

Local Plan 2020 – Phase 2 Urban, Rural and Key Issues

These documents contain links to our questionnaire so you can provide your feedback.

Introduction

New Local Plan preparation

We have an adopted Local Plan, the Core Strategy (2013) and Policies Sites and Places Plan (2017). However, we now need to develop a new strategy for growth, change and protection in South Gloucestershire that meets our need for new homes and jobs but also responds to climate change, the need for the economy to become cleaner and greener, protects our environment and encourages greater levels of regeneration in our urban areas. This will enable sustainable change and growth and help to reduce inequalities in all our varied communities.

This is the 2nd phase of preparing a new Local Plan for South Gloucestershire.

The first step in preparing our new Local Plan, the Phase 1 consultation, took place between November 2020 and March 2021 – you can [view this here](#).

That stage included detailed information on the challenges, issues, potential priorities for our new Local Plan. It also gave an overview of the building blocks that we might use to build a new strategy, and some of the approaches to urban, rural and other growth we might need to think about.

What's in the Phase 2 consultation?

In this consultation we want to begin a more detailed discussion on where growth, change and protection might take place.

The information we want to share and discuss includes;

- how the Local Plan and the emerging West of England Spatial Development Strategy (SDS) will be developed and work together to shape the number of homes, jobs and strategy needed in our area
- further detail on the approaches that could be taken in urban areas and within the boundaries of our market towns to ensure we make the most effective use of limited urban sites and brownfield land – this includes potential sites where redevelopment could take place

and how our masterplanning is beginning to suggest positive changes, in certain key places

- further discussion on the approach to growth in all our rural villages and settlements, including which places might be more appropriate to investigate allocations for new homes and jobs, and other mechanisms that would be appropriate for all rural places
- where we might look to designate a network for connected strategic green infrastructure, based on designated sites, landform features and strategic ecological networks
- how much renewable energy generation we need to plan for, and where we might provide renewable energy facilities
- focused draft policies – sharing emerging drafts of policies on strategic green infrastructure and environment, and Houses in Multiple Occupation (HMO) policies – also included are, draft policies on the urban lifestyles areas and density policy, and a new requirement for biodiversity net gain

Some of the choices and options we need to investigate may overlap and conflict. But we need to start sharing them with our communities to decide how we use land in the district over the next 20 years.

This stage of consultation will then inform the next step in our preparing our new Local Plan.

How will the West of England Spatial Development Strategy shape and be developed in parallel with our new Local Plan?

Our area is part of the West of England. This varied and prosperous sub-region is planning for significant growth of homes, jobs and infrastructure. The West of England Combined Authority (WECA) is preparing high level plans setting out how this might be brought forwards – the Spatial Development Strategy (SDS) and new Joint Transport Strategy.

The SDS will provide strategic direction on how the sub region will grow and change and address key issues such as climate change, green infrastructure and nature recovery.

More information about the SDS is available at [Spatial Development Strategy – WECA \(westofengland-ca.gov.uk\)](https://www.westofengland-ca.gov.uk).

WECA are planning to publish the draft SDS in Spring 2022 and it will be subject to a 12-week consultation, when residents and businesses across the region will be invited to share their views

Our Local Plan will need to be developed in parallel with the SDS, to confirm the level of new homes and jobs needed in South Gloucestershire and locations to meet this need. However, in advance of the SDS, we think it is helpful to consult on matters that are local and relevant to South Gloucestershire (as set out in the ‘What’s in the Phase 2 consultation?’ section above) and are complementary to strategic planning through the SDS.

Once the SDS is further advanced, the next stage of our Local Plan will need to explore how the sub regional aims and strategy might be delivered in South Gloucestershire and make decisions locally on where change and growth could happen. We will discuss individual sites and places with communities at that time. We will also need to balance options for growth and development with enhancement and protection of the environment, the declared climate emergency and our own local issues.

Key content of the future SDS which will be developed in parallel with our new Local Plan and shape its future include:

A housing requirement for the West of England Combined Authority area and targets for Bristol City Council, Bath and North East Somerset Council and our authority – this is likely to include potential additional homes for South Gloucestershire which our Local Plan will need to take account of.

Broad areas where large scale growth should be investigated – this will shape future Local Plan options for large scale growth, for example urban extensions or new settlements.

A range of strategic planning policies that will overlap and work with policies in our new Local Plan to provide consistent planning approaches across the WECA area on key issues.

What is not in the Phase 2 document and will be presented in future stages of plan preparation?

Potential development sites beyond our urban areas

This document is not a consultation on individual sites across all areas.

We are consulting on a number of potential site allocations in urban areas and within the existing boundaries of our market towns, as part of the urban lifestyles approach. This will help us to understand how much growth we might need to find beyond these areas.

We will consult on individual sites for development across the rest of our area, once there is greater certainty on broad areas for large scale growth, which the SDS will be shaping in parallel with our own Local Plan.

How much new or enhanced infrastructure will be needed and come forward over the next 20 years?

We first need to share early ideas for where growth and change might take place. We can then begin to understand what infrastructure might be needed to support this development. For example work has commenced on future transport plans for the sub region and South Gloucestershire, which will be influenced and informed by options for where large scale and smaller scale growth might take place.

Until we begin discussing potential options for amounts and locations for all scales of growth, it is challenging to predict how much infrastructure might be required. So we are not yet able to set out the strategic and local infrastructure such as new highways, public transport connections, number of new schools and community centres that might be needed.

Once we move towards a preferred option for growth and the places that may change, we can provide more information on the infrastructure to support growth and change over the next 20 years.

All the new and updated planning policies

This document does not contain all the detailed draft planning policies which will be included in our new Local Plan.

We consulted on a focused range of policies in our Phase 1 document. In this consultation we are sharing planning policies on green infrastructure and making efficient use of urban land that relate to options set out in this consultation document. We also have early draft policies on Houses of Multiple Occupation (HMO's) and biodiversity net gain.

However, before we draft and share further planning policies, we need to understand in more detail the overarching strategy for growth, change and protection that will be shaped by the subregional Spatial Development Strategy (SDS) and our own work. We are also still waiting for significant updates to the national planning system to come forward, these changes will strongly influence what goes into our new local planning policies.

In the meantime we want to continue developing and refining policies where it is certain updates and new approaches are needed.

Updates to Local Plan timeline and plan period

By consulting on the next stage of our Local Plan at the start of 2022 we are responding to long-term requirements of our existing and future residents over the next 20 years looking forward to 2042.

We must also ensure under the government's planning rules that the Plan looks ahead to address the strategic priorities needed to meet the growth and physical and social infrastructure requirements of our area over a minimum of 15 years from the date the Plan is adopted.

Subject to competing the remaining stages of preparing this Plan we expect to adopt it in 2024. By doing this we will ensure we meet the government's expectations for strategic policies

Key issues – update

Key issues – recap

In section 3 of the Phase 1 Local Plan consultation in 2020 we discussed the key issues that we thought the new Local Plan needed to consider in planning for the future development of the district.

These were based on national planning guidance as well as local circumstances and evidence. In all we identified 56 issues which we grouped under 9 themes. The [Phase 1 consultation document](#), issues section is available to view here.

Key issues – what you told us

You can view all the [responses to our consultation](#) on the key issues and key statistics from the Phase 1 consultation here.

In response to our consultation you told us that you broadly supported the identification of the wide range of issues facing our area.

- there was wide-ranging support for the range and scope of issues identified and a recognition that all are relevant to the developing the new Local Plan for South Gloucestershire – however, there were different views about the relative importance of some themes and issues
- members of the public, South Gloucestershire councillors, parish councils and community groups were supportive of issues identified under the climate change, environment and health and wellbeing themes with particular concerns about protecting local character, heritage, wildlife and green infrastructure
- whilst the need for new housing was recognised, there was a view from some within these groups that we should not be meeting the needs of Bristol within South Gloucestershire
- there were mixed views on development in the Green Belt from those that thought it should be protected at all costs, those that thought other options should be investigated first, to those who thought some change and release of Green Belt might be needed
- representatives of the development industry recognised and supported climate change and environmental issues and the need

for good design but also supported the need to meet our identified housing needs in full – there was a view that it will be necessary to build in brownfield, green field and Green Belt locations in order to deliver the amount of homes we need

- there were detailed comments on the wording and content of some of the issues
- in addition there were comments on how the issues identified should be translated into planning policies or a particular strategy for development – these included comments from utilities providers, businesses, charities, and local and national organisations as well as local residents and developers

Key issues – what happens next?

As there was general support for the range of issues which the Local Plan has to address, and there were no issues which were not considered relevant or requests for stand-alone new issues, we are making changes in response to more detailed comments and confirming the issues facing South Gloucestershire Council.

We are not presenting the updated issues in full for consultation in Phase 2, but the updated list of themes and issues is in the table below.

We will consider your comments on how the Local Plan should address the issues as we prepare the strategy for development and policies in our new Local Plan.

New Local Plan objectives – update

Priorities into objectives

In section 4 of the Phase 1 Local Plan consultation in 2020 we identified nine potential priorities which we could use to shape the content and approaches in our new Local Plan.

In section 5 we discussed a number of potential guiding principles that we might use to develop choices and options to inform where we put new development in our Local Plan.

[View the Phase 1 consultation document](#)

Potential priorities – what you told us

In response to our consultation you told us that you broadly supported the potential priorities we had identified to guide the policies and strategy of the new Local Plan.

Key themes in relation to some of the issues raised were:

- priorities should be weighted according to importance with different views about which are most important – developers and some businesses supported meeting needs for both homes and employment land identified in the West of England Spatial Development Strategy (SDS) as most important and considered that Green Belt and greenfield land would be required to meet these needs, members of the public and others would like more weight given to carbon neutrality, protecting the environment, protecting the Green Belt and flood plain from development and community benefit and involvement.
- climate change and health and well-being issues should be overarching key priorities as they are cross cutting themes.
- support the urban focus and regeneration strategy and that this should be a priority
- support for some appropriate growth in rural areas
- support for locating development in areas where there is existing good walking cycling and public transport access to a range of

services and facilities and employment or where this can be provided.

- support for provision of appropriate infrastructure alongside new development from members of the public and others. The development industry also supported but raised issues about the impact on viability

Guiding principles – what you told us

In response to our consultation on ‘Developing a Growth Strategy: potential guiding principles’, you told us that you broadly supported all six potential guiding principles in helping us to assess the suitability of different locations in South Gloucestershire to accommodate new growth.

Key themes in relation to some of the issues raised were:

- the guiding principles may form a component of the sub-regional strategy, but it is inappropriate to pre-determine these at the local level in advance of a draft SDS and associated evidence base (including the sustainability appraisal)
- important to reflect the SDS emerging evidence base in respect of the need for employment land and the deliverability of particular locations having regard to market signals
- the need for a review of the Green Belt, however this review should not be an opportunity to increase housing allocations – some support for a proportion of Green Belt land being released to achieve an acceptable quantum of housing
- guiding principles 3, 4 and 6 should recognise the potential role of new development in enhancing and strengthening these principles as opposed to simply seeing them as constraints that require protection from new development
- consideration should be given to expressing the guiding principles in priority order
- the most sustainable locations in South Gloucestershire are often urban fringe locations, or settlements that benefit from or good transport links to the Bristol urban area
- the guiding principles should allow for the potential for new housing to be developed in areas that may not have excellent

public transport connections but could support the general day to day needs of new residents using a combination of local services and facilities and delivery services

- development must be provided with infrastructure and the council should clarify that supporting infrastructure required is viable and achievable
- areas at highest risk of flooding should be avoided along with environmental assets of most importance such as the AONB and Special Protection Areas, Special Areas of Conservation and Ramsar sites (These three types of site are sites of international importance for wildlife and habitats and protected under a range of national and international legislation)
- the guiding principles need to consider the change in lifestyle and travel to work patterns that have accelerated over the last year due to Covid-19
- consideration should be given to the strategic context of Severnside

In addition, you told us that we should consider the following new guiding principles:

- availability/developer involvement should be considered as a guiding principle as it is fundamental to inform the deliverability of any site options, and important when considering the viability of the Plan
- a diverse, sustainable and resilient settlement pattern: To achieve a diverse, pattern of development, where residential neighbourhoods have access to central facilities at a range of scales from urban to rural, to accommodate community needs and provide a variety of lifestyle opportunities

You can view all the [responses to our consultation](#) on the potential priorities and guiding principles, and key statistics from the Phase 1 consultation here.

Priorities and guiding principles – what we have decided to do in Local Plan Phase 2

Although there was support for all the priorities and principles, concerns were raised as to their relative importance with different suggestions as

to how to rank them according to significance. However, national guidance requires us to consider many different aspects of development and its impact on the environment and communities. The role of the local plan and wider planning system is to reconcile these different aspects of development and environmental impact. We consider that it is important to express all these objectives and then consider how they can best be delivered through the full range of policies and spatial strategy of the plan.

In considering the responses to the potential priorities and guiding principles, it was also clear that there was an overlap between the content of both sections.

To increase clarity and focus in these sections and the document as a whole, it was decided to bring them together into one single set of objectives for the Plan. Furthermore, some people commented that 'climate change' and 'health and well being' are cross cutting themes which affect many different areas in the Plan and would be better expressed as over-arching objectives.

We have therefore brought together the potential priorities and guiding principles from Phase 1 into a new set of combined over-arching objectives and sub objectives. In doing so we have taken into account comments made during the Phase 1 consultation.

It is important to recognise that these are high level objectives and not the strategy for growth.

Overarching objectives

- contribute to zero carbon ambition by 2030 and adapting to the impacts of climate change
- delivering sustainable communities
- improving health and well-being

Sub-objectives

Homes

- allocate sites to deliver new homes of different sizes, types and tenures, including affordable homes, to meet the needs identified in the West of England Spatial Development Strategy
- ensure deliverability of new homes by providing a range of small and large sites in sustainable locations across South Gloucestershire

Travel and transport

- locate new homes, jobs or settlements in places where key services and facilities are easily accessed by walking and cycling and effective public transport, or in locations where key services and facilities are capable of being provided as part of the new development
- minimise the need to travel and, where travel is necessary, decarbonise it by prioritising walking, cycling and effective public transport
- safeguard land required for new transport schemes
- enable more active lifestyles including walking, cycling, sport and recreation

Environment

- increase our resilience to climate change impacts and threats, including flood risk, poor air-quality, overheating and our natural environment
- avoid directing growth to locations which would cause unacceptable harm to ecological, landscape and heritage designations and their settings
- protect and enhance the character, distinctiveness, quality and intrinsic features of the natural and historic environment
- avoid directing growth to areas at a high risk of flooding
- establish, maintain and enhance the function and connectivity of green infrastructure and nature recovery networks
- apply the mitigation hierarchy and achieve biodiversity net gain in new developments

- protect existing trees and increase tree cover by planting new trees and require the replacement of trees lost to development

Design and place-making

- respond to key natural, built, historic and landscape assets and character of both the local landscape and townscape to create high-quality developments, which add to, or create, a positive sense of place
- require zero carbon, energy-efficient building design and construction and support retrofitting to decarbonise heating
- buildings and infrastructure should be designed and built to deal with and adapt to climate change
- new communities should be designed to facilitate walking, cycling and public transport by providing high-quality, safe connections and routes
- new homes and infrastructure should be adaptable and accessible to cater for households whose needs may change over time, and for our ageing population
- optimise the quality, density and range of uses in all new development, with higher density in the most accessible locations
- ensure new homes and workplaces provide high quality private outdoor space and internal layouts, with positive residential amenity
- streets and areas of public realm should be safe, functional, accessible and attractive, with new streets being tree lined
- ensure access to high-quality green infrastructure, nature rich habitat and open spaces for all our communities

Economy

- allocate and safeguard employment land required to meet the needs identified by the West of England Spatial Development Strategy
- ensure a “green” economic recovery through the growth of green technology and businesses which contribute to carbon reduction

- ensure safeguarded employment areas are flexible and attractive to accommodate businesses of all sizes, including key local sectors in a rapidly changing economic and retail environment
- plan for a better balance between local jobs and resident workers in our communities
- rethink town centres and high streets, in terms of what they offer and how they operate, delivering local regeneration which contributes to positive and inclusive development and change
- significantly increase renewable and low-carbon energy generation

Infrastructure

- direct development to those locations well-served or capable of being well served by existing utilities and infrastructure
- ensure that the delivery of new development is supported by the timely provision of all necessary infrastructure
- new development should enable and support the long-term success and sustainability of schools, sports and community infrastructure and public open spaces
- build on and enhance digital connectivity across the area
- infrastructure for alternative-fuel vehicles should be available in new developments

What happens next with our draft objectives and sub objectives?

These objectives and sub objectives will shape our approach to the generation of options and strategies for new homes, jobs, renewable energy, green infrastructure and draft planning policies.

When the SDS is released for consultation, we may need to modify and cross reference its objectives and priorities with our draft objectives and sub objectives.

New homes and jobs – key targets and information

How many new homes?

Our new Local Plan will be judged against whether or not it sets out a robust and clear strategy to ensure a certain number of new homes can be developed.

New policies on design, climate change and making plans for renewable energy and infrastructure will need to be consistent with the strategy for delivering our requirement for new homes.

Although, our plan period is over 20 years from 2022 to 2042, we intend to adopt our new Local Plan in 2024. Because of this the calculation of how many new homes we need to plan for will need to cover 18 years.

The number of new homes which need to explore planning for in our new Local Plan is established in three steps:



How many homes do we need to plan for in 3 steps

As we begin this consultation the minimum number of new homes we need to plan for is: 11,577, although we also know WECA may want to increase this level of housing provision.

This is the starting point for considering how many homes we need to plan for.

In this consultation we want to explore how effective use of land in our urban areas, and within the existing settlements of our market towns

(Urban lifestyles approach) and all our rural villages and settlements, might contribute to meeting the need for new homes in South Gloucestershire.

Over the next year there will be more certainty on the requirement and broad locations for growth as public consultation takes place on the sub regional strategy for growth and change, the SDS. This is being developed in parallel with our new Local Plan and will influence and update the number of new homes we need to plan for.

When we know this, we can have further Local Plan consultations on the approach we might need to take to accommodate large scale growth and change. For example discussing potential locations for; urban extension, new settlements and growth of our market towns, or larger scale growth of some of our rural villages and settlements.

Jobs and employment

A Local Plan helps to ensure that land is protected for employment development and economic activity. This allows existing businesses and economic uses to continue, invest, grow and change.

Planning for safeguarded employment land supports a 'strong, responsive and competitive economy, providing land of the right type in locations across our area. However, this needs a long-term view to safeguard existing employment areas and allocate new land and sites for employment.

In our new Local Plan we need to consider which of our existing employment sites and areas we continue to protect, and whether we need to allow more flexibility for other uses (such as housing, leisure, commercial and community uses) on other selected employment areas.

Some level of change on our existing safeguarded employment sites can allow an increase in job density and allow for new types of businesses. Introducing non employment uses or mixed use sites in urban areas can also assist our town centres and high streets by bringing in new residents and community, leisure and commercial uses, to support existing and new businesses.

Key decisions for the new Local Plan

- Where to allocate space for new employment sites so that key sectors, industries and businesses can expand and new economic opportunities can thrive and grow; and
- Whether any of our existing safeguarded employment areas can be released for new homes, other uses. Or allowed to be developed for a mixture of uses, where new or existing employment uses are maintained but mixed in with leisure, retail, community and/or housing developments.

Targets for new employment land

The regional Employment Land and Spatial Needs Assessment (ELSNA) sets out a requirement for a minimum additional 10Ha of land for research and development, and offices.

These targets show the minimum amount of new employment land required and assume that the existing safeguarded employment areas continue to be protected and used primarily for employment.

If we are to consider a wider mixture of uses on protected employment land as part of our regeneration plans in urban areas, we will need to find more space and replacement employment land.

But we also need to ensure our existing employment land and areas are making the best use of sites and space, to maximise the opportunity for jobs and economic activity. Regeneration and change on some of our existing employment land for a variety of uses, might lead to changes and loss of the overall area, but encourage new forms of employment and higher densities of jobs overall in the same community.

Two key pieces of employment evidence are informing our strategic approach to employment land provision and change in the Local Plan:

- the West of England Economic Land and Spatial Needs Assessment (ELSNA) has assessed future employment land requirements for the entire West of England area, with a South Gloucestershire proportion; and
- the South Gloucestershire Employment Land Review (ELR) assesses our existing safeguarded sites across the authority – initial findings state that all the employment sites currently protected under policy CS12, should remain protected for employment development, but it does note that there are some sites which would benefit from a

mixed-use approach to increase the quality and range of employment sites and opportunities

In our urban lifestyles section of the plan, we highlight several existing employment areas, where suggestions have been made through the call for sites and masterplanning processes to change the nature of part or all an employment area, to different types of use. These suggestions include a wider mix uses, different types of commercial and or infrastructure types or residential developments.

If the option to change the use or mix of uses on these employment areas was taken forward, our local plan would need to consider finding and providing additional employment land, in close proximity including outside of the urban areas, or require new types of employment space on the site, that complement and work with the new uses.

Where replacement land for employment is needed, under our plan objectives on sustainable access and balancing jobs and residents in communities, it would be expected to be in close proximity to the community where the existing land and sites are being lost, with a focus on still being accessible by walking and cycling.

New strategy – where to grow and protect

Strategy – What our Local Plan needs to do

Core Strategy Policy CS5 'Location of Development' sets out our adopted planning strategy, which directs where growth and change should be located to allow for new homes, jobs and infrastructure up to 2027.

2027 is only five years away. Many of our large development sites for new homes and jobs have started, or are about to start, developing. Our new Local Plan needs to set a new strategy to guide where in South Gloucestershire we locate a large number of new homes, space for jobs, supporting services, facilities, and infrastructure over the next 20 years.

There are also new demands and requirements on planning for growth and change in our area, such as making even more effective use of urban land in sustainable locations, responding to a climate emergency so considering where we grow and protect for renewable energy and networks of green infrastructure

In these early stages of preparing our new Local Plan we will be sharing key information and initial options that present different approaches and locations to providing the new homes, jobs, renewable energy and green infrastructure

Phase 1 strategy building blocks – what you told us

In our [phase 1 document](#) we shared five potential 'building blocks':

Building block 1: existing urban areas – 'Urban Lifestyles'

Building blocks beyond our urban areas

Building block 2: expanding our main urban areas through small or large urban extensions

Building block 3: growth around our market towns

Building block 4: rural villages and settlements

Building block 5: large scale free standing new settlements

- there was general recognition that elements of all building blocks would be needed as part of our strategy for growth and change
- nearly all stakeholders supported the principles of urban lifestyles and utilising urban land and land within our market towns as effectively as possible, though it was flagged that higher density would not always be suitable and the approach needed to be different depending on the location across our urban areas and within our market towns
- communities which have experienced recent growth within and around our market towns and rural villages where speculative development has occurred were concerned about the impacts of further growth on infrastructure character and quality of life in those locations
- concern from a range of stakeholders that brand new, free standing settlements can be problematic to deliver, with long delivery times, though some considered them a potential route of delivering a large number of homes

You can view all the [responses to the strategy and building blocks sections of the Phase 1 document](#), and key statistics from the Phase 1 consultation here.

The '[Urban lifestyles](#)' and '[Creating sustainable rural villages](#)' sections of this document provides further summaries of the key points raised on those building blocks.

Phase 2 – Strategy consultation

In this consultation we want to focus the discussion on the contribution that two of our building blocks could make to meeting our need for new homes, jobs and forming part of a new growth strategy.

These building blocks are not entirely dependent on being developed and shaped in parallel with the options for growth and change, that will be shared in the emerging sub-regional Spatial Development Strategy (SDS – due to be consulted on in spring 2022):

- urban lifestyles – areas within the existing settlement boundaries of the North and East Fringe communities and within the market towns of Yate and Chipping Sodbury, and Thornbury
- creating sustainable rural villages – small and medium and very local needs growth in all our villages and settlements

We also want to share options for where land might be safeguarded and used for:

- a strategic green infrastructure network – updating and refining our existing GI network by defining strategic corridors with opportunities for enhanced connectivity to both protect designated sites and natural habitats, and inform the way land use changes and develops, without adversely impacting upon on the integrity of the network and promoting biodiversity quality and connection for nature and people
- renewable energy generation – setting out land that can be used for solar and wind production to address our need to produce more renewable energy as part of the declared climate emergency

What about other building blocks and options for large scale growth of new homes and jobs?

The West of England Combined Authority is working closely with ourselves, Bath and North East Somerset Council and Bristol City Council to prepare a Spatial Development Strategy (SDS) to cover the period 2022-2042.

This will set out broad locations for growth to meet the need for homes and jobs and the overall strategic planning context, for the sub region we are located in.

As progress is made with the SDS, we will have a clearer idea what combination of our key building blocks we will need to address the priorities for development and use of land in South Gloucestershire up to 2042.

Urban lifestyles – update

Introduction

Growth happens all the time in our urban areas and market towns as individual sites and buildings are redeveloped. This is called “brownfield” development and it is allowed for in national planning policy and in our existing Local Plan. There are existing policies to manage these developments to avoid negative impact on neighbours and harm to the environment, and to achieve high-quality design.

The new local plan will continue to manage this type of development. However, national policy now says that in the most sustainable locations, in and around town centres, high streets and transport hubs, we must make the most efficient use of brownfield land by optimising the density of new homes, employment and mixed-use development. However, we set out clearly in the Phase 1 consultation document that the new Local Plan needs to make sure we do this without compromising quality of life for existing and new residents.

It is also important to focus on supporting our town centres and high streets, given the expansion of online shopping and broader changes to the retail sector and high streets, the traditional range of uses and types of development in these locations will need to change, be flexible and innovate. A range of uses, activities, and facilities must be provided, and new ways of designing, such as focusing on mixed-used development, to bring places to live, work, shop, play and interact within easy walking distance of each other. Introducing new residents into the high streets and town centres through, for example more homes above shops or in close proximity can increase footfall and help to support local businesses.

We recognise that the high streets and centres in South Gloucestershire each have their own local character and that Yate, Chipping Sodbury and Thornbury each have their own unique market town characters. We want to make sure that approaches to optimise development in the most sustainable locations is appropriate to the character of each place – it does not mean one size or form of development fits all these places.

In the more suburban parts of our urban areas, which are further from local services, we will continue to manage development to fit with existing character.

Phase 1 consultation update

In Section 5 of the Phase 1 Local Plan consultation 2020 we investigated “building blocks” which could help us to make choices about our new strategy for growth. In line with national policy the first “building block” was to focus on further development of land within the settlement boundaries of our existing urban areas and market towns. In Section 6 Part 1, we explored in more detail the issues involved with increasing the density of development in places where there is access to local services and facilities by walking and cycling and good public transport links.

We set out the potential benefits of making the best use of brownfield sites in these areas including:

- providing more new homes of all sizes and types including affordable homes
- supporting our high streets, urban businesses, services, and facilities
- enabling more low carbon and active lifestyles and travel and reducing private car use
- reducing the need to use greenfield sites

We also discussed potential issues with this type of development. Key issues were:

- the importance of providing quality design which delivers good living conditions, including private and public green spaces for existing and future residents
- investing in local facilities and services
- potential loss of employment spaces and land to housing

Phase 1 – what you told us

In response to our consultation on urban lifestyles you told us that you broadly supported the new approach:

- the majority of respondents supported the concept as the starting point for the development potential for South Gloucestershire – however, a number of parish and town councils did not support significant increases in density within specific urban areas and market towns
- this support was subject to addressing key issues including respecting local character, affordable housing needs, amenity of existing and future residents, provision of public and private green space, and parking
- internal design issues that were considered important included good space standards, spaces for working from home, and natural light
- investment in local supporting infrastructure to serve additional residents was considered very important (public transport, schools, community and health facilities)
- the development industry supported the approach and considered that any issues could be addressed through good design
- there was caution from the development industry as to the viability of this type of development and the availability of land within existing urban areas and market towns, both of which would limit the amount of homes and jobs that could be delivered -allocated sites must be deliverable or developable with supporting evidence of demand for this type of development, site availability and suitability, and urban capacity

Urban lifestyles – what happens next?

We can now confirm that the new local plan strategy for growth will start by prioritising growth in our urban areas by optimising density in the most sustainable areas, subject to protecting and enhancing quality of life for new and existing residents.

In this consultation the ‘Urban lifestyles: What will be different?’ section sets out examples of different levels of ‘optimised’ higher density development and how parking and public and private spaces can be provided in such developments.

This leads to a discussion on the emerging new policy approach to:

- set out density ranges that new development should meet in the most sustainable urban lifestyles areas
- introduce policy criteria that will support this approach and may lead to bespoke approaches to internal space standards, parking and private and public open space within urban lifestyles areas
- take account of key planning issues to manage planning applications so that we can maintain the balance between optimising density in urban areas and quality of life

If you are interested in proposals for particular areas these are set out in the ['Urban lifestyles: locations and sites' section.](#)

Urban lifestyles – what will be different?

The main aspects of the new Urban Lifestyles approach which differ from the existing policy approach, are as follows:

- a minimum level of private outdoor amenity space for flats – strengthening the existing private amenity space policy and setting out an amount of private space for future occupiers, separate to any public realm or communal areas of public open space
- minimum room sizes for all types of dwellings – updating the current requirement which applies to affordable housing only
- variable parking standards – with opportunity for lower standards depending on the circumstances and sustainability of the site
- varying approach to requirements for public open space – in urban areas our current adopted standards (policy CS24) are often not realised for the amount of all types of public open space. We also need to consider whether new standards are needed for urban areas and whether contributions for open space could be made to improve the public realm, e.g. key public squares, streets, or outside meeting places where higher densities are proposed
- a requirement for new homes and development in our urban lifestyles focus areas to achieve a minimum level of density – subject to meeting key criteria relating to the points above, and avoiding harm to local character, designated ecological, heritage and other assets

We want to share how such an approach might be achieved, with reference to examples locally and nationally. We will then set out the ranges of density that might be applied in our main Urban Lifestyle's areas.

We want to draft a new planning policy that brings these considerations together, but also include requirements to ensure that optimising density does not come at the cost of harm to key assets, residents' amenity, and local character.

Urban Lifestyles – Private Amenity Space

Direct access to private amenity space is critical to mental health and well-being and can enhance people's daily lives. It is proposed to retain and strengthen the requirement for a minimum of 5 meters squared (5m.sq.) of directly accessible private amenity space for every apartment, with more space for houses. This minimum level is needed to allow residents to be able to use these spaces for a range of day-to-day activities, such as drying washing, growing plants, and sitting out.

There are a number of ways in which private amenity space can be provided in new developments. The most common type are rear gardens associated with houses. In Urban Lifestyles developments, smaller rear gardens can be provided, combined with garden terraces between buildings, or roof gardens and terraces, to create a wider range of usable spaces for residents.

For apartments, balconies are the main method above ground floor level, with small private garden spaces often provided at ground floor. Balconies can be designed to either completely project from the face of the building or be partly or fully recessed within the structure, to allow use in a variety of weather. New forms of housing design can provide private amenity space 'decked over parking areas' and apartments with facilities located on their roof often work well at the top level of a building, using space which would otherwise be left as a roof, which can make more efficient use of space. This approach can also provide small and medium developers a way to provide innovative design solutions which is different to the volume house builders. The focus should be on creating quality spaces which enhance residents' quality of life.



Clockwise from top left: A range of balconies at Gainsborough Square, Bristol. Balconies at a retirement development, Gloucester Docks. Large partly enclosed balconies at Landmark Court, Harbourside, Bristol. Balconies at Cooper's Court, Yate.



Clockwise from top left: Recessed balconies, Cooper's Court, Yate. Terraces above integrated garages at Icon (copyright Housing Design Awards), Street (Somerset). Roof terraces, London (copyright Housing Design Awards).



1st floor gardens as part of the Kingswood Masterplan

Urban Lifestyles – Parking

How the parking of private vehicles is dealt with is one of the key considerations with the Urban Lifestyles approach. In general, a variable parking standard is needed within optimised Urban Lifestyles developments.

In the Local Plan Phase 1 consultation document we outlined our intention to explore a new approach to our parking standards and policy. This can be viewed online in the [Phase 1 document](#). The purpose of the new approach was to take account of the varied built environment within South Gloucestershire and explore the potential for a different approach in areas identified as having good access to services and facilities and public transport connections, close to town centres and high streets. With this we introduced the idea of having different parking standards within identified Urban Lifestyle areas.

We introduced the proposal that sites within Urban Lifestyle Areas would have the opportunity to undertake an Accessibility Assessment which would then determine a level of appropriate parking provision that

departs from the district wide standard, recognising these areas are likely to be better connected to service, facilities and public transport. The assessment would be on a case by case basis and take into account the specific circumstances of each site. We proposed that the assessment should look at the key criteria below:

- local access to key services and facilities and their accessibility by walking and cycling;
- proximity, frequency and access to public transport with connections to key facilities and locations (Bus and Metrobus and Rail); and
- existing and potential parking management issues and solutions within the area.

Alongside the Local Plan the council is looking to bring forward a parking tool that will allow individual proposals to undertake an Accessibility Assessment, respond to these points and investigate new approaches and range of parking standards, within urban lifestyle areas.

This is to allow some of the space which is taken up by large numbers of parked cars to be used for other uses, such as enhanced areas of public realm, town centre uses and a higher number of homes. Some parking space will be needed in these developments, but it will be provided at a lower level when compared with non-optimised developments.

Reusing land which may previously been needed to meet our parking standards can also help us achieve our objectives for regeneration and a mix of uses to provide the vibrancy, vitality and new types of development which will support the long-term future of our high streets and town centres.

The need for new forms of development and innovate design solutions to provide parking but in a reduced way that does not dominate our available land, particularly in and around the most accessible parts of our urban area, will encourage development proposals and ideas from small and medium sized developers, builders and businesses.

There are a number of different ways to accommodate parking. For houses, garages, driveways and on-street parking are the standard approaches. For optimised developments, houses can be provided with wide, integrated garages, which can also be used for the storage of

household items, or well-landscaped driveway parking. Another option is to design undercroft parking, where vehicles can park under raised gardens, which removes vehicles from the surrounding streets.

For apartments, parking is often provided within dedicated courtyards, which are very basic, often lacking in visual quality and greenery. This basic approach can be enhanced, with higher quality paving materials, green landscaping such as trees and shrubs, and more secure boundaries to gardens and living spaces.

As well as improving the way private vehicles are dealt with, the Urban Lifestyles approach also puts an emphasis on the alternatives to driving, including walking, cycling and public transport, such as buses and trains.



Decked 1st floor gardens over ground level parking, Greyfriars, Gloucester.



Undercroft and integrated, wide garage parking, Abode, Cambridge.

Urban Lifestyles – Open space

The design of the public realm, including any streets and other public spaces, is a critical element within the Urban Lifestyles approach to optimising urban development sites. For this approach to work, the streets themselves must become part of the provision of open space, being welcoming, safe, and well-designed. They should not be car-dominated, and should be well-landscaped, well-lit, and properly overlooked to enhance safety.

Most Urban Lifestyle sites will not be able to accommodate formal playing pitch provision but children's play provision and formal opportunity for interaction, sitting and access to green infrastructure should be provided where possible. We might need to rethink our existing adopted policy (CS24) standards for open space, to ensure we get the right type and quality of spaces for urban developments, rather than look for quantity that is provided far from the development.



An urban green square, Derwenthorpe, York. (copyright Google)



Goldsmith Street, Norwich (copyright Mikhall Riches Architects).



Landscaped public realm, Maritime Streets, Barrow-in-Furness (copyright Farrer Huxley).



Grey to Green, Sheffield (copyright Nigel Dunnett).



Seating within streets, Marmalade Lane, Cambridge (copyright Mole Architects, David Butler).

Density Examples – Dph means ‘Dwellings per Hectare’

Semi-detached housing: 10-35 dph



Hanham Hall

Houses and apartments: 50dph





Terraced housing: 60-90dph



**Former Royal British Legion site
Apartments and houses: 90-100dph**



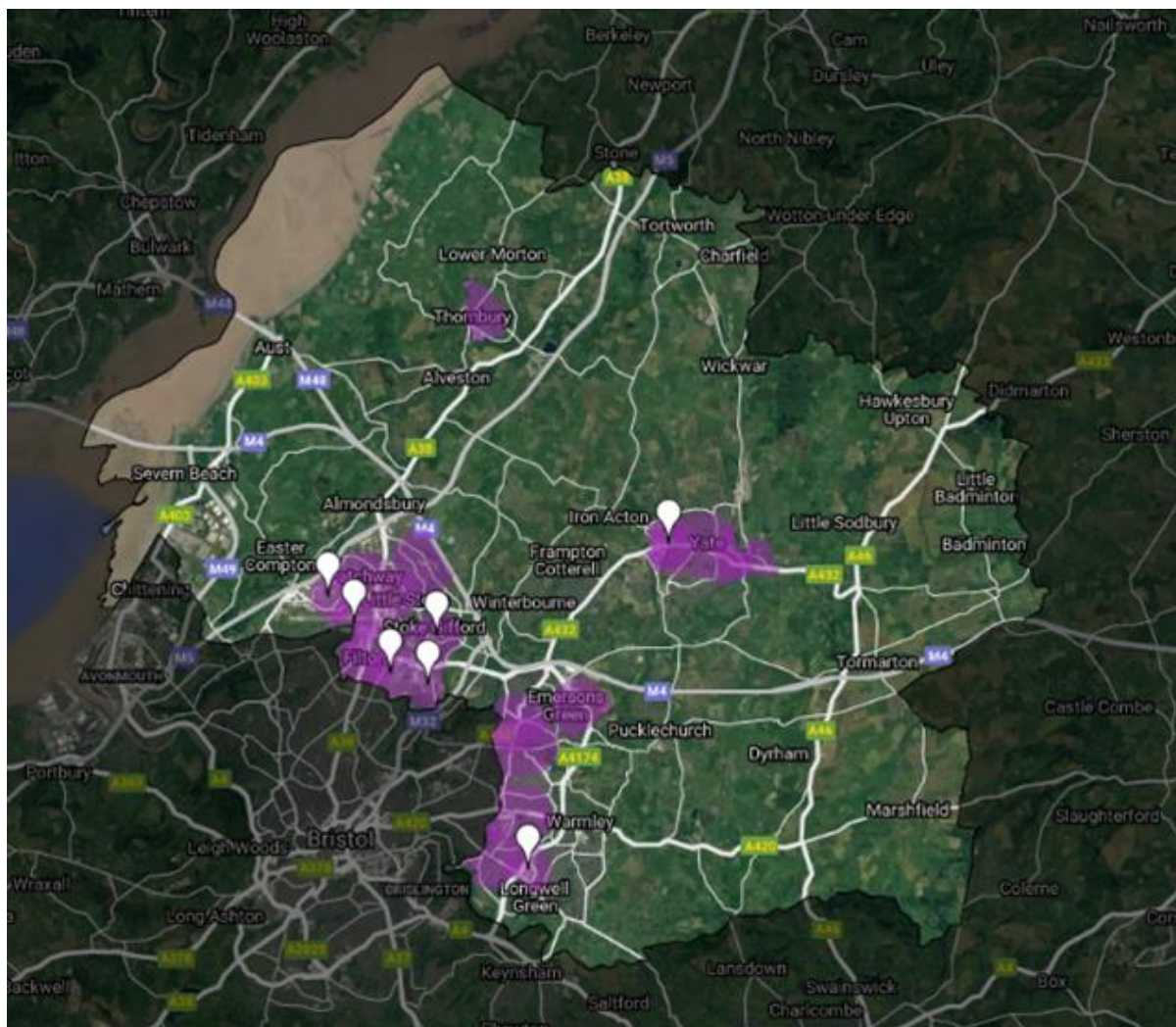
Keynsham apartments and leisure centre: 270dph



Emerging Urban Lifestyle areas and density policy

In line with the requirements for producing our new Local Plan, set in the National Planning Policy Framework, our new policies, sites and future planning applications must, subject to meeting certain criteria, make efficient use of land and demonstrate significant uplifts in density, in the most sustainable areas and on brownfield sites. This approach is also intended to support the vitality of our town centres and high streets, to bring greater range of uses, vitality, vibrancy, new development and more footfall into these areas.

The most appropriate urban areas for uplift and optimisation of density are shown on our [interactive online map](#), which includes a notional 10-minute walking zone from the centre of each area. These focus on our designated town centres and high streets, the transport nodes of Cribbs Causeway and UWE bus stations, along with the train stations of Bristol Parkway, Yate, Patchway, Filton and future train station at Filton Airfield, and the out of town retail area at Longwell Green.



Map of Urban Areas

We talk more about each Urban Lifestyles area in the next section. It is within these areas that future applications and allocation in our new Local Plan will be expected to optimise use of land, by being developed to certain densities.

The appropriate density for each area will be expressed as a range. Future developments in these areas will be expected to fall in the density range, subject to meeting key criteria, such as providing a high-quality environment for future residents and avoiding harm to local communities and the existing character and assets of the area.

The location of a development site within an Urban Lifestyles area will be a key factor to inform the appropriate density. Sites which are very close to the town centre or high street of an area, near to shops, services and public transport options, would be expected to be developed at a density around the upper level of the density range for that area. A site which is

located further away from the shops and services would be expected to be developed at a density towards the lower end of the range.



Graphic showing higher densities nearer centre, and lower towards edges. These density ranges have been informed by our 'Urban Lifestyles – Density and Character study' part of the evidence base for the new Local Plan.

This technical evidence investigated the character of each of the named Urban Lifestyles areas, including the more common types of built forms, and establishes the current character and density situation. The information from the analysis has assisted in establishing a density range for new development. A number of criteria have been used in developing the density ranges, including:

- the character of area, including existing density
- if a conservation area is present
- the existence of railway connections
- access to Metrobus rapid transit and Strategic Cycle Routes
- the level of access to shops, facilities, services and recreation

In all Urban Lifestyles areas and central to future plans and developments will be the need to balance a requirement for optimising density with avoiding harm to existing surrounding areas and the amenity of residents. So minimum standards for room sizes, private amenity space and avoiding harm to existing parking will need to be met. We also need to carefully consider how each development would respond to the special characters of the various areas and the need to protect and enhance these places. The existence of conservation areas and listed buildings, or positive landscape features, such as mature trees, are common features which need careful consideration.

The [draft Urban Lifestyles and Density policy](#) sets out what would be required when developing a site within an Urban Lifestyle area, to balance investigation of higher densities with achieving high quality development for people, places and the environment. This policy also acts as a sign-post to other policies which are directly related to the new Urban Lifestyles approach, such as parking, private amenity space, and open space.

Urban lifestyles – locations and sites

Phase 1 consultation update

In Section 6 – Part 2 of the Phase 1 Local Plan consultation we presented information on the issues and opportunities at each of the places where an Urban Lifestyles policy approach could be appropriate in South Gloucestershire.

These were the most accessible locations in and around our designated town centres, rail stations and transport hubs.

The [Phase 1 consultation document](#) is available to view here.

What you told us

While there was support for optimising the use of brownfield land in all the urban lifestyle areas some respondents had concerns about further development. The key issues raised on the broader locations where urban lifestyle areas were located were:

North Fringe

- strong support for increasing density on Filton Airfield based on the ability to significantly improve transport infrastructure
- support for higher density residential uses around the Mall at Cribbs Causeway
- support for maximising accessibility through, to and from Parkway to UWE subject to principles already agreed in East of Harry Stoke permissions and for intensification of UWE site to align with the University's aspirations
- some concerns about the impact on residents, local services and facilities and local character of raising density in existing centres
- concerns about the need to invest in additional infrastructure especially transport and accessibility on foot and cycle

East Fringe

- broad support for intensification around town centres but some respondents did not agree with this approach or considered that there would be limited opportunity as this area is already built up
- it is very important to protect employment land and bring economic value and skill clusters to the area
- important to protect the local character, historic and green assets of the East Fringe especially at Warmley. Support for regeneration of Kingswood High Street and conservation of Whitfield Tabernacle, a nationally important asset at risk
- access to green space within and adjoining the East Fringe communities is limited and needs to be protected.
- better road, public transport, walking and cycling infrastructure is needed
- concern about ability of existing infrastructure and community services and facilities to cope with additional residents

Yate

- Yate should be considered as a market town rather than part of the urban area and its character and role in providing services for the rural hinterland as well as its links with the Bristol urban area acknowledged and respected
- there was support for regeneration of the town centre and a better and more attractive connection to the station, but this should be part of an integrated vision and retain facilities and flexibility at the town centre which is required for a range of uses.
- protecting employment land is important
- better transport connectivity and accessibility is needed

Thornbury

- some support for reuse of brownfield land in the town centre in principle but any new development in these locations should respect its existing form and character as a market town and be accompanied by infrastructure investment (train and bus).
- others did not agree with any further development in the town centre due to potential impact on historic character and capacity of

local infrastructure which they consider has been overloaded by recent greenfield developments

- it is important to understand commuter flows out of Thornbury and provide additional transport options
- the town's employment land supply should not be compromised by urban living approach
- the issue of high-cost market homes to buy or rent should be addressed.

Urban Lifestyle Areas – What happens next

In our final Local Plan each area will have a vision for future development, new density standards and land will be identified for housing, mixed use and employment development as well as green spaces and any planned new infrastructure such as transport improvements or new community facilities.

In this Phase 2 consultation we are confirming the urban lifestyle areas identified in Phase 1 and adding Chipping Sodbury as a new area to reflect the level of services and facilities within the designated town centre.

For each urban lifestyle area we are now seeking your views on:

- a draft summary of how we will manage future development in the area
- the appropriate range of densities for any future new development this area based on the South Gloucestershire Council Density & Character Study
- proposed sites for new development, where we think there is potential for change over the plan period and where this could be guided by an allocation in the Local Plan. These sites are informed by evidence from our Call for Sites our employment land evidence, and from masterplanning work which is taking place in [Kingswood](#) and [Yate Town Improvement Plan](#)

Please note that this is the first stage of consultation on these potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

- Safeguarded Employment Areas

Land allocated in our adopted Core Strategy (policy CS12) which is currently safeguarded and protected for employment uses and development. We set out those areas where the current safeguarding protection is proposed to be continued. And those areas where an option exists to keep protecting for employment uses or allow a mixture of uses, change to residential or other proposals to diversify the type of development on the employment area.

Much like the potential site allocations, the options for our safeguarded employment areas that is a first stage of consultation. We are seeking your views at this stage and no final decisions have been made about changing the use of these areas.

Potential Site Allocations and Safeguarded Employment Areas – view and comment

You can read about the potential site allocations and safeguarded employment areas in the sections below, which will set out the information by each urban and market town area.

You can also view all the information relating to the sites and employment areas and provide your comments on each site on our interactive map.

View and comment on all the potential site allocations and safeguarded employment areas on [our interactive online map](#)



North Fringe Urban Area

The North Fringe urban area in South Gloucestershire includes the communities of Cribbs Causeway, Filton, Patchway, Bradley Stoke, Stoke Gifford, Harry Stoke and Frenchay.

Below we have set out proposals for each of the places within these communities where the higher density urban lifestyles approach will be applied. At the end of the section, we also identify sites within the remainder of the North Fringe urban area which we propose to allocate as having potential for particular types of development. In these areas which are less well connected to services and facilities the general policies of the Local Plan will continue to apply.

In line with national policy, which requires us to look at previously used (brownfield) land first, we must consider options to redevelop sites within our urban areas to provide the new homes and other types of development that we need. The majority of sites we are consulting on now have been suggested by landowners and developers through the Call for Sites process. Some have been developed through detailed masterplanning where the council is co-ordinating the regeneration and transformation of high streets and key areas of focus. It is important to note that this is the first stage of consultation on the potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

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Bradley Stoke Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Bradley Stoke town centre was completed in the 2000s and is well-located to serve its local community. Local facilities include schools, community facilities, a skate-park, leisure centre, pub, Tesco Extra and a number of additional retail outlets. The centre was primarily designed to be accessed by car but has good public transport links.

There are limited opportunities for redevelopment in the area surrounding the town centre as it was delivered relatively recently, but over the coming years, if opportunities do arise it would be a suitable

area for Urban Lifestyles development. Opportunities may come through optimising densities and diversifying uses in the town centre, to include new homes and other uses and make more efficient use of the large areas of surface car parks. In future this type of new development will be managed in accordance with the Urban Lifestyles policy to make the best use of land by optimising density.

Developments at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range further away from the centre.

New development should assist in moving to a more sustainable, compact and complete neighbourhood by:

- improving public transport, walking and cycling environment and connections within the area as well as other key destinations
- enhancing the public realm

Enhancing the range of town centre services and facilities available to the local community.

Appropriate density range

The appropriate density for this area will be 65–100dph. Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[View the draft policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub

will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

No sites are proposed for allocation for new development in this urban lifestyle area at this stage of the new Local Plan.

Safeguarded employment areas

There are no sites currently safeguarded for employment uses in this location.

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Cribbs Mall and retail and leisure parks

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

This area has an extensive range of retail and leisure facilities and excellent public transport connections but few key services and community facilities, or the type of open spaces and public spaces found in more mixed use and residential areas.

There is potential for transformational change in this area. Urban Lifestyles' development could make more efficient use of land to provide a greater variety of uses including new homes, community services and facilities and employment opportunities. This could be achieved through the redesign of the significant areas of car parking or increasing the density of existing buildings at the Mall or surrounding retail parks. The North Fringe Masterplan will inform this approach and provide a new vision and ideas for change in this area.

In future new development will be managed in accordance with the Urban Lifestyles policy. Developments at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range being more appropriate further away from the centre.

New development should assist in moving to a more sustainable, compact and complete neighbourhood by:

- Providing access to a high-quality public realm and open space for residents and workers
- Providing the services and facilities that future mixed use and residential communities may need
- Improving public transport, walking and cycling connections within the area as well as other key destinations including west towards the open countryside, new tourist attractions and Sevenside employment areas.

Appropriate density range

The appropriate density for this area will be 110-160dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment. (link to policy to be inserted in final public consultation, web version).

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

No sites are proposed for allocation for new development, in this urban lifestyle area at this stage of the new Local Plan. However, as set out above, the North Fringe Masterplan is currently exploring potential opportunities for transformational change in this area.

Safeguarded employment areas

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan.

- Site 5: Employment Land at Filton Northfield (16.8ha)



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- Site 48: Jupiter Road (7.8ha)



© Imagery copyright Getmapping PLC, 2022

- Site 49: Patchway Industrial Estate (22.3ha)



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Former Filton Airfield

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Core Strategy Policy CS26 (Cribbs / Patchway New Neighbourhood) allocated land on and around the former Filton Airfield for 5,700 homes as well as employment and supporting infrastructure. A Framework Agreement was signed in 2018 between the Council and developers and

landowners to ensure that the required infrastructure for the whole site is delivered to support this level of development.

The current Council housing trajectory, however, plans for only 4,800 homes as one of the allocated Core Strategy sites in the wider area is no longer coming forward for housing development.

YTL who are the owners of a large area of the former Airfield have obtained planning permission for mixed use development including 2,675 homes (planning application number PT14/3867/O).

However, the recent planning permission for a new arena (within Bristol City Council area but directly adjacent to the site), a range of mixed-use leisure and commercial development and approval for a new train station to serve the Arena and wider area. In combination these recent developments are a key driving factor for how parts of the airfield site could be redeveloped.

It is understood that a large area of the existing airfield permission adjacent to the approved arena, train station and eastern section of the airfield, is being reconsidered for a new form of development by the site's owners and developer YTL.

It has been indicated that they can deliver at least an additional 1,000 homes on this land over and above the existing planning permission and that this might come forward through a new planning application. This level of additional housing growth would be deliverable within the existing Framework Agreement. Any further uplift in housing numbers on this site would require a new approach to the provision of infrastructure.

The Arena development and delivery of and newly-planned transport improvements, such as the new rail station and metrobus route, offer significant potential for the remaining undeveloped land to be used for higher-density Urban Lifestyle approach. With a revised mixture of uses, new approaches to design and provision of homes, green spaces and employment opportunities. The Arena development also offers the opportunity to ensure significantly enhanced public bus and rail services and walking and cycling connectivity between communities in and around Cribbs Causeway, and the communities to the south and east.

Any new proposals or revised applications for development on this site will be managed in accordance with the Urban Lifestyles policy to make the best use of land by optimising density.

It is likely that updated and new information on the intention for some sections of the airfield will come forward in early 2022. The development of our new Local Plan will consider future opportunities and aspirations for this site as they come forward.

Appropriate density range

The appropriate density for this area will be 105–160dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment. (link to policy to be inserted in final public consultation, web version).

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range.

A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

No sites are proposed for allocation for new development, in this urban lifestyle area at this stage of the new Local Plan.

However, there are opportunities for parts of the approved scheme on the former Filton airfield to be re-submitted to maximise opportunities created by the new arena, train station and approach to optimising density set out in our new Local Plan.

Existing adopted Policy CS26 will be reviewed in line with our Urban Lifestyles approach and any future proposals that come forward during preparation of the new Local Plan. This may affect the current approach to safeguarded employment land as set out below. The North Fringe Masterplan will inform this approach and provide a new vision and ideas for change in this area.

Safeguarded employment areas

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan.

- Site 6d: Land East of A38, Filton/Patchway, Southern site – around NBC (16.1ha)



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- Site 52: Land West of A38 (including runway and Royal Mail Depot) (up to 24ha)

The site is currently an interim safeguarded employment site in the

adopted Core Strategy for up to 50ha of employment land. However, since adoption of the Core Strategy the approval of 2,675 homes (planning application number PT14/3867/O) has reduced the overall area remaining for safeguarded employment to 24ha.

The new Local Plan intends to redraw the extent of this safeguarded area to reflect the remaining 24ha of land, which it is intended to continue safeguarding for employment.



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Patchway Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Patchway town centre at Rodway Road is centred around a high street with local shops and community facilities, well connected to its adjoining residential areas. The wider area has a large number of key services and facilities including further shopping areas at Coniston Parade and along the A38. There are a range of bus connections.

Patchway rail station in Little Stoke is a key public transport link within 1,700 metres of the town centre but the A38 dual-carriageway is a significant linear barrier to access for the local community.

This area has potential as a focus for Urban Lifestyles around the town centre and rail station, with a role in creating a more coherent centre and sense of place.

Opportunities will be mainly focused on the redevelopment and regeneration of existing buildings and sites brought forward by landowners. There is also potential for higher density development around Patchway rail station but links will need to be improved across the A38 highway to allow better pedestrian movement through the area. In future new development will be managed in accordance with the Urban Lifestyles policy to make the best use of land by optimising density.

Developments at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range being more appropriate further away from the centre.

Appropriate density range

The appropriate density for this area will be 80-120dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment. (link to policy to be inserted in final public consultation, web version).

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub

will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

No sites are proposed for allocation for new development, in this urban lifestyle area at this stage of the new Local Plan.

Safeguarded employment areas

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan.

- Site 3: Aztec West (61.4ha)



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- Site 6a: Land East of A38, Filton/Patchway – north parcel (1.3ha)



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- Site 6b: Land East of A38, Filton/Patchway – Rolls Royce Main (35.2ha)



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- Site 6c: Land East of A38, Filton/Patchway- South of B4057 (22.3ha)



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- Site 46: Employment Land at Filton Northfield (16.8ha)



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Filton Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Filton town centre is well situated to serve its community, and significant local employment centres. It contains a limited range of local shops as well as specialist retail outlets, a hotel and library. Filton Leisure Centre and Town Council offices are located nearby. However, there are issues with the quality of the public realm, pedestrian experience and walking connections around the town centre as well as to surrounding residential and employment areas due to severance by major roads.

Opportunities for further development are mainly focused on redevelopment and regeneration of existing buildings and sites brought forward by landowners. In future this type of new development will be managed in accordance with the Urban Lifestyles policy to make the best use of land by optimising density. Developments at the higher end of the recommended density range for the area will be suitable for the centre of

the Urban Lifestyle area with developments at the lower end of the density range being more appropriate further away from the centre.

New development should assist in attracting investment and footfall by:

- facilitating better links between different parts of the town centre
- improving the quality of the public realm and making the area attractive for investment in the retail and leisure sectors
- improving pedestrian access to the town centre from neighbouring residential and employment areas
- potentially introducing an element of higher-density housing, through mixed use developments

Appropriate density range

The appropriate density for this area will be 50-90dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

Please note that this is the first stage of consultation on these potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Land at Filton 20 Business Park, Golf Course Lane, Filton (12.4ha)

Site reference: NF004

Call for Sites reference: SG436

Site plan:



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There are 2 potential options for allocation of this site – with fundamentally different land uses.

Option 1. Retain safeguarded employment land (CS12 designation) The SGC Employment Land Review recommends safeguarding of existing CS12 sites with investment to improve their long term employment viability.

Option 2. Proposed change of use to include residential uses on part of this site has been put forward by the landowner through the Call for Sites process.

Option 1. Continue to safeguard as employment area

Proposed use(s): employment

Capacity: employment TBC

Key site requirements:

1. Employment development should make the most efficient use of land to optimise the potential of the site.
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Option 2. Mixed use – employment with an element of residential

Proposed use(s): employment and residential

Capacity:

- employment – TBC
- residential – up to 350 homes

Key site requirements:

1. Portion of the site to be retained for employment uses compatible with future mixed use role of the site.
2. Residential element to be designed in accordance with SGC Urban Lifestyles areas and density policy (draft) and principles to optimise density on site.
3. Employment development should make the most efficient use of land to optimise the potential of the site.
4. New residential uses should be sited away from existing manufacturing and employment uses on neighbouring sites so as not to prejudice amenity of future residents or the operation of surrounding employment uses.
5. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Viridor Waste Management, North Way, Filton (1.54ha)

Site reference: NF007

Call for Sites reference: SG735

Site plan:



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Proposed use(s): council waste management facility

Capacity: waste management facility

Key site requirements:

1. Development should make the most efficient use of land to optimise the potential of the site.
2. The Waste Management Team at South Gloucestershire has proposed for an expanded Waste Management Facility through a Call for Site submission.
3. Proposal to remove the site from safeguarded employment and safeguard for Waste Management Facility.
4. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Filton Clinic, Shields Avenue, Filton (0.15ha)

Site reference: NF009

Call for Sites reference: SG858

Site plan:



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Proposed use(s): mixed use (retain health clinic and residential)

Capacity:

- retain health clinic: 300m²
- residential: up to 6 homes

Key site requirements:

1. Retain and enhance health clinic on site in existing or redeveloped building
2. Development should make the most efficient use of land to optimise the potential of this site
3. Design in accordance with SGC Urban Lifestyles areas and density policy (Draft) and principles to optimise density on site

4. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain

The Plough and Horseshoe Inn, Gloucester Road, Filton (0.29ha)

Site reference: NF010

Call for sites reference: SG859

Site plan:



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There are 2 potential options for allocation of this site – with fundamentally different land uses.

Option 1. Retain safeguarded employment land (CS12 designation) and public house use

The SGC Employment Land Review recommends safeguarding of existing CS12 sites with investment to improve their long-term employment viability

Option 2. Change of use to residential development has been proposed by the landowner through the Call for Sites process

Option 1. Public houses and continue to safeguard as employment area

Proposed use(s):

- public house
- employment

Capacity: employment – TBC

Key site requirements:

1. Any future employment development proposals should make the most efficient use of land to optimise the potential of the site
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Option 2. Allocate for residential development

Proposed use(s): residential

Capacity: up to 15 homes

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy (Draft) and principles to optimise density on site
2. Would need to demonstrate that public house and employment (CS12) uses are no longer viable or required
3. Demonstrate that residential users would not be affected by noise arising from adjacent employment uses and that residential uses would not prejudice the future operation of the employment areas
4. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain

Land at Filton Retail Park, Fox Den Road, Filton (0.51ha)

Site reference: NF011

Call for sites reference: SG869

Site plan:



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Proposed use(s): residential or student accommodation

Capacity: up to 40 homes

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy (Draft) and principles to optimise density on site
2. Ensure safe, convenient and direct pedestrian access to UWE campus and from Filton Road through the site to the town centre and retail facilities.
3. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Safeguarded Employment Areas

The following site in this area is safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12) but has received 2 Call for

Site proposals for non-employment focused uses on parts of the existing employment area(s).

In this consultation we are therefore testing two options for each Call for Site, either retaining as an employment safeguarded area or allocating for a different mix of uses.

- Site 7: Land West of A38 and south of Hallen railway line – South (61.6ha)



Potential Site Allocation note/Ref

Potential change to two parts of the site which includes 12.72ha highlighted in red on the map. The locations highlighted in red are Call for Site submissions. Please see potential site allocations NF004 and NF010 to understand more about the potential non-employment options. The remainder of the site in blue includes 48.88ha is proposed to continue to be safeguarded employment land.

Stoke Gifford District Centre, Parkway Station to Abbey Wood/UWE area

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

This Urban Lifestyles area has one of the highest levels of access to public transport connections and facilities in the district including Bristol Parkway and Filton Abbey Wood stations and a metrobus route.

The wider area between Bristol Parkway rail station and the MOD/UWE to the south, includes all the elements needed to provide sustainable access to key services and facilities, as well as access to significant employment opportunities. This includes the Abbey Wood and Fox Den Road retail areas which provide access to a number of supermarkets and retail outlets for the surrounding communities. However, these are dispersed and separated by large-scale, campus-style developments, and the severance caused by road and rail infrastructure including the A4174 ring road. The University of West of England (UWE) campus contains a Metrobus and public transport hub but is difficult to access from surrounding communities because of poor walking and cycling legibility and route-quality.

At UWE, existing planning policy (CS12 and PSP47) safeguards a large area of land for employment uses. This land provides potential for a significant Urban Lifestyles' development focusing on employment and education uses, with opportunities for enhanced connectivity between UWE and surrounding communities. Policies CS12, CS28 and PSP47 will need to be reviewed in respect of this area. Work is underway on a North Fringe Masterplan and a Parkway Station Masterplan which should start to address these issues. This area has potential for transformational change and would benefit from a long-term infrastructure investment plan and design guidance that sets out details of how the area might be regenerated to create a high-quality, more sensible, and better-functioning urban environment.

In future new development will be managed in accordance with the Urban Lifestyles policy. Developments at the higher end of the recommended density range for the area will be suitable for the centre of

the Urban Lifestyle area with developments at the lower end of the density range being more appropriate further away from the centre.

New development should assist in moving to a more sustainable, compact and complete neighbourhood by:

- new and enhanced walking and cycling routes to connect major destinations, town centres, retail parks and employment opportunities, Bristol Parkway and other transport hubs and rail stations in the area.
- uplifting densities of new residential and employment development including making more efficient use of land by remodelling the extensive areas of car-parking in the area
- provision and enhancement of Green Infrastructure corridors and assets including street trees and on-site landscaping.
- providing access to a high-quality public realm and open space for residents and workers
- providing the services and facilities that future mixed use and residential communities may need

Appropriate density range

The appropriate density for this area will be 80-120 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment. (link to policy to be inserted in final public consultation, web version).

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub

will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

Please note that this is the first stage of consultation on these potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Land between Brins Close, Field Farm Close and Hunts Ground Road, Stoke Gifford (0.97ha)

Site reference: NF001

Call for Sites reference: SG139

Site plan:



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Proposed use(s):

- residential

- employment
- retail

Capacity:

- residential – up to 60 homes
- employment – TBC
- retail – TBC

Key site requirements:

1. Site design should be led by principles of the Parkway Masterplan
2. Employment development should make the most efficient use of land to optimise the potential of the site
3. Residential element to be designed in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site
4. Site design and layout should reflect key gateway location to Parkway Station
5. Key pedestrian and cycle connections should be provided east west and north/south
6. Provide for ecological connectivity to adjacent green spaces
7. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain

Oxbarton Mead Road (0.24ha)

Site reference: NF005

Call for Sites reference: SG498

Site plan:



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Proposed use(s): residential

Capacity: up to 7 homes

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain

Land at the University of the West of England (9.12ha)

Site reference: NF008

Call for Sites reference: SG754

Site plan:



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Proposed use(s):

- residential student accommodation
- education and employment

Capacity:

- residential student accommodation – up to 160 homes
- employment – 50,000m² including education uses

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy and principles (draft) to optimise density on site which is adjacent to the UWE transport hub
2. Employment or educational development should make the most efficient use of land to optimise the potential of the site
3. Policy change required to Core Strategy and PSP plans to enable a mixed use scheme as the allocated use (Stadium) is no longer being progressed

4. Development to include improving pedestrian and cycle links from and through the site to the transport hub and towards neighbouring residential areas, district centres and train stations
5. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain

Safeguarded employment areas

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan.

- Site 1: Abbey Wood Business Park – Emma Chris Way (1.7ha)



- Site 4: Bristol Business Park (14.6ha)



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- Site 8: Ministry of Defence – Abbey Wood (36.4ha)



- Site 10: Parkway Business Park (29.6ha)



- Site 11: Parkway North Business Park (5.5ha)



- Site 50: Pearce/Auto Techniques site (0.9ha)



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The following site in this area is also safeguarded for employment use in the current Local Plan (Core Strategy Policy CS12) and was allocated for use as a stadium. That proposal and scheme is no longer coming forward and there is a Call for Site proposal for non-employment focused uses on part or all the existing employment area(s).

- Site 51: University of the West of England (32.1ha)



Potential Site Allocation note/Ref

Potential change to the current safeguarded employment site which includes 9.14ha highlighted in red on the map. The location highlighted in red is a Call for Site submission. Please see potential site allocation NF008 to understand more about the potential non-employment options. The remainder of the site in blue includes 22.96ha is proposed to continue to be safeguarded employment land.

Rest of the North Fringe urban area

Below we identify sites within the remainder of the North Fringe urban area which we propose to allocate as having potential for residential or mixed-use development, or to be safeguarded for employment uses. In these areas, which are less well connected to services and facilities, the general policies of the Local Plan will continue to apply rather than the draft Urban Lifestyles and Density Policy.

Potential site allocations: North Fringe – Winterbourne Ward

The sites below are located in the urban North Fringe in the Winterbourne ward area outside of the Urban Lifestyle Area of Stoke Gifford Town Centre and Parkway Station to Abbeywood/UWE. Please see the [online interactive map](#) for further context.

Please note that this is the first stage of consultation on these potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Land on the North East side of Old Gloucester Road, Hambrook (2.58 ha)

Site reference: NF002

Call for Sites reference: SG414

Site plan:



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Proposed use(s): residential

Capacity: up to 75 homes

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site
2. Design and layout should respond and link to the services and facilities at the East of Harry Stoke New Neighbourhood.
3. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Land at Players Lane, Hambrook (1.75ha)

Site reference: NF003

Call for Sites reference: SG423

Site plan:



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Proposed use(s): residential

Capacity: up to 60 homes

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site
2. Design and layout should respond and link to the services and facilities at the East of Harry Stoke New Neighbourhood.
3. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Safeguarded Employment Areas: North Fringe – Bradley Stoke North Ward

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan.

The sites below are within the North Fringe in the Bradley Stoke North ward area but sit outside any of the Urban Lifestyle Areas. The closest Urban Lifestyle Area is Bradley Stoke Town Centre. Please see the [online interactive map](#) for further context.

- Site 2a: Almondsbury Business Park – Western site (14.3ha)



- Site 2b: Almondsbury Business Park- Central Site (21.7ha)



- Site 2c: Almondsbury Business Park- Eastern site (6.2ha)



Safeguarded Employment Areas: North Fringe – Bradley Stoke South Ward

The site below is within the North Fringe in the Bradley Stoke South ward area but sits outside any of the Urban Lifestyle Areas. The closest Urban Lifestyle Area is Bradley Stoke Town Centre. Please see the [online interactive map](#) for further context.

- Site 9: Old Gloucester Road, Hambrook (8.5ha)



Safeguarded Employment Areas: North Fringe – Charlton and Cribbs Ward

The sites below are within the North Fringe in the Charlton and Cribbs ward area but sit outside any of the Urban Lifestyle Areas. The closest Urban Lifestyle Area is Cribbs / The Mall. Please see the [online interactive map](#) for further context.

- Site 47a: Cribbs Causeway – North of Lysander Road (16.4ha)



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- Site 47b: Cribbs Causeway- The Laurels (10ha)



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- Site 47c: Cribbs Causeway- South of Lysander Road (8ha)



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East Fringe Urban Areas

The East Fringe urban area includes the communities of Downend, Emersons Green, Lyde Green, Staple Hill, Mangotsfield, Soundwell, Kingswood, Warmley, Cadbury Heath, Longwell Green and Hanham.

Below we have set out proposals for each of the places within these communities where the higher density urban lifestyles approach will be applied. At the end of the section we also identify sites within the remainder of the East Fringe urban area which we propose to allocate as redevelopment sites or continue to safeguard for employment. In these areas which are less well connected to services and facilities the general policies of the Local Plan will continue to apply.

In line with national policy, which requires us to look at previously used (brownfield) land first, we must consider options to redevelop sites within our urban areas to provide the new homes and other types of development that we need. The majority of sites we are consulting on now have been suggested by landowners and developers through the Call for Sites process. Some have been developed through detailed masterplanning where the council is co-ordinating the regeneration and transformation of high streets and key areas of focus. It is important to

note that this is the first stage of consultation on the potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

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Emersons Green Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Emersons Green Town Centre has a good range of supermarkets, retail stores and other services and community buildings. It was developed in the mid-1990s partly in an out-of-town retail park format, with large, single-storey unit stores on two sides of a very large, open, car park. This contrasts with the retail and community uses provided in Emersons Way, which have more in common with a traditional high street.

Public transport connections from Emersons Green Town Centre are reasonable, and the area has walking, cycling and public transport access to the enterprise zone at the Bristol & Bath Science Park as well as being well connected to residential communities to the south and west. The town centre also serves the newly developed community to the north across the ring road at Lyde Green.

Although this is a relatively newly-built town centre, opportunities may come through sites being brought forward by landowners for redevelopment to optimise densities and diversify uses. This could potentially include new homes and other uses to support local businesses and make more efficient use of the large areas of surface car parks whilst retaining the retail and community functions of the town centre. In future this type of new development will be managed in accordance with the Urban Lifestyles policy to make the best use of land by optimising density whilst respecting local character and the amenity of existing residents. Development at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range further away from the centre.

The large-scale residential development of Lyde Green, while offering community and education infrastructure, will offer limited opportunities

for Urban Lifestyles sites as part of the new Local Plan, as it is newly developed.

The Bristol and Bath science park is some distance from Emersons Green Town Centre, and physically cut-off by the barrier of the A4174, although limited pedestrian connections do exist. This is an enterprise area with a number of significant employers. Although there is limited land available, any commercial, residential or mixed-use development sites that emerge will be expected to make efficient use of land, take advantage of the Metrobus connection, and make the best use of pedestrian and cycling links to Emersons Green Town Centre.

New developments should enhance the vitality of Emersons Green Town Centre by:

- enhancing walking and cycling routes and connections to nearby residential communities including Lyde Green, as well as the Science Park and other employment areas
- providing access to high-quality public realm and open space for residents and workers
- providing the services and facilities that future mixed-use and residential communities may need

Appropriate density range

The appropriate density for this area will be 45-70 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places, and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A

site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

There are no proposed site allocations in this area.

Safeguarded Employment Areas

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan.

These existing safeguarded areas were set through the currently adopted Core Strategy based on a previous Masterplan for the Lyde Green development. However, we are aware that the development on the ground since that time may not entirely reflect the current boundary and uses for employment and where housing was built. Therefore the safeguarded boundaries may require redefining through this new Local Plan.

- Site 12a: Emersons Green- Science Park (22.2ha)



- Site 12b: Emersons Green- Emerald Park & Harlequin (34.3ha)



Downend Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Downend is a compact town centre based around a small, relatively modern shopping centre and parades of local shops and other facilities along the A432. It offers a good level of services and facilities and a community centre within walking distance. Downend has bus connections to a range of locations, including Bristol City Centre and Yate. The centre and surrounding area, would be suitable for an Urban Lifestyles approach, if sites come forward for redevelopment by landowners. In future this type of new development will managed in accordance with the Urban Lifestyles policy. Developments at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range being more appropriate further away from the centre.

New development and infrastructure investment should support the regeneration and vitality of the town centre by:

- responding to the existing character of the area including the adjoining residential areas and open spaces
- protecting the amenity of existing residents

Appropriate density range

The appropriate density for this area will be 40-115 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

Please note that this is the first stage of consultation on these potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Rear of 32 Cleeve Hill (0.31ha)

Site reference: EF12

Call for Sites reference: SG879

Site plan:



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Proposed use(s): residential

Capacity: up to 10 homes

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site.
2. Site design and layout should retain and respond to Tree Preservation Orders on site.
3. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Downend Clinic, Buckingham Gardens (0.18 ha)

Site reference: EF010

Call for Sites reference: SG857

Site plan:



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Proposed use(s):

- mixed use: retain health clinic
- residential

Capacity:

- health – 500m²
- residential – up to 10 homes

Key site requirements:

1. Retain and enhance health clinic on site in existing or redeveloped building

2. Residential uses to be designed in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site
3. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Safeguarded employment areas

There are no sites currently safeguarded for employment uses in this location.

Staple Hill Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Staple Hill Town Centre is based around a traditional high street. It has a mixture of independent shops and national food stores and a range of other key services and facilities. There are attractive historic buildings in the town centre, as well as some more recent buildings, some of which are of poor quality.

There are a number of bus links that connect the area to Bristol, Yate, Bath, Cribbs Causeway and Bristol Parkway station and it is close to the Bristol and Bath Railway Path. However, there are congestion issues on the High Street which cause significant issues with air quality.

The town centre could provide opportunities for Urban Lifestyles developments as buildings and sites are brought forward for redevelopment by landowners. There is potential to build above shops and optimise the densities of development on such sites made available on and around the High Street. There may also be opportunities to diversify the town centre through the redevelopment of under-used, commercial and employment sites to provide mixed-use development providing both homes and jobs and supporting local businesses.

In future this type of new development will be managed in accordance with the Urban Lifestyles policy. Development at the higher end of the

density range will be appropriate nearest the town centre and all new development should respect the character of the area and amenity of residents.

New development and infrastructure investment should support the regeneration and vitality of the town centre by:

- investing in the public realm, an increase in street trees, and the provision of improved, green-infrastructure connectivity to nearby parks and commons, and the open countryside
- taking account of, and protecting, views to green hillsides and key ridgelines that provide visual connectivity to open countryside east of the urban area
- improving walking and cycling links around the town centre and connections to the Bristol to Bath Railway path

Appropriate density range

The appropriate density for this area will be 65-120 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

Please note that this is the first stage of consultation on these potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Exhibition House, North View, Staple Hill (0.47ha)

Site reference: EF011

Call for Sites Reference: SG877

Site plan:



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There are 2 potential options for allocation of this site – with fundamentally different land uses.

Option 1. Retain safeguarded employment land (CS12 designation). The SGC Employment Land Review recommends safeguarding of existing CS12 sites with investment to improve their long term employment viability.

Option 2. Change to residential uses on part of the employment site has been proposed by landowners through the Call for Sites process.

Option 1. Continue to safeguard as part of wider Employment Area

Proposed use(s): employment

Capacity: TBC

Key site requirements:

1. Employment development should make the most efficient use of land to optimise the potential of the site
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain

Option 2. Residential

Propose use(s): residential

Capacity: up to 45

Key site requirements:

1. Residential uses designed in accordance with SGC urban lifestyle areas and density policy and principles to optimise density on site.
2. Not affect the viability of the remainder of the safeguarded employment area (adjacent site).
3. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

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Safeguarded employment area

The following sites are currently safeguarded for employment uses in the Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be safeguarded employment areas in the new Local Plan.

Please click on a site to view its location and extent on the consultation map.

- Site 15: Bristol Uniforms Site (0.6ha)



- Site 18: Station Road (10.1ha)



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- Site 20: Eclipse Office Park (0.5ha)



The following site in Staple Hill is also currently protected for employment uses (Core Strategy CS12) but has received a Call for Site proposal for non-employment focused uses on part of the existing employment area.

In this consultation we are therefore testing two options, either retaining as an employment safeguarded area or allocating for a different mix of uses.

- Site 27: Hayward Industrial Estate (0.8ha)



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Potential Site Allocation note/Ref

Potential change to the existing safeguarded employment site which includes 0.47ha highlighted in red on the map. The location highlighted in red is a Call for Site submission. Please see potential site allocation EF011 to understand more about the potential non-employment options. The remainder of the site in blue includes 0.33ha is proposed to continue to be safeguarded employment land.

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Kingswood Town Centre

Location

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

The Kingswood Town Centre urban lifestyles area has been the subject of a detailed masterplanning exercise.

The masterplan responds to the decline in traditional retail and employment uses, and the need to maintain the town centre as a focus for the wider Kingswood community.

Whilst there remains a significant need for shops and services there is an opportunity to increase other sectors and land uses that will also benefit from being centrally located. The masterplan promotes a more diverse mix of uses including places to work, leisure and health facilities, and types of housing which are suited to the town centre. The plan identifies several underutilised sites where new development can take place and organises the town centre into 4 distinct sub-areas to guide the form and design of new buildings as well as protect existing features that contribute the identity of the area. Aligned with this it is recommended that the existing conservation area is extended to better protect the cluster of locally listed buildings within the historic core.

The masterplan aims to maintain the relevance and attractiveness of town centres for all visitors and residents, and further considers environmental factors such as reduced traffic congestion, better air quality, opportunities to enhance and connect green open spaces, improve the quality of streets, and promote the energy efficiency of new development.

The draft masterplan has been the subject of public consultation during 2021 and it is intended to develop the final masterplan by Spring 2022.

The principle ambition for each of the 4 distinct sub-areas aim to encourage a density of development to balance a greater mix of uses that will help to sustain the town centre as an active focus and destination for the wider community. The sub-areas identified are as follows:

- **Mixed Commercial Quarter:** There is a significant opportunity to invest in the Kings Chase Centre and other adjacent retail sites to increase the mix of uses, including additional retail, leisure and business space, whilst also exploring the potential for residential. There is scope at this central location to increase the scale of

development to medium rise although overall building heights need to be tested to reduce any adverse impact on the neighbouring historic quarter.

- **Historic and Cultural Heart:** The approach here is to strengthen the historic identity by repairing and reusing many of the existing buildings. The ambition is to provide an evening destination around a pedestrianised section of Regent Street by increasing the number of food and drink uses as well as developing cultural destinations within underused buildings. There is limited scope for redevelopment although the block closest to Kings Chase does provide an opportunity to introduce new buildings that sit more comfortably alongside existing historic buildings and provide a better transition into the historic core.
- **Civic Quarter:** Development within the Civic Quarter will be aimed at restoring a small number of key vacant and underused sites in order to improve the approach into the town centre. Sites to the east of the area have been identified previously as longer term development potential, and provide an opportunity to establish a comprehensive mix of sustainable homes with easy access to community facilities, Kingswood Park and local schools.
- **Live / work Urban Lifestyles:** The area to the south of the retail core has been in transition, with sites protected for employment use developed for residential. There is an opportunity to promote a refined model of development which retains spaces for business and develops a more urban and integrated design approach to delivering homes. There will be a greater emphasis on mixed use, communal amenity space and usable public spaces. The existing scale of buildings such as the former Lucas factory, illustrate the potential for exploring medium rise development rising to five or six storeys, in order to create a vibrant mixed use focus for the live/work neighbourhood.

Appropriate density range

The residential density figures generated within the Kingswood Masterplan aim to provide an efficient use of land whilst maintain a scale of development appropriate to Kingswood town centre being of a low to medium rise. As such an appropriate new residential development should be within a density range of up to 60-120dph.

Higher densities will be more appropriate in and around the high street and main public transport locations. Optimising densities within this range in Kingswood Urban Lifestyles area, will be dependent on meeting other requirements of the emerging Urban Lifestyle policy and policies in our local plan, to avoid harm on local communities, the character and assets of the area.

Potential Site allocations

Please note that this is the first stage of consultation on these potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Lucas Works, Kingswood (1.8ha)

Site reference: EF003

Call for Sites reference: SG077

Site plan:



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There are 2 potential options for allocation of this site – with fundamentally different land uses.

Option 1. Retain safeguarded employment land (CS12 designation). The SGC Employment Land Review recommends safeguarding of existing CS12 sites with investment to improve their long term employment viability.

Option 1. Allocate for a mix of employment and residential uses. There is extensive masterplan work ongoing in the area which includes proposals to bring forward certain sites opportunities as part of an overall regeneration programme

Option 1. Continue to safeguard as employment area

Proposed use(s): employment

Capacity: TBC

Key site requirements:

1. Employment development should make the most efficient use of land to optimise the potential of the site and having regard to parameters for character and massing in accordance with the Kingswood Masterplan.
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Option 2. Mixed use

Proposed use(s):

- employment
- residential – mix of houses and apartments

Capacity:

- employment – 3000m²
- residential – up to 140 homes

Key site requirements:

1. Employment led mixed use proposal on site.
2. Residential uses to be designed in accordance with SGC urban lifestyles areas and density policy (draft) and principles to optimise density on site and having regard to parameters for character and massing in accordance with the Kingswood Masterplan.
3. Employment development should make the most efficient use of land to optimise the potential of the site and having regard to parameters for character and massing in accordance with the Kingswood Masterplan.
4. Provide an element of modern employment/commercial uses compatible with new homes.
5. New areas of high-quality public realm and landscaping including improvements to Moravian Road and the inclusion of a focal public space.
6. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Kings Chase Shopping Centre, Kingswood (1.8 ha)

Site reference: EF015
Call for Sites reference: SG899
Site plan:



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Proposed use(s):

- retail
- leisure centre – Including swimming pool with reorganised on-site parking
- cinema and/or commercial leisure
- housing – apartments above ground floor uses
- employment space – flexible office hub

Capacity:

- retail – TBC
- leisure centre – 3,500m²
- cinema and/or commercial leisure – 1000m²
- housing – up to 100 homes
- employment – 700m²

Key site requirements:

1. Improved retail environment to include investment in public realm, public toilets, centre management suite, lighting and signage.
2. Enhanced links to improved Regent Street public transport hub.
3. Residential uses to be designed in accordance with SGC urban lifestyles areas and density policy (draft) and principles to optimise density on site and having regard to parameters for character and massing in accordance with the Kingswood Masterplan.
4. Employment development should make the most efficient use of land to optimise the potential of the site and having regard to parameters for character and massing in accordance with the Kingswood Masterplan.
5. Leisure Centre to provide new facilities comparable with existing provision at Soundwell.
Housing and Employment space to be independently accessible.
6. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Safeguarded employment areas

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be safeguarded employment areas in the new Local Plan.

- Site 16: Oatley Trading Estate (0.3ha)



- Site 17: The Civic Centre Kingswood (1ha)



The following existing safeguarded employment area in Kingswood has received a Call for Site proposal for change of use and is also a focus of masterplan proposals for non-employment focused uses on part or all the existing employment area.

In this consultation we are therefore testing two options, either retaining as an employment safeguarded area or allocating for a different mix of uses.

- Site 19: North of Douglas Road (6.2ha)



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Potential Site Allocation note/Ref

Potential change to approximately 4.8ha of the safeguarded employment area, to mixed use residential. Please see proposed site allocation EF003 'Lucas Works' above to understand more about the non-employment options suggested.

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Hanham Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

The Hanham Town Centre urban lifestyles area is based around the High Street and surrounding area. The High Street is a traditional shopping street with a range of mainly independent shops as well as services and

community buildings. It is largely Victorian in character. Opportunities for further development are mainly focused on redevelopment and regeneration of existing buildings and sites brought forward by landowners. In future this type of new development will be managed in accordance with the Urban Lifestyles policy. This policy will ensure that development makes the best use of land by optimising density whilst respecting the existing amenity and historic character of the High Street and surrounding areas. Developments at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range further away from the centre.

Appropriate density range

The appropriate density for this area will be 50-90 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential Site allocations

Please note that this is the first stage of consultation on this potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Land at former Kleeneze, Anstey's Road, Hanham (3.16)

Site reference: EF014

Call for Sites reference: SG428

Site plan:



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Proposed use(s):

- housing – including potential Extra-Care housing
- employment space

Capacity:

- housing – up to 200 homes
- employment – TBC

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site
2. Provide an element of modern employment/commercial uses compatible with new homes
3. Employment development should make the most efficient use of land to optimise the potential of the site
4. New areas of high-quality public realm and landscaping including public square to north of site
5. Provide enhanced pedestrian links to the High Street
6. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Safeguarded Employment Areas

The following site is safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that it continues to be a safeguarded employment area in the new Local Plan.

- Site 24: Hanham Business Park (2ha)



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The following site in Hanham is also currently protected for employment uses (Core Strategy CS12) but has received a Call for Site proposal for non-employment focused uses on part of the existing employment area.

In this consultation we are therefore testing two options, either retaining as an employment safeguarded area or allocating for a different mix of uses.

- Site 25: Former Kleeneze Site (3.1ha)



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Potential Site Allocation note/Ref

Potential change to approximately 2.74ha of the safeguarded employment area to mixed use residential development. Please see proposed site allocation EF014 'Kleeneze' above to understand more about the non-employment options suggested.

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Longwell Green Retail Area

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Longwell Green Retail Park, on the south-eastern edge of the urban area, was planned in the 1980s and includes large-format stores that sell DIY and household goods. There are also a number of smaller, mainly clothing, stores. The area has public transport links to Bristol, Bath and Keynsham, however, links to the rest of the district are poor. Longwell Green retail park also benefits from walking and cycling access to a

community centre, a wide range of supermarkets, and other services and facilities and is near a cinema and leisure centre.

The area is functional in character and dominated by large-format stores and surface car-parking. Opportunities may come through sites being brought forward by landowners for more efficient uses of land, that introduce a greater range of uses at a density appropriate to the location. This could potentially include different business uses as well as new homes which support local businesses and make more efficient use of the large areas of surface car parks. In future this type of new development will be managed in accordance with the Urban Lifestyles policy to make the best use of land by optimising density whilst respecting local character and the amenity of existing residents. Development at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range further away from the centre.

New development should assist in moving to a more sustainable, compact and complete neighbourhood by:

- providing access to a high-quality public realm and open space for residents and workers
- providing the services and facilities that future mixed use and residential communities may need
- improving public transport, walking and cycling connections within the area as well as other key destinations

Appropriate density range

The appropriate density for this area will be 100-130 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

No sites are proposed for allocation for new development in this urban lifestyle area at this stage of the new Local Plan.

Safeguarded employment areas

The following site is safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that it continues to be a safeguarded employment area in the new Local Plan.

- Site 22: Longwell Green Industrial Estate (9.8ha)



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Rest of East Fringe Urban Area

Below we identify sites within the remainder of the East Fringe urban area which we propose to allocate as having potential for residential or mixed use development or to be safeguarded for employment uses. In these areas which are less well connected to services and facilities the general policies of the Local Plan will continue to apply rather than the draft Urban Lifestyles and Density Policy.

Potential Site allocations: East Fringe in the Boyd Valley Ward

The two sites below are located in the East Fringe in the Boyd Valley Ward but are outside of the Emersons Green Town Centre Urban Lifestyle Area. Please see the [online interactive map for further context](#).

Please note that this is the first stage of consultation on these potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Land north and east of Lyde Green Road, Emersons Green (1.36ha)

Site reference: EF001

Call for Sites reference: SG053

Site plan:



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Proposed use(s): residential

Capacity: up to 30 homes

Key site requirements:

1. Development should make the most efficient use of land to optimise the potential of this site
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Land adjacent to Lyde Green Farm, Emersons Green (Land

Site reference: EF006

Call for Sites reference: SG347

Site plan:



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There are 2 potential options for allocation of this site - with fundamentally different land uses.

Option 1. Retain the safeguarded employment land element of this Call for Site with residential on the remainder of the site (CS12 designation) with enhanced site criteria

The SGC Employment Land Review recommends safeguarding of existing CS12 sites with investment to improve their long-term employment viability

Option 2. Residential use on the whole site has been proposed by the through the Call for Sites process

Option 1. Continue to safeguard existing Employment Area on site and new residential on remaining part of site

Proposed use(s):

- employment
- residential

Capacity:

- employment – TBC
- residential – up to 120 homes

Key site requirements:

1. Development should make the most efficient use of land to optimise the potential of this site
2. Retain existing safeguarded employment area (approx. 4.8ha site 12c. See employment safeguarding section).
3. A suitable buffer should be applied between safeguarded employment area and remaining site for residential.
4. A suitable buffer should be applied to reduce impact on adjacent Lyde Green Farm SNCI
5. Design layout and massing of the development should respect the setting of grade II and grade II* heritage assets at Lyde Green farm
6. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Option 2. Residential

Proposed use(s): residential

Capacity: up to 180 homes

Key site requirements:

1. Development should make the most efficient use of land to optimise the potential of this site

2. The site had an application (P19/1275/F) previously approved which accepted the principle of residential on site.
3. A suitable buffer should be applied to reduce impact on adjacent Lyde Green Farm SNCI
4. Design layout and massing of the development should respect the setting of grade II and grade II* heritage assets at Lyde Green farm.
5. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

The following area in the East Fringe Boyed Valley Ward is also currently safeguarded for employment use in the Local Plan (Policy CS12) but have received Call for Site proposal for non-employment focused uses on part or all the existing employment area.

In this consultation we are therefore testing two options, either retaining as an employment safeguarded area or allocating for a different mix of uses.

- Site 12c: Emersons Green Vartex Park & Residual (21.5ha)



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Potential Site Allocation Reference

Potential change to 4.8ha of the safeguarded employment area, at eastern extent. Please see proposed site allocation EF006 to understand more about the non-employment options suggested

Potential Site allocations: East Fringe in the Parkwall and Warmley Ward

The three sites below are located in the East Fringe in the Parkwall and Warmley Ward but are outside of the Kingswood Town Centre and Hanham Town Centre Urban Lifestyle Areas. Please view the [interactive map](#) for further context.

Land and buildings at London Road, Warmley (0.87ha)

Site reference: EF002

Call for Sites reference: SG075

Site plan:



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There are 2 potential options for allocation of this site – with fundamentally different land uses.

Option 1. Retain safeguarded employment land (CS12 designation). The SGC Employment Land Review recommends safeguarding of existing CS12 sites with investment to improve their long-term employment viability

Option 2. Change to residential uses on part of the employment site has been proposed by landowners through the Call for Sites process.

Option 1. Continue to safeguard as Employment Area

Proposed use(s): employment

Capacity: TBC

Key site requirements:

1. Employment Development should make the most efficient use of land to optimise the potential of this site
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Option 2. Mixed use – Employment and Residential

Proposed use(s):

- residential
- employment

Capacity:

- residential – up to 10 homes
- employment – TBC

Key site requirements:

1. Development should make the most efficient use of land to optimise the potential of this site
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Land at Brereton Way (including Cowhorn Hill Depot) Tower Road South (2.45 ha)

Site reference: EF009

Call for Sites reference: SG843

Site plan:



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Proposed use(s): TBC

Capacity: TBC – The potential range of uses and capacity for this site will be determined through further public engagement

Key site requirements:

1. Design in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site
2. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

The Grange School Warmley (12.23ha)

Site reference: EF013

Call for Sites reference: SG582

Site plan:



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Proposed use(s): residential – with primary school and community uses

Capacity: up to 170 homes

Key site requirements:

1. Development should make the most efficient use of land to optimise the potential of this site
2. Retention or relocation of playing pitches
3. Respect the setting of the heritage assets associated with Warmley Brassworks
4. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

General East Fringe Safeguarded Employment Areas – Parkwall and Warmley ward

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan. The sites below are within the East Fringe but sit outside any of the Urban Lifestyle Areas.

The sites below are within the East Fringe in the Parkwall and Warmley ward but sit outside any of the Urban Lifestyle Areas. The closest Urban Lifestyle Area is Kingswood. Please see the [interactive map](#) for further context.

- Site 13: Chapel Lane, Warmley (0.4ha)



- Site 14a: Tower Road, Warmley – Eastern site (17.1ha)



- Site 14b: Tower Road, Warmley – Western site (2.5ha)



- Site 21: McBraida site (1.2ha)



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The following area in the East Fringe Parkwall and Warmley Ward is also currently safeguarded for employment use in the Local Plan (Policy CS12) but have received Call for Site proposal for non-employment focused uses on part or all the existing employment area.

In this consultation we are therefore testing two options, either retaining as an employment safeguarded area or allocating for a different mix of uses.

- Site 28: 2-8 London Road, Warmley (1.4ha)



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Potential Site Allocation Reference

Potential change to 0.5ha of the safeguarded employment area, at eastern extent. Please see proposed site allocation EF002 to understand more about the non-employment options suggested

General East Fringe Safeguarded Employment Areas – Bitton and Oldland Common ward

The sites below are within the East Fringe in the Bitton and Oldland Common ward but sit outside any of the Urban Lifestyle Areas. The closest Urban Lifestyle Area is Kingswood. Please see the [interactive map](#) for further context.

- Site 23a: Southway Drive (1ha)



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- Site 23b: Southway Drive, North Common – North (3ha)



- Site 23c: Southway Drive, North Common – South (1.9ha)



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- Site 26: Bath Road, Willsbridge (1.1ha)



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Yate and Chipping Sodbury

There are 4 areas of focus within Yate and Chipping Sodbury where there are opportunities to optimise the density of any new development and regeneration whilst respecting their existing Market Town character.

Below we have set out proposals for each of the areas within these communities where the higher density urban lifestyles approach will be applied.

At the end of the section we also identify sites within the remainder of Yate and Chipping Sodbury which we propose to allocate as redevelopment sites or continue to safeguard for employment. In these

areas, which are less well connected to services and facilities, the general policies of the Local Plan will continue to apply.

In line with national policy, which requires us to look at previously used (brownfield) land first, we must consider options to redevelop sites within the boundaries of our Market Towns to provide the new homes and other types of development that we need. The majority of sites we are consulting on now have been suggested by landowners and developers through the Call for Sites process. It is important to note that this is the first stage of consultation on the potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Yate Town Improvement Plan

In addition to the Local Plan, work has been ongoing on the Yate Town Improvement Plan. This has been subject to extensive public consultation and was approved for publication by the Council in December 2021. A summary of the outputs of this masterplanning work are included below and masterplan proposals are incorporated into our area summaries where there is some certainty on proposed sites. Further details will be incorporated into the next phases of the Local Plan as appropriate.

The Yate Town Improvement Masterplan was developed over 2 years, working with partners. It will shape the future of Yate over the next 15-20 years and beyond by influencing decisions by private landowners and public sector organisations on investing and developing in Yate.

The plan builds on Yate's existing character to make it an even more welcoming, healthy, sustainable, and prosperous place to live, work and visit. The approach taken puts people at the heart of the process and follows the "15-minute town" principles. The "15-minute town" is where daily necessities, such as work, schools, shops, healthcare and parks are within a 15-minute reach on foot or bike from home.

The final masterplan focusses on movement and green and blue infrastructure systems as well as 4 key areas in Yate. Together these will act as catalysts for the vision and ambition for the whole town.

The movement system vision – provides an opportunity to deliver a step change in the range of travel choices available to everyone who travels to, from and within the wider Yate area. This includes improving walking

and cycling routes and facilities, redeveloping the rail and bus station, embracing new transport technologies, improving wayfinding and working with local communities in co-design of road space.

The Green and blue infrastructure system vision – refers to the natural spaces within Yate, including the River Frome, publicly accessible green space, amenity green space, natural and semi-natural green space, community gardens, outdoor sports facilities, and private green space. These spaces are valuable assets when they are part of a connected network, that provide a wide range of environmental and quality of life benefits for communities. There is an opportunity to improve biodiversity, connect habitats for nature, improve access to natural green and blue space and improve air quality.

Yate Town Centre – the vision for the town centre is for it to be a vibrant, inclusive, distinct and accessible pedestrian priority town centre. A gradual redevelopment of the town centre would include high quality open space, public realm and a mix of uses including housing and retail along with complementary facilities. It will also benefit from improved accessibility and connectivity with the wider surrounds and Yate Rail Station, including an upgraded bus interchange.

Yate Rail Station –The masterplan vision redefines the station from a ‘functional’ to a ‘living station’ with much greater emphasis on it as a place and destination in Yate, and provides an opportunity to encourage sustainable movement through a centre hub. There is an opportunity for the redevelopment of the train station to become a mobility interchange with improved links to the town, enhanced amenities and services, preserved heritage features and better connection to blue and green infrastructure. The masterplan vision is to consolidate the station on the south side of Station Road.

Western Gateway/Industrial area – there are opportunities to densify and diversify this employment area and add sustainable services and facilities as well as encourage sustainable travel and enhance green infrastructure in particular the River Frome corridor

Station Road – opportunities identified include working with local residents, businesses and community groups in a co-design approach, increasing off road parking, delivering a fully segregated and safe cycle route, upgraded bus facilities, reducing the number of HGV’s, developing

opportunities for businesses to grow and attract new businesses and maximising opportunities for community facilities.

The Yate masterplan sets out design principles for the 4 focus areas and can be found at www.southglos.gov.uk/yatemasterplan.

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Yate Shopping Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Yate Shopping Centre is a popular and successful centre with a wide range of shops. There is a leisure centre, library and health and community services adjacent to the shopping area. Built in late 1960s, the shopping centre is 2-3-storeys high, with retail and public services that face inwards onto pedestrian walkways, and have limited residential accommodation above the shops. However, buildings and public spaces require investment, and there is a need to broaden the range of activities and uses during the day and evening, to maintain the vitality and role of the centre and significantly improve pedestrian access to the adjoining residential areas.

There are also a number of public buildings and areas that are low-density and offer potential for reorganisation and redevelopment to optimise densities and increase the mix of uses whilst maintaining the existing role and function of the town centre. This could include homes, leisure, recreation, community and employment development within town centre island. There is also potential in the main shopping areas for an increase in densities, and a greater mix of uses on upper floors. The Yate Town Improvement Plan has developed design principles for the town centre which include proposals to enhance the role of the River Frome in this area.

The shopping centre is owned and managed by a single landowner, and there are also a variety of public-sector landowners in the shopping-island area. This provides us with opportunities for a coordinated approach to regeneration and redevelopment.

In future this type of new development will be managed in accordance with the Urban Lifestyles policy. Developments at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range being more appropriate further away from the centre.

Appropriate density range

The appropriate density for this area will be 65-120 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

Please note that this is the first stage of consultation on this potential site allocation. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Yate Shopping Centre (16.41)

Site reference: YA001
Call for Sites reference: SG816
Site plan:



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Proposed use(s):

- retail
- commercial
- employment
- community
- residential

Capacity: TBC through detailed masterplan
Key site requirements:

1. Development should make the most efficient use of land to optimise the potential of this site
2. Residential uses to be designed in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site

3. Retain the retail and community role of Yate Shopping centre with potential to optimise land uses and improve public realm through future redevelopment
4. Development to be in accordance with the principles set out in the Yate Town Improvement Plan
5. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

Safeguarded Employment Areas

There are no sites currently safeguarded for employment uses in this location.

Station Road, Yate

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Station Road runs from the station in the west to the shopping centre. It is of mixed character with offices, industrial, retail, residential and community uses. The buildings are mostly of two-storeys, with some elements of the heritage and character of the older settlement remaining. The route suffers from congestion and is an uninviting environment for walking and cycling. There is potential to increase density, subject to respecting the character and amenity of neighbouring uses. A comprehensive strategy is needed to achieve a shift towards more walking and cycling along this route and to provide design guidance to achieve maximum benefit from redevelopment. This would support the role of Station Road as a continuation of the town centre, linking the shopping centre and station, and achieve maximum benefit from redevelopment.

The variety of land uses and landowners means that redevelopment will happen in a piecemeal way over time. Future development will be guided by the Yate Town Improvement Plan and be managed in accordance with the Urban Lifestyles policy.

Appropriate density range

The appropriate density for this area will be 65-120 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

No sites are proposed for allocation for new development in this urban lifestyle area at this stage of the new Local Plan.

Safeguarded Employment Areas

There are no sites currently safeguarded for employment uses in this location.

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Yate Station and surrounding area

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

There is currently an hourly train service from Yate station to the North Fringe and Bristol city centre and to Gloucester, with planned, enhanced services to two trains per hour. This will help it to become a more attractive option than driving to access the North Fringe and Bristol city centre.

Optimising surrounding uses and the density of uses along Station Road to the shopping centre will help realise this highly-accessible area's potential. The Yate Town Improvement Plan includes the investigation of potential approaches to improvements to the station and to make efficient use of the land on the industrial estates around the station. The vision is to consolidate the station to the south of Station Road and land will be safeguarded in future stages of the Local Plan as the business case for this is developed.

Future development will be guided by the Yate Town Improvement Plan and be managed in accordance with the Urban Lifestyles policy.

Appropriate density range

The appropriate density for this area will be 65-120 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential site allocations

No sites are proposed for allocation for new development in this urban lifestyle area at this stage of the new Local Plan.

Safeguarded employment areas

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan.

- Site 29: Beeches Industrial Estate, Yate (9.4ha)



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- Site 32: Council Offices, Badminton Road, Yate (2.6ha)



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- Site 33: Great Western Business Park, Yate (33.4ha)



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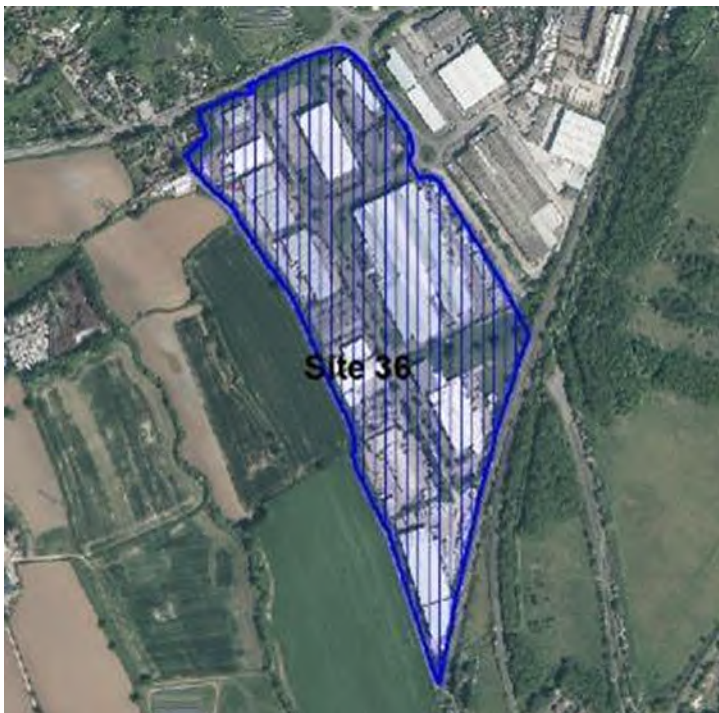
- Site 34: Indesit Site, Station Road (4.6ha)



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- Site 36: Westerleigh Business Park (22.1ha)



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- Site 53: Badminton Court/Dairy Crest site (2.7ha)



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- Site 57: Stover Road and North Road Industrial Estates (17.9ha)



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- Site 58: Badminton Road Trading Estate (11.1ha)



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Chipping Sodbury Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Chipping Sodbury is an historic market town with a range of key services and facilities centred on the historic town centre. It is located immediately to the east of Yate. Opportunities for further development in the town centre will be limited and focused on the potential redevelopment and regeneration of existing buildings and sites if they are brought forward by landowners.

In future this type of new development will be managed in accordance with the Urban Lifestyles policy. This new policy will ensure that development makes the best use of land by optimising density whilst respecting the

existing amenity and historic buildings and market town character of the High Street and surrounding areas.

Development should enhance the vitality and character of the town centre by:

- protecting and respecting the heritage, form and character of the historic town and its setting, in particular the conservation area and listed buildings
- supporting the regeneration and economic health of the town centre and community facilities within it.
- supporting investment in the provision of supporting infrastructure
- promoting walking and cycling links within the town, and to nearby open countryside and to services and facilities in Yate Shopping Centre.
- protecting key views into, and out of Chipping Sodbury, as well as landscape features and enhanced ecological networks

Appropriate density range

The appropriate density for this area will be 45-90 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub

will generally fall outside of the requirement to investigate meeting the density range.

Potential Site allocations

No sites are proposed for allocation for new development in this urban lifestyle area at this stage of the new Local Plan.

Safeguarded employment areas

The following sites are safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that they continue to be a safeguarded employment areas in the new Local Plan.

- Site 30: Bowling Hill, Chipping Sodbury (7.8ha)



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- Site 55: Hatters Lane (1.9ha)



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Remaining sites within Yate and Chipping Sodbury settlement boundaries

Below we identify a site which we proposed to allocate for residential development and a safeguarded employment area which are within the settlement boundaries of Yate and Chipping Sodbury but not within the urban lifestyles area. In these areas which are less well connected to services and facilities the general policies of the Local Plan will continue to apply rather than the draft Urban Lifestyles and Density Policy.

Potential Site allocations

The site below is located in the settlement boundary of Yate in the Yate North Ward but are outside of the Yate Urban Lifestyle Areas. Please see the [online interactive map](#) for further context.

Please note that this is the first stage of consultation on this potential site allocation. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Field to south of Tanhouse Lane (opposite Leechpool Dairy Farm) (5.80ha)

Site reference: YA003

Call for Sites reference: SG010

Site plan:



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Proposed use(s): residential site within the North Yate New Neighbourhood allocation

Capacity: up to 130 homes

Key site requirements:

1. Development should make the most efficient use of land to optimise the potential of this site.
2. Development will need to take account of Pylons.
3. Development will need to consider links/access from Tanhouse Lane and to the neighbouring NYNN site.
4. Development should retain existing valuable hedgerows and Green Infrastructure and provide a suitable buffer between the development and adjacent countryside.
5. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

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Safeguarded Employment Areas

The following site is safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). The safeguarded site was given permission for residential through planning application PK14/4698/F. It is proposed that the site is removed as a safeguarded employment area in the new Local Plan. The site is within the settlement boundary of Yate but sits outside any of the Urban Lifestyle Areas.

- Site 56: Minelco Site/Yate Mills, Broad Lane (1ha)



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Thornbury

Thornbury town centre is an area where there are potential opportunities to optimise the density of any new development whilst respecting its existing Market Town and historic character.

Below we have set out proposals within a 10-minute walking distance of Thornbury town centre where the higher density urban lifestyles approach could be applied.

At the end of the section we also identify a site within the remainder of the town which we propose to allocate as a redevelopment site and sites which we propose to continue to safeguard for employment. In these

areas which are less well connected to services and facilities the general policies of the Local Plan will continue to apply.

In line with national policy, which requires us to look at previously used (brownfield) land first, we must consider options to redevelop sites within the boundaries of our Market Towns to provide the new homes and other types of development that we need. The sites we are consulting on now have been suggested by landowners and developers through the Call for Sites process. It is important to note that this is the first stage of consultation on the potential site allocations. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Thornbury Town Centre

View this Urban Lifestyle Area on our [interactive map](#).

Summary of proposed planning approach

Thornbury is an historic market town with a range of key services and facilities centred on the historic town centre. There are regular bus connections south to Bristol and north into Gloucestershire, as well as a network of local services to surrounding villages.

Opportunities for further development in the town centre will primarily be focused on the potential redevelopment and regeneration of existing buildings and sites if they are brought forward by landowners.

In future this type of new development will be managed in accordance with the Urban Lifestyles policy. This new policy will ensure that development makes the best use of land by optimising density whilst respecting the existing amenity and historic buildings and market town character of the High Street and surrounding areas. Such development should also take into account the issues, vision and policies in the draft neighbourhood plan, as well as in national and local policies. Developments at the higher end of the recommended density range for the area will be suitable for the centre of the Urban Lifestyle area with developments at the lower end of the density range being more appropriate further away from the town centre and high street.

Development should enhance the vitality and character of the town centre by:

- protecting and respecting the heritage, form and character of the historic town and its setting, in particular the conservation area and listed buildings
- supporting the regeneration and economic health of the town centre and community facilities within it.
- providing new employment opportunities to help provide a better balance between local residents and jobs
- supporting investment in the provision of supporting infrastructure
- promoting walking and cycling links within the town, and to nearby open countryside
- protecting key views into, and out of Thornbury, as well as landscape features and enhanced ecological networks

Appropriate density range

The appropriate density for this area will be 50-90 dph.

Future developments will be expected to fall in this density range, subject to meeting the requirements of the draft Urban Lifestyles and Density Policy. This sets out what would be required when developing a site in an Urban Lifestyles area to balance the investigation of higher densities with achieving high quality developments for people, places and the environment.

[Link to policy](#)

The location of a development site within an Urban Lifestyles area will be a key factor. As a starting point, subject to meeting the balancing requirements of the policy, sites which are very close to the centre of an area, near to shops, services and public transport options, would be expected to be developed around the upper level of the density range. A site which is located further away from the shops and services would be expected to be developed at a density towards the lower end of the range. Sites which are beyond 800m from a town centre or transport hub will generally fall outside of the requirement to investigate meeting the density range.

Potential Site allocation

Please note that this is the first stage of consultation on this potential site allocation. We are seeking your views at this stage and no final decisions have been made about changing the use of these sites.

Site name, address and area (ha):

Select the plus icon for more information on each site.

Thornbury Health Centre, Eastland Road, Thornbury (0.42)

Site reference: TH006

Call for Sites reference: SG856

Site plan:



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Proposed use(s):

- retain health clinic

- residential

Capacity:

- retain health clinic – 2000m²
- residential – up to 15 homes

Key site requirements:

1. Retain and enhance health clinic on site in existing or redeveloped building.
2. Development should make the most efficient use of land to optimise the potential of this site.
3. Design in accordance with SGC urban lifestyle areas and density policy (draft) and principles to optimise density on site.
4. Protect, enhance and provide Green Infrastructure and meet the requirements for Biodiversity Net Gain.

.

Safeguarded Employment Areas

The following site is safeguarded for employment uses in the current Local Plan (Core Strategy Policy CS12). It is proposed that it continues to be a safeguarded employment area in the new Local Plan.

- Site 37: Thornbury Industrial Estate (18.1ha)



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Creating sustainable rural villages and settlements

Introduction

In Section 5 of the Phase 1 Local Plan consultation 2020 we discussed the “building blocks” which we thought could help us to make choices about our new strategy for growth. We set out our desire to investigate the potential for an appropriate level of sustainable, small and medium scale growth, in and around the wide range of rural villages and settlements in South Gloucestershire.

Then, in Section 7 of that consultation document we explored in more detail the context and summarised the issues across our rural communities, and we set out our belief that it is appropriate to explore the potential to promote a ‘plan-led’ approach to growth and change through our new Local Plan. As part of Section 7, we also set out that we wanted to develop a new/ updated policy framework that aims to better respond to rural issues and address the specific needs of our rural communities.

In the past, the vast majority of the planned growth has been focused in and around the communities of the Bristol North and East Fringes and the market towns of Chipping Sodbury, Thornbury and Yate. However, in recent years we have seen an increasing number of speculative applications across some of our rural villages and settlements.

Through our new Local Plan, in line with what we set out in our Phase 1 consultation document, we think that unless there are significant constraints or sustainability issues, all of our rural villages and settlements should be considered, to determine the role they could play in our strategy for the sustainable growth of homes and jobs.

In the Phase 1 consultation, we noted that there are significant variations between our villages and settlements. Some have high levels of accessibility to key services and facilities and/or sustainable links to major service centres and are largely unaffected by planning constraints. Other rural villages and settlements have a very limited range of services and facilities or sustainable access to other service centres and/ or are affected by significant constraints. The result of this has in many cases, been that opportunities for growth and regeneration, or community

aspirations for change have been very challenging to bring through the planning system.

To take the next step in preparing our new Local Plan we:

- still consider that, unless there are significant constraints or sustainability issues, all of our rural villages and settlements should be considered, to determine the role they could play in supporting and delivering growth and change over the next 20 years
- want to develop a new/ updated policy framework that aims to better respond to rural issues and address the specific needs of our rural communities

Taken together, through employing these two overarching approaches, we can strike a balance between providing appropriate policy mechanisms for communities to bring forward growth in their own areas to meet identified local needs and rural communities making a contribution to meeting South Gloucestershire's overall needs.

What you told us last time

In the Phase 1 consultation document, we asked some key questions in relation to our proposed approach to growth in our rural areas, and a summary of the feedback received is set out below.

Overall, the majority of people who responded to questions in relation to rural growths (47%) agreed with the approach proposed to the national policy issues highlighted. 30% of respondents did not agree with the approach proposed, 10% didn't know whether they agreed, and 13% did not answer the question.

In terms of other issues highlighted, there was:

- some concern regarding the potential for impacts on local character and the environment, which should be taken account of as part of considering any potential for growth in rural villages and settlements
- some consensus that any growth proposed in our rural communities should not just be new housing, and must enhance local vitality through supporting/ building local services and creating sustainable communities

- some agreement that rural growth is needed, however this must be proportional to the village/ settlement in which it is proposed, and that speculative development (particularly that coming forward recently) should be taken into account in developing any plans for future growth
- broad agreement that infrastructure improvements will be necessary in some cases to ensure that rural communities grow sustainably and do not perpetuate/ create a reliance on private car use to access goods and services
- broad agreement that the mix of housing will be important, with a desire to see a variety of tenures (including affordable housing) to improve access to housing
- broad agreement that different types and sizes of housing will be needed (not just family housing), with particular consideration needed for specific groups who want to remain living in rural areas and also make housing more accessible for all

You can [view all the responses to our consultation](#) on the creating sustainable rural village and settlements section.

What do we want to do next?

Our starting point is that we think each and every village and settlement has a role to play in contributing to sustainable growth in South Gloucestershire. We also think that the role those individual villages and settlements can potentially play should be appropriate and proportionate.

Therefore, following on from our Phase 1 consultation document, we want to set out a planning framework to deliver new homes and jobs for each of our rural communities, which supports sustainable growth that is appropriate, justified and consistent with national policy.

We feel that our future policy framework should include two key, complementary approaches or pathways.

Community led growth

- Our new Local Plan will provide the tools and flexibility for communities to bring forward the growth they want and need over and above South Gloucestershire's overall needs; and

Local Plan led growth strategy

- We also need to create certainty around where we want to promote growth and change in the rural villages and settlements, to help meet our needs for homes, jobs and infrastructure.

Our preference is that communities that identify a local need (be that for new homes, places to work, renewable energy projects or Local Green Spaces, among other things), utilise the existing and proposed new mechanisms referred to under pathway 1 (below) to bring forward their own proposals to meet this need. These include rural exception schemes, and community led rural growth sites through a community land trust, or through preparing a Neighbourhood Development Plan.

As communities consider whether they want to bring forward their own proposals for growth we need to continue, through preparing our new Local Plan, to create the certainty that new development, particularly of homes and jobs, can be delivered. With this in mind, we need to progress with developing a positive strategy for plan-led growth and change in appropriate rural communities. Further information about this, including our emerging thinking, is identified in the pathway 2 section (below).

We consider that this is necessary in order to ensure that we: plan positively to reduce the prospect of speculative developments, allocate sufficient land to maintain our 5 year housing land supply, facilitate new affordable, market and specialist homes across in rural communities, and support existing services and facilities. Providing this certainty will also be important in helping to ensure that our Local Plan will meet the requirements of national planning policy. Further information about this is provided below.

Accordingly, we consider it appropriate that any community that wishes to pursue growth under pathway 1 commits to this and demonstrates that their ideas and aims are consistent with the strategy for Local Plan led growth and can be delivered to a timetable in parallel with our new Local Plan.

At this stage, no decisions have been made on the issues outlined above, but our emerging thinking is presented below on the policy approaches that exist and might be created to support pathway 1, and the proposed approach to create a plan led strategy for rural growth under pathway 2 and your views are invited on this.

Pathway 1: community-led growth

As a principle, we are keen to provide opportunities for local communities who want to bring forward growth to meet specific, identified local aims, aspirations and needs.

With this in mind, we are seeking to provide new and updated mechanisms and policy approaches to facilitate bringing forward growth in rural communities where needs are identified locally. This will include an updated policy framework to support community-led growth proposals such as rural exception sites and community led development, in addition to the Council's existing and ongoing commitment to supporting local groups to produce neighbourhood development plans.

This approach is considered appropriate, justified and consistent with national planning policy by supporting opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs. We would also like to explore whether there is potential to incorporate some element of market housing on community led sites to help facilitate rural growth.

Community led growth can be brought forward any time, subject to compliance with planning policy and meeting other relevant criteria, such as avoiding harm to designated areas or unacceptable impacts on local character. For this reason, this type of growth would not be allocated through our new Local Plan and can be progressed by communities through the planning application process.

Revising and updating our rural exception policy (CS19)

To provide increased support for communities that have a locally identified and evidenced need to deliver affordable homes, where this is supported by the local community and/ or Parish council.

These can be delivered in a variety of ways, with private developers, registered affordable housing providers and by communities through Community Land Trusts.

Case Study 1 Marshfield – Rural Exception Site and Community Land Trust

The residents of Marshfield a rural community in the Cotswold Area of Outstanding Natural Beauty and partially surrounded by Green Belt, have developed and taken forward a community led scheme for rural housing.

In a location where planning constraints and designations can make it challenging to bring forward development outside of a Local Plan, the local community needed a way of bringing forward development to meet their local needs. They also wanted to retain control of the location and design of development.

Carrying out a local housing needs survey's they identified a need for a range of house types particularly for affordable homes. Then to take forward the design, planning and delivery of these homes the local community have set up a Community Land Trust (CLT).

Working in partnership with key advisors they have acquired land, designed a scheme and taken forward a planning proposal for which won planning approval, as it met the requirements of our existing plans Rural Exception Sites policy (CS19).

The community and local leadership have worked hard to then use this planning framework to progress a scheme grounded in and supported by the local community. They are now moving towards the delivery and build stage, commissioning builders and working with affordable housing partners. The scheme will result in 12 energy efficient, affordable homes to meet local need and three general market homes.

You can find out more about the Marshfield CLT scheme and this delivery mechanism on their website: [Marshfield Community Land Trust - Marshfield CLT](#).

Promoting new community-led housing developments

To provide an updated mechanism to help deliver community-led housing proposals. This could be a mix of affordable and market homes, a focus on market homes, specialist homes or self-build, to meet locally identified needs, where this is supported by the local community and/ or Parish council.

These types of sites could also be brought forward or allocated through Neighbourhood Development Plans or Neighbourhood Development Orders.

Much like rural exception schemes these could be delivered through a variety of approaches, including working with private developers and house builders, particularly smaller and medium sized local builders and through community land trusts.

With this in mind, we have drafted a potential policy approach to allow housing proposals to come forward to meet an identified need for market and affordable housing, where this is supported by a local community. This new draft policy is intended to supplement the existing approach to rural exception sites policy approach. You can read the draft policy in our [Planning Policies section](#) of this document.

Do you have any comments on our emerging draft policy on rural exception sites and community led rural development?

In addition to these policy mechanisms, community-led growth can also be brought forward through the neighbourhood planning process.

Neighbourhood Development Plans

Neighbourhood planning gives communities the power to develop a vision and enables them to contribute to the development and growth of their area.

This planning approach provides powerful tools for local people, so they steer the type of development that comes forward in their community. It also ensures that the desire of the neighbourhood is aligned with the overall needs and priorities of the wider local area.

The council provides support and advice to community groups who want to bring forward growth and change in their local area. Through the neighbourhood planning process, communities can assess local needs for different types of homes and allocate land for those new homes, including affordable, market and other types of homes. They can also allocate space for new areas of employment, community uses and projects, and also bring forward new Local Green Spaces. They also provide an opportunity to inform and shape the way Local Plan growth could come forward.

Further information about neighbourhood planning can be found at <https://beta.southglos.gov.uk/neighbourhood-planning>.

In addition to an updated policy framework, bringing forward growth through a community led pathway will require community support and leadership at the local level. This support will need to come from bodies such as town and parish councils or neighbourhood forums, or from South Gloucestershire elected ward councillors. Local leaders will play a key role in understanding the needs of their area and then in bringing forward opportunities for development that would deliver against those needs; this is consistent with the spirit of localism.

Case Study 2 Charfield and Thornbury Neighbourhood Development Plan

The communities of Charfield and Thornbury (a market town, but the lessons are applicable to our rural villages and settlements) were both keen to have more of a say over what happens in their community. By progressing neighbourhood plans these communities will be able to have a greater say in how development is brought forward in their local area.

The Charfield Neighbourhood Plan Group worked closely with the community to identify policies that would influence the design and layout of development that came forward within the Neighbourhood Area.

The community were keen to protect the environment and local wildlife as well as ensure quality design. The policies in the plan reflected these ambitions. The plan was adopted in September and now forms part of the statutory Development Plan for South Gloucestershire. The plan can be viewed [here](#).

The Thornbury Neighbourhood Plan Group worked closely with the community and through this also identified an additional Local Green Space they wanted to protect.

This additional Local Green Space allocation will be afforded the same level of protection as those currently protected under the Policies, Sites and Places Plan Policy PSP4 Designated Local Green Spaces.

At the time of writing the neighbourhood plan was at the examination stage, to find out more please visit the [examination webpage](#).

Case Study 3 Oldbury rural housing and Neighbourhood Development Plan

The community of Oldbury-on-Severn were keen to deliver a proportionate level of homes to meet specific local need, with an emphasis on smaller affordable homes. However, the village and parish have a high level of national and local planning constraints that would make new development allocations through a local plan very challenging.

The progression of the Oldbury Neighbourhood Plan has allowed the community to identify two rural exception sites which they are seeking to allocate in their neighbourhood plan, to meet a locally identified need for new homes.

The Neighbourhood Plan Group have worked with the community and the council to develop a series of planning policies that will shape how this development comes forward, ensuring that the development delivered is right for the community.

At the time of writing the plan was at the examination stage, to find out more please visit the [examination webpage](#).

Pathway 2: Local Plan-led growth and change

In addition to promoting community-led growth, we still consider that it is appropriate to investigate opportunities to deliver ‘plan-led’ growth and allocations that contribute to meeting South Gloucestershire’s overall housing needs in some of our villages and settlements. As part of this, we think that growth can help to sustain or improve the vitality and viability of existing services and facilities and in doing so create a more sustainable future of our rural villages and settlements.

There are a number of other important benefits to pursuing this approach, some of which we touched on in our Phase 1 consultation document. They include:

- opportunities to discuss the issues, supported by evidence gathered from technical work and through a programme of community engagement and public consultation, through the Local Plan process
- greater control over the location, extent and form of development than would be likely to occur than dealing through rural growth which comes forward in a non-local plan, speculative, case by case approach

- greater certainty of delivery:
 - for communities and other stakeholders (including the development sector)
 - for the council and its partners to facilitate infrastructure planning
 - against South Gloucestershire’s overall housing needs and, in doing so, helping to support a robust supply of land and increasing our ability to resist ‘speculative’ planning applications
 - to facilitate small and medium size builders and developers that may operate in rural South Gloucestershire communities, as opposed to just relying on a limited number of national house builders
- consistency with national planning policy, by meeting requirements to (among others):
 - provide a clear strategy for bringing land forward to meet our housing requirements
 - identify land to accommodate at least 10% of our housing requirement on sites of 1ha and below
 - promote sustainable development in rural areas and locate housing where it will enhance or maintain the vitality of rural communities
 - plan positively for the development and infrastructure required in the area

Through this Phase 2 consultation, we want to have a further conversation about developing a Local Plan led approach to appropriate levels of growth in our rural villages and settlements. We think this can be achieved through developing a strategy for growth in our rural villages and settlements.

Doing so will help to inform decisions about where might be appropriate to make allocations (for homes, jobs and other uses), based on a consideration of sustainability, accessibility and planning constraints.

Developing a strategy for growth in our rural villages and settlements, and making allocations

As many other Local Plans have done for their rural villages and settlements (including Stroud, Cotswold and Wiltshire), we want to classify the rural villages and settlements (beyond our existing urban areas and market towns) into groups which reflect their existing and future role and function. This is an important and necessary step which many other local planning authorities similar to South Gloucestershire have gone through previously as part of developing a robust strategy for growth in their areas.

The overall purpose of developing a strategy for our rural areas is to support the implementation of the Local Plan policies which we will be discussing through future stages of preparing the Local Plan. Importantly, and as part of this, it will help to inform the development of the Local Plan's overall spatial strategy, and in doing so to promote a sustainable pattern of development by encouraging close links between housing, jobs and services. This is important because it can help to ensure that levels of growth proposed reflect the existing and future role, function and relative sustainability of villages and settlements.

Developing a strategy for growth can also help decision-makers to understand the role and character of different settlements, which is necessary for supporting efforts to maintain and enhance their character through determining planning applications once the Plan has been adopted.

In future stages of the Local Plan, those individual villages and settlements that are grouped together will generally be those considered to be broadly comparable to one another. For example, they could be comparable in terms of: level of access to a range of services and facilities without the need to travel by private car; or the extent to which they are affected by planning constraints.

With a view to developing a strategy for growth, we have undertaken some technical work to inform our thinking about which villages and settlements might be appropriate to consider for growth through this pathway. This work has up to this stage focussed around a number of key themes such as: accessibility; an audit of facilities and services; and evidence of existing planning designations, including environmental and historic environment constraints, and agricultural land. This work has also drawn upon some of the evidence we prepared and published previously in 2020.

This output of this work is an initial list of villages and settlements which we think, based on the evidence we've considered to date, might be considered to be more sustainable when considered against these themes, and therefore potentially more appropriate to investigate for growth to be delivered through the Local Plan. The rationale and methodology which led to this initial list can be viewed in the technical evidence paper

To view the new study, please click on the [Evidence Based Page](#), under 'Rural Villages and Settlements Study'.

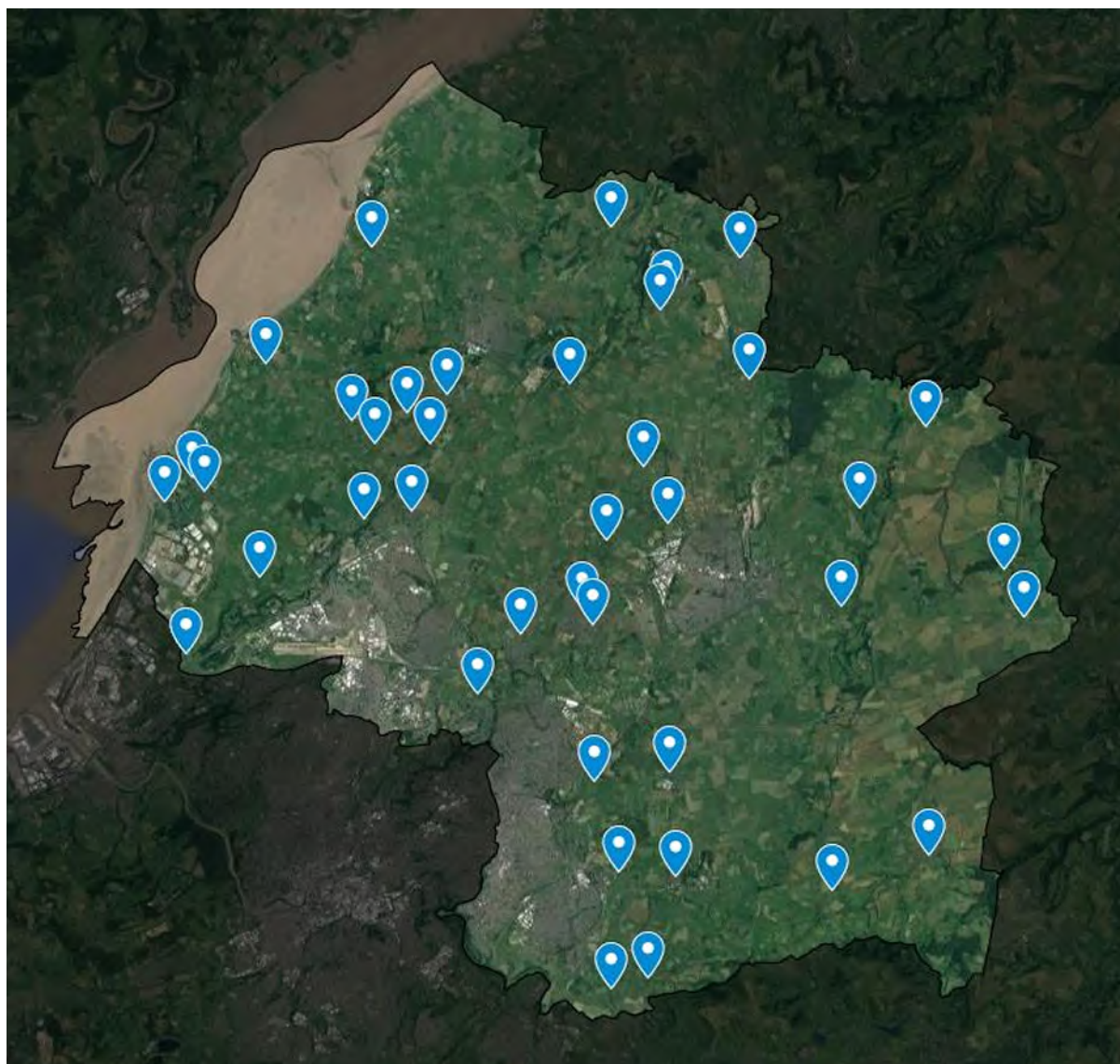
To be clear, no decisions have yet been made about the list (and the villages and settlements included within in) at this stage, as there are a number of important issues that will need to be considered (as we progress through the Local Plan process) as information becomes available.

These include (but are not limited to) a consideration of existing size, levels of recent speculative growth (promoted by developers through the planning application process) where this is applicable, in addition to a need to take account of any other competing or complimentary land uses (in line with other Local Plan priorities) and the outputs of the SDS.

Initial list of villages and settlements to investigate for growth:

- Acton Turville
- Almondsbury
- Alveston
- Aust
- Badminton
- Bitton
- Bridgegate
- Charfield
- Coalpit Heath
- Cold Ashton
- Cromhall (Bibstone & Townwell)
- Easter Compton

- Engine Common
- Falfield
- Frampton Cotterell
- Hallen
- Hambrook
- Hawkesbury Upton
- Hortham Village
- Horton
- Iron Acton
- Marshfield
- Old Down
- Old Sodbury
- Oldbury-on-Severn
- Olveston
- Pilning
- Pucklechurch
- Rangeworthy
- Redwick
- Rudgeway
- Severn Beach
- Shortwood
- Tockington
- Tytherington
- Upton Cheyney
- Wick
- Wickwar
- Winterbourne



View our [interactive map](#).

Question

Do you agree with the villages and settlements we propose to investigate for local plan led growth and allocations, set out in the list and shown on our map?

You can view and comment on this question on our [interactive map](#).

Through the next consultation, we will seek to confirm in which villages/ settlements we propose to bring forward growth through the Local Plan. We will also, as part of developing a strategy for rural growth, seek to assign individual villages/ settlements into categories, once we have more of the information we need including responses to this consultation to continue to shape and develop our thinking. Alongside that, we will also publish our consideration of which sites in and around those

villages/ settlements may be potentially suitable for an appropriate allocation.

As part of considering what levels of growth might be appropriate in different individual villages/ settlements, we are considering using bandings. As we touched upon above, these bandings are usually created by grouping together places that have a similar role and function at present or could have a similar role and function in the future.

With this in mind, we have created some draft groupings which include an indicative growth range for each.

Initial groupings and indicative growth ranges

- Large accessible villages:
 - Our largest villages with a good level of access to key services and facilities
 - Growth range: 100-250
- Accessible villages and settlements:
 - Villages and settlements of varying sizes which have some level of access to key services and facilities.
 - Growth range: 25-100
- Functionally connected smaller villages and settlements:
 - Villages and settlement which are in close proximity to our larger villages, market towns and main urban area, which benefit from good sustainable access to key services and facilities in these places.
 - Growth range: 5-100
- Smaller accessible villages and settlements:
 - Smaller villages and settlements which, due to their size, have a level of access to some key services and facilities, and therefore may only be suitable for a small amount of growth.
 - Growth range: 5-25

Question

Do you have any comments about the initial groupings and indicative growth ranges shown?

To answer this question please use our [online questionnaire](#).

Again, at this stage no decisions have yet been made about these initial categories/ groupings, the indicative growth ranges we've included, or which villages/ settlements (listed above) might fit into each category. As is the case with the initial list described above, there are a number of important considerations that will need to be taken into account (as we progress through the Local Plan process) as further information becomes available.

Planning policies for other rural issues

In our new Local Plan we also want to maintain and update our planning policy framework to cater for specific rural issues, including the promotion and sustenance of the rural economy, horse-related development and rural worker's dwellings.

We already have planning policies on many of these issues but will update them where necessary to ensure they continue to be as effective as possible.

Our existing suite of policies relating to these issues includes:

- [Core Strategy \(2013\)](#)
 - Policy CS19 – Rural housing exception sites
 - Policy CS34 – Rural areas
- [Policies, Sites and Places \(PSP\) Plan \(2017\)](#)
 - Policy PSP28 – Rural economy
 - Policy PSP29 – Agricultural development
 - Policy PSP30 – Horse related development
 - Policy PSP40 – Residential development in the countryside
 - Policy PSP41 – Rural workers dwellings

Question

Do you have any comments on the approaches taken through these policies, or suggestions for other areas we should cover through new or updated planning policies?

To answer this question please use our [online questionnaire](#).

Developing a strategy for renewable energy

Introduction

In July 2019, South Gloucestershire Council declared a Climate Emergency. This acknowledged the need to urgently prepare for the local impact of climate change, reduce our carbon emissions, significantly increase renewable energy generation and protect and restore nature. As part of this, the Council has pledged to provide the leadership to enable South Gloucestershire to become carbon neutral by 2030.

An important part of this response, as set out in our Phase 1 consultation document, will be brought forward through our Local Plan which will seek to ensure growth and development support sustainability, our environment and benefit current and future residents and businesses.

Phase 1 – what you told us last time

Through the Phase 1 consultation document, we shared a new draft policy in relation to renewable and low carbon energy systems and asked some key questions in relation to our proposed approach. Much of the feedback received relates more to policy areas that are being developed for future stages of the Local Plan, including in relation to energy management in new development.

The draft policy was seeking to require all new development to be net zero carbon and included:

- minimising energy demand;
- incorporating sources of renewable heat;
- meet cooling demand sustainably; and
- maximising on-site renewable energy generation, e.g. rooftop solar and other technologies.

A summary of the feedback received specifically in relation to our proposed approach to new, standalone renewable energy development is set out below:

- it is appropriate for the council to show leadership and where possible, support communities to bring forward renewable energy generation.
- renewable energy generation is important and will bring environmental and economic benefits.
- subject to further consideration and development of detailed policy criteria, there was broad consensus that the proposed approach, which included identifying suitable areas for renewable energy and safeguarding land, was appropriate
 - allied to this, further detail is needed on the process by which land or sites would be safeguarded through the Local Plan

[View all the responses](#) to our consultation on these issues

Local Plan Phase 2 – what we want to do

An important part of climate change mitigation involves achieving 100% renewable energy across all sectors. The Council is therefore seeking to significantly increase the amount of renewable energy generated in South Gloucestershire.

The new Local Plan is a key tool to achieve this, and new approaches and planning policies will need to be developed.

At this stage, we are starting to think about how we can develop a positive strategy for renewable energy generation in South Gloucestershire. An important part of doing this will involve directing development of standalone wind and solar renewable energy installations to specific areas and in some cases safeguard land to facilitate delivery.

Through this consultation, we want to start sharing and discussing options around where these areas might be located. This will help inform future consideration of which areas we should identify and safeguard for renewable energy development through our Policies Map.

In considering this issue, it is worth noting the important role of other technologies, including the Government's ambitious commitment to delivering offshore wind, which is very much supported. It is however widely acknowledged, including in national policy, that this is only part of the solution and there remains a need for us to significantly increase onshore renewable energy generation in South Gloucestershire too.

What is renewable energy?

The term ‘renewable energy’ covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat (National Planning Policy Framework). It produces little or no net carbon dioxide, which is one of the main greenhouse gas emissions that causes anthropogenic climate change.

For the purposes of this part of the Local Plan, our focus is primarily on wind and solar renewable energy because:

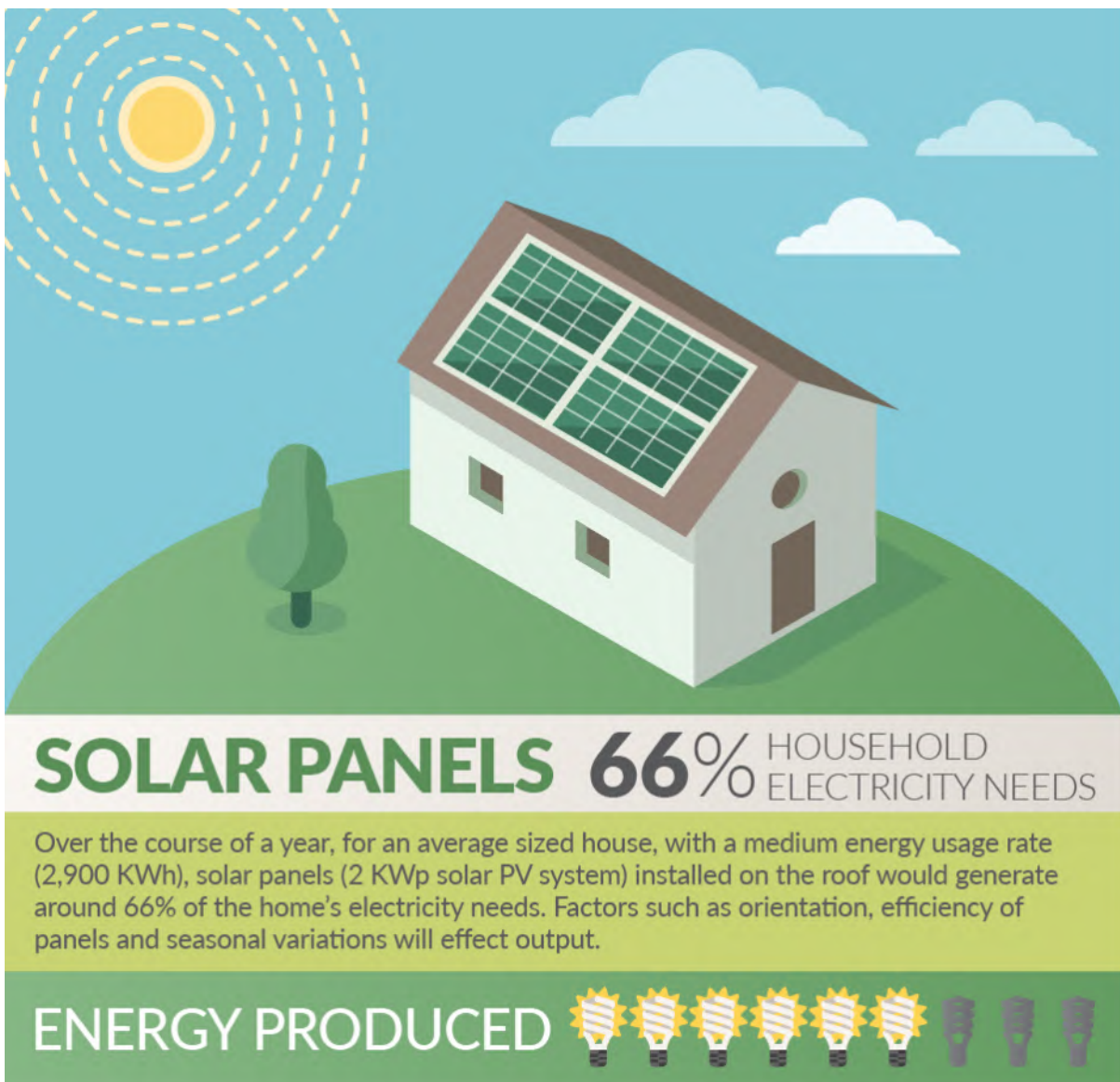
- our evidence also shows that standalone wind and solar photovoltaic (ground mounted) technologies are the cornerstone of any renewable energy strategy
- these resources provide the most opportunities in South Gloucestershire, compared to other resources such as hydropower
- they are a ‘mature’ technology in that they are technically well developed, widely used globally and cost effective, and can be deployed rapidly
- they have the most significant spatial implications of all types of renewable energy generating development
- this is consistent with existing national policy and the Government’s recently published Net Zero Strategy
- the council, as the local planning authority, can play an important role in their delivery

For these reasons, we consider it is appropriate and necessary for wind and solar renewable energy generating development be considered through the Local Plan process alongside other important land-use related issues.

In addition to this, and to ensure that a holistic approach is taken towards our energy system in the Local Plan, the Renewable Energy Resource Assessment Study (RERAS) we commissioned also covers other sources of renewable energy (such as biomass) and low carbon technologies (such as storage and hydrogen) which can support a renewable energy-based system and help decarbonise different sectors. The RERAS was commissioned, working with our partners (Bath and North East Somerset,

North Somerset and the West of England Combined Authority (WECA)) to ensure a consistent approach across those areas.

We are also continuing to work with our partners on evidence to support policies which will ensure all new built development (both residential and non-residential) is net zero carbon, minimises energy demand and incorporates renewable energy (both heat and power) technology within it and to explore opportunities for district heat networks. We are also progressing other interventions outside of the planning system which seek to incentivise and bring forward opportunities for roof top solar PV on existing buildings, including homes, community buildings, schools and industrial or commercial premises.



Nuclear fusion is also referred to in the RERAS and has a potentially significant role to play in producing energy in South Gloucestershire and the UK's future energy system.

This form of low carbon energy generation is of particular interest locally, due to the recent bid by the [Western Gateway](#) (cross-border economic partnership, which the Council is a partner in) for a technology park and fusion power plant be located at two former nuclear power station sites one in our area at Oldbury on Severn, and part of the facility in Berkeley (nearby in Stroud District). The bid correlates with the Government's Ten Point Plan for a Green Industrial Revolution which outlines the aim to build the world's first commercially viable fusion power plant in the UK by 2040.

Although the potential delivery of a fusion power plant at Oldbury may not be completed within the Local Plan period, the long-term positive contribution it could make to meeting UK energy needs make it a significant project.

We think that all the technologies referred to above will play an important role in boosting energy supply going forward. Notwithstanding this, we do however think it is important that at this stage we focus on setting a positive strategy for standalone solar and wind renewable energy generation through our Local Plan (for the reasons set out above) and to progress towards our Climate Emergency aims, which can be achieved with certainty during our new Local Plan 20 year period.

Further information can be found in the [RERAS Report](#) (under Renewable and low carbon energy).

How much renewable energy do we need to generate?

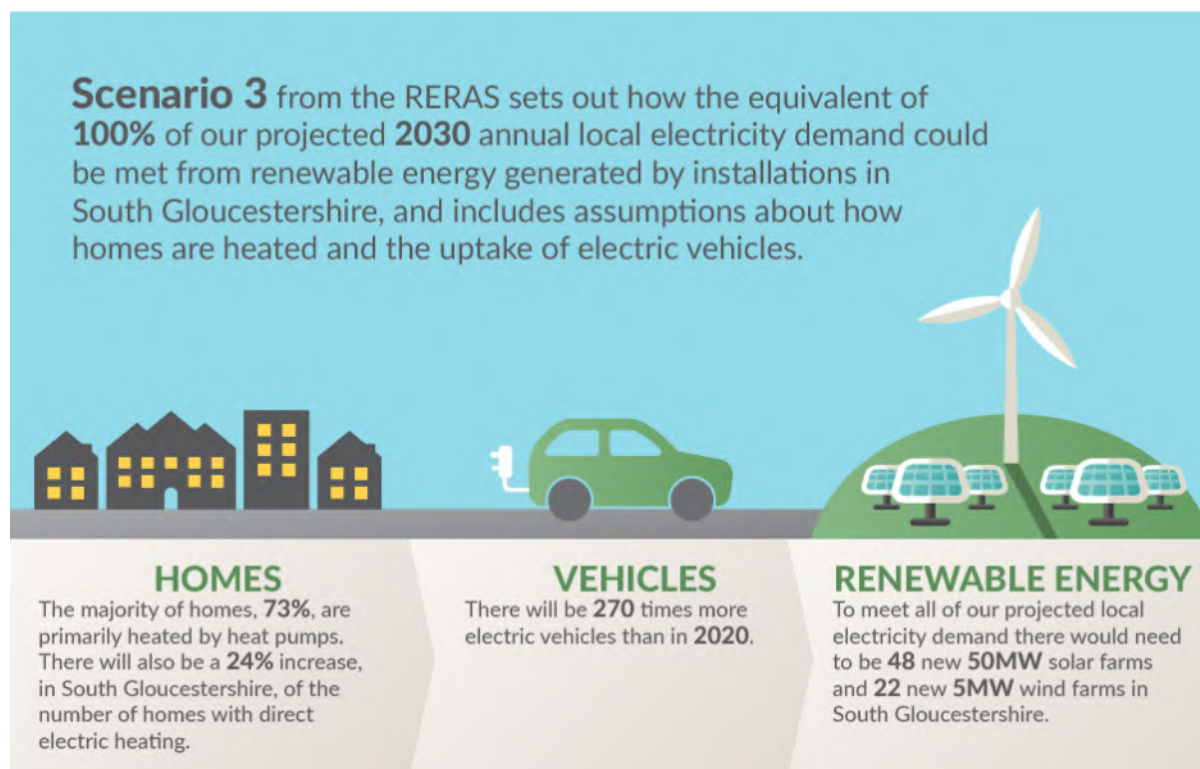
There is no prescribed way of determining how much energy should be generated from installations located within South Gloucestershire. However, in order to explore the implications of our Climate Emergency 2030 target on renewable energy development and to provide an indication of the scale of the challenge, we have explored this issue through our evidence base, specifically the RERAS. As part of this, we have projected local energy demand in South Gloucestershire in 2030 based on the assumption that we are living in a carbon neutral scenario.

The RERAS therefore presents a ‘snapshot’ theoretical projection of local energy demand in 2030 in terms of Gigawatt hours (circa 3500GWh), and it is based on a number of assumptions:

- by 2030, total overall energy demand (heat and power) is expected to reduce significantly (up to 50%) due to accelerated progress with home energy efficiency improvements, technology efficiency improvements, and changes in consumer behaviour
 - action is needed (in addition to the Local Plan) to help make these progressive assumptions occur, and the Council is playing its part in this through its wider Climate Emergency response
- it is expected that the proportion of total energy demand that is met by electricity is going to increase significantly (circa 250%), due to switching fuel for heating and transport to electricity

In the RERAS, the electricity element (2977GWh) of the projected 2030 local energy demand has been translated into potential scenarios of what it could actually mean on the ground in terms of the number and mix of additional solar and wind renewable energy installations in South Gloucestershire. The scenario presented in the RERAS that best aligns with the Climate Emergency 2030 target is depicted below. This equates to all our projected 2030 annual local electricity demand being met from renewable energy generated from installations located in South Gloucestershire.

Further information can be found in the [RERAS Report](#) (under Renewable and low carbon energy).



Amount of renewable energy generated at present

The estimated annual renewable energy generation in South Gloucestershire at September 2020 was 260 GWh. However, this figure will vary year on year depending on the weather, and other factors.

Since then, a number of other schemes have been given planning permission, which are not yet operational, but should be by 2030. According to our evidence, this means that if we include these, the estimated annual renewable energy generation will be 333 GWh.

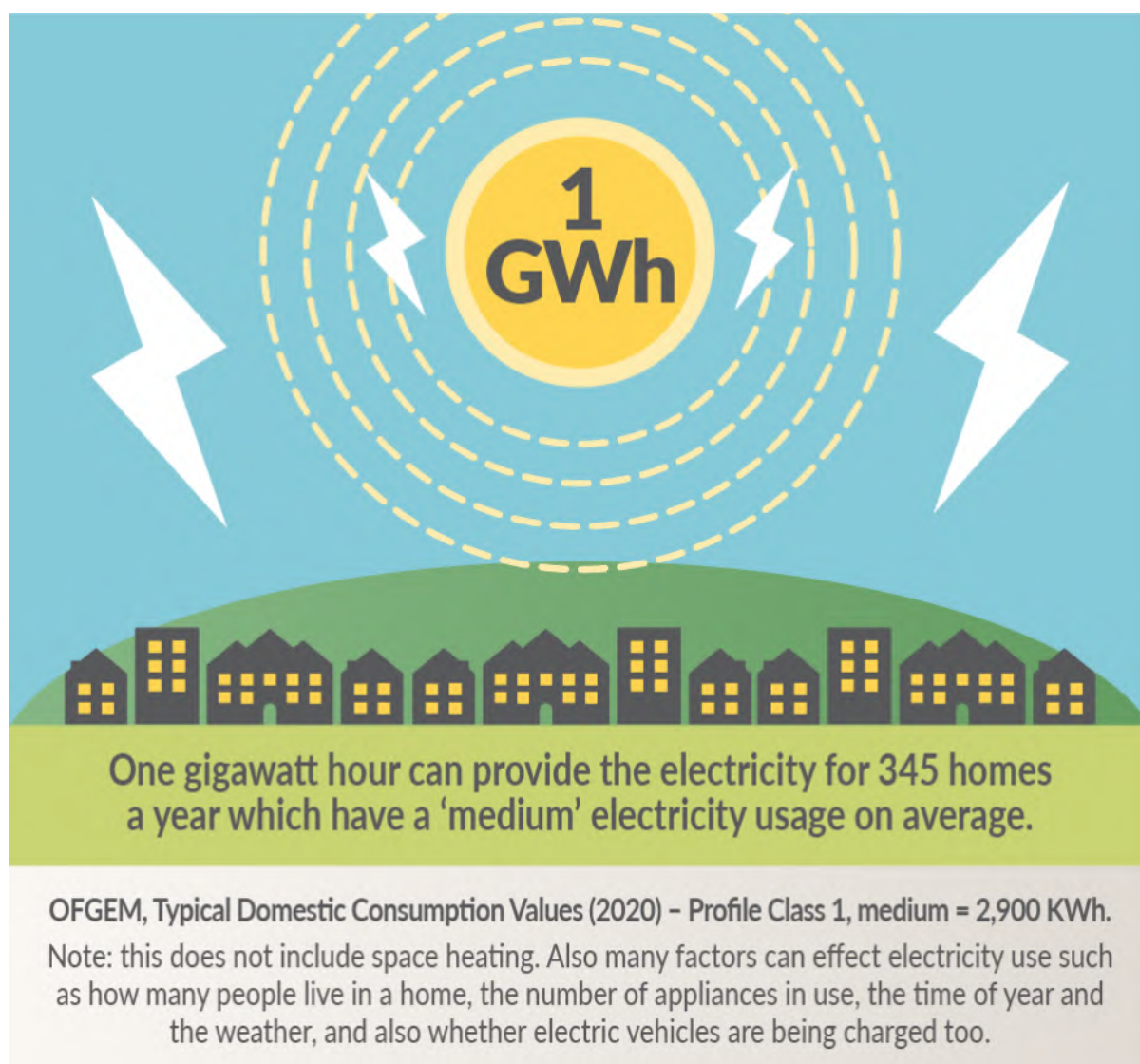
We currently monitor the proportion of local energy demand that is theoretically met from installations within South Gloucestershire, to track our annual progress on generating renewable energy. This is reported in our Annual Renewable Energy Progress Report.

Understanding the challenge

To put the units referred to above into context, 1 gigawatt hour (GWh) is 1,000 megawatt hours (MWh), which is 1,000,000 kilowatt hours (KWh).

In order to aid understanding of the amount of electricity this relates to:

- A one bar electric fire will use 1kWh of electricity during one hour, so 1GWh of electricity could run a one bar electric fire for 1 million hours/ 114 years/ 1 million electric fires for 1 hour
- 1GWh of electricity could run 110 million LED lights for one hour
- 1GWh of electricity would keep the UK operating for 110 seconds on average. On average the UK uses about 0.55GWh of electricity every minute
- 1GWh of electricity could boil an average kettle 10 million times
- 1GWh would supply 345 medium houses for a year (1,000,000 kWh / 2900 kWh) according to Ofgem



Decarbonising the Grid

A decarbonised energy grid will assist South Gloucestershire meet its and the country's aim of significantly cutting carbon emissions.

The Government have recently brought forward the target date for the complete decarbonisation of the national grid to 2035, and further work may need to be undertaken to fully understand the implications of this announcement. We do know, however, that for this to be achieved, a significant increase in renewable energy generation (offshore and onshore) is required and renewable energy generation in South Gloucestershire will make an important contribution to this national aim.

Additional land maybe needed to provide new substation, battery storage facilities and infrastructure associated to bring forward a lower carbon energy grid and to enable the new facilities which can generate renewable energy.

What opportunity is there for renewable energy generation in South Gloucestershire?

To inform our new Local Plan, through the RERAS we have undertaken a technical assessment of the opportunities for renewable energy generation in South Gloucestershire.

Through working with our partners (Bath and North East Somerset Council, North Somerset Council and the West of England Combined Authority) we agreed a consistent approach to ‘primary’ constraints, and the areas which they cover were removed from further consideration in the assessment process. The technical assessment was also based on assumptions relating to the outputs required for commercially viable energy development. Information about the process we followed and the results of the technical resource assessment, including the ‘search areas’ (SAs) for wind and solar, are presented in the RERAS.

Other constraints were also looked at and the findings presented for information in the RERAS, and these included the Green Belt, the Cotswolds Area of Outstanding Natural Beauty (AONB) and flood zones. Through the Local Plan process we will need to consider our approach to these constraints in the round alongside other relevant issues, and balance them against the need to significantly increase renewable energy generation. This approach is considered to be consistent with national policy and also that set out in our Local Plan Phase 1 consultation document.

At future stages we will also consider issues relating to landscape sensitivity and cumulative impact. To inform this the RERAS also contains

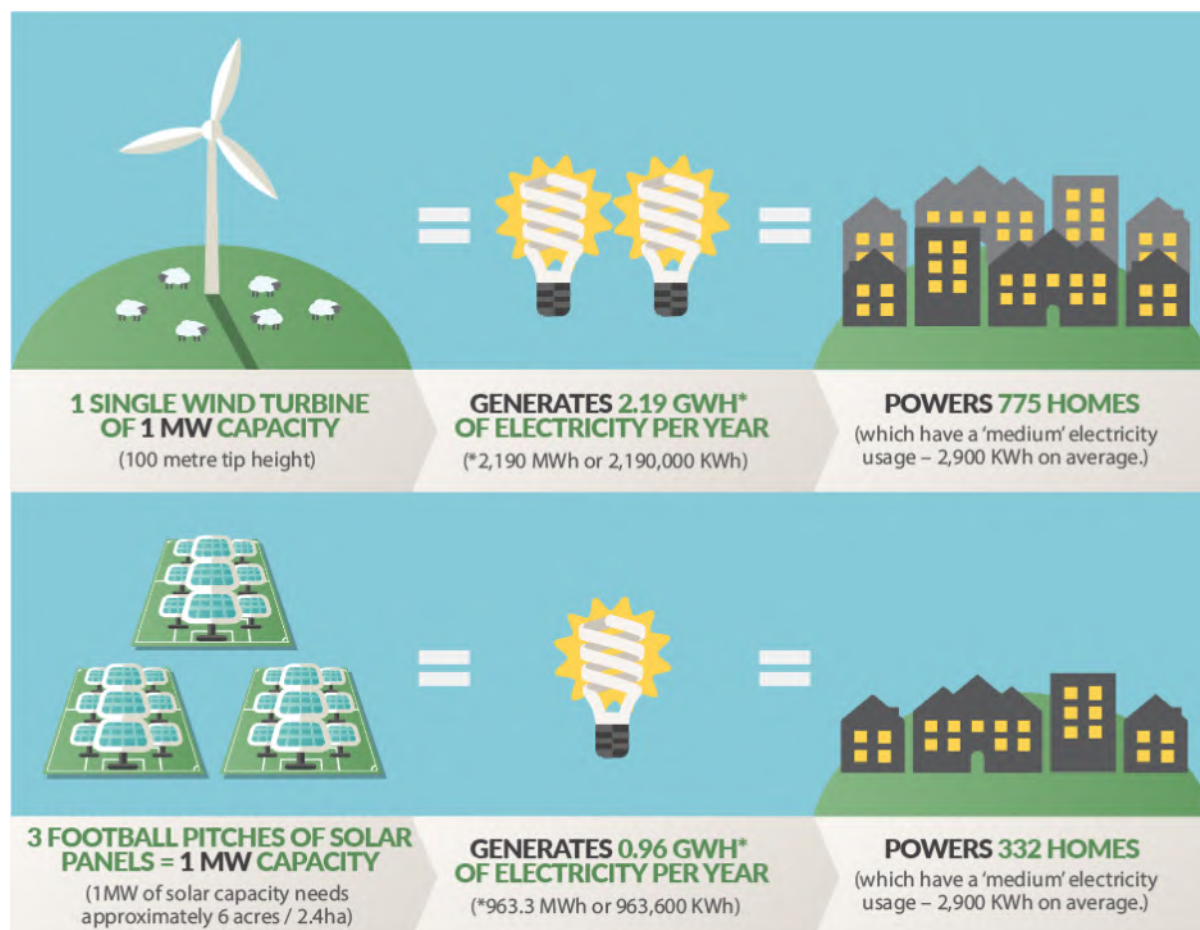
a landscape sensitivity assessment for solar and wind development, as well as an analysis of grid capacity, which will be an important consideration to inform the development of a strategy.

In summary, the theoretical potential for renewable energy generation identified in the RERAS far exceeds the projected local energy demand in 2030. Therefore we have choices and flexibility as we develop the strategy for renewables through the Local Plan process and through this consultation, we are setting out our proposed approach to taking this issue forward and seeking views on it.

General principles

Our evidence illustrates that the issues in relation to how we might develop our approach are different for wind and solar renewable energy generation, and these are discussed below. There are however some general principles, or 'building blocks', which we think are an important starting point for developing a positive strategy for renewable energy generation in South Gloucestershire. These are:

- a mix of onshore wind and solar technology is necessary to meet the Climate Emergency 2030 target;
- opportunities to deliver 'big' wind energy generation (1MW and 2.5MW turbines) are finite, and therefore they should be safeguarded and utilised due to
 - output: 1MW capacity of wind generates over twice as much annual energy output than 1MW capacity of solar PV
 - land take: Land is a finite resource, and its efficient use is an important sustainability consideration and a key principle of national planning policy
 - 1MW of ground mounted solar PV requires approx. 2 – 2.5 hectares of land. This equates to 3 football pitches. Some farming opportunities, such as grazing, can occur alongside Solar PV (see picture below)
 - wind turbines only have the footprint of the turbine itself plus an access road, so there is more scope for farming or other activities to continue around it



- opportunities for co-location of new renewable energy generation with other complimentary land uses should be explored
- community-led/ community energy proposals should be encouraged

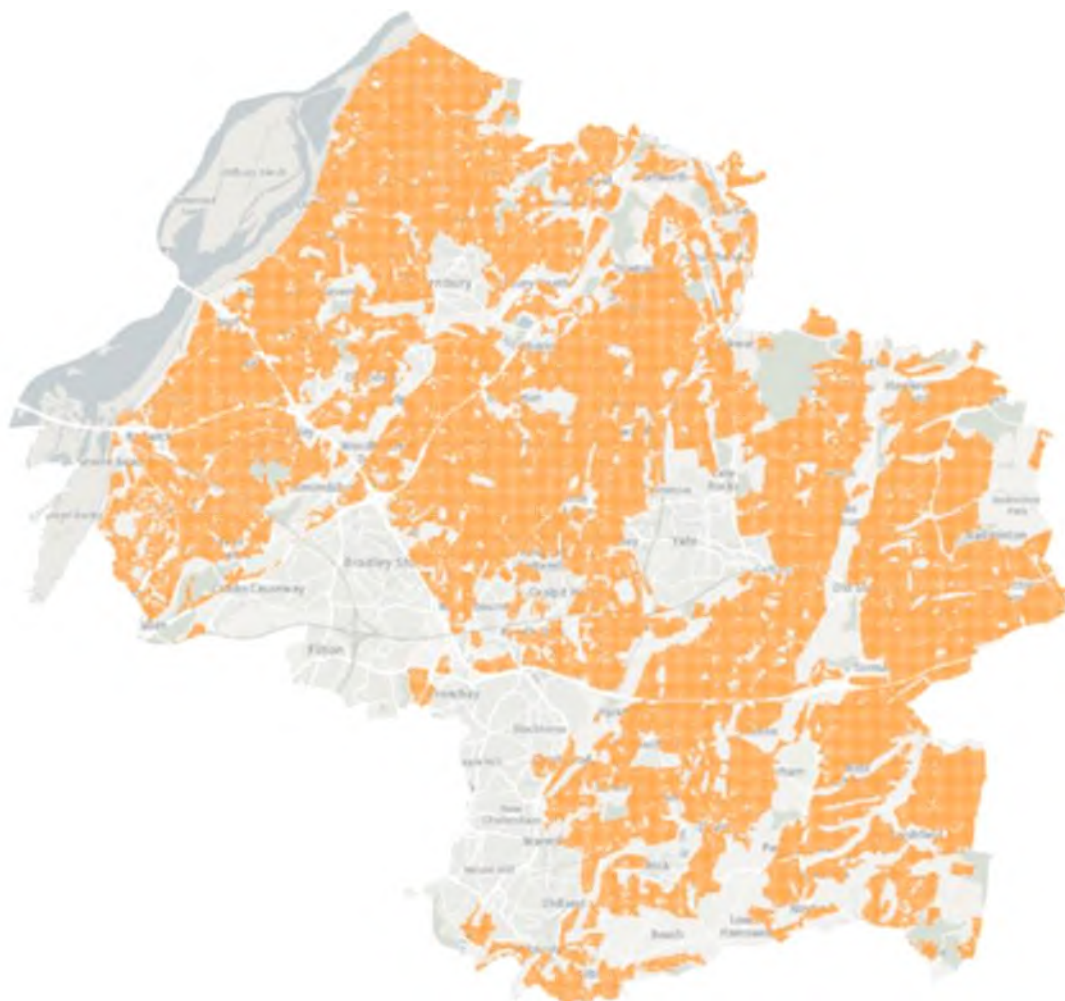
Question

Do you have any comments about the general principles for developing a positive strategy for renewable energy generation in South Gloucestershire?

To answer this question please use our [online questionnaire](#).

Solar energy

Our evidence shows that, as a starting point, large areas of South Gloucestershire are potentially suitable for solar development.



Search area for solar development

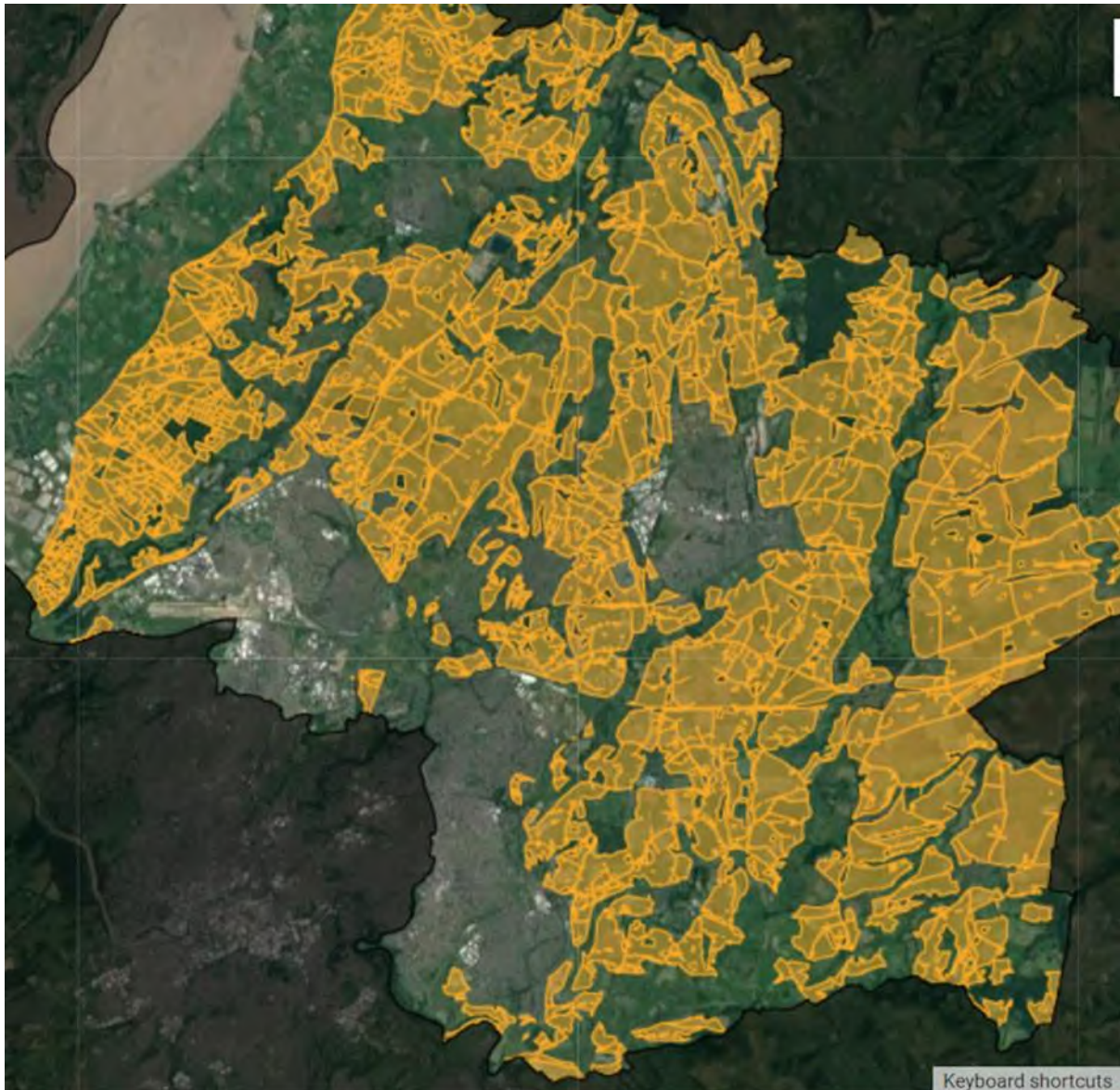
The challenge, therefore, is how we start to ‘refine’ the resource, and so we want to start to focus on areas where we might want to direct development towards (or away from).

With this in mind, we have carried out an initial evaluation of constraints that have not yet been fully considered in defining the ‘search areas’ (see *explanatory note for further information*). Our current thinking is that the areas covered by the following constraints are removed from further consideration, as this is consistent with our priorities around climate change, nature recovery and, more broadly speaking, environmental protection.

- Natural England Impact Risk Zones for Sites of Special Scientific Interest in relation to solar development
- Agricultural Land Classification Grades 1 and 2*
- Conservation Areas

*It is worth noting that we don't have data to split Grade 3 into 3a and 3b, but we know that Grade 3 covers circa 70% of South Gloucestershire's land area. We will need to consider this further in developing our approach going forward, and in the context of other Local Plan objectives and priorities.

The map below shows the remaining potential solar resource after the area covered by these constraints have been removed.



Search area for solar development following proposed refinements
[Interactive map of solar renewables](#)

Please note that this is the first stage of consultation on our potential approach to renewable energy. We are seeking your views at this stage and no decisions have yet been made.

The remaining resource area for solar may be refined further through the Local Plan process and we will also need to consider how these areas align with other Local Plan priorities, issues relating to landscape sensitivity, the availability of connections to the national grid and the potential impact of competing or complimentary land uses. For example, we might need to consider how an emerging strategy for solar development could interact positively with the emerging GI network, as research shows that solar PV development can result in enhanced biodiversity.

We will, through future stages of the Local Plan, also seek to develop a positive, robust, criteria-based policy approach to enable the Council to take account of other relevant issues and considerations on a case by case basis as proposals come forward.

Question

Do you have any comments on our proposed approach to solar PV development, or suggestions for other issues we should consider?

To answer these questions please use our [online questionnaire](#).

If you have any land you would like to be considered for this use please complete a [Renewables Call for Sites Form](#).

Wind energy

The RERAS shows that the issues relating to wind energy are quite different to those for solar. As is illustrated on the map below, potential opportunities and areas where wind installations can effectively operate on a commercial basis, shown as search areas, are much more limited.

The RERAS explains how the search areas have been arrived at and presents the resulting search areas for each scale of turbine considered.



Search Areas (SAs) for 2.5MW, 1MW and 0.5MW wind turbines

[IKEY (Blue area – 0.5MW turbines; Purple area – 1MW turbines; Orange area – 2.5MW turbines. N.B. some areas overlap.)]

Given the widespread nature of the small (0.5MW) wind opportunities, and bearing in mind the general principles we've highlighted above, our initial thinking is that we should safeguard areas for 'big' wind energy development (i.e., the 1MW and 2.5MW turbines). These are shown on the map below with a standard buffer in order to prevent sterilisation of the resource opportunity by other land uses, including residential development.

Potential 2.5MW Wind safeguarding areas



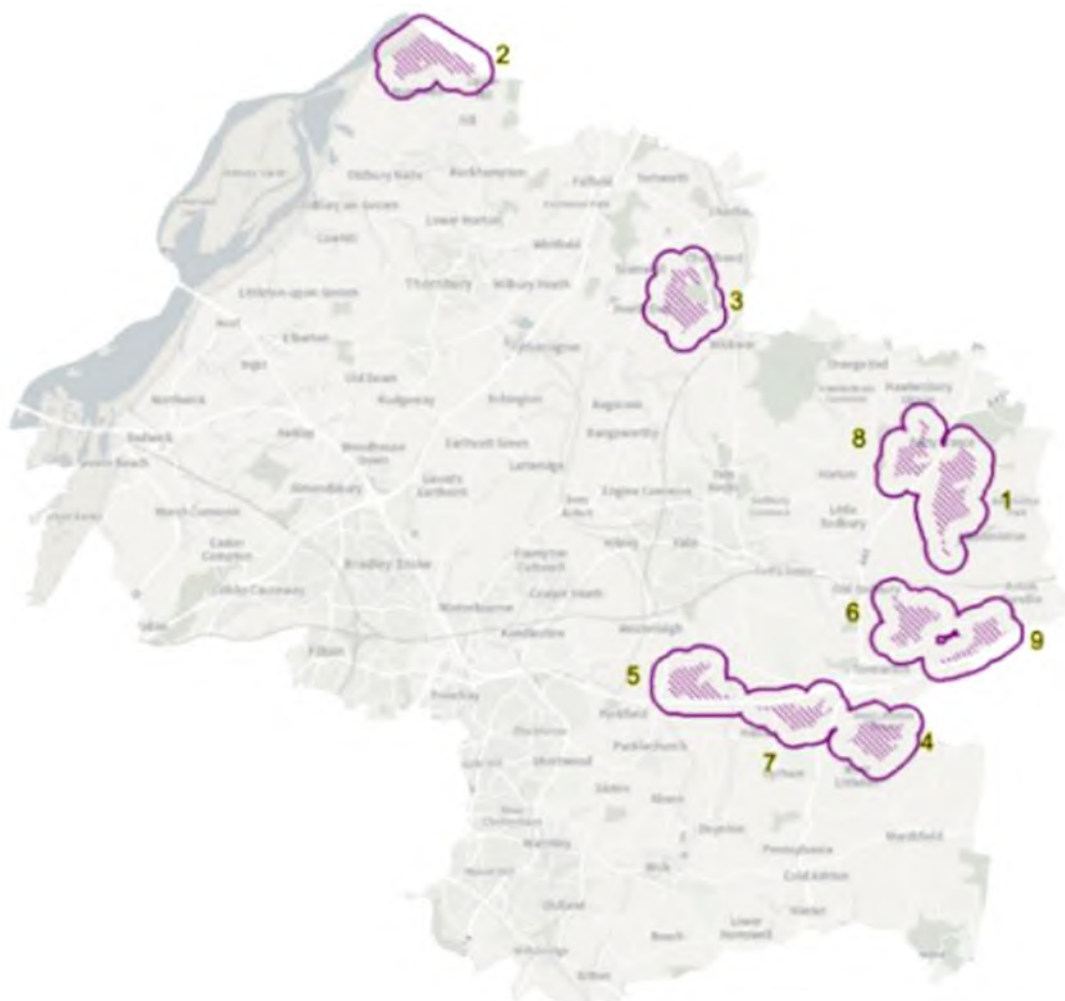
[Potential wind safeguarding areas interactive online map](#)

Please note that this is the first stage of consultation on our potential approach to renewable energy. We are seeking your views at this stage and no decisions have yet been made.

Search Area (SA) reference	SA area (km ²)	Potential total installed capacity (MW)
2.5MW-1	1.646	14.81
2.5MW-2	1.456	13.10
2.5MW-3	1.355	12.20
2.5MW-4	0.948	8.54

2.5MW-5	0.796	7.16
2.5MW-6	0.767	6.90
2.5MW-7	0.601	5.41
2.5MW-8	0.561	5.05

Potential 1MW Wind safeguarding areas



[Potential wind safeguarding areas interactive online map](#)

Please note that this is the first stage of consultation on our potential approach to renewable energy. We are seeking your views at this stage and no decisions have yet been made.

Search Area (SA) reference	SA area (km ²)	Potential total installed capacity (MW)
1.0MW-1	1.946	15.57
1.0MW-2	1.709	13.67
1.0MW-3	1.377	11.01
1.0MW-4	1.147	9.18
1.0MW-5	1.119	8.95
1.0MW-6	1.053	8.46
1.0MW-7	0.884	7.07
1.0MW-8	0.815	6.52
1.0MW-9	0.719	5.75

At this stage, we are not proposing to blanket safeguard land for smaller turbines (i.e., 0.5MW). To be clear, this is not to say that we don't want to encourage them to come forward, but as they're a lot more prevalent than the opportunities to bring forward 'big' wind (as illustrated above), the land use implications of doing so are much more widespread. This could potentially result in unintended consequences in terms of sterilising land for other uses.

We do however think that, if communities or developers highlight proposals for smaller turbines to come forward through the Local Plan process, we could consider the potential to safeguard specific areas of land to facilitate the delivery of those proposals.

Going forward we will need to consider how safeguarding areas for wind energy development aligns with other Local Plan priorities, the potential

impacts of competing or complimentary land uses, issues relating to landscape sensitivity and also the availability of connections to the national grid.

Question

Do you have any comments on our proposed approach and areas suggested for safeguarding 'big wind'?

To answer these questions please use our [online questionnaire](#).

If you have any land you would like to be considered for this use please complete a [Renewables Call for Sites Form](#).

Community energy proposals

As explained above, the assumptions made in our evidence relate to the levels of energy output likely to be required to bring forward commercially driven proposals. It may however be that community groups or some developers may wish to pursue proposals with a lower energy output.

Community initiatives are likely to play an increasingly important role and should be encouraged as a way of providing positive local benefit from renewable energy development. Further information for communities interested in developing their own initiatives is available from the following organisations:

- [Community Energy England](#)
- [Centre for Sustainable Energy](#)
- [South West Energy Hub](#)

And [government guidance](#) on Community Energy published by the Department for Business, Energy and Industrial Strategy (BEIS) is available.

Through preparing our Local Plan, we would like to develop a policy framework which gives positive weight to renewable and low carbon energy initiatives which have clear evidence of local community involvement and leadership.

We are also keen to support communities in bringing forward their own energy proposals and see this as an important part of developing our approach to renewable energy. As part of this, we are keen to enable communities to realise the positive benefits that such schemes can bring locally, as well as the contribution they can make to our wider objectives around climate change.

Question

Do you have any comments on our proposed approach to community energy proposals?

Do you know of or represent a local community group with an interest in energy generation? If so, what measures would you like to see put in place to support you to bring forward proposals?

To answer these questions please use our [online questionnaire](#).

Strategic Green Infrastructure Network

What we want to do

We want to discuss a new and updated Strategic Green Infrastructure (GI) Network, which would be safeguarded as part of the new Local Plan.

A linked strategic policy and other local policies would manage the approach to protect the integrity of the network but at the same time facilitating appropriate change and development.

What is a Strategic Green Infrastructure Network and Green Infrastructure (GI)?

Strategic Green Infrastructure when planned effectively can create a network of sustainable natural and semi natural landscapes and habitat areas, heritage features, walking and cycle routes, areas for recreation and leisure, green spaces, rivers and other water bodies. These intersperse, connecting villages, towns and urban areas within South Gloucestershire and link to adjoining areas.

At a more local level, community spaces, parks, village greens, orchards, churchyards, nature sites and local footpaths and cycle routes all compliment and link with the overarching strategic GI. When development and land changes respect the GI network and are coordinated to enhance it with connectivity and functions in mind, there can be wide ranging benefits for people, nature, adaptation to climate change, resilience to flood risk by suitable natural flood storage, improved visual amenity and the quality of places and development in South Gloucestershire.

Designation of a Strategic Green Infrastructure Network will assist in prioritising certain areas for future investment in biodiversity, secured through the emerging national and local requirements for 'biodiversity net gain'. The investment in biodiversity and nature which will come forward through the net gain principle, when directed to locations in the newly designated Strategic Green Infrastructure corridors displayed in this chapter will assist with the creation of 'Wild Belts', places where nature and the natural environment can thrive.

The Strategic Green Infrastructure network can also act as a focus for implementing ‘natural capital solutions’, rewilding and taking proactive steps to increase the quality and connectivity of our natural habitats within the network. The potential of a designated connected network to include areas identified for net gain, increasing tree planting and enhanced green corridors will also increase carbon sequestration and opportunities for carbon offsetting through enhancements to habitat, green corridors and new natural areas.

Therefore, when investigating locations for new growth within South Gloucestershire it is important to plan for both development of homes, jobs and infrastructure, as well as enhancement to green infrastructure, in a connected and co-ordinated way.

Our proposed strategic network contains sites and designations that are already protected from development through separate designations in the Local Plan, for example; SSSI, SNCI, Ancient Woodland, Conservation Areas, Registered Historic Parks and Gardens, Local Green Spaces, public rights of way. Other parts of the network are protected by legislation and planning system such as Common Land.

However, whilst other parts of the strategic GI network may not include designated sites or features, they perform an important function in terms of providing a mix of existing and potential connectivity between these areas, as well as offering opportunities for enhancement of the strategic network of woodlands, grasslands and wetlands. New and enhanced development proposals for homes, jobs, infrastructure and other uses may be acceptable in the Strategic Green Infrastructure Network; providing they respect the integrity of the network and maintain the function and connectivity of the section of the network they are in.

It is important to note that outside of the proposed strategic GI network, protection of nationally and locally designated sites and important green and blue GI assets such as the wider area of the Cotswold AONB (Cotswold National Landscape) will still exist. The strategic network identifies areas where connectivity and function are needed on a wider scale.

What we need to do

The starting point is to identify the land that forms part of this strategic GI network and set out the main corridors in this network.

The 'Green Infrastructure Corridor Study Report Introduction and Methodology' (2021) (*Link to study to be added when released as part of Local Plan Phase 2 consultation*), has informed consideration of the assets and areas which should form part of the Strategic GI Network.

Our proposed Strategic Network of GI corridors, which has built into its connections for habitats and wildlife and forms part of our emerging Local Nature Recovery Network, has also been informed by the published '[West of England Joint Green Infrastructure Strategy \(JGIS\)](#) June 2020.

The strategic GI network has also been informed by the West of England Local Nature Partnership (WENP) ecological (habitats) network mapping, which in turn responds to the recommendations contained in the 'Making Space for Nature'.

The Strategic GI Network – Option

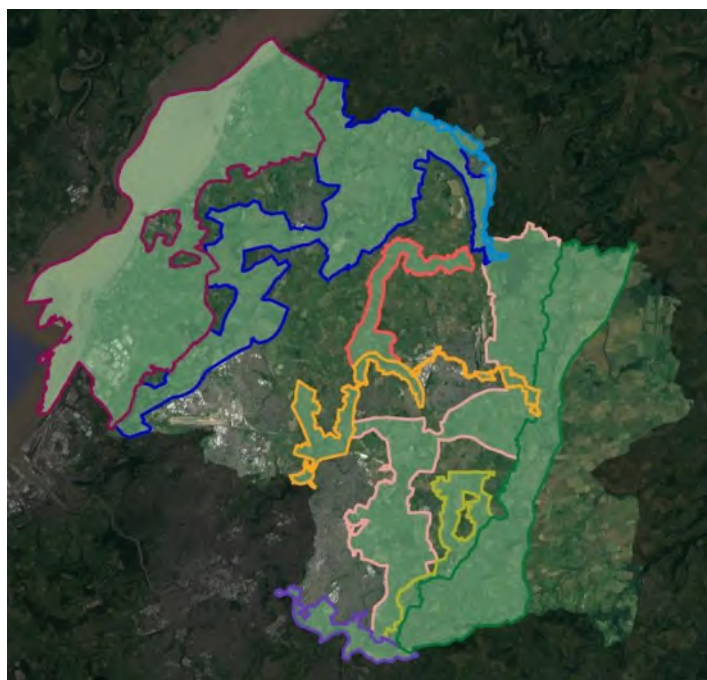
We want to share where in district we think the Strategic GI Network should be and the nine strategic corridors within the network.

The intention is that the strategic network will be defined on the policies map. And development within or near to it managed by new planning policies, strategies and plans for enhancing the GI corridors and assets within them.

Protection of designated and important GI assets lying outside the corridors will remain.

You can view our proposed Strategic Green Infrastructure Network and comment on our proposal to define it on our policies map, on our interactive map below.

You can click on the map, or use the link below the map to view and comment.



[Interactive map of Green](#)

[Infrastructure Corridors](#)

Nine Strategic Green Infrastructure Corridors

Each of the nine Green Infrastructure corridors that make up the network have unique functions and individual assets within them. Green assets for example primarily related to visually important hillside features and associated areas of strategic woodland and grassland habitat. Blue-green assets relate to the Severn estuary and Key River corridors and associated strategic wetland habitat network.

The corridor and nature of assets within will guide the approach to achieving positive connectivity and enhancement to their quality and function.

The individual corridors and summary of them is set out below.

Further detailed guidance and information on each corridor will be set out in the Strategic Green Infrastructure Corridor Mapping Project.

Shepperdine – Oldbury on Severn – Severn Beach (Severn Estuary and Levels)

Extends from SW to NE to follow the River Severn estuary to take in the marine, foreshore and adjacent Levels areas. Primary function and importance: focused on the strategic wetland network associated with

the river corridor and related designated RAMSAR, Special Conservation Area, Special Protected Area and SSSI sites, and linked network of rhines and watercourses across the Levels.

Charfield – Alveston – Hallen (Western Scarp/ Severn Ridges)

Extends from SW to NE, before turning SE, along the ‘S shaped’ Severn Ridge that comprises a series interlinked scarps: Primary function and importance: strategic woodland network associated with a Visually Important Hillside/ridge landform features, although the existing woodland network does not currently extend along the most easterly section.

Winterbourne – Kendleshire – Yate (River Frome Corridor)

Extends from S to N and NE and eastwards along the River Frome corridor, with a north westerly fork along the Bradley Brook corridor. Primary function and importance: strategic wetland network associated with both river corridors, with that of the River Frome penetrating the urban areas of yate and Winterbourne through which it passes, and also takes in part of the strategic woodland network at its western end.

Wickwar – Westerleigh – Bitton (Westerleigh Vale Oldland Ridge/ East Fringe)

Extends from S to N along the Oldland Ridge and Westerleigh Vale to link with the Puckelchurch Ridge, and further north takes in the Wickwar Vale.

Primary function and importance: a mosaic of strategic woodland and grassland habitat associated with the Visually Important Hillside/ridge landform features within its southern part, and taking in the strategic grassland network principally associated with common land in its central part, and strategic woodland network within its northern part including the Lower Woods SSSI and Wetmoor.

Hawkesbury – Old Sodbury – Upton Cheney (Cotswold Scarp)

Extends from S to N to take in the westerly facing scarp of the Cotswold National Landscape. Primary function and importance: a mosaic of strategic woodland and grassland habitat associated with the Visually Important Hillside feature of the Cotswold Scarp. Corridor also takes in a number of historic parks and gardens associated with large estates.

Hanham Green – Hannah Abbots – Bitton (Avon Valley)

Extends from NW to SE along SW facing valley side of the River Avon. Primary function and importance: strategic woodland network associated with a Visually Important Hillside/landform feature.

Wickwar – Iron Acton – Yate (Ladden Valley)

Extends from S to NE along the Laddon Brook valley. Primary function and importance: strategic wetland network associated with the brook.

Hinton – Doynton – Bitton (Boyd Valley)

Extends from S to N along the River Boyd valley to the east and the Feltham Brook to the west. Primary function and importance: a mosaic of strategic wetland and woodland habitats associated with the length of both river corridors.

Huntingford – Charfield – Wickwar (Little Avon River Corridor)

Extends from S to NW along the Little Avon valley. Primary function and importance: strategic wetland network associated with the river, which also takes in part of the strategic woodland network at both its southern and northern ends.

Linked planning policy, future strategy and projects

In the policies section of this document there is a draft Green Infrastructure policy which sets out how development in the strategic network will be managed. This policy will eventually replace adopted policy CS2.

Within the strategic GI network some land will continue to be protected from development through separate designations and policies in the Local Plan e.g. SSSI (currently policy PSP18), SNCI (currently policy PSP19), Ancient Woodland (current policy PSP3), Local Green Spaces (currently policy PSP4), public rights of way or protected by other legislation such as Common Land.

In the remainder of the network there will be a need to maintain functional connectivity, through the placement and design of new homes, jobs and infrastructure, and through those developments providing new GI assets such as wildlife corridors, open spaces, trees, playing pitches, woodland, grassland and wetland.

In addition to planning policies and designations new strategies and enhancement projects are being developed to improve land, connections and quality of the network and assist the creation of Wild Belts in South Gloucestershire.

Emerging projects and schemes include:

- Commons Connection Project – Corridor D
- [River Frome Reconnected](#) – Corridor C and G
- String of Pearls – Corridor A
- The [South Gloucestershire Green Infrastructure Strategy](#), which sets out a variety of actions both strategic and local that are looking to enhance places both in and outside the strategic GI network.

Question

Do you agree that the Strategic Green Infrastructure Network, which consists of the nine corridors shown on the map, should be designated in our new Local Plan?

To answer this question please use our [online questionnaire](#).

Phase 2 planning policies

Purpose of local plan policies

Local plan policies provide direction and clarity on where development is expected to take place. They outline the number and types of homes, jobs, services and facilities, as well as infrastructure that will be expected to be developed in South Gloucestershire. Planning policies also safeguard and seek to enhance our green infrastructure, biodiversity, historic assets and buildings, and unique areas of character across the authority.

Topic-based policies shape the quality, type and way we build new types of development. Ensuring we aim for high quality and progressive approaches is crucial if we are to positively address our declared Climate Emergency, assist our natural environment, make effective and efficient use of land in our most sustainable urban and brownfield areas, and set the strategic principles that communities, developers and other stakeholders need to consider when they bring forward idea for development and change.

Policies in our Local Plan are the starting point for making decisions on all planning applications and will be the foundation for guiding development across all of South Gloucestershire.

Although we are not yet in a position to share all the planning policies that may be in our new Local Plan, we do want to share initial drafts of key policies, linked to the options and approaches set out in this Phase 2 document and where we can.

Recap Phase 1 policies drafted and consulted on

As part of the Phase 1 Issues and Approaches consultation document, we set out the range of policies we think would be required as part of our new Local Plan and which local plan priority they would assist in achieving.

We also shared and consulted on early drafts of policies, covering the following topics:

Working policy draft available (strategic)

- Climate change adaptation and mitigation
- Creating well-designed places
- Nationally Important Infrastructure Projects (NSIPS) and related development

Working policy draft available (non-strategic)

- Energy management in new development
- Renewable and low carbon energy system
- Parking requirements, including electric vehicles
- Oldbury – nuclear new build
- Oldbury A station – decommissioning radioactive waste

You can view all the responses to our consultation on Phase 1 draft policies and key statistics from the Phase 1 consultation (link to be added to information when released as part of Local Plan Phase 2 consultation.)

We will continue to develop and refine the draft policies covering those areas and will bring forward updated versions in future stages of our Local Plan's development. Future versions will build upon the comments received, latest national planning policy position and to reflect any new technical evidence and information.

However, at this stage we want to share and discuss other draft policies which look to significantly update our adopted Core Strategy and PSP policies and also introduce new policy and approaches.

Phase 2 – further Draft Policies

To continue the development of a new policy framework we have included first drafts of policies which in future will assist in managing development to maximise the positive impacts on;

- The Emerging Strategic Green Infrastructure Network and key environment principles
- our approach to optimising density and making efficient use of land in urban areas,

- supporting rural communities who want to bring forward new homes to meet locally identified needs,
- Manage harmful concentrations of HMO's and;
- Introduce a policy requirement for biodiversity net gain, an area where new guidance, online tools and national policy will come forward as our new Local Plan is prepared, but will impact on nearly all types of proposals for new homes, jobs and infrastructure.

These early draft policies, along with those presented in our Phase 1 document all contribute to achieving and taking forward the new local plans draft objectives and topics of particular interest to our council.

Phase 2 Draft – Strategic Policies

Strategic Green Infrastructure and Environment

Phase 2 Draft – Non-Strategic Policies

Houses in Multiple Occupation (HMOs)

Urban Lifestyles and Density

Biodiversity and Net Gain

Rural Exception Sites & Community Led Rural Sites

Working policy title: Strategic Green Infrastructure and Environment

Existing policies

Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced

Core Strategy Policy CS2 – Green Infrastructure, and parts of; Core Strategy Policy CS9 – Managing the Natural Environment

Purpose

Adopted Core Strategy Policy CS2 sets out our current objectives and strategic principles for Green Infrastructure, including a high-level Green Infrastructure network. Since this policy was adopted the pressure on our natural environment and decline of natural habitats has increased.

Our new Local Plan also needs to guide with more certainty the locations which are strategically important for connecting green and blue infrastructure for people and nature. We need to establish updated and revised approaches to provision and replacement of trees, nature recovery and how we provide public open space and approach to ongoing funding and maintenance of all our green and open space assets.

Green Infrastructure, which includes blue infrastructure can create a strategic network of natural and semi natural features, green spaces and rivers and lakes that intersperse and connect villages, towns and urban areas Individually, these elements are GI assets, and the roles that these assets play are GI functions. These assets and functions, when planned well, can deliver multiple benefits. Benefits of a well-planned network of Green Infrastructure include; adaption to climate change, nature recovery, access, recreation, economic growth, landscape setting, energy production, flood attenuation, energy production and cultural heritage. Realising the potential of Green Infrastructure can play a crucial role in assisting with mitigation of, and adaption to, climate change.

An updated South Gloucestershire strategic Green Infrastructure Network which includes a [Nature Recovery Network](#) is currently being developed and consulted on as a strategic option in this document. This network establishes nine GI corridors which we will aim to enhance and protect under the proposed new policy.

A new key principle and requirement in relation to our natural environment is Biodiversity Net Gain. This needs to be incorporated into the planning of our area, planning decisions and networks for Green Infrastructure and nature going forward. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. National policy now requires that biodiversity net gain should be provided as part of development and guidance is being prepared on how it will be calculated and secured through individual application.

This policy also sets out strategic principles for other types of green infrastructure such as trees, open space and flood risk. These will lead to new and updated non-strategic policies on these issues.

Policy wording

Acceptable development proposal will be expected to:

1. **Enhance the connectivity and function of any Strategic Green Infrastructure corridor in which the proposal site is situated in. Proposals which sever or harm the connectivity and function of individual corridor(s) and key assets in the Strategic Green Infrastructure network will be refused.**
2. **Provide biodiversity net gain of 10%, secured in perpetuity (at least 30 years)**
3. **Plan for the retention of valuable trees and hedgerows. Where valuable trees are necessary to be lost to secure sustainable and high quality development, mitigate their loss in line with the tree replacement standard.**
4. **Reduce and manage the impact of flood risk, including consideration of climate change through location, layout, design, choice of materials and the use of Sustainable Drainage Systems (SuDS); with agreed long-term management regime, with appropriate ongoing maintenance secured from the outset**
5. **Protect the quality and quantity of the water environment and its margins;**
6. **Deliver an appropriate level of public open space(s), which maximises potential for multiple functions and connections to the strategic and local networks of Green Infrastructure**
7. **Protect, create and improve recreational, play, access and local food cultivation opportunities**
8. **Protect and enhance species and habitats, and creating new habitats and wildlife linkages between them**
9. **Protect and enhance visually important hillsides and identified strategic views**

Green Infrastructure, open space and biodiversity proposals will be expected to have agreed long-term management regime with appropriate ongoing maintenance secured from the outset.

Supporting text

In future stages of the new Local Plan's preparation the proposed Strategic Green Infrastructure Network will be designated on the proposals map.

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 cycle ways, supported by the local network of rights of way.

Green Infrastructure should be planned for in the early stages of development design, with consideration of local networks and wider strategic GI networks to ensure opportunities are appropriately identified.

The NPPF 2019 states that planning policies and decisions 'should contribute to and enhance the natural and local environment by minimising impact on and providing net gains for biodiversity...'. A 10% mandatory requirement for biodiversity net gain within development has been proposed through The Environment Bill. The baseline and post-development biodiversity value of the development site and off-site areas proposed for habitat creation will be quantified through the latest DEFRA metric or agreed equivalent. In this document we set out the planning principles that we intend to apply to net gain in a new draft 'Net Gain' policy, which will eventually replace the existing net gain paragraphs in PSP19.

The existing adopted policy PSP3 – Trees and Woodland of the Policies Sites and Places Plan will be updated through future stages of the new local plan preparation to set out a new requirement and standard(s) for replacement of valuable trees where their loss is considered appropriate to enable sustainable development.

Our current adopted policy CS24 – Open Spaces in the Core Strategy will be updated through the future stages of the new local plan consultation to set out revised standards, particularly within proposed urban lifestyle areas where the standard and type of public open space, and public realm provided is a key consideration when the amount of new open space that can be provided is limited.

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.

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.

In future stages of the new Local Plan we will look to set out on the proposals map the visually important hillsides and key strategic views/viewpoints. This will be informed by evidence within the Strategic Green Infrastructure Corridor Mapping Project. Identifying these features will assist in enhancing and creating high quality environments and places, allowing development of future homes, jobs and other uses to understand and respond to key elements of GI and landscape character within South Gloucestershire.

Question

Do you agree with our proposed policy approach?

To answer this question please use our [online questionnaire](#).

Working policy title: Houses in Multiple Occupation (HMOs)

Existing policies

Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced

Policies Sites and Places policy PSP39 – Residential Conversions, Sub-Divisions and Houses in Multiple Occupation

Purpose

Houses of Multiple Occupation (HMOs) are properties rented out to at least 3 people who are not from one household (for example, a family) but share facilities like a bathroom or kitchen. Most HMOs are conversions or subdivisions of larger houses and currently, as at 2021,

planning permission is usually only needed for HMOs which will provide a home for 7 or more people.

HMOs meet a variety of needs for private rented housing, ranging from young professional ‘house-shares’ and students wanting to live off campus, as well as providing a vital source of housing supply for people on lower incomes. HMOs therefore help to provide a diverse portfolio of housing types in South Gloucestershire and for many people, HMOs provide a practical and affordable housing option that meets their housing needs.

Adopted policy CS17 Housing Diversity aims to support mixed communities and the delivery of different types of housing to meet local needs. Adopted policy PSP39 sets out how residential conversions, subdivisions and HMOs should be developed in order to deliver a mix of housing types whilst providing accommodation that is acceptable to future occupants and the amenity of the neighbourhood.

As set out in the Local Plan 2020 (November 2020) Phase 1 consultation document, the new Local Plan will continue to support housing delivery which meets the needs of different groups in the community. Within this context, a new policy for HMO development is required to ensure that new HMOs are of a sufficiently high standard and are located appropriately, such as to avoid harmful impacts on local amenity and to HMO occupants, as well as to ensure that a diversity of housing can be maintained. This policy will be read alongside adopted policy CS17. In providing a dedicated HMO policy, it will replace adopted policy PSP39 and there will be a separate policy on residential conversions and subdivisions in the new Local Plan.

Evidence shows that there has been an increase in this type of development in South Gloucestershire over recent years to meet demand. This has resulted in concentrations of HMOs in particular parts of the district which has, in some cases, created a perception of issues for the neighbouring properties and the wider community. These issues mainly relate to increased parking pressures, noise, management of waste and recycling, and anti-social behaviour. Concentration of HMOs in any one area also gives rise to concerns that it impedes delivery of achieving housing mix which accommodates a range of different households and housing needs, and which supports a sustainable community demographic.

SGC has supported the implementation of existing policy PSP39 through production of the HMO Supplementary Planning Document (adopted 2nd October 2021). This clearly identifies how new HMO development will be considered in order to avoid harmful impacts to amenity and ensure a high quality of accommodation for occupants. The potential for Article 4 Directions (A4D) in some areas of South Gloucestershire is also being considered, which will – within a defined area – remove Permitted Development Rights relating to the conversion of dwelling houses (Use Class C3) to small HMOs (Use Class C4). If an A4D is implemented, it will bring the management of new HMO development into the planning system and allow SGC to apply adopted planning policy and supplementary guidance to a larger proportion of new HMOs.

Reflecting the content of the recent HMO SPD, this policy seeks to address HMO clustering and concentration by providing clear criteria defining the acceptable location of new HMOs. It also sets out the expected standard of new HMO development in order to create an acceptable living environment for occupants and neighbours

Policy wording

1. Location and concentration of HMOs

Where a planning application is required for:

- a change of use from residential dwelling (Use Class C3) or any other use to a small HMO (Use Class C4)
- a change of use from residential dwelling (Use Class C3) or any other use to a large HMO (Sui Generis)
- intensification of a small HMO (Use Class C4) to a large HMO (Sui Generis)
- new build HMO properties

Development will be supported if the location of the proposed HMO would not result in:

- any single residential dwelling being ‘sandwiched’ between two HMOs; or
- three or more adjacent HMO properties; or

- a harmful and inappropriate concentration of HMOs in a locality, when measured as an overall percentage of total residential households

2. Standard of HMO accommodation

Where the location of HMO development is found acceptable in accordance with Part 1 of the policy, development will be supported if the proposed HMO would:

- respect the character of the host property, street scene and surrounding area;
- provide sufficient room space for everyday activities and enable flexibility and adaptability by meeting appropriate space standards;
- contribute to the Council's work on the Climate Emergency by achieving an Energy Performance Certificate (EPC) rating of C or higher
- ensure that adequate amenity space is retained;
- provide sufficient recycling and refuse facilities;
- not prejudice the amenity of neighbours.

Where HMO development is new build or includes extension of an existing building, the development should be consistent with other relevant Local Plan policies and guidance relating to new build residential accommodation and residential extensions.

3. Car parking and bicycle parking provision

Where the location and standard of HMO development is found acceptable in accordance with Part 1 and Part 2 of the policy, development will be supported if an appropriate level of car and bicycle parking can be provided which:

- accords with the Council's car and bicycle parking standards; and
- maintains the character of the street-scene and host property

A minimum number of 0.5 car parking spaces per bedroom must be provided in new HMO development. If this cannot be provided within the curtilage of the property, the availability of sufficient on-street parking must be evidenced through a parking survey submitted with the

planning application, carried out in accordance with the Parking Surveys Technical Advice Note.

Supporting text

Application of the policy

Currently in South Gloucestershire, a residential dwelling house, which is defined in planning terms as Use Class C3, can be converted to a small HMO (Use Class C4) without the need for planning permission, under what is termed permitted development rights.

HMOs therefore currently require express planning permission once they exceed 6 people if that change results in a material change in use. Large HMOs, formed from seven unrelated residents or more, become Sui Generis. Sui Generis is a “class of its own”, and no Permitted Development Right exists to change a HMO with 7 or more residents from any use. Consequently for the change of use of any premises to a HMO for 7 or more residents, an assessment has to be made as to whether a material change of use from the prior lawful use has occurred and, if it is determined that it has, then planning permission is required.

The provision of additional rooms within an existing HMO may also require planning permission. For example, an existing small HMO with 6 unrelated residents would require planning permission for the occupation of 1 further resident where this represents a material change of use. Existing large HMOs may require planning permission for the occupation of further residents if they have a previous planning permission that states the number of residents within the application description, or they have a restrictive condition.

The permitted development rights afforded to the conversion of a residential dwelling to a small HMO (Use Class C4) can be removed through an Article 4 Direction. Should an Article 4 Direction relating to HMO development be implemented in South Gloucestershire, the development or intensification of any HMO in the Article 4 Direction area would require planning permission and be subject to this policy.

Sandwiching and adjacent HMOs

An example of ‘sandwiching’ and proposed HMOs which may result in harm to the amenity of adjacent neighbours is set out in the image below

and in further detail within the HMO Supplementary Planning Document (SPD).

‘Sandwiching’ situations can occur even where there are limited breaks in the building line, including across private or unadopted adjacent access tracks within the curtilage of properties. ‘Sandwiching’ is unlikely to occur across separating roads.

An ‘adjacent property’ is considered to be any property that shares one or more boundaries with the application boundary. For example, in any streets, this would include the immediate neighbouring property or those where the rear garden is adjoining.

Calculating concentration of HMOs

The HMO SPD sets out the percentage threshold at which the number of HMOs as a proportion of all residential households in a locality will be considered harmful and inappropriate. It provides detailed guidance on how the concentration will be calculated in determining applications for new HMO development.

Achieving Good Standards of Accommodation

All proposals for HMO development should have regard to the contents of the HMO SPD which provides further guidance on how this policy will be applied and identifies additional considerations for proposed HMO development and operation, such as licensing requirements.

In addition, specific guidance on the following criteria can be found in the following SPDs:

- Car parking: the Residential Parking Standards SPD
- Refuse and recycling: Waste and Recycling Collection: Guidance for New Developments SPD

Question

Do you agree with our proposed policy approach?

To answer this question please use our [online questionnaire](#).

Working policy title: Urban Lifestyles and Density

Existing policies

Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced

NEW Policy – Partial update and links to existing adopted policies

Housing Density (CS16)

Parking (PSP16)

Private Amenity Space Standards (PSP43)

Open Space (CS24)

Purpose

This policy is intended to be applied as part of the new 'Urban Lifestyles' approach, where development of new homes are proposed, either on allocated sites, as windfall development or as part of mixed use schemes within the designated Urban Lifestyle areas.

These areas are being consulted on as part of the new Local Plan, for designation on the policies map.

To understand more about the Urban Lifestyles approach generally please see the UL section of the plan. You can read more about the urban lifestyle approach relating to this policy in [this section of the Phase 2 document](#).

They constitute the more accessible and sustainable areas within South Gloucestershire where opportunities to make effective and efficient use of land, and bring forward exciting and innovative forms of development, should be investigated.

This policy approach will assist in making sure we can bring forward more new homes and growth in our urban areas and sustainable areas of our market towns, reducing our overall reliance on greenfield sites. However, the policy requires that a certain standard of new development is created and provides a check list of criteria so that achieving density does not come at the cost of harm to the character of local areas and their key assets and cause significant negative impacts on local residents.

The suggested areas and density ranges set out in this policy will always rely on consideration of individual site's, setting, context, the immediate surroundings, and judgments on whether achieving the density range is possible to meet all the required criteria without harm. In those circumstances when optimising density would not be possible, lower densities are allowed for. But the starting-point should be an expectation that better and more effective use of land is made.

The draft policy sets out criteria which allows the investigation of optimised densities to be balanced with considerations on quality of life and avoiding harm to the character of existing areas. Innovative designs will be encouraged to provide optimised density solutions, which balance higher densities with enhanced amenity for residents, resulting in well-designed and beautiful developments.

The policy approach will require new standards for parking compared to those set out in the existing PSP16 Parking policy, and a revised approach to Policy PSP43 which deals with private amenity space. A more refined approach to Policy CS24 covering open spaces is also needed, focussing less on the amount of open space and more on providing enhanced spaces, which includes the public realm within streets.

Policy wording

1. Development proposals for new homes within 'Urban lifestyles' areas as shown on the polices map, will be required to optimise the use of land by achieving net densities within the ranges shown in table 1 below.

Table 1 – Urban Lifestyles areas	Density range (D/Ha)
Communities of the Bristol North Fringe	50 – 160
Cribbs Causeway	110 – 160
Former Filton Airfield	105 -160
Patchway Town Centre	80 – 120

Bradley Stoke Town Centre	65 – 100
Filton Town Centre	50 – 90
Parkway, Stoke Gifford to UWE Corridor	80 – 120
Communities of the Bristol East Fringe	40 – 130
Kingswood Town Centre	60 – 120
Staple Hill Town Centre	65 – 120
Downend Town Centre	40 – 115
Emersons Green Town Centre and Science Park	45 – 70
Hanham Town Centre	50 – 90
Longwell Green Retail Area	100 – 130
Market Town Focus Areas	45 – 120
Thornbury Town Centre	50 – 90
Yate Station and Town Centre	65 – 120
Chipping Sodbury Town Centre	45 – 90

2. Development proposals for new homes within the Urban Lifestyle areas set out in Table 1, will be required to demonstrate the following:

a. Minimum room sizes for all types of new homes, as set out in the Nationally Described Space Standards;

b. A minimum of 5m.sq. of private amenity space for 1 and 2-bedroom apartments. The standards set out in adopted policy PSP43 will apply for homes of 2+ bedrooms;

c. An appropriate level of car parking which avoids negative effects on the existing parking situation;

d. Access to an appropriate level of public open space or high-quality public realm within appropriate walking distance;

e. There is no harm to amenity, or harm to designated and locally valuable heritage, ecological, landscapes and green infrastructure assets within or surrounding the site;

f. The character and quality of the area surrounding the site informs the design, placement and density of the scheme;

3. Development proposals with net densities below those set out in table 1, will only be permitted where achieving the requirements in criteria 2 can be demonstrated to not be possible or deliverable, or when achieving the density ranges would on an individual site lead to harm or negative impacts on;

a. The special landscape or heritage character of an area,

b. The amenity of existing and future residents.

‘Major’ development proposals, for new homes or mixed-use development should submit to the pre-application advice service. Major development of 10 or more homes are also encouraged to utilise the ‘design review panel’ to help guide the design of the development and to ensure design quality and optimised density is achieved.

Planning applications should include the following:

- a density and character appraisal of the proposed development and surrounding context
- a Parking Appraisal where lower parking standards are proposed

Cross sections, wind impacts information relating to taller buildings, sunlight and shadowing assessments, 3D context visualisations, and heritage assessments (including archaeological investigations), may also

be required, depending on the scale, height and sensitivity of the site location and characteristics.

Supporting text

Urban Lifestyle – Table 1 Density Ranges

The density ranges in Table 1, should be used as a guide to minimum density for the development of new homes within the named and designated Urban Lifestyles and Market Town Focus' areas.

The appropriate density for a site will always require consideration of the individual site, context and character of immediate surrounding area and buildings. Proposal sites which are more sustainably located and within existing areas of higher density, for example within or close to town centres, high streets shops, facilities, services, public transport hubs and public transport provision, will be more appropriate to aim for densities towards the top of the density range. Proposals which are within the designated Urban Lifestyle and Market Town focus areas, but more removed, for example 400 to 800metres from the town centre, transport hub, or where the existing character is of a much lower density, will be more suited towards density at the lower end of the range.

The SGC Density and Character Study (2022) should be referred to, to understand the background to the density ranges and inform consideration of appropriate density within each Urban Lifestyles and Market Town Focus area.

Major development proposals will be expected to be supported by a density and character appraisal which is specific to its site and context. This will need to clearly demonstrate and justify proposals for a density of development outside the density ranges set out.

Criteria 2 supporting text

The Nationally Described Space Standards (NDSS) will need to be applied to all types of new homes, market and affordable, HMO, student housing and specialist housing. Achieving optimised and higher density must be balanced with achieving a high quality of life for future residents, with an aging population and people's needs changing as new technology and working practices come forward during the plan period. Minimum room

sizes will allow flexibility in who and how people live in most sustainable urban areas.

It is intended that existing policy PSP43 (Private Amenity Space Standards) will be updated and taken forward as part of future stages of the new Local Plan. However, development within our most sustainable urban and market town areas will need to ensure that as densities are optimised, which may involve greater numbers of 1 and 2-bedroom developments, and these will require a minimum standard of private space to be designed in. The council will bring forward guidance and examples of different types of acceptable and high-quality private spaces at different scales and types of development across our Urban Lifestyles and market town focus areas.

[The Phase 1 consultation on a new parking policy](#) set out a new approach to potentially lower parking standards within the Urban Lifestyle areas and to support optimised development, as part of an updated Policy PSP on parking. This variable parking standards approach for the Urban Lifestyle areas requires a parking appraisal to determine the level of reduction and to prove no harm will arise. The parking appraisal tool is under development and will be brought forward in parallel with the new Local Plan.

New guidance and processes will be brought forward to support this policy and the Urban Lifestyles approach as part of the new Local Plan and future SPD's.

Question

Do you agree with the approach to optimising density within the areas named in table 1?

To answer this question please use our [online questionnaire](#).

Working policy title: Biodiversity Net Gain

Existing policies

Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced

New policy:

Amends and separates existing 2nd paragraph of Policies Sites and Places policy PSP19 – wider biodiversity

Purpose

A key principle of the Government's 25 Year Environment Plan is to support development and the environment by embedding the principle that new development should result in "net environmental gain – with neglected or degraded land returned to health and habitats for wildlife restored or created". This has laid the foundation for the Environment Act to tackle biodiversity loss and recover nature through Biodiversity Net Gain, where development has a positive impact on biodiversity not just a neutral or negative impact.

The NPPF 2021 sets out that planning policies and decisions 'should contribute to and enhance the natural and local environment by minimising impact on and providing net gains for biodiversity...' along with 'establishing coherent ecological networks that are more resilient to current and future pressures'. Our existing policy PSP19 states that where 'appropriate' biodiversity gain will be sought from development proposals.

However, the 2021 Environment Act proposes to introduce a 10% mandatory requirement for biodiversity net gain within development. Biodiversity Net Gain (BNG) is the achievement of measurable gains for biodiversity through new development and occurs when a development leaves biodiversity in a better state than before development.

Therefore, our new Local Plan and development which takes place in future will now be 'required' to achieve net gain. This policy sets out the key requirements on new development in relation the principle of net gain approach to determine the need on individual development sites.

Work is progressing on the Biodiversity and Planning Supplementary Planning Document (SPD) setting out local guidance and requirements for delivering Biodiversity Net Gain that meets the requirements set out in this policy.

The council will have a duty to show where on-site and off-site Net Gain is being delivered and ensure this is achieving the required biodiversity gains and contributing to a local Nature Recovery Network.

South Gloucestershire Council is part of the West of England Nature Partnership (WENP), the designated Local Nature Partnership (LNP) for the West of England. To help reverse the declines in biodiversity and realise nature's recovery at a landscape-scale, WENP have published the [West of England Nature Recovery Network map](#).

This map shows ecological networks for wetland, woodland and grassland habitats, gaps in connectivity and the best places to reconnect the network. The council is producing its own local Nature Recovery Network that will complement the Strategic GI network and provide greater clarity on the location and types of habitats that should be protected and created as part of a Nature Recovery Network in South Gloucestershire.

Policy wording

New development will only be permitted where a Biodiversity Net Gain of at least 10% is demonstrated and secured in perpetuity (at least 30 years).

The following steps are required to determine the exact level of net gain required on each proposed development site;

a) The latest published Government metric should be used to quantify the baseline and post-development biodiversity value of the development site and off-site areas proposed for habitat creation.

b) Assessment of the baseline and post-development biodiversity value should be undertaken by a suitably qualified and/or experienced ecologist and is submitted together with baseline and proposed habitat mapping in a digital format with any planning application.

c) A 30-year management plan is submitted detailing how the post-development biodiversity values of the site and any supporting off-site mitigation will be achieved.

d) Any off-site habitats created/enhanced are well located to maximise opportunities for connections and enhancement of the Local Nature Recovery Network.

Supporting text

This policy mandates biodiversity net gain through the use of a specified biodiversity metric to development in the scope of the Town and Country Planning Act 1990.

Defra's Biodiversity Metric is the nationally recognised tool to measure and quantify biodiversity on sites and will be used to assess initial biodiversity, guide measures to deliver an improvement and assess the resulting biodiversity to ensure adequate gain is achieved.

BNG should be delivered on site in the first instance. But there is scope for biodiversity improvements to be delivered off-site when a development is not able to accommodate the required increase in biodiversity on the development site itself. Off-site biodiversity net gain needs to be secured under a planning obligation or conservation covenant and recorded in the biodiversity gain site register.

Role of Net Gain and the Strategic GI and Local Recovery Networks

The National Nature Recovery Network is a strategic spatial planning framework to deliver nature's recovery. The Network will be delivered through a mandatory system of spatial strategies (Local Nature Recovery Strategies). These will identify the opportunities and priorities for enhancing biodiversity and supporting wider objectives such as mitigating or adapting to climate change and also support strategic planning for housing and infrastructure. This will help developers and planning authorities avoid the most valuable existing habitat and focus habitat creation or improvement where it will achieve the most benefit.

Future stages of Local Plan and councils work on Nature Recovery strategy will provide clarify on the location of the network and the types of habitats and species within.

Question

Do you agree with our proposed policy approach?

To answer this question please use our [online questionnaire](#).

Working policy title: Rural Exception Sites and Community Led Rural Housing

Existing policies

Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced

Core Strategy Policy CS19 Rural Housing Exception Schemes

Purpose

We want to enable all communities to investigate and bring forward sustainable growth in their settlement, where it would help in meeting local and identified needs. As part of the new strategy for our rural villages and settlements, beyond our urban areas and market towns, this two-part policy is intended to assist rural communities of any size and place take forward their own plans and idea for growth for new homes.

The opportunities for new homes to meet locally identified needs could be for just affordable or a primarily affordable led scheme, these are called 'rural exception schemes'. We have set out the policy criteria that apply to bringing forward new affordable homes to meet a locally identified need. This part of the policy retains the key criteria from adopted policy CS19 and adds in further criteria crucial to arriving at sustainable and sound outcomes.

Communities may wish to respond where there is a locally identified need for non-affordable homes, or a proven need for both market and affordable homes. So in our new Local Plan we have set a new set out policy criteria to support 'rural community led development'.

The proposed policy would support proposals by affordable housing providers, working with and in agreement with local communities to bring forward rural affording schemes. It will also support community land trust, neighbourhood planning groups and others, to bring forward affordable and mixed tenure schemes on land they own, either through a planning application or to inform preparation of a neighbourhood plan.

These plans would be separate to growth being investigated through the Local Plan for allocations in certain rural communities. However, growth to address very local needs can be taken forward through sites identified in Neighbourhood Plans and any evidence collected by communities around local needs can be used to inform the type and nature of development that could come forward on Local Plan allocated sites.

The Council, in partnership with others, will bring forward new guidance to illustrate how the policy requirements would be met by evidence and material either, particularly in relation to the proposed 'general housing needs survey'. This policy is intended, to support future planning applications, allocations in future neighbourhood plans or other community led initiatives, to bring forward schemes which provide market or mixed tenure products.

Policy wording

Rural Exceptions Sites

Within and around rural villages and settlements development proposals will be acceptable where their primary purpose is to provide new affordable homes, provided:

- the number, tenure and size (bedroom number) of affordable dwellings reflect an identified and genuine local need, as evidenced by an approved affordable housing needs survey; and
- market housing can only be included to assist in making a rural exception scheme viable, but it must be demonstrated that the number and size of market units proposed are genuinely required through an appropriate viability assessment; and
- Any market housing included must be integrated throughout the development so as to be indistinguishable from the affordable housing.
- The site adjoins or is well-related to the existing village/ settlement and avoids a reliance on travel by private car to access services and facilities within the village or settlement; and
- Will avoid harm to key environmental, landscape and national policy designations and considerations, including flood risk, Green Belt and the Cotswolds Area of Outstanding Natural Beauty; and
- The placement, scale and design is appropriate to the nature of the village/ settlement and will respect the character and setting of that village/ settlement;
- It has clear support from the appropriate parish council through evidenced consultation and supported affordable housing needs survey.

Proposals which include plots for self and custom build affordable homes will be supported where they meet the above criteria.

Community Led Rural Housing

Within and adjacent to rural villages and settlements, development proposals for community led rural housing will be acceptable where it can be demonstrated that:

- **the number, tenure and size (bedroom number) of market and affordable dwellings reflect an identified and genuine local need, as evidenced by an approved 'general housing needs survey; and**
- **it is within, adjoining or well-related to the existing village/ settlement and avoids a reliance on travel by private car to access services and facilities within the village or settlement; and**
- **it will avoid harm to key environmental, landscape and national policy designations and considerations, including flood risk, and the Cotswold Area of Outstanding Natural Beauty; and**
- **the placement, scale and design are appropriate to the nature of the village/ settlement and will respect the character and setting of that village/ settlement;**
- **it has clear support from the appropriate parish council through evidenced consultation and supported general housing needs survey(s)**

Proposals which include plots for self and custom build affordable homes will be supported where they meet the above criteria.

Community led housing proposals for 10 or more market homes, will be required to provide affordable homes, including First Homes, in line with adopted local plan and government policy

In all instances where affordable homes, through a rural exception site or community led development, proposals will be subject to conditions or legal obligation to ensure that affordable housing is reserved in perpetuity for those in local affordable housing need.

Supporting text under development

Local Housing Needs Assessment, General Housing Needs Assessments

General local housing needs survey – The council and partners will develop guidance on the suitable level of evidence and approach to collecting survey data for both affordable, market and potential specialist housing local need.

Market Housing on Rural Exception Scheme Sites

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 in the approved 'affordable housing needs survey.

We will bring forward information on the approach to this form of viability assessment

Delivering Rural Exception and Community led homes

Proposals for rural exception and community led homes will ordinarily be secured through planning applications. These would be in addition or outside of any Local Plan allocations. However, the affordable led schemes or schemes to meet community needs for market and rural housing can also be progressed through neighbourhood plans, with sites allocated in those documents to focus on meeting locally identified and evidenced needs.

Community land trusts and self build products also provide an opportunity for local communities to deliver the identified local needs for new homes.

Green Belt and Community Led Development

Where a community wants to bring forward such a scheme in the Green Belt for new homes which are not primarily for local affordable need, a Neighbourhood plan provides an opportunity make changes to the Green Belt to facilitate development of a local housing site, subject to meeting other requirements of national Green Belt policy.

Question

Do you agree with our proposed policy approach?

To answer this question please use our [online questionnaire](#).

Management and maintenance of public open space

Introduction

New residential development and mixed use development that creates a need for public open space is expected to either provide or contribute towards provision and enhancement of new or existing public open spaces. We have an adopted policy in the Core Strategy Policy CS24, which sets out the requirements and expectations on the amount, quality and high-level approach to maintenance and management of public open space.

Larger development, nearly always at least 10 or more homes, may be required to provide new open spaces on the site to meet the requirement for public open space.

When we approve new development that provides new areas of public open space our adopted and emerging policies also require that appropriate management and maintenance regimes are put in place.

This ensures that the initial space created is of a suitable quality and continues to be kept that way for future years.

Issue

In the past the majority of newly created areas of public open space, would have been passed to the council or in some circumstances the town and parish councils to manage and maintain. To reduce the immediate financial burden on the council arising from the maintenance of these new areas a requirement for financial contributions to support the management of the space, often for a period of 15 years, was sought. Beyond this time, the costs of maintenance then fell to be absorbed by the council through council tax receipts.

However, in more recent years as developers and landowners are not obliged to pass land over to the council they have sought instead to pass the maintenance and management of newly created open spaces to private management companies, trusts and/or bodies created by developers. There are often lower 'up-front' costs for developers in taking this route.

There has still been a requirement for a plan of maintenance to be agreed by the council as part of new development, but in such cases, once the development is built and approved the ongoing running of the new open space becomes the responsibility of the private management company. One of the benefits of such arrangements is that private management companies may agree to maintain open space at a higher standard than is possible for council maintain one space, e.g. have a more frequent mowing cycle for grassed areas or more intensive areas of planting etc.

The adopted local plan and supporting guidance in the form of the recently adopted Community Infrastructure SPD, set out clear requirements and guidelines as to what will be expected as part of a suitable management and maintenance regime

Some of the communities that have been using and interacting with newly created open spaces, that are handed to private management companies have been disappointed with the quality of maintenance and management they have experienced, and the cost of management fees. There is a sense of unfairness since residents have to pay both council tax which covers the up-keep of council maintained open space, and management fees for any privately maintained open space.

This can lead to problems with new development not providing the type and quality of infrastructure needed or envisaged for the new and existing surrounding communities. This may leave some residents dissatisfied with the financial burden of paying management fees for an open space.

New Local Plan – Approach to maintenance and management

There will continue to be an expectation that new development either contributes towards or provides public open space. And that development which is of a size and type to directly provide new areas of public open space, makes a financial contribution to a suitable management and maintenance regime.

The emerging GI and Environment policy (to update and eventually replace CS2) set out in this phase 2 document, confirms the strategic principle that appropriate level of maintenance and management will need to be put in place.

In future stages of our new Local Plan's preparation, we will be updating our adopted Open Space policy (CS24).

However, going forward the council will be looking to set a principle in an updated CS24 policy that there would be a strong preference for, and expectation that, new open spaces created as part of development would be offered in the first instance for adoption by either South Gloucestershire Council or the local Town and Parish Council, when they are designed and implemented to a suitable standard. The use of Private Management companies would only be agreed in exceptional circumstances, which the developer would need to justify at the time.

As part of the future policy requirement there would be a requirement for:

- the developer to design and implement the POS scheme to adoptable standards (design and specification agreed by the Council)
- the public open space to be transferred to the Council or by agreement, to a Parish Council once it is in an adoptable condition, after an agreed initial period of maintenance
- upon adoption or transfer (whichever is the soonest), a maintenance contribution will be required to cover the first 15 years of maintaining the POS

The design and plans for implementing the new area of Public Open Space to an adoptable standard and the level of maintenance contribution will all form part of the planning permission process and need to be agreed prior to development starting.

The council has set initial guidelines for the approach and agreements that need to be in place prior to adopting a newly created area of public open space. in the recently adopted CiL SPD [Supplementary planning documents](#).

Where in limited circumstances it is not possible for the council or Town and Parish council to adopt a newly created area of public open space, the requirements and approaches set out in the CiL SPD will act as the starting point for creating a suitable regime of management and maintenance for developers, management companies and trusts.

Question

Do you agree with the principle that newly created public open space should in the first instance be designed and planned to be adopted by the council and appropriate Town and Parish councils, with a supporting level of financial contribution to cover future management and maintenance?

To answer this question please use our [online questionnaire](#).