

PSM21

**South Gloucestershire
Core Strategy
Examination**

**Position Statement
for
Matter 21: Yate and
Chipping Sodbury –
Policies CS30 & CS31**

May 2012

Matter 21 – Yate and Chipping Sodbury – Policies CS30 & CS31

Q1 How likely is it that the range of measures in policy CS30 will address the deficiencies in the Yate/Chipping Sodbury area identified by the Council?

Council response – It is considered very likely that the measures in policy CS30 will address the identified deficiencies.

- 1.1 The range of measures in policy CS30 and the partnership priorities (paragraph 14.7) have been identified to address the deficiencies that are stated as underlying issues in paragraph 14.2 of the Core Strategy:

Deficiency / Underlying Issue (paragraph 14.2)	Measure set out in policy CS30 and in the partnership priorities (paragraph 14.7)
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	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
There are pockets of relative deprivation in the south and west of Yate, with issues relating to skills and training	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.
<p>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</p> <p>And</p> <p>A significant number of the working population commute elsewhere for work</p>	<p>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;</p> <p>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;</p> <p>10. Diversify the range of jobs available and make more efficient use of existing and planned new employment land;</p> <p>11. Provide opportunities for modern</p>

	<p>working practices within residential developments to enable people to work from their homes.</p> <p>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;</p>
<p>At certain times there are traffic congestion issues, these are mainly in Yate and they affect air quality</p>	<p>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;</p> <p>7. Deliver cycling routes to the communities of the Bristol North and East Fringes as part of the Cycle City Project and the Yate & Chipping Sodbury Transport Package;</p> <p>14. Enhance the network of open spaces and create new/improved existing pedestrian and cycling connections across the towns, to connect with:</p> <ul style="list-style-type: none"> ▪ the town centres, ▪ railway station, ▪ community facilities, <p>and protect and enhance links with:</p> <ul style="list-style-type: none"> ▪ the countryside, ▪ the long distance footpath and cycleway networks, and ▪ the communities of the North and East Fringes of Bristol.
<p>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</p>	<p>4. Diversify the range of town centre uses to encourage a more active and vibrant evening economy at Yate;</p> <p>12. Enhance cultural and community opportunities, in line with the aspirations</p>

facilities	of the Town Councils, particularly where these opportunities are well related to the town centres;
Public transport opportunities have not yet been realised, and congestion affects bus journey times	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;
There is a shortage of allotments and outdoor sport facilities (particularly grass sports pitches)	8. Increase allotment provision, and enhance sport and recreation provision throughout the towns;

1.2 The evidence, in particular that contained in the Community profiles (Examination Library Ref: EB13), the Yate Community Plan (Examination Library Ref: RD29) and the engagement process detailed in the Regulation 30(1)(d) Statement (Examination Library Ref: SD11), were used to establish the deficiencies highlighted in Chapter 14. The deficiencies set out in paragraph 14.2 of the Core Strategy as underlying issues, (and represented in the table above), were identified and debated through considerable public consultation and engagement. Through a process of comprehensive debate, lead in part by a steering group of district, town and parish council representatives, the underlying issues were reviewed. There was an opportunity for the community to express how Yate/Chipping Sodbury could change and improve to address the underlying issues through this engagement process. This community engagement process informed the range of measures detailed in policy CS30 and in the partnership priorities, which specially address the deficiencies.

1.3 The Council considers that the range of measures identified in the Core Strategy will address the deficiencies.

Q2 Is the Council’s strategy for development to the north of Yate the most appropriate one?

Council response – Yes

2.1 The Council has considered alternative sites and strategies through the Sustainability Appraisal process (Examination Library Ref: PS3). The response to Matter 7 (Examination Library Ref: PSM7) provides a more detailed position as to why, after assessing alternative locations for development, the Council considers that Yate/Chipping Sodbury is the most appropriate location to allocate a mixed use development comprising 3,000 homes, employment opportunities and community facilities.

- 2.2 Details presented below in response to this question explain the possible strategies for bringing forward a mixed use development comprising 3,000 homes, employment opportunities and community facilities in the Yate/Chipping Sodbury area and why North Yate is the most appropriate location for the development.
- 2.3 Through the Sustainability Appraisal (SA) process (Examination Library Ref: PS3, paragraphs 4.22 – 4.34 & Appendix 9) the Council identified and appraised five potential alternative areas of search in the Yate and Chipping Sodbury area, these were:
- A. Engine Common;
 - B. North Brimsham;
 - C. Yate Rocks;
 - D. North Chipping Sodbury; and
 - E. East Chipping Sodbury
- 2.4 The SA process assessed the positives and negatives of each of these areas of search as reasonable alternatives for development.
- 2.5 Individually, none of the areas of search were assessed as being capable of accommodating all 3,000 homes and the other uses. There are three possible strategies for delivering a mixed use development comprising of 3,000 homes, employment opportunities and community facilities in Yate/Chipping Sodbury area:
- 1. A piecemeal approach at North Yate (separate delivery of areas B and C with no connection between the two areas);
 - 2. A single area (inclusive of areas B and C), comprehensively planned and delivered at North Yate; or
 - 3. A dispersed approach with smaller sites around Yate and Chipping Sodbury.
- 2.6 Only areas B and C in combination provide a site capable of accommodating 3,000 new homes to bring the supporting services and facilities needed to serve a major development, in a contiguous single area with no issues of severance.
- 2.7 The Council selected Option 2 as it's preferred strategy. The reasons for this are set out in the paragraph 4.32 of the Sustainability Appraisal (Examination Library Ref: PS3). The preferred strategy is one of a comprehensively planned and delivered new neighbourhood in the north of Yate, combining area B and the southern part of area C. The reasons for this are (extract from paragraph 4.32 of the Sustainability Appraisal):
- Existing area has a limited number of constraints to development.
 - Potential to provide a critical mass of housing to ensure the delivery of a comprehensively planned development with a mix of uses, facilities and services that will support the new development and also the existing community.

- Potential to create a sense of place, connecting with the existing communities of Yate and Chipping Sodbury and bringing benefits to the existing settlement but without compromising the valued landscape and community of Yate Rocks.
- The scale of the employment land capable of being delivered can offer a choice of types of job of the kind needed in Yate and Chipping Sodbury.
- Provision of public transport improvements to the whole of North Yate community, not just new neighbourhood.
- Potential for the provision of links from new neighbourhood to Chipping Sodbury.
- Limited negative impact on the existing community.
- The area is physically and visually contained, with potential to support and enhance natural assets and landscape features.
- Delivery of housing can begin at North Brimsham in advance of essential improvements to the local and downstream sewerage system.
- The two sites together provide the opportunity to create a new link through Peg Hill to deliver connectivity and a sense of one whole community by linking the new and the existing communities.

2.8 A dispersed approach (3) and a piecemeal approach at North Yate (1) (i.e. not comprehensively planned and delivered), are not able to deliver the range of benefits, listed above, when compared with the preferred strategy. A dispersed approach (3) would impact on more constrained and sensitive areas, fail to deliver the range of uses required (as set out in policy CS31) and would fail to deliver the necessary improvements to the sewerage infrastructure, public transport services and community facilities required to ensure the delivery of a sustainable development. Failure to plan and deliver comprehensively across the North Yate area would similarly put at risk the delivery of the necessary range of uses and improvements to the strategic sewerage infrastructure and full range of community facilities required for a sustainable development. Both piecemeal (1) and dispersed (3) approaches would not offer the same benefits of integration with the existing town which can be provided by the preferred strategy.

2.9 Bringing forward comprehensively planned and delivered development through the Core Strategy ensures that the town's growth is supported by the delivery of new infrastructure, community services and local facilities. This will ensure a better sense of integration between the existing and new communities, creating a feel of one place, in essence – a whole town approach. Only a strategy for a comprehensively planned and delivered development (2) can successfully achieve this. This will bring significant benefits to the town as a whole, through contributions to new facilities which meet the needs of new residents, but which will also be enjoyed by the town's existing residents.

Integration

2.10 Comprehensive development at North Yate offers the best location to effectively integrate with the existing fabric of the town. The site is contiguous with the existing urban edge of Yate, formed by the Brimsham Park housing estate. The existing

development at Brimsham Park was specifically planned and laid out in anticipation of further expansion; this is most clearly reflected in:

- The absence of a defensible northern boundary with a raw urban edge;
- The over-sizing of roads, drainage and water supply services within the Brimsham Park development;
- The relatively small amount of social infrastructure that was provided within the Brimsham Park development, (in particular, the lack of a primary school or community or health centre) with the exception of open spaces and play areas, such as those at Brimsham Fields and Millside.

2.11 The alternatives sites are physically separated from the towns by a river, railway lines and/or main roads. A dispersed approach would not offer the same benefits of social and physical integration with the existing town as the single site approach at North Yate does. A development that is not comprehensive puts at risk the delivery of the social infrastructure that offers the opportunity to encourage the integration between new and existing communities.

Critical Mass

2.12 The comprehensive planning and delivery of a single site is the only strategy that provides the critical mass of development to plan for and deliver a full range of new services and facilities.

2.13 The preferred strategy for bringing forward the new neighbourhood ensures the enhancement in the provision of community facilities will benefit the whole community of Yate. This includes the provision and enhancement of sports facilities and a range of public open space. Educational choice in the north of the town will be boosted by the provision of new primary schools and a nursery. This will be advantageous to existing residents of Brimsham Park where current primary school provision is located some distance away. A range of other community facilities – a doctors surgery, a community building, shops and a pub – will serve the new residents and also increase choice for the existing communities. A dispersed or piecemeal approach would fail to deliver these benefits.

2.14 Employment opportunities for the existing workforce will be gained from construction of the new neighbourhood and all residents will benefit from the development of employment land and employment opportunities contained within the preferred strategy. The same benefits would not be achieved through a dispersed approach, as successful delivery of employment opportunities would only be on a smaller scale, if at all. Also a mixed use scheme offers significant benefits in terms of adding value to the sustainability of the area, for example workers supporting the new centre and being able to live and work in the same community, which in turn encourages sustainable travel choices.

2.15 The scale of the benefits arising from the new neighbourhood in respect of the improvements to public transport services (bus and heavy rail); cannot be achieved by either a piecemeal or dispersed approach. The benefits to public transport will be felt right across the whole of Yate and Chipping Sodbury, with provision of improved links link to North Yate and to key destinations in Bristol. The preferred strategy will also

fund improved highway infrastructure, particularly along Goose Green Way, to relieve areas of current and potential new congestion.

- 2.16 In summary it is the Council's view, that for the reasons set out above and in the Sustainability Appraisal the preferred strategy of a comprehensive planned and delivered development in the north of Yate, is the most appropriate approach. To aid the clarification of this point a modification to policy CS31 is set out in Appendix A.

Q3 Is the scale of the development envisaged likely to meet local needs or will it encourage more commuting to other centres?

Council response – The scale of development will deliver sustainable growth that meets local needs, supports the role of Yate/Chipping Sodbury as a 'hub' for the surrounding rural area and improve its functional relationship with Bristol.

- 3.1 The Council recognises that the scale of development proposed at Yate will result in more people commuting to other centres. However, the scale of development will also contribute to meeting local needs and the strategy seeks to ensure that Yate becomes as self supporting for work as possible (see response to question 6, below). As set out in the response to question 2 (above), the strategy for the New Neighbourhood is a comprehensive one, which addresses local needs and the ambitions of this progressive market town. It is clearly not a strategy of merely lumping housing into an unsustainable location. The strategy recognises that:

- Yate is an important and ambitious market town capable of supporting sustainable development to help meet and enhance identified local needs; and
- Yate has a functional relationship with Bristol, and it is therefore important that increased sustainable options for travelling between them are delivered.

Addressing Local Needs

- 3.2 In the response to question 2 (above) the case was made for bringing forward a single area through comprehensive development. The North Yate New Neighbourhood will help to address the local needs in respect of:

- Broadening choice and affordable options across the housing market;
- Providing more local employment opportunities;
- Providing for an increase in the provision of services and facilities; and
- Broadening transport options.

Housing

- 3.3 The scale of development is likely to contribute to meeting local housing needs, which have become more acute (due to the pause in the town's growth), because of the lack of supply. The lack of supply/choice has led to people moving elsewhere or remaining in the existing house stock, which has in turn restricted the ability for first time buyers to enter the housing market. This position was supported by the household surveys (2003 and 2011) conducted on behalf of Heron Land Development Ltd (Examination

Library Ref: RD27). The most recent (2011) household survey concluded that (inter alia):

- The demand for housing is predominately locally generated, although there is also strong demand from elsewhere in the Bristol area.
- There is a strong sense of community within Yate based on strong family and friends' relationships. This, and the attractiveness of the town and its environment are important reasons for people purchasing a home in Yate, however, more people are now highlighting employment as a reason for buying a house in Yate.
- A comparison of respondents' previous homes with their current home clearly shows the conventional aspirations of the housing market in which purchasers trade-up through the market, a pattern particularly evident in Yate from this and previous surveys. Those intending to move in the near future reflect a further strengthening in the demand for detached houses and continued reduction in demand for terraced houses.
- An overwhelming majority of Yate residents (and more than in a previous survey conducted in 2003) classify their quality of life as good. The positive features of the town are the shops, amenities, schools and nice, quiet environment.
- The survey identified a wish for more entertainment facilities within Yate incorporating a cinema, bowling, entertainment/nightclub and restaurants.
- The majority of Yate residents are employed locally. The car is the primary mode of travel to work but due to local employment opportunities a significant number also walk or cycle to work.
- New employment provision would encourage a third of respondents to switch jobs in order to work closer to home.
- Among those who favour more housing in Yate, there is a recognition that additional housing could bring benefits to the town through:
 - Provision of affordable homes for first time buyers;
 - Improvement in amenities and roads; and
 - Boosting the local economy.

3.4 Evidence from the West of England Strategic Housing Market Assessment (SHMA, Examination Library Ref: EB15) also demonstrates that there is a significant need for affordable homes in the Yate/ Sodbury area and points to pressures on the existing affordable housing stock. Projections show that the average net household need for affordable homes over the 2009-21 period totalled 165 per annum. At 1.1% of all households this percentage was higher than the West of England average. Re-lets of existing affordable stock normally form the bulk of stock available to meet housing need but the 2.3% re-let rate in the Yate/Sodbury area at 2006 was a relatively low proportion and will have reflected in part the lack of alternative housing choices for the local population. The assessment showed a predominant need for 2-4 bed family dwellings as opposed to 1-2 non family housing (in a ratio of 66% to 34%), again a heavier focus than the West of England average of 60%-40%. Whilst it is recognised

that the new neighbourhood cannot meet all of this estimated need for affordable housing; it can make a material contribution to it. It will also provide added opportunities for movement within the existing local housing stock enabling a better match between demand and supply.

Employment

- 3.5 The mix of employment regeneration opportunities and new employment land provision means that employment opportunities will be bolstered thus providing more opportunities in the local employment market.

Services and Facilities

- 3.6 The scale of development will mean many services and facilities will be delivered onsite or supported within the town, improving to the sustainability of the town as a whole. In turn this improvement in services and facilities will enhance the role of Yate and Chipping Sodbury as market towns supporting the rural hinterland and surrounding villages.

Transport and Yate's Functional Relationship with Bristol

- 3.7 The Council agrees with the position that the Regional Strategy (RS) process reached in respect of the role and relationship that Yate/Chipping Sodbury has within the West of England Housing Market Area (HMA) and in particular Bristol (please also see response to Matter 7, Question 3). The January 2008 RS Panel report concluded that development provisions should encompass whole HMAs, such as the West of England HMA, and that Strategically Significant Town and City (SSTC) locations within them should represent the places where strategic scale housing allocations are focused. The Panel concluded that Yate, as part of the West of England HMA, has a sufficiently close spatial relationship with the SSTC of Bristol that it functions as an integral part of it. Yate was therefore seen as a suitable location for further growth in the HMA. Reflecting on the RSS Panel's conclusions and further representations to it, the Secretary of State's Proposed Changes (July 2008) allocated 3,000 homes at Yate/Chipping Sodbury, moreover he stated:

Although physically detached from the main urban area, the towns of Yate and Keynsham have strong functional relationships with Bristol and form part of the SSCT. There are opportunities at both towns for housing and employment growth to strengthen their roles, so they can better serve their own populations and that in the surrounding areas.

(Examination Library Ref: LR8/2, paragraph 4.1.13)

- 3.8 Given the functional relationship that Yate has with Bristol, transport measures have been set out in the Core Strategy to address future transport movements across the area, some of which will be addressed through the development of the New Neighbourhood. The scale of the transport measures that will be delivered by the preferred strategy cannot be matched or better both any other strategy (see response to question 2, above). The objectives of these measures are to ensure that there are improved travel choices for all users of the transport network and that opportunities for sustainable travel are maximised. These measures have been assessed by transport consultants, Atkins (Examination Library Ref: RD40). This evidence concludes that the measures proposed are deliverable and will accommodate the additional travel demands generated by the New Neighbourhood without adversely impacting on the

local economy, environment, road safety and quality of life. Overall, the Atkins review concluded that there will be a neutral impact on the highway network in Yate (Examination Library Ref: RD40, paragraph 5.15). The transport measures will also significantly benefit existing residents. In total the forecasts of the model shift to walking, cycling, bus, rail and car sharing through improved services and facilities, demonstrate that the measures could, collectively, reduce car trips arising from the New Neighbourhood by 24% (Examination Library Ref: RD40, paragraph 5.10). The assessment of impacts conducted by the consultants Atkins, also concluded that the measure would result in wider benefits across the town:

5.10. The forecasts of mode shift (to walking, cycling, bus, rail and car sharing) have taken account of the origins and destinations of trips and the scope of the proposed measures. It is estimated that the measures could, collectively, reduce car traffic by between 500 and 550 trips in the AM and PM peak hours, equivalent to an overall reduction of 24% in car trips.

5.11. This is equivalent to reducing the mode share for car travel from 74% (the current average in Yate) to less than 60% in the New Neighbourhood. This would help deliver a transformation in travel behaviour in the north of the town; the improved travel choices would also help encourage reduced car dependency across the whole of Yate. This will be highly beneficial in helping to mitigate the impacts of increased travel demand in Yate resulting from the New Neighbourhood.

(Examination Library Ref: RD40, paragraphs 5.10 – 5.11)

3.9 In summary, the Council considers that the proposed developments materially contribute to meeting local needs. Yate also has a functional relationship with Bristol, and this relationship has been appropriately considered and planned for.

Q4 Do alternative sites in the Yate/Chipping Sodbury area have discernable advantages over the Council's preferred location and, if so, what are these?

Council response – No, other sites offer no discernable advantages over the preferred location.

4.1 Through the Sustainability Appraisal (Examination Library Ref: PS3, Appendix 9) and engagement processes (Regulation 30(1)(d) Statement, Examination Library Ref: SD11) the advantages and disadvantages of all alternative sites have been assessed. The reasons for selecting the preferred location are set out in response to question 2 (above). There are three potential alternative development areas in the Yate/Chipping Sodbury area, at Engine Common, North Chipping Sodbury and East Chipping Sodbury. Representations submitted on behalf of those promoting these sites suggest that they could complement the proposed housing. However as explained in response to question 2 (above) none of the alternative sites, (on their own, or in combination), are of sufficient size to accommodate a mixed use scheme comprising 3,000 homes, with associated employment and community facilities. Any strategy that includes these alternative sites as part of the supply of housing in Yate and Chipping Sodbury must take a dispersed approach in order to provide the required scale development. The Council does not consider that a dispersed strategy can address local needs (see response to question 3, above) and considers such an approach would in fact lead to an unsustainable form of development, as it would fail to deliver the transport

improvements needed to address Yate's relationship with Bristol. Therefore alternative sites have discernable disadvantages when compared to the preferred location and strategy.

- 4.2 The representations received suggest these alternative areas are more immediately deliverable, due to concerns expressed about potential long lead times for large sites. However, the Council is already engaged in the process of master planning the North Yate New Neighbourhood. An application has been received for part of the site and an application for the remaining area is due imminently, therefore the Council does not agree that the alternative sites would be delivered more quickly.
- 4.3 The impact of areas of flood risk on the overall capacity and the uncertainty about the delivery of the provision of appropriate strategic sewerage infrastructure has also been raised in objections. These points have been addressed by the Council within the New Neighbourhoods Delivery Statement (Examination Library Ref: EB39) and are not a bar to the delivery of the New Neighbourhood. In this regard the Council does not consider the alternative sites have any discernable advantages over the preferred location of the North Yate New Neighbourhood.
- 4.4 The deliverability of the North Yate New Neighbourhood has been clearly expressed by the representations submitted on behalf of those with interests in the North Yate New Neighbourhood site. In addition to this the Council has prepared a delivery statement (Examination Library Ref: EB39) which clearly demonstrates that the New Neighbourhood has no bars to development and is deliverable. The Council has set out a clear process for bringing forward a Supplementary Planning Document (SPD) for the site, to guide delivery, the program for the production of this is set out in the Local Development Scheme (LDS) (Examination Library Ref: EB1/1). Heron Land Development Ltd controls the largest part of the new neighbourhood and has a signed Memorandum of Understanding with Wessex Water on the approach to the delivery of the strategic sewerage infrastructure. The Environment Agency (Representation number: 805601) has stated its representations to the Core Strategy December 2011 incorporating Post Submission Changes, that they are working closely with the developers in respect of their site specific flood risk strategy, and that the design approach to development will ensure that no additional surface water volumes are conveyed downstream and that an overall betterment to the catchment is achieved. The Environmental Agency has confirmed that it has no objection to the Core Strategy. This comprehensive evidence demonstrates the deliverability of the preferred site.
- 4.5 For the reasons set out above and also in response to question 2 (above), the Council does not consider alternative sites offer any discernable advantages over the preferred location and in fact would result in discernable disadvantages. The Council considers that the North Yate New Neighbourhood provides the most appropriate and sustainable option for future growth.

Q5 Is there sufficient flexibility in the proposals to cope with changing circumstances?

Council response –Yes, the vision, policies and partnership priorities offer sufficient guidance and flexibility to inform future decisions in the event of changes circumstances.

- 5.1 In respect of the New Neighbourhood, despite the current economic conditions there are clear signals of the intent to deliver this development. The demand in the local housing market in Yate/Chipping Sodbury has held up well due to the pause in the town's growth, which has limited supply and also because of the many attractions the town has. One part of the new neighbourhood is the subject of a planning application for residential development and it is expected that an application for the main part of the site will be submitted imminently. There is no policy in the Core Strategy that prevents or restricts the delivery of the New Neighbourhood sooner and faster than set out in the housing trajectory (policy CS15). This offers considerable flexibility for the market to deliver.
- 5.2 Further details on flexibility are set out in response to questions in Matters 7 and 8.

Q6 Is the Council's approach to employment provision in Yate/Chipping Sodbury sound?

Council response – Yes

- 6.1 The approach to employment provision in Yate/Chipping Sodbury is sound as it is based on a clear understanding of needs and challenges, market pressures and policy objectives whilst maintaining flexibility to respond should circumstances change. In summary, the approach stems from the conclusions of the Council's Employment Land Review (Examination Library Refs: EB23 – EB25) and extensive public consultation. The approach has been:

Positively prepared: The approach has been established through the consideration of evidence submitted in representations, in particular by White Young Green on behalf of Sydney Freed (Holdings) & Bloor Homes Ltd (Representor number: 3245505) and Boyer Planning Ltd on behalf of Heron Land Development Ltd (Representor number: 2880673) and also through the consideration of evidence prepared by or on behalf of the Council (Employment Land Review, Examination Library Refs: EB23 – EB25). This evidence presents a number of options for the Council to consider, including a range in the future demand for employment land provision. The approach set out in the Core Strategy provides the necessary flexibility to meet the assessed business needs and the strategic objectives of the community, whilst ensuring the plan is deliverable. For more details please see paragraphs 6.3 – 6.6, below.

Justified: The approach is based on the most appropriate strategy given the current market conditions in Yate/Chipping Sodbury, as set out in the Employment Land Review Stage 3 (Examination Library Ref: EB25). In order to achieve the objectives of regeneration on the western gateway to Yate, there is a need to consider a flexible approach to the requirement for new provision within the New Neighbourhood area, see paragraphs 6.5 and 6.6 for more details.

Effective: The approach to new provision and regeneration opportunities is deliverable over the plan period and meets the objectively assessed needs of businesses. However, it must be recognised that achieving structural change in the number and range of jobs available in Yate (and maintaining this) will continue to be an objective beyond the plan period.

Consistent with national policy: The approach is consistent with the delivery of sustainable development as set out in the policies of the National Planning Policy Framework (NPPF). In particular the approach is based on a clear understanding of business needs within the area; these have been established in the Employment Land Review (Examination Library EB23-EB25), this is in conformity with paragraphs 160 and 161 of the NPPF. The approach is also in conformity with paragraphs 18 – 22 of the NPPF; as future opportunities for growth and redevelopment have been identified, a clear vision set and land allocations have been recently reviewed.

- 6.2 Further details on the approach to economic development and employment land are set out in response to Matter 10.
- 6.3 The aim for the future of Yate is that it becomes as self supporting for work as possible. This will be achieved through regeneration of existing employment area and through new employment land provided in the New Neighbourhood. The proposed New Neighbourhood creates additional opportunities for working from or close to home, by increasing the supply and type of employment land in Yate. The requirement to install appropriate technology and provide a home working hub in the new centre will facilitate and encourage a range of flexible work options to meet future demands. It is acknowledged that people will continue to commute to other centres (see response to question 3, above); however the strategy to deliver more opportunities to travel there sustainably offsets any potential future impacts.
- 6.4 Community representatives were very keen that opportunities for home working were expressly set out in the Core Strategy policy. Home working has the potential to reduce traffic flows and create a more vibrant local community through matching workplace with home. In the short-term the contribution from home working may be limited, however this is likely to significantly increase as companies and employees look to reduce costs and work more flexibly. The opportunity to home-work must therefore be built-in/available from the outset.
- 6.5 The local employment opportunities/premises provided within the New Neighbourhood will be complementary to other employment sites within the town. The objective is that the new provision does not undermine the re-investment and remodelling of existing site and the aspirations for the main employment area at the western approach of the town. This Western Gateway area includes, amongst others, the Stover Road Industrial Estate, North Road and Badminton Road employment areas. The Council wants to prioritise the realisation of regeneration/remodelling opportunities of the Western Gateway employment sites and has set this out accordingly in the phasing of development.
- 6.6 The Council considered that the approach to employment provision, regeneration and objective of increasing the opportunities for home working in Yate/Chipping Sodbury is sound.

7.0 Conclusion

- 7.1 The Core Strategy contains a range of measures to address deficiencies identified in the Yate/Chipping Sodbury area.
- 7.2 Bringing forward a comprehensively planned and delivered mixed use scheme, through the allocation of a New Neighbourhood at North Yate, is the most appropriate strategy for delivering this scale of development in the Yate/Chipping Sodbury area.
- 7.3 The scale of the development envisaged will materially contribute to meeting local needs.
- 7.4 Yate has a functional relationship with Bristol, and this relation has been appropriately considered and planned for.
- 7.5 The North Yate New Neighbourhood provides the most appropriate and sustainable option for future growth. Alternative sites do not offer any discernable advantages over this preferred strategy and in fact would result in discernable disadvantages.
- 7.6 The proposals offer sufficient flexibility to cope with changing circumstances.
- 7.7 The approach to employment provision in the Yate/Chipping Sodbury area is sound.
- 7.8 The Inspector is respectfully requested to take these responses into consideration when concluding on the soundness of the Core Strategy.

Appendix A

Suggested Modifications to Matter 21

Policy / para	Proposed Modification	Justification	Main (M) or Additional (A) Modification
Policy CS31, second paragraph (p179)	Development will be planned <u>and delivered</u> 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.	Clarification	M