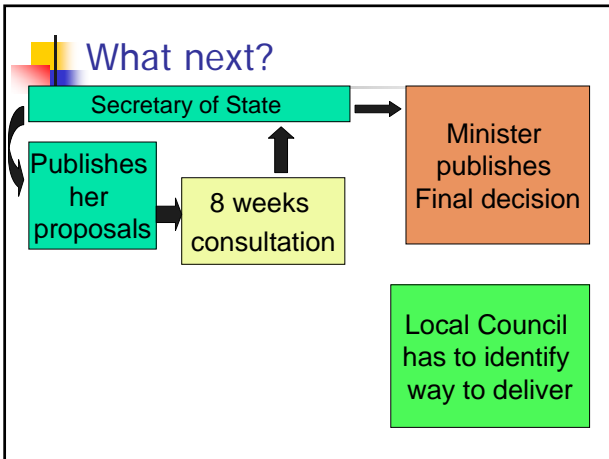
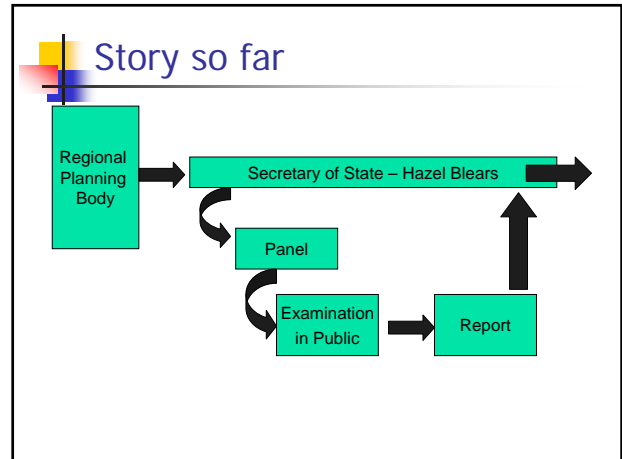


The end of the 'breathing space' we won in 1988

Regional Spatial Strategy



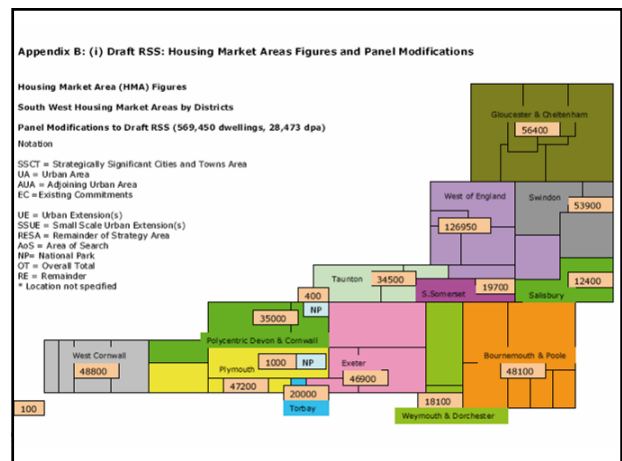
- ### Council delivery of it
- This will be done through a document called the CORE STRATEGY
 - The timetable for the preparation of the Core Strategy is detailed in the Local Development Scheme 2007-2009.
 - The key milestones are:
 - Stakeholder and community engagement on Issues/Options: now – 13 June 2008
 - Publication of Preferred Options and proposals: January 2009
 - Consultation on Preferred Options and proposals: January – February 2009
 - Submission of Core Strategy to Secretary of State: February 2010
 - Consultation on DPD – more detailed documents: February – March 2010
 - Pre-examination meeting: August 2010
 - Examination period: October 2010
 - Adoption of Core Strategy: April 2011
- BUT IN REALITY PLANNING DEVELOPMENT WILL START SOONER**

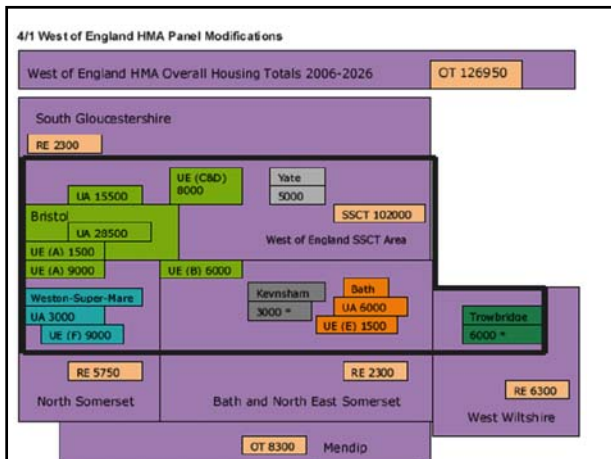
•Government's housing projections say

- 750,000 more people by 2026 in Region
- household size changes

•Regional Spatial Strategy says – where do we house them?

	Draft RSS	2003 DLG	Difference	Panel Mods	Difference	Difference
	2006-2026 Overall net increase in dwellings (Number)	Projections	Between 2003 DLG projections and Draft RSS	2006-2026 Overall net increase in dwellings (Number)	Between Draft RSS and Panel Mods	Between 2003 DLG Projections and Panel Mods
WEST OF ENGLAND HOUSING MARKET AREA	110,200	126,355	- 16,155	126,950	16,750	595
BRISTOL CITY	28,000	29,768	- 1,768	30,000	2,000	232
SOUTH GLOUCESTERSHIRE	23,000	27,499	- 4,499	30,800	7,800	3,301
NORTH SOMERSET	26,000	24,799	+ 1,201	26,750	750	1,951
BATH AND NORTH EAST SOMERSET	15,500	13,353	+ 2,147	18,800	3,300	5,447
WEST WILTSHIRE	10,500	18,804	- 8,104	12,300	1,800	- 6,304
MENDIP	7,200	12,332	- 5,132	8,300	1,100	- 4,032
SWINDON HOUSING						





Bristol/Bath allocations

	Panel Modifications	DCLG 2003 difference
Bristol City	30,000	232
S.Gloucestershire	30,800	3,301
North Somerset	26,750	1,951
BANES	18,800	5,447
West Wiltshire	12,300	-6,304
Mendip	8,300	-4,032
	126,950	+595

Comment: note W Wilts and Mendip went down compared to 2003 DCLG figures

	Panel
Urban Area <i>(extra 2,500 at Cribbs Causeway and Filton)</i>	15,500
Urban Extension	8,000
<i>Area of Search at Yate 5,000</i>	5,000
Remainder of District <i>(Increase by 15%)</i>	2,300
	30,800

Why here?

Comment: in these and following slides the quotes from the Panel Report

- “In seeking further locations to accommodate additional development we have placed the emphasis on sustainable development principles. As a result we have looked for locations that are well supported by public transport facilities and which can offer an existing range of local services and employment opportunities.”
- In addition we have taken into account the available information on environmental constraints and the main purposes of the Green Belt.”

The developers told us so

- “We also had regard to the advice submitted by developers and their assessment of the sustainability implications of their proposals and the impact of the proposals on the Natura 2000 sites.”
- “We are of the view that substantial opportunity exists to accommodate development without significant environmental impact. A number of representatives of the development industry highlighted this area as a sustainable location.”

- The output of our considerations was the identification of opportunities at Yate and Keynsham.”

How does the Panel see our town?

- “There is a considerable range of existing facilities in terms of education, shopping and leisure facilities and employment opportunities.
- The proximity to the M4 and the links to Bristol support the views put to us that the area would be attractive to commercial and business investors should business development opportunities be released in conjunction with residential development in the area. “

■ “The settlement is also well linked to other parts of the conurbation by public transport.

- The town has a bus station with a number of bus services linking the area to other parts of the city region.
- There is also a rail service to Bristol and an opportunity to achieve an upgrade to the city region rail system through the release of development. A turnback facility at Yate station would facilitate a half-hourly cross-Bristol service and could be linked to the release of additional development. **We note that further development could generate problems on the road links to the city, M4 and M5.”**

But why 5000?

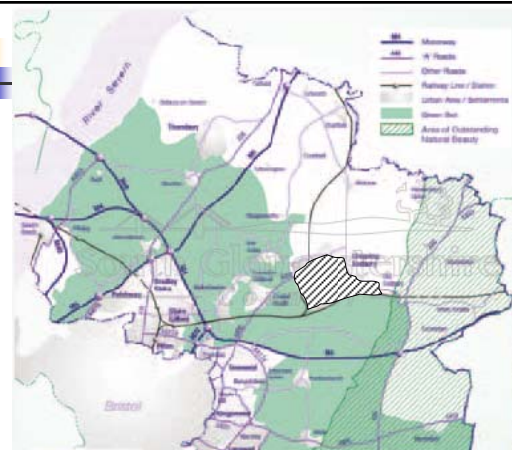
- “A Strategic Sustainability Assessment was submitted as a supporting document. This document was submitted in relation to a proposal for 2,000 dwellings and 15 ha of employment development, but in our view there is considerably more scope for development and we propose a total of 5,000 dwellings.”

Where can they go?

- The Panel and the Minister don't say exactly where they should go.
- South Gloucestershire Council is left to do the dirty work.
- If they don't the developers will decide and get consent on appeal direct from the Minister.

Where might they look?

- Green Belt
- AONB





Where might they look?

- Green Belt
- AONB
- Existing Quarry works and consents (grey hatch on previous slide)
- Common land (red hatch on previous slide)
- Sports fields aren't protected
- Costs of roads over railway lines
- So, build to the north of Yate – and Chipping Sodbury?.....
 - **BUT – is there room?**
 - **NOTHING is ruled out**

Nothing is ruled out

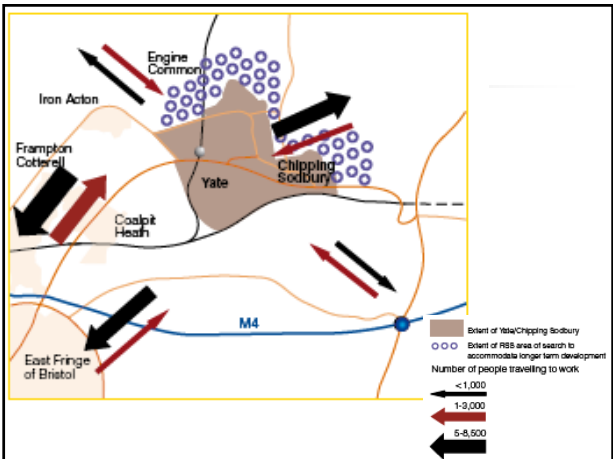
- “As a result of our proposals there is a need to consider possible amendments to the general extent of Green Belt coverage.”
 - Refused to add to Green Belt here
 - Green Belt purpose is “to prevent the coalescence of settlements principally Bristol, Bath and Weston-super-mare” – not to stop Yate and Bristol joining up
 - Inner edge of Green Belt more vulnerable but....

Commons and sports fields

- Common land can be built on – but replacement common land has to be provided
- Sports fields can be sold for building
 - Chipping Sodbury Town Trust own the Ridings. They're land rich, but cash poor
 - Would they sell the Ridings for housing and use the money (£1m+ an acre) to buy and build replacement new facilities?

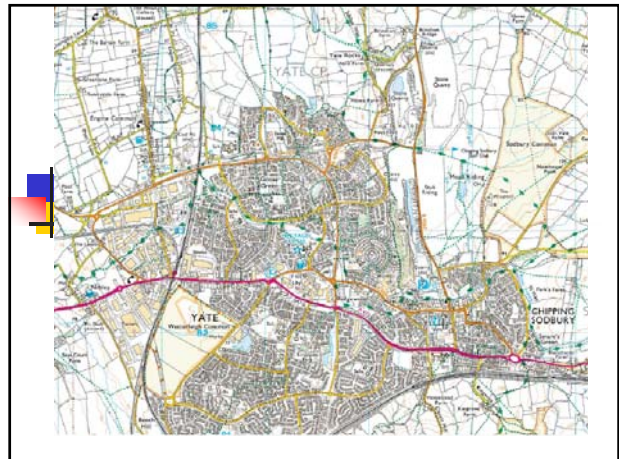
What's good and bad here

- The two things residents like most about the area are access to green space and access to shopping nearby
- The two things residents like least are traffic and congestion and poor public transport



Traffic issues

- 7000 cars
- 68.4% of local residents who work drive to work
- 46% of local residents who work commute out of SYD
 - mainly to North Fringe and Bristol
- Need for new roads WITHIN town – and beyond



Is it possible to get 7000 cars in and out of the area?

- Need for us to explain current problems
- Predict how new households would drive
- Lobby for the right roads – or St John's Way becomes a nightmare....

The RSS says

- “We note that further development could generate problems in the road links to the city M4 and M5”
- No mention of traffic issues *within* the town
- Relies on improvements to the train service from Yate Station
 - Yet 1.5% of our workers travel to work by train

Scale and pace of growth

- 34% growth in size of SYD
- Now until 2026
- Local Development Framework to be produced
 - Site search
 - Master plan
- Works starting 2010?
- Can we insist roads and services put in FIRST?
- 5000 houses in max 16 years = 300/year
- Impact of new building on housing prices?

What sort of housing?

- Government says – at least 30 dwellings per hectare
- Panel report says – average 40
- South Glos current suggesting 45
- What does that look like?
 - Brookthorpe Court is 50/hectare
 - 14 flats on The Lawns Car Park = 70/hectare
 - Brimsham Park c 15/hectare

What types of housing

- 1/3 affordable housing (social housing)
- Market led
- Relatively little ability to control type within overall totals
- “Better by Design” (DCLG) gives an idea of the current design styles

Starter homes

- Local young people can't afford to get on the property ladder
- But we don't need 5,000 starter homes
- No way we can ensure any of the houses are for local people – or at prices young people can afford
- New houses tend to be more expensive than existing houses

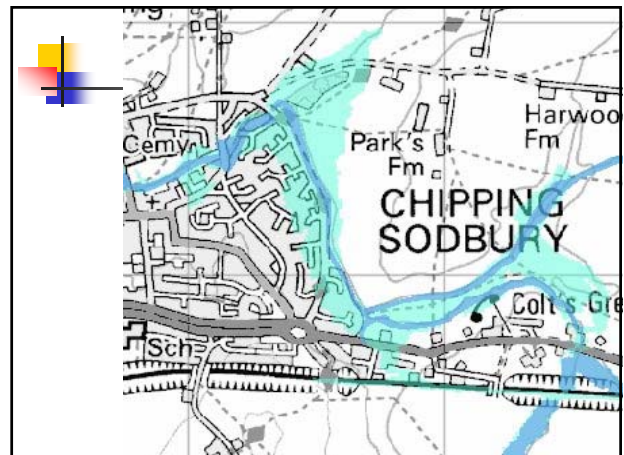
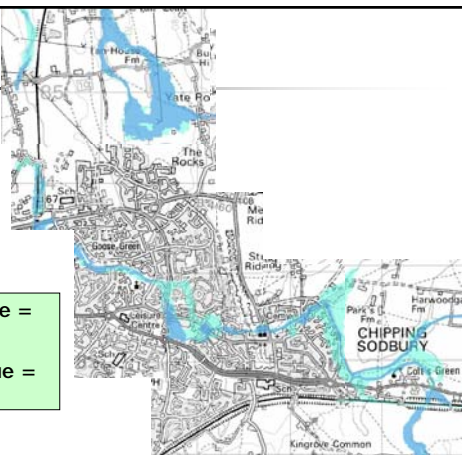
Employment

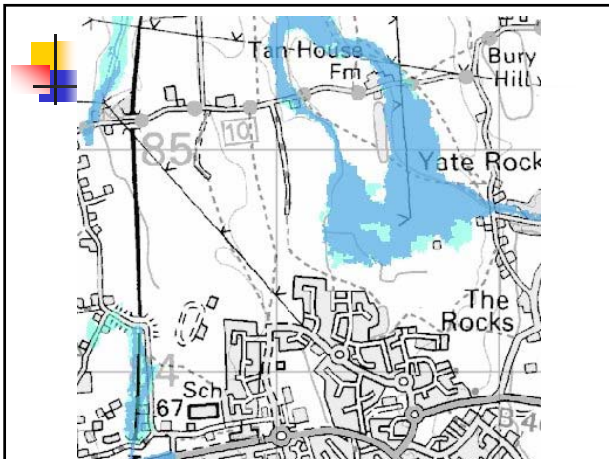
- NO mention of specific employment provision
- Talks about employment in Bristol, Bath and Weston, then says – that's for the local council to sort out
- Either allocate an industrial zone the size of Stover Road OR extra commuting – no surplus jobs locally

Water & Sewage

- Flood risks
 - Grounds for resisting?
 - The following maps from the Environment Agency show the 1 in 75 year flood risk. This level of flood risk on the Severnside Area has led to it being rejected as a development zone – so why not here too?
- Sewage
 - - developers will have to pay for sewage improvements – is there capacity?
- Surface water
 - flooding downstream – capable of solution?

Dark blue =
1:100
Light blue =
1:1000





Schools for 5000 houses

- Approx 1000 primary places and 1000 secondary
- Surplus places currently
 - primary 500
 - Secondary 300
- Developers will have to fund one secondary and 2 primaries
- Displacement effects southwards

Will we get more facilities?

- NO
- We will get either land, buildings or money towards the facilities that the new houses will need.
- We will NOT get anything 'extra'

Cash and land for other facilities

- Shops
- Library
- Health Care
- Is there room in the town centre for these?
- Community Buildings
- Cinema / nightclub/bowling etc

Open space

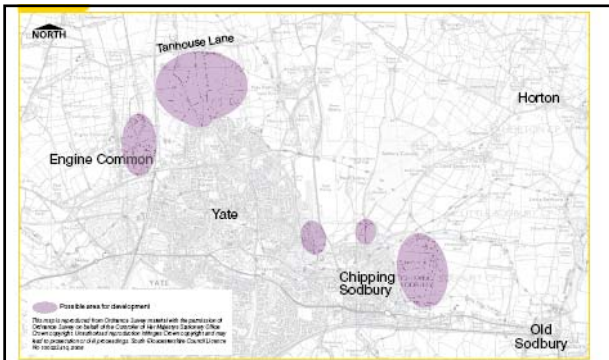
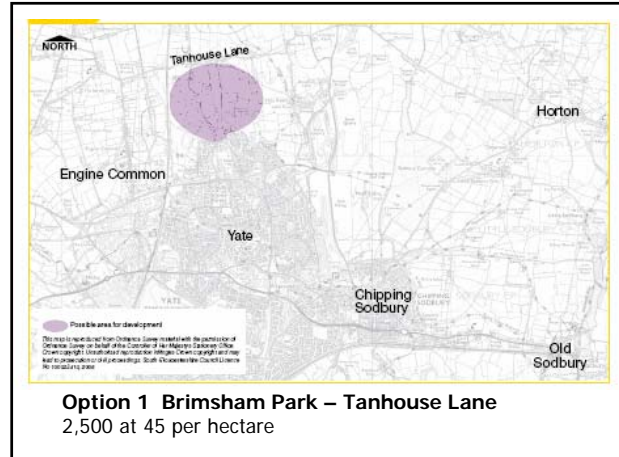
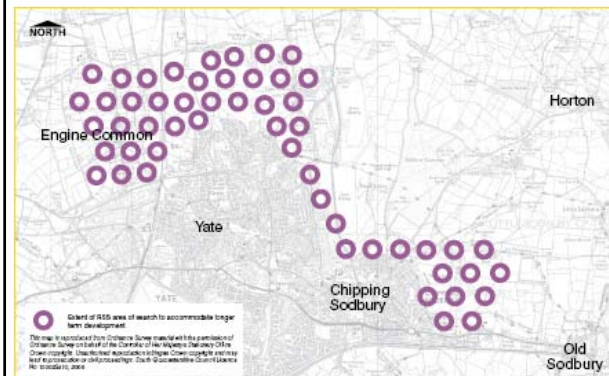
- 'needs assessment' not strict quota, but
 - Approx 60 acres of sports fields
 - Approx 60 acres of informal open space
 - In total = size of Yate Common

Core strategy

17.22 At this stage we have identified some key services, facilities and transport infrastructure which will be required in this urban extension. These requirements will become clearer as the detailed design of the extension is progressed.

..... NO mention of buses, roads, park and ride

Where are they looking?



What can you do?

- Give us your email – so we can alert you as soon as the Minister publishes the plan and keep you posted on campaign events
- Write objecting
- Get involved in the Community Plan
- TELL US YOUR WORRIES – YOU may spot something we haven't

Core Strategy Comments

- Comment by 13 June
- Exhibition here
 - Tues 20 May, 2 – 7.30pm
- On line at: <http://consultations.southglos.gov.uk>
- Send questionnaire (or write) to:
 - Freepost, South Gloucestershire Council, Council Offices (SWB 243), Castle Street, Thornbury, BS35 1ZZ

UNITED we stand

- Vital we don't get into a Yate v Sodbury debate
- If Sodbury people write saying why the housing should go in Yate, and Yate people write saying why it should go in Sodbury WE'RE DOING THE DEVELOPERS JOB FOR THEM
- WHEREVER the houses go, the impacts will affect us ALL

Wherever the houses go

- Roads – same number of cars crammed onto roads like St John's Way
- Same pressure on schools
- Same impact on all our other services
- Same shortage of employment sites

CAMPAINING AGAINST THE 5000 -
TOGETHER

