infrastructure

surrounding the area, and to secure the level of infrastructure investment required, particularly transport and education. However, should BAE Systems decide against releasing the Airfield for development, the Council will not seek to compensate with alternative housing provision elsewhere. Rather, the Council may consider the need to undertake an early review of the Core Strategy to respond to this change in circumstance should it arise.

10.7b In addition, the Council is of the view that there is the potential for further new dwellings to come forward from unidentified small sites (i.e. sites of less than 10 dwellings, including changes of use and conversions). Small sites have made a considerable contribution to housing delivery in the past. The Council has cautiously estimated that there are reasonable prospects of around 1,650 homes (at 150 per annum) being delivered from this source from 2015. However, In accordance with national guidance, provision is only made in Policy CS15 for that proportion of small sites expected to be delivered post 2021.

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

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

10.10 In recent years the percentage at least 60% of housing development in South Gloucestershire which has taken place on previously developed land rose to 78% in 2008/9. Many of the committed sites are also on previously developed land. However, because of the level of housing growth which South Gloucestershire has to accommodate up to 2026, increasingly new housing development will have to be on greenfield sites, as there is a declining amount of brownfield land available in sustainable locations. These greenfield sites support the Core Strategy’s Strategy for Development and will help in delivering the longer term vision for the West of England.
10. Providing Housing and Community Infrastructure

Delivery

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

**Housing Density**

### POLICY CS16 - HOUSING DENSITY

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

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

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

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

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

Delivery

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

Housing Diversity

POLICY CS17 - HOUSING DIVERSITY

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

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

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

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

Sub-division of existing dwellings to form flats and building on gardens will be allowed where this would not adversely affect the character of an area and where, cumulatively, it would not lead to unacceptable localised traffic congestion and pressure on parking. Such development will be allowed where each home has adequate private/semi-private and/or communal outdoor space and where
10. Providing Housing and Community Infrastructure

| occupants have access to adequate open and play space within the immediate vicinity. |
| Housing developments will also need to contribute to the provision of homes that are suitable for the needs of older people, persons with disabilities and those with other special needs, in a way that integrates these people with the wider community. |

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

10.17 In 2001, the average household size was 2.45 persons. Approximately 25% were single person households, 31% were 2 person households, and another 30% were households with dependent children. By 2026, the average household size is projected to shrink to around 2.19 persons, with single person households representing about 35% of all households.

10.18 In 2001, flats and maisonettes represented 9% of the total housing stock, terraced housing 28%, semi-detached 35% and detached 28%. Over the past few years the proportion of flats built annually has been between 40-60% of all new homes, with 75-85% of all 1-bed and 2-bed homes being built as flats. While the overall proportion of flats is still relatively low and the West of England SHMA indicates a need for smaller properties to reflect the changing demographic profile, there is a concern that the mix of new housing is not reflecting community need for smaller family housing. In terms of social housing, for example, South Gloucestershire needs a significant proportion of this to be 2 and 3 bedroom family suitable housing, with some areas requiring no additional non-family 1 and 2 bedroom homes.

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

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

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

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

10.23 Many localities in the district are suffering from the cumulative impact of residential conversions to flats and building on gardens. This can lead to problems of congestion, parking conflict (including managing expectations for car ownership) and loss of green space which threatens the health and well-being of existing residents. However, some intensification, if carried out sensitively, and where it would not adversely affect the character of an area, can contribute to the local mix and affordability of housing, viability of local services, vitality of local areas and contribute to the Council’s housing delivery targets. Policy CS1 promotes good design in the broader sense and provides a basis for dealing with intensification issues. The need to provide sufficient open space should also be recognised (see Policy CS24). Further guidance on the sub-division of dwellings and building on gardens will be set out in a reviewed South Gloucestershire Design Checklist SPD.

Delivery

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

Affordable Housing

POLICY CS18 - AFFORDABLE HOUSING

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

• Requiring developers to achieve 35% on-site affordable housing on all new housing developments in urban areas of 10 or more dwellings, or 0.33 hectares irrespective of the number of dwellings (except in rural areas where the threshold will be 5 or more dwellings or 0.20 hectares); such provision to be normally made without public subsidy;

• consideration delivery of direct provision on sites by registered providers, for example on sites which might be allocated solely for affordable housing in rural areas, including rural housing exception sites in accord with Policy CS19;

• the delivery of Rural Housing Exception sites in accordance with Policy CS19;

• providing affordable housing in suitable mixed use schemes, where this would form a viable element of a commercial development, and through existing properties in need of investment brought back into use as permanent affordable housing by registered providers;

• seeking off-site provision, or a broadly equivalent financial contribution in lieu of on-site provision, but only in exceptional circumstances where it can be robustly justified, for the provision of affordable housing elsewhere in South Gloucestershire.

• empowering local communities through opportunities presented by Neighbourhood Planning.

In implementing this policy the Council will negotiate the maximum level of affordable housing on each site that is feasible up to the 35% figure and will aim to ensure that:

• developments contribute to a range of housing provision in local
10. Providing Housing and Community Infrastructure

areas, with the aim of achieving mixed and balanced communities, and refer to the findings of the Strategic Housing Market Assessment, (and in rural areas, where appropriate, to local housing needs surveys), in providing the specific housing mix required to meet housing needs;

• the different types of defined affordable housing are used effectively to maximise appropriate provision in line with the West of England Strategic Housing Market Assessment 2009 or as updated by future housing market assessments; and that

• the split between the provision of affordable social rented housing and affordable intermediate housing will be 80:20, or as updated by future housing market assessments; and that

• regard is had to any specific factors affecting the economic viability of particular site development, including likely development costs, existing market conditions, and the availability of other financial support, with developers demonstrating the validity of such factors.

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

Evidence of Housing Need

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

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

Percentage of Affordable Housing

10.27 The main source of new affordable housing is expected to arise through Section 106 agreements on sites for market housing. The Council currently seeks 33.3% of affordable housing on such sites. It intends to require 35% of affordable housing on future schemes given that a range of market conditions need to be taken into account, a position supported by the SHMA; para.10.34 sets out how the impact of current market conditions will be considered. The expectation is that whilst such affordable provision would normally take place without public subsidy. However, the economic viability of individual site developments would be considered where the developer raised a site viability issue and a site appraisal was undertaken.

10.28 The definition of affordable housing is as set out in national policy PPS3: Housing (Appendix B), and includes both social rented housing, affordable rented and intermediate affordable housing. Where affordable rent is provided, flexibility will be sought to provide such affordable rent housing at rent levels best suited to prevailing local levels of income whilst achieving a policy compliant percentage of affordable housing.

10.28a Delivery will comply with the provisions of PPS3 and the guidance set out in Delivering Affordable Housing (CLG 2006) national policy and other published national guidance. All provision will therefore include the expectation that affordable homes provided remain at an affordable price for future generations of eligible households and for the subsidy to be recycled for alternative affordable housing provision within South Gloucestershire where this is not so.

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

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

Threshold (Size of Site)

10.31 The size site threshold at which on-site affordable housing should be provided will be set at 10 dwellings or above in urban areas, or 0.33 hectares irrespective of the number of dwellings, and 5 dwellings or above in rural areas, or 0.20 hectares, in order to maximise the provision of affordable
10. Providing Housing and Community Infrastructure

housing whilst acknowledging viability issues. Some flexibility will need to be maintained to take account of site specific issues which may have a particular impact on smaller sites. The approach to seeking off-site contributions towards affordable housing will be set out in the Sites and Policies, Sites and Places DPD.

10.31a In accordance with Policy CS16 Housing Density all housing development will also be expected to make efficient use of land, maximising the amount of housing supplied. Therefore, where a planning application for residential development is made on a site, and the dwelling numbers proposed fall below the thresholds for affordable housing provision set out in Policy CS18, then an assessment of the housing density appropriate to the site will be made with a view to determining whether affordable housing should be required.

10.31b Similarly, where it is proposed to phase development, sub divide sites or where recent subdivision has taken place, or where there is a reasonable prospect of adjoining land being developed for residential purposes in tandem, the Council will take the whole site for the purpose of determining whether the scheme falls above or below the site thresholds for the provision of affordable housing.

Site Viability

10.32 The 35% figure is considered a robust target, capable of being achieved in an improving housing market in the medium to longer term, where a real increase in housing prices can be anticipated. In some cases, higher percentage targets have been achieved, but these have generally been in areas of higher land value where different viability conditions apply.

10.32a In a less favourable national economic climate, and without a real increase in house prices, then for some sites, total reliance cannot be placed on funding through land values alone to deliver this 35% affordable housing figure. A combination of other financial support measures is therefore likely to be required to achieve the 35% target.

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

10.34 Therefore, in seeking to negotiate the maximum level of affordable housing on each site, the Council will have regard to the economic viability of site development, likely costs, market conditions, the availability of public subsidy and the aim of achieving a mixed and balanced community. Developers will be expected to demonstrate the validity of such viability factors, providing supporting evidence. This, the Council will seek to verify independently, with the developer being liable for reasonable costs incurred by the Council.
10. Providing Housing and Community Infrastructure

10.34a Where developers have clearly demonstrated that scheme viability prohibits the full provision of affordable housing, the Council may support an application for grant funding, or consider alternative financial support measures, to increase affordable provision to the 35% target figure. Alternatively it may negotiate a lower level of affordable provision and/or a different housing mix. Where public subsidy has been made available, unrelated to viability, the Council will consider seeking additional affordable housing above the targets where viability is not jeopardised.

Rural Areas

10.35 Local communities will be empowered to shape the future of their own areas, including the provision of affordable housing, through opportunities presented by Neighbourhood Planning. In the absence of an adopted Neighbourhood Plan in rural areas the main problem in providing affordable housing is the lack of suitable sites. Policy CS19 sets out the approach to rural housing exception sites which are expected to provide only affordable housing to meet local need. This policy allows for affordable housing to be developed in locations where market housing would not normally be acceptable, subject to there being an identified local need. Where it can be satisfactorily proved that an element of market housing will facilitate the delivery of the identified local affordable housing need this will be allowed subject to the proposals fulfilling other requirements of the policy. A legal obligation will limit occupancy to those with a local connection. Where there are small rural schemes for market housing, an affordable housing element will be sought on sites of five dwellings, or 0.20ha and over.

10.35a The Council will look favourably on proposals which accord with the Coalition Government’s “Homes on the Farm” initiative, announced in October 2010, provided that the proposals relate to the conversion of disused farm buildings for affordable housing for local needs. Evidence that a local need exists must be provided through a local housing needs survey. Permission will be subject to conditions, or legal obligations will be negotiated, to ensure such housing is reserved in perpetuity for those in local housing need. The disused farm buildings should be of a permanent construction and structurally sound and capable of conversion without major or complete reconstruction and should be in keeping with their surroundings in terms of character, form, bulk and overall design. Any alterations, extensions or the creation of a residential curtilage should not have a harmful effect on the character of the building, the countryside or the amenities of the surrounding area. Permission may be subject to the removal of permitted development rights applicable to the farm unit in order to prevent the subsequent erection of replacement buildings.

10.36 The particular shortage of affordable housing supply in rural areas, and the need to maintain and sustain rural communities, is recognised by the Council. Therefore, in planning agreements related to market housing sites where affordable housing is provided, consideration will be given to seeking specific
10. Providing Housing and Community Infrastructure

provision for those who have both a housing need and a defined local connection to a settlement, or group of settlements, where evidence is available through local needs assessments that such needs exist. The development of a local connections policy will take place during the preparation of a future supplementary planning document.

Improving Affordable Housing Provision

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

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

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

Delivery

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

Affordable housing in small clusters within mixed tenure developments will be sought in accordance with the design guidance in the revised SPD. Affordable housing can also be delivered by Neighbourhood Planning.

Rural Housing Exception Sites

10.40a Where communities wish to support further housing development which would not normally be acceptable because of planning policy constraints, South Gloucestershire Council’s preference would be to achieve this by empowering local communities through opportunities presented by Neighbourhood Planning. In the absence of an adopted Neighbourhood Plan the following policy will be applicable.

POLICY CS19 - RURAL HOUSING EXCEPTION SITES

Small-scale proposals for permanent affordable housing to meet an identified local need (including a small element of market housing where this will facilitate the successful delivery of the affordable housing) will be permitted as an exception on sites within or adjoining the settlement boundaries of villages defined on the Proposals Map, or on sites that are well related to villages that have defined settlement boundaries.

Proposals should be:

- supported by an approved housing needs survey;
- modest in scale and in keeping with the form and character of the settlement and local landscape setting; and
- supported or initiated by the appropriate Parish or Town Council.

Permission will be subject to conditions, or a legal obligation will be negotiated, to ensure that such the affordable housing is reserved in perpetuity for those in local affordable housing need. Such provision will normally be delivered without public subsidy.

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

10.42 This policy allows for the development of affordable housing in rural locations where market housing would not normally be acceptable, because of planning policy constraints, subject to there being identified need. Rural exception site policy relates to small sites and small rural communities. This policy will deliver both 100% affordable housing sites and sites where it can be satisfactorily proved that a small element of market housing will facilitate the delivery of an identified local affordable housing need, subject to the proposals fulfilling the other policy requirements. Proposals containing an element of market housing should be supported by a viability assessment, which demonstrates that the proportion of market housing provided should be no greater than that required to deliver the agreed amount of affordable housing identified from an approved housing needs survey.

10.42a Proposals must be well related and in sympathy with the scale, form and character of the settlement and the locality and should pay particular attention to the local distinctiveness of the settlement and the surrounding area. Environmental considerations including landscape and heritage matters and other constraints, including the impact on the openness of the Green Belt and AONB policy, may determine the number of dwellings considered to be acceptable. This may result in fewer dwellings than that identified in the local housing need survey (see paragraph 10.45).

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

10.44 Developers are advised that The identification of appropriate sites and design principles will be best achieved through an appraisal of the whole village(s) concerned and should include engagement with the communities/parishes concerned. Where proposals include an element of market housing, the design of the site and individual units should ensure integrated with the affordable housing Development should be supported by the appropriate parish council.

10.45 Development proposals should be consistent with the local need identified by a housing need survey carried out in the last 5 years in accordance with the “The Local Housing Needs Assessment: A Guide to Good Practice”, DTLR 2000, national or any superseding Council approved guidance covering the village or parish (or group of villages or parishes) to which the proposal is related. Advice on the preparation of these surveys and their validation can be obtained from the Council. The local housing needs survey must demonstrate that there is a genuine local need for affordable housing within the village/parish (or group of villages or parishes) from people who are or have been closely connected with the village/parish (or group of villages or parishes) due to family ties, support network, birth or formative years spent in that locality or who have an existing employment connection to the area covered by the survey.
10. Providing Housing and Community Infrastructure

10.46 Affordable housing on rural exception sites will be subject to a condition or legal obligation, which limits occupancy to those with the local connection, defined in paragraph 10.45 above. Should dwellings remain unoccupied for a period of time a cascade approach to widen the area of connection will come into effect. The cascade approach will be defined in a legal agreement, together with details of how the dwellings will be reserved as affordable in perpetuity.

10.47 There will be no requirement for sites developed in accordance with this policy to provide subsidised affordable housing through Policy CS18 where the threshold is exceeded. Policy CS18 does not apply to Policy CS19.

10.48 Rural communities are encouraged to undertake local housing needs surveys and prepare parish plans and/or design statements to set out the future needs and aspirations for their communities, in order to help inform proposals for rural housing exception sites and provide information to assist in determining such applications. The Council expects that affordable housing will also be delivered by Neighbourhood Planning.

10.49 Should rural affordable housing not be delivered in sufficient numbers through Neighbourhood Planning, the Rural Housing Exceptions (Policy CS19) and the Affordable Housing (Policy CS18), then consideration will be given to allocating Affordable Housing Only Sites in or adjoining a rural settlement. This will be considered in conjunction with the review of the defined settlement boundary approach to villages outlined in the text to the Rural Areas Policy CS34 and will involve engagement with local communities and other stakeholders/partners. Any such allocations will be identified in the Sites and Policies, Sites and Places Development Plan Document and will need to be supported by up to date and validated local housing needs surveys.

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

10.50a When further clarification is provided in the Localism Bill/Act about the “Community Right to Build” initiative it may be appropriate to reconsider the wording of Policy CS19.

Delivery

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

**Extra Care Housing**

**POLICY CS20 - EXTRA CARE HOUSING**

Extra Care schemes should be located so they are accessible to local facilities, proportionate in scale to the locality and provide ancillary facilities as part of the development. These ancillary facilities should complement locally available amenities and be made available to the wider community.

In order to assist in meeting emerging need, the provision of Extra Care housing will be required through the new neighbourhoods identified in Policies CS26, CS27 and CS31. The Council would expect 35% of Extra Care Housing on these sites to be delivered as on-site affordable units in accordance with Policy CS18.

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

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

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

10.55 Strategic housing allocations set out in Policies CS26, CS27 & CS31 will be required to provide an element of Extra Care on-site, including where viable and appropriate, 35% as a proportion of affordable units. These affordable units will count towards meeting the overall affordable housing requirement.

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

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

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

Delivery

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

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

10.61 Consideration will also be given to meeting emerging need by allocating sites through the Sites and Policies, Sites and Places Development Plan Document.
10. Providing Housing and Community Infrastructure

Gypsy and Traveller Accommodation

POLICY CS21 - GYPSY AND TRAVELLER ACCOMMODATION

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

Applications for Gypsy and Traveller windfall sites will be considered having regard to the outstanding level of need and in accordance with the most recent government guidance.

Sites for Gypsies and Travellers will be considered appropriate where they meet the following criteria:-

1. The development would not have unacceptable environmental effects; and
2. The land is not the subject of unacceptable levels of noise disturbance, air pollution, smell, dust or contamination; and
3. The proposal would not unacceptably prejudice the amenities of neighbouring residential occupiers; and
4. Adequate provision is made for vehicular access, parking and manoeuvring.

Preferably sites should be within a reasonable distance of local services and facilities, though more remote sites may be acceptable.

Proposals for sites within the Green Belt or Cotswold AONB will only be acceptable where it can be demonstrated that very special circumstances exist.

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

1. Hill View, Badminton Road, Nibley
2. Swan Lane, Winterbourne (3 sites)
3. Frampton Park, (Cog Mill), Bristol Road, Frampton Cotterell
4. Elm Farm, Westerleigh Road, Westerleigh
5. Green Orchards, Berwick Lane, Easter Compton
6. Shortwood Yard, Shortwood Hill, Pucklechurch
10. Providing Housing and Community Infrastructure

| 7.  | Greengate Yard, Shortwood Hill, Pucklechurch |
| 8.  | Parkfield Road, Pucklechurch (2 sites)        |
| 9.  | Siston Lane, Siston (2 sites)                 |
| 10. | Orchard Farm, Pompfrey Hill, Mangotsfield    |
| 11. | Westerleigh Road, Mangotsfield               |
| 12. | Howsmoor Lane, Emersons Green                |
| 13. | Burton Road, Tormarton (2 sites)             |
| 14. | Appletrees, New Street, Charfield            |
| 15. | Bank Road, Pilning                          |
| 16. | Henfield Paddock, Henfield Road, Coalpit Heath |
| 17. | Cottage View, Gloucester Road, Almondsbury  |
| 18. | 56 Ram Hill, Coalpit Heath                   |
| 19. | Moor Paddock, Westerleigh Road, Pucklechurch |
| 20. | Tall Trees, Over Lane, Almondsbury          |
| 21. | Bridge View, Westerleigh Road, Westerleigh   |
| 22. | Meadow View, Shortwood Road, Pucklechurch   |
| 23. | Highwood Park, Highwood Road, Patchway       |
| 24. | Northwood Park, Old Gloucester Road, Winterbourne |
| 25. | Homefield, Hall End Lane, Wickwar           |
| 26. | 1 Dibden Lane, Emersons Green                |
| 27. | Land at Giddy End, High Lane, Winterbourne   |
| 28. | The Meadows, Parkfield, Pucklechurch        |

* See paragraph 10.67

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

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

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

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

the strategic new neighbourhoods and finally through individual applications through the Council’s Development Management process. It is anticipated that a proportion of new pitches/sites will continue to be met through the submission of windfall applications. Providing extra pitches on existing, family sites could potentially generate an additional 22-27 residential and 8-9 transit pitches and it is anticipated that between 18-24 and 24-32 residential pitches could be provided as part of delivering the new neighbourhoods. The need for a single, open transit facility within the area is acknowledged and it is anticipated this can be progressed in the plan period. Further details relating to the design of Gypsy and Traveller sites will be set out in the Sites and Policies, Sites and Places DPD.

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

Delivery

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

**Travelling Showpeople**

**POLICY CS22 - TRAVELLING SHOWPEOPLE**

Provision will be made for Travelling Showpeople through the Sites and Policies, Sites and Places DPD in accordance with identified need and taking into account other provision within the district.

Sites for Travelling Showpeople will be considered appropriate where they meet the following criteria:

5. The development would not have unacceptable environmental effects; and

6. The land is not the subject of unacceptable levels of noise disturbance, air pollution, smell, dust or contamination; and

7. The proposal would not prejudice the amenities of neighbouring residential occupiers; and

8. Adequate provision is made for vehicular access and parking; and

9. Sites are within a reasonable distance of local services and facilities.

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

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

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

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

10.70 The Draft RSS figures were not accepted as it was considered that they were far too high. The assumptions made over estimated current plot provision and were not based on sufficiently robust information as required by Circular 04/2007. A process of moderation using Council service provider data will be conducted in order to provide a correct figure for the district.

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

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

Delivery

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

Community Infrastructure and Cultural Activity

POLICY CS23 - COMMUNITY INFRASTRUCTURE AND CULTURAL ACTIVITY

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

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

1. Enhance the quality, role and viability of existing facilities that are within easy walking distance of the new development;
10. Providing Housing and Community Infrastructure

2. Provide adaptable multi-use building(s) on site in easily accessible location(s) for pedestrians and cyclists.

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

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

Developers of Major Residential Schemes, and schemes that will attract a large number of users, will be required to demonstrate how their proposals will contribute to the objectives of the South Gloucestershire Cultural, Heritage and Arts Strategies, through the provision of additional, extended or enhanced facilities and access to/or facilitation of art and cultural activities for the new residents.

10.74 Community and Cultural Infrastructure covers a wide variety of services and facilities. These can include:
- Education facilities
- Health & Social Care facilities
- Police, Fire & Ambulance facilities
- Libraries, Museums & Galleries
- Community centres
- Youth, Children’s and Childcare facilities
- Arts & cultural centres and venues
- Extra Care & other older peoples housing needs
- Local pubs & clubs
- Places of worship
- Training centres
- Public & private sports & recreation facilities
- Civic & administrative facilities
- Allotments/community gardens
- Public conveniences

10.75 The list is not exhaustive and may include any facility that provides for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. Retention of such facilities and provision in step with growth is an important objective of the Council. In particular, the Council considers that providing services for children and young people (0-19) is key to developing sustainable communities.
10. Providing Housing and Community Infrastructure

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

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

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

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

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

Delivery

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

Green Infrastructure, Sport and Recreation Standards

<table>
<thead>
<tr>
<th>POLICY CS24 - GREEN INFRASTRUCTURE, SPORT AND RECREATION STANDARDS</th>
</tr>
</thead>
</table>

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

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

1. New developments must comply with all the appropriate local standards of provision in terms of quantity, quality and accessibility;

2. Provision must be delivered on-site, unless it is demonstrated that partial or full off-site provision or enhancement creates a more acceptable proposal; and

3. The functionality and usability of spaces and facilities must be suitable for their intended purposes.

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

New Green Infrastructure should be an integral part of new employment areas, and should meet local objectives to be agreed as part of the planning application process. These spaces should adhere to the Green Infrastructure objectives (Policy CS2) and be managed to allow open access to both local workers and residents, unless it can be
10. Providing Housing and Community Infrastructure

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

10.82 Where existing provision, in terms of quantity, quality and accessibility would be inadequate to meet the needs of future residents, then new provision and/or enhancement must be made in accordance with the appropriate local standards. Local open space standards, for informal recreational open space (including parks/public gardens, amenity green space and green corridors), outdoor sports facilities, playspace, allotments and natural/semi-natural green space, relating to quantity, quality and accessibility will be set out in the Green Infrastructure Strategy (to be adopted as Supplementary Planning Document). The local standards are set out in Appendix 5.

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

10.84 Where development proposals on their own are too small to generate adequate provision of useable space, the Council will seek a financial contribution to enhancements or expansion of existing site(s) and/or to proposed sites in accordance with national guidance and local standards, in order to create a more acceptable proposal. Pooling of contributions may be necessary in order to provide enhancements and/or new provision.

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

10.86 In appropriate circumstances the need for outdoor sports facilities (pitches and courts) can be met through the provision of all weather surface facilities. The Council accepts that such synthetic surface facilities allow for a greater intensity of use and therefore a smaller quantum of space will be required. The design and construction of each facility must be carefully planned according to the specific demands and priorities it is intended to address. Where required for competition use, facilities must be constructed to the standards adopted by the Governing Body of the sport. Where a need for more informal sports activities and training purposes for several sports is
10. Providing Housing and Community Infrastructure

identified, design and construction must be to standards approved by the Council. Ancillary facilities that enable outdoor sport facilities to function, such as changing facilities, pavilions and parking (cycle and car), will be required to be provided where current provision is not adequate, in accordance with Policies CS6 and CS23.

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

Employment Development

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

Play

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

Private/Semi-private Outdoor Space

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

Delivery

10.91 The Green Infrastructure Strategy (to be adopted as Supplementary Planning Document) will set out the methodology for calculating the requirements to
10. Providing Housing and Community Infrastructure

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

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

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

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

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

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

11.4 South Gloucestershire has been divided up into 6 areas:

1. The communities of the North Fringe of Bristol urban area (including the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay)
2. The communities of the East Fringe of Bristol urban area (including the communities of Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham)
3. Yate and Chipping Sodbury
4. Thornbury
5. Rural Areas
6. Severnside
11. Introduction

Figure 3A

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty’s Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. South Gloucestershire Council Licence No 100023410, 2011

Post Submission Change (December 2011)

1. Amended to reflect policies CS25, CS26
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

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

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

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

- Significantly more people work in the North Fringe of Bristol than live there, resulting in a high level of daily commuting in and out of the area and consequent traffic congestion at peak times;
- Provision of local amenities has not kept pace with the rapid growth;
- Traffic congestion creates problems of reliability and frequency for public transport. In addition major roads, rail corridors and large campus style employment developments, act as significant barriers to better walking, cycling, social and visual linkages. An Air Quality Management Area has been declared at Cribbs Causeway adjacent to Junction 17 of the M5 to ensure that levels of pollution do not exceed national targets. Recent monitoring has indicated that levels of pollution in this area are now below national targets. If this is confirmed the AQMA will be revoked in 2012 although air quality in the area will continue to be monitored;
- The North Fringe of Bristol lacks a clear identity and sense of place, and the character and distinction of many existing communities is under threat.
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

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

Figure 4 – The communities of the North Fringe of Bristol urban area
(for illustrative purposes only)

Post Submission Changes (December 2011) – Figure 4
1. Amended to reflect Policy CS26, position on Filton Airfield.
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

Vision

The North Fringe of Bristol urban area will continue to be a major economic driver in the South West region and the West of England sub region. It will continue to maintain its role as a major focus for employment, commercial and retail activity, education and learning. The distinctive identities and heritage of the existing communities will also have been strengthened and preserved. Up to 2026 and beyond, new neighbourhoods will provide opportunities for people to live near to where they work and be well integrated with existing communities. All residents and workers will have better access to local amenities and high quality public transport, walking and cycling links. Community identity and neighbourhood distinctiveness will be improved by the development of new public spaces and high quality landscaping. The green network will be enhanced through opportunities to provide new and improved green spaces, within the existing urban area and which connect to the wider countryside. This network will include new corridors along the Henbury Trym, and Stoke Park to Three Brooks Nature Reserve via the East of Harry Stoke new neighbourhood.
Post Submission Changes (December 2011) – Figure 5

1. Amended to reflect Policy CS26, position on Filton Airfield.

2. Amended to reflect policy CS5, position on the Green Belt
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

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

POLICY CS25 – COMMUNITIES OF THE NORTH FRINGE OF BRISTOL URBAN AREA

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

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

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

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

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

4a. Support the diversification of Cribbs Causeway area to create a sustainable mixed-use area, to serve residents of South Gloucestershire and the wider area, and the subsequent designation of a sub-regional centre;

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

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

5a. Support the investigation, planning and potential redevelopment of the Sainsbury’s and B&Q retail sites at Stoke Gifford to provide a new ‘district centre’ to serve the North Fringe South Area

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

6a. Support the redevelopment of the existing hospital site at Frenchay for residential and ancillary infrastructure and services, including new health facilities;

6b. To support the provision of a major sports stadium with associated facilities which would be available for community use;

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

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

9. Demonstrate through the preparation of appropriate Flood Risk Assessments, surface water management plans and drainage strategies, how flood risk will be managed.

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

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

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

12. Promote high quality landscaping that assists in developing
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

<table>
<thead>
<tr>
<th>12.</th>
<th>Communities of the North Fringe of Bristol Urban Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry</td>
</tr>
<tr>
<td></td>
<td>Stoke and Frenchay</td>
</tr>
</tbody>
</table>

neighbourhood distinctiveness and increases the number of street trees, particularly along main highways;

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

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

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

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

Partnership Priorities

12.6 The Council will work with its partners to ensure:

- The Aerospace Industry will continue to be a world leading sector and major employer and the needs of other key economic drivers in the locality, including UWE, MoD, The Mall and other major employers will continue to be safeguarded and supported;

- The new Bristol Zoo Wildlife Park contributes fully to the tourism and employment potential of the area;
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

- Enhancement of training and employment prospects for residents of the Filton and Patchway priority neighbourhoods as and when development opportunities may arise in and around the locality;

- The delivery of the University Technology College (UTC) for 14 to 19 year olds to be located on land adjoining Abbeywood Community School.

- A wider range of uses are provided at the Cribbs Causeway retail area to recognise and maintain its existing role as a sub-regional centre and to develop its role as contribute towards its aspiration to become a town centre for the newly developed housing and mixed-use neighbourhoods and existing communities nearby;

- The opportunity to deliver a sports stadium, supporting infrastructure and amenities will be supported where the criteria of South Gloucestershire Local Plan Policy LC6 are met;

- The potential of the land occupied by Sainsbury’s and B&Q in Stoke Gifford is investigated for redevelopment as a new district centre to serve the North Fringe South Area;

- New housing and community facilities, including health and GP services are brought forward at the former Frenchay hospital site;

- New foot, cycle and transport links are made to the Lockleaze residential area, which contribute to the realisation of the regeneration vision.

Phasing / Development Programme

12.7 The focus for development up to 2016 will be:

- the existing Local Plan sites at Charlton Hayes, Harry Stoke, Cheswick Village and Land East of Coldharbour Lane;

- A new Wildlife Park to be developed adjacent Jct17 of the M5;

- The planning and commencement of a further new neighbourhood at Cribbs/Patchway;

- Expansion and re-modelling of the UWE campus and Abbey Wood Retail Park will also be supported and;

- Planning of East of Harry Stoke New Neighbourhood.
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

Beyond 2015/2016 and subject to implementation of the Stoke Gifford Transport Link, a new neighbourhood will be developed east of Harry Stoke.

Delivery

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

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

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

12.11 The Bristol North Fringe to Hengrove Rapid Transit route is subject to a major scheme bid to the Department for Transport for ‘Investment in Local Major Transport Schemes’. A local contribution will be secured primarily from developer contributions through the development management process.
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

**Cribbs / Patchway New Neighbourhood**

12.12 Policy CS5 (Location of Development) identifies land to the south of Filton airfield and the commercial areas north and west of The Mall in the Cribbs Causeway, Patchway and Filton area as having the potential to accommodate approximately 4750 to 5700 new dwellings and associated facilities. This policy and supporting diagram set out the key principles of development for new neighbourhoods in this area.

**POLICY CS26 – CRIBBS / PATCHWAY NEW NEIGHBOURHOOD**

At land from Charlton Common south of the Filton Airfield west to the A4018 and north of the airfield, to the commercial areas at Cribbs Causeway, including the Patchway Trading Estate, approximately 1750 The Cribbs/Patchway New Neighbourhood encompasses an area of land bounded by the Hallen Railway Line to the south, the M5 to the west, the A38 to the east and the commercial area at Cribbs Causeway, including Patchway Trading Estate, to the north.

This area will be a major focus for redevelopment and regeneration, and will:

- Secure the transformation of the Cribbs Causeway area into a sustainable mixed use area and focus for residential development in the wider area;
- Secure the continued investment and focus of the area as a centre of excellence for the aerospace sector, including upgrading the quality of the local environment and range of services and facilities;
- Promote the social and physical regeneration and integration of the wider area, through the substantial improvement of movement corridors, community infrastructure and public open space, and provision of a high quality built environment and public realm that is coherent, legible and integrated.

The delivery of the Cribbs/Patchway New Neighbourhood will comprise approximately 5700 dwellings in new mixed-use neighbourhoods, around 50ha of employment land, and a greater diversity of commercial uses around Cribbs Causeway, together with supporting infrastructure.
## 12. Communities of the North Fringe of Bristol Urban Area

**Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay**

<table>
<thead>
<tr>
<th>Character Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New Charlton</strong></td>
<td>An area of new mixed development for approximately 3,700 dwellings with supporting community and social facilities, and incorporating strategic open spaces;</td>
</tr>
<tr>
<td><strong>Haw Wood</strong></td>
<td>A new residential community to the west of the A4018 for approximately 1,000 dwellings, including sporting and community facilities and strategic green infrastructure;</td>
</tr>
<tr>
<td><strong>The Filton advanced engineering and aerospace centre of excellence</strong></td>
<td>An area of around 50ha of employment land to the west of the A38, to accommodate a range of business and industrial uses that will support, complement and enhance this centre of excellence; and</td>
</tr>
<tr>
<td><strong>Cribbs Causeway</strong></td>
<td>An area of further development and diversification, including approximately 1,000 dwellings post-2021, for future designation as a sub-regional centre, conditional upon the measures set out below and in Policy CS14.</td>
</tr>
</tbody>
</table>

An area-wide masterplan, to be adopted as SPD, will ensure development will be provided in a comprehensively planned approach in accordance with the vision, Policy CS25 and partnership priorities for the North Fringe communities, and high quality urban design principles as set out in Policy CS1.

In order to provide for the best possible integration with the wider area of Patchway, Brentry & Charlton Hayes, and to assess and minimise potential impacts, development proposals will be required to demonstrate accordance with the masterplan and that they will positively facilitate and not prejudice the development of surrounding areas of the New Neighbourhood, should accord with the approach for preparing design documents as set out in the Council's SCI. In particular proposals should emphasise creative opportunities to demonstrate:

- An integrated and comprehensive approach to access and transport, including significant improvements to pedestrian and cycle networks, public transport, including the re-introduction of passenger rail services, and local road networks across and beyond the area, including the impact on Junction 17 of the M5;
- How the operational needs of the airfield and aerospace cluster will be protected;
12. **Communities of the North Fringe of Bristol Urban Area**

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

- The proposed disposition of uses, and how the new neighbourhoods will be effectively integrated into the existing surrounding communities of Patchway and North Bristol through the type, location and timing of supporting community and green infrastructure;
- How a co-ordinated approach to carbon reduction, renewable and low-carbon energy generation and networks will be provided and facilitated;
- How the amenity of new and existing residents will be protected;
- An integrated approach to transport and access;
- The quantum and proposed location of supporting community facilities and new public spaces;
- The broad architectural approach including key frontages and maximum building heights, and
- How the operational needs of the aerospace cluster will be protected and positively supported;
- How the continued operation of the Great Western Air Ambulance Charity and Police Air Operations will be secured;
- How cultural and heritage facilities related to the long term legacy of engineering and aviation at Filton can be secured, including the Bristol Aero Collection and the Concorde Museum; and
- Land ownerships, the likely timing and disposition of planning applications and proposed proportionate contribution to any supporting infrastructure and community facilities.

The masterplan for the New Neighbourhood will also guide the regeneration and remodelling of Cribbs Causeway as a sustainable mixed use area, and its subsequent recognition as a sub-regional centre, by:
- defining the boundary of the area;
- promoting a high quality built environment and public realm that is more accessible, integrated and permeable;
- promoting a greater mix of uses, including residential, office, hotel, leisure, cultural and recreational activities;
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

- securing more sustainable movement patterns, reduced private motor vehicle dependence and complementary travel demand management measures;
- improving local accessibility and connectivity by pedestrians, cyclists and public transport; and
- providing necessary improvements to the local and strategic road network.

Individual planning applications will require Design & Access Statements to demonstrate compliance with the area wide vision and strategic objectives which should comply with the Council’s SCI. The new residential neighbourhood(s) and commercial areas will provide for:

- A range of housing types and tenures in accordance with Policies CS17 and CS18;
- A secondary school, Pprimary Schools(s) for approximately 3 forms of entry and full day nursery facilities sufficient to meet the needs of the new communities;
- Library, doctors surgery, community meeting space(s), indoor sport, children’s and youth facilities;
- Local retail, food and drink outlets;
- Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, sustainable drainage and wildlife use alongside the Henbury Trym;
- The Cribbs/Patchway New Neighbourhood Transport Package (see Policy CS7), including safeguarded land for a new rail passenger station(s);
- A waste transfer and recycling facility;
- Neighbourhood-wide wireless internet network;
- Provision of pitches for Gypsies and Travellers; and
- 180 Extra Care Housing dwellings in no more than 3 separate schemes, An Extra Care housing scheme; and
- Contributions will also be required for the provision of secondary school places and school transport in the locality.

This list is not exhaustive and development should also meet other
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.

12.13 The site New Neighbourhood comprises land between bounded by the railway line, the M5 motorway, the existing residential community of Patchway and emerging community of Charlton Hayes, and the A38, and airfield that stretches from Charlton Common to the A4018 (Wyck Beck Road) and the commercial areas from Catbrain Hill and Lysander Road north to the M5 and east around The Mall to the Patchway Trading Estate. The area will be a major focus for redevelopment and regeneration, providing for the creation of new homes and jobs, a new sub-regional centre to form a focus for the surrounding area, further investment to support the excellence of the aerospace sector, upgrading of the quality of the local environment, a range of services and facilities and improved strategic infrastructure.

12.14 There is now a significant opportunity to re-model ageing commercial areas and bring forward land south of the airfield to develop a new community within mixed use neighbourhoods that look towards a re-profiled Cribbs Causeway retail area as a potential town centre. This opportunity presents a chance to re-model an area that has developed over the last 30 years, in a ‘plot-by-plot’ unco-ordinated way, resulting in car dominated, commercial ‘sprawl’ and assist the continued regeneration of Patchway. Development will bring with it the opportunity to secure the long term future of the aerospace sector, and address the substantial need for physical, social and economic regeneration, through a comprehensive masterplan for the area. This will provide for increased housing provision, strategic employment opportunities, and enhanced green and social infrastructure with an emphasis on high quality design and public realm.

12.15 Development will bring with it the opportunity to generate a new vision and co-ordinated master plans for the area, a wider mix of uses, the better integration and intensification of uses and the creation of ‘streets’ and new high quality public realm, open space and meeting places. Planning of the new neighbourhoods must, however, respect the operational needs of the airfield and aerospace cluster, being key strategic economic drivers to the North Fringe and wider region. The area currently suffers from congestion and a car-dominated environment. The transformation of the area will be contingent upon the creation of a high quality public realm that prioritises pedestrians, cyclist and public transport over private cars. This will provide the opportunity to re-introduce passenger services on the Hallen Line/Henbury Loop and re-open or provide new stations. The North Fringe to Hengrove Rapid Transit will form a new public transport link through the area serving nearby concentrations of employment and commercial uses, and the
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay
greater Bristol area to the south. The opportunity for innovative transport solutions within and around the area will be encouraged.

12.16 The Hengrove to Bristol North Fringe Rapid Transit will form a new public transport link between The Mall and Aztec West and a new access road will serve the land south of the airfield off Wyck Beck Road. Fishpool Hill and Charlton Road will provide important foot, cycle and, potentially, public transport connections. New strategic cycleways will link Fishpool Hill to The Mall and wider area. Development will also bring the opportunity to provide a significant amount of multi-functional green infrastructure across the area to ensure landscape features are protected and sustainable access opportunities are realised. This includes, but is not limited to: the protection and enhancement of Haw Wood and ridgeline adjacent to the M5 motorway, the creation of a recreational route alongside the Henbury Trym, the enhancement of Charlton Common, and the potential extension of Highwood Road linear park. These and other elements will provide a range of open spaces and corridors, providing legible permeable routes to key destinations.

12.17 Land at the end of and adjacent to the runway will be used innovatively for new allotments, species rich grassland and hedgerows woodland, sports pitches and informal open space. A range of flexible, multi-functional social and community facilities to serve the existing and new population will be provided, including but not limited to a new secondary school, primary schools/nurseries, a new library, and the delivery of the Concorde museum incorporating community learning facilities. Opportunities for the flexible provision of facilities that meet the needs of the surrounding communities will be investigated to ensure their delivery.

12.18 Given the size and location of the new neighbourhood it will be required to provide a range of local facilities and amenities to serve the new population and cycle and pedestrian connections to nearby communities, commercial, educational and recreational land uses. The Council will also work with the owners of The Mall / Cribbs Causeway retail area to investigate and provide a greater range of uses consistent with the long-term ambition to establish its role as a Town Centre. The proposed mix of uses across the area will generate significant potential for renewable and low-carbon energy generation and networks, which developments will be expected to provide, facilitate or future proof for incorporation into the network should it become feasible at a later date.

Delivery

12.19 The development will be delivered by the private sector through the development management process. Given the close proximity of the land
12. Communities of the North Fringe of Bristol Urban Area
Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

south of the airfield and potential redevelopment areas at the Cribbs Causeway retail area, the proposed number of new dwellings and land interests size of the area and varied nature of the proposals, it is important that development comes forward in a co-ordinated way that clearly sets out how new infrastructure and community facilities will be delivered in step with new housing and re-modelling of the commercial areas development. The Council is therefore working proactively with development partners to co-ordinate and produce an illustrative producing a masterplan that will co-ordinate subsequent planning principles for the delivery of the areas in accordance with the Council’s SCI. Developers will then be expected to bring forward more detailed specific masterplans in accordance with this approach need to demonstrate how their proposals both accord with the masterplan and how they will positively facilitate the development of surrounding areas of the New Neighbourhood. Community Involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement.

12.19a A Rapid Transit link from Aztec West to The Mall The North Fringe to Hengrove Rapid Transit will be delivered by the West of England Partnership in conjunction with South Gloucestershire Council. Funding is subject to a major scheme bid for ‘Investment in Local Major Transport Schemes’ funding to DfT and local contribution.

Post Submission Change (December 2011) – Figure 6
1. Amended to reflect Policy CS26, position on Filton Airfield.
2. Amended to reflect policy CS5, position on the Green Belt
3. Indicate a Safeguarded Station site, at Filton (west of the A38), on the Hallen rail line.
4. Show Hayes Way, Northfield as now constructed
Figure 6 - Cribbs/Patchway New Neighbourhood Framework Diagram
(for illustrative purposes only)
Figure 6 - Cribbs/Patchway New Neighbourhood Framework Diagram
(for illustrative purposes only)

Indicative Character Areas:
1. New Charlton – Mixed use 130 ha (approx)
2. Haw Wood – Housing 85 ha (approx)
3. Filton Aerospace Cluster – Employment / Aerospace Excellence 50 ha (approx)
4. Cribbs Causeway – Mixed use 130 ha (approx)

Green Belt within the New Neighbourhood Area
Proposed primary access points to Policy Area
Watercourse
Green Infrastructure Corridor
Green Infrastructure Connections (indicative)
Potential local connections (indicative)
Community Connections
Road
Railway and Safeguarded Station Sites
Community Forest Path
National Cycle Network (NCN 4)
Avon Cycleway
Wildlife Park
Site of Proposed Concorde Museum (as at December 2011)

© Copyright South Gloucestershire Council. All rights reserved LA100023410, 2011
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

East of Harry Stoke New Neighbourhood

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

POLICY CS27 – EAST OF HARRY STOKE NEW NEIGHBOURHOOD

Provision will be made for a major mixed use development of 2,000 dwellings with associated infrastructure, including the safeguarding of the route for the Stoke Gifford Transport Link, on land east of Harry Stoke, extending south from Winterbourne Road to the A4174 Avon Ring Road which is part of the Major Scheme programme of the West of England. The safeguarding of this strategically important route for the Stoke Gifford Transport Link, as shown on the Proposals Map and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location. Development of the new neighbourhood will not come forward until the programmed delivery or construction of this route has been secured.

Development will be planned on a comprehensive basis that integrates with SGLP site 13 (Harry Stoke) and the Stoke Gifford Transport Link as set out in Policy CS7, and be in accordance with the vision, Policy CS25 & partnership priorities of the Bristol North Fringe communities, and high quality urban design principles as set out in Policy CS1.

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

It will also provide the following infrastructure:

- Primary School(s) for approximately 3 forms of entry and full day nursery;
- A multi-use building comprising doctors surgery, library, community meeting space, children’s and youth facilities;
12. Communities of the North Fringe of Bristol Urban Area

- Local retail, food and drink outlets;
- Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, woodland and wildlife use along the eastern edge of the site, sustainable urban drainage and allotments in accordance with Policies CS2 and CS24;
- Sports pitches and changing facilities;
- A waste transfer and recycling facility;
- The East of Harry Stoke New Neighbourhood Transport Package (see Policy CS7);
- Junctions, public transport stops, pedestrian crossing points and street trees/landscaping in order to integrate the transport link with the new neighbourhood;
- An Extra Care housing scheme; and
- Contributions will also be required for the provision of secondary school places in the locality.

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

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

12.21 The site comprises land that stretches north to south along the M4 / M32 corridor into Bristol. At its northern end Mulgrove Farm and buildings sit at the top of a hill with views northeast towards Winterbourne. This area is divided from the main site by a main line railway, which runs east-west in a cutting. South of the railway line, the land generally falls southeast towards level fields. This area is intersected by Hambrook Lane and the Ham Brook which run east/west, and is bounded to the west by Maules Lane, (an historic hedgerow/tree lined ridge) and the existing SGLP housing allocation 13 (Harry Stoke). The eastern edge of the site is contained by the M32 and to the south by the A4174 Ring Road. The allocation continues south of the Ring Road taking in a variety of land uses including a golf driving range, cricket pitch and farmland. This southernmost area is dominated by a wooded escarpment that rises along its western edge.
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

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

12.23 The Stoke Gifford Transport Link forms part of the Bristol North Fringe Rapid Transit route proposals as set out at Policy CS7. The route is therefore proposed to be safeguarded from the Local Plan site 13—Harry Stoke to Great Stoke Way to provide a north–south transport connection. Part of the SGTL crosses land in the Green Belt to the east of Harry Stoke. The impact of the Stoke Gifford Transport link will be to cause severance of the existing agricultural holdings, decreasing their viability. In addition, the visual impact of the SGTL and its associated structures, junctions, lighting and traffic will have a significant impact on the openness of the Green Belt and the character of the landscape. Given the relatively confined nature of this section of Green Belt between the existing urban edge and the M32, the impact of the road proposal in this location undermines the existing functions and purposes of the Green Belt. As the most important attribute of Green Belts is their openness, the safeguarding and construction of the SGTL therefore represents the exceptional circumstances in which land will be removed from the Green Belt at this location. It is therefore proposed to remove the land affected by the SGTL from the Green Belt as set out in Policy CS5.

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

12.25 Given the size and location of the site it will be required to provide a range of local facilities and amenities to serve the new population, and cycle and pedestrian connections to nearby communities, commercial, educational and recreational land uses. Linkages with UWE will also be encouraged. These could include co-operation in the supply of energy and the provision and management of sports and community facilities.

Delivery

12.26 The development will be delivered by the private sector through the development management process. Community involvement and pre-application discussions will be in accordance with the South Gloucestershire...
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

Council Statement of Community Involvement. Development will be guided by the production of an illustrative masterplan and detailed SPD as necessary, including phasing with required infrastructure. Design Codes will also be required as part of this process. Delivery of the Stoke Gifford Transport Link is a primary objective of the Council. The Council is now taking this project forward as part of the North Fringe – Hengrove Package major scheme bid to the Department for Transport for ‘Investment in Local Major Transport Schemes (LMTS)’. A local contribution will be necessary, primarily from the private sector. The Council is also investigating other funding sources. Programme delivery will therefore be considered to have been achieved when all the required resources are committed. Subject to confirmation of the precise route, master planning process, and greater certainty with regard to funding, land for the new neighbourhood will be safeguarded through the Sites and Policies DPD and Green Belt subsequently deleted.

Post Submission Change (December 2011) – Figure 7

1. Amended alignment of the Stoke Gifford Transport Link
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

Figure 7 - East Of Harry Stoke New Neighbourhood Framework Diagram

(for illustrative purposes only)
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

The University of the West of England

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

POLICY CS28 – THE UNIVERSITY OF THE WEST OF ENGLAND

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

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

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

- The creation of a vibrant creative learning and research environment;
- The consolidation of satellite campuses onto the Frenchay site and the creation of a focal public space within the new campus;
- Improved public transport connections to and through the site and stopping points, including the provision of the Cheswick
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

- bus link, a potential rapid transit route (as part of the Bristol North Fringe to Hengrove Rapid Transit route), and an improved bus interchange;
- Additional foot and cycle routes through the site, to facilitate access to neighbouring residential, commercial and retail areas, including Southmead Hospital;
- Enhanced community access to existing and proposed social, cultural, sporting and recreational facilities on site, including a proposed Centre for the Performing Arts;
- High Quality public realm;
- An enhanced and well integrated Green Infrastructure and surface water drainage network; and
- Substantial reductions in carbon dioxide emissions across the estate. This could include a renewable or low carbon Energy Centre and distribution network that would provide heat and power to the site and potentially neighbouring land-uses.

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

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

Delivery

12.29 The development management process will assist in delivering this policy in partnership with the University of the West of England. Decisions will be guided by agreement of a Concept Statement and subsequent outline planning application and supporting master plan(s). A rapid transit link through or adjacent the site is subject to a major scheme bid to the
12. Communities of the North Fringe of Bristol Urban Area

Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay

Department for Transport for ‘Investment in Local Major Transport Scheme’ funding and a local contribution.

Figure 8 – The University of the West of England: Expanded Frenchay Campus
(for illustrative purposes only)
13. Communities of the East Fringe of Bristol Urban Area

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

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

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

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

- There are pockets of relative deprivation in Kingswood, Staple Hill and Cadbury Heath;
- Employment land has been lost to residential development so that now the area significantly under-provides for the local workforce and 18,000 people commute daily to central Bristol and 6,300 commute to the North Fringe of Bristol;
- Traffic congestion is a major problem leading to air quality issues along some routes. Air Quality Management Areas in Staple Hill and Kingswood were declared in April 2010;
- Congestion affects the reliability of bus services due to long journey times, despite the frequency of service on radial routes. Orbital routes are poorly served by buses. The reliability of bus services is also affected by the length of the routes that serve this area;
13. Communities of the East Fringe of Bristol Urban Area

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

- There is a shortage of both green space and sports pitches in the East Fringe of Bristol while existing green assets, both within the urban area and in the surrounding countryside, need strategic visions and significant enhancement to realise their potential;
- The traditional centres in Downend, Staple Hill, Kingswood and Hanham have suffered from competition from the retail park at Longwell Green and the new Emersons Green town centre, as well as from issues relating to congestion, parking, air quality and the quality of the public realm.

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

Vision

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

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

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

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

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

Downend, Ememsons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham

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

**POLICY CS29 – COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA**

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

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

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

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

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

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

6. Provide for access to the open countryside through a network of footpaths and bridleways as well as strategic green corridors,
13. Communities of the East Fringe of Bristol Urban Area

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

- such as the Avon and Siston valleys, the long distance footpaths, and via the commons and Warmley Forest Park to an enhanced Community Forest park centred around Overscourt Wood;

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

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

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

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

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

12. Demonstrate through the preparation of appropriate Flood Risk Assessments, surface water management plans and drainage strategies, how flood risk will be managed.

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

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

Partnership Priorities

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

- Training and employment opportunities are enhanced for residents of the priority neighbourhoods at Kingswood, Staple Hill and Cadbury Heath as and when development opportunities may arise in and around the locality;

- The long term preservation of the built heritage of the area is secured and, in particular, Warmley Brassworks, Whitfield Tabernacle and Middle Engine Pit which are nationally significant monuments currently identified as being at risk;

- The provision of a new Junction 18a on the M4 to the east of Junction 19 is supported in the long term.

- We establish a shared understanding of the impacts and level of recreational and leisure activities, residential moorings and associated development along the River Avon. Whilst recognising the need to minimise flood risk, suitable and proportionate action will be taken to address development and to seek to ensure that moorings have a positive impact on the surrounding environment, in order to protect the character and quality of the area which make it so popular.

Phasing / Development Programme

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

Delivery

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

13.9 The Sites and Policies, Sites and Places Development Plan Document will define the town centre boundaries and identify key projects and principles for sites relating to the town centres at Staple Hill, Kingswood and Hanham.
13. Communities of the East Fringe of Bristol Urban Area

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

13.10 Improved bus routes and services will be delivered as part of the Regional Funding Allocation Bid 2 package, major scheme bids to the Department for Transport. Further details of the package(s) are contained within Policy CS7 and the Infrastructure Delivery Plan. This funding is also reliant on developer contributions.

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

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

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

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

- The population profile of the towns is changing, with an increase in elderly residents and a drop in the number of children of school age;
- There are pockets of relative deprivation in the south and west of Yate, with issues relating to skills and training;
- Employment opportunities are primarily located in a number of trading estates and the shopping centres, with a higher than average percentage of semi-routine jobs and a lower than average percentage of higher managerial and professional jobs;
- A significant number of the working population commute elsewhere for work;
- At certain times there are traffic congestion issues, these are mainly in Yate and they affect air quality;
- Yate has no significant, centrally located evening or cultural activities, such as a cinema, ten pin bowling alley, restaurants, theatre or meeting places and there is a desire to strengthen the diversity of shops and facilities;
14. Yate and Chipping Sodbury

- Public transport opportunities have not yet been realised, and congestion affects bus journey times;
- There is a shortage of allotments and outdoor sport facilities (particularly grass sports pitches).

14.3 Through community consultation it has been accepted that, subject to the provision of the suitable infrastructure, in particular sewerage improvements, it is now an appropriate time to plan for the next phase of Yate and Chipping Sodbury’s growth. Future growth must address the issues, reflect and enhance the two towns’ distinct yet complementary character and roles, provide opportunities to increase self-containment and protect and enhance the identities of the towns.

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

Vision

In the period to 2026 and beyond, Yate and Chipping Sodbury will build upon their distinct yet complementary heritage, character and roles to develop a coherent sense of place, and provide a richer mix of social, cultural and economic opportunities. The towns will develop as a popular destination and a more attractive service centre for their surrounding villages and farming communities. Chipping Sodbury town centre will realise its retail and tourism potential. Yate’s evening economy will develop and the range of town centre uses increased. Public transport services will be more attractive and accessible to users. The open spaces, playing fields, footpaths and cycleways, which contribute to each town’s unique identity will be strengthened and enhanced with improved linkages throughout the towns and beyond into the surrounding countryside. A new neighbourhood to the north of Yate, will accommodate around 3,000 new homes (2,400 up to 2026), employment and community uses. This will enable the towns to meet locally generated housing requirements, provide a broader employment base and provide opportunities for modern flexible working practices, enhancing their sustainability.
Figure 11 – Yate and Chipping Sodbury
(for illustrative purposes only)

Post Submission Change (December 2011) – Figure 11

1. Amendment to the Green Belt alignment, correction of cartographical error to correctly display the current Green Belt boundary – Armstrong Way/Yate Road.

2. Amendment to key: Regeneration Opportunity Site (Employment led, see Policy CS12)
14.5 The following policy will deliver this vision through managing development and, where appropriate, partnership working.

**POLICY CS30 – YATE AND CHIPPING SODBURY**

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

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

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

3. Make provision for and seek contributions towards the Yate/Chipping Sodbury Transport Package (see Policy CS7) including improvements of the Yate rail services, station facilities, car park and passenger interchange, and delivery of a multi-modal interchange at Nibley (including a Park & Ride), improvement of bus services within the towns and to key destinations;

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

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

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

7. Deliver cycling routes to the communities of the Bristol North and East Fringes as part of the Cycle City Project and the Yate &
14. Yate and Chipping Sodbury

Chipping Sodbury Transport Package;

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

9. Demonstrate through the preparation of appropriate Flood Risk Assessments, surface water management plans and drainage strategies, how flood risk will be managed.

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

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

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

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

13. Reinforce the distinctive architectural character and landscape settings of both towns, preserve and enhance the special character of the historic assets of Chipping Sodbury and Yate and their settings, including the Conservation Area;

14. Enhance the network of open spaces and create new/improved existing pedestrian and cycling connections across the towns, to connect with:
   - the town centres,
   - railway station,
   - community facilities,

and protect and enhance links with:
   - the countryside,
   - the long distance footpath and cycleway networks, and
   - the communities of the North and East Fringes of Bristol.

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

16. Take opportunities to establish a Heat Distribution network delivered through the redevelopment of the Stover Road
14. Yate and Chipping Sodbury

<table>
<thead>
<tr>
<th>14.</th>
<th>Yate and Chipping Sodbury</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.6</td>
<td>The vision, Policy CS30 and a number of partnership priorities propose to deliver a new mixed-use neighbourhood and re-modelled employment areas, providing more people with the opportunity to live near to their place of work, and re-balance the mix of employment opportunities away from distribution uses and also encourage start-up enterprises. The north Yate new neighbourhood provides an opportunity to improve the range of types of jobs on offer and will provide opportunities for people to work from their home.</td>
</tr>
</tbody>
</table>

**Partnership Priorities**

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

- The market towns of Yate and Chipping Sodbury continue to provide a range of facilities and services that are used by their own communities and those of the surrounding hinterland and villages that rely upon these important centres;

- The highly valued network of open spaces that contribute to the identity of these market towns will be protected, where necessary enhanced, and recreational pressures managed and mitigated. These include the Commons, the Local Nature Reserves, the Stub Ridings, Yate Outdoor Sports Complex, the River Frome Valley, the limestone ridgeline (from Chipping Sodbury to Yate Rocks and across to Lower Wood Nature Reserve) and the nearby Cotswolds Area of Outstanding Natural Beauty;

- The Commons will be managed to enhance their ecological value, through implementation of their management plans. Sites of nature conservation interest will be protected and enhanced;

- High quality opportunities for learning and training for all ages will be strongly supported. The skills and training issues identified within the west and south Yate priority neighbourhood action plan are addressed.
14. Yate and Chipping Sodbury

Phasing / Development Programme

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

14.9 The employment base will be diversified through the redevelopment of the Stover Road Industrial Estate/North Road/Badminton Road employment areas and other existing employment areas (such as Broad Lane Depot and other appropriate safeguarded employment sites). The Joint Waste Core Strategy has identified an area of search for a residual waste treatment facility within the existing industrial estates to the west of Yate. This area is referred to in the Joint Waste Core Strategy as 'Strategic Area A' and covers the Badminton Road Trading Estate, Great Western Business Park, Westerleigh Business Park, Beeches Industrial Estate, Stover Road and North Road Industrial Estates. The delivery of this facility is not expected before 2020, and will need to avoid prejudicing or being prejudiced by the redevelopment proposals for the Stover Road Industrial Estate/North Road/Badminton Road employment area as identified on the Proposals Map.

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

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

14.12 Beyond 2016, subject to the provision of appropriate strategic sewerage infrastructure, land at north Yate has been identified as having the potential to provide up to 3,000 new homes, of which 2,400 have the potential to be completed up to 2026. Provision will be made within the new neighbourhood for employment opportunities which contribute to the diversification of jobs in the area and for home working opportunities.

Delivery

14.13 Developers promoting major development proposals will be required to carry out pre-application consultation in accordance with the Council's concept statement process as set out in the Statement of Community Involvement. Concept Statements and subsequent planning applications will be expected to make provision for and take account of the policy objectives and principles set out in the above policy and the supporting partnership priorities. Where a number of individual sites are involved, and in accordance with Policy CS12,
14. Yate and Chipping Sodbury

as is the case with the regeneration of the Stover Road Industrial Estate/North Road/Badminton Road employment areas at the western approach to Yate, the Council will seek to co-ordinate delivery through the preparation of delivery frameworks. These will be produced to set the context for site specific Concept Statements and will inform the extent, development and design principles and phasing, in accordance with the Council’s SCI. Where relevant detailed boundaries and policies will be confirmed in the Sites and Policies Sites and Places DPD.

14.14 The Sites and Policies Sites and Places Development Plan Document will define the town centre boundaries and identify key principles for sites relating to the town centres of Yate and Chipping Sodbury.

14.15 Funding for the Yate/Sodbury Transport Package will be predominantly reliant on developer contributions, further details of the Package are contained within Policy CS7 and the Infrastructure Delivery Plan. Cycling routes to the communities of the North and East Fringes of Bristol will be delivered as part of the Cycle City Project and the Yate & Chipping Sodbury Transport Package.
14. Yate and Chipping Sodbury

North Yate New Neighbourhood

14.16 Policy CS5 (Location of Development) makes provision for the new
technology at North Brimsham, Yate. In the plan period up to 2026, all
the infrastructure required to support this major mixed use development
comprising 3,000 dwellings in total will be required to be delivered. In
recognition of the scale and level of development in the town, it is expected
that 2,400 of the 3000 dwellings in total will be provided by 2026. This policy
and supporting diagram set out the key principles of development for this new
neighbourhood.

POLICY CS31 – NORTH YATE NEW NEIGHBOURHOOD

At land in north Yate provision will be made for a major mixed use
development, of 2,400 dwellings in the plan period (and up to 3,000
dwellings in total) (at an average density of 45 dwellings per hectare),
employment opportunities and associated infrastructure.

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

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

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

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

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

Development will not impact on the special separate identity of Yate
14. Yate and Chipping Sodbury

Rocks and a strategic green corridor on the eastern edge of the new development will be retained.

Development will also provide the following infrastructure:

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

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

14.17 The site comprises greenfield land that is located to the north of the current settlement edge of Yate, it is mainly flat and crossed by a number of mature...
14. Yate and Chipping Sodbury

hedgerows and trees. High voltage power lines and associated pylons cross part of the site. The new neighbourhood will adjoin the northern edge of the existing Brimsham estate; the other edges are defined by the railway line to the west and Tanhouse Lane to the north. The eastern edge of the site is defined by a rising slope to a limestone ridge; further to the east is the settlement of Yate Rocks.

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

14.19 Given the size and location of the site it will be required to provide a range of local facilities and amenities to serve the new population. This site will need to provide up to 9 ha of employment land.

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

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

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

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

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

Delivery

14.25 The development will be delivered by the private sector through the development management process. Community Involvement and pre-application discussions will be in accordance with the Statement of Community Involvement. Development will be guided by the production of an illustrative masterplan and detailed SPD as necessary, in accordance with the Council’s SCI. Design codes will be required as part of this process.

Post Submission Change (December 2011) – Figure 12

1. Clarification of Green Infrastructure outside of the new neighbourhood.
Figure 12 – North Yate New Neighbourhood Framework Diagram
(for illustrative purposes only)

Legend:
- Existing Facilities
- New Neighbourhood Development Area
- ACCESS
- Proposed access points to Policy Area
- Watercourse
- Green Infrastructure Corridor
- Green Infrastructure Connections (indicative)
- Significant Green Infrastructure outside the of the New Neighbourhood Area*
- Local Neighbourhood Access Road (indicative)
- Pylons
- Powerlines to be undergrounded
- Road
- Railway
- Long Distance Footpath
- Avon Cycleway

*These existing GI assets do not form part of the new neighbourhood
15. Thornbury

15.1 Thornbury is an attractive and affluent market town. The town’s strengths include its:
- attractive historical environment and market town character;
- excellent standard of schooling;
- low crime rates; and
- proximity to attractive countryside and areas of public open space.

15.2 In recent years however Thornbury has begun to experience some underlying problems. Factual evidence, together with the results of a number of previous consultation exercises, has told us:
- town centre shop unit vacancy rates have doubled from 1999 to 2009;
- local people feel that there has been some decline in the overall health and vibrancy of the town centre;
- the average age of the population is increasing;
- there has been a decrease in household size and population;
- surplus spaces exist in all Thornbury primary schools; and
- the Castle School (which is one of the top performing secondary schools in the country and a major attraction for families looking to live in Thornbury) requires some investment in its physical fabric. In addition, the building in which the sixth form is currently located is no longer adequate to meet the demands of a modern curriculum and is split from the main school site.

15.3 The results of previous consultation work conducted in 2008 and 2009 indicated that there is support for some sensitively planned and appropriately located new housing development at Thornbury, which may help to fill surplus spaces in the primary schools as well as increasing the potential number of visitors to the town centre. Community consultation has also identified the need to strengthen community health facilities and the Castle School have indicated that they would like to consolidate onto a single site.

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

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

Vision

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

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

Post Submission Change (December 2011) – Figure 13

1. Add the Medieval fishponds Scheduled Ancient Monument as a heritage asset.
Figure 13 – Thornbury
(for illustrative purposes only)
15. Thornbury

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

<table>
<thead>
<tr>
<th>POLICY CS32 – THORNBURY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Development Documents and development proposals will take account of the vision and partnership priorities for Thornbury, and will:</td>
</tr>
<tr>
<td>1. Secure better use of Thornbury’s network of open spaces, including the Mundy Playing Fields, Streamside Walk, Severn Way Link and Jubilee Way footpaths, through improved signage and legibility and better accessibility for the disabled and the elderly;</td>
</tr>
<tr>
<td>2. Ensure that the current character and setting of Thornbury’s open spaces, which contribute strongly to the attractiveness of Thornbury, is maintained and enhanced;</td>
</tr>
<tr>
<td>3. Provide increased and diversified employment opportunities, particularly within the town centre, through improvements to existing sites, premises and communications infrastructure;</td>
</tr>
<tr>
<td>4. Support opportunities to retain and enhance the arts, cultural and community provision, especially at the Armstrong Hall;</td>
</tr>
<tr>
<td>5. Conserve and enhance the special character and significance of Thornbury’s historic assets and their settings in order to support its attraction as a tourist destination;</td>
</tr>
<tr>
<td>6. Support the provision of Extra Care Housing in Thornbury and the improvement of healthcare facilities through the re-provision of hospital services regeneration of Thornbury Hospital and a Health Centre to meet the requirements of the local population;</td>
</tr>
<tr>
<td>7. Promote the development of high quality housing and associated local infrastructure in accordance with the Strategy for Development and Policy CS33;</td>
</tr>
<tr>
<td>8. Support the continued excellence, viability and quality of all the educational provision and seek to increase pre-school nursery provision in Thornbury;</td>
</tr>
</tbody>
</table>
15. Thornbury

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

10. Demonstrate through the preparation of appropriate Flood Risk Assessments, surface water management plans and drainage strategies, how flood risk will be managed.

Partnership Priorities

15.7 The Council will work with its partners to ensure:

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

- The updating of existing employment space with appropriate new communication technologies (e.g. high speed broadband) which will support working from home and therefore the town’s self-containment, local businesses and the improvement of existing business premises;

- The encouragement of development proposals which can genuinely demonstrate that they will make a meaningful contribution to supporting a vibrant town centre, and that will enhance the community fabric of the town and the aspirations for the town centre;

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

Delivery

15.8 Development will be delivered in conjunction with the Council’s partners through the development management process. The Sites and Policies, Sites and Places Development Plan Document will define the town centre boundaries and identify key principles for sites relating to the town centre.

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

**POLICY CS33 – HOUSING OPPORTUNITY**

The preferred location for a housing opportunity area is to the north of Thornbury near to the Castle School (as indicated in Figure 913), where potential exists for approximately 500 dwellings to be delivered within the plan period.

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

- An Historical Environment Character Assessment which will also inform the layout and scale of development to help mitigate any possible impact on heritage values and assets; and
- Technical work to demonstrate that development would not increase the likelihood or severity of flooding either at Thornbury or further downstream at Oldbury.

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

The design of the development, informed by extended habitat and protected species surveys, will incorporate appropriate buffer zones around features of ecological importance. The design will address the need for connectivity between the Medieval fishponds and Park Mill Covert to the west along the stream corridor.

Development will need to address the following:

- Contributions to education provision where local education provision is inadequate to meet the needs arising from the future occupiers. Appropriate provision in scale and kind will be sought. Uses which may be required to meet wider community and Green Infrastructure needs, including a high level of footpath/bridleway permeability through the development and into the surrounding countryside.
15. Thornbury

- Improved transport links via Park Road from new development to the town centre to ensure its integration into the existing community. Any new vehicular access onto Butt Lane/Oldbury Lane will need to address any other related highway improvements arising from the development, including improved pedestrian and cycle routes to and from the town centre.

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

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

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

15.10 Two of the primary aims of Policies CS32 and CS33 are to increase the vibrancy of Thornbury’s town centre and the viability of its primary schools and other community facilities. Encouraging an increased number of younger families to live in Thornbury, and therefore increasing the number of children attending the town’s primary schools, will help to achieve these objectives.

15.10a Castle School is currently located at two sites, with the main school site being located at Park Road and the sixth form centre being on Gloucester Road. The school will seek to consolidate its buildings and playing fields onto one site and will also seek opportunities to update and/or replace its existing buildings and facilities. Any housing development must therefore not prejudice the future aspirations and re-building of Castle School. To enable the delivery of a new Castle School sixth form centre and consolidated school site obligations related in scale and kind to any future housing development will be sought.

15.10b An increase in population should help to arrest the decline since the early 1990s and will bring more visitors to the town’s shops, services and facilities. The location north of Thornbury near to the Castle School has therefore been selected as the most appropriate location to fulfil these objectives as it is not within the Conservation Area or Green Belt and will enable new development to integrate well into the existing fabric of the town, while helping to sustain and improve local services and community facilities. However, proposals will need to demonstrate that the development would not adversely impact upon the historic environment of Thornbury and its setting in accordance with provisions set out in Policy CS33.
15. Thornbury

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

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

Partnership Priorities

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

- when vacated in the longer term, in view of its proximity to the town centre, the sixth form site on Gloucester Road should be strongly considered for development that meets the needs of older residents;

- sustainable traffic control solutions will be implemented to ensure that there will not be increased adverse highway impact as a result of the school consolidation;

- a mix of housing types is provided, with a particular emphasis on family housing and high quality dwellings suitable for those current residents of Thornbury wishing to downsize, together with affordable housing; and

- development is sensitively designed to conserve and enhance local ecology and historic character, including the architectural and historic qualities and setting of Thornbury Castle and other listed buildings, the mediaeval fishponds and the character and appearance of the Conservation Area.

Delivery

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

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

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

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

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

16.3a Communities will be empowered to shape the future of their own local areas through opportunities presented by Neighbourhood Planning.

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

**Vision**

*In the period to 2026 and beyond the rural areas will continue to be an important asset contributing to the economy, biodiversity and heritage of the district; providing public access to the countryside and recreation opportunities; and supporting local food production. The diversity and*
16. Rural Areas

The unique character of individual settlements and the open countryside will be conserved and enhanced and recognised as providing a valuable setting to the main urban area contributing to a unique sense of place and identity. Through engagement with rural communities, and where environmentally appropriate, new limited development will be provided which meets local needs. Innovative transport solutions will link rural communities with centres of employment, services and facilities. The rural areas will make a positive contribution to the generation of renewable energy and healthier lifestyles.

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

POLICY CS34 - RURAL AREAS

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

1. Protect, conserve and enhance the rural areas’ distinctive character, beauty, wildlife, landscape, biodiversity and heritage;

2. Protect the best and most versatile agricultural land and opportunities for local food production and cultivation to provide for nearby urban areas and settlements;

3. Protect the unique and valuable setting provided by the rural areas to the urban areas and other settlements in South Gloucestershire, which contributes to the district’s distinctive sense of place and identity;

4. Protect the designated Green Belt and the Cotswolds AONB from inappropriate development;

5. Maintain the settlement boundaries defined on the Proposals Map around rural settlements for the first 5 years from the date of the submission (March 2011) of the Core Strategy; reflect any change in approach to rural housing distribution in the Sites and Policies, Sites and Places DPD following agreement with local communities and engagement with other stakeholders/partners;

6. Provide affordable housing through Policy CS19 (rural exception sites), Policy CS18 (Affordable Housing) the Coalition Government’s initiative “Homes On the Farm” Neighbourhood
16. Rural Areas

Planning and give consideration to allocating Affordable Housing Only Sites, with any allocations to be identified in the Sites and Policies, Sites and Places DPD;

7. Protect rural employment sites, services and facilities and support farm diversification in order to provide local employment, sustain rural and village life and reduce the need to travel;

8. Encourage contributions to appropriate new communication technologies (e.g. high speed broadband) which will support working from home and other rural enterprises;

9. Support renewable energy proposals where they conform to Policy CS3 (Renewable, Low Carbon & Decentralised Energy Generation);

10. Seek contributions to providing Green Infrastructure, including woodland, public transport, walking, cycling and bridleway links to and from the rural area, in recognition of the rural area as a valuable recreation and tourist asset and in order to promote healthier life styles;

11. Deliver with partners, and seek contributions to, the Rural Transport Package on improved accessibility and transport provision detailed in Policy CS7 (Strategic Transport Infrastructure);

12. Demonstrate through the preparation of appropriate Flood Risk Assessments, surface water plans and drainage strategies, how flood risk will be managed;

13. Recognise the role that rural areas can make to projects and initiatives that address and adapt to the challenges of climate change.

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

16.6 Within the open countryside and within villages and other settlements without defined settlement boundaries, development will be strictly controlled in line with other relevant policies.

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

16.8 It is important for the rural areas to thrive by creating and maintaining sustainable, mixed and inclusive communities. For the first five years of the Core Strategy, from the date of its submission (March 2011), limited housing development will be allowed in accordance with Policy CS5 (Location of Development) within those villages or parts of villages which have settlement boundaries defined on the Proposals Map. During this period the approach to the distribution of development in the rural areas will be reviewed, in conjunction with community agreement and stakeholder engagement. Any amendments to the approach will be identified in the Sites and Policies, Sites and Places DPD and become implementable on adoption. Affordable housing will be delivered through Policy CS18 (Affordable Housing) and Policy CS19 (Rural Housing Exception Sites) and Neighbourhood Planning, and the Coalition Government’s “Homes On the Farm” initiative (see paragraph 10.35a). When further clarification is provided in the Localism Bill/Act, about the “Community Right to Build” initiative, it may be appropriate to reconsider the wording of Policy CS34 and supporting text with regard to the distribution of housing in the rural areas and how this is addressed in the Sites and Policies, Sites and Places DPD.

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

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

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

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

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

Partnership Priorities

16.14 The Council will:

• encourage rural communities to undertake local housing needs surveys, and prepare parish plans and support Neighbourhood Planning, in order to set out the future needs and aspirations for their communities, in order and to help inform the review of the approach to the distribution of development in the rural areas, and the preparation of future LDDs and assist in the determination of planning applications;

• work with partners to encourage the provision of appropriate new communication technologies, such as high speed broadband, to the rural areas;

• work with partners and communities to enhance rural accessibility by the development of viable, innovative, demand responsive and community transport initiatives and improvements to public transport;

• work with partners to establish a shared understanding of the impacts and level of recreational and leisure activities, residential moorings and associated development along the River Avon. Whilst recognising the need to minimise flood risk, suitable and proportionate action will be taken to address development and to seek to ensure that moorings have a positive impact on the surrounding environment, in order to protect the character and quality of the area which make it so popular.

Phasing/Development Programme

16.15 Development in rural areas will be achieved by empowering local communities to shape the future of their own areas through opportunities presented by Neighbourhood Planning. For the first 5 years of the Core Strategy, from the date of its submission (March 2011, limited development will be permitted within those villages with defined settlement boundaries. This approach to the distribution of development in the rural areas will be reviewed during this time period and any amendments to this approach will be identified in a future Sites and Policies Sites and Places DPD and become implementable on the adoption of this document.
16. Rural Areas

Delivery

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

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

16.18 Parishes will be encouraged to prepare parish plans and undertake Neighbourhood Planning.
17. **Severnside**

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

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

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

17.3 The principal landowners intend to implement the extant permissions and develop warehousing and distribution centres. There may also be some potential for waste recovery facilities (see West of England Joint Waste Core Strategy Submission document, available separately) and for power generation. Scottish Power has indicated its intention to promote a Combined Cycle Gas Turbine (CCGT) Power Station on the former Grow How site at Saltmarsh. This proposal would be considered as a major infrastructure project to be determined considered by the Infrastructure Planning Commission or its successor Major Infrastructure Planning Unit of the Planning Inspectorate.

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

- could have a significant effect on the ecology and conservation assets of the Severn Estuary and cause significant and irreparable damage to estuarine and floodplain ecology;
- reduce flooding capacity without improvement to flood defences and increase the risk of flooding to third parties;
- damage the network of rhines which provide the local drainage network and which are of ecological interest;
- worsen traffic congestion on the local road and motorway network; and,
- result in the irretrievable loss of valuable archaeological assets.
17. Severnside

17.5 Taking account of consultation responses and to address the problems above, the following vision and policy has been drafted for the Severnside area. It provides a basis for collaborative working between public and private sectors for mitigation works within neighbouring land within the Severn Levels and the coastal zone.

Vision

Severnside will remain a strategically important location for employment uses. Employers, landowners and developers will work with the Council, other agencies and Bristol City Council to unlock economic potential and improve local transport infrastructure. The Severn Estuary and adjoining floodplain is internationally important for a wide range of ecology and will be safeguarded and maintained. Its archaeological heritage and interest will also be protected and conserved and a network of new nature reserves will be implemented. A longer term durable and robust strategy for addressing flood risk due to climate change will be adopted. The area’s potential for power generation will be managed.

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

<table>
<thead>
<tr>
<th>POLICY CS35 – SEVERNSIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land at Severnside will be safeguarded and developed for distribution and other extensive employment uses broadly in line with the extant planning permissions dating from 1957 and 1958.</td>
</tr>
<tr>
<td>Notwithstanding the differing planning status of individual land parcels, the Council will invite individual landowners to commit to working co-operatively through a planning performance or co-operation agreement. This should set out both a strategic framework plan for the area which takes into account the most recent government guidance and a mechanism to deliver, reconcile and mitigate development with the site constraints, including flood risk, coastal protection, biodiversity, archaeology and transportation.</td>
</tr>
<tr>
<td>Once an overall strategic framework is agreed the Council will expect to see Concept Statements prepared for individual sites. These should be prepared in line with the Council’s Statement of Community</td>
</tr>
</tbody>
</table>
Involvement and should as a minimum address site constraints, access, layout, landscape, design and service issues, and should take into account the most recent government guidance.

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

The Council’s strong preference is to work with landowners and statutory agencies to secure a co-ordinated approach which addresses, resolves, and where necessary, mitigates site constraints. Where agreement and co-operation is not achieved, the Council will be unlikely to support further large scale development and will regard it as unwelcome and potentially unsuitable.
17.7 The existing Policy E2 in the South Gloucestershire Local Plan places a restriction on significant further development at Severnside until such time as a masterplan has been prepared. However, in practice the existing permissions can be implemented without the need for further planning control and, therefore, without the need to meet the terms of Policy E2. As a consequence, development proposals that come forward are not addressing the full extent of constraints referred to above nor the potential cumulative effects of development.
17. Severnside

17.8 As continued development under the extant permissions can still proceed, the use of a Local Development Document (e.g. Area Action Plan or Supplementary Planning Document) to guide future development is not considered appropriate. Instead, the intention is to seek co-operation from all landowners and public stakeholders/agencies (including the LEP) through a strategic framework plan for the whole area that has been agreed with the Council, together with a planning performance or co-operation agreement to help fund infrastructure investment and mitigate risks associated with incremental development. This plan will then be amplified in more detailed, site specific, Concept Statements. Joint cross-boundary working between South Gloucestershire Council and Bristol City Council will be required to address many issues and constraints and to ensure that local residents are not negatively impacted upon by any continued development.

17.8a Jointly with other partners, Bristol City and South Gloucestershire Councils have developed an initial Accelerated Development Zone (ADZ) bid to help fund infrastructure investment at Avonmouth/Severnside to mitigate the risks associated with incremental development. Advice from government on this bid and other potential sources of funding, such as Regional Growth Funding, is currently awaited.

Ecology

17.8b In recognition of its nationally and internationally important wildlife, the Severn Estuary is subject to a series of nature conservation designations. It is a Site of Special Scientific Interest (SSSI), a Special Protection Area (SPA), and a Ramsar site (named after the Ramsar Convention on the Conservation of Wetlands of Importance). It is also a Special Area of Conservation (SAC) under the European Directive on the Conservation of Natural Habitats and Wild Fauna and Flora (‘the Habitats Directive 1992’), implemented in Britain by the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations). The protection afforded to the estuary also extends to any land used by European waterfowl. This presents a challenge in reconciling development at Severnside with continued use of the coastal floodplain by the species and assemblages of the Severn Estuary in such a way that it satisfies the Conservation of Habitats and Species Regulations and meets the conservation objectives of the site.

17.9 Under Regulation 63 of the Conservation of Habitats and Species Regulations 2010 the Council has a duty to review all unimplemented or partially implemented planning permissions likely to have a significant effect on the international nature conservation designations covering the Severn Estuary. This review of consent (Habitats Regulations Assessment) commenced in January 2010 as part of a wider coastal floodplain wetland
17. Severnside

habitat project (including land gifted under the scheme) in partnership with Bristol City Council and Natural England.

Flooding

17.10 Severnside is at high risk of flooding. This will be exacerbated by higher tidal levels and more intense rainfall as a result of climate change. Flood capacity within the area will also decrease with further development, exacerbating future flooding impacts. A strategic approach to managing flood risk at Severnside is required and piecemeal development should be avoided until required strategic flooding infrastructure is secured. Therefore the Council would strongly encourage the following:

- The implications of an in principle, a Strategic Flood Risk Assessment should be understood concluded before any further development takes place.
- Site specific Flood Risk Assessments should be prepared and should take into account the likely cumulative impacts of further development in the area and the effect on third parties.
- Any development proposals should demonstrate active engagement with the Lower Severn Internal Drainage Board, Marine Management Organisation and the Environment Agency.

17.13 The scope for improved strategic flood defences within the Severnside area and the opportunities for funding to be phased with any further development or redevelopment should be set out in the agreed strategy and cooperation agreement with individual landowners.

Archaeology

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

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

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

**Transport**

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

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

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

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

- **The M49 Junction**

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

- **The Spine Road**
  
  It is anticipated that the spine road will become the realigned A403. A large section of the spine road has already been constructed, however, the precise alignment of the final sections to the south is not yet known. Cross-boundary working with Bristol City Council will need to ensure a suitable and sustainable linkage with the existing road network is provided.

- **Link Road to the M49 Junction**
  
  The alignment of the link road from the M49 junction to the spine road serving the Severnside area cannot be defined precisely until the location of the junction and the spine road alignment have been finally determined. Figure 14 - Diagrammatic Plan of the location of the M49 Junction and alignments of the Spine Road and Link Road

---

**KEY**

- Railway line
- Spine Road
- Adopted highway
- Completed, not adopted
- Road Scheme to be completed
- Bristol/South Gloucestershire Boundary

Figure 14 – Diagrammatic Plan of the location of the M49 Junction and alignments of the Spine Road and Link Road
17. Severnside

17.20 If these major road improvements are not delivered in combination with significant public transport improvements, then it is highly likely that the local road network serving Severnside would be unable to hold the anticipated level of traffic associated with further development. Further development should therefore only come forward in combination with a comprehensive transport delivery strategy, which would include significant improvements to bus and rail services between Severnside, Avonmouth and Bristol.

Partnership Priorities

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

- Bristol City Council and Natural England to:
  - carry out a Habitats Regulations Assessment on any new applications under Regulation 61 of the Conservation of Habitats and Species Regulations 2010
  - review the extant planning permissions at Severnside under Regulation 63 of the Conservation of Habitats and Species Regulations
- Bristol City Council, Bristol Port Company, RSPB, British Trust for Ornithology, Natural England and Avon Wildlife Trust regarding allocating land for Local Nature Reserves.

Delivery

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

17.23 S106, other contributions and grant regimes will be sought to fund infrastructure improvements and the establishing and managing of any wetland habitats and Local Nature Reserves.
18. Major Infrastructure Projects

Planning for Major Infrastructure Projects

18.1 Major Infrastructure Projects are large-scale projects of national importance such as new trunk roads, airports, ports, power stations (including nuclear), electricity transmission lines, waste water treatment works and chemical works.

18.1a For the purpose of the Core Strategy, Major Infrastructure Projects (MIPs) include those defined as Nationally Significant Infrastructure Projects (NSIP) in the Planning Act 2008. Where associated or ancillary development is related to the construction or operation of a NSIP, these proposals will also fall under the policies set out in this chapter, as well as other relevant policies in the plan.

18.1b This chapter of the Core Strategy deals with both Major Infrastructure Projects (MIPs) where South Gloucestershire Council is the determining planning authority, and NSIPs (such as Oldbury NNB) as well as other applications to other agencies (such as to the Marine Management Organisation for a wharf), where the Council is a statutory consultee.

18.2 On 29 June 2010 the government announced that the Infrastructure Planning Commission (IPC) will be abolished and replaced with a democratically accountable, fast track system for decision making on Major Infrastructure Projects. Proposals for NSIPs will now be considered by the Major Infrastructure Planning Unit (MIPU) of the Planning Inspectorate (the successor body to the Infrastructure Planning Commission), with the final decision to grant permission being made by Government Ministers. Local authorities or other statutory bodies would be the decision maker for any elements of associated or related development not included within the DCO application.

18.3 New primary legislation will be brought forward to close the IPC but until this is in place, the IPC will continue to consider and determine applications.

18.4 The IPC MIPU will therefore continue to examine applications for new nationally significant infrastructure development, using the criteria on national need, benefits and impacts as set out in the relevant policy, NPS. For energy infrastructure this will include the relevant National Policy Statements for Energy Infrastructure (EN-1-6), and in accordance with guidance in the NPS, and consider evidence put forward on potential local effects MIPU may also consider other matters that are important and relevant to its decisions, including the Local Development Framework and Local Transport Plan. The local authority will also be invited to assess the adequacy of consultation and local impacts and report on these to the MIPU in a Local Impact Report. Similarly applications may be made to other organisations such as (for a jetty)
18. Major Infrastructure Projects

the Marine Management Organisation, where the Local Authority is also a statutory consultee.

18.5 The draft Nuclear National Policy Statement (EN-6) has indicated found the site in near to Oldbury-on-Severn as potentially suitable for a new nuclear power station by 2025. If a proposal for Oldbury is brought forward, it will therefore be considered by the MIPU as part of its Development Consent Order application. Any associated development not included within this application or within any application to another statutory body will be considered by South Gloucestershire Council through the normal planning application procedure.

18.5a There are currently three proposed Nationally Significant Major Infrastructure Projects currently proposed which are either located within South Gloucestershire or are likely to affect South Gloucestershire within the Core Strategy period:

- A new nuclear power station near to Oldbury-on-Severn proposed by Horizon Nuclear Power;
- National Grid Transmission Lines connecting Hinkley in Somerset with the Seabank Power Station at Avonmouth proposed by National Grid;

Other NSIPs/MIPs may come forward during the lifetime of the Core Strategy, including improvements to National Grid transmission lines connecting with the proposed new nuclear power station at Oldbury-on-Severn.

are to build a new nuclear power station at Oldbury, plus connections to a new nuclear power station at Hinkley Point, Somerset. In addition, Scottish Power has indicated its intention to promote a Combined Cycle Gas Turbine (CCGT) Power Station on the site of the former Severnside works off Central Avenue.

18.6 There are likely to be wide-ranging impacts associated with While acknowledging that the proposed development at Oldbury and the operation of a nuclear plant power station and waste storage facility may result in benefits, it will also be likely to have wide-ranging social, environmental and economic impacts affecting for example on the image of the area, the agricultural sector, communities, the property market, the tourism industry and on inward investment and economic growth. Similarly, other Major Infrastructure Projects are also likely to result in a range of direct and indirect impacts that must be assessed both for each project and also cumulatively with other projects that may impact on the area.
18. **Major Infrastructure Projects**

18.7 At present, the Council cannot agree in principle with the decision to include Oldbury on the list of sites for new nuclear power stations. The Council considers that there are a number of fundamental issues relating specifically to Oldbury that are currently unknown and which could result in impacts that are so serious that they could potentially render the proposal unacceptable. The draft NPS (Revised Draft National Policy Statements October 2010) for Nuclear Power effectively confers a presumption in favour of development; it only offers guidance on mitigation, rather than acknowledging that some impacts would be so serious that mitigation would not be able to sufficiently reduce them and could be grounds for refusing planning permission.

18.8 Nevertheless, it will ultimately be the decision of the MIPU IPC (or its successor) as to whether or not to grant consent for Major Infrastructure Projects in our area. Local authorities’ functions in respect of Major Infrastructure Projects NSIPs are largely discretionary, but the cumulative impacts of hosting one or more national facilities in the area is of substantial importance and the impact on existing and future generations will be significant. Further reforms to the planning system may affect the respective roles of the IPC (or its successor) and the Local Authority with regard to decision making in respect of major infrastructure projects.

18.9 If the Council is to effectively respond and successfully engage with developers on behalf of our communities in respect of these proposals, this will require significant resources beyond the capacity of the Council.

18.10 In order to address this, South Gloucestershire Council will encourage developers to enter into Planning Performance Agreements and Service Level Agreements, appropriate to each project. These will define the working relationships, roles and responsibilities of each of the parties to the agreement, and agree how this will be resourced.

18.11 In facilitating this, it is important that the Core Strategy sets out a policy framework to enable the Council to assess those proposals coming forward, including for example:

- providing guidance to inform project promoters in the development of their proposals;
- responding as consultee during project development and on applications to other determining bodies such as MIPU and the Marine Management Organisation (MMO);
- negotiating obligations (such as S106 and CIL) and benefits packages;
- determining applications for associated development outside the Development Consent Order; and
18. Major Infrastructure Projects

- in determining any approvals subsequent to consent (including planning ‘conditions’), and in discharging functions as the enforcing authority; and
- assessing the adequacy of consultation and impacts both positive and negative in the Local Impact Report that the MIPU will invite this Council to submit after the application for any DCO is submitted.

The Core Strategy therefore contains two policies, one overarching approach to the consideration of Major Infrastructure applications and another specifically in consideration of the proposal for a new nuclear power station and associated infrastructure at Oldbury. Other documents such as the Sustainable Community Strategy, the Economic Development Strategy and local neighbourhood/parish plans also provide relevant policy considerations which the developer should take into account.

**Formal Consultation on Major Infrastructure Projects**

18.12 The 2008 Planning Act introduced a new duty on promoters to ensure that proposals for Major Infrastructure Projects are properly prepared and consulted on before they submit an application for development consent.

18.13 As part of this pre-application process, the potential applicant must consult the relevant local authority about their proposals and have regard to any views they express.

18.14 In addition to this, in order to ensure that the development proposals take full account of local community views and the impact of any development in the area, the potential applicant must prepare and publicise a ‘Statement of Community Consultation’. In preparing this, they must consult with and have regard to the views of any relevant local authority on the content of the statement.

18.15 Under the process, the following opportunities are available for individuals and groups to have their views considered. Early engagement with communities is encouraged:

1. During the public consultations on the draft NPSs;
2. When applications are being prepared for submission to the IPC (or successor) MIPU – at this stage developers are required to consult with local communities about their proposals and have regard to views expressed;
3. During the IPC’s MIPU’s examination of applications – when individuals and groups who have registered their interest can submit evidence in writing;
18. **Major Infrastructure Projects**

4. Taking part in the open floor hearings chaired by the MIPU IPC Commissioners during their examinations of proposals.

This process is intended to provide better and clearer opportunities for the public and local communities to get involved from an early stage in decisions that affect them and their area.

18.15a Applications submitted to the local planning authority for any elements of associated or related development not included within the main Development Consent Order (DCO) application, would be subject to the normal planning application consultation procedures.

18.16 The view of the Council is that community benefits should be provided for such Major Infrastructure Projects, as set out in this chapter. Any community benefits should also be subject to public consultation.

<table>
<thead>
<tr>
<th>POLICY CS36 - PROPOSALS FOR MAJOR INFRASTRUCTURE PROJECTS</th>
</tr>
</thead>
</table>

When preparing proposals for Major Infrastructure projects, and within the context of the NPS, the Council will seek to ensure that the development makes a positive contribution to the implementation of its spatial strategy and meet the objectives of the LDF and Local Transport Plan. Developers will therefore be required to:

1. Demonstrate how the development and its associated infrastructure conforms with and delivers on the wider plans and aspirations of South Gloucestershire’s Core Strategy, and that any proposals for housing, accommodation, education and training, employment, supply chain, transport, community, environmental and green infrastructure contribute to an overall balance of positive outcomes for local communities and the environment; and

2. Provide an assessment of how the consideration of alternatives has informed the proposals; and

3. Provide a comprehensive assessment of environmental, social and economic impacts (positive, negative and cumulative) of the proposal during the construction, operation and where necessary, the decommissioning and restoration stages, and the delivery of measures where appropriate to avoid, minimise, mitigate or compensate for harm caused; and
### 18. Major Infrastructure Projects

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4.</td>
<td>Provide contributions to the Local Authority to offset any adverse impacts and harm caused by the project through effective engagement with local communities and the Council at the pre-application stage. The objective will be to identify measures, projects and services to enhance the long term well-being and sustainability of the communities affected; and</td>
</tr>
<tr>
<td>5.</td>
<td>Recognise the burden and disturbance borne by the community in hosting a major national or regional infrastructure project. In recognition of the burden and disturbance to the community the Council will require appropriate packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project; and</td>
</tr>
<tr>
<td>6.</td>
<td>Demonstrate how local economic and community benefits can be maximised, through agreement of strategies for procurement, employment, education, training and recruitment with the Council at an early stage of project development; and</td>
</tr>
<tr>
<td>7.</td>
<td>Meet the requirements of the legislative provisions of the Habitats Regulations 1994 2010; and</td>
</tr>
<tr>
<td>8.</td>
<td>Include flood protection measures to manage flood risk and, where possible, deliver improvements in the locality and. Provide an assessment of anticipated impacts of the proposal on the surrounding marine and terrestrial environment and delivery measures to manage and minimise any harm caused.</td>
</tr>
<tr>
<td>9.</td>
<td>In order to have sufficient information to be able to assess the effects of the proposals, the Council may request the preparation of management or delivery plans identifying the measures to be taken to maximise benefits and to mitigate and/or compensate for impacts where this is justified by national or local policy. These plans should identify the timetables for delivery and the systems and resources that will be used to implement the proposed measures.</td>
</tr>
</tbody>
</table>

**Delivery**

18.16a Where appropriate, SPDs may be brought forward to set out a more detailed policy framework for Major Infrastructure Projects. Where applications for major infrastructure projects are submitted to the Major Infrastructure Planning Unit (MIPU)*, the Council will seek to ensure delivery of Policies CS36 and CS37 through negotiations with the developer, the preparation of a Local Impact Report and submissions to any Examination in public. A
18. Major Infrastructure Projects

A recommendation will then be made by the MIPU to the Secretary of State who will consider and determine the application for development consent. Where applications for associated and/or related development are submitted, this will be delivered through the development management process.

18.16b Monitoring of the delivery of the project will be required to assess its effects as it is implemented, and to assess the extent to which they avoid, minimise, mitigate and compensate for negative impacts and align with the objectives, plans and strategies of the Council. This will include the monitoring of obligations to demonstrate that funding has been spent on the mitigation and compensation measures agreed with the MIP promoter.

18.16c The Council may request delivery plans where appropriate to ensure action results in tangible impact mitigation, investment and improvement for local places and communities as part of any related conditions, requirements and/or obligations.

*Under the Localism Act 2011 the MIPU replaces the Infrastructure Planning Commission and decisions on applications for development consent will be determined by the Secretary of State.

Nuclear power stations: in the Oldbury on Severn area

18.17 The government in its draft NPS has now confirmed the site at Oldbury on Severn as potentially suitable for a new nuclear power station. In its Nuclear National Policy Statement (NPS) (EN-6), the government has included a site near to Oldbury-on-Severn as potentially suitable for a new nuclear power station.

18.18 As a result, the Council in its role as a statutory consultee will need to evaluate the adequacy of consultation undertaken by the developer as well as the impacts of both the listing of the site in the NPS and any emerging proposals from the developer and make the case for appropriate planning mitigation, compensation and legitimate community benefit.

18.19 The nominated site area is located on the eastern bank of the Severn Estuary, adjoining the north eastern boundary of the existing nuclear power station at Oldbury and covers an area of some 150 hectares. The project promoter Horizon Nuclear Power plans to deliver a total of around 6,000 MW of capacity across its two sites at Wylfa on Anglesey and near Oldbury-on-Severn in South Gloucestershire. Whilst Wylfa has been selected as the lead site, work to support future Development Consent and Site Licence applications is being progressed with the aim of achieving first generation of low carbon electricity at Oldbury by 2025. Planning and site licence applications are now expected to be submitted in 2014, with initial
18. Major Infrastructure Projects

construction of the non-nuclear components commencing as early as 2016, with the main construction of the nuclear plant commencing from 2019. This means that the plant would be generating low carbon electricity by 2025.

18.20 If granted development consent by the IPC Secretary of State, a new power station could comprise either two or three nuclear reactors (depending on the design used), cooling towers, interim high-level waste storage facilities and other buildings and facilities necessary for a nuclear power station. Associated development is likely to include both permanent and temporary works including modifications to the electricity transmission infrastructure, access roads and/or highway improvements, implementation of a flood defence strategy for the site and the surrounding area, a marine offloading facility and other facilities for the delivery of construction materials and abnormal loads, as well as park and ride and accommodation and other facilities for construction workers.

18.21 The peak of construction workforce is forecast to be in 2021 when approximately 5,000 workers are expected on site. The construction programme, including the preparatory works for one nuclear reactor is expected to last 6 years. However, it is proposed to construct more than one reactor at the site. Approximately 5,000 workers are expected on site at the peak of construction. It is proposed to construct either two or three reactors at the site, depending on the final choice of technology through a staggered construction programme expected to last 6 years, the length of which is dependent on which reactor design is chosen for the site.

18.21a The interim storage of radioactive waste and spent fuel on the site forms an integral part of any nuclear power station. While currently it is planned that each site will have its own store for Intermediate Level Waste, in the future shared storage may be considered. In addition it is possible that proposals for the treatment, storage or disposal of Low Level or Very Low Level waste either arising from Oldbury or other nuclear sites could be proposed at other waste disposal sites in South Gloucestershire. The Council considers that such proposals would need to be very carefully assessed and would need to clearly demonstrate that the benefits of any such proposal outweigh the impacts.

18.21b With the announcement by Magnox that the existing nuclear power station at Oldbury is to cease generation in early 2012, the programme for the decommissioning of the existing station will become clearer. The Council considers in order to minimize impact on the locality, it will be important to ensure the reuse of facilities and/or land, and the integration of NNB with the existing station as far as is possible. This may require a reconsideration of the proposed intermediate and/ end states for the existing power station site.

18.22 Initial estimates from the scheme promoter, Horizon Nuclear Power, indicate that the proposals could represent an investment of around £8bn £7.5bn,
18. Major Infrastructure Projects

creating around 800 direct permanent jobs (plus 5,000 during the construction period). When completed, the power station would generate up to 3,300MW of low carbon energy.

18.22a A Shadow Planning Performance Agreement has been agreed between the Council and the NNB project promoter at Oldbury. While the PPA does not bind either party to any future decisions or recommendations it does set out the arrangements to which the parties are working, ensures a project managed and efficient approach to the work required and fosters mutual trust, while at the same time ensuring the independence and impartiality of both parties as well as transparency of process. The agreed PPA Vision sets out what the project should achieve, including:

- a proper assessment and scrutiny of the environmental, social and economic impacts (both positive and negative);
- a contribution of socio-economic benefits to the local community, both during construction and in operation;
- a positive contribution to sustainability and design quality, as well as an acceptable minimisation of environmental impact;
- compliance with operational, safety and security requirements;
- delivery of appropriate mitigation, compensation and community benefits; and
- alignment where appropriate with the local communities aspirations for the social, economic, transport and environmental future of their area as set out in spatial planning and other relevant policies applicable to the Development Site.

18.23 Whilst acknowledging that this project has the potential to bring benefits to the community, until the impacts of this new development are properly addressed, South Gloucestershire Council cannot at present agree in principle with the decision to include Oldbury in the list of sites for a new nuclear power station. The ability to negotiate community benefit packages, as distinct from normal S106 requirements, is an absolute prerequisite for South Gloucestershire Council if the local area is to host a national infrastructure facility with all its associated impacts for a period of up to 1060 years. As a result of the burden and disturbance borne by the community in hosting such a project it is essential that the Council on behalf of its residents achieves an appropriate level of community gain.
18. Major Infrastructure Projects

Compensation and Mitigation

18.24 Developments of this scale will have considerable impacts and opportunities. In addition, the Council would want to understand better the inter-relationships and cumulative impacts of projects such as a Nuclear Power Station at Oldbury with other major projects in the area such as the proposed new nuclear station at Hinkley, a potential extension to Seabank adjacent to the South Gloucestershire boundary, a potential new gas fired power station at Severnside, the new container terminal at Avonmouth and an expanding Bristol Port.

18.25 The scale and impact of the Oldbury project will require a significant and comprehensive package of developer contributions to mitigate and compensate for the new and increased levels of impact and harm associated with this major project. These contributions will be negotiated as part of the normal planning process, including through section 106 agreements and the Community Infrastructure Levy when implemented.

18.26 In addition the Council will require packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project. This fund will be used to off-set the burden on the locality, and will identify potential legacy uses, including transportation infrastructure – such as park and ride facilities, as well as other environmental improvements and social, economic and community infrastructure which would benefit the community in the long term.

18.27 The planning, construction and implementation of this project will have a major impact and legacy on the district and its communities for many decades. The following policy sets out how the Council intends to work with the applicant, local communities and statutory consultees to agree a strategy for minimising negative impacts of the proposals and maximising the benefits, in line with the Council’s vision and priorities as set out in its Community Strategy, Council Plan, Local Transport Plans and policies and this Core Strategy.

POLICY CS37 - OLDBURY POWER STATION

In assessing and order for the Council to be able to responding to emerging proposals, developers will be required to comply with the following for any proposals for development associated with or ancillary to the Oldbury Power Station project, the Council will require compliance with the following:
18. Major Infrastructure Projects

1. The developer must demonstrate that the proposal conforms with and delivers on the wider plans and aspirations of South Gloucestershire’s Core Strategy. Any relevant existing and future development plan documents and Council or locally produced village/town/community strategies and plans should shape the approach to the development of proposals for a new nuclear power station at Oldbury and its any associated development or infrastructure; and

2. The developer must demonstrate that in order to minimise impact and maximise re-use of existing facilities and materials, all opportunities have been taken to integrate the requirements of a new build power station at Oldbury with the proposed decommissioning of the existing power stations; and

3. The developer must demonstrate that highways and transport proposals for Oldbury form part of a robust transport and logistics plan that has regard to Policy CS7 and prevents adverse transport impacts arising during the construction, operation and decommissioning and restoration stages, and should where possible make a positive contribution to transportation policy objectives in the locality. Proposal should include multi-modal solutions and investment that encourages travel by public transport, walking and cycling; and

4. The requirements of the temporary workers should be met in a way that does not have an adverse effect on the local housing market, including the ability of those on low incomes to access the private rented sector, affordable housing and other housing services, or result in adverse economic, social or environmental impacts. Proposals, including accommodation for construction workers should be directed where there is greater access to services and public transport, and the greatest potential for sustainable legacy uses to be established; and

5. Proposals for the temporary accommodation of construction workers shall include plans for the site's after use and/or reinstatement; and

6. The siting and design of associated development should be informed by a consideration of legacy uses, so that investment in elements such as infrastructure, buildings, ecological and landscape works brings long term benefits. Developers will be required to agree a delivery plan for legacy uses during the pre-application process that will inform the approach to the design and layout of the associated development sites, as well as the framing of a S106 and/or other agreements and CIL payments;
18. Major Infrastructure Projects

and

7. The proposals must demonstrate how the scheme layout and design and the scale of green infrastructure proposed can avoid, mitigate or compensate for visual, landscape and ecological impacts on the landscape and ecology of the local and wider area, as well as how impacts on cultural and historic aspects of the landscape can be avoided, mitigated or compensated for in the short and longer term. Proposals will be expected to be commensurate with the scale of the development, and the extent of its impact; and

8. Proposals must be supported by procurement, employment, education, training and recruitment strategies and delivery plans to be agreed by the Council at an early stage of project development, with an objective to maximise the employment, business and training opportunities for the local communities both in the short and longer term; and

9. Where community infrastructure is provided for construction workers, for example park and ride facilities, shops, healthcare and sports and leisure facilities, this will be required to be sited and designed so that it can be made available for community use during the construction phase and ultimately, where appropriate, serve a community legacy use. Where there would be additional impacts or demands on existing facilities the Council will seek appropriate contributions for off-site facilities; and

10. Proposals must include measures for promoting social cohesion and community safety, therefore the local Police or Police Community Support Officer should be consulted during the design of all associated development proposals; and

11. Provide a comprehensive assessment of environmental, social and economic impacts (positive, negative and cumulative) of the proposal during the construction, operation and where necessary, the decommissioning and restoration stages, and the delivery of measures where appropriate to avoid, minimise, mitigate or compensate for harm caused; and

12. Provide contributions to the Local Authority to off set any adverse impacts and harm caused by the project through effective engagement with local communities and the Council at the pre-application stage. The objective will be to identify measures, projects and services to enhance the long term well-being and sustainability of the communities affected; and
18. Major Infrastructure Projects

13. Recognise the burden and disturbance borne by the community in hosting a major national or regional nuclear infrastructure project, particularly projects for the nuclear power industry. In recognition of the burden and disturbance to the community, the Council will require packages of community benefits to be provided by the developer to offset and compensate the community for the burden imposed by hosting the project.

14. Any proposal to treat, store or dispose of Very Low level, Low Level or Intermediate Level Waste or to treat or to store spent fuel arising from the existing nuclear power station or any future nuclear development or from elsewhere within outside the Council area, in an existing or proposed facility on or off the nuclear site would need to:
   - Be strongly justified;
   - Demonstrate that the planning impacts are acceptable; and
   - Demonstrate that the environmental, social and economic benefits outweigh any negative impacts.

This does not prejudice the Council’s position in respect of any proposed development, or its ability to review the proposals when they are submitted and to take a position on any proposed development on the basis of the information provided at the time.

It is possible that as the project develops, due to unforeseen consequences resulting from the construction and operation of Oldbury, the Council may require additional information from, or works to be carried out by the developer and may, as a result, seek to re-negotiate any mitigation or compensation package in order to off-set any additional impacts or burdens borne by the community affected. The developer should build in review mechanisms to monitor the full range of impacts, and to review the adequacy of mitigation or compensation measures and to make adjustments as necessary.

Delivery

18.27a See paragraphs 18.16a – 18.16c.
18. Major Infrastructure Projects

Severn Tidal Power

18.28 The Severn Estuary is one of the UK’s largest estuaries with potential tidal energy resource of between 4.4%-5% of all UK energy.

18.29 The government has recently concluded that it does not at present see a strategic case to bring forward a tidal energy scheme in the Severn Estuary. The Severn Tidal Power feasibility study showed that a tidal power scheme in the Estuary could cost in excess of £30bn, making it high cost and high risk in comparison to other ways of generating electricity. The government considers therefore that it would be very costly to deliver and very challenging to attract the necessary investment from the private sector alone.

18.30 The report did however recommend that a Severn tidal project should not be ruled out as a longer term option if market conditions change, recognising the significant UK resource that the Severn Estuary presents, and its potential for making an important contribution to the UK’s renewable energy targets and wider climate change and energy goals in the future.

18.31 South Gloucestershire Council supports the government’s conclusions and considers that the significant environmental impacts on the conservation objectives and integrity of the Severn Estuary European (Natura 2000 and Ramsar) site (and Ramsar), its marine environment and natural habitats, as well as the landscape and visual impacts, outweighs at this point any advantages in terms of renewable energy generation based on barrage tidal power technology currently available. It is recognised that future schemes will need to be considered with regard to their energy generation potential in relation to their environmental impact.

Delivery

18.32 Where applications for major infrastructure projects are submitted to the Major Infrastructure Planning Unit (MIPU)*, the Council will seek to ensure delivery of Policies CS36 and CS37 through negotiations with the developer, the preparation of a Local Impact Report and submissions to any Examination in public. A recommendation will then be made by the MIPU to the Secretary of State who will consider and determine the application for development consent. Where applications for associated and/or related development are submitted, this will be delivered through the development management process.

*The Localism Bill proposes that MIPU replaces the current Infrastructure Planning Commission and that decisions on applications for development consent are determined by the Secretary of State.
19. Implementation and Monitoring

19.1 Monitoring and Review are key components of the new planning system. Local Development Frameworks (LDFs) need to be continually reviewed and revised, partly to be able to assess the success of the Local Development Document (LDD) and partly to ensure the components of the framework are updated to reflect changing circumstances nationally, regionally and locally.

19.2 Implementation of the policies contained in the Core Strategy will require action by a range of public, private and voluntary sector bodies working in partnership. In particular, parish and town councils, voluntary and community groups, local businesses and public sector agencies that work actively in our communities. The Council works with a wide range of partners, both statutory and non-statutory. The partnerships that are formed will vary both geographically and thematically throughout the period of the Core Strategy.

19.3 The Core Strategy’s role is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.

Table 4 – Implementation Framework

<table>
<thead>
<tr>
<th>Policy</th>
<th>Potential Implementation Mechanisms</th>
<th>Lead Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS1 Design</td>
<td>• determination of planning applications&lt;br&gt;• Concept Statements&lt;br&gt;• design &amp; access statements&lt;br&gt;• area design frameworks, masterplans, design codes, site specific briefs and design guidance.&lt;br&gt;• Buildings for Life&lt;br&gt;• supplementary planning guidance&lt;br&gt;• Sites and Policies, Sites and Places DPD</td>
<td>• South Gloucestershire Council&lt;br&gt;• developers&lt;br&gt;• landowners&lt;br&gt;• communities</td>
</tr>
<tr>
<td>CS2 Green Infrastructure</td>
<td>• determination of planning applications&lt;br&gt;• Green Infrastructure Strategy-supplementary planning document</td>
<td>• South Gloucestershire Council&lt;br&gt;• partners</td>
</tr>
<tr>
<td>CS3 Renewable &amp; Low Carbon Energy</td>
<td>• determination of planning applications&lt;br&gt;• Sites and Policies, Sites and Places DPD&lt;br&gt;• S106 contributions/CIL&lt;br&gt;• Council strategies</td>
<td>• South Gloucestershire Council&lt;br&gt;• developers</td>
</tr>
<tr>
<td>CS4 District Heat</td>
<td>• determination of planning applications&lt;br&gt;• S106 contributions/CIL</td>
<td>• South Gloucestershire</td>
</tr>
</tbody>
</table>
# 19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Potential Implementation Mechanisms</th>
<th>Lead Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Networks</td>
<td>• Council strategies</td>
<td>Council • developers</td>
</tr>
<tr>
<td>CS5 Location of Development</td>
<td>• determination of planning applications</td>
<td>South Gloucestershire Council • developers</td>
</tr>
<tr>
<td>CS6 Infrastructure &amp; Developer Contributions</td>
<td>• determination of planning applications • S106 contributions/CIL • development plan document on CIL formulae</td>
<td>South Gloucestershire Council • developers</td>
</tr>
<tr>
<td>CS7 Strategic Transport Infrastructure</td>
<td>• Bid for Investment in Local Major Transport Schemes • Joint Local Transport Plan • determination of planning applications • S106 contributions/CIL • compulsory purchase orders</td>
<td>South Gloucestershire Council • West of England Partnership • public transport operators • developers • Network Rail</td>
</tr>
<tr>
<td>CS8 Improving Accessibility</td>
<td>• determination of planning applications • Sites and Policies, Sites and Places DPD/ supplementary planning document</td>
<td>South Gloucestershire Council • developers</td>
</tr>
<tr>
<td>CS9 Environment and Heritage</td>
<td>• determination of planning applications</td>
<td>South Gloucestershire Council • developers</td>
</tr>
<tr>
<td>CS10 Minerals</td>
<td>• determination of planning applications • Sites and Policies, Sites and Places DPD</td>
<td>South Gloucestershire Council • mineral operators • developers</td>
</tr>
<tr>
<td>CS11 Distribution of Economic Development Land</td>
<td>• determination of planning applications • Sites and Policies, Sites and Places DPD • Concept Statements</td>
<td>South Gloucestershire Council • developers • communities</td>
</tr>
<tr>
<td>CS12 Safeguarded Areas for Economic Development</td>
<td>• determination of planning applications • Sites and Policies, Sites and Places DPD • Concept Statements</td>
<td>South Gloucestershire Council • developers</td>
</tr>
</tbody>
</table>
19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Potential Implementation Mechanisms</th>
<th>Lead Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS13 Non-Safeguarded Sites</td>
<td>• determination of planning applications</td>
<td>• communities</td>
</tr>
</tbody>
</table>
| CS14 Town Centres & Retail | • determination of planning applications  
• Sites and Policies, Sites and Places DPD | • South Gloucestershire Council  
• developers                                                                |
| CS15 Distribution of Housing | • determination of planning applications                               | • South Gloucestershire Council  
• developers                                                                |
| CS16 Housing Density    | • determination of planning applications                               | • South Gloucestershire Council  
• developers  
• Affordable housing providers approved by the Council                      |
| CS17 Housing Diversity  | • determination of planning applications                               | • South Gloucestershire Council  
• developers  
• Affordable housing providers approved by the Council                      |
| CS18 Affordable Housing | • determination of planning applications  
• S106 contributions  
• Affordable Housing Supplementary Planning Document | • South Gloucestershire Council  
• developers  
• Affordable housing providers approved by the Council                      |
| CS19 Rural Housing Exception Sites | • determination of planning applications                               | • South Gloucestershire Council                                               |
19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Potential Implementation Mechanisms</th>
<th>Lead Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Council</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  landowners</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  parish councils</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  Affordable housing providers approved by the Council</td>
</tr>
<tr>
<td>CS20 Extra Care Housing</td>
<td>•  determination of planning applications</td>
<td>•  South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>•  Sites &amp; Policies, Sites and Policies DPD</td>
<td>•  developers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  Affordable housing providers approved by the Council</td>
</tr>
<tr>
<td>CS21 Gypsy &amp; Traveller Accommodation</td>
<td>•  determination of planning applications</td>
<td>•  South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  developers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  landowners</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  Affordable housing providers approved by the Council</td>
</tr>
<tr>
<td>CS22 Travelling Showpeople</td>
<td>•  determination of planning applications</td>
<td>•  South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td></td>
<td>•  landowners</td>
</tr>
</tbody>
</table>
| CS23 Community Infrastructure & Cultural Activity | •  determination of planning applications  
•  partner investment programmes                                                                 | •  South Gloucestershire Council                                                                   |
|                            |                                                                                                                                                          | •  developers                                                                                     |
|                            |                                                                                                                                                          | •  partners                                                                                       |
| CS24 Green Infrastructure, Sport & Recreation Standards | •  determination of planning applications  
•  Green Infrastructure Strategy/supplementary planning document  
•  S106 contributions                                                                 | •  South Gloucestershire Council                                                                   |
|                            |                                                                                                                                                          | •  developers                                                                                     |
| CS25 North Fringe          | •  determination of planning applications  
•  Design documents  
•  Concept Statements  
•  Bid for Investment in Local Major Transport Schemes  
•  S106 contributions/CIL                                                                        | •  South Gloucestershire Council                                                                   |
|                            |                                                                                                                                                          | •  West of England Partnership                                                                   |
|                            |                                                                                                                                                          | •  developers                                                                                     |
## 19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Potential Implementation Mechanisms</th>
<th>Lead Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• determination of planning applications</td>
<td>• Bristol City Council</td>
</tr>
<tr>
<td></td>
<td>• Concept Statement</td>
<td>• public transport operators</td>
</tr>
<tr>
<td></td>
<td>• Bid for Investment in Local Major Transport Schemes</td>
<td>• other private sector providers</td>
</tr>
<tr>
<td></td>
<td>• S106 contributions/CIL</td>
<td>• communities</td>
</tr>
<tr>
<td>CS26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cribbs/Patchway New</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighbourhood</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• determination of planning applications</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• master plan and design codes</td>
<td>• West of England Partnership</td>
</tr>
<tr>
<td></td>
<td>• Bid for Investment in Local Major Transport Schemes</td>
<td>• developers</td>
</tr>
<tr>
<td></td>
<td>• S106 contributions/CIL</td>
<td>• communities</td>
</tr>
<tr>
<td>CS27</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M32 New Neighbourhood</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• determination of planning applications</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• Concept Statement</td>
<td>• West of England Partnership</td>
</tr>
<tr>
<td></td>
<td>• Bid for Investment in Local Major Transport Schemes</td>
<td>• developers</td>
</tr>
<tr>
<td></td>
<td>• S106 contributions/CIL</td>
<td>• communities</td>
</tr>
<tr>
<td>CS28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UWE</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• determination of planning applications</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• Concept Statement and master plan</td>
<td>• West of England Partnership</td>
</tr>
<tr>
<td></td>
<td>• Bid for Investment in Local Major Transport Schemes</td>
<td>• UWE</td>
</tr>
<tr>
<td></td>
<td>• S106 contributions/CIL</td>
<td>• communities</td>
</tr>
<tr>
<td>CS29</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Fringe</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• determination of planning applications</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• Concept Statements</td>
<td>• developers</td>
</tr>
<tr>
<td></td>
<td>• Sites and Policies, Sites and Places DPD</td>
<td>• West of England Partnership</td>
</tr>
<tr>
<td></td>
<td>• Bid for Investment in Local Major Transport Schemes</td>
<td>• public transport operators</td>
</tr>
<tr>
<td></td>
<td>• S106 contributions/CIL</td>
<td>• English Heritage</td>
</tr>
<tr>
<td></td>
<td>• heritage strategies</td>
<td>• local conservation groups</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• communities</td>
</tr>
<tr>
<td>CS30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yate &amp; Chipping Sodbury</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• determination of planning applications</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• Sites and Policies, Sites and Places DPD</td>
<td>• UWE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• communities</td>
</tr>
</tbody>
</table>
### 19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Potential Implementation Mechanisms</th>
<th>Lead Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yate/Chipping Sodbury Transport Package</td>
<td>• Cycle City Project</td>
<td>• developers</td>
</tr>
<tr>
<td>Cycle City Project</td>
<td>• S106 contributions/CIL</td>
<td>• West of England Partnership</td>
</tr>
<tr>
<td>CS31 North Yate New Neighborhood</td>
<td>• determination of planning applications</td>
<td>• public transport operators</td>
</tr>
<tr>
<td></td>
<td>• master plan &amp; design codes</td>
<td>• Network Rail</td>
</tr>
<tr>
<td>CS32 Thornbury</td>
<td>• determination of planning applications</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• Concept Statements</td>
<td>• Developers</td>
</tr>
<tr>
<td></td>
<td>• Sites and Policies, Sites and Places DPD</td>
<td></td>
</tr>
<tr>
<td>CS33 Thornbury Housing Opportunity</td>
<td>• determination of planning applications</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• Masterplan framework</td>
<td>• developers</td>
</tr>
<tr>
<td>CS34 Rural Areas</td>
<td>• determination of planning applications</td>
<td>• businesses</td>
</tr>
<tr>
<td></td>
<td>• Rural Transport Package</td>
<td>• communities</td>
</tr>
<tr>
<td></td>
<td>• parish plans</td>
<td></td>
</tr>
<tr>
<td>CS35 Severnside</td>
<td>• Strategic Framework Plan &amp; Agreement</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• Concept Statements</td>
<td>• landowners</td>
</tr>
<tr>
<td></td>
<td>• determination of planning applications</td>
<td>• developers</td>
</tr>
<tr>
<td></td>
<td>• S106 contributions/CIL</td>
<td>• Bristol City Council</td>
</tr>
<tr>
<td></td>
<td>• Habitats Regulations Assessment Grant</td>
<td>• Natural England</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Environment Agency</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Highways Agency</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Marine Management</td>
</tr>
</tbody>
</table>
19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Policy</th>
<th>Potential Implementation Mechanisms</th>
<th>Lead Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Organisation</td>
</tr>
<tr>
<td>CS36</td>
<td>• Determination of development consent order</td>
<td>• Lower Severn Internal Drainage Board</td>
</tr>
<tr>
<td>Proposals for Major Infrastructure Projects</td>
<td>• Determination of Marine Management Organisation application</td>
<td>• Network Rail</td>
</tr>
<tr>
<td></td>
<td>• Determination of associated /related planning applications</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• S106 contributions/CIL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Community Benefit Fund</td>
<td></td>
</tr>
<tr>
<td>CS37</td>
<td>• Determination of development consent order</td>
<td>• Secretary of State</td>
</tr>
<tr>
<td>Oldbury Power Station</td>
<td>• Determination of Marine Management Organisation application</td>
<td>• Major Infrastructure Planning Unit</td>
</tr>
<tr>
<td></td>
<td>• Determination of associated /related planning applications</td>
<td>• Marine Management Organisation</td>
</tr>
<tr>
<td></td>
<td>• S106 contributions/CIL</td>
<td>• South Gloucestershire Council</td>
</tr>
<tr>
<td></td>
<td>• Community Benefit Fund</td>
<td>• Statutory Agencies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Developers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Communities</td>
</tr>
</tbody>
</table>

Monitoring

19.4 The Annual Monitoring Report (AMR) will be the principal mechanism for monitoring the Core Strategy and other documents in the LDF, bringing together all the necessary information in one place subject to any changes arising from future reforms to the planning system. It will be published annually by the end of December each year (in line with section 35 of the Planning and Compulsory Purchase Act 2004) and will provide a commentary on progress with the delivery of the major projects and developments set out in the Core Strategy, as well as include an assessment of:
19. Implementation and Monitoring

- whether policies and related targets or milestones in LDDs have been met or if progress is being made towards meeting them or, where they are not being met or not on track to being achieved, the reasons why;

- what impact the policies are having in respect of national and local policy targets and any other targets identified in LDDs;

- whether the policies in the LDD need adjusting or replacing because they are not working as intended;

- whether the policies need changing to reflect changes in national policy; and

- whether policies or proposals need changing, and the actions needed to achieve this.

19.5 Table 5 sets outs how the Core Strategy will be monitored for the policies in Part 1 of the Core Strategy. The policies in Part 2 set out the framework for delivering the Strategy for Development across the district. Each of the policies is followed by an explanation of how it will be delivered. These explanations are supported by the Infrastructure Delivery Plan and, in the case of the new neighbourhoods and housing opportunity area, by a Delivery Statement. These have been produced as separate documents.
19. Implementation and Monitoring

Table 5 – Monitoring

a). Responding to Climate Change and High Quality Design

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

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS1 High Quality Design</td>
<td>Housing Quality – Building for Life Assessments (Core Indicator H6)</td>
</tr>
<tr>
<td>CS2 Green Infrastructure</td>
<td>Number of applications refused on design grounds (Proposed New Indicator)</td>
</tr>
<tr>
<td>CS3 Renewable and Low Carbon Energy Generation</td>
<td>Proportion of appeals won where policy CS1 was a material consideration (Proposed New Indicator)</td>
</tr>
<tr>
<td>CS4 Renewable and Low Carbon District Heat Networks</td>
<td>Strategic GI network indicator – To be set in the Green Infrastructure SPD</td>
</tr>
<tr>
<td></td>
<td>Number of open spaces managed to Green Flag Award standard (Local Indicator LL2)</td>
</tr>
<tr>
<td></td>
<td>Area of SSSI lost as a result of built development (Local Indicator L5)</td>
</tr>
<tr>
<td></td>
<td>Statutory Greenbelt change (Local Indicator LL4)</td>
</tr>
<tr>
<td></td>
<td>Renewable energy generation by installed capacity and type (Core Indicator E3)</td>
</tr>
<tr>
<td></td>
<td>Per capita CO₂ emissions in the district (National Indicator N1186)</td>
</tr>
<tr>
<td></td>
<td>Percentage of major developments providing a renewable or low carbon heat generation network or CHP, or connecting to an existing facility (Proposed New Indicator)</td>
</tr>
</tbody>
</table>
19. Implementation and Monitoring

b). Managing Future Development

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

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS5 Location of Development</td>
<td>None set as these policies are covered in more detail by the Part 2 policies, the Infrastructure Delivery Plan and the Development Statement.</td>
</tr>
<tr>
<td>CS6 Infrastructure and Developer Contributions</td>
<td></td>
</tr>
</tbody>
</table>

c). Tackling Congestion and Improving Accessibility

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

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS7 Strategic Transport Infrastructure</td>
<td>Congestion – reduction in the average journey time per mile in the morning peak on the Avon Ring Road (National Indicator NI167)</td>
</tr>
<tr>
<td>CS8 Improving Accessibility</td>
<td>Amount of new residential development within 30 minutes (public transport time) of a GP, hospital, primary school, secondary school, major retail centres and areas of employment. (Local Indicator LST1)</td>
</tr>
<tr>
<td></td>
<td>Number of bus passenger journeys (National Indicator NI177 and Local Indicator LST3)</td>
</tr>
<tr>
<td></td>
<td>Index rate of cycle trips (at a representative number of cycling points) (Local Indicator LST4)</td>
</tr>
<tr>
<td></td>
<td>S106 contributions to green commuting (Local Indicator LST7)</td>
</tr>
<tr>
<td></td>
<td>Travel to school: Proportion of school pupils who travel to school via modes other than by car</td>
</tr>
</tbody>
</table>
### 19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(National Indicator NI198 - adapted Local Indicator LST5)</td>
</tr>
<tr>
<td></td>
<td>Travel to work: Proportion of workers who travel to their place of work via modes other than by private car (Proposed New Indicator*)</td>
</tr>
</tbody>
</table>

NB Progress with delivery of the major transport infrastructure projects will be reported in the AMR as commentary.

### d). Managing the Environmental Resources and Built Heritage

- Conserving and enhancing the character and distinctiveness of the district’s heritage assets and maximising their contribution to quality of place.
- Conserving and enhancing the district’s distinctive landscapes, natural environmental resources and biodiversity.
- Safeguarding mineral resources for the longer term while ensuring an adequate and steady supply to meet identified needs.
- Safeguarding the quality of natural resources and ensuring prudent use.
- Protecting land, air, aqueous environments, buildings and people from pollution

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS9 Managing the Environment and Heritage</td>
<td>Proportion of appeals dismissed where Conservation Area and/or listed buildings and/or AONB was a material consideration (Local Indicator LL3)</td>
</tr>
<tr>
<td>CS10 Minerals</td>
<td>Number of trees given Tree Preservation Orders (TPOs) (Local Indicator LL6)</td>
</tr>
<tr>
<td></td>
<td>Improved local biodiversity – active management of local sites (National Indicator NI197)</td>
</tr>
<tr>
<td></td>
<td>Change in areas of biodiversity importance (Core Indicator E2)</td>
</tr>
<tr>
<td></td>
<td>Change in priority habitats and species, by type (Local Indicator LL1)</td>
</tr>
<tr>
<td></td>
<td>Amount of best and most versatile agricultural land lost to built development (Proposed New Indicator)</td>
</tr>
<tr>
<td></td>
<td>Proportion of planning permissions for large residential and employment developments incorporating SuDS (Proposed New Indicator)</td>
</tr>
<tr>
<td></td>
<td>Number of ‘poor’ air quality days when pollution exceeds National Air Quality Objectives (Local Indicator LI9a)</td>
</tr>
<tr>
<td></td>
<td>Annual average nitrogen dioxide levels (Local Indicator LI9b)</td>
</tr>
<tr>
<td></td>
<td>Number of planning permissions granted contrary to Environment Agency advice on flooding or water quality grounds (Core Indicator E1)</td>
</tr>
<tr>
<td></td>
<td>Production of primary land won aggregates (Core Indicator M1)</td>
</tr>
</tbody>
</table>
19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Size of landbank for crushed rock (Local Indicator LMI1)</td>
</tr>
<tr>
<td></td>
<td>Area of land affected by permissions for major built development in the Mineral Resource Areas (Local Indicator LMI3)</td>
</tr>
</tbody>
</table>

**e). Maintaining Economic Prosperity**

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

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS11 Distribution of Economic Development Land</td>
<td>Estimate of the total number of jobs (employees in employment) by sector and geographical policy area (Proposed new Indicator)</td>
</tr>
<tr>
<td>CS12 Safeguarded Areas for Economic Development</td>
<td>Number of jobs arising from implemented planning permissions by geographical policy area (Proposed New Indicator)</td>
</tr>
<tr>
<td>CS13 Non-Safeguarded Economic Development Sites</td>
<td>New employment development (floorspace &amp; jobs) compared to the number of new residential developments in the North Fringe Policy Area (Proposed New indicator)</td>
</tr>
<tr>
<td>CS14 Town Centres and Retail</td>
<td>Number of new business start ups (National Indicator 171)</td>
</tr>
<tr>
<td></td>
<td>Small business in the district showing business growth (National Indicator 172)</td>
</tr>
<tr>
<td></td>
<td>Worklessness:</td>
</tr>
<tr>
<td></td>
<td>a) Unemployment ILO measure (official district level estimate);</td>
</tr>
<tr>
<td></td>
<td>b) Unemployment JSA Claimant Count (sub-district level estimate) (Proposed New indicator)</td>
</tr>
<tr>
<td></td>
<td>Total amount of additional employment floorspace completed by type (use class) and geographical policy area (Core Indicator BD1)</td>
</tr>
<tr>
<td></td>
<td>Employment land available by type (Core Indicator BD3)</td>
</tr>
<tr>
<td></td>
<td>Losses of employment land to residential development within safeguarded areas (Local Indicator LEC2)</td>
</tr>
</tbody>
</table>
19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changes in employment use classes within safeguarded employment areas by geographical policy area (Proposed New Indicator - adapted from Local Indicator LEC1)</td>
<td></td>
</tr>
<tr>
<td>Losses of economic development uses to residential development outside of the safeguarded areas by area. (Local Indicator LEC6)</td>
<td></td>
</tr>
<tr>
<td>Total amount of floorspace for 'town centre uses' (Core Indicator BD4)</td>
<td></td>
</tr>
<tr>
<td>Amount of completed retail development and proportion in town/district/local centres (Local Indicator LTC1)</td>
<td></td>
</tr>
<tr>
<td>Total primary retail frontage in town centres and proportion in A1 Use (Local Indicator LTC3)</td>
<td></td>
</tr>
<tr>
<td>Percentage of vacant A1 units in the town/district centres (Local Indicator LTC4)</td>
<td></td>
</tr>
<tr>
<td>Mix of 'A uses' in town / district centres (Proposed New Indicator)</td>
<td></td>
</tr>
<tr>
<td>Percentage of households within 500m of a food store selling basic food provisions (Local Indicator LTC6)</td>
<td></td>
</tr>
</tbody>
</table>

f). Providing Housing and Community Infrastructure

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

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS15 Distribution of Housing</td>
<td>Net additional dwellings provided by area (National Indicator NI154, Core Indicator H2a+H2b)</td>
</tr>
<tr>
<td>CS16 Housing Density</td>
<td>Net additional dwellings in future years; and Managed Housing Delivery (Core Indicator H2c + H2d)</td>
</tr>
<tr>
<td>CS17 Housing Diversity</td>
<td>New and converted dwellings on previously developed land (Core Indicator H3)</td>
</tr>
<tr>
<td>CS18 Affordable Housing</td>
<td>Percentage of new dwellings completed (on fully completed sites of 10+ dwellings) at: i) &lt; 30 dwellings per ha, ii) 30 - 50 dwellings per ha, iii) &gt; 50 dwellings per ha (Local Indicator LH6)</td>
</tr>
<tr>
<td>CS19 Housing Exception Sites</td>
<td>Proportions of 1, 2, 3 and 4 bed dwellings and flats built by tenure</td>
</tr>
<tr>
<td>CS20 Extra Care Housing</td>
<td></td>
</tr>
</tbody>
</table>
## 19. Implementation and Monitoring

<table>
<thead>
<tr>
<th>Core Strategy Policies</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS21 Gypsy and Traveller Accommodation</td>
<td>(Local Indicator LH1) Percentage of affordable housing negotiated and delivered on qualifying sites</td>
</tr>
<tr>
<td>CS22 Travelling Showpeople</td>
<td>(Local Indicator LH2) Gross affordable housing completions</td>
</tr>
<tr>
<td>CS23 Community and Cultural Activity</td>
<td>Affordable housing completions by tenure</td>
</tr>
<tr>
<td>CS24 Green Infrastructure, Sport and Recreation Standards</td>
<td>Number of dwellings completed on Rural exception sites</td>
</tr>
<tr>
<td></td>
<td>Number of Extra Care housing units completed</td>
</tr>
<tr>
<td></td>
<td>Net additional Gypsy and Traveller pitches</td>
</tr>
<tr>
<td></td>
<td>Vacancy rate for South Gloucestershire’s authorised Gypsy/Traveller Sites</td>
</tr>
<tr>
<td></td>
<td>Amount of completed community facilities</td>
</tr>
<tr>
<td></td>
<td>Amount of completed leisure development and the percentage within town centres</td>
</tr>
<tr>
<td></td>
<td>Provision of new Green Infrastructure – To be set in the Green Infrastructure SPD</td>
</tr>
</tbody>
</table>
## Affordable Housing

Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

- **Social rented housing** is owned by local authorities and private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

- **Affordable rented housing** is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

- **Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered, for planning purposes, as affordable housing.

- 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

A report prepared by local planning authorities submitted to...
<table>
<thead>
<tr>
<th>Glossary of Terms</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Report (AMR)</strong></td>
<td>the government by local authorities or regional planning bodies assessing progress with and the effectiveness of a Local Development Framework (or currently Local Plan)</td>
</tr>
<tr>
<td><strong>Area of Outstanding Natural Beauty (AONB)</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>B Use Classes</strong></td>
<td>The B use classes are types of business development as defined in the Town &amp; Planning (Use Classes) Order 1987 (as amended). They include B1 – Business, B2 – General Industrial and B8 - Storage or Distribution</td>
</tr>
<tr>
<td><strong>Biodiversity</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>Blue Infrastructure</strong></td>
<td>Assets, such as rivers, streams, floodplains, ponds, rhines and sustainable drainage systems which are part of the Green Infrastructure network.</td>
</tr>
<tr>
<td><strong>Building for Life (BfL)</strong></td>
<td>The national assessment method for well designed homes and neighbourhoods. 'Very good' standard equates to achieving 16 out of 20 points.</td>
</tr>
<tr>
<td><strong>Building Research Establishment Environmental Assessment Method (BREEAM)</strong></td>
<td>Environmental assessment method for buildings</td>
</tr>
<tr>
<td><strong>Comparison Retailing</strong></td>
<td>Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.</td>
</tr>
<tr>
<td><strong>Community Profiles</strong></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>
</tbody>
</table>
## Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Community Transport</strong></td>
<td>A responsive service for those who are unable to use public transport.</td>
</tr>
<tr>
<td><strong>Concept Statement</strong></td>
<td>A concise, diagrammatic document, which illustrates ideas with the potential to make the most of a site and its surroundings. It should be imaginative, positive, ambitious and practical, opening up design opportunities. The interpretive notes may refer to 'design requirements', but it is important to remember that the Concept Statement is not the design solution. It should emphasize creative opportunities and prompt designers and their clients to interpret and refine the concept, within the spirit of the overall quality objectives.</td>
</tr>
<tr>
<td><strong>Conservation Area</strong></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><strong>Contribution</strong></td>
<td>Land, services, facilities and/or money given by developers of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.</td>
</tr>
<tr>
<td><strong>Convenience Retailing</strong></td>
<td>Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.</td>
</tr>
<tr>
<td><strong>Core Strategy</strong></td>
<td>A Development Plan Document which sets out the long term spatial vision and strategic objectives of the planning framework for an administrative area. It identifies where new development will take place, its type and scale, protects what is valued about the area and includes the policies needed to deliver the vision and objectives. It is prepared in line with the Sustainable Community Strategy. (see also Development Plan Documents)</td>
</tr>
<tr>
<td><strong>Crushed rock</strong></td>
<td>Hard rock that has been crushed and graded for use as an aggregate.</td>
</tr>
<tr>
<td><strong>Demand Responsive Transport</strong></td>
<td>A scheduled service between defined start and end points that follows a route in response to a request, for people who can use public transport but who do not have a regular service or any service at all.</td>
</tr>
<tr>
<td><strong>Department for Communities and Local Government (DCLG)</strong></td>
<td>The government department responsible for setting UK policy on local government, housing, urban regeneration, planning and fire and rescue.</td>
</tr>
<tr>
<td><strong>Development</strong></td>
<td>“The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land.” (Town &amp; Country Planning Act (1990) Part III Section 55).</td>
</tr>
<tr>
<td><strong>Glossary of Terms</strong></td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Development Plan Document (DPD)</strong></td>
<td>Development Plan Documents are prepared by local planning authorities and outline the key development goals of the Local Development Framework. Development Plan Documents include the Core Strategy and, where needed, Area Action Plans. There will also be an adopted Proposals Map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the Inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs form an essential part of the Local Development Framework. Replaces the Local Plans system.</td>
</tr>
<tr>
<td><strong>East Fringe</strong></td>
<td>The East Fringe includes Downend, Emersons Green, Mangotsfield, Staple Hill, Soundwell, Kingswood, Warmley, Cadbury Heath, Oldland Common, Longwell Green and Hanham.</td>
</tr>
<tr>
<td><strong>Enabling Development</strong></td>
<td>Development that would be unacceptable in planning terms but for the fact that it would bring public benefits, in this context to a significant place, sufficient to justify it being carried out. ('Enabling Development and the Conservation of Significant Places' - English Heritage, 2008)</td>
</tr>
<tr>
<td><strong>Evidence Base</strong></td>
<td>The data and information about the current state of South Gloucestershire.</td>
</tr>
<tr>
<td><strong>Examination in Public (EiP) (Regional Spatial Strategy EiP)</strong></td>
<td>A public examination of a plan/strategy. The main purpose of the EiP is to provide an opportunity for discussion and testing in public, before a Panel appointed by the Secretary of State, of matters selected by the Panel to test the soundness of the draft revision to the RSS.</td>
</tr>
<tr>
<td><strong>EiP Panel Report (Regional Spatial Strategy Panel Report)</strong></td>
<td>The final report of the panel responsible for the Examination in Public, to the Secretary of State.</td>
</tr>
<tr>
<td><strong>Extra Care Housing</strong></td>
<td>Extra Care is an alternative accommodation choice for older people and those with special needs. It promotes independent living in self-contained accommodation, where people are able to readily access high quality, flexible support and care services on site to suit their needs. Differing from traditional sheltered/retirement accommodation, schemes incorporate a wide range of communal facilities, available not only to service users but also as a potential resource for the wider community.</td>
</tr>
<tr>
<td><strong>Government Office for the South West (GOSW)</strong></td>
<td>The integrated Government Regional Office for the South West, based in Bristol and Plymouth, with the following Directorates: Education, Industry and Trade, Environment and Transport, and Strategy and Resources.</td>
</tr>
<tr>
<td><strong>Glossary of Terms</strong></td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Greater Bristol Metro Project</strong></td>
<td>A West of England Partnership major transport scheme bid to the Department for Transport to provide half-hourly cross-Bristol train services. The project is scheduled for completion in 2020.</td>
</tr>
<tr>
<td><strong>Green Belt</strong></td>
<td>A planning designation designed to prevent urban sprawl by protecting open land around or between urban areas.</td>
</tr>
<tr>
<td><strong>Green Infrastructure</strong></td>
<td>Green Infrastructure (GI) consists of a multi-functional network of high quality open assets and linkages (both green and blue infrastructure assets) which operate at a variety of spatial scales. GI assets contribute to people’s well-being, and together comprise a coherent managed resource responsive to evolving conditions.</td>
</tr>
<tr>
<td><strong>Greenfield Land or Site</strong></td>
<td>Land (or a defined site) usually farmland, that has not previously been developed.</td>
</tr>
<tr>
<td><strong>Gypsy and Traveller</strong></td>
<td>In this document, the term is used to include all ethnic Gypsies and Irish Travellers, plus other Travellers who adopt a nomadic way of life. It does not include Travelling Showpeople.</td>
</tr>
<tr>
<td><strong>Gypsy and Traveller Site</strong></td>
<td>An area of land laid out and used as pitches for Gypsy and Traveller caravans. Sites vary in type and size and can range from one pitch private family sites on Gypsy and Traveller’s own land to large local authority sites.</td>
</tr>
<tr>
<td><strong>Heritage Asset</strong></td>
<td>A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets (as defined in PPS5) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).</td>
</tr>
<tr>
<td><strong>Historic Environment</strong></td>
<td>All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.</td>
</tr>
<tr>
<td><strong>Householder Application</strong></td>
<td>Planning application for ‘domestic’ works within the ground of a single dwelling. It does not include the erection of a dwelling(s) or sub-division of a property to form flats.</td>
</tr>
<tr>
<td><strong>Housing Need</strong></td>
<td>A level of socially desirable housing, the demand for which is not reflected in the open market, normally due to a lack of income in relation to prevailing house prices or rents. It can therefore only usually be met through an element of subsidy.</td>
</tr>
</tbody>
</table>
## Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Market Area (HMA)</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>The development of a relatively small gap between existing buildings, normally within a built up area.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>The utilities, transport and other communication facilities and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.</td>
</tr>
<tr>
<td>Intermediate Affordable Housing</td>
<td>Subsidised housing that costs less than housing available for sale or rent in the open market (whichever is the lower) but more than housing for social rent. It includes part-buy part-rent homes and housing for rent or sale at a discount.</td>
</tr>
<tr>
<td>Interim safeguarded sites (Policy CS12 Table 2)</td>
<td>Existing employment sites safeguarded for that use which have the potential for redevelopment shaped through the Council’s LDF and SCI procedures.</td>
</tr>
<tr>
<td>Joint Local Transport Plan (JLTP)</td>
<td>5-year strategy for the development of local, integrated transport, supported by a programme of transport improvements. Used to bid to government for funding transport improvements.</td>
</tr>
<tr>
<td>Joint Waste Core Strategy</td>
<td>A long term vision and strategy for managing waste and the spatial strategy for delivering strategic recovery facilities. It is being developed in partnership between Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire Councils.</td>
</tr>
<tr>
<td>Kiss and Ride</td>
<td>Where a passenger is dropped off from a car to continue their journey by public transport whilst the driver and vehicle continue to another destination.</td>
</tr>
<tr>
<td>Landbank</td>
<td>A stock of mineral reserves with planning permission sufficient to provide for continued extraction over a given time period.</td>
</tr>
<tr>
<td>Land Take</td>
<td>The land used or required for specific development.</td>
</tr>
<tr>
<td>Legibility (in terms of settlement patterns)</td>
<td>A legible area is one with a strong sense of local identity. Locations, streets, open spaces and places that have a clear image and are easy to understand. For example, a location that is easy to find your way around.</td>
</tr>
<tr>
<td>Listed Building</td>
<td>Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.</td>
</tr>
<tr>
<td>Glossary of Terms</td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td></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 the 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 Nature Reserves (LNRs)</strong></td>
<td>Local Nature Reserve is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it. (Additional details: <a href="http://www.english-nature.org.uk/Special/lnr/office.htm">http://www.english-nature.org.uk/Special/lnr/office.htm</a>).</td>
</tr>
<tr>
<td><strong>Local Strategic Partnership (LSP)</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>Locally Listed Building</strong></td>
<td>A locally listed building is a building that appears on a list of locally listed buildings compiled and maintained by South Gloucestershire Council.</td>
</tr>
<tr>
<td><strong>Major Development</strong></td>
<td>The following categories of development: residential (over 10 dwellings), B1, B2/B8, retail and other (which includes agricultural, hotels, nursing homes, leisure complexes etc) where the floorspace is 1000 square metres or more or where the site area is 1 hectare or more. It covers applications which are outline, full, reserved matters, amended proposals, renewals, government agencies development and large change of use applications.</td>
</tr>
<tr>
<td><strong>Market Towns</strong></td>
<td>Thornbury, Chipping Sodbury and Yate.</td>
</tr>
<tr>
<td><strong>Mineral Resource</strong></td>
<td>Potential mineral deposit where the extent and economic viability is unproven.</td>
</tr>
<tr>
<td><strong>New Neighbourhood</strong></td>
<td>A planned new development either within an existing urban area or an extension to an existing urban area.</td>
</tr>
<tr>
<td><strong>North Fringe</strong></td>
<td>The North Fringe consists of the communities of Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay</td>
</tr>
<tr>
<td><strong>Parish Plan</strong></td>
<td>Parish plans set out a community or parish's vision for how they wish to see their area evolve, supported by a variety of actions aimed at achieving this.</td>
</tr>
</tbody>
</table>
## Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panel</td>
<td>This is a panel of persons appointed by the Planning Inspectorate on behalf of the Secretary of State to conduct the examination-in-public into a draft revision to the Regional Spatial Strategy.</td>
</tr>
<tr>
<td>Pitch</td>
<td>Area of a Gypsy/Traveller site where a single household lives in their caravans and other related amenities.</td>
</tr>
<tr>
<td>Place Shaping</td>
<td>The Lyons Inquiry into Local Government (Lyons 2006) set out a role for local government as the voice of a whole community and an agent of ‘place’. This role includes building and shaping local identity, and making sure that the right services are provided to local people based on local needs and preferences.</td>
</tr>
<tr>
<td>Planning &amp; Compulsory Purchase Act 2004</td>
<td>New national planning legislation from central government aimed at improving the planning process and enhancing community involvement in it. Visit <a href="http://www.communities.gov.uk">www.communities.gov.uk</a> to find out more.</td>
</tr>
<tr>
<td>Planning Policy Statement (PPS)/Planning Policy Guidance (PPG)</td>
<td>Planning Policy Statements (PPSs) (and their predecessors Planning Policy Guidance Notes (PPGs) are prepared by the government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals. These documents are due to be replaced by the National Planning Policy Framework.</td>
</tr>
<tr>
<td>Previously-Developed Land (“Brownfield” Land)</td>
<td>Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures.</td>
</tr>
<tr>
<td>Priority Neighbourhood</td>
<td>An area requiring additional support in order to improve the quality of life for local residents.</td>
</tr>
<tr>
<td>Regeneration</td>
<td>The process of putting new life back into often derelict older urban areas through environmental improvements, comprehensive development and transport proposals.</td>
</tr>
</tbody>
</table>
### Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional Spatial Strategy for the South West (RSS)</strong></td>
<td>Sets out the long term strategic planning strategy for how a region should be developed. In the case of South Gloucestershire, the relevant document in the South West Regional Spatial Strategy, which covers the period between 2006 and 2026. Regional Spatial Strategies are being abolished under the Localism Act 2011.</td>
</tr>
<tr>
<td><strong>Registered Park or Garden</strong></td>
<td>A registered park or garden is one that appears on the Register of Parks and Gardens of Special Historic Interest in England compiled and maintained by English Heritage.</td>
</tr>
<tr>
<td><strong>Rhine</strong></td>
<td>Lowland drainage channels.</td>
</tr>
<tr>
<td><strong>Rural ‘Exceptions’ Scheme</strong></td>
<td>Schemes for affordable housing which are allowed in certain circumstances as an exception to some restrictive planning policies</td>
</tr>
<tr>
<td><strong>Saved Policies</strong></td>
<td>Policies within local plans and structure plans that are saved for a time period during replacement production of Local Development Documents</td>
</tr>
<tr>
<td><strong>Section 106 Agreement</strong></td>
<td>A legal agreement under section 106 of the 1990 Town &amp; Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.</td>
</tr>
<tr>
<td><strong>Smart Ticketing</strong></td>
<td>A bus ‘ticket’ is stored electronically on a microchip, commonly contained in a plastic smartcard. Tickets are checked by presenting the smartcard to a smart reader on the bus. Integrated tickets are valid on more than one operator and/or mode of transport.</td>
</tr>
<tr>
<td><strong>Social Rented Housing</strong></td>
<td>Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.</td>
</tr>
<tr>
<td><strong>South Gloucestershire Local Plan (SGLP)</strong></td>
<td>The South Gloucestershire Local Plan is the statutory land use planning document for the district. Adopted in 2006, it covers the period to 2011, setting a framework against which planning applications can be assessed, providing a basis for coordinating public and private development throughout the area and informing residents, property/landowners and developers how their interests will be affected.</td>
</tr>
</tbody>
</table>
### Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>South Gloucestershire Minerals and Waste Local Plan (M&amp;WLP)</strong></td>
<td>The South Gloucestershire Minerals and Waste Local Plan is the statutory land use planning document for the district. Adopted in 2002, it covers the period to 2011, setting a framework against which waste and minerals applications can be assessed, providing guidance to the minerals and waste industry, and bringing minerals and waste issues before the public and informing residents and property/landowners how their interests will be affected by future mineral and waste development.</td>
</tr>
<tr>
<td><strong>South West Regional Assembly (SWRA)</strong></td>
<td>SWRA was responsible for developing and coordinating a strategic vision for improving the quality of life in the south west region. The Assembly was responsible for setting priorities and preparing certain regional strategies, including Regional Spatial Strategies. SWRA had the role of developing the new Regional Spatial Strategy for 2006 - 2026 that will set a regional framework for development. Following voluntary abolition of the SWRA in 2009, the regional planning function was transferred to the Strategic Leaders’ Board, an arm of the South West Councils. This role was subsequently revoked by the government in 2010.</td>
</tr>
<tr>
<td><strong>South West Councils &amp; the Strategic Leaders’ Board</strong></td>
<td>South West Councils brings together the 41 local authorities in the region to provide a voice on major regional issues, influence government policy as it affects the region, encourage partnership working, promote the sharing of good practice and support councils through deliver of the Regional Improvement and Efficiency Partnership. The Strategic Leaders’ Board is the executive arm of the South West Councils. The Board received responsibilities for Planning, Transport and Housing formerly undertaken by the Regional Assembly in May 2009.</td>
</tr>
<tr>
<td><strong>Spatial Planning</strong></td>
<td>Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.</td>
</tr>
<tr>
<td><strong>Special Area of Conservation (SAC)</strong></td>
<td>A site designated under the EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora as of special importance.</td>
</tr>
<tr>
<td><strong>Special Protection Area (SPA)</strong></td>
<td>A site designated under Article 4 of EC Directive 19/409 as being of particular importance for the conservation of rare and/or migratory wild birds.</td>
</tr>
<tr>
<td>Glossary of Terms</td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Stakeholder</strong></td>
<td>A person, group, company, association, etc. with an economic, professional or community interest in the district or specific part of it, or that is affected by local developments.</td>
</tr>
<tr>
<td><strong>Statement of Community Involvement (SCI)</strong></td>
<td>The Statement of Community Involvement sets out the local planning authority’s policy for involving the community in the preparation and revision of local development documents and planning applications.</td>
</tr>
<tr>
<td><strong>Strategic Environmental Assessment (SEA)</strong></td>
<td>A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. European Directive 2001/42/EC ‘on the assessment of the effects of certain plans and programmes on the environment’ requires a formal environmental assessment of all Development Plan Documents. In the UK this is incorporated into the Sustainability Appraisal (SA) process.</td>
</tr>
<tr>
<td><strong>Strategic Flood Risk Assessment (SFRA)</strong></td>
<td>A SFRA provides an overview of the flood risk, from a variety of sources, within a local planning authority area. The SFRA will assist the delivery of sustainable development by providing technical advice on the avoidance, reduction and management of flood risk. The document will inform decisions, on both the land allocation process (through the preparation of development plans) and planning applications.</td>
</tr>
<tr>
<td><strong>Strategic Housing Land Availability Assessment (SHLAA)</strong></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><strong>Strategic Housing Market Assessment (SHMA)</strong></td>
<td>An assessment aimed at assessing the need and demand for housing with a housing market area.</td>
</tr>
<tr>
<td><strong>Strategic Nature Areas (SNAs)</strong></td>
<td>SNAs were defined by the South West Nature Map (<a href="http://www.biodiversitysouthwest.org.uk">www.biodiversitysouthwest.org.uk</a>). They represent landscape scale blocks of land which may comprise a number of formally designated sites as well as land that has no designation for biodiversity conservation. One of the aims of these SNAs is to improve habitat networks and to sustain wildlife within them.</td>
</tr>
<tr>
<td><strong>Sustainability Appraisal (SA)</strong></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><strong>Sustainable Community Strategy</strong></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>
</tbody>
</table>
### Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sustainable Drainage Systems (SuDS)</strong></td>
<td>A sequence of management practices and control structures designed to drain water in a more sustainable manner than some conventional techniques. Typically these are used to attenuate run–off from development sites.</td>
</tr>
<tr>
<td><strong>Supplementary Planning Document (SPD)</strong></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><strong>Sustainable Urban Drainage (SUDs)</strong></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><strong>Tidal Barrage</strong></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><strong>Town Centre/Town Centre Uses</strong></td>
<td>A defined area including the primary shopping centre area and areas of predominately leisure, business and other main town uses within or adjacent to the primary shopping area. Main town centre uses include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation use (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls; arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)</td>
</tr>
<tr>
<td><strong>Transit pitch</strong></td>
<td>Authorised Gypsy and Traveller pitch intended for short-term use by those in transit to other areas. The pitch is permanent, sometimes seasonal, but people who stay on it may only do so for a temporary period. These pitches have fewer facilities than permanent residential sites. Pitches can be on sites solely designed for transit use or form an area on a residential site and designed for use by visitors to permanent residents.</td>
</tr>
<tr>
<td><strong>Travel To Work Area (TTWA)</strong></td>
<td>An area in which the majority of the resident population also work.</td>
</tr>
<tr>
<td><strong>Travelling Showpeople</strong></td>
<td>Travelling Showpeople are members of a community that consists of self-employed business people who travel the country, often with their families, holding fairs. Although their work is of a mobile nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment and more particularly for residential purposes.</td>
</tr>
</tbody>
</table>
**Glossary of Terms**

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unauthorised Encampment</td>
<td>A piece of land where Gypsies and Travellers reside without planning permission. The land is not owned by those involved in the encampment and is often located on the edge of roads/car parks or in other unsafe or unsuitable environments.</td>
</tr>
<tr>
<td>Urban Extension</td>
<td>Development forming a planned expansion adjoining an existing urban area.</td>
</tr>
<tr>
<td>Waste</td>
<td>Material is waste if, when disposing of it, or having it disposed of on his behalf, the producer intends to discard it or throw it away. Even if the material is reusable, if it is discarded it is still waste. It is the original producer’s intention that determines if a material is waste. Waste is generally referred to as being either controlled or uncontrolled. Controlled waste consists of household, commercial and industrial waste and falls within the scope of waste regulation and environmental protection legislation. Uncontrolled waste consists of radioactive waste, explosive waste, mines and quarries waste and agricultural waste and is regulated by other legislation.</td>
</tr>
<tr>
<td>Waste Recycling</td>
<td>Recovering re-usable materials from waste or using a waste material for a positive purpose.</td>
</tr>
<tr>
<td>West of England</td>
<td>The West of England covers the administrative areas of Bristol City, Bath and North East Somerset, North Somerset and South Gloucestershire.</td>
</tr>
<tr>
<td>Windfall Sites</td>
<td>Sites which come forward on ad hoc basis and are not identified either in local plans or through other formal planning policies, but which are nevertheless approved for development, sometimes following a planning appeal.</td>
</tr>
</tbody>
</table>
Appendix 1 – Local Plans and Strategies

South Gloucestershire Council
A Vision for the North Fringe 2010 and Beyond, April 2002
Biodiversity Action Plan
Children & Young Peoples Plan
Climate Change Strategy & Action Plan, 2006
Conservation Area SPGs and SPDs
Cultural Strategy
Cycling and Walking Strategies (Local Transport Plan)
Design Checklist Supplementary Planning Document, 2007
Heritage Strategy
Housing Strategy 2008-2013
Joint Accommodation & Care Strategy
Landscape Character Assessment Supplementary Planning Document
Library Delivery Plan
Minerals and Waste Local Plan
Our Area: Our Health – The Annual Report of the Director of Public Health
Physical Activity and Sports Plan 2007-2009
Play Policy and Strategy 2006
Schools Commissioning Strategy
South Gloucestershire Local Plan
Sustainable Community Strategy
The Council Plan

West of England
Forest of Avon ‘Forest Plan’
Greater Bristol Strategic Transport Study (2006)
Joint Local Transport Plan
The Green Infrastructure Study for the West of England
The vision for the West of England in 2026 and delivery priorities
Avon Biodiversity Action Plan

Other
Bristol Health Services Plan
Cotswolds Area of Outstanding Natural Beauty Management Plan
Joint Strategic Needs Assessment (South Glos NHS)
Parish plans & village design statements
Police, Fire, Ambulance Service Delivery Plans
Regional Cultural Infrastructure Development Strategy (People, Places & Spaces)
Strategy for the Severn Estuary
SW Regional Cultural Strategy (A Better Place to be…)
Thornbury Town Centre Strategy
Yate Community Plan
Appendix 2 – Replaced Local Plan Policies

On 27 September 2007 the government agreed that all the policies in the South Gloucestershire Minerals and Waste Local Plan (adopted May 2002) could be “saved” (except for Policies 2, 5, 7, 12, 15, 19, 25 and 30) until replaced by policies in documents prepared as part of the South Gloucestershire Local Development Framework.

The government agreed on 6 January 2009 that all the policies of the South Gloucestershire Local Plan (adopted 2006) could be “saved” (except for Policies L6, L19, T10, T11, T13 and H8) pending the production of the South Gloucestershire Local Development Framework.

Table A1 contains a list of policies from the adopted South Gloucestershire Minerals and Waste Local Plan and the adopted South Gloucestershire Local Plan which will no longer be “saved” on the adoption of the Core Strategy, as the principles contained within them will be fully covered by the Core Strategy.

Those Local Plan policies previously “saved” but not listed in Table A1 will remain saved until superseded by the adoption of future development plan documents.

Table A1

   | Schedule of Replaced South Gloucestershire Council Local Plan Policies |
---|---|
**South Gloucestershire Minerals and Waste Local Plan:**
<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>Meeting Future Requirements: Crushed Rock</td>
</tr>
<tr>
<td>35</td>
<td>Meeting Future Requirements: Clay</td>
</tr>
</tbody>
</table>

**South Gloucestershire Local Plan:**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>Achieving Good Quality Design in New Development</td>
</tr>
<tr>
<td>L3</td>
<td>Coastal Zone</td>
</tr>
<tr>
<td>L17 &amp; L18</td>
<td>Water Environment</td>
</tr>
<tr>
<td>EP1</td>
<td>Environmental Pollution</td>
</tr>
<tr>
<td>EP5</td>
<td>Renewable Energy Installations</td>
</tr>
<tr>
<td>EP7</td>
<td>Unstable Land</td>
</tr>
</tbody>
</table>
# Appendix 2 – Replaced Local Plan Policies

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>Rail Passenger Services and Facilities</td>
</tr>
<tr>
<td>T2</td>
<td>Retention of Rail Track Beds and Associated Land for Future Public Transport/Rail Freight Use</td>
</tr>
<tr>
<td>T12</td>
<td>Transportation Development Control Policy for New Development</td>
</tr>
<tr>
<td>T14</td>
<td>Filton Airfield</td>
</tr>
<tr>
<td>E2</td>
<td>Severnside</td>
</tr>
<tr>
<td>E4</td>
<td>Safeguarded Employment Areas</td>
</tr>
<tr>
<td>E5</td>
<td>Filton Airfield Safeguarding</td>
</tr>
<tr>
<td>H2</td>
<td>Proposals for Residential Development...within Existing Urban Areas and Defined Settlement Boundaries</td>
</tr>
<tr>
<td>H6</td>
<td>Affordable Housing</td>
</tr>
<tr>
<td>H7</td>
<td>Affordable Housing – Rural “Exceptions” Schemes</td>
</tr>
<tr>
<td>H12</td>
<td>Sites for Gypsies</td>
</tr>
<tr>
<td>H13</td>
<td>Sites for Travelling Showpeople</td>
</tr>
<tr>
<td>LC8</td>
<td>Open Space and Children’s Play in Conjunction with New Residential Development</td>
</tr>
<tr>
<td>LC11</td>
<td>Public Art</td>
</tr>
<tr>
<td>LC13</td>
<td>Allotments</td>
</tr>
<tr>
<td>S1</td>
<td>Service Infrastructure in New Development</td>
</tr>
</tbody>
</table>
### Appendix 3 – Green Infrastructure Assets (including blue infrastructure assets)

<table>
<thead>
<tr>
<th>Local focus (Non-Strategic)</th>
<th>Neighbourhood Scale</th>
<th>District Scale</th>
<th>Regional &amp; Sub-Regional Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local/Site Scale</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private gardens.</td>
<td>Allotments and orchards.</td>
<td>Local Nature Reserves (LNRs).</td>
<td>Internationally &amp; Nationally designated sites (e.g. Cotswolds AONB, SPA/SAC – The Severn Estuary, SSSIs)</td>
</tr>
<tr>
<td>Green roofs and walls.</td>
<td>Footpath and cycleway network.</td>
<td>River corridors &amp; their floodplains (Boyd and Ladden Brook).</td>
<td>South West Nature Map (Strategic Nature Areas)</td>
</tr>
<tr>
<td>SuDS (Sustainable Drainage Systems).</td>
<td>Parks, play areas, playing fields, village greens and amenity green spaces.</td>
<td>Locally Designated sites, SNCIs and RIGS.</td>
<td>National Trail (Cotswold Way) and long distance footpaths (The Dramway, Community Forest Path, Frome Valley Walkway, Jubilee Way, Rive Avon Trail, Monarch’s Ways, Severn Way &amp; Thornbury Link).</td>
</tr>
<tr>
<td>Watercourses and ponds.</td>
<td>Sites of archaeology and cultural heritage.</td>
<td>Larger parks and amenity greenspace.</td>
<td>National Cycle Network &amp; Avon Cycleway (including the Bristol &amp; Bath Railway Path)</td>
</tr>
<tr>
<td>Hedgerows.</td>
<td>Woodlands and nature reserves.</td>
<td>Strategic Footpath and cycleway network.</td>
<td>Major River Corridors/Estuary (Avon, Frome and Severn Estuary) &amp; their floodplains</td>
</tr>
<tr>
<td>Landscape features and screens.</td>
<td>Watercourses, floodplains, ponds, rhines and flood attenuation areas.</td>
<td>Visually important landscapes and features (such as hillsides and ridgelines), historic landscapes.</td>
<td></td>
</tr>
<tr>
<td>Trees.</td>
<td>Countryside under agri-environmental stewardship.</td>
<td>Open access land</td>
<td></td>
</tr>
<tr>
<td>Amenity greenspace.</td>
<td></td>
<td>The commons</td>
<td></td>
</tr>
<tr>
<td>Childrens’ and Young Peoples’ play space.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Appendix 3 – Green Infrastructure Assets (including blue infrastructure assets)

<table>
<thead>
<tr>
<th>Local focus (Non-Strategic)</th>
<th>Strategic focus (Strategic GI Network)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local/Site Scale</td>
<td>Nature Reserves (Lower Wood Nature Reserve)</td>
</tr>
<tr>
<td>Neighbourhood Scale</td>
<td>Ancient Woodland</td>
</tr>
<tr>
<td>District Scale</td>
<td>Landscape Character Areas (not displayed on the diagram)</td>
</tr>
<tr>
<td>Regional &amp; Sub-Regional Scale</td>
<td></td>
</tr>
</tbody>
</table>
### Type and Mix of Affordable Housing

#### Table A2 - Housing Need by Tenure (Annual average 2009-2021)

<table>
<thead>
<tr>
<th>2009-2021</th>
<th>South Glos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total net need - social rent</td>
<td>727</td>
</tr>
<tr>
<td>Total net need - Intermediate</td>
<td>176</td>
</tr>
<tr>
<td>Percentage split social rent / Intermediate</td>
<td>80/20%</td>
</tr>
<tr>
<td>Total net housing need</td>
<td>903</td>
</tr>
</tbody>
</table>

#### Table A3 - Required Unit Mix of new housing for Social Rent

<table>
<thead>
<tr>
<th>2009-2021</th>
<th>South Glos</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>23%</td>
</tr>
<tr>
<td>2 bed flat</td>
<td>7%</td>
</tr>
<tr>
<td>2 bed house</td>
<td>38%</td>
</tr>
<tr>
<td>3 bed house</td>
<td>22%</td>
</tr>
<tr>
<td>4 + bed house</td>
<td>10%</td>
</tr>
</tbody>
</table>

#### Table A4 - Required Unit Mix of Intermediate Housing

<table>
<thead>
<tr>
<th>2009-2021</th>
<th>South Glos</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed flat</td>
<td>44%</td>
</tr>
<tr>
<td>2 bed flat</td>
<td>17%</td>
</tr>
<tr>
<td>2 bed house</td>
<td>19%</td>
</tr>
<tr>
<td>3 bed house</td>
<td>19%</td>
</tr>
<tr>
<td>4 bed house</td>
<td>1%</td>
</tr>
</tbody>
</table>

Note: On large strategic sites the Council will seek to achieve this mix.

On smaller sites where site size may constrain the full range of provision, greater consideration will be given to the existing mix of housing and to any specific local need factors.
# Appendix 5 – Green Infrastructure, Sport and Recreation Standards

<table>
<thead>
<tr>
<th>Category of Open Space</th>
<th>Definition</th>
<th>Quantity Standard - Minimum figures</th>
<th>Accessibility Standard</th>
<th>Quality Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Informal recreational open space</td>
<td>Include parks/public gardens, amenity green space and green corridors – these provide for informal recreation and access.</td>
<td>1.4 ha/1000 population</td>
<td>12.5 minutes walk / 600 metres</td>
<td>Quality standards have been established in the Open Space Audit. These will be incorporated into the Green Infrastructure Supplementary Planning Document.</td>
</tr>
<tr>
<td>Natural and Semi-Natural green space</td>
<td>Areas of green space where the primary purpose is one of wildlife and biodiversity conservation and value.</td>
<td>1.5ha/1000 population</td>
<td>15 minutes walk / 720 metres</td>
<td></td>
</tr>
<tr>
<td>Outdoor Sports facilities</td>
<td>Includes all outdoor sports facilities whether naturally or artificially surfaced, e.g. playing pitches, bowling greens and tennis courts. Including full sized Multi Use Games Areas (MUGAs).</td>
<td>1.6ha/1000 population</td>
<td>20 minutes walk / 1000 metres – Playing Pitches 22 minutes drive time – Synthetic Pitches, Athletics Tracks and Golf Courses</td>
<td></td>
</tr>
<tr>
<td>Provision for Children and Young People</td>
<td>All equipped children’s play areas, including provision for young people (skate parks, shelters etc.)</td>
<td>0.25ha/1000 population equipped playspace</td>
<td>10 minutes walk / 4580 metres – Children’s play space. 15 minutes walk / 720 metres – Young peoples provision</td>
<td></td>
</tr>
<tr>
<td>Allotments</td>
<td>An area of allotment plots used for the purpose of producing, fruit, vegetable or flowers for personal use.</td>
<td>0.2ha/1000 population</td>
<td>15 minutes walk / 720 metres</td>
<td></td>
</tr>
</tbody>
</table>
## Appendix 5 – Green Infrastructure, Sport and Recreation Standards

<table>
<thead>
<tr>
<th>Cemeteries and Churchyards</th>
<th>N/A</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL</strong></td>
<td>4.7ha/1000 population total. On the basis that provision for children and young people can be located within informal recreational open space.</td>
<td></td>
</tr>
</tbody>
</table>
Appendix 6 – Coal Resources

Notes
1. The surface mining coal resource areas shown have been derived from current information available to the Coal Authority and British Geological Survey. Due to geological uncertainties further surface mining coal resources may be available beyond the boundaries that are currently shown.
2. The plan only relates to surface mining coal resources 6 m and greater in size that are currently identified as coal resource areas.
3. The extent of previous surface mining operations are shown for information only; coal resources may still be available within these areas.

Legend
- Authority Boundary
- Other County Boundaries
- Coal Resource Areas
-Extent of Surface Mining Operations (Past & Current)

Scale: 1:75,000
Data source: British Geological Survey
Published by the Coal Authority
www.coalauthority.gov.uk/coal informações
Appendix 7 – Coal Mining Legacy
Key Diagram

Post Submission Changes (December 2011) – Key Diagram
1. Amended to reflect Policy CS26, position on Filton Airfield.
2. Amended to reflect Policy CS5, position of the Green Belt
3. Highlight passenger rail utilising the Hallen Line/Henbury Loop
4. Add rail: safeguarded station site - Filton
5. Re-align the Rapid Transit route