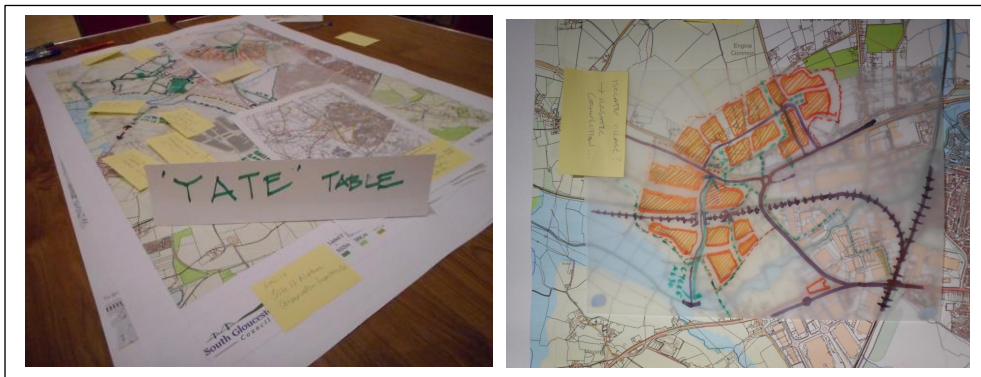


Design Action for South Gloucestershire Council

Yate Event

**New Local Plan Strategic Development Locations
Consultation Report – SECTION 2E**

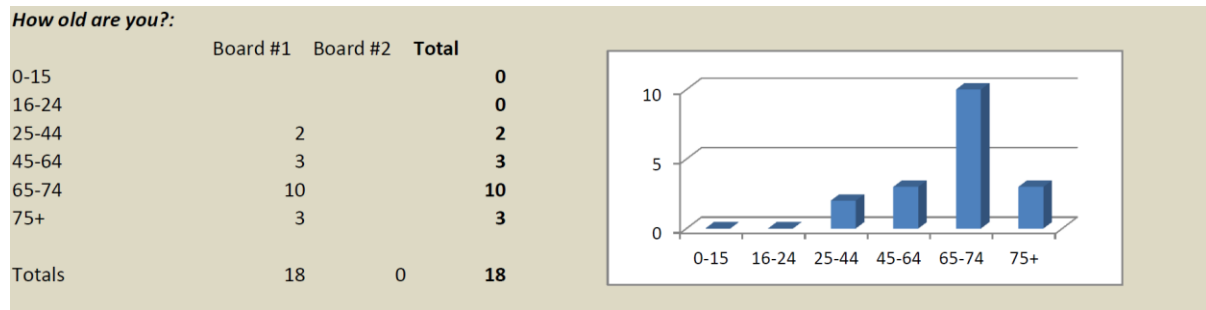


Mark Pearson (Design Action) – 6th Feb 2018

Yate Consultation Event

Profile of the Participants

1. Numbers Attending + Demographic Profile

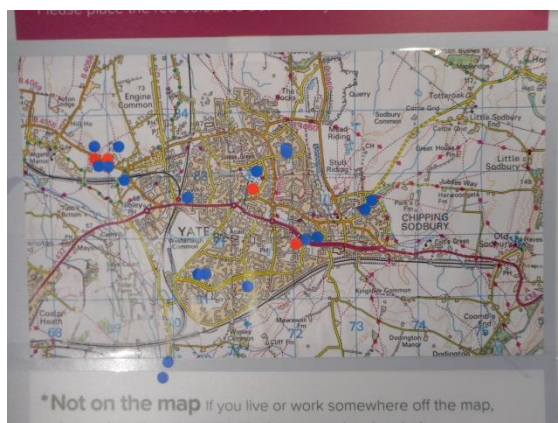


- 1.1 The event clearly attracted those in middle-age and later life, which is the normal and expected pattern of attendance for these types of consultation.

2. Where People Lived

Where do you live?:

	Board #1	Board #2	Total
Yate	13		13
Avonmouth			0
Central Bristol			0
North Bristol	2		2
Gloucester/Chelt			0
Stroud			0
Thornbury	1		1
Other	2		2
Totals	18	0	18



- 2.1 The distribution of blue dots (indicating where people lived) shows that whilst people attended from different parts of the town, there was a stronger attendance from those living within and adjacent to the potential development sites on the north western edge of

Yate. There was also a noticeable attendance from Chipping Sodbury. [but this can be expected, as this was a joint event for both the Chipping Sodbury and Yate locations...]

3. Where People Worked

<i>Where do you work?:</i>			
	Board #1	Board #2	Total
Yate	4		4
Avonmouth			0
Central Bristol			0
North Bristol			0
Gloucester/Chelt			0
Stroud			0
Thornbury	1		1
Other			0
Carer			0
Disabled			0
Retired	8		8
Unemployed			0
Student			0
Totals	13	0	13

- 3.1 In this relatively small sample, the majority of people were retired, but otherwise people seemed to work relatively close to home (Yate + Thornbury).

Commentary on the Written Feedback

4. Good Points about the Existing Place

- 4.1 There were relatively few comments about the positive aspects of the existing place, but the access to the countryside and the presence of the Green Belt were mentioned by modest numbers of those that attended.

5. Negative Points about the Existing Place

- 5.1 The difficulties reported with the existing place were both generated by highway concerns. Traffic congestion was identified as problematic (a very common theme for all locations) and people also felt that uncertainties regarding the potential link road to a new M4 junction were a concern.

6. Aspirations for the Future Place

- 6.1 The strongest topic in terms of establishing a future vision for the potential new neighbourhood was in terms of encouraging sustainable and public modes of transport. This was linked to a desire to see a more developed movement network providing better connections between places / destinations.
- 6.2 It was thought important that any new employment land should be targeted at building types/uses that might be complementary to the existing commercial premises, rather than being simply an expansion – ie not ‘more of the same’ – thereby broadening the types of employment opportunity.
- 6.3 Safe-guarding green space and preserving the rural character (particularly of some of the existing lanes) was also thought to be important.

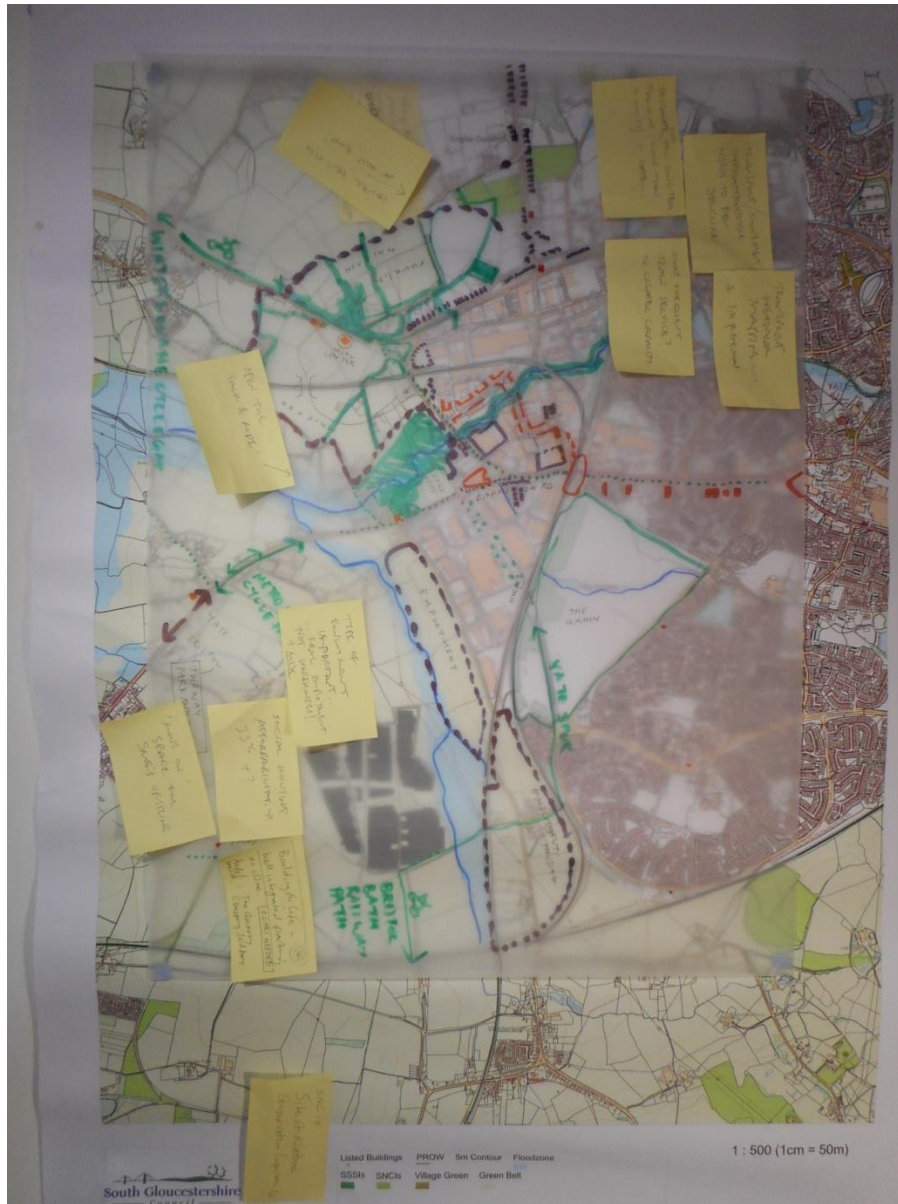
7. Priorities for Investment



- 7.1 Public transport, health and education facilities were strongly favoured and good support too for investment in walking and cycling provisions.

‘Drawing on’ Yate...

8. Ideas and Thoughts generated by the ‘Tabletop Workshops’. The images that follow show the outcomes of conversations and sketches that were explored ‘live’ with participants. This allowed ideas to be plotted spatially, as an overlay to the concept diagram. Some of the key points that arose are noted below each image:



- 8.1 Lower density housing towards northern edge? Employment land – but what type of employment is aimed at?... Could an improved pedestrian and cycle route to Yate station be achieved through the existing industrial estate? “Open the Park and Ride”? Network of rural lanes important within main site.



8.3 Parcels within field boundaries seems likely to be feasible in most cases...



- 8.4 Initial testing of parcels / block structure. If primary network was completed by the street to the south reaching A432 then efficiency might be improved and locational logic / viability of local centre could be enhanced... Would require sensitive crossing of floodplain associated with stream. Safeguard light rail stop next to new bridge should branch line be brought back into passenger use in future?

Recommendations

The broad themes of public opinion that we have analysed and recorded above should generally influence future actions but, at a technical level, the following recommendations are put forward:

9. Evolving the Concept Diagram / future Framework Plan

- 9.1 Show the option of a southern connection back to the A432 as another possible access point into and out of the main new neighbourhood.
- 9.2 Show robust separation / 'green gap' to Iron Acton village.

10. Key Points for a future Master-planning Brief

- 10.1 Safeguard a site for a light rail stop/halt that might serve the new neighbourhood should the branch-line to Thornbury be re-opened for passenger traffic in the future.
- 10.2 Ensure good pedestrian and cycling route back to Yate railway station and Station Road.
- 10.3 Preserve and down-grade existing lanes in Engine Common part of the site for use primarily as pedestrian and cycleways.
- 10.4 Develop robust landscape strategy for western edge of southern employment site.
- 10.5 Aim for retention and creative re-use of good quality existing farm buildings.

11. Other Important 'Early Actions'

- 11.1 Co-ordinate proposals in relation to potential presence of M4 link road to South - once confirmed/detail of this is known.