

# Yate Town Council

## Planning and Transportation Committee

### 2<sup>nd</sup> March 2021 from 6.30pm to 7.15pm

## Minutes

### Meeting Held via Zoom Video Conferencing

*This remote meeting was held under The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020, permitting the holding of remote meetings, with conditions.*

*The agenda was published in a timely manner on the Yate Town Council website and members of the public were invited to attend the meeting.*

### Present via Video Link

Councillor John Gawn – Chair, Cheryl Kirby, Alan Monaghan, John Serle, Karl Tomasin and Chris Willmore.

Service Support Manager and Service Support Assistant (KH).

#### **Minute 1. Apologies for Absence**

Apologies for absence were received from Councillors Tony Davis and John Ford.

#### **Minute 2. Members' Declarations of Interest Under the Localism Act 2011**

*Members who consider that they have an interest are asked to: (a) State the item number in which they have an interest, (b) The nature of the interest, (c) Whether the interest is a disclosable pecuniary interest, non-disclosable pecuniary interest or non-pecuniary interest.*

No declarations of interest were received.

#### **Minute 3. To Receive Any Requests for Dispensations**

No requests for dispensations were received.

#### **Minute 4. Public Participation Session with Respect to Items on the Agenda**

No members of the public were present.

#### **Minute 5. Minutes for the Planning and Transportation Committee Meeting held on 16<sup>th</sup> February 2021**

It was **RESOLVED** that the minutes of the Planning and Transportation Committee meeting held on 16<sup>th</sup> February 2021 be approved as a true and accurate record.

#### **Minute 6. Planning Matters**

##### **6/1 Planning Applications**

- a) Planning applications were received and considered. **RESOLVED**  
Comments be submitted to South Gloucestershire Council as shown in Appendix 1.

##### **6/2 Proposals for a new Aldi food store and additional retail unit on Station Road, Yate - Planning ref: P20/07452/F B&Q Site**

It was **NOTED** that a meeting was on held on Friday 5<sup>th</sup> February with the developers to receive details of their proposal for this site (Appendix 2).

No further comments were received.

##### **6/3 Yate Town Improvement Masterplan**

It was **NOTED** that members and officers have attended a workshop on the “Future Vision for Yate” provided by South Gloucestershire Council Yate Town Improvement Masterplan Engagement Team. (Presentation attached at Appendix 3 and FAQs at Appendix 4)

A dedicated masterplan website available here: [YateFuture.com](https://YateFuture.com)

No further comments were received.

#### **Minute 7. Highways and Transportation**

##### **7/1 Station Road Cycleways Experimental Traffic Order**

It was **NOTED** that an internal meeting was held to discuss the Sustrans critical friend report received, together with queries outstanding with South Gloucestershire Council.

Following the meeting the Town Clerk sent the following correspondence to South Gloucestershire Council attaching summarised comments as shown in (Appendix 5).

*“Members of the Town Council met this week and make comments as shown highlighted green on the attached document. I hope by keeping it in tabulated format, it will show each side which points are still under discussion.*

*Since the Town Councillors met earlier this week, we have been advised that South Gloucestershire Council held a Zoom consultation with residents of Station Road recently. The demographics show that many of the residents of this area of Yate are elderly; some of those residents could not participate in the Zoom. We have received a summary of comments via a former Town Councillor, from some of those residents who were unable to take part in the Zoom, and bring the comments below to your attention:*

#### **Parking**

*13 of the residents in Sunnyside Lane are retired and elderly. It was formerly a small toll road and there are no footpaths. Many of the houses are cottages which do not have either drives or garages. The residents there rely on shopping deliveries, visits from relatives, carers and medical support staff (including ambulances) and community transport. Often the dust carts can't get up the Lane, and taxis sometimes as residents walk to the end of the Lane to be picked up. These residents are concerned that South Gloucestershire Council is advising residents in Station Road to park there.*

*Residents in Station Road are concerned about the loss of parking and reduced access to their homes and are having to park down Longs Drive; already one vehicle has been damaged. Rightly so, these residents have worries about the potential impact on car insurance.*

*Many flats in Westleigh Close are rented and again, house elderly residents. The landlords have sold some of the garages to Ronson (formerly Heron) who own and intend to develop the Esso petrol station, which would mean a further loss of parking. When our economy gets back to normal although some people will still work from home, many will go into Bristol on the train and the station car park is often full with commuters who have parked in the area - where will they go?*

*Also there are 40 flats to be built on the railway site. The Methodist church have also had parking difficulties particularly during funerals.*

### **Shops and Businesses**

*The local residents say they rarely use the local businesses which tend to be for one-off purchases like the hairdressers, cycle repairs and sales, dress alterations, printers - all the majority of customers drive there. The cafe also caters for passing trade, opening early to serve workers and commuters. It is closed in the afternoon - it's not a tea room. Since the parking has been removed it only opens 2 days a week, instead of 6. The take away aspect has dried up and takings have dropped to just £30 a day. At a time when neighbourhood shops are thriving, Tesco reports that it has lost 20% of its customers since the removal of parking. Loss of passing trade and parking has impacted negatively on the traders and will change the character of the area; pedestrianisation would be the final nail in the coffin.*

### **Future of Station Road**

*The suggestion of pedestrianising the Station Road is not supported. Users of the community halls on Station Road are mainly bookings such as Choirs, Brownies, Kickboxing etc, with most of those users driving to the venues. There are not drop-in activities and very little parking. B&Q and Morrisons have introduced parking restrictions. The elderly residents are worried that pedestrianisation would further isolate them and deter visitors and services to Station Road.*

*Currently the mainly elderly people living in the community enjoy being able to access the bus to go to the shops in Yate, Chipping Sodbury or Bristol and to use the train station, which maintains their independence. Pedestrianising would be an enormous threat and has caused great anxiety and fear. Station Road does not have the type of shops that people stroll to; it relies mainly on customers who drive there. Residents would like the uneven footpath to be improved .*

*There was a suggestion of planters which would make the road more attractive. If they were to be put in, could there be a long term maintenance plan as currently South Gloucestershire Council has a limited budget for maintaining roundabouts and planters.*

### **Cycleway**

*At the meeting the cycle shop owner was the first to speak and condemn the cycleway followed by users and residents. Cyclists do not like it, do not feel safe so continue to use the footpaths particularly with the section from the Coop to Terry's Cycle Shop which is not separately defined. Young cyclists and most adults still use the footpaths. It is rare to see a cyclist in the cycle lane .*

*The loss of the 3 filters has slowed traffic down and created tail backs and increased pollution - there is a worry that since the filter lanes have gone,*

*drivers turning will cut across the cycle lane; cyclists feel safer on the footpath.*

*I look forward to receiving your further comments.”*

No further comments were received.

## **7/2 Yate Shopping Centre – Yate Town Improvement Masterplan**

It was **NOTED** that a meeting was held on Monday 15<sup>th</sup> February 2021 with Yate Shopping Centre Manager, representatives from Ellandi and the investors in the shopping centre to share thoughts regarding the future of Yate Shopping Centre.

No further comments were received.

## **Minute 8. Consultations**

### **8/1 Current Consultations**

It was **NOTED** that there were no current consultations to report.

### **8/2 Consultation Responses**

| <b>Consultation Name</b>        | <b>Link/Appendix</b>  | <b>Date Circulated</b> | <b>Closing Date</b> | <b>Notes</b>   |
|---------------------------------|---|------------------------|---------------------|--|
| Local Plan Phase 1 Consultation | <a href="#">Click Here for Local Plan Phase 1 Consultation</a><br><a href="https://beta.southglos.gov.uk/new-local-plan/">https://beta.southglos.gov.uk/new-local-plan/</a> | 01.12.20               | 01.3.21             | Further to minute number 7/4 of the Planning and Transportation Committee meeting held on 12 <sup>th</sup> January 2021 comments submitted by Councillor Willmore were <b>NOTED</b> . (Appendix 6) |

Thanks were extended to the Parish Clerk at Dodington Parish Council, who took the lead on this shared response, and to Councillor Willmore for their joint efforts in preparing a very comprehensive and full report.

### 8/3 Urgent Consultations

It was **NOTED** that there were no urgent consultations received.

#### Minute 9. Reports from Representatives on Outside Bodies

*It was **NOTED** that minutes from outside bodies were previously circulated to Members with a request to advise if they wish to discuss matters contained therein. No matters were raised).*

|                             |  |
|-----------------------------|--|
| <b>Name of Outside Body</b> | <i>Green Community Travel</i>  |
| <b>Meeting Date</b>         | <i>None to report</i>  |
| <b>Notes</b>                | <i>No comments raised<br/>(Minutes received directly by YTC representatives)</i> |

|                             |   |
|-----------------------------|---|
| <b>Name of Outside Body</b> | <i>Yate and District Transport Forum</i>    |
| <b>Meeting Date</b>         | <i>Date of next meeting to be confirmed</i> |
| <b>Notes</b>                |   |

|                             |   |
|-----------------------------|---|
| <b>Name of Outside Body</b> | <i>Joint Cycleway Group (JCG)</i>           |
| <b>Meeting Date</b>         | <i>Date of next meeting to be confirmed</i> |
| <b>Notes</b>                |   |

#### Minute 10. Outstanding Items

The outstanding list was received (Appendix 7).

**RESOLVED** All outstanding items to be chased and escalated where necessary.

## YATE TOWN COUNCIL

## Planning Applications Received for Review and Comment

|              |   |
|--------------|---|
| Ref. Number  | P21/00755/F   |
| Description  | Erection of two storey side extension to form additional living accommodation.  |
| Location     | 12 Eggshill Lane Yate South Gloucestershire BS37 4BL  |
| Expiry Date  | 8 <sup>th</sup> March 2021  |
| YTC Comments | <p>Object</p> <p>Unless there is a condition requiring the provision of space for two off street parking spaces with vehicles able to turn on site and leave in forward gear given the loss of the garage.</p> <p>Since parking has been removed on Station Road, parking on Eggshill lane is now at a premium.</p> |

|              |   |
|--------------|---|
| Ref. Number  | 21/00892/PNH  |
| Description  | The erection of a single storey rear extension which would extend beyond the rear wall of the original house by 4.50 metres, for which the maximum height would be 3.55 metres, and for which the height of the eaves would be 2.95 metres. |
| Location     | 43 Sunningdale Yate South Gloucestershire BS37 4HZ  |
| Expiry Date  | 11 March 2021   |
| YTC Comments | No comment  |

|              |  |
|--------------|--|
| Ref. Number  | P21/00739/F  |
| Description  | Erection of a two storey rear extension to form additional living accommodation. |
| Location     | 23 The Glen Yate South Gloucestershire BS37 5PR                                  |
| Expiry Date  | 15 <sup>th</sup> March 2021  |
| YTC Comments | No comment   |

|             |  |
|-------------|--|
| Ref. Number | P21/00706/F  |
| Description | Erection of single storey front and rear extension |
| Location    | 76 Sunningdale, Yate                               |
| Expiry Date | 9 <sup>th</sup> March 2021                         |

|              |            |
|--------------|------------|
| YTC Comments | No comment |
|--------------|------------|

|              |   |
|--------------|---|
| Ref. Number  | P21/00881/F   |
| Description  | Erection of front porch, Installation of 1 no. front and 1 no. rear dormer to facilitate loft conversion. |
| Location     | 21 Mountbatten Close Yate South Gloucestershire BS37 5TD  |
| Expiry Date  | 15 <sup>th</sup> March 2021   |
| YTC Comments | No comment  |

|              |  |
|--------------|--|
| Ref. Number  | P21/00899/F  |
| Description  | Erection of two storey extension to the northern elevation to form additional living accommodation.  |
| Location     | Stable Cottage 22 Yate Rocks Yate South Gloucestershire BS37 7BU   |
| Expiry Date  | 17 <sup>th</sup> March 2021  |
| YTC Comments | <p>The application site plan shows the land the applicant says they own. Unfortunately they do not own some of it, the town council does.</p> <p>It was <b>RESOLVED</b> to ask the Town Clerk to write formally to SGC and the applicant pointing out that the application site plans include land which is in the town council's ownership - the Village Green at the front of the property is owned by Town Council.</p> <p>We want to remind South Gloucestershire Council and the landowner that consent is required from the town council for any works affecting it. They must also be reminded that they must not put any construction materials on our land – it is not a highway verge.</p> |
| Ref. Number  | Resubmission of P20/16783/F  |
| Description  | Erection of 1 no. detached dwelling with associated works  |
| Location     | 47 Cranleigh Court Road Yate South Gloucestershire BS37 5DQ  |
| Expiry Date  |  |
| YTC Comments | Previous objections still stand (copy attached), as this re-submission has not addressed our concerns enough about over-development and highways issues.   |



**NOTES OF MEEETING HELD TO DISCUSS THE PLANNING APPLICATION ON THE B&Q SITE. MEETING HELD ON FRIDAY 5<sup>TH</sup> FEBRUARY 2021 VIA ZOOM VIDEO CONFERENCING.**

**PRESENT: COUNCILLORS JOHN GAWN, ALAN MONAGHAN, JANE PRICE AND CHRIS WILLMORE. TOWN CLERK, YATE TOWN COUNCIL. ADRIAN FOX, QUOD (PLANNING CONSULTANT). GARETH OWEN, GERALD EVE (CHARTERED SURVEYORS). ADAM PADMORE, COTSWOLD TRANSPORT (TRANSPORT CONSULTANT). TOM PHIPPS, MPC.**

**1. WELCOME AND INTRODUCTIONS**

All those present were welcomed to the meeting.

**2. B&Q SITE**

Those present had an open discussion on the planning application for the B&Q site and the following was **NOTED**:

- **Landscaping of site, including Station Road frontage**
  - The retail unit will form part of the Station Road frontage, with pedestrian footfall as well as visitors arriving by vehicle;
  - Any external works would be subject to a separate planning application, which will likely be submitted within the next fortnight;
  - Town Councillors commented on the opportunity for the retailers to play a part in improving the landscaping and amenity of the town centre, and to improve the overall economic viability of Station Road, in particular relation to car parking in the area. It was suggested that landscaping works could dovetail with those being planned in partnership with Whirlpool to create a co-ordinated landscaping approach along Station Road. **AGREED** Representatives to take away comments received for consideration.
- **South Gloucestershire Council cyclelanes / reduced onstreet parking**
  - No restrictions regarding car parking onsite are planned at present.
- **Deliveries/impacts on amenity of neighbouring residents**
  - Town Councillors asked how will deliveries be managed so as to not impact on the local residents (eg, no reversing into the yard, no sounding klaxons etc);
  - Any change to the existing arrangement for deliveries would be subject to an additional planning application;
  - A noise assessment was undertaken as part of the planning application process and the impact will be no greater than the existing;

- A single direct contact point for the site was requested to ensure any issues will be dealt with promptly as they arise. In the meantime, it was **AGREED** that Tom Phipps be the contact point.
- **Disabled access from Station Road frontage**
  - A pedestrian ramp will be provided from Station Road to the store entrance. The steps will be retained also;
  - The existing pathway will be widened to make it DDA compliant.
- **Other information**
  - The planning application principle for retailers to trade has been approved as of 05.02.21;
  - The leases for units A and B will be for a significant period (eg, at least 10 years);
  - Unit A will be a food store;
  - Unit B will be a DIY store. The size of the external current garden centre area will be reduced so as to increase the service yard area;
  - A minimum of 2 electric vehicle charging points will be installed as part of the planning conditions;
  - The representatives were asked to give thought to design signage sensitively;
  - A further meeting be held with the Town Council when retailers have signed contracts, so that a relationship can be forged and a single contact point agreed.



# Local Plan 2020

## Phase ① Issues and Approaches

Consultation

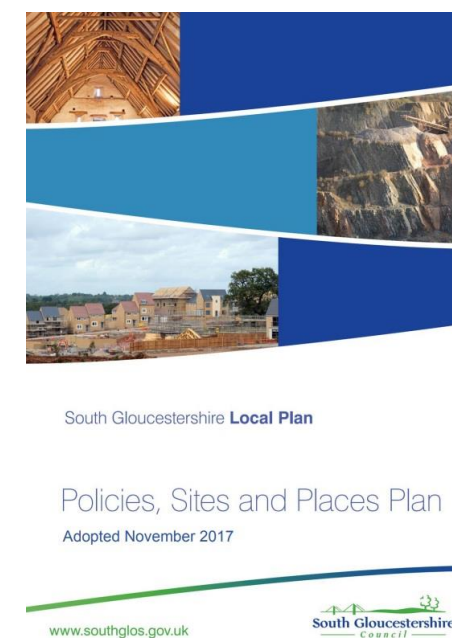
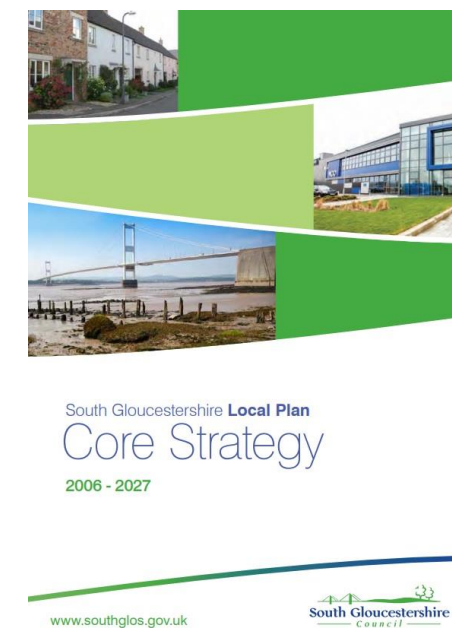


# Local Plan 2020 - Intro

## Local Plan

- Long term plan for amount and location of new development
- Where and what to protect
- Policies to guide planning applications

Existing plan – Needs to be replaced to address new challenges and issues





# Local Plan 2020 – Phase 1

## Local Plan 2020 -

Key influences on the plan are all subject to uncertainty

How many new homes and jobs?

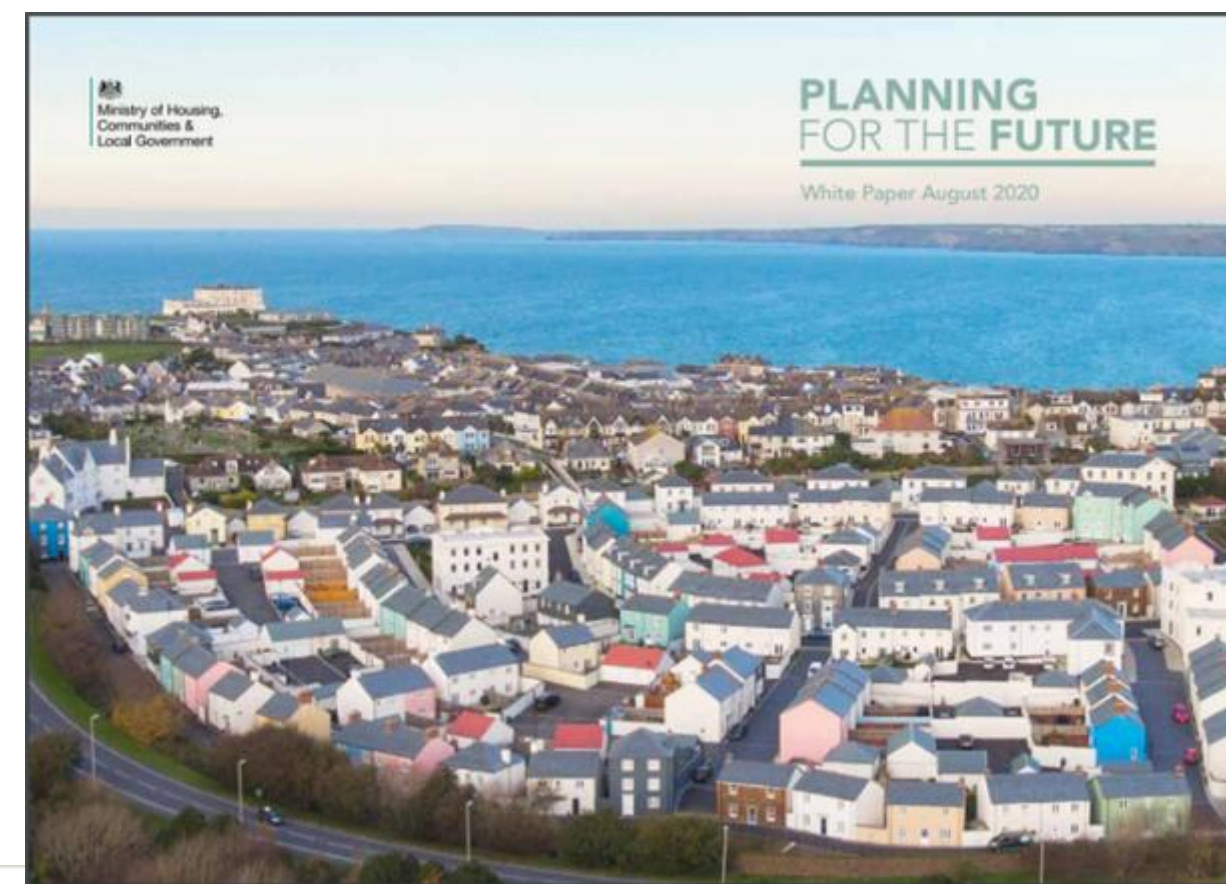
Spatial Development Strategy (SDS)

Planning White Paper – major national reforms

*Adjustment Factor*

$$= \left[ \left( \left( \frac{\text{Local affordability ratio}_{t=0} - 4}{4} \right) \times 0.25 \right) + \left( (\text{Local affordability ratio}_{t=0} - \text{Local affordability ratio}_{t=-10}) \times 0.25 \right) \right] + 1$$

*Where  $t = 0$  is current year and  $t = -10$  is 10 years back.*





# Phase 1 - Content

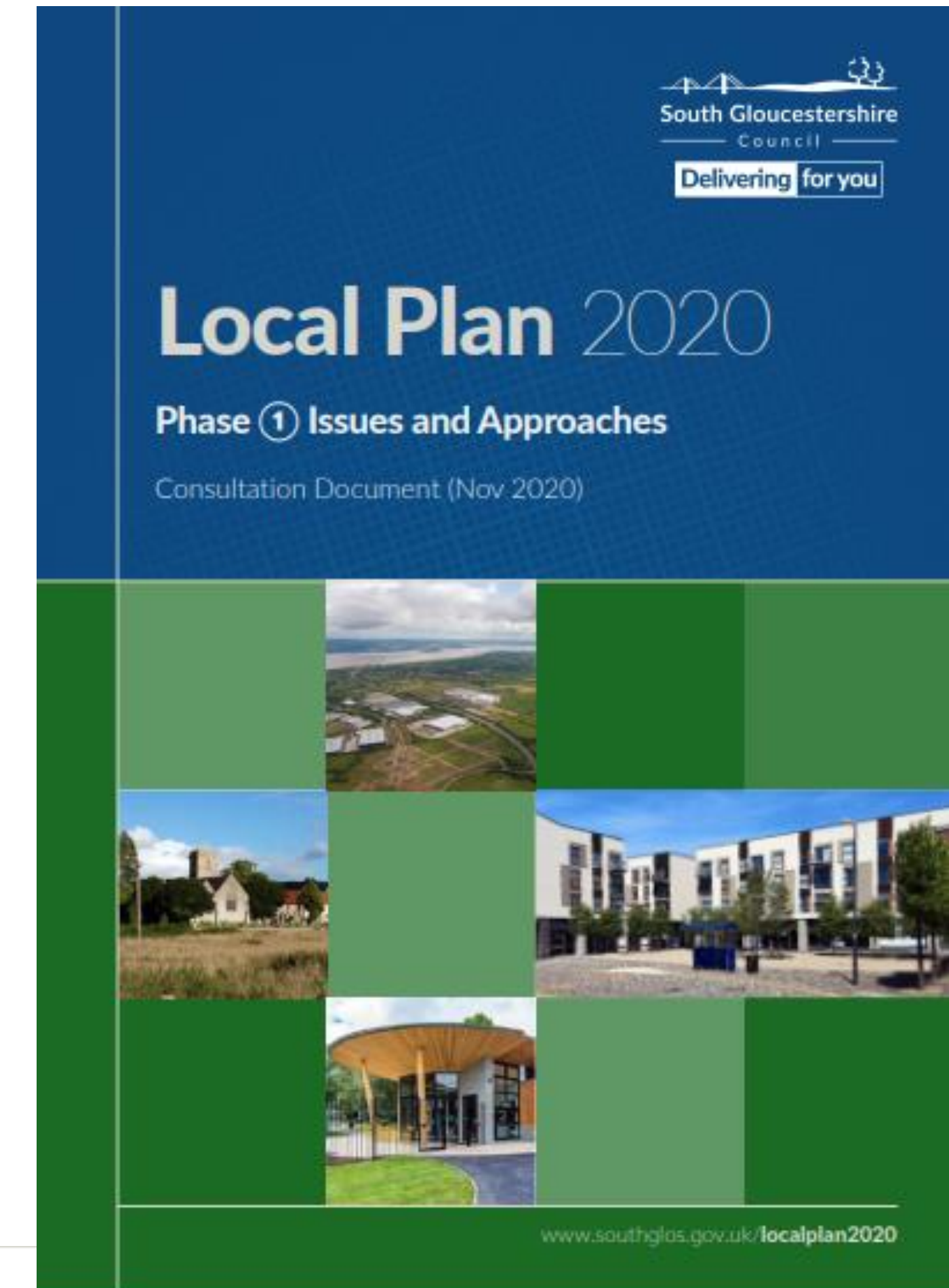
Issues and priorities

Strategy – where will development go?

Urban Lifestyles

Creating sustainable rural villages and settlements

Planning policies





# Issues and priorities

## First the context...

- Some facts and figures about our area which help to explain the particular issues we face

## Then the issues...

- We need to identify the local issues which the Plan needs to tackle through its policies on new development
- This will help us to justify our choices in the final plan

### Climate change

South Gloucestershire Council declared a Climate Emergency on 17 July 2019. The key risks of climate change are greater instances of flooding, increased coastal change, higher temperatures, and new pests and diseases. These impacts will affect communities, businesses and infrastructure, health, well-being and productivity, water supply (for the public, agriculture, energy generation and industry), food production, and natural capital (which includes ecosystems, soils and biodiversity)<sup>8</sup>. The overarching target is for South Gloucestershire to be carbon neutral by 2030.


Key issues for our new Local Plan in relation to climate change include:

#### 1 Climate change mitigation

Becoming carbon neutral by 2030 will help slow and reduce the severity of the impacts of global warming. To do this we need to consider a number of challenges:


- decarbonising transport by planning for growth so that people can access key services and facilities by walking, cycling and effective public transport, to minimise the need for private car use
- increasing the amount of renewable energy generated in the authority by identifying sites and opportunities for new renewable energy installations of all types and the potential to decentralise the energy system
- ensuring that new development is built to high energy efficiency standards to minimise energy demand and incorporates renewable or low carbon heating and cooling systems, as well as renewable energy generation technology
- whether retention and adaption of existing buildings for new uses as opposed to demolition to reduce energy consumption, material extraction and waste, will be appropriate on some sites and in some areas.



  
**Climate change**  
**Our environment**

  
**Improving health**  
**and well-being**


  
**Exceptional spaces**  
**and places**

  
**Planning for urban and**  
**rural areas**

  
**Planning for new homes**

  
**Our economy**

  
**Travel and transport**

  
**Providing the right**  
**supporting infrastructure**



# Issues and priorities

- In this consultation we are asking;
- do you support the issues and priorities we have identified
  - do you have any comments or new issues to add

This will help to shape the policies and strategy in the next phase of the local plan

### 35 Change and challenge for town centres and high streets

A national decline in the amount of shop and retail floorspace and the continued rise of online shopping requires us to reconsider the purpose of our town centres and high streets. These changes have been magnified by Covid-19, which is also impacting leisure, entertainment, food and drink businesses. Our Local Plan will need to consider how flexible policies can be developed to support the repurposing of our town centres and high streets, as they look to remain attractive to investment and useful hubs for local communities over the next 5, 10, 15 years and beyond:

- there has been an increase in vacancy rates of shops in some town centres, particularly Kingswood and Yate
- national planning policy encourages a more diversified approach to town centres and high streets to encourage dwell time, footfall and leisure activity.
- future high streets need to be diverse, encouraging a wider array of facilities such as leisure, culture, community uses, health facilities, education facilities, food and beverage units and other types of employment uses
- provision of new residential accommodation in town centres can drive investment, increase footfall and activity and will become more common within our town centres and high streets. However, this needs to be designed and delivered in the right way to avoid harm to residents and the other users of town centres for shopping, businesses and activity
- there is a need for coordinated regeneration within and around our town centres and to be adaptable for businesses to serve the changing needs of the community
- integration of high-quality public realm around town centres and high streets has multiple benefits. It can improve safety, biodiversity, air quality, shading, and well-being benefits which will help increase the attractiveness of town centres and high streets

### 36 The amount of employment land and

Our new Local Plan will be required to provide generating uses which will be balanced against by protecting employment sites that are important for the local economy, and setting out land for new sites. This will be done through the following:

- a regional Employment Land and Spatial Strategy will be undertaken to determine the wider Functional Urban Area that will inform the Local Plan. The strategy will also consider the employment needs (for businesses and the community) and the amount of land needed to accommodate these needs.

### 38 Safeguarded employment land left for development

There is not a great amount of undeveloped employment land remaining in South Gloucestershire.

The majority of this land (226 hectares – 36% of the original allocation) is at Severnside. It is likely that our new Local Plan will need to provide more land for employment purposes, to allow existing and new businesses to invest and grow within the South Gloucestershire.

|                                | Safeguarded employment land left for development (Ha) |      |
|--------------------------------|---|------|
| North Fringe of Bristol        | 12  | 3%   |
| East Fringe of Bristol         | 3   | 2%   |
| Yate & Chipping Sodbury        | 0   | 0%   |
| (North Yate New Neighbourhood) | 6.7   | 100% |
| Thornbury                      | 0   | 0%   |
| Rural Area                     | 0   | 2%   |
| Severnside                     | 226   | 36%  |
| TOTAL                          | 249   | 20%  |

Furthermore, there will be a need to assess existing safeguarded employment sites for their suitability to be redeveloped to incorporate more flexible and adaptable uses (where possible), to ensure that the needs of businesses are met for the plan period. We will need to plan for both the overall quantity and type of employment land to be available, but also ensure that it is in the right location which will best support employment growth and the overall strategy of the Plan.



# Strategy - Where will new development go?

**Local Plan growth strategy** – challenge of providing new homes and jobs

**Core Strategy** previously focused significant growth in north and eastern fringes, as well as Yate, with some growth also at Thornbury

**Now need to respond to changing local circumstances and the issues facing South Gloucestershire** – develop a new strategy

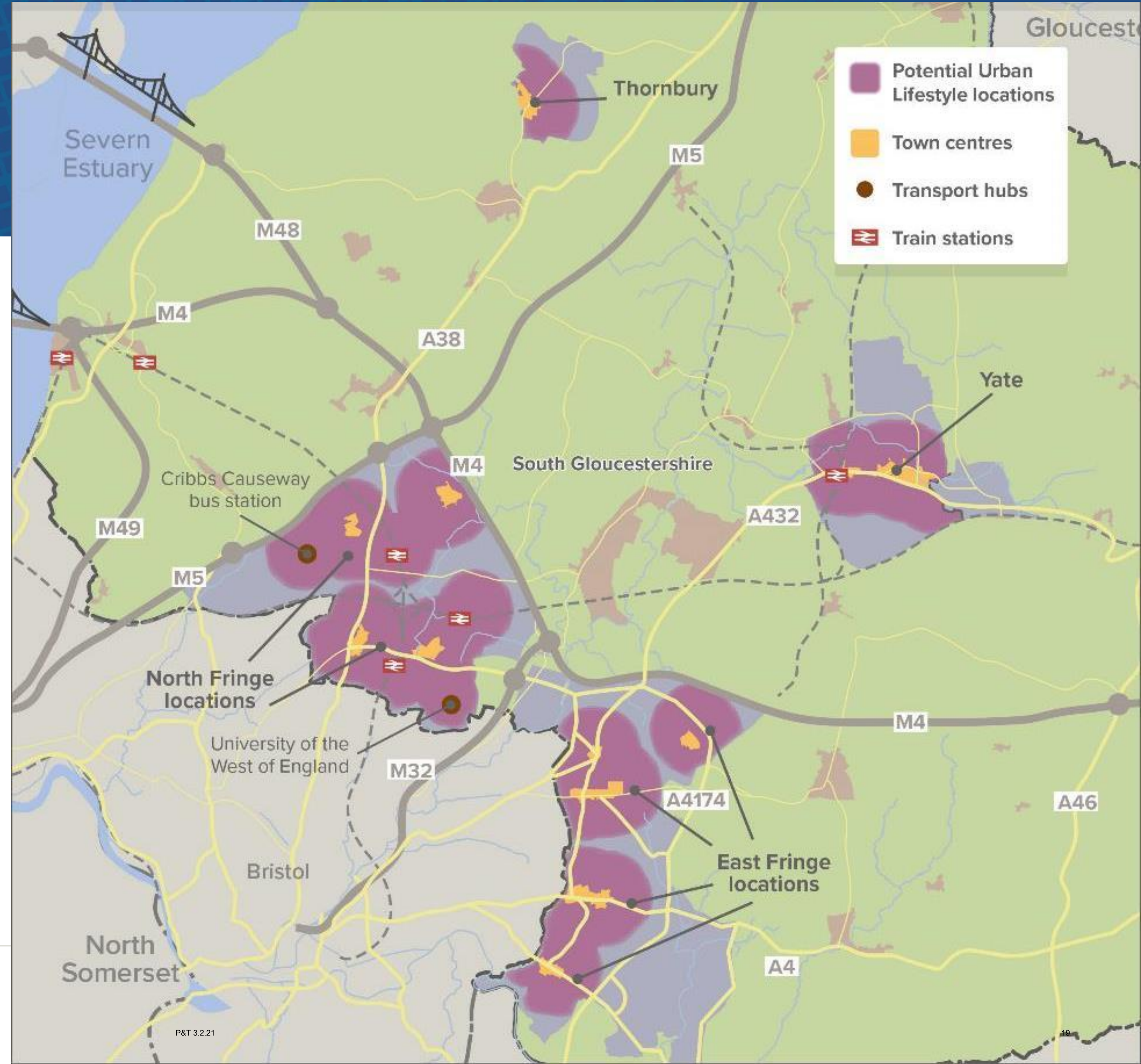
Where we ‘**grow**’ and where we ‘**protect**’ – **choices**

At the start of the process we are setting out our options or building blocks



# Building Block 1 – existing urban

- National policy - brownfield first
- Urban lifestyles section looks at the issues involved
- But not enough to meet all our needs





# Building Blocks 2 - 5





# Guiding principles

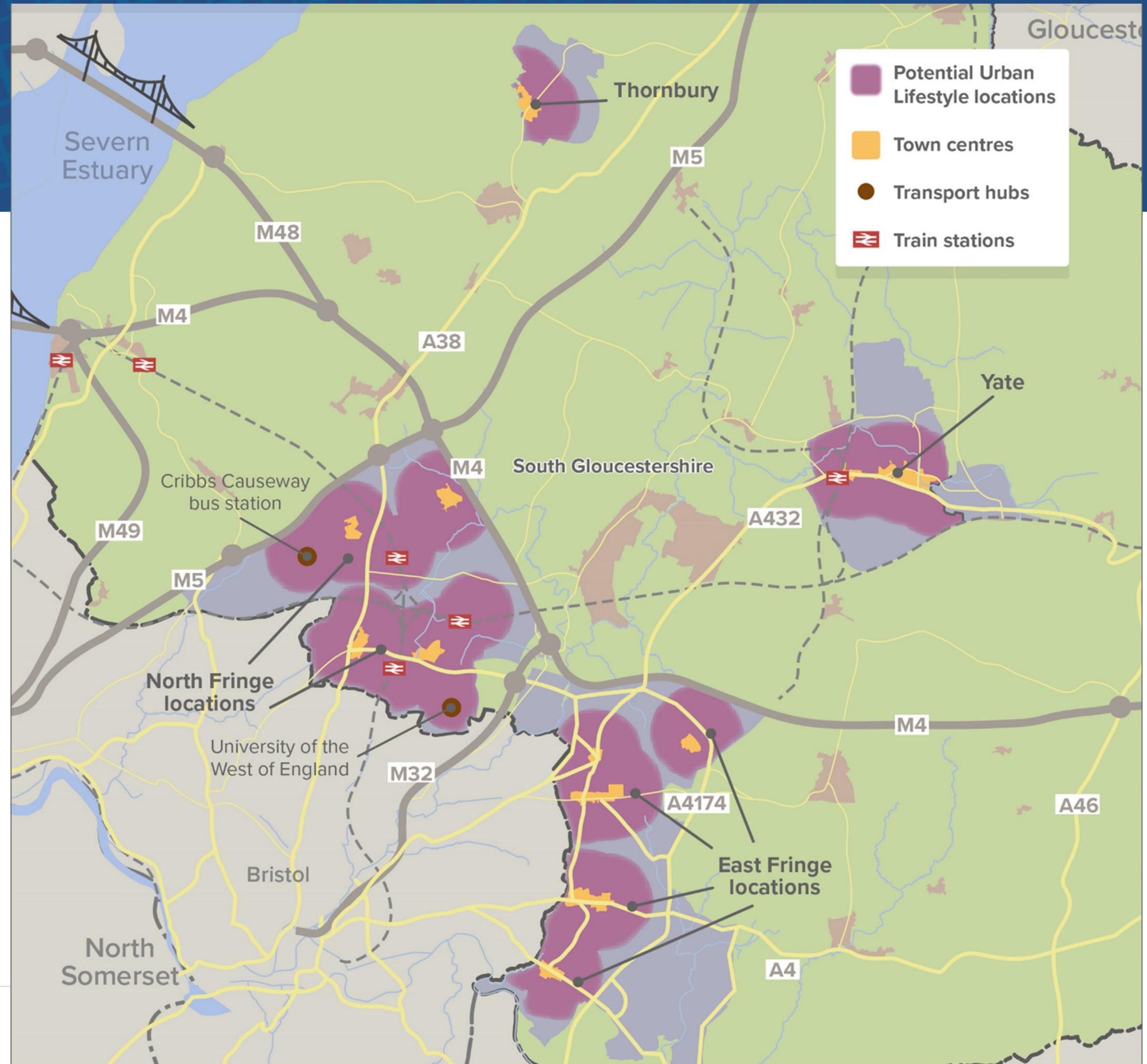
- **Locate new homes, jobs or new settlements in places where key services and facilities are easily accessed by walking and cycling or effective public transport or alternatively in locations where key services and facilities are capable of being provided as part of the new development**
- **New housing should be directed away from areas at a high risk of flooding**
- **Protect and enhance ecological, landscape and heritage designations and their settings.**
- **Protect and enhance our Green Infrastructure & Nature Recovery Networks.**
- **A better balance between local jobs and resident workers in our communities**
- **Ensuring that we protect a ‘sense of place and character’**



# Urban Lifestyles

## What is Urban Lifestyles?

- New developments which make more efficient use of land at higher densities
- Previously-developed “brownfield” land
- Good design and public and private amenity spaces
- The context of the proposed development site

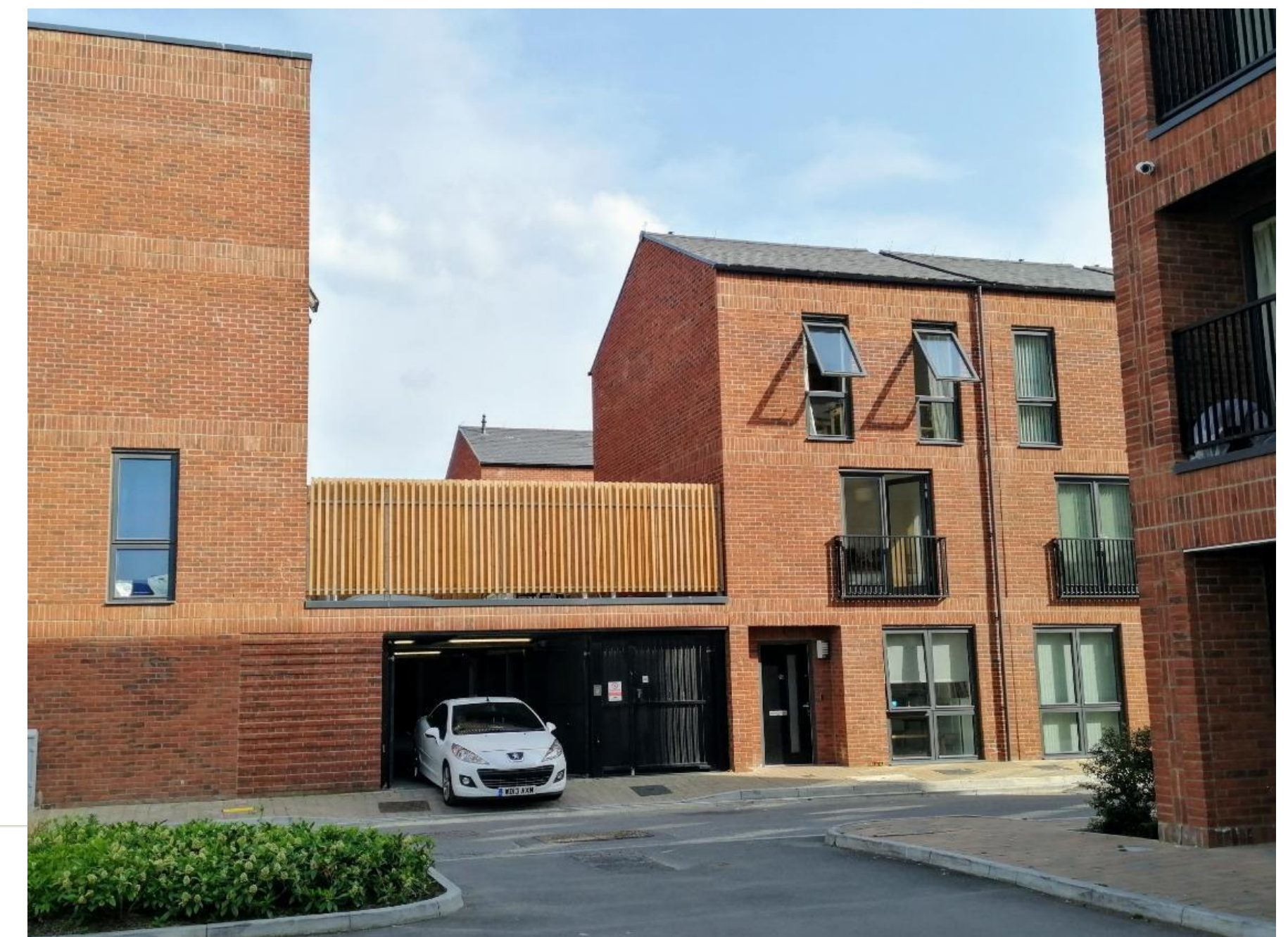




# Urban Lifestyles

## What are the main ingredients?

- Optimised density
- A mix of uses
- Amenity space and public realm
- Change to parking provision
- Internal living spaces
- Adaptability, views and light





# Creating sustainable rural villages and settlements

- The start of a conversation
  - No decisions have been made
- Why growth in our rural areas?
  - Historic pattern of growth
  - Rural issues





# Creating sustainable rural villages and settlements

## Small and medium-scale growth

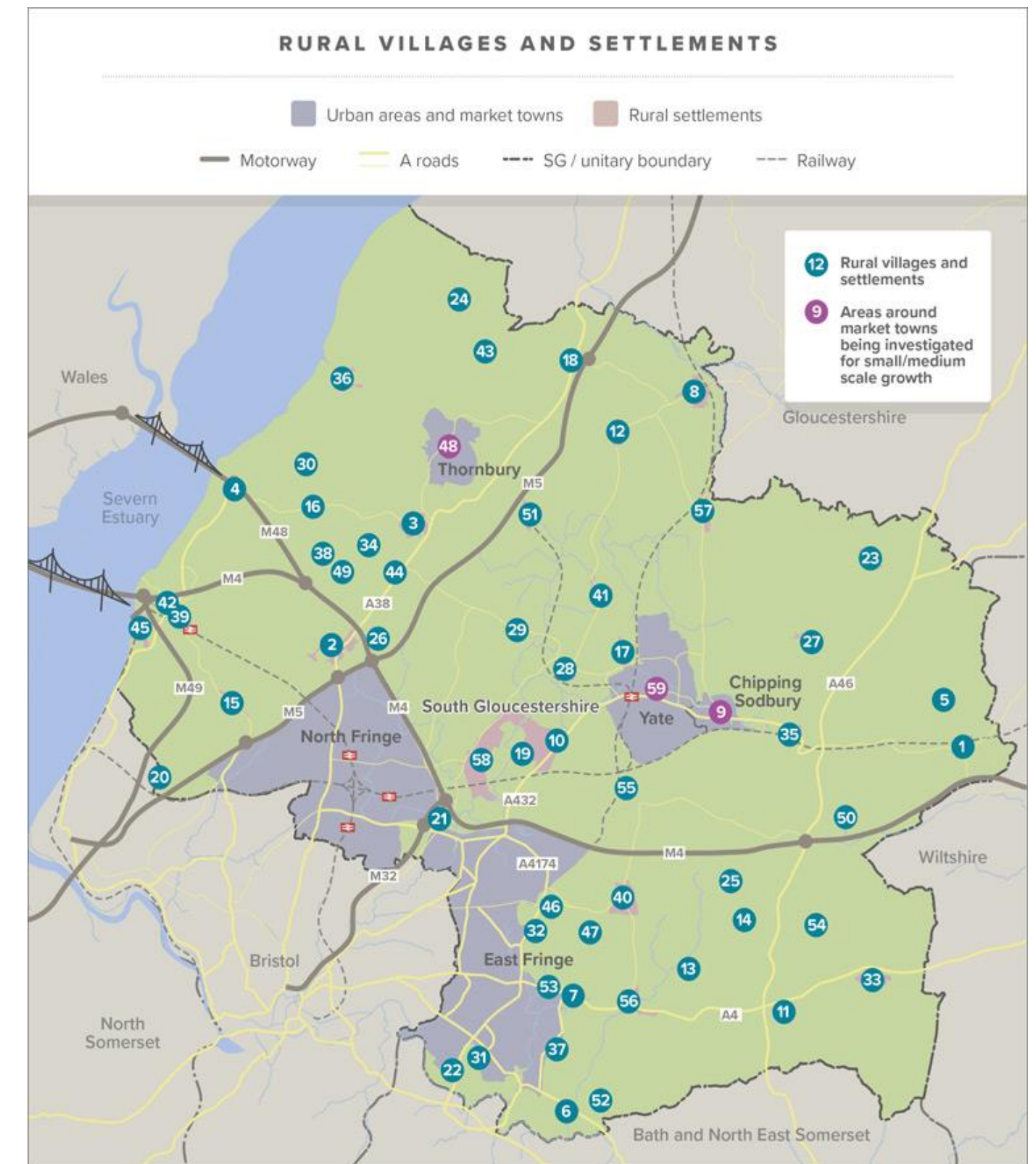
- What do we mean?
- Where?
- How much?
- Purpose of this consultation



# Creating sustainable rural villages and settlements

## Where should we investigate for rural growth?

- in and around all villages and settlements and areas around market towns.
- areas where sites have been identified through previous calls for sites, up to 200 metres from the edges of our urban areas.
- Are all of these locations appropriate for investigation?





# Creating sustainable rural villages and settlements

## What factors should we consider?

- the size of existing villages and settlements
  - the amount of growth in recent years
  - the suitability and capacity of existing infrastructure
  - key sustainability issues
- 
- key planning designations and considerations

# Creating sustainable rural villages and settlements

## Key sustainability issues

- Minimising reliance on private car journeys
    - access to key services and facilities by walking and cycling
    - access to effective public transport connections
  - Whether there is scope for this change
- 
- Existing Policy PSP11 approach



# Creating sustainable rural villages and settlements

## Key sustainability issues (continued)

- Sustainability of small and rural schools
- Access to superfast broadband

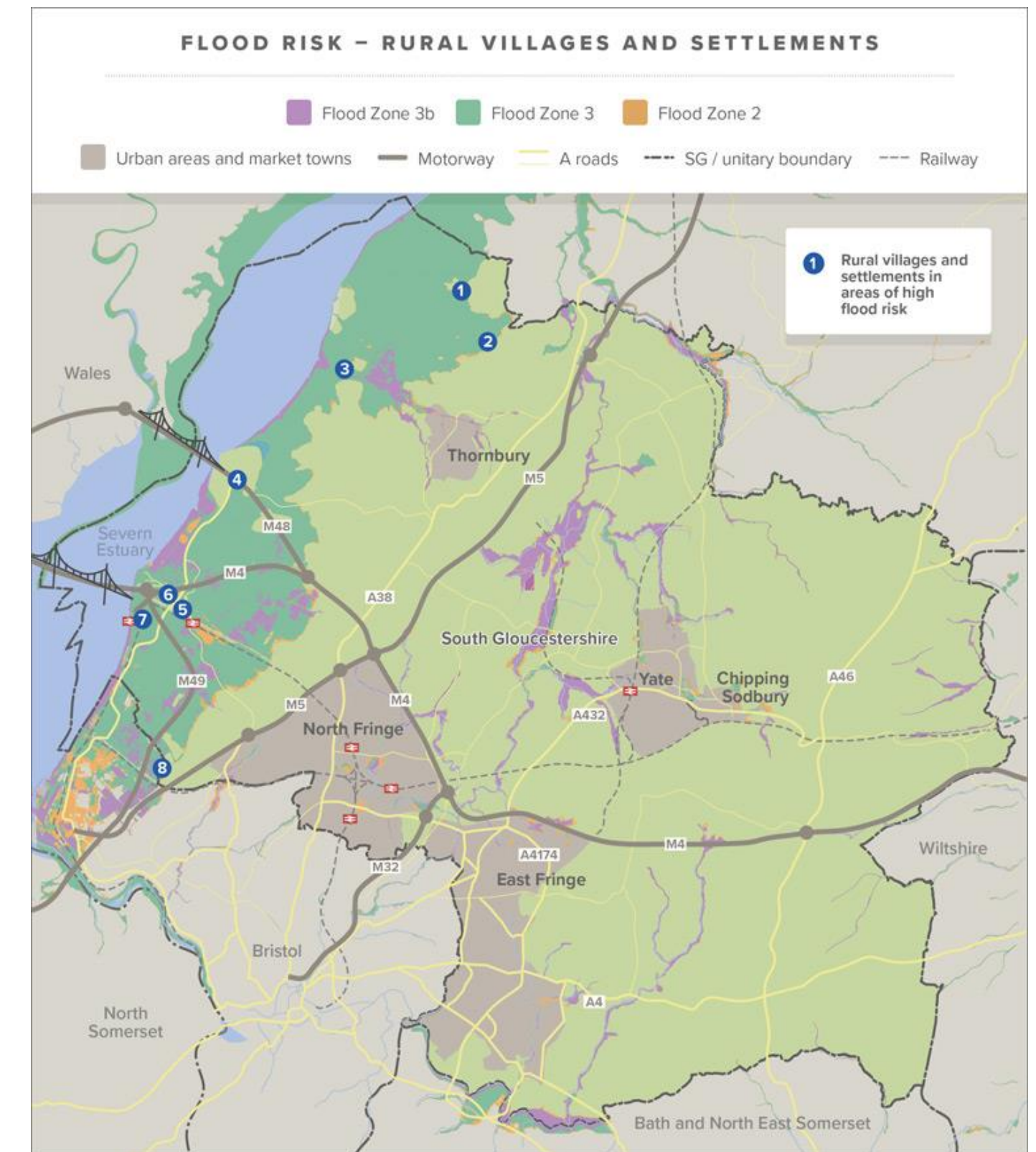




# Creating sustainable rural villages and settlements

## Key planning designations: Flood risk

- Areas of high flood risk
- National policy – “sequential approach”
- What about communities in areas at the highest risk of flooding?
  - Needs and aspirations
  - Other delivery mechanisms

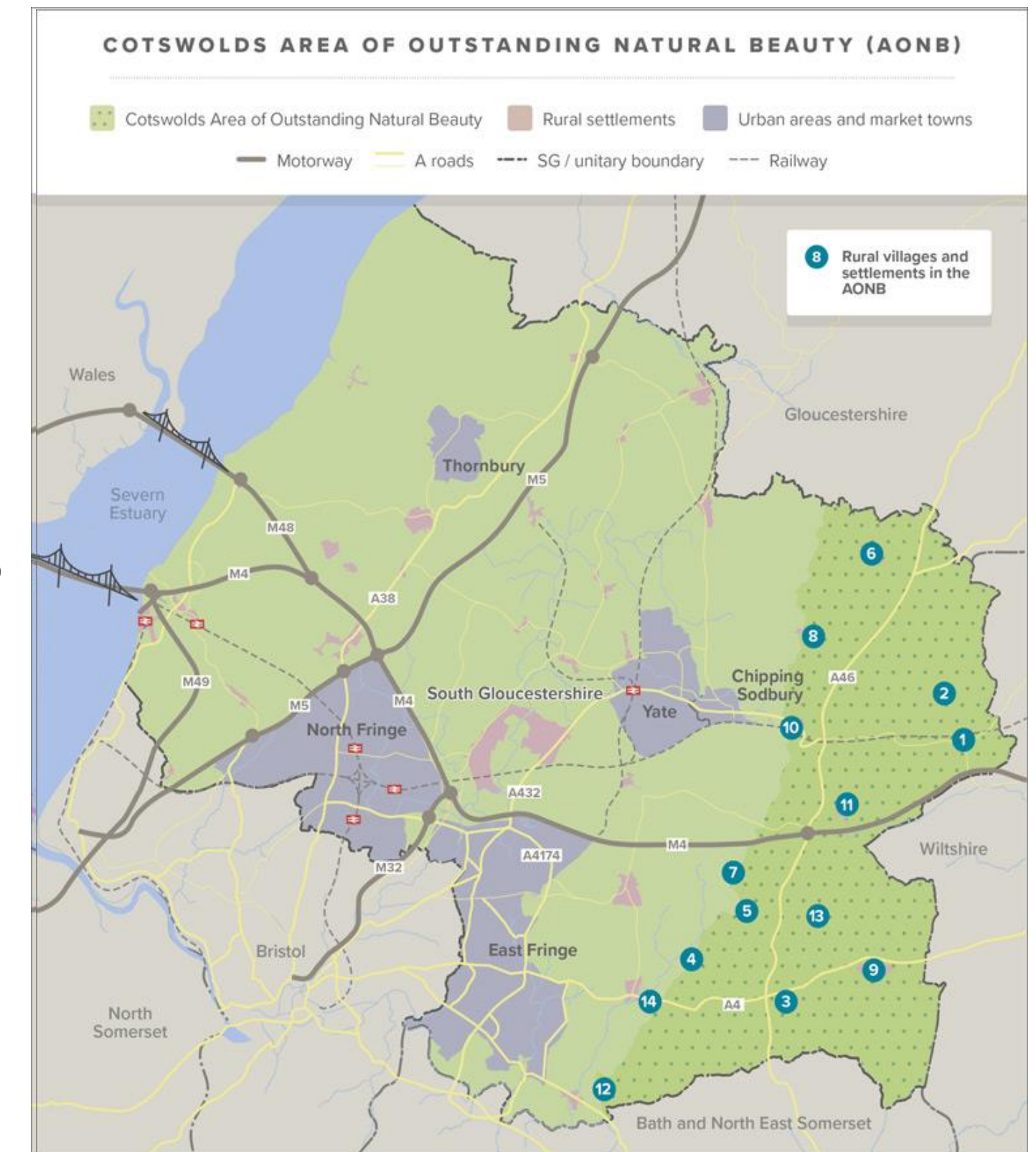




# Creating sustainable rural villages and settlements

## Key planning designations: Cotswolds AONB

- Area of national significance for landscape quality and beauty
- Opportunities to support Local Plan priorities?
  - Improve connections?
  - Contribute to environmental and climate change priorities?
  - Increase access to housing and jobs?



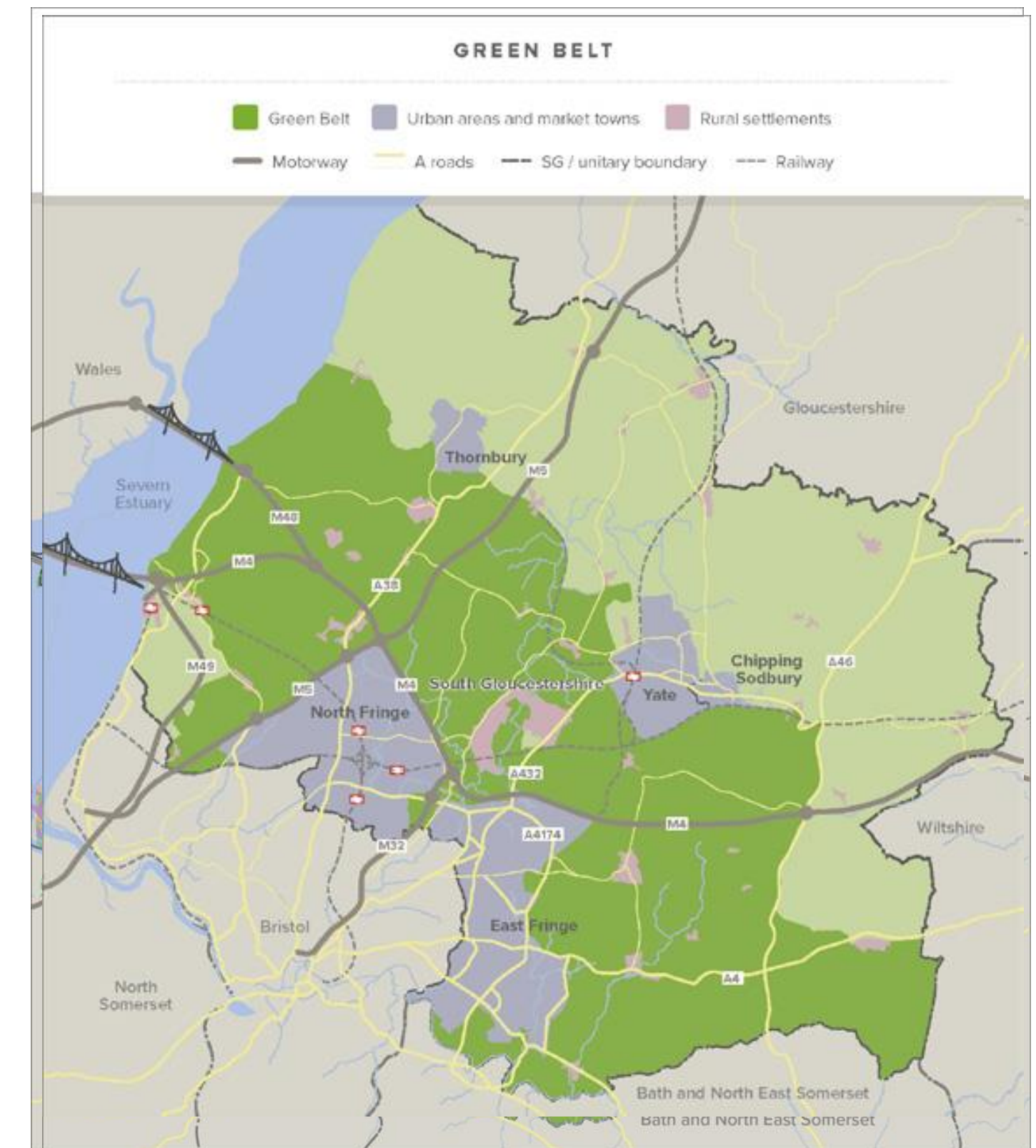
- Avoid harm to the Cotswolds AONB and its setting



# Creating sustainable rural villages and settlements

## Key planning designations: Green Belt

- National planning policy requirements
- But...
- Options

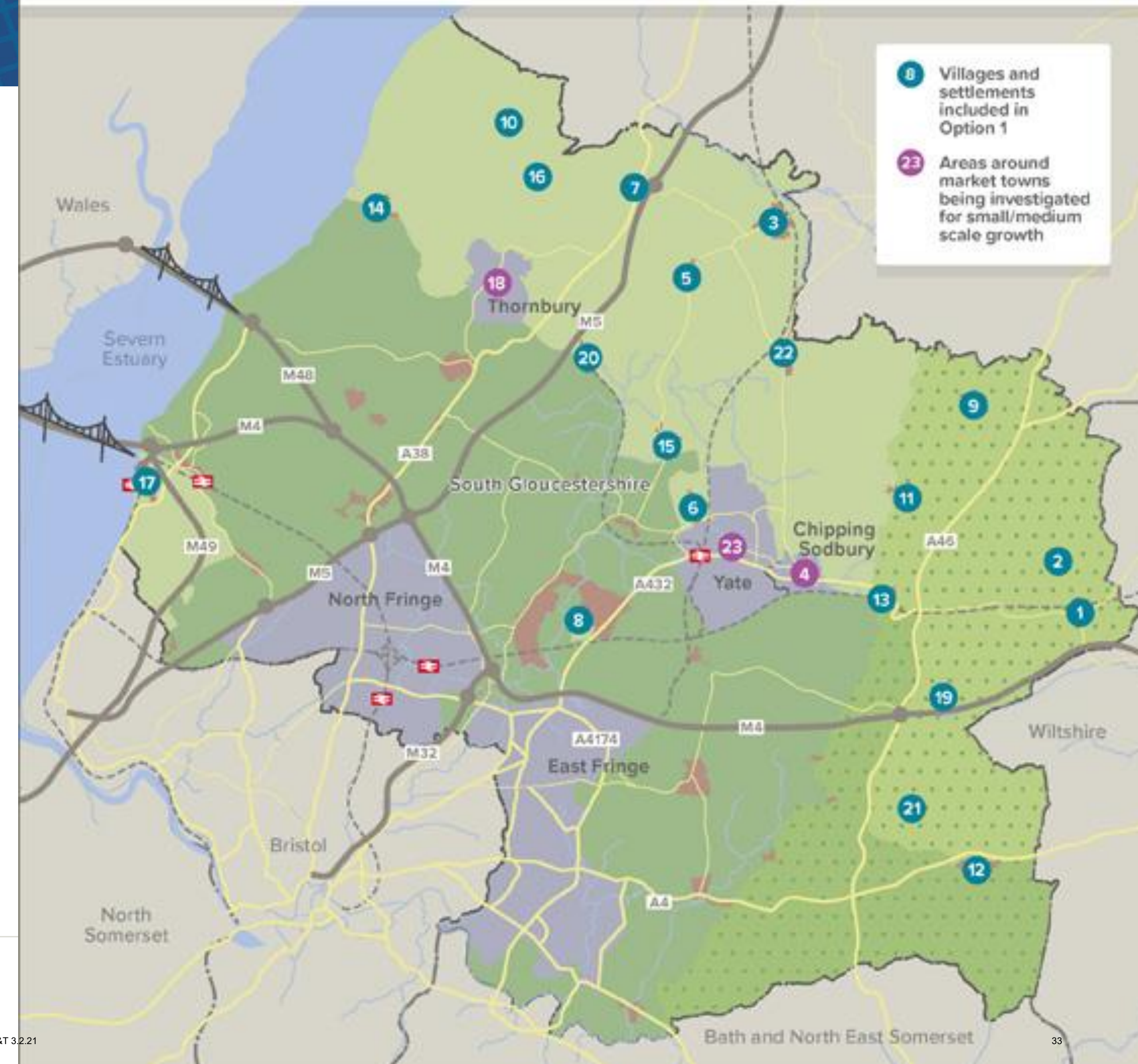
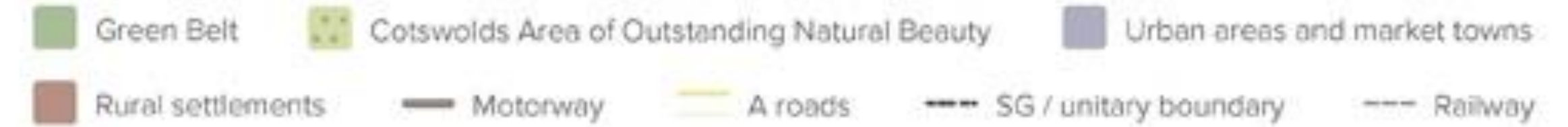




1. Investigate the potential for an appropriate level of growth in villages and settlements outside of the Green Belt;

or

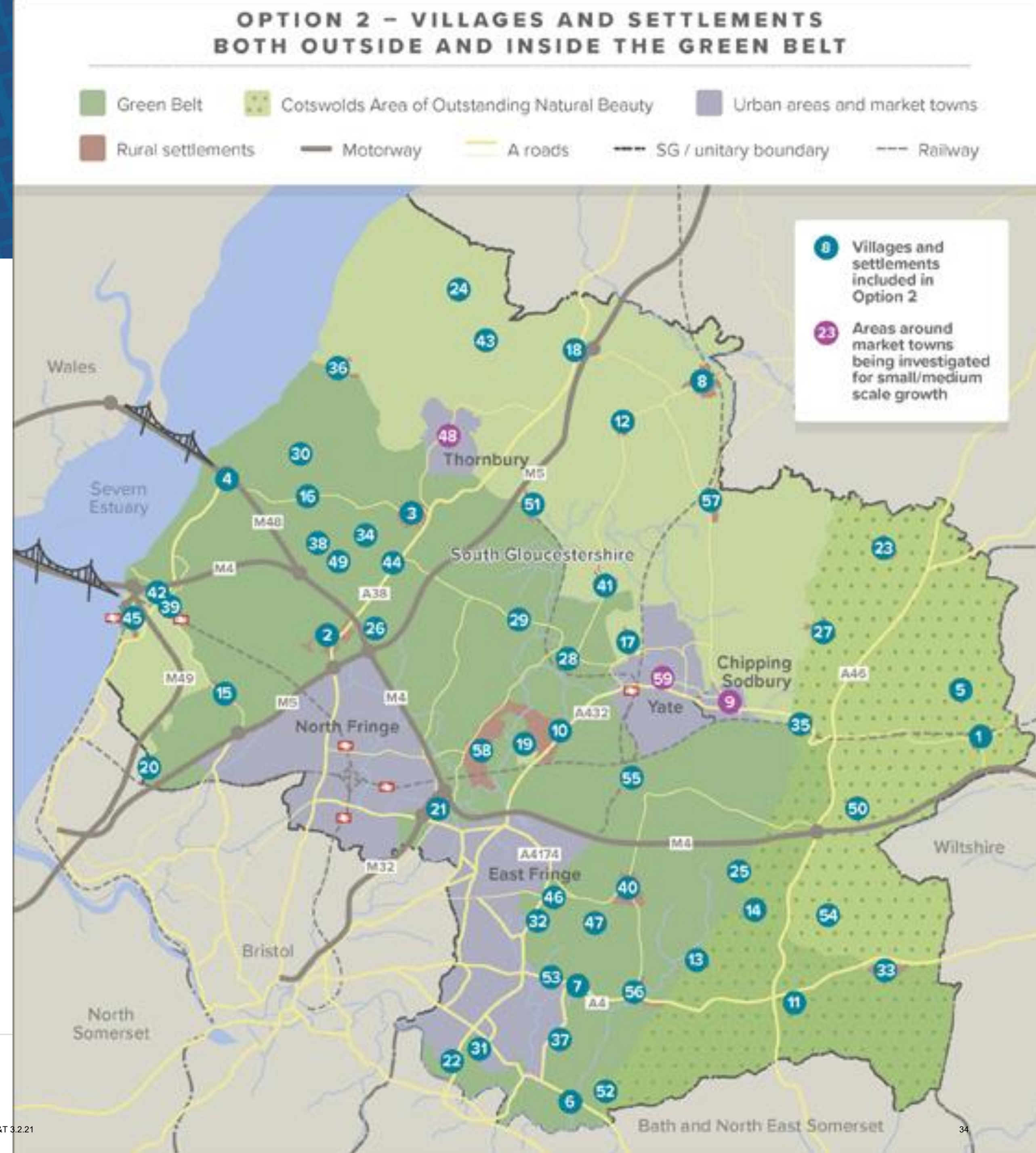
## OPTION 1 – VILLAGES AND SETTLEMENTS OUTSIDE OF THE GREEN BELT





## 2. Investigate the potential for an appropriate level of growth in villages and settlements both outside of and inside the Green Belt

- Our proposed approach

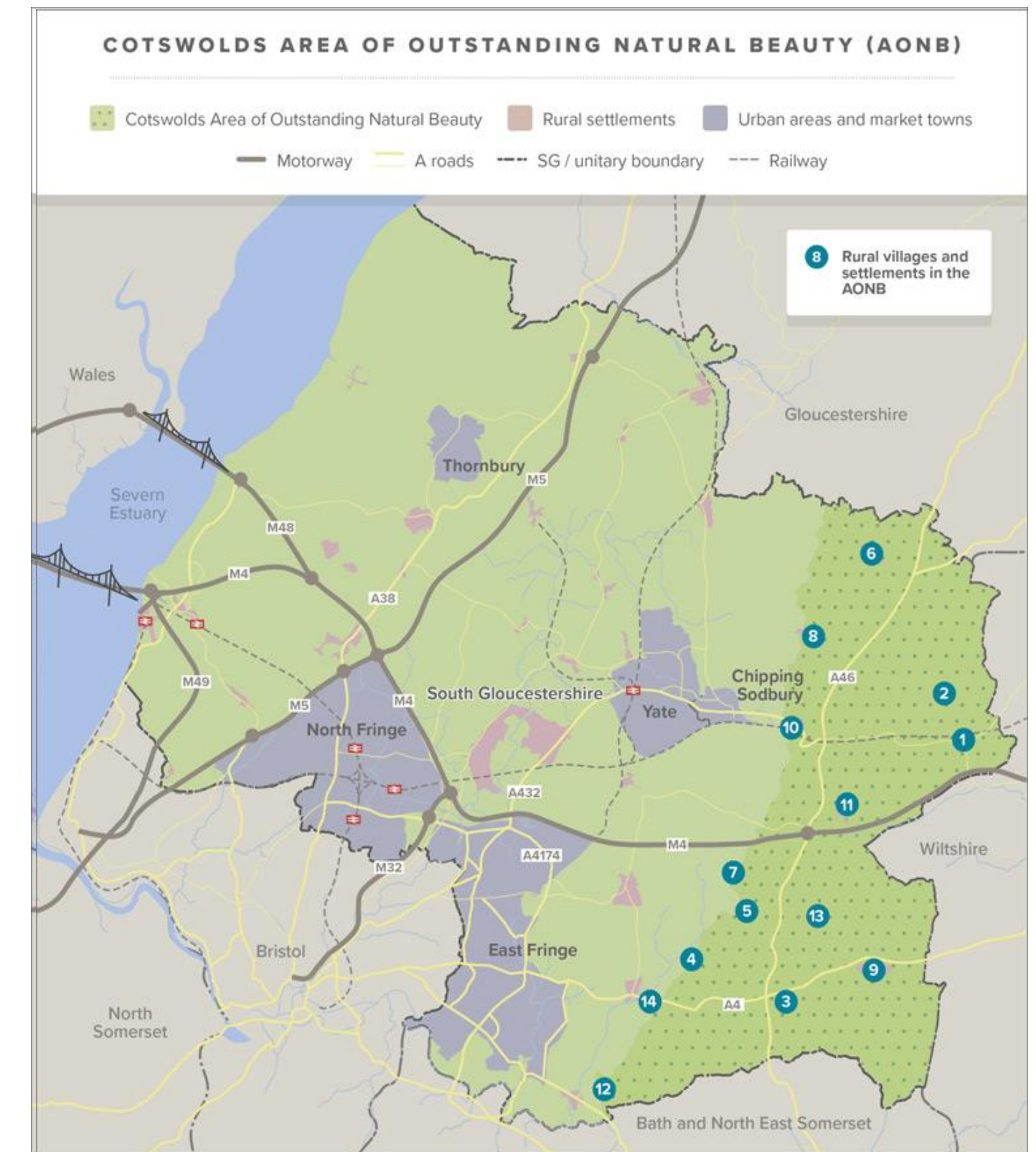




# Creating sustainable rural villages and settlements

## Other planning considerations and issues

- protect and enhance
  - designated ecological assets
  - landscape and heritage assets
  - the function and connectivity of GI and nature recovery networks
  - sense of place and character
- other environmental issues





# Creating sustainable rural villages and settlements

## What happens next?

- Analyse responses to this consultation
- Assess the sites submitted through the Call for Sites
  - Housing and Economic Land Availability Assessment (HELAA)
- Phase 2 consultation





# Planning Policies

Have existing planning policies in adopted Local Plan

Local Plan 2020 – chance to set new policies and update others

## Phase 1

- Range and type of policies we might need
- Some draft policies



# Phase 1 - Early Drafts

## Nine early drafts

- Introduction
- ‘Bold policy text’
- Emerging supporting text

Can’t yet determine applications with these

### 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 & Low Carbon Energy System
- Parking Requirements, including Electric Vehicles
- Oldbury - Nuclear New Build
- Oldbury A station - Decommissioning
- Radioactive Waste



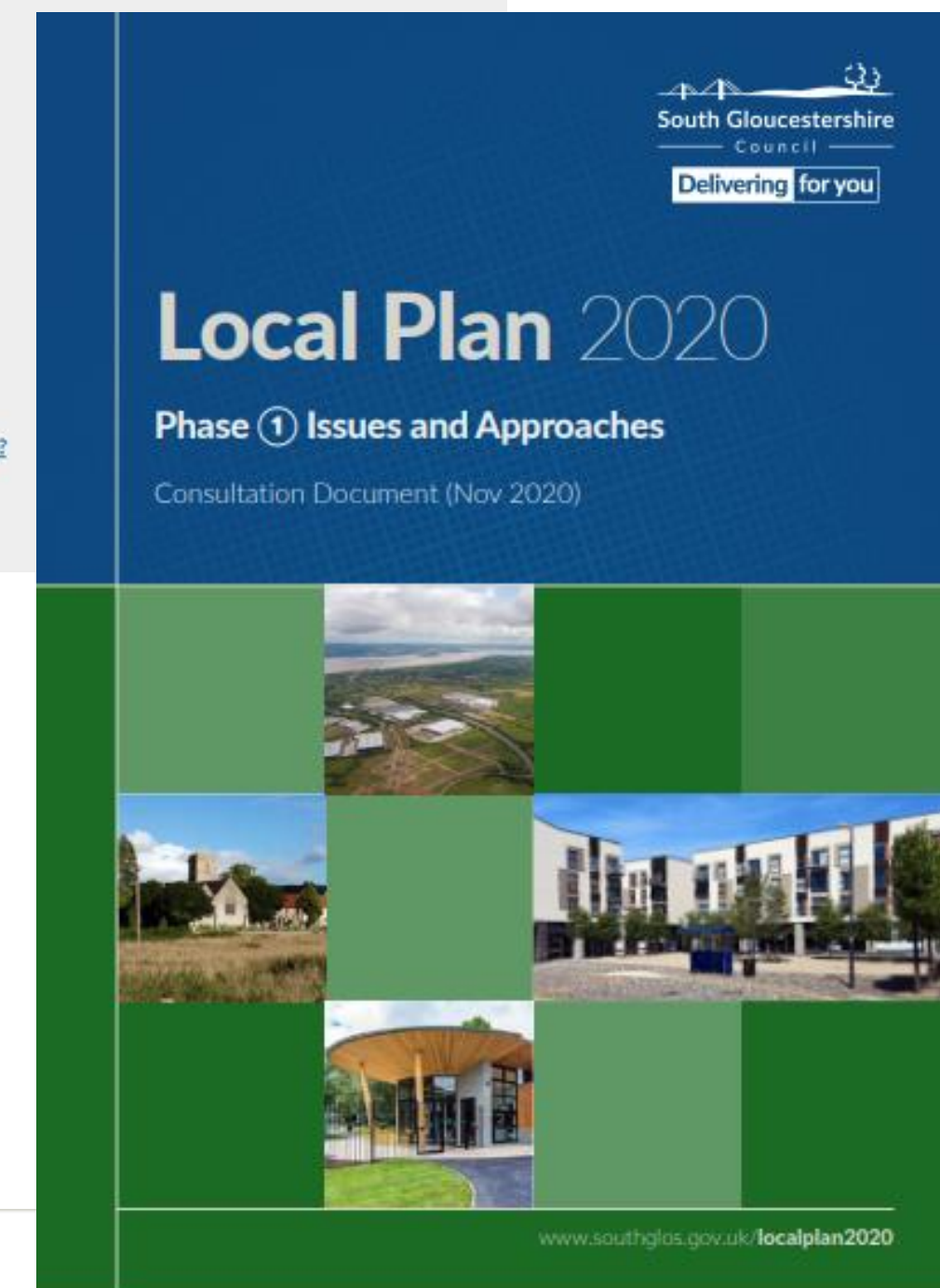
# Phase 1 Consultation

Friday 27 November – March 1 2021

[www.southglos.gov.uk/localplan2020](http://www.southglos.gov.uk/localplan2020)

- [Accessible digital version \(by section\)](#)
- [Pdf version](#)
- [Videos – embedded and separate](#)
- [Online questionnaire \(also downloadable\)](#)

Hard Copies – none available at present due to Covid19, cost, **BUT** for those who ‘need’ will discuss on case by case basis



**HELP US SPREAD AWARENESS**

[www.southglos.gov.uk/localplan2020](http://www.southglos.gov.uk/localplan2020)



# Phase 1 - Questions and Discussion



Answers to frequent questions raised at the three Local Plan 2020 pop up events;

### **1. How do I comment on the Phase 1 Document?**

You can comment online. The online questionnaire will allow you to view the questions, begin answering, save progress then come back to your form and submit when ready.

The online form and questionnaire to download are available here:

[www.southglos.gov.uk/localplan2020-feedback](http://www.southglos.gov.uk/localplan2020-feedback)

Alternatively, you can download the questionnaire complete it and email it back to us at [policy.consultation@southglos.gov.uk](mailto:policy.consultation@southglos.gov.uk).

Wherever possible we do encourage people to use the online form as its means we can spend less time processing emails and any hard copies sent to us and move onto analysing everyone's comments.

### **Data and Access Profiles (DAPs) – Can I review and comment on these?**

Along with the Phase 1 consultation document individual DAPs for every area in the authority have been published for consultation – we are actively inviting comments on these.

The DAPs for each area, the methodology for preparing them and their online questionnaire can all be accessed from the consultation page: [www.southglos.gov.uk/daps2020](http://www.southglos.gov.uk/daps2020)

There is an online consultation form (which can be viewed and updated before being submitted as with the Phase 1 consultation document) or downloaded and emailed back to us.

### **DAPs – population figures, new homes information**

To clarify the approach to some of the population and homes figures relating to DAPs for village and settlements:

- The population figures stated on page 2 of each DAP relate to population within a village or settlement, rather than a whole parish.
  - Please see the methodology, page 8 to understand how this has been calculated, using Census information and address points within settlements (taken to be the area within the adopted settlement boundary) or group of homes.
- The addition dwellings completed since 2011 on page 2 of the DAPs, illustrates the number of new homes which have actually been built, rather than received planning permission since 2011. These might be within a settlement and developments adjacent to it. We calculate this based on the findings of our annual residential land survey.
  - Please be aware that it is not always possible to capture the population of recently built homes based on Census information, particularly where these are built outside a settlement boundary. This may explain why the Census population trend for a settlement could show a decrease over time, but the number of new homes (which would include those built outside the settlement) might be rising.
  - Page 3 of each DAP, meanwhile sets out homes with planning permission, but yet to be built within or around a settlement or village.

The DAPs are released for comment and checking as part of consultation so please do fill out the questionnaire if you spot errors or issues. We are also asking for comments on the methodology.

**Will we update the DAPs?**

Yes – but we need to do this in a manageable and consistent way.

- The intention is that following close of consultation we need to process all comments received and then begin analysis.
- We would need to consider any changes to the methodology and then make updates consistently across the DAPs
- We also are mindful of statistics, public transport updates and any impacts of Covid-19 that may lead to new or updated information.

The working intention is that we would look to republish the DAPs later in 2021 once all information, comments and data has been analysed.

The DAPS at this stage are not final. The future stages of the Local Plan which updated versions of the DAPs will inform, will still be subject to consultation.

**Will there be future opportunities to review ideas for places, sites and options in the new Local Plan?**

Yes! The output of the next stage of preparing our new Local Plan– will be a consultation document. The responses we receive to that consultation will then be used to inform subsequent stages of preparing the Local Plan.



**NOTES OF MEETING TO AGREE FURTHER RESPONSES TO SGC IN RELATION TO STATION ROAD CYCLEWAYS. MEETING HELD ON TUESDAY 9<sup>TH</sup> FEBRUARY 2021 VIA ZOOM VIDEO CONFERENCING.**

**PRESENT: COUNCILLORS JOHN GAWN, ALAN MONAGHAN, JANE PRICE AND CHRIS WILLMORE. TOWN CLERK.**

| DATE     | FROM        | COMMENT   | REPORTED TO:                 |
|----------|-------------|---|------------------------------|
| 05.02.21 | Kristy, SGC | <p>I agree with your chronology.</p> <p>I can confirm that since the last Whirlpool update on 14 January we have received no further contact from Whirlpool. As the local Whirlpool office are unable to assist and it has been passed to the national office, we may not hear for a while. As soon as we hear anything we will of course share with the Town Council.</p> <p><b>YTC RESPONSE OF 09.02.21: Yate Town Council has been liaising with the local Whirlpool office regarding a landscape enhancement project and we understand through those discussions that the local office is awaiting contact from SGC regarding this matter. The contact email address we have is <a href="mailto:mark.haslam@whirlpool.com">mark.haslam@whirlpool.com</a>. We respectfully suggest that SGC attempts to contact the local office again in a bid to progress this.</b></p> <p>Please confirm what further clarification on loading times is required, over the following sent 7 January 2020. As soon as a decision has been made regarding the request to change the time we will let the Town Council know as stated on the 7 January 2021.</p> <p><i>The times when loading is not permitted is displayed on signs alongside the loading areas. Loading is currently not permitted between 8am – 10am and between 4pm – 6pm. We have received a request to change the loading times to 8am-9am and 4-6pm and are currently reviewing this change. Any change must be based on use of the cycle lane and will require a traffic order variation that will be need to be published. Once a decision has been made on reducing the time we will confirm with both the resident making the request and Yate Town Council.</i></p> <p><i>The restrictions permit someone to park their vehicle in a loading area for the purposes of physically loading and unloading. There is no time limit as long as loading / unloading is taking place . If a vehicle is parked without that physical activity taking place for 20 minutes while it's being observed then a penalty charge notice may be issued. When considering the needs of the shop the current arrangement should be more than sufficient, a</i></p> | YTC MEETING HELD ON 09.02.21 |

|            |             |  |                       |
|------------|-------------|--|-----------------------|
|            |             | <p>customer can unload or load their bike and then has up to 20 minutes of time should they be observed before a penalty charge notice would be issued. Previous correspondence has indicated that customers use to take 2-3 minutes to load / unload including competing paperwork.</p> <p><b>YTC RESPONSE OF 09.02.21:</b> Yate Town Council still shares the same concerns as voiced by residents at the residents meeting last year; the rules are not being made clear enough to the general public. We request signage which clearly states 'loading/unloading' or 'waiting' to set out the restrictions. Thank you also for confirming that the customers of the bike shop have a time period of 20 minutes before any penalty charge notice would be issued. We request that this information is sent by SGC to the shop owners as they are advising that they still do not understand what is and isn't permitted, despite asking SGC to clarify. A further suggestion is for SGC to produce a poster for traders to display in their windows as to what is / isn't permitted to that there is transparency and to avoid confusion.</p> <p>Representatives of Yate Town Council have watched delivery vehicles doing multiple drops along Station Road, and each time, they have parked on the cycleway for convenience. SGC ought to be issuing guidance on places to park.</p> <p>The only item therefore outstanding regards the Eggshill Lane junction, this has gone into the work programme and we will be in touch once the engagement has concluded to share the findings.</p> <p><b>YTC RESPONSE OF 09.02.21:</b> Yate Town Council is a landowner at the junction of Station Road and Eggshill Lane and therefore expects to work with SGC on the engagement exercise involving our residents. We would also appreciate an approximate timescale as to when plans for this consultation will reach the top of the work programme.</p> |                       |
| 03.02.2021 | Kristy, SGC | <p>Regarding the Sustrans report this was published on our website, apologies if I did not send the link, but it can be found here - <a href="#">Response-to-Sustrans-critical-friend-review-cycle-lanes-Station-Road-Yate.pdf (southglos.gov.uk)</a></p> <p><b>YTC RESPONSE OF 09.02.21:</b> Yate Town Council was disappointed not to receive the Sustrans report in December as promised. Now we have received it, we comment as follows:</p> <p>(a) One of the things we have expressed concerns about is the fragmented approach to cycleways and the abandonment of cyclists at critical points where</p>  | P&T by email 03.02.21 |



|            |                  |  |                                  |
|------------|------------------|--|----------------------------------|
|            |                  | <p>the cycleway suddenly stops. Recommendation 1 of the Sustrans report says that junctions need actions (e.g., coloured markings, widening of cycleways, looking at movements at the Eggshill Lane junction/traffic island area etc). We agree.</p> <p>(b) We are worried about the lack of orcas along the cycle lane as there is no protection for cyclists along the route.</p> <p>(c) We refer SGC back to our earlier letters that set out concerns about where the cycle lanes begin.</p> <p>(d) Recommendation 6 suggests further engagement to identify additional improvements to loading areas. The SGC response to this does not align with what SGC has told Yate Town Council about loading.</p> <p>(e) Yate Town Council believes that recommendations 8, 9, 10, 11, 12, 13, 14 and 16 are good ideas to be pursued outside the scope of this scheme, as part of the Yate Masterplan work.</p>  |                                  |
| 11.01.2021 | Kristy, SGC      | <p>I thought I would share a quick update on Longs Drive Car Park.</p> <p>The weight limit on Longs Drive car park is historical and the same as all the other South Glos car parks with traffic orders. We are currently progressing a scheme to increase the weight limit in all of our car parks to 3000kg to cater for the increasing popular SUVs, including hybrid and electric versions which tend to be heavier. Parking Services do not enforce the current weight limit because it is unrealistic. Instead they tend to enforce 'out of bay' parking, so if a vehicle is too large to fit inside a bay it will be ticketed.</p> <p>Separately the Council last reviewed the parking hours for Long Drive just over 2 years ago in October 2018, at that time it was agreed to change from the old 2 hour limit to the current 4 hour limit. At the time the Town Council was consulted and had no objections to the changes. As I mentioned last week we would welcome your feedback on further changes you would like us to consider regarding the waiting limits.</p> <p><b>YTC RESPONSE OF 09.02.21: We repeat our earlier point that currently, there are a shortage of places for traders, residents and visitors to park. The current restrictions in Longs Drive allow some short-term parking, but they do not allow residents or employers or visitors to park for longer periods and we ask SGC to make provision for this. We welcome the good news that the weight limit has been increased to 3000kg.</b></p> | All YTCllrs by email, 12.01.2021 |
| 03.02.2021 |                  |  |                                  |
| 01.12.2021 | YTC to Mark King | <p>Thank you for your very detailed response letter dated 29<sup>th</sup> October.</p> <p>I am writing on behalf of Yate Town Council and we would like to say that we welcome the fact that you have listened to residents and business holders about the cycleway on Station Road and have taken both their and our concerns seriously.</p>  |                                  |

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|  |  | <p>In response to your letter we would like to comment as follows:-</p> <p>We welcome the work being done to try to find parking outside Whirlpool, but as we said in July during the informal consultation stage, Whirlpool has been willing to help the community, for example, by providing land inside their fence for the planters, so we ask that they are approached as they may be willing to move their fence.</p> <p><b>SGC RESPONSE:</b> We will make contact with Whirlpool. To be able to implement car park spaces outside we may need to permanently redesignated their land to the Council.</p> <p><b>YTC RESPONSE OF 09.02.21 – Set out in row dated 05.02.21</b></p> <p>How do we publicise the times when loading is permitted? We think that the public need clarity on this rather complicated matter and would request that South Gloucestershire Council put up signs to clarify the regulations and to avoid any confusion.</p> <p><b>SGC RESPONSE:</b> The times when loading is not permitted is displayed on signs alongside the loading areas. Loading is currently not permitted between 8am – 10am and between 4pm – 6pm. We have received a request to change the loading times to 8am-9am and 4-6pm and are currently reviewing this change. Any change must be based on use of the cycle lane and will require a traffic order variation that will be need to be published. Once a decision has been made on reducing the time we will confirm with both the resident making the request and Yate Town Council.</p> <p><b>YTC RESPONSE OF 09.02.21 – Set out in row dated 05.02.21</b></p> <p>Movements across footways - Whether vehicles go onto driveways in forward motion or reversing gear, it still involves the same number of reversing movements across the footway and cycleway. Could you please address our worry about the increase in reversing movements that this has produced?</p> <p><b>SGC RESPONSE:</b> Agreed that regardless of forward or reversing the number of movements will be the same. However we do not understand why the improved cycle lane provision has increased these movement other than on the small number of additional drop kerbs.</p> <p><b>YTC RESPONSE OF 09.02.21 – Movements across the cycleway and footpaths have increased as on-street parking has been reduced and off-street parking increased. People who used to park across dropped kerbs are now parking on drives, and the movement across footways – particularly in reverse gear – is a concern.</b></p> <p><b>We notice that nowhere has SGC addressed the concern raised at the residents meeting about the need for parking for tradespeople (e.g., window cleaners, roofers etc) to visit residential properties to undertake work. Where will they park? Has SGC considered permits for those occasions or made any other arrangement? This point seems to have</b></p> |  |
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|  |  | <p><b>been missed completely with no provision made, which is unrealistic and storing up a problem.</b></p> <p>We note the figures you have provided, but the 18% do not all have off-street parking, and we do not think you have factored in the flats above and behind the shops, which reduces the figure with off-street parking. Of those who do have off-street parking, relatively few have visitor parking – please can you advise if you included that in the calculations?</p> <p><b>SGC RESPONSE:</b> Thank you for your feedback regarding flats, we have done some further analysis which is attached and shows that on the South side including flats over 80% have access to private parking and the North side no new flats were identified so the previous estimate of 74% is still valid.</p> <p><b>YTC RESPONSE OF 09.02.21: The flats are private, with private parking but not to the levels of the SGC parking standards. Yate Town Council has looked at parking numbers in accordance with the SGC parking standards. How many of the residential properties have parking to meet the SGC parking standards?</b></p> <p>Longs Drive – This parking area is underused for a good reason. It is not well signposted, was not well lit until recently, cannot accommodate the residents who need somewhere to park as it is limited hours, and is not close enough to most of the shops for people collecting items of any size. The crucial thing is that it cannot replace the parking for residents, visitors and traders' staff, which requires more than 4 hours of parking at a time. The weight limit on the car park also means it cannot be used by anything other than a small domestic car. The 4 hours maximum stay and no return for 6 hours is not sufficient if you are having any work done or having family around for a get-together.</p> <p><b>SGC RESPONSE:</b> Thank you for your feedback on Longs Drive car park, we are happy to review the restrictions on this car park but would stress that any increase in period of parking that would facilitate residents parking would distract from visitors parking and those visiting the shops. We would welcome the Town Councils suggestions on the specific changes that they would like to see to parking limits. The car park signage and lighting has already been improved. We are investigating if the weight limit can either be removed or increased and will confirm in due course.</p> <p><b>YTC RESPONSE OF 09.02.21 – Set out in row dated 11.01.21</b></p> <p>Safety of Cyclists. Yes we should re explore Eggshill Lane. A consultation with residents and traders about the idea with a genuinely open mind would be useful, as we will not know what people think without asking.</p> <p><b>SGC RESPONSE:</b> I would suggest that we undertake a short engagement survey to explore the issues before proposing any specific designs or formal consultation and we will arrange this in the next couple of weeks.</p> |  |
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|  |  | <p><b>YTC RESPONSE OF 09.02.21 – Set out in row dated 05.02.21</b></p> <p>We would still like to express our concerns on the danger points commented upon that do not appear to have any solution.</p> <p><b>SGC RESPONSE:</b> Please provide more information as it not clear what danger point you are concerned about.</p> <p><b>YTC RESPONSE OF 09.02.21 – The left turn out of Longs Drive is dangerous for cyclists as the cycle lane starts again right on the corner. The right turn into Cranleigh Court Road is where the cycle lane disappears. Some cyclists have mentioned they are very nervous at this point as it is a vulnerable and dangerous position. The stopping and starting of the cycle lane all the way along is dangerous. For example, it stops and starts the other side of the B&amp;Q roundabout. Some cyclists have been seen using the footpath, but in the opposite direction to pedestrians –this perhaps indicates that they are uncomfortable using the cycle lane.</b></p> <p>We would disagree that Phase 2 will pick up the B&amp;Q roundabout area. It stops and then starts the other side of the roundabout, ie, at the crucial place, on the roundabout where there is no protection.</p> <p><b>SGC RESPONSE:</b> Your comments are noted</p> <p><b>YTC RESPONSE OF 09.02.21 – Yate Town Council would ask SGC to consider making the B&amp;Q roundabout safer for cyclists and using some of the SGC highway verge to facilitate this.</b></p> <p>Right turn movement delays; We would still like to see this matter investigated further. <b>SGC RESPONSE:</b> Please provide more information as I'm unclear which right turn movements you are referring.</p> <p><b>YTC RESPONSE OF 09.02.21 – Comments have been received from residents about delays at all 3 of the main right turn junctions; at Cranleigh Court Road, Longs Drive and North Road.</b></p> <p>There are only two parking areas along the whole of Station Road; one at Sprint Print, the other at Terry's Cycles. You can only stop to load and unload. In the case of the cycle shop, if you want to have your bike repaired, you must leave your bike at the shop, drive away find a safe parking area i.e. Longs Drive approx 20 mins depending on traffic and parking availability, go back to the shop explain the issue with your bike, fill in paperwork and leave. This must be changed to help the business, which is losing customers to the Bike Station, who have their own space. <b>SGC RESPONSE:</b> Your feedback is noted, and we are in ongoing discussion with Terry cycle to explain the loading area. The restrictions permit someone to park their vehicle in a loading area for the purposes of physically loading and unloading. There is no time limit as long</p> |  |
|--|--|---|--|



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|--|--|---|--|
|  |  | <p>as loading / unloading is taking place . If a vehicle is parked without that physical activity taking place for 20 minutes while it's being observed then a penalty charge notice may be issued. When considering the needs of the shop the current arrangement should be more than sufficient, a customer can unload or load their bike and then has up to 20 minutes of time should they be observed before a penalty charge notice would be issued. Previous correspondence has indicated that customers use to take 2-3 minutes to load / unload including competing paperwork.</p> <p><b>YTC RESPONSE OF 09.02.21 – Set out in row dated 05.02.21</b></p> <p>We do not believe that SGC has followed the rules set out in page 14 of the Cycle Infrastructure Design book that came out in July this year, approved by the Transport Minister.</p> <p><a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf</a></p> <p>As I'm sure you are aware through meetings held with Yate Steering group (13/July) and the Yate Town Council meeting (24/July) the scheme was already well progressed and committed for implementation under Active travel Tranche 1 before LTN 1/20 and Gear Change documents were published on 27/July 2020.</p> <p>The head of cycling and walking policy from the DfT, Dr Kevin Golding-Williams, confirmed they do not expect schemes devised prior to publication to be halted.</p> <p>Page 14 says:-</p> <p>Bringing it all together – Making the case for change to get schemes delivered</p> <p><i>A clear stakeholder engagement plan to articulate the case for change can take time but will increase political and public acceptance of a scheme at an early stage. Before any specific proposal is put forward, the ground must be carefully prepared, with the public persuaded of the need for change and an attractive alternative to the status quo laid out that people can get interested in – this should relate proposals to things that affect people's lives directly, not just technical proposals and show why there's a problem to fix. Articulate a clear vision of what you want a place to look like.</i></p> <p><i>Work out every technical aspect of a proposal thoroughly and in detail before you present it, to</i></p> |  |
|--|--|---|--|



|  |  |   |  |
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|  |  | <p><i>anticipate and pre-empt likely objections, and get it as right as possible at the beginning.</i></p> <p><i>When communicating the proposals be confident about it and absolutely be clear about your intentions, the benefits and disadvantages. Proposals must be clear and unambiguous, as detailed as possible, including good maps and drawings, and frank about the disadvantages, to build trust and discourage misrepresentation</i></p>   |  |
|  |  | <p>Unfortunately, Yate Town Council believes that this scheme has all the signs of a rushed project.</p> <p>We have always acknowledge that this project is an experimental traffic order delivered at pace to ensure measures were in place before the main return of work and school in September.</p> <p>We have always agreed that changes would be needed as we learnt from the experience and have taken that learning forward to Phase 2 and Phase 3. Key stakeholders were engaged in a number of meetings prior to the scheme and significant efforts were made to ensure all residents and businesses were fully sighted on the scheme. Yate Town councillors asked us to be more ambitious in our plans at meetings prior to implementation.</p> <p>As explained above LTN1/20 was published 27 July 2020 and the scheme was already well progressed. We have however made efforts to comply as far as practicable with the spirit of the guidance during this experimental phase and will go further as time, resource, funding and availability of materials permits.</p> <p><b>YTC RESPONSE OF 09.02.21 – We understand the timeline but feel the Sustrans report raises the same concerns that we are making as a Town Council in terms of suggested improvements.</b></p> |  |



Via Email to:- [Policy.consultation@southglos.gov.uk](mailto:Policy.consultation@southglos.gov.uk)

## **PHASE 1 – CONSULTATION RESPONSE**

From:-

# Yate Town Council

Our key concern is the lack of vision in the issues and themes document. The themes and issues are ones that could have been included in any local plan in the area since South Gloucestershire was created, whereas we sense we are facing an existential crisis in terms of the quality of life of our residents.

The crises come from a combination of global ones

- The urgency of climate change and the ecosystem destruction on unprecedented scales
- This current, and anticipated future pandemics
- The change in the nature of work – with the growth of Artificial Intelligence, and social change coming from the pandemics
- The impact of globalization and Brexit

And local ones

- South Gloucestershire has in our view reached the point of no return, where building more massive new housing developments will cross a critical point if more is allowed, that will fundamentally undermine the quality of life that the area has long seen as its key identity.
- The fundamental crisis in which young people are leaving the area because of the lack of jobs, lack of transport and facilities of a kind they expect and need, and the lack of affordable accommodation. We don't see that building lots of new developments will solve this, given that not one of the 1500+ houses built in Yate since 2015 has been at a price a person on average local wages could afford. Unlike other products, increasing supply does not reduce prices – unless South Gloucestershire Council gets a more fundamental grip on the prices, percentages of properties on shared equity schemes, and house sizes to ensure that any new development is fundamentally about what can actually be afforded by local people (by which we do not mean the government's 'affordability' concept).

The document still seems to take a fragmented approach to the issues, whereas a holistic vision is needed. We give as an example the 20-minute community approach, which would fundamentally require a rethink of much of this document, in terms of seeing the way the different facilities and aspects of our lives fit together.

We are deeply concerned at the short-termism of the document, for example in its discussion of town centres, there is a real risk of a short-term view about town centres, and a dash to convert high percentages of them to high density housing. We need to be thinking 50 years ahead, well beyond the life of this plan, and building in FLEXIBILITY. Once town centres are redeveloped for high density housing, we will have lost the flexibility to re-develop our town centres in the future to meet the needs of society then. In all major change we need to think about RESILIENCE and FLEXIBILITY to meet the changing needs into the future, not just the current crisis in town centres etc.

The current approach really serves to replicate the discredited WECA Plan, in its disconnection of spatial relationships. It leads to locating new employment areas in one place, and new housing in another – so hard wires in high levels of trans green belt travel. Where as we need to strategically plan out that need.



So, Yate, has lost a lot of employment land to housing, and has not had a single acre of new employment use developed since South Gloucestershire came into being. We are promised a small area of employment land at Ladden Gardens, but this is too small even to accommodate the jobs required for the new housing at Ladden Gardens, never mind making up for the loss of employment land to housing and the need for jobs for those houses. We really need this document to be stating firmly that housing can only happen where there is a sustainable provision of jobs and the full range of facilities within the 20-minute community distance, that will not force people to rely on the private car.

## Page 23 – Travel and accessibility

- It is felt that one of the main barriers to active travel connectivity within our town and to key destinations is the lack of finance and low prioritisation by South Gloucestershire Council. We can point to examples where there were opportunities in eg planning Ladden Gardens for a strategic cycle route, that sadly planners completely ignored, so that Ladden Gardens is being built without any cycling provision and it will need to be retrofitted. It is essential that active travel connectivity and public transport are at the core of any strategic plan and any development master plan, in a way they are currently not. Where active travel is being retrofitted, it needs to be done properly, with routes connected, not in bits that then disgorge cyclists to fend for themselves at busy junctions, needs to be a network not individual bits, and needs to be off road as far as possible.
- The high level of car ownership and use is down to fact that in a lot of the outlying rural areas there is little or no bus service, Rural areas should be more connected to centres where there are transport hubs – and this could be by small buses that run at sensible intervals to and from the hubs. We include within that the continuing need for small bus networks running around within the town to connect people to central transport hubs, and to ensure those hubs are suitable for transfers eg having proper secure covered bike parking.

## Page 27 – Climate change

The document does not go far enough in stating the urgency of this issue, and how fundamental it is to all planning, from net zero houses to 20-minute communities to remove the need for driving cars. We appreciate the government will not let you do some of the things that are necessary and may limit the precise policies you are able to include, but we do hope you will be stronger and clearer in your statement of the crisis and its implications.

## Page 28 – 31 – Environment

- We strongly support all of the items / strategies mentioned here, but they do not go far enough. The percentage of species lost to the planet in the last 10 years alone places us on the edge of one of the great global extinction horizons geologically. The approach does not go far enough and is not yet backed by any practical proposals for how this would be done, for example, with regards to ‘Tree loss and Provision’ doubling the tree canopy cover is no more than empty words unless SGC can explain how they will ensure the land is allocated for this. Right trees have got to be planted in the Right places.

- By proposing to repurpose agricultural land, Food Miles could be increased – and this wouldn't help with carbon reduction. This sort of thinking is indicative of the gaps in the way bits of the strategy have not been connected.

#### Page 32 – Health and Well Being

- We strongly support 'Opportunities for physical activity', the importance of this has been highlighted over the past year with lockdown and Covid-19.
- With regards to 'Accessible health services and facilities' we are extremely concerned that Abbotswood GP Surgery is currently NOT providing most services within our local area – patients are expected to travel miles to other surgeries in the practice (Emersons Green and Downend). With the growth of North Yate and area....we have MIU – but it is felt that hospital provision should be considered – members understand that this isn't the remit of the Local Plan – but would strongly recommend that comment is forwarded to Clinical Commissioning Group's....something like the Vale Hospital in Dursley....with the Yate Town Improvement Masterplan – surely this is something that could be considered? It would have a knock-on effect and help with 'Health issues and inequalities.
- With regards the 'Takeaways and schools'.....this is taking the ice-cream vans outside schools to the next step in a way that completely fails to grasp the issue. The key is the affordability of good quality food,( the emphasis on unhealthy products for BOGOFs for example), and the cost of exercise (many local residents simply cannot afford to use the leisure centre). It feels like SGC is just ticking a box with this one and has not put enough thought into the matter. Members agree if people get into healthy habits at a young age – then this continues into adulthood....it is felt the bigger picture with regards childhood obesity needs to be addressed – not as lecturing people, or as soundbites or box ticking but as actually helping people to make choices. At present the layouts of developments – for example the complete lack of any pedestrian crossings in the whole of Ladden Gardens or Brimsham Park – militates in favour of the car. When we have sought funding to upgrade pedestrian routes, that people from the new developments are wanting to use, South Gloucestershire has refused. It all needs to be connected up and funding available, if we are to enable the change people want.

#### Page 34 – Exceptional Places

- We are deeply concerned about the difference between what is externally regarded as exceptional and what local people, the people affected regard as exceptional. Much of the objection to major new development comes from this failure of the planning process to recognize what people value about their area and neighbourhood. We are fundamentally committed to the view that local people know what matters to them about their community, and their surroundings. It is not about what external experts consider important, it is what THEY, the residents, consider important that we must protect. That may be a bit of land that the experts say has no great value. But it does to the community. We have seen residents and their sense of what makes their area a good place to live trampled by developers, and planners are seen by residents as having sided with developers. This needs to be reversed. Simple things, like ensuring there are good wildlife corridors between existing and new development, that the development integrates into the existing community and is designed with local residents, will not stop developers getting their profits, but will enable people to protect the things they value most. Instead developers are being allowed to build too close to existing houses, and higher ground levels, wrecking what residents valued. This needs to be turned around and the Local Plan needs to contain policies that will give local communities a real say in Master Planning.
- We are concerned about the statement 'Optimising density and walkable neighbourhoods'....they would like reassurance that developers won't read optimising density means increasing density....as this comes at a cost in terms of standards of living environment. There is a difference between high density



and good quality of life, and we need be clear that this is not a blank cheque for building high density slums of the future, but that the overall density must not be high, but with good quality and scale of accessible green space around, and good access to facilities. Less dense developments are more permeable and hence more walkable – the opposite of what the statement suggests – denser developments may have apparent shorter distances to facilities as the crow flies but getting to them is often a circuitous and less pleasant route.

(see comments on Normandy Drive pages 75-90)

#### Page 38 – Planning for New Homes

- Members agree and support the need for ‘Homes to meet needs of elderly’ and this isn’t necessarily sheltered accommodation....it allows them to downsize whilst staying in same area. But planning for the needs of the elderly is not just about house types, densities and location, it is about making the area age-friendly, and that is about attitudes of mind to the needs of the active elderly. So age friendly housing is not all about releasing land for sheltered housing complexes, or apartment blocks with flats no elderly person round here could afford to buy.
- We are deeply troubled by the lack of specific consideration of the needs of young people. Our town is losing young people to the city, because of the lack of suitable facilities. This is not just about accommodation, it is about the range of leisure facilities, the lack of housing, public transport, suitable employment.
- ‘Housing affordability’, we strongly support true affordability of new homes based on local incomes, we do not support basing “affordability” on local house prices and rents because these reflect artificial historic inflation due to previous unrealistic “affordability policies”.
- ‘Planning for different groups’ we strongly support diverse housing to reflect differing needs, too much of the existing housing stock is very similar, there is little diversity.
- Gypsy/traveller and travelling showmen communities’ we would comment that the number of temporary encampments in recent years demonstrates a longstanding shortfall in traveller transit sites – new sites are needed – and this is not addressed by letting developers simply make a cash contribution in lieu of provision..
- ‘Five-year housing land supply’ members feel that the Council and other public authorities may need to consider how it can lead and facilitate land assembly and infrastructure delivery
- – Infrastructure delivery is key, and should be a must not a maybe – and needs to happen before the development, not years after (in N Yate some is yet to BEGIN 5 years after all the houses were occupied)
- ‘We are deeply concerned that the current approach to s106 agreements is not providing enough front loading of when facilities are provided, so yet again they are lagging years behind the housing – and increasingly they are not providing enough money to actually fund the facilities. If a development creates the need for a new school for example, the s106 should be worded to ensure the development itself pays 100% of the cost of building that new school, rather than taxpayers in general bearing the cost. We are seeing landowners become multimillionaires by selling land for development, and then taxpayers on low incomes having their taxes put up to pay part of the cost of the facilities for the new development. This is redistribution of wealth from poor to rich and unacceptable. The development should pay all of the cost, and as a result less money going to the landowners, who will still become millionaires.

## Page 42 – Our Economy

- We recognise there is a ‘Change / Challenge for town centres and highstreets’ Covid- 19 has just added to this. We repeat our comments at the start:
- We need to be thinking 50 years ahead, well beyond the life of this plan, and building in FLEXIBILITY. Once town centres are redeveloped for high density housing, we will have lost the flexibility to re-develop our town centres in the future to meet the needs of society then. In all major change we need to think about RESILIENCE and FLEXIBILITY to meet the changing needs into the future, not just the current crisis in town centres etc.
- With regards to issues 36 – 40..... the key as we have set out above is the LOSS of employment sites to housing in the last 10 years (something you have not even factored into the DAPs as a relevant question), and the growth of housing without equivalent employment land. Rather than releasing yet more green fields, we need a radical approach to employment density, to the desire to work closer to home and the need for a range of jobs locally. We currently face a volume of low-density employment development to the west of the town, which could deliver the same jobs on a much tighter footprint and use the surplus land for other jobs. We are desperately limited in the range of job opportunities which force a great many people to commute unnecessarily. So there is a need for a radical approach to providing new employment within existing zones to create a greater range and density, whilst retaining the existing jobs. We CANNOT allow developers to do what they did at Ladden Gardens, which does not even provide enough employment land for jobs to cover the number of houses being built and instead relies on a fictional number of ‘ working from home’ jobs. The temptation in the wake of COVID will be for developers to try even more of this, and we need to stand firm about ensure there is space for a full range of employment and service opportunities.
- Much of the existing employment is minimum wage, particularly in the services sector, and typically jobs that cannot be done from home. A greater variety of higher skilled and well-paid jobs is needed in this area to stop people commuting out or moving away (this is a significant reason why we are seeing an ageing population).
- We have poor public transport links into central Bristol and to a number of key employment locations - limiting employment opportunities except for people who can drive or can afford to drive.
- This feeds through into low aspirations in terms of employment and education, with lower-than-expected numbers of local young people entering post-18 education and training. This perpetuates the long-standing situation as evidenced by the statistics behind the multiple deprivation indices in our Priority Neighbourhoods.

## Page 47 – Travel and Transport

- We are deeply troubled by the reliance being placed on Travel to Work data that is 10 years out of date already. A lot has happened in ten years – several major local employment sites have become housing for starters, and over 1500 houses have been built in the town. Housing developments and employment patterns have changed travel patterns appreciably since that time, and current data is essential for forward planning. We complained about this lack of proper travel and transport data when we produced our Let’s Get Yate Moving plan in 2015. Since then, South Glos has provided us with up-to-date data on vehicle movements in and out of town at the key entry /exit points. So we do not understand why this is not being used in the study. We are supposed to be planning for the future, not planning for the world as it was 10 years ago. To base a strategy on data that will be a quarter of a century out of date during the plan period is ludicrous. We do not understand why this is the case, as we are aware that data has been collected



- We consider the approach to decarbonizing transport lacks vision, there are clear needs to enable people to get to work, the old works buses used to get people from yate to Filton employment sites in a relatively low carbon manner. We cannot see that public transport is going to return to an entirely private sector model in the foreseeable future and consider councils should be taking advantage of the new context to be more interventionist and ensure buses travel to and from centres of employment and centres of housing at the right times, so, like school buses, they move people effectively from home to work and back.
- ‘Transport Infrastructure’ - We have yet to see any actual outcome from the promises of investment in transport infrastructure – the half hour train service, improved station and bus station facilities, the Park and Ride, the Metro Bus all still remain oft repeated promises. Let us assume the Park and Ride does arrive, that is one thing, over the last 30 years. That is simply not acceptable given the level of development the town has had to face, the lack of hospital, retail, post 16 education and employment range in the town, which forces people to travel to get to health, leisure, retail, education and employment. We are clear that there is a massive catch up that is needed, to get us the public transport infrastructure (and active travel infrastructure) we need to begin to eat into the backlog, even without new development. But at the same time, we need more facilities provision in Yate itself, so fewer people need to travel these longer distances.

#### Page 50 – Supporting Infrastructure

- We hope that SGC have learnt from past mistakes and that infrastructure comes at the same time as the development. This will require a radical rethinking of the s.106 process as we have set out above.
- But the infrastructure need goes beyond the task of meeting the needs of the new. We also have a massive catch-up job, to bring facilities to the town in order to create the 20-minute town.
- ‘Broadband & Digital Connectivity’ Covid-19 has highlighted this further, in future we will see more people working from home, some students may be doing more by distance learning.

In rural communities’ farmers rely on internet now.....so it is key that we get this right – and ensure that people are digitally connected. Ladden Gardens is discovering that its digital connectivity is very poor, with poor mobile signals, and some areas of Brimsham are excluded from the capacity to even become part of the fibre option future. This is unacceptable.

- ‘Drainage & Sewerage’ - The sewage system, has been beyond capacity for many years and we think the document does not fully recognize the severity of the issue and the need for a radical developer funding solution prior to any more development.
- We are disappointed in the view of community facilities, which South Glos seems to see as template things to meet a limited set of needs of new developments. The needs of communities are very diverse, and the strategy needs to explore the current gaps in provision and identify how they can be solved through the planning process. This includes new build to fill gaps and address new need, but also includes opportunities for redeveloping and improving existing facilities. In particular we see a need to increase the connection between indoor and outdoor facilities and remain bitterly disappointed that South Gloucestershire missed the opportunity to co-locate the Ladden Gardens community building adjoining the park, to provide the connection between indoor and outdoor space, which COVID has so vividly highlighted as essential to flexibility.
- In this facilities section there is no mention of the importance of flexibility and resilience, but it is in these community facilities and their response to COVID that we most see the importance of designing for flexible and resilience provision.

## **Page 60 – STRATEGY**

- ‘Potential Urban Lifestyle Locations’ .... the Yate area forms one of these – and members will repeat what they have said before – when talking about optimising density SGC need to make clear that this isn’t about increasing density ....
- We are deeply opposed to the idea of massive levels of new housing in our town centre. We would like to see our town centre redeveloped and modernized but have made clear that this has to be done in a way that ensures there is the flexibility of uses that our town centre needs for its future. We only have one town centre, and over the last 20 years have needed to use that for town wide provision that can ONLY happen centrally as that is the ONLY place that has the necessary transportation links and shared sense of ‘ownership’. When we provide something at one side of town, that is 3 miles from the other side of town, and we end up with pressure to provide 2 of the facility. We therefore need to be able to respond to need in a single, central location. Redevelopment of our town centre for housing, puts that at risk. We have welcomed and will continue to welcome a more diverse town centre, which includes some additional residential uses, but we are deeply troubled by what lies behind the Urban Lifestyle Location. We would welcome uses that make the town more attractive for young people to stay, but this needs to be done in a way that also retains the flexibility and space for us to be able to meet new needs as they emerge – and we are not currently convinced that the models do that. We are still worried this will be interpreted as high-density high-rise housing with minimum footprint facilities (our experience of for example the complete failure to meet Masterplan proposals for the Ladden Gardens district centre gives us good cause to remain extremely concerned).

## **Page 66 – INVESTIGATING THE GREENBELT**

- We are completely opposed to green belt development and want action taken to protect and enhance what is left of it.

## **Page 72 – Green infrastructure and nature recovery networks**

- We strongly support a holistic approach to these aspects

## **Page 72 – Balance between local jobs and resident workers**

- We strongly support reducing need to travel for work and strongly support providing more, and more varied, local employment opportunities

## **Pages 75 to 90 – Urban lifestyles**

- We object to presumption of increased housing density despite the acknowledged need for new developments to cater for working at home.
- ‘Optimising density’ is a misleadingly optimistic terminology – the meaning here is “increasing density”, so why not be clear and say so?
- Members note that the Urban Lifestyles video majors on flats above shops and the like, with the private outdoor space that is acknowledged to be needed being concentrated on small balconies – why is this seen to be desirable, compared to gardens and large public open spaces?
- It is noted that in Yate one of the town’s most recent dense housing development – Normandy Drive – is seen to be crowded, with an unfriendly layout. Principles are needed to stop this becoming the norm. This is an example of urban density and is a complete failure, 57 with parking problems, nowhere for children to play safely, and no connectivity.



**Page 106 to 110 – Urban lifestyles 2 – Suggested Locations - Yate**

- We do not consider Yate is a suitable location for any major new housing development, it needs time to absorb the 1500 already built and the 2500 being built before more development could be even considered, because new development has a massive impact on community infrastructure – and we need the time as a community to integrate the new developments and the facilities they need.
- The one exception is that we consider SOME development in the town centre could take place as part of an integrated vision in the masterplan, but we have set out our very strong concerns about excessive residential development in the town centre and its impact on future flexibility. We are not a city centre and are deeply worried that in this context ‘urban lifestyle’ will translate into high density and no facility housing – and at the same time reduce the flexibility we need for the future of our town centre.
- We are troubled that the urban lifestyles section when it suggests Yate does not recognize explicitly this notion, that we only have one town centre, and we need it to do a whole range of jobs, now and flexibly into the future.

**Pages 137 to 199 – Policies**

- We note that there aren’t currently draft working policies for many of these strategic policies – so we expect to be consulted again once these are available, as the devil will be in the detail.
- The same is true in relation to the Non-Strategic Policies -w e need to see the draft wording before we can comment.

# Planning and Transportation

Appendix 7

## Pending Log as of 2 March 2021

To **NOTE** the status of the following:

|   |
|---|
| <p><b>1. Flooding on Link Road Pedestrian Crossing - Bus Station/ Riverside Carpark</b></p> <p>Correspondence sent to SGC on 6/5/20 requesting when this area is scheduled for attention</p> <ul style="list-style-type: none"><li>• Pedestrian light controlled crossing across Link Road, Yate, between the Bus Station and Riverside Carpark.</li></ul> <p>Reminder issued 23.6.20<br/>Acknowledgement Received 22.7.20 Reference No: 1385118 – Response awaited<br/>Reminder issued 23.2.21</p>   |
| <p><b>2. Wickwar Road / Peg Hill (Southfield Way) Junction Safety</b></p> <p>To <b>NOTE</b> correspondence issued to SGC 20.2.20</p> <p>“Thank you for providing the details attached. Members have reviewed these, however, they have responded to say that they are puzzled by the location shown on the monitoring plan, which shows the junction of “Peg Hill and Gravel Hill Road”.</p> <p>The monitoring they have requested is at the top of Peg Hill (Southfield Way) on the “Wickwar Road” junction.</p> <p>They are becoming increasingly concerned about congestion at the junction itself, and the increase of traffic on Peg Hill combined with the increasing traffic flow on the Wickwar Road.</p> <p>We would be grateful, therefore, if you could supply this data.”</p> <p>Response awaited.</p>  |
| <p><b>3. Mud on Roads, North Yate New Neighbourhood</b></p> <p>Ongoing complaints are being received from residents in the Brimsham area expressing safety concerns over the excessive amount of mud being deposited onto the roads around the North Yate New Neighbourhood, Ladden Brook development currently under construction. There is an ongoing failure of the housing developers wheel washing processes which has been reported to South Gloucestershire Council on several occasions.</p> <p>To <b>NOTE</b> latest correspondence sent to South Gloucestershire Council 24.10.19</p> <p><i>“.... According to the Site Management Plan for the new North Yate Development approved in 2017 as revised in 2018, the ‘Super Compound’ and wheel washing facilities were to be at the top of Randolph Avenue. Leechpool Way was to be a ‘</i></p> |



*temporary site access for the initial six months. We are now 15 months into construction and all construction traffic continues to use Leechpool creating all sorts of problems with mud, speeding vehicles and vehicles parked inappropriately. When are they going to start using the access to the super compound as the sole site access with proper wheel washing there - to spare the residents of Leechpool and side roads ? See page 23 (Appendix 5).*

*In addition, there are going to be traffic calming measures on Randolph and Leechpool to slow vehicles approaching the new sites. When will these be consulted upon with the public and then installed? Residents off Leechpool are suffering from vehicles speeding along there now, and need traffic slowed urgently.”*

To **NOTE** response received 25.10.19 from SGC Planning Officers.

*“After liaising with relevant Highway Officers I can provide the following responses to your enquiry.*

*The Council’s Highway Engineer has clarified that no construction traffic has been using Leechpool Way since last December. It is not possible to access the main construction site via this route due to the main site being fenced off. All construction traffic to the main site enters via Randolph Avenue and exits through the main site compound via the wheel wash turning right towards Randolph Avenue as per the approved plan. Signage has been erected accordingly. Vehicles entering Leechpool Way may be a mixture of residents, including “moving in” lorries, smaller vehicles fitting out or servicing occupied homes or houses nearing occupation. The only heavy construction vehicles since the December date that it is expected to have accessed from Leechpool Way would be those for the final surfacing prior to official opening. There may be the odd occasion where maintenance vehicles will have to access from this end to effect remedial works to the carriageway.*

*The Council’s Design and Operations Engineer has confirmed that due to her workload she has not yet been able to consider traffic calming works to Randolph Avenue. She will however, be considering this issue in due course....”*

To continue to monitor.

#### **4. Pedestrian Safety, Traffic Lights Crossing Station Road**

To **NOTE** correspondence received from South Gloucestershire Council Traffic Management (Assess & Decide) officer relating to the light controlled crossing in Station Road, (left turn at the end of Church Road).

*“I have visited the site to assess the road markings for the crossing which are visible and have forwarded the concerns raised to the council’s Community Engagement team so that they can alert the local Police to the fact that reports have been received of vehicle drivers ignoring the red traffic signal which allows pedestrians to cross on a green signal.*

*When out on site I have made several stops in this location to view and gain a ‘snap shot’ view of traffic manoeuvres of vehicles turning left out of Church Road into Station Road but have not witnessed anything untoward. I will*

*continue to monitor this location. The Council's record of injury accidents for the last 5 years shows that there has been no pedestrian injury accidents recorded in this location of the light controlled crossing in Station Road."*

To **NOTE** further correspondence received from the South Gloucestershire Transport and Environmental Policy Manager.

*Your correspondence has been passed to me to ensure that the current issues experienced at the junction of Church Road and Station Road are considered and addressed as part of any future town centre changes.*

*I have noted the issue and we will feed this in to the evidence to inform the Yate Master plan work that is soon to be started. We will be in touch with further details of this project as it develops.*

To continue to monitor

### **5. Underground Pylon Project – North Yate New Neighbourhood**

It was **NOTED** that the monthly update received from Western Power Distribution advised that they still seem to be assuming the project will go ahead, however the scheme is on hold and it is now highly likely that the scheme will not be started until 2022.

Councillor Willmore to continue to monitor for updates.

### **6. Land Between 13 and 9 Station Road, Yate**

An update received from South Gloucestershire Council on 21<sup>st</sup> April 2020 regarding COM/17/0210/OD, land between 13 and 9 Station Road was **NOTED**.

*"Since my previous update we achieved a successful prosecution against the occupier for non-compliance with the enforcement notice on 12th February at Bristol Magistrates Court. After this we had agreed a new date with the occupier for compliance, which was to vacate the site by 14th June. This was with a view that if this date was not complied with we would have returned the matter back to the courts. However, due to the current Covid-19 situation the restrictions are preventing compliance with our requirements. We will therefore consider our options once the restrictions have been lifted with a view to amended timeframes for compliance. I will update you further with the investigation when the current restrictions have been lifted and we have agreed amended timeframes for compliance."*

Awaiting updates

Reminder issued 23.6.20

### **Holding response received 29.6.20**

*"The above case is still held in abeyance due to the current situation. However, with the restrictions constantly evolving, and slowly being relaxed, we will review the case in the coming weeks to determine our next steps in line with any new guidance at that time."*

Reminder issued 23.2.21



## **7 Flooded Parking (Disabled) Bay between the Library and Kennedy Way Surgery**

The issue reported of a flooded disabled parking bay in the row of parking spaces between the library and the Kennedy Way surgery was **NOTED**.

Correspondence has been issued to establish ownership of the carpark which is now believed to belong to South Gloucestershire Council. It was **RESOLVED** to write requesting that this issue be addressed.

Update awaited