



STATEMENT OF COMMUNITY INVOLVEMENT

Land to the south of Charfield

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1.0 INTRODUCTION

- 1.1 The purpose of this Statement of Community Involvement (SCI) is to detail the consultation undertaken with various stakeholders in the formulation of proposals for a residential-led development on land to the south of Charfield.

This report illustrates how the design process has considered comments from the various consultation activities, which were held to engage with the local community and stakeholders.

- 1.2 The revised application, submitted on behalf of CEG and the Charfield Land Consortium (the applicant), comprises:

Outline permission with all matters reserved (other than accesses) for a mixed use residential-led development including:

- preparatory works;
- Up to 525 residential units (Use Class C3, including affordable homes and Use Class C2/C3 housing suitable for the elderly) with provision of a reserve site for a new 3FE primary school with playing fields (Use Class D1);
- up to 1ha of land for a neighbourhood centre, comprising 0.7ha with provision for 1,800 sq.m of commercial floorspace (up to 500 sq. m A1, 500 sq. m A1/A2/A3/A5/B1 and 800 sq. m D1 community uses) and up to 0.3 ha additional employment provision.
- provision of green infrastructure including: 3 playing pitches (1 x senior pitch and 2 x junior pitch), open space, parks, natural and semi natural green space, amenity green spaces and facilities for children and young people;
- provision of associated infrastructure including footpaths/cycleways and vehicular accesses; and
- provision of associated engineering and landscaping works including SUDs.

- 1.3 The purpose of the programme of public consultation for the original application and revised planning application is ensure the local community and stakeholders are aware of the draft proposals and have an opportunity to comment on and influence the process prior to formal submission of the planning application. The scope of the public consultation is informed by and responds to recent planning guidance in terms of interaction with the public as part of the planning process and to supplement the statutory consultation process.

- 1.4 Accordingly, this SCI sets out the public consultation undertaken in advance of the submission of the planning application to South Gloucestershire Council (SGC). This document should be read alongside other key application documents, including

the Design and Access Statement and accompanying technical reports which explain the scheme in further detail, and the way in which feedback from the various consultation activities has influenced the emerging scheme proposals.

This SCI is structured as follows:

- Policy Context
- Background and Approach to Consultation
- Pre-application Consultation
- Consultation Findings
- Issues and Themes
- Implementation and Rationale

2.0 POLICY CONTEXT

2.1 Introduction

- 2.1.1 This section of the SCI provides a succinct overview of relevant national and local legislation and policy/guidance in relation to community involvement in the planning process.

2.2 Localism Bill (2011)

- 2.2.1 The Localism Bill was introduced to Parliament on 13 December 2010 and was given Royal Assent on 15 November 2011, becoming an Act (“the Act”). The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:

- Community rights
- Neighbourhood planning
- Housing
- General power of competence
- Empowering cities and other local areas

- 2.2.2 Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.

Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:

“(1) Where—

(a) A person proposes to make an application for planning permission for the development of any land in England, and

(b) The proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).”

Subsections (2) and (3) state:

“(2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the

attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

(3) The person must consult each specified person about the proposed application.”

Subsection (4) outlines the requirements in regards to publicity of applications:

“(4) Publicity under subsection (2) must—

(a) Set out how the person (“P”) may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and

(b) Give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.”

- 2.2.3 The Act also sets out a duty to take account of responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.

2.3 The National Planning Policy Framework (NPPF) July 2018

- 2.3.1 The revised National Planning Policy Framework was updated on 19 June 2019 and sets out the government’s planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in March 2012, and subsequently revised in July 2018 and February 2019.

The NPPF sets out the Government’s planning policies for England and how these are expected to be applied.

- 2.3.2 The NPPF outlines the importance of pre-application engagement and front loading local resident and stakeholder consultation prior to the submission of an application.

Paragraphs 39 - 46 relates to pre-application engagement. Paragraph 39 sets out that early engagement on design with all parties produces the greatest benefits for the overall outcome of a scheme and states:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”

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- 2.3.3 The NPPF encourages pre-application discussions with other consenting bodies to ascertain if a development is acceptable in principle and to resolve issues at pre-application stage. Paragraph 40 states:

“Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they do offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community before submitting their applications.”

Paragraph 128 highlights the importance of engaging with the wider community during the design process. It states:

“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”

Further revisions have been made to national planning policy in recognition of the challenges posed by the coronavirus. The pre-application consultation within this document was undertaken in advance of the virus lockdown. However, any further engagement will take account of the new social distancing recommendations including online meetings.

2.4 Planning Practice Guidance (PPG)

- 2.4.1 The Planning Practice Guidance (PPG) is an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and useable way. The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.
- 2.4.2 This was updated in October 2019 and includes Guidance before Submitting a Planning Application. This sets out process and expectations on pre-application discussions

Further revisions have been made to national planning policy in recognition of the challenges posed by the coronavirus. The pre-application consultation within this document was undertaken in advance of the virus lockdown. However, any further engagement will take account of the new social distancing recommendations including offering online meetings.

2.4.3 The value of pre-application engagement is set out as follows:

“Pre-application engagement by prospective applicants offers significant potential to improve both the efficiency and effectiveness of the planning application system and improve the quality of planning applications and their likelihood of success. This can be achieved by:

- providing an understanding of the relevant planning policies and other material considerations associated with a proposed development*
- working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development, including, where relevant, the need to deliver improvements in infrastructure and affordable housing*
- discussing the possible mitigation of the impact of a proposed development, including any planning conditions*
- identifying the information required to accompany a formal planning application, thus reducing the likelihood of delays at the validation stage. The information requested must be reasonable*
- putting in place a Planning Performance Agreement where this would help with managing the process and agreeing any dedicated resources for progressing the application*

The approach to pre-application engagement needs to be tailored to the nature of the proposed development and the issues to be addressed.”

2.5 South Gloucestershire Council’s Statement of Community Involvement (SCI)

- 2.5.1 SGC’s current SCI was adopted on 28th January 2015. The Council has also published a neighbourhood planning protocol and an update SCI will follow to incorporate this and other updates.

Section 4.23 to 4.30 of the adopted SCI sets out information about pre-application consultation as follows:

“Pre-application engagement for major development sites

4.23 The council consults widely for every planning application received but recognises that some proposals, because of their size, nature, complexity or likely impact, will benefit from early engagement well before an application is submitted.

4.24 A number of changes are proposed to the process for pre-application engagement on major sites following a review of existing procedures set out in the 2008 SCI. The changes proposed are not extensive and are intended to clarify the terminology used and ensure consistency of use for the various stages of the planning process. These changes are also intended to increase elected member, town and parish councils and public involvement through the application process.

4.25 Major development is grouped into two bands – ‘major sites’, and ‘very major sites’. The definition of these sites is set out in the table below.

4.26 For major sites the council will encourage developers to undertake pre-application consultation tailored to the scale, complexity and nature of the proposals. This could range from a simple letter to neighbours and local councillors inviting comment, through to a full exhibition or workshop. The subsequent design and access statement (DAS) should reflect how any issues raised have been addressed in the proposals.

4.27 For major sites, and where required through statute, the council will expect preparation of a design and access statement (DAS). The DAS provides a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users. A DAS must explain how the design principles and concepts have been applied to the proposed development. It must also demonstrate how the proposed development’s context has influenced the design. The statement must explain the applicant’s approach to access and how relevant development plan policies have been taken into account, any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed. The level of detail in a design and access statement should be proportionate to the complexity of the application, but should not be long.

4.28 The council will expect public engagement and consultation in the preparation of the design and access statement. Comments made should be recorded and addressed in refining the design response to the site and the preparation of design principles that will guide development.

4.29 The council supports the principle of a plan led planning system and will expect sites of typically over 1,000 dwellings (or equivalent) or those which would depart significantly from established planning policy, to be promoted through the local plan and SPD processes for site briefs set out in Section 3.

4.30 Where a developer/agent intends to submit an application for a non-allocated site, the council will expect the developer/agent to undertake pre-application community engagement of a scale and type proportionate to the development”

The tables below are extracted from the Council’s SCI:

MAJOR, VERY MAJOR OR SIGNIFICANT DEVELOPMENT SITES			
Stage	Major Sites	Very Major or significant sites**	Who?
Planning Policy	Issues report Public engagement/ consultation (desirable)	Issues report Public engagement workshop Potentially a supplementary planning document	Council Council Council
Outline planning application	Design and access statement Pre-application community consultation	Design and access statement Master plan Pre-application community consultation	Developer Developer Developer (in consultation with council)
Prior to reserved matters application		Scalable masterplan Design code submitted (and agreed by the council where appropriate). Consultation with members and key stakeholders where appropriate	Developer Developer Developer

Major Site	10-199 dwellings 1 – 4 ha 1,000 – 10,000m ² commercial floor space
Very Major or significant sites**	Over 200 dwellings Over 4 ha Over 10,000m ² commercial floor space
Issues report	Sets out factual information about the site including site history, policy context, survey material required, key constraints, opportunities, and likely areas for Section 106 contributions. Succinct format, with site location plan. Prepared by the council or the developer/promoter of the site, subject to discussion of the approach being agreed at the outset
Public Engagement Workshop	Site visit and consultation workshop in which key issues about the site development are presented for discussion with key stakeholders. Workshop to be organised by the developer/promoter using an approach agreed with the council.
Design and Access Statement	The design and access statement provides a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users. It sets out the vision and broad design principles to guide the development of the site at reserved matters stages of planning.

2.6 Summary

- 2.6.1 Increasing community participation is a key objective in the Government's reform of the planning system. This is supported by the Council's adopted SCI.
- 2.6.2 Consistent with this approach, the Applicant has engaged with the community as the proposals have evolved. This has enabled those affected by, and those most likely to be interested in, the proposals to have the opportunity to have their views considered and input into the process before an application is submitted.
- 2.6.3 This SCI details the consultation undertaken, the key outcomes and how they have been addressed. This process was in full accordance with the Government's guidance for pre-application community involvement in major planning applications, and SGC's adopted SCI.

3.0 APPROACH TO CONSULTATION

The following section outlines the consultation objectives, methods employed, processes undertaken, and the individuals involved.

3.1 Consultation Objectives

The following consultation objectives were identified for the project:

- To reach those who are likely to be affected by the proposals and those groups and individuals who are likely to have an interest in the development
- To engage with representatives of the Council, key stakeholders, groups, residents and businesses in the area to discuss the proposals in more detail
- To provide detailed information at events, by post and online to allow respondents to review the information in their own time
- To publish contact details for the team so that queries could be raised, and the proposals discussed in more detail at a time to suit
- To allow adequate opportunity for the community to consider, understand and comment on the development proposed
- To take note of the comments given during consultation, consider whether any changes to the scheme are feasible in the development context, make those changes and provide feedback

3.2 Strategy

3.2.1 Throughout the consultation process, the approach of the project team has been to respond positively to consultation responses from local residents and other consultees and, where practicable, amend the proposals to address concerns or make provision for appropriate mitigation as part of the development proposals. The consultation process for the original and revised planning applications has comprised a combination of:

- Distributing leaflets to the 998 households and businesses in the local area via the Royal Mail to ensure receipt. These included details of the consultation, the events, website and contact details for obtaining further information a copy of the leaflet can be seen within this document
- Sending letters to Charfield and Wotton under Edge Parish Council, as well as local SGC Councillors, explaining that a public consultation event was being held and to provide them with the opportunity to visit the event and discuss the proposals with the team.

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- Holding a public consultation event on a Saturday to enable residents to discuss the options for the site with the team and provide their comments and feedback through questionnaires
 - Creating a dedicated website where all the exhibition boards and questionnaires were available to download, review and provide comments. Updating the website with details about the revised application
 - Attending SGC's Stakeholder Workshop for Charfield as part of the Joint Spatial Plan's Strategic Development Locations
 - Undertaking pre-application meetings and discussions with Council officers and statutory consultees
 - Organising a liaison group involving South Gloucestershire Council officers, the local ward Councillor and representatives from Charfield Parish Council, Tortworth Parish Council, Charfield Neighbourhood Plan, Charfield Primary School, the Memorial Hall, Fighting for Charfield and the greenway group
 - Attending meetings with stakeholders to discuss the proposals.
 - Organising online video meetings via Zoom and Teams to enable discussions about the revised application when face to face meetings were not permitted due to the Covid-19 lockdown.
 - Creating a brochure which provided details about how the planning application responds to feedback. Providing copies of the brochure to representatives of local groups so that it could be shared on village websites and social media sites.

3.3 Engagement with Consultees

3.3.1 South Gloucestershire Council (SGC):

A series of meetings, including numerous formal and informal pre-application meetings have been held with SGC officers and representatives from a series of disciplines between 2016 and 2018 as part of the design process for the original planning application, to enable detailed discussions regarding the proposals. These meetings provided a framework for the draft proposals and emerging designs to be discussed and agreed. Further meetings were organised with officers to discuss the revised planning application in 2020.

Local councillors were sent copies of the leaflets regarding the public consultation event and invited to a stakeholder preview. A briefing online meeting was held regarding the revised planning application with key Councillors and the local Ward Councillor was invited to the liaison group meetings.

3.3.2 Statutory Consultees

In addition to the pre-application meetings, the team has engaged with officers on technical matters including highways, community development, conservation and design, archaeology and heritage. The team has also been engaging with statutory consultees including:

- SGC Landscape Officers to determine the extent of the landscape and visual study area and viewpoints
- SGC Public Rights of Way Officer regarding the footpath network within the site
- SGC Ecologist to discuss survey scope and the results of the surveys. The SGC Ecologist also attended a site visit to discuss existing ecology on the site, constraints and likely required mitigation
- SGC Archaeology and Historic Environment Record officer to agree the scope of the investigation and the scope of the works. The SGC Archaeology and Heritage England officer also attended a site visit during the phase of archaeological evaluation trial trenching
- SGC, Gloucestershire County Council and Stroud District Council, Highways England and local bus operators regarding transport matters
- Pre-application consultation with the Environment Agency regarding the site's flood zone designation.
- Meetings were had with water service providers regarding water supply, wastewater treatment and sewerage

Technical studies were submitted both with the original application and updated as part of the revised planning submission. These have taken note of discussions and engagement that has been undertaken in the preparation of these documents.

3.3.3 Charfield Parish Council

The team met with Charfield Parish Council on the 10th April 2018 to answer questions and provide further information about the emerging proposals. Parish Councillors were also invited to a stakeholder preview of the public consultation event to discuss the masterplan and design, as well as inputting into the consultation process.

Parish Council representatives also attended liaison group meetings in July, September and November 2018, January, March and May 2019 and July 2020, the latter being an online meeting due to the Covid-19 lockdown.

An online meeting has also been offered with all Parish Councillors in July 2020.

3.3.4 Stakeholder Consultees

Meetings have also been held with other stakeholders to share information about the proposals and answer queries. This has included:

- Luke Hall, MP – 15th February 2018 and an online meeting to discuss the revised application was offered in July 2020
- Charfield Primary School – 28th June 2018 and a virtual meeting to discuss the revised application on 3rd July 2020.
- CEG also attended SGC's Stakeholder Workshop for Charfield as part of the Joint Spatial Plan on the 10th April 2018

3.3.5 Community Liaison Group

CEG approached the SGC Ward Councillor and officers, Charfield Parish Council, Tortworth Parish Council, Charfield Neighbourhood Plan Group, the local school, the Chippings Surgery, Fighting for Charfield, the Greenway Group and other local developers to invite representatives to regular liaison group meetings. CEG has also invited members of its project team to enable more detailed discussion on key topics such as highways and design.

Liaison group members were encouraged to share updates and information with the wider Charfield community through their well populated membership databases and social media channels.

The meetings were held on the evenings of:

- 25th July 2018
- 12th September 2018
- 7th November 2018
- 16th January 2019
- 20th March 2019
- 22nd May 2019
- 9th July 2020 (virtual meeting due to Covid-19 lockdown restrictions – see below)

In order to discuss the revised application in more detail an online meeting was organised with liaison group members on the evening of the 9th July 2020. The next meeting has been arranged for 2nd September 2020 in order to discuss the revised application in more detail once members have an opportunity to digest all of the documentation post submission.

Further meetings will be held, usually bimonthly, in order to ensure regular communication, discussion, feedback and input between all parties. Minutes of the meetings are available upon request.

3.3.5 The Wider Public

CEG organised a public consultation event, in conjunction with Bloor Homes, on Saturday 12th May 2018 at the Memorial Hall in Charfield. The event was open to the public between 9am and 1pm. A stakeholder preview was offered to SGC Councillors and Charfield Parish Councillors on Friday 18th May 2018.

A leaflet inviting residents to the exhibition was posted to all the 998 local addresses shown on the map below via the Royal Mail:



A copy of the leaflet is shown below:

BLOOR HOMES

ceg

FUTURE CHARFIELD

Please drop into the event at any time between 9am and 1pm on Saturday 19th May 2018 at Charfield Memorial Hall, Wotton Rd, Charfield, Wotton-under-Edge GL12 8TG.

South Gloucestershire Council is producing a new Local Plan that will guide planning decisions across the District. It will be informed by the Joint Spatial Plan (JSP) which has been prepared and submitted for examination by South Gloucestershire, Bristol City, Bath & North East Somerset and North Somerset Councils.

The JSP identifies Strategic Development Locations (SDLs) which can help to meet the very pressing need for new homes on a larger scale. Charfield is one of five locations in South Gloucestershire identified as suitable and sustainable to accommodate some of the area's much needed new homes and facilities.



The exhibition boards and comment form will also be available at the website www.future-charfield.co.uk from the 19th May 2018.

Bloor Homes and CEG would like to invite you to attend a public consultation event to find out more about the masterplanning work for two sites within Charfield.

The developments can accommodate some of the housing proposed for the area up to 2036, alongside investment into new facilities, education, healthcare, transport improvements and new accessible green spaces including parks, footpaths and cycleways.



You are welcome to drop into the exhibition at any time between 9am and 1pm on Saturday 19th May 2018. The exhibition boards and comment form will also be available at the website www.future-charfield.co.uk from the 19th May 2018.

The event provided exhibition boards including information about the Joint Spatial Plan, proposed development sites, site characteristics, opportunities and constraints, local housing requirements and the planning/development process. The boards explained the process that was being undertaken to plan and design developments that could be subject to a future planning application. The boards asked for opinions on the masterplans shown. A copy of the exhibition boards can be found in **Appendix A**.

The event was manned throughout by CEG and its team to answer questions relating to the development scheme, including design, highways and transport, drainage, flooding, masterplanning and the consultation and application process.

Residents were encouraged to complete questionnaires at the event or to take them away and post back. A copy of the questionnaire can be found in **Appendix B**.

A brochure was created and distributed to provide information about how the original application responded to feedback. This brochure was updated and redistributed in July 2020 to provide information about the revised application. A copy of this can be found in **Appendix C**.

4.0 PUBLIC CONSULTATION FEEDBACK – 2018 AND 2019

- 4.1 A total of 998 homes received an invitation to the event in the post. 68 residents attended the event and 15 questionnaires were completed, eight of which were handed in at the event, with a further seven being sent in by email, through the website or the postal address.
- 4.2 The exhibition boards highlighted a series of key aims which incorporated transport improvements, protection of the village character, engagement with the local community, investment into existing facilities as well as the provision of new, contributing towards an around the village greenway and a better housing mix. The first questionnaire on the comment form asked respondents if they agreed with the priorities detailed and asked if there were other ideas the team should consider. The response was:

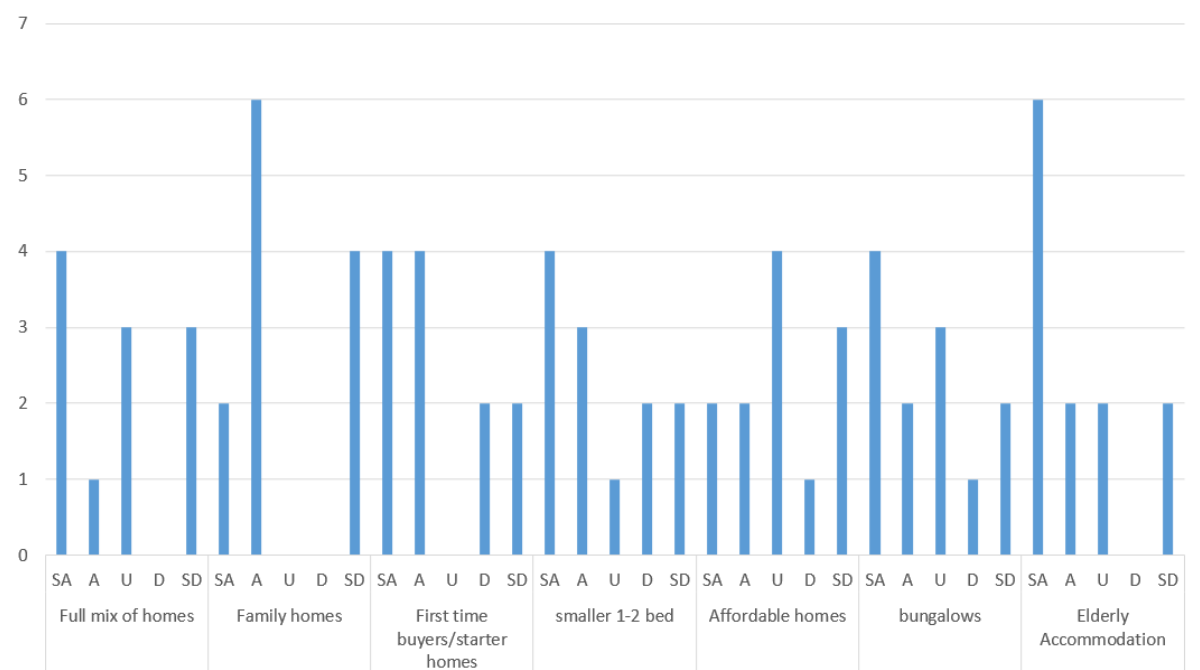
Comment	No. making this comment
A new supermarket / Tesco express	11
Construction management needs to be better (Bellway issues cited)	1
Village has no character this plan looks as though it will add character	1
Transport and road issues. Need more improvements	2
Can't believe will generate enough money for these wonderful plans	1
Enough development underway	1
Development will destroy character	2
Zero carbon	1
Safe foot/cycle route to KLB school, Renishaw and Wotton	1
15 min circular bus route to Wotton and Kingswood	1
Railway station first so its sustainable	2
Needs to be substantial rather than just better in terms of housing mix	1

- 4.3 Placemaking was explored on the exhibition boards. The questionnaire asked for ideas in terms of the placemaking approach. The response was:

Comment	No making comment
After scare stories from Fighting for Charfield am was worried but having attended today I am very impressed with plans shown	1
Maintain green appearance/views as you go up/down Charfield Hill	1
Anything new to the village is an improvement. I've lived here 45 years and it's the same now as then	1
Nothing else in village	1
Build in different styles/bricks. Keep development set back from roads, behind hedges	1
Charfield will become a town. Its hardly a village now	1

Think bigger – new village/town centre, linked developments and a bypass. A few hundred houses are tinkering around edges and won't result in satisfactory placemaking	1
Foot/cycle links	1
Improve village hall and new school to provide additional sport, leisure facilities and classes out of school hours	1
Community facilities are vital for maturing families. Currently little on offer for young people. Facilities needed to avoid straining Wotton too.	1

4.4 The exhibition boards and questionnaire explained the Council's emerging Local Plan and JSP approach identifying Charfield as a Strategic Development Location. The questionnaire then asked respondents what types of homes are needed locally. Respondents were asked what types of homes they felt are needed locally. The response was:



SA – Strongly agree

A – agree

U – unsure

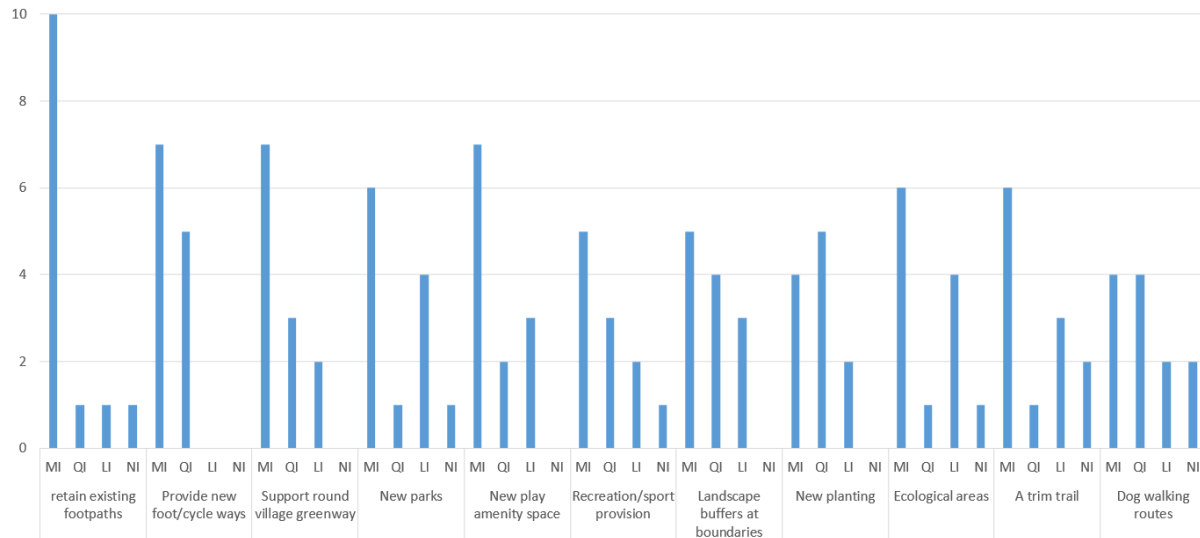
D – disagree

SD – strongly disagree

Respondents also made the following requests:

- No more four-beds
- Small two-storey apartments, suitable for young professionals. No more detached housing is needed. Its hugely imbalanced now
- Two-storey flats (maisonettes)

4.5 The questionnaire explained the green infrastructure identified on the development sites and asked respondents to identify which they felt was most or least important. The response was:



MI – most important
 QI – quite important
 LI – less important
 NI – not important

Respondents also suggested a greenway/cycle route out of village to Wotton /Kingswood.

4.6 When asked if there any existing green spaces, parks or sport facilities which would benefit from new investment. The response was:

Comment	No. making comment
Town hall/garage	1
Village hall/green. Park needs more equipment	2
All village facilities need some sort of investment	1
Leave as fields	1
Existing shops and businesses	1
No	1
Hexagonal area behind Manor Lane is poor. Paint some children's games on it and provide benches and picnic tables. The Memorial hall needs renovating and modernising. Include a dance studio, table tennis, badminton, small business hub for home workers, cafe etc... The park - new fencing., trim trail, adventure playground, play equipment, benches, wildflower meadows	1
None here	1

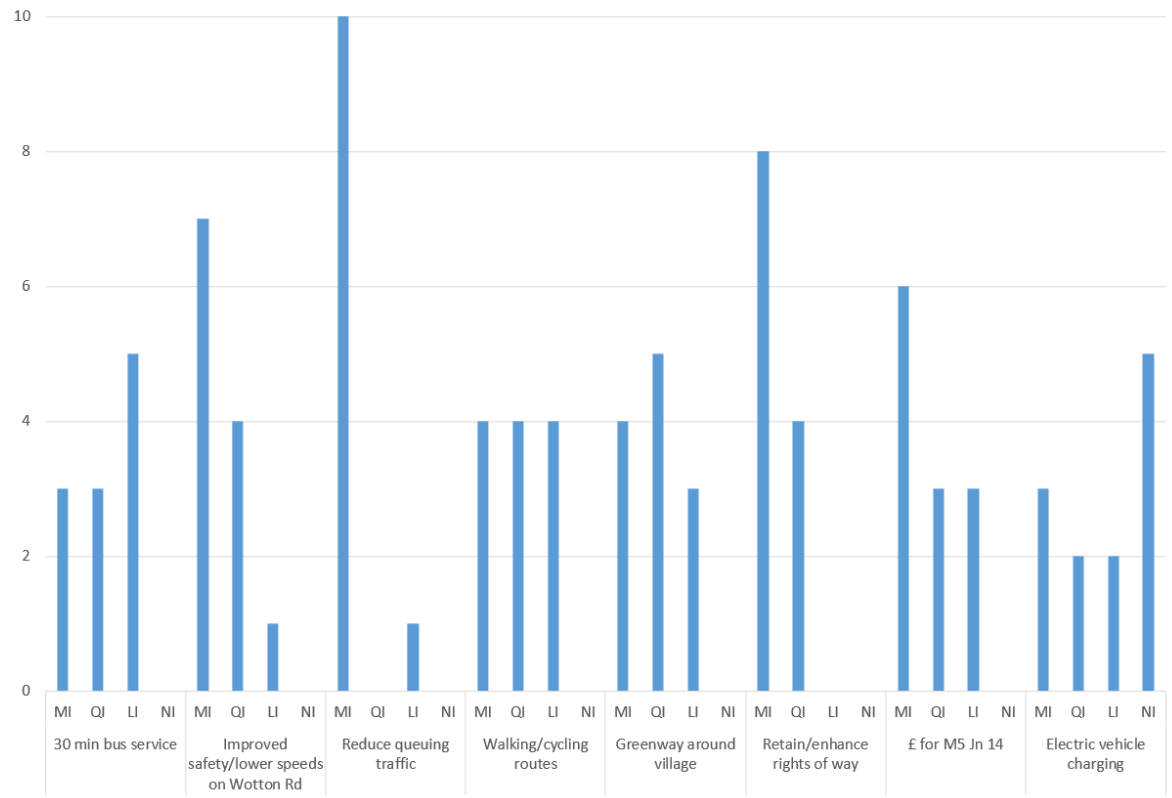
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- 4.7 When asked when providing new facilities on the proposed sites, what existing local provision should we ensure we do not compete with, the response was:

Comments	No making comment
Nothing to compete with really. Facilities need a good shake up; no problem just provide new facilities	3
Don't provide new facilities	1
Don't compete with the village hall. It struggles to stay afloat as it is. New provision should be a school, with before and after school care and pre-school and community use of buildings/sports facilities at evenings and weekends as well as classes so it differentiates from village hall offer	1
Essential to provide space/facilities. Activities for young people, to mitigate risk of bored youngsters as areas of housing mature.	1

- 4.8 When the questionnaire asked which existing facilities consultees would like to see investment into or improved, the response was:

Comment	No making comment
All the facilities need investment	1
Petrol station needs dragging out of the 1980s	1
leave them alone	1
Play park, memorial hall	3
Memorial Hall, Park and playing fields. There aren't any others	1

4.9 The questionnaire then explored movement and access. The transport improvement strategy was explained, and respondents were asked to highlight which elements they felt were most or least important. The response was:



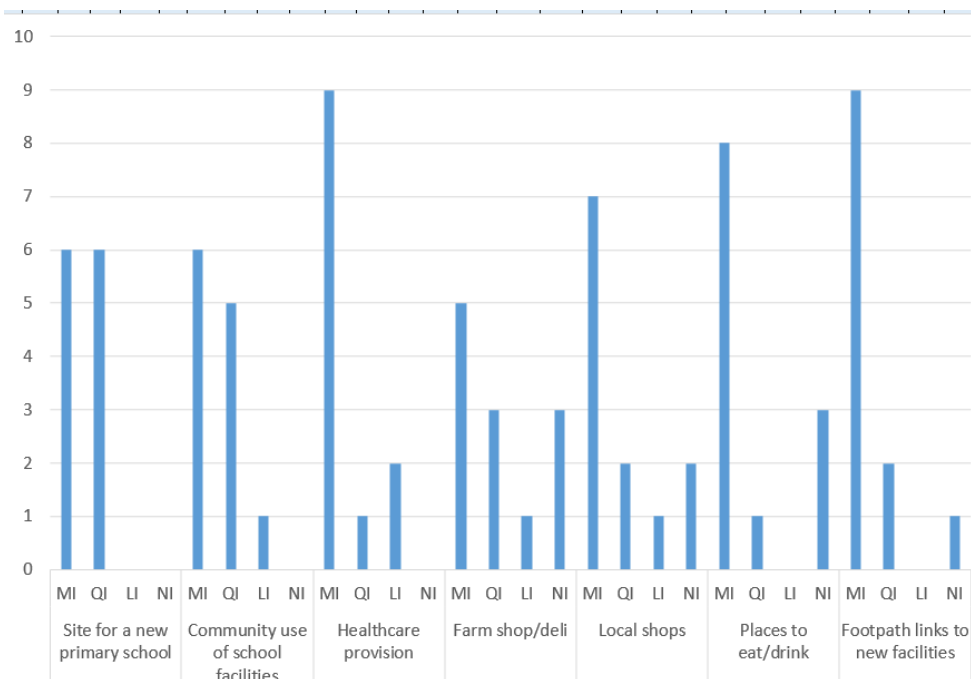
Respondents also made additional suggestions, these included:

- Wotton Road needs widening to accommodate all this and it's not possible because development has happened on both sides of the road without any thought of the consequences. Nothing you will do will improve the already congested at peak times main road through Charfield. Extra traffic with the extra housing and potential railway station will only make it worse and slower traffic will create jams and pollution.
- Too much traffic - noise - air quality
- It's not mitigation that we need its proper highway and (if possible) rail facilities. Yet another traffic calming scheme on Wootton Road would be ineffective and a waste of investment. The time has come for the reinstatement of a bypass proposal. This would facilitate the development of a coordinated and successful community.
- Sustainable transport frequent access out of the village to Wootton and Kingswood is crucial. Lots of trips are done including cars to take kids to Wotton (cinema, shops, play fields etc...) and to KLB school and for out of school activities. Need

evening bus facilities. The station should open before development. Charfield is a commuter village and is not sustainable.

- Open railway station. 30 min direct bus to Yate to enable young people to access jobs, retail and leisure. Plus, bus to Stroud College and Cirencester College. 15 min circular bus to Wotton. Bus from KLB school to Charfield at 430 daily so children can get home after clubs.
- lower speeds = more cars = air pollution. Forget electric cars they are not viable.
- lower speeds = traffic jams. How? An extra lane? A flyover? A bypass? Where will all the money come from and where is the space to do this?
- Jn 13 and 14 already a long way apart and provide access to all villages.
Development would add 2500 cars on road. Congestion in Wotton under Edge and Wickwar will increase as large numbers will go to Waitrose. Expect increase in grocery delivery trips
- Turning into Little Bristol Lane for house access becoming harder because of traffic load from Wotton Road. Train station must reopen. Safety measures on Wotton Road will increase congestion if not additional routes. Train Station will draw train users to the village

4.10 The questionnaire then explored the CEG masterplan showed at the exhibition. It was explained that several facilities were proposed, subject to agreement with SGC, education and highways authorities. Respondents were asked to identify which they felt were most or least important locally. The response was:



Respondents also made the following suggestions:

Comment	No. Making Comment
A supermarket	1
A mixture	1
Nothing leave as is	1
A bypass to support proper placemaking	1
Football pitch (with school?) café with outdoor seating, decent pub with food, community orchard, outdoor gym, small supermarket. Allotments for all residents not just new home occupiers.	1
Small and medium rooms for hire by local clubs and societies. Not fast food as too much litter.	1

4.11 When asked what types of employment space would be welcomed, the response was:

Comment	No. Making Comment
A mixture	2
Offices, high tech, a mix. Not industrial	1
Plans look good. A vast improvement to our tired village	1
Nothing. None. It's a village not a town. No one I know would be interested in a job in a shop or school locally. We all community to where the higher paid jobs are.	2
It may encourage a few people to work in the village but will mainly bring even more traffic onto the already congested roads	1
Small business units with flexibility in size, somewhere to rent a desk as lots of home workers in the village. Meeting space, serviced office.	1
High tech start-ups. Creative workshops. Little change of substantial employment in the village. Renishaw will continue to be a significant employer	1

4.12 When asked about the mix of green infrastructure facilities the masterplan incorporates, comments included:

- Just what the village needs
- Leave green fields
- Who pays for upkeep?
- All green spaces should link together and have linkages to open countryside as well
- Protection of public rights of way is necessary. There are issues keeping public rights of way open. Livestock can be a problem for walkers. Essential that access to open countryside is real. Many dog owners interested in this.

4.13 The questionnaire asked if respondents would like to see community ownership of green spaces and a strong green management plan for the site. The response was:

- Three respondents thought the community should have the opportunity to take ownership of the green spaces with a management company
- Three didn't welcome community ownership
- One respondent highlighted they thought the Council should pay for its upkeep

4.15 Space was then provided for respondents to leave general comments relating to the CEG masterplan. These included:

Comment	No. making comment
All looks good. Very well designed and thought-out plan. A very professionally presented plan. Overall, I am very impressed with the CEG masterplan.	3
It is not practical to widen Wotton Road which is subsiding. Building 1200 homes is greater than twice the number of homes in the 2011 census.	1
No more houses fields as fields. Too much development.	2
Charfield can't cope with the number of homes it has already got. I don't believe we will see any valuable improvements as part of any housing developments as proven by Crest and Bellway.	1
I don't think your ideas are feasible and the excess traffic and demand for facilities is too much for the money 1200 new homes will bring in.	1
It's inadequate in scope and doesn't address the big issues for making a successful place.	1
Area indicated as parkland from Church End to back of Woodlands Road should be retained as it is because it is very special to residents of Charfield. It is the field where everyone goes sledging when there is snow. It has mature trees and is a favourite view of the village. Also, a dog walking route and route up to old church and burial ground.	1
Weak on traffic/travel. You are not convincing me. Local medical facilities may reduce road use for doctors in Wotton especial for morning surgery in rush hour.	1

4.16 At the end of the questionnaire, ample space was provided for any general comments, ideas or concerns to be raised. The response is detailed below.

Comment	No making comment
I would like to see more housing in Charfield, and more shops and a Drs Surgery. Even better when / if the train station opens. I have lived in Charfield all my life and it is time for a change	1
Charfield at present is a 'drive through' village with nothing for young people. Its 2018 and it's about time it was developed, and the railway station reopened. Which I'm sure most of Charfield residents and nearby villages would gladly be in favour of, especially those commuting to Bristol on a daily basis. With the right planning and amenities Charfield would be the place I would come back to live. It's a big yes from me.	1
What is wrong with some people. It's time to grow. Corner shops and quaint cottages are a thing of the past. We need a Drs, supermarket, train station with a café, a new village hall for starters. The sooner the better, I'm all for moving with the times. If we want to keep our children interested in enjoying their surroundings, then we need to invest in something positive to keep them here. Charfield has nothing for young kids or teenagers. Let the locals have a choice of new builds and if that means upsetting a few people then so be it. Half of those who live here purchased homes on land which was probably disputed at the time. Can't wait to see the new development, hurry up we need you!	1
Charfield is already a commuter village. Developments will expand traffic on busy main road with noise, safety, environment and air quality issues. Traffic measures proposed are inadequate. A medium sized supermarket is needed, not a deli or corner shop. Otherwise more delivery vans. New railway station will draw rail commuters. Public transport inadequate. If housing not affordable then many local people will struggle to stay. Development will strain healthcare facilities at Wotton and parking in Wotton for shopping is essential. Charfield facilities need to be sufficient.	1
Do not want any more houses in our village. We have had enough new builds. No more houses.	1
Charfield is not a good site for more houses. Traffic measures on Wotton Road, what will you actually do as we already know that most of it is not suitable for traffic lights or pedestrian crossings. Type of employment is no appropriate for village. Crest and Bellway have built very expensive houses. It would be nice if more houses are built, should be better priced, no more 4 beds for £500k.	1
The traffic is the main problem. Having a farm shop/deli great for people but even this will generate more traffic. Very sceptical of the whole plan, Wotton Road, Wotton and the M5 junction 14 will all become a nightmare. No more houses no planning for infrastructure.	1
If Charfield is to be changed from the village of fewer than 1000 homes ten years ago to around 2,500 houses more consideration needs to be given to producing a successful new community and a pleasant place to live (and possibly work) Existing problems and those created by development couldn't be solved by the finance generated by 1200 homes. Bigger thinking is required. Proceeding as suggested in the JSP, the draft Local Plan and in the CEG Bloor exhibition would merely exacerbate existing problems and would not be satisfactory placemaking. No more	1

development should be allowed until and unless an examination of the costs of infrastructure provision have been fully assessed and the funding has been identified. At the moment, neither the JSP nor the Local Plan background papers contain the evidence to justify what is proposed.	
Access roads onto Wotton Road need to be solved. Need a gap in the flow of traffic. E.g. mini roundabouts? Not pinch points. Retain footpaths/PROW and enhance. Retain sledging field (parkland on masterplan) reopen station. Char field is not sustainable unless real transport alternatives are delivered Bus link to Yate, Wotton and Kingswood. As well as KLB school at 430pm. Foot and cycle link to Wotton and Kingswood. Zero carbon development. New school to provide for community uses. Charfield children should be able to go to KLB school not schools in south Glos. Co-locating elderly accommodation with new school to provide links with young and old. If development happens protect the identified green spaces from future development.	1

5.0 CONSULTATION FEEDBACK TO THE REVISED APPLICATION – SUMMER 2020

5.1 Due to the challenges posed by the Covid-19 lockdown restrictions, the stakeholder and community engagement relating to the revised application had to be through virtual online processes, in particularly using Microsoft Teams and Zoom.

5.2 Online meetings were held with:

- South Gloucestershire Council officers, the Leadership team and Ward Councillor for Charfield
- Charfield Primary School
- Charfield Liaison Group – this meeting was attended by representatives from:
 - South Gloucestershire Council - Officers and Ward Councillor
 - Charfield Parish Council
 - Stroud District Council/Greenway Group
 - Neighbourhood Plan Group
 - Fighting for Charfield
 - Memorial Hall
 - Tortworth Parish Council
 - Tortworth Estate
 - Bloor
 - Barratt and David Wilson Homes

5.3 The following meetings are also in the process of being arranged.

- Following the liaison group meeting which had Charfield Parish Council representation, a further meeting with Charfield Parish Councillors and the Clerk is being arranged.
- A meeting has been offered with Luke Hall, MP but a date had not been arranged at the time of the Statement of Community Involvement being finalised.
- A Design Review Panel date has been set for the 12th August 2020.

5.4 The website www.Pennyfields-Charfield.co.uk was updated with information provided about the revised application. Key planning application documents including the Planning Statement, Transport Assessment, Environmental Statement,

Sustainability Statement and the Design and Access Statement will be uploaded on submission. The website provides contact details for questions to be raised and for comments on the revised application to be made.

5.5 A brochure was created to provide information about the Revised Application. An email version of this document was distributed to the following so that it could be shared with the wider community:

- Charfield Parish Council
- Charfield Neighbourhood Plan team
- Fighting for Charfield
- Charfield Village Hall
- Charfield Liaison Group members

A copy of the brochure can be found in **Appendix C**. It is also available on the website www.Pennymeads-Charfield.co.uk and a copy of the brochure is being issued to all liaison group members so it can be shared with the wider community through group's social media channels and databases.

5.5 The comments raised through the engagement activities detailed above included:

- With any housing development in Charfield infrastructure is essential and early delivery of infrastructure should be considered in conjunction with SGC
- Any ground source heating should be considered at outline stage
- Pleased football pitches are included and want informal open spaces as well
- Will children from other villages come into Charfield to use the school?
- Will there be astro turf on the pitches so they are all-weather
- Will there be changing facilities
- Charfield is poorly served for access to employment areas
- Charfield Parish Council interested in office space and operating community hub facility on the site
- How will local roads and the motorway cope with increased capacity from this, Renishaws and other developments in the wider area
- Greenway is keen to connect into any new walking and cycling routes, as well as providing safe access to the Charfield railway station
- How will you prevent the urbanisation of Charfield village

6.0 APPLICANT RESPONSE TO CONSULTATION FEEDBACK

- 5.1 The following section of this SCI identifies the range of comments raised at the public consultation event, via the dedicated website and through the liaison group meetings and other meetings with local stakeholders. It also highlights how the issues raised have been fed into the design process.

COMMENT	HOW THE MASTERPLAN THIS INTO ACCOUNT
Provide a new supermarket.	A neighbourhood centre is proposed within the development which can incorporate a neighbourhood food store.
Add/protect village character.	This can be achieved through careful design to respect the local character and vernacular as well as the nature of the landscaping proposed. Further details as to how this will be achieved are incorporated within the Design and Access Statement which will form part of the suite of planning application documents.
Effectively manage construction vehicles.	A comprehensive Construction Management Plan will be produced which SGC and the Parish Council will have the opportunity to review and comment on. The establishment of a liaison group will also assist in providing a point of contact.
Need urgent improvements to mitigate transport and road issues.	A Transport Assessment has been produced. This considers all the transport and highways effects of the proposed development and proposes mitigation measures to manage this. This document also considers the new vehicle numbers arising from any committed development which is in progress or hasn't yet started. This will be reviewed by the highways authority to determine any changes or additional measures as part of the application process. The document considers mitigation measures including highway improvements, safety enhancements, sustainable transport initiatives and traffic calming measures. Funding or delivery of these initiatives would be legally binding as part of a S106 agreement.
Eco-friendly/ zero carbon.	We have sought to ensure this is a sustainable development. Section 12 of the Planning Statement provides further details regarding sustainability and energy.
Provide safe foot/cycle way route to KLB school, Renishaw and Wotton.	There is potential to invest in a package of sustainable transport initiatives including funds towards the greenway initiative which aims to deliver a cycle path between Wotton, Kingsway and Charfield. Ultimately, the priorities for the sustainable transport funding will be determined by South Gloucestershire Council.
Frequent sustainable transport solutions to Wotton and Kingswood, particularly	As part of the sustainable transport package of funding which will ultimately be determined by SGC, we are proposing pump prime funding towards the delivery of an bus service connecting Wotton and Charfield to the northern fringe of Bristol and the Metrolink service.

for out of school activities.	
15-minute circular bus route to Wotton and Kingswood.	As part of the package of sustainable transport initiatives we are proposing pump-prime funding towards an express bus service connecting Wotton, Charfield to the northern fringe of Bristol and the Metro service. Ultimately, the service levels and priorities for the sustainable transport funding will be determined by SGC.
Early delivery of a railway station.	As part of the package of sustainable transport initiatives, there is the opportunity to provide appropriate funding towards the delivery of a railway station. Ultimately, the priorities for the sustainable transport funding will be determined by SGC.
Needs to be substantial rather than just better in terms of housing mix improvement.	The proposals will provide for a wider mix of housing with high-quality and characterful village homes to help the next generation access the housing ladder, growing families and those wanting to downsize locally, as well as providing affordable homes for local people to rent or part-own.
Retain the hill which is used for sledging.	It is proposed to incorporate significant public open space and parkland, including land along the western slopes of development.
Use a variety of housing designs and landscaping.	Character areas are proposed which will retain and enhance the character of the village. More details are provided within the Design and Access Statement.
Maintain green appearance/views as you go up Charfield hill.	The masterplan has been designed with an attention to the landscape context. At the heart of this has been an objective to retain green spaces of landscape importance. The masterplan has therefore been designed to retain views and the natural appearance of views towards Charfield Hill.
Anything new in the villages is an improvement.	A mix of facilities and employment space are proposed alongside new homes.
Nothing else in the village.	In order to deliver sustainable development, new facilities and employment provision are proposed alongside new homes.
Think bigger – a new village/town centre, linked developments and a bypass. A few hundred homes are tinkering around the edges.	<p>This is a sustainable proposals which will help to provide new homes alongside facilities and new infrastructure for the village.</p> <p>Extensive capacity testing of all key links and junctions has been undertaken, and each link and junction can accommodate the proposed development traffic. Where junctions are constrained, improvements are proposed to improve capacity. No by-pass is proposed as part of this development. Any bypass would require funding beyond the scope of this development and would also require significant land take, also having a significant negative environmental impact in its own right.</p>
Provide an outdoor gym.	This can be incorporated within the green infrastructure proposals.
Community facilities are vital, little on offer Suggestions included supermarket, café, pub	The neighbourhood centre will provide for a range of new facilities including shopping, places to eat and drink and employment opportunities.
Improve the village hall, provide new play	A site is included for a three-form of entry school and SGC as education authority will determine the nature of the school

equipment there and incorporate new school to provide additional sport, leisure and classes out of school hours. Facilities to occupy children are required.	<p>provision and the facilities this incorporates for the community. Funding will be provided by the development towards education provision.</p> <p>Following liaison with the local authority we have also included formal sports pitches in the revised application. We can also incorporate an outdoor gym trail within the proposals as well as play areas for children.</p>
Provide allotments for wider community use.	Allotments can be incorporated into the proposals, and the indicative masterplan shows where these could be accommodated.
Small business hub for home workers. Small and medium rooms for hire by local clubs and societies. Meeting space, serviced offices, creative workshops.	Employment space is proposed within the neighbourhood centre which can provide flexible office space and or meeting rooms.
Widen Wotton Road.	There will be a variety of improvement, gateway features and mitigation measures on Wotton Road. This will include a section of foot/cycle way between the site access and the Pear Tree Inn as well as two pedestrian refuge islands to enhance safe crossing. There would be a traffic calming scheme through the village, with development funding, but implemented by SGC to ensure consistency. The improvements proposed to the Churchend Roundabout, including the provision of a two-lane approach, will also help to reduce queues, even with the additional development traffic.
Too much traffic. Provide solutions to reduce congestion.	The Transport Assessment which forms part of the planning application considers all the transport and highways effects of the proposed development and details mitigation measures to manage this effectively. This can be reviewed on the SGC website once the planning application is validated. As part of the planning process this will be subject to review and consultation and further discussion and potential evolution during our engagement with highways officers.
Reopen station.	Funding towards the reopening of a station at Charfield is possible as part of the sustainable transport package. Ultimately, the priorities for the sustainable transport funding will be determined by SGC.
Lowering speeds means more cars.	Traffic calming is proposed to help manage and control speeds. Traffic flows are expected to increase as a result of background traffic growth, committed developments and the proposed development, however the theoretical capacity of the road would not be reached. The traffic calming scheme will result in a safer environment for all road users.
Wotton Road is not suitable for pedestrian crossings or traffic lights.	There are existing pedestrian crossings in the village which have been provided prior to this development coming forward and have been approved by SGC. This development proposes two pedestrian refuge islands on Wotton Road adjacent to the site access. Such crossings increase safety for pedestrians, particularly when coupled with the traffic calming scheme. As

	a road link through a settlement with traffic flows and pedestrian activity Wotton Road would be and is suitable for pedestrian crossings if a need were identified. Any such measures would be subject to detailed design and road safety audits and agreement with SGC prior to implementation.
Turning into Little Bristol Lane for housing access is difficult due to traffic on Wotton Road.	The recently approved Barratt Homes development to the north of Wotton Road will be providing a right-turn lane/reservoir at this junction which allows vehicles to wait off the main through carriageway and will therefore increase safety and allow for the continued through-flow of traffic.
Definitely retain footpaths/PROW and enhance.	This is included within the proposals. PROWs will be retained and could be enhanced by the scheme.
I would like to see more housing in Charfield, and more shops and a Drs Surgery. Even better when / if the train station opens. I have lived in Charfield all my life and it is time for a change	We have incorporated space within the Neighbourhood Centre which has potential for surgery use and we continue to liaise with local providers.
Charfield at present is a 'drive through' village with nothing for young people. Its 2018 and it's about time it was developed, and the railway station reopened. With the right planning and amenities Charfield would be the place I would come back to live. It's a big yes from me.	Our proposals incorporate new facilities, investment into transport and other infrastructure alongside the new homes so that development can be achieved in a sustainable way while still respecting the village's character.
It's time to grow. Corner shops and quaint cottages are a thing of the past. We need a Drs, supermarket, train station with a café, a new village hall for starters. The sooner the better, I'm all for moving with the times.	We have sought to include space for these facilities within the proposals, and they could be accommodated within the proposed neighbourhood centre.

Charfield is already a commuter village. Will increase traffic, noise and air quality issues. Need better traffic measures, medium sized supermarket and affordable homes. Public transport inadequate.	The Transport Assessment and Environmental Statement which form part of the planning application provide further details on the mitigation measures and can be viewed on the SGC website. Affordable homes and new facilities have been incorporated within the proposals.
It would be nice if more homes are built but they should be better priced no more £500,000 four-beds.	A full mix of homes is envisaged, which would include a contribution on-site to affordable housing. At an outline stage, it is too early to know the precise sizes, tenures and prices of the dwellings; however, we are confident that the scheme would provide a range of houses to meet local needs, including affordable housing.
Examine costs and infrastructure first. Bigger thinking is required. JSP documentation doesn't yet provide the evidence and details.	The JSP has now been formally withdrawn. The Addendum Transport Assessment has been prepared on this basis; demonstrating that this site is deliverable in its own merit; however can contribute towards the objectives of Strategic Development at Charfield should SGC include development within Charfield in their new Local Plan which we understand is currently being developed. Where infrastructure cannot be delivered directly on site, the development can provide proportionate funding contributions. We are in regular dialogue with the Council and its delivery partners in respect of key infrastructure needs, such as public transport improvements and the delivery of improvements to Junction 14 on the M5.

5.2 In order to respond to the themes within the draft Neighbourhood Plan, the amended application includes the following:

Sustainability Initiatives

Indicators for sustainable development and the climate emergency cut across a range of issues but the focus is on reducing carbon emissions and improving outcomes/delivering benefits for the economy, the environment and for people. Because this application is submitted in outline, it is not possible to provide a firm commitment on matters related to detailed design (e.g. the number and location of electric vehicle charging points). There is also a need for flexibility so that detailed design can adapt to any future changes in policy/standards and technology over the lifetime of the development. However, the revised planning application shows a clear commitment to sustainable development and the climate

emergency. Section 12 of the Planning Statement explains sustainability and energy in more detail. Some of the proposed initiatives include:

- Energy efficient buildings to meet relevant carbon reduction/renewable energy requirements and to assist in addressing the climate emergency
- Use renewable energy which will achieve approximately 40% reduction in CO₂ (policy requires 20%). We are proposing Individual Air-Source Heat Pumps (ASHPs) which provide efficient space and water heating to each dwelling alongside heating and cooling to non-domestic uses and solar photovoltaics (PVs) on the roofs of houses
- There is also a need for flexibility so that detailed design can adapt to any future changes in policy/ standards and technology over the lifetime of the development
- Retaining and planting new trees and achieving bio-diversity net-gain. There will be environmental benefits linked to qualitative improvements to the SNCIs with additional tree/hedgerow/ wildflower meadow planting that will provide potential for biodiversity net gain. SUDs are also proposed, and the unnamed watercourse running through the site will be retained and managed. Green and blue infrastructure is therefore, a significant feature of this proposal and reserved matters can ensure that bioclimatic (interior-exterior-outdoor) and other design principles (e.g. related to the use of landscaping to provide shading, shelter and screening) are carried forward to the detailed design. To ensure the protection of important ecological features and wildlife developers will be required to manage construction works through the provision of a CEMP. A LEMP will also be required which will incorporate detailed management strategies designed to maximise the potential for biodiversity on the site. Both can be secured by condition on the grant of any planning permission.
- Providing extensive green spaces for informal and formal use. Access to open space/nature will result in major beneficial effects for health and wellbeing. The SNCIs also have the potential to provide an educational resource and allotments/gardens will enable residents to produce their own food thus helping to reduce the carbon footprint of food production. The provision of substantial areas of green infrastructure will also benefit existing residents such that there will be wider social benefits

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- Policy CS1 encourages commercial/retail development to achieve a BREEAM Very Good rating and this will need to be considered for the neighbourhood centre in the context of occupier requirements and any phasing for delivery
 - Code for Sustainable Homes was removed in 2015 but Building Regulations continue to provide statutory requirements in terms of sustainable construction. Reserved matters will ensure that the design, orientation and location of buildings, roof pitches, windows, habitable rooms, lighting and soft landscaping help to achieve energy conservation, the protection of environmental resources and assist the appropriate siting of renewable and/or low carbon energy installations and infrastructure
 - The Planning and Sustainability Statements explains that Charfield is a sustainable location for growth and the mix of uses proposed will further improve the village's sustainability credentials. Including a broad housing mix will achieve significant social benefits, notably providing young people with an opportunity to access the housing market and enabling existing residents to downsize. The school and other facilities will be easily accessible to the community via foot and cycle
 - The sustainable transport package will greatly improve accessibility to bus services, enhance the business case for reopening Charfield railway station and improve opportunities for safe walking and cycling. The Transport Plan seeks to respond to the climate emergency by promoting modal shift away from single occupancy car use by providing better opportunities to travel by bus, rail, cycle, on foot and car sharing. Electric vehicle charging will be determined at reserved matters stage and there will be flexibility to allow for the uptake of future technological advancements in sustainable travel. There will be social and environmental benefits associated with improved active travel choices and improved connectivity of the village to other locations, including the local high school. Provision of a variety of employment opportunities and facilities on the site will also benefit those living in the village and reduce travel impacts.

Green spaces:

- A landscape buffer is proposed which will deliver a minimum 15m buffer between existing and new residential areas, which may contain shrubs, new trees and fencing to prevent overlooking and protect privacy
- In terms of recreation space, the amended proposal exceeds requirements for informal recreational open space and natural/semi natural open space. 2 junior and 1 senior sport pitches are proposed as well as formal play areas, a trim trail and allotments. All age ranges are therefore catered for
- In terms of green spaces, the revised proposal far exceed all policy requirements
- In terms of safe places to walk, public rights of way within the site will be retained and many enhanced. We are still proposing the additional footway from the site to the Pear Tree pub on Wotton Road to provide a continuous link to the village. We support the principle of the Greenway and would be happy to make a financial contribution towards implementation as part of a sustainable transport package

Business Hub

- In terms of the aspiration for a business hub, there is clearly a need to provide employment land/opportunities as part of a balanced mix of uses and to ensure sustainable development. Employment opportunities will be provided at the school, the neighbourhood centre and potentially in any housing for the elderly. As well as the commercial/retail/community uses, the neighbourhood centres includes 0.3ha of land for employment use which could provide units for small locally based businesses seeking accommodation of between 19 - 185 m² (200 – 2,000 ft²). It provides an opportunity to accommodate a range of small and medium sized offices allowing not only ‘start up’ businesses but sufficient space to grow allowing businesses to expand and stay on site. Detailed design will be agreed through reserved matters. We will continue to discuss this with the liaison group
- There will be economic benefits linked to capital investment, expenditure by residents, construction jobs, business rates, new homes bonus, Council Tax revenue and employment in the neighbourhood centre, at the homes suitable for the elderly and potentially in the new primary school.

Design

- In terms of design it is an outline application so much of this would be determined at reserved matters, but it is high quality development and we appreciate all of the

comments in the NP. We are setting up a meeting with the Design Review Panel so that the design can be explored in more detail

Infrastructure provision

- Exploring opportunities with network providers to improve broadband provision
- The transport package will provide for improvements to Church End Roundabout and Wotton Road. These proposals were consulted upon at the public exhibition and through the liaison group meeting. The Neighbourhood Plan's recommendations for pedestrian crossings and speed cameras can be accommodated if considered suitable by SGC. The provision of a right turn lane for the access into the site on Wotton Road means that through traffic on Wootton Road will not be unnecessarily delayed by traffic turning into and out of the development
- The transport package includes extensive sustainable travel initiatives, as well as a proposal for the motorway junction, these would need to be agreed with SGC

5.3 How the revised application responds to the queries raised at the liaison group meeting is detailed in the table below:

Comment	Response
With any housing development in Charfield infrastructure is essential and early delivery of infrastructure should be considered in conjunction with SGC	This will be discussed with SGC and other forward funding partners such as Homes England.
Any ground source heating should be considered at outline stage	The renewables strategy proposes air source heating and PVs
Pleashed football pitches are included and want informal open spaces as well Will there be astro turf on the pitches so they are all-weather?	Yes there is extensive open space including areas for nature, informal and formal use. The design of the pitches would be determined through the application process. The neighbourhood

<p>Will there be changing facilities?</p> <p>Charfield is poorly served for access to employment areas</p> <p>Charfield Parish Council interested in office space and operating community hub facility on the site</p>	<p>centre provides for a variety of uses. The Parish Council has indicated it would be interested in a community hub here which might incorporate such facilities.</p>
<p>Will children from other villages come into Charfield to use the school? Will there be contributions to education provision?</p>	<p>The education authority will determine how to bring forwards the school to meet the needs of the village. The Transport Assessment accounts for the provision of a three-form entry school on the site and mitigates for this. SGC will decide how any development in the locality will need to provide funding contributions towards the provision of education in Charfield.</p>
<p>How will local roads and the motorway cope with increased capacity from this, Renishaws and other developments in the wider area</p>	<p>The Transport Assessment details how transport will be effectively mitigated and provides extensive sustainable travel opportunities in line with the climate change emergency.</p>
<p>Greenway is keen to connect into any new walking and cycling routes, as well as providing safe access to the Charfield railway station</p>	<p>This can be achieved through discussions with SGC</p>
<p>How will you prevent the urbanisation of Charfield village</p>	<p>By providing appropriate facilities and through good design we can protect the character of the village. The community will benefit from the facilities provided, they will help to reduce the need to travel and an improved bus services and</p>

	proposed train station will provide enhanced access to the high school as well as connectivity to areas of work.
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6.0 CONCLUSION

- 6.1 The engagement strategy has been devised and implemented to inform and involve those closest to the development site or likely to have an interest in the proposals. It provided the opportunity to discuss the proposals in more detail with residents and stakeholders through meetings, events and via the dedicated website or email/telephone contacts provided.
- 6.2 The consultation process has taken on board the requirements of the local authority and national Government's consultation recommendations.
- 6.3 The consultation process has been inclusive and has involved representatives of the local community through the distribution of leaflets to all local homes and to the local Parish Councils, a public consultation event, a dedicated website which provided detailed information and the opportunity to ask questions and comment at a time to suit the community and a liaison group which involves local community representatives and meets bimonthly.
- 6.4 It can be seen from the preceding sections and the appendices that the consultation process undertaken by the Applicants and the project team has been comprehensive in terms of attempting to reach as many people as possible in the local area, as well as local interest groups.
- 6.5 The engagement strategy has allowed the views of local people to be considered and has helped to inform the final planning application, taking on board constructive comments during the evolution of the proposals where possible and appropriate. Further detail regarding the way in which feedback from the various consultation activities has influenced the emerging scheme proposals is contained within the Design and Access Statement which accompanies the planning application.

The pre-application discussions, public consultation events, exhibition preview and meetings with the Parish Council and liaison group enabled issues such as the housing mix, transport and infrastructure provision and mitigation and the design and layout of the masterplan to be discussed in more detail. Because of these discussions, the changes made to the proposals include:

- Including a neighbourhood centre which can provide a variety new shops, a cafe/pub, flexible employment opportunities such as office space and community facilities

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- Locating retirement homes closer to the proposed neighbourhood centre facilities
 - Reserving a site for a potential new school, incorporating space for play areas
 - Providing a variety of accessible green spaces, including footpaths, the south west element of the green way route around the village, parkland, play areas and community orchards/allotments and outdoor gym equipment, incorporating suggestions made by respondents
 - Pulling back development from the boundary and providing additional planting, particularly reducing development and increasing the green space and landscaping to the western edge in order to ensure we respect the setting of the St James Church
 - Extending the buffer zones between existing and proposed housing to respond to feedback
 - As part of the S106 package, which would ultimately be agreed with SGC, we have proposed funding towards the provision of a new 30-minute bus service connecting the local villages
 - We continue to engage with the Memorial Hall to discuss funding for improved facilities and sports provision
- 6.6 Clear information was provided, the public event was held on a weekend to make it easier for people to attend and all information was made available on the dedicated website. Contact details were given at all stages to enable questions to be asked and the information to be discussed.
- 6.7 The key areas of interest involved the transport and access strategy, design and character, new facilities and green spaces. Consultees made constructive suggestions and this input has been reflected in the final proposals where possible; contributing to the evolution of the scheme through the consultation.
- 6.8 In order to provide feedback to consultees, a 12-page brochure has been produced. This explains the comments raised during consultation and how they have been considered where possible, during the pre-application process. This also includes a masterplan relating to the application submission and details of how to ask questions, participate in the consultation process and where to find further information. This was distributed via the liaison group and local Parish Councils and uploaded to the dedicated website. A copy of the feedback brochure can be found in **Appendix C**.

6.9 To conclude, the Applicant has worked closely with those directly affected by the proposed development via an extensive engagement process undertaken with the local community and other stakeholders. The consultation has enabled discussion between the community and the CEG team and has considered feedback to ensure that the proposals reflect local views. The consultation objectives set out at the outset of the application process have therefore been fully achieved.

The consultation process will continue through the bimonthly liaison group meetings as well as the formal statutory planning procedure managed by the Local Planning Authority. During this process, the Applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

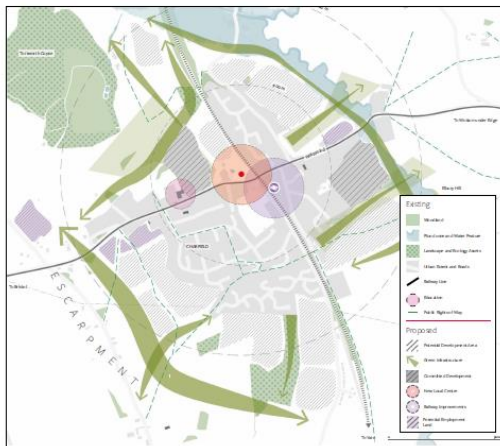
APPENDIX A - EXHIBITION BOARDS FROM THE PUBLIC CONSULTATION EVENT



THE LOCAL PLAN PROCESS IN SOUTH GLOUCESTERSHIRE

The Council is planning for new development across South Gloucestershire over the coming years.

- SGC's new Local Plan is informed by the final Joint Spatial Plan (JSP), produced by South Gloucestershire, Bristol City, Bath & North East Somerset and North Somerset Councils, which guides where 105,500 new homes will go up to 2036 (32,500 in South Gloucestershire)
- JSP identified Strategic Development Locations (SDLa) to help meet very pressing need for new homes. Charfield is one of five of these in South Gloucestershire
- Extensive consultation on the JSP completed in January 2018
- Following approval by the Councils, the JSP has now been submitted to the Secretary of State for Public Examination later this year
- An Independent Inspector will decide if plan is sound (having regard to national planning policy) or make recommendations for the various Councils to consider if they accept or reject. A final decision on the Plan is expected in 2019.



Concept Diagram: West of England Joint Spatial Plan Strategic Development Location Templates

PUBLIC CONSULTATION

More than 200 people attended South Gloucestershire Council's (SGC) public consultation in Charfield in September 2017. A report was produced following this event and is available on the SGC website and at today's event. Key headlines identified in the report included:

- Strong community/village spirit identified as key quality
- Access to the countryside and walking is popular
- The relatively modest existing community facilities of Charfield were appreciated and seemed to be well-liked and used
- Road traffic was identified as a key issue
- A large majority of responses cited difficulties in exiting side roads and speeding traffic and the blind 'chicanes' caused by the rail bridge making it difficult for pedestrians to cross Wotton Road
- The presence of the school on Wotton Road was noted as a concern by some
- Public transport provision was regarded as weak, particularly in the evenings
- The lack of local primary healthcare care facilities was seen as the main infrastructure deficit. The well-respected local school was also noted as being 'at capacity'. The retail and leisure facilities of the village were thought to be in need of improvement.
- Provide a better housing mix, particularly smaller homes, elderly provision and opportunities for self-build
- Suggestions were made regarding improvements for public transport, the potential locations for a new railway station, a local centre with shops, healthcare and community facilities and a new village school
- A mixture of views were expressed regarding employment provision with a desire to improve existing employment space
- An around the village greenway walk

THE REPORT CONCLUDES:

- Deliver infrastructure alongside housing growth
- Identify central location for 'local centre' including public realm/open space
- Integrate Neighbourhood Plan aspirations in Masterplan Brief
- Include network of green routes and links to wider landscape
- Undertake work to improve Wotton Road as a better and safer environment
- Explore secondary road improvements, railway station location and opportunities for new village school/healthcare provision

In terms of the future, key aspirations are:

- Retain green space and beauty
- Retain character and village aspect
- Make Wotton Road road safer
- Deliver infrastructure improvements, particularly highways improvements as early as possible

TODAY'S EXHIBITION

In response to the emerging JSP and new Local Plan, CEG and Bloor Homes have organised today's event to enable Charfield residents to view masterplans for two of the potential locations for growth in Charfield. These include new infrastructure, facilities, services, transport and green space alongside new homes.

We are keen to work with the community to deliver benefits and welcome your feedback. Please complete a questionnaire today or at www.future-Charfield.co.uk



STRATEGIC PLANNING

Charfield is identified as a suitable and sustainable location for growth. It is not in the Green Belt and growth in strategic development locations could also assist to make the case for public transport improvements such as links to MetroBus/ supporting reopening of Charfield railway station.

A copy of the JSP policy for the Charfield SDL is available on the Council's website and on request today. It explains that development around Charfield will comprise a number of sites around the village which will be brought forward in a comprehensive way. A summary of what all the sites could achieve is provided below:

- Provide around 1,200 homes, of a mix of types and tenures, including affordable housing
- Deliver new and/or improved retail and community facilities, making the most efficient use of land and maximising the sustainability of the expanded village
- Deliver new primary education within Charfield and contribute to the delivery of an expanded secondary school in the locality
- Supply new employment land
- Provide or contribute to a strategic transport package including M5 J14 improvements, Charfield rail station re-opening, local bus services, a comprehensive Wotton Road environmental enhancement scheme, new and improved foot and cycle connections through the village and to key local destinations such as Renishaws, schools and Wotton-under-Edge, and a new Charfield circular public right of way route
- Enhance the village's green infrastructure network and protect the Little Avon River and its flood zone, the setting to Elbury Hill and St James' Church, local SSSI, SNCIs and other listed buildings, as well as soften views from the AONB

More information can be found on the Joint Spatial Plan (JSP) at: www.jointplanningwfoe.org.uk

CHARFIELD NEIGHBOURHOOD PLAN

Charfield has started to prepare a Neighbourhood Plan. Neighbourhood Plans are produced in accordance with the strategic policies of the district wide Local Plan, are evidence-based and subject to a local referendum and public inquiry. CEG and Bloor are keen to work with the Charfield Neighbourhood Plan group and welcome the group's input.

The Charfield Neighbourhood Plan team has provided an update:

Charfield Neighbourhood Plan is now able to move forward again after a significant period of limbo whilst local authority plans were being developed and drafted. The important objectives are now to influence development forced on the village in a way which Charfield residents indicate is acceptable, needed and desired. We are hoping that developers will liaise with us and respect the evidence and wishes that the CNP represents.

Artist's Impression



DELIVERING NEW INFRASTRUCTURE

The emerging proposals for growth at Charfield will be design-led, responding to the character and context of the village setting.

New infrastructure will be provided alongside homes to ensure development is sustainable, providing the opportunity for new facilities, as well as enhancing existing provision.

This could include:

EDUCATION

- The Local Education Authority is liaising with the local Academy to agree how additional primary school education provision will be delivered within the village
- Our developments would provide investment towards this new nursery and primary education in the village. This could also include new facilities for the wider community to use outside of school hours such as sports, recreation, library and village hall facilities
- Development would also invest in secondary education provision, which could potentially be used toward the expansion of existing schools or providing a new secondary or an all-through school in a location close to Charfield
- We are liaising with SGC as Local Education Authority which will ultimately determine the nature of the education provision

There is space for a primary school identified on the CEG site, but we welcome your views

HEALTHCARE

- The development would fund healthcare provision for new residents, this could be a new facility on site, as part of a new community hub, or investment into existing facilities
- Space is available on one of the sites shown today and we will continue to liaise with the NHS and local practices to understand the preference for how this investment contributes to new or existing facilities.

We welcome your views in terms of how this provision should come forwards



COMMUNITY FACILITIES

- Places that encourage social interaction such as village greens, parks, community buildings, a multi-functional centre, recreation facilities, schools, cafés and shops are important as part of any new development and are proposed within the masterplans shown today
- These are areas where people can socialise indoors and outdoors

We would like to know what you think about the new facilities and where you feel we should invest to improve existing provision in the village



EMPLOYMENT

- The Council has identified that new employment land should also be delivered in Charfield, although further work is required to examine the type of business premises that are appropriate and would be successful
- Jobs will be created in the new school, shops and services
- We have proposed employment generating uses on the sites shown today

What other types of employment spaces do you think Charfield needs to encourage the opportunity to live and work within the village? Where do you think this employment space should be located?



GREEN SPACES

Development will bring new, accessible green spaces for formal or informal uses. These could include:

- Children's play areas, dog walking routes and recreation space
- Retain and enhance public rights of way and access to open countryside
- New walking and cycling routes, including the circular route around the village and connectivity between existing green spaces
- Landscape buffers between existing and new development
- We also feel that local community ownership of green spaces and strong management of green infrastructure is important

As we progress our masterplans for these developments we welcome your ideas regarding new and enhanced infrastructure provision



TRANSPORT AND ACCESS

The West of England Joint Transport Study (JTS) was consulted on in November 2016 and endorsed by the Joint Committee in October 2017. It identifies a package of strategic transport mitigation measures to support new growth proposed in the JSP, including the re-opening of Charfield Railway Station and improvements to M5 Junction 14.

The West of England Authorities are now preparing a Joint Local Transport Plan (JLTP) which will set the JTS into Council policy. It is understood there will be public consultation on this later in the year. A summary of the technical work currently being undertaken by the Authorities is expected to be published in Summer 2018.

WE WELCOME YOUR VIEWS REGARDING THE CHALLENGES AND POTENTIAL IMPROVEMENTS

Our aim is to provide a safe, sustainable and accessible place for all. We are discussing a strategic approach to growth in Charfield with South Gloucestershire Council, the Local Highway Authority, as well as Highways England in relation to the M5 Junction 14 and will identify the effects of development through traffic surveys and modelling.

Transport Assessments will be prepared detailing traffic and travel movements to and from the proposed development sites. These will identify mitigation measures. The scope of these will be agreed with both South Gloucestershire Highway Officers and Highways England to ensure that both local and strategic needs are addressed.

THE TRANSPORT ASSESSMENTS WILL ALSO ADDRESS THE FOLLOWING POINTS IN DETAIL:

PEDESTRIAN AND CYCLING ROUTES

An assessment of the local pedestrian and cycle routes has been undertaken. There is a good level of pedestrian facilities in the village including sufficiently wide, well-lit footpaths, Public Rights of Way and both formal and informal crossings, there are opportunities to improve facilities for both pedestrians and cyclists in Charfield. Development would help to contribute towards cycle way improvements.



WOTTON ROAD

Traffic surveys undertaken on Wotton Road have shown that speeds within the village are at, or just above, the 30mph speed limit. Through liaison with South Gloucestershire Highway Officers and other local representatives it is known that speeding is seen as a local concern. There is the potential to manage speeds in the village by introducing traffic calming measures. It is considered that this would also have the added benefit of providing environmental enhancements (such as improved village gateways and floral features) along Wotton Road.



M5 J14

- We are aware of the existing capacity issues at the M5 Junction 14 during peak times, and have spoken to Highways England regarding potential mitigation options
- It is recognised that any improvement scheme will need to take into account all of the allocated sites within the Joint Spatial Plan which may have an effect on this junction
- We are involved in a coordinated approach to improvement strategies to ensure that these are sufficient to address both existing and future congestion

BUSES

- A bus strategy is being developed in coordination with a major bus operator which is keen to serve the northern fringe and provide links from smaller villages to the Metrowest scheme in Bristol
- Potential routing and phasing has been discussed, with the frequency of the service anticipated to be every 30 minutes. Whilst the precise routing has not been finalised, a map showing the potential routing, as well as the more local improvements within Charfield, can be provided by our Transport Consultants

LOCAL JUNCTION CAPACITY

- Modelling is currently being undertaken to assess the existing capacity of key junctions, as well as the potential future capacity as a result of development. This modelling will also include the impact of all other JSP developments which have been recently consented and/or allocated for development
- If any junctions are shown to operate 'over capacity' as a result of the development, mitigation works will be proposed which will be appropriate and proportional to the development traffic's impact on that junction

POTENTIAL FOR A RAIL LINK

- The development of the sites would also provide further justification for the reopening of Charfield Rail Station with the provision of additional passengers
- A Business Case has been prepared and was submitted as part of representations to the Joint Spatial Plan. This shows that a station could be delivered and would result in a positive Benefit to Cost Ratio of 2.371, this means that for every £1 invested in the scheme an economic benefit of £2.37 is generated. Any further growth in Charfield would make this case even stronger

We welcome your views regarding the re-opening of a station, and where a new station and car park would be best located

SUSTAINABLE TRAVEL

The proposed development can minimise the need to travel through initiatives such as:

- New facilities in the village
- Enhancing opportunities to walk and cycle by providing and improving safe, direct, continuous routes
- Encouraging use of public transport by improving bus routes and services which will benefit existing and new residents
- Delivering a package of Travel Plan measures designed to encourage sustainable methods of travel, which could include introductory free bus tickets, electric vehicle charging points, improved walking and cycling routes and facilities, car clubs, car share services, improved public transport services and personalised travel planning

MANAGING CONSTRUCTION EFFECTIVELY

- The Parish Council would be consulted on a Construction Management Plan as part of detailed (reserved matters) planning applications. The Parish Council would be consulted on matters such as preferred routes, hours of operation, and wheel cleaning facilities

TRANSPORT CHALLENGES

Local issues which were raised during previous consultation included:

- Through traffic to/from motorway at peak hours
- Access onto Wotton Road is challenging at peak hours
- Concerns regarding safely crossing roads and walking to and from school
- Traffic calming schemes to manage speeds in the village helping to manage and reduce speeds within the village centre. This can be achieved through resurfacing, better on-road markings, further signage (including flashing signs), speed cameras, planting chicanes, gateway features



DESIGN, CHARACTER AND DENSITY

VILLAGE CHARACTER

- We are committed to exemplary design standards, respecting the heritage and character of the local area
- We seek to work collaboratively with local people to find the best solutions, meet aspirations and deliver locally-responsive proposals
- We carry out in depth analysis of the site and its surrounding area, to ensure that the proposals integrate well into the existing village



GENEROUS GREEN SPACES

We will ensure that there are plenty of open and green spaces on the site to create healthy, welcoming and attractive developments

This will include:

- Children's play areas
- Ecological areas for new foraging habitats to encourage biodiversity
- Safe and well-connected routes for walking and cycling
- Gardens and tree-lined streets with potential for community orchards
- New planting and woodland buffers to protect existing amenity



CHARACTERFUL NEW HOMES

We are proposing a high-quality mix of characterful new homes to meet the needs of the area, helping to support inclusive, balanced and sustainable communities.

This would include:

- Starter homes for first time buyers
- Affordable homes for local people to rent or part-own
- Elderly and retirement accommodation and opportunities for downsizing
- Homes for growing families
- Homes for young professionals
- Support for local small to medium housebuilders
- Scope for a multi-million pound package of New Homes Bonus and Council Tax which the Council can also use to support new infrastructure and service provision in the area



GETTING INVOLVED

CEG and Bloor Homes are lead developers of two of the sites identified by South Gloucestershire Council as potential future development areas in the JSP.

We are keen to engage with the local community early in the process before any masterplan for Charfield, and each individual development site, becomes fixed.

We are exhibiting today to show our thinking and to enable local residents to input ideas, comments and concerns so we can take these into account as the proposals evolve.

PLEASE COMPLETE A COMMENT FORM AT TODAY'S EVENT

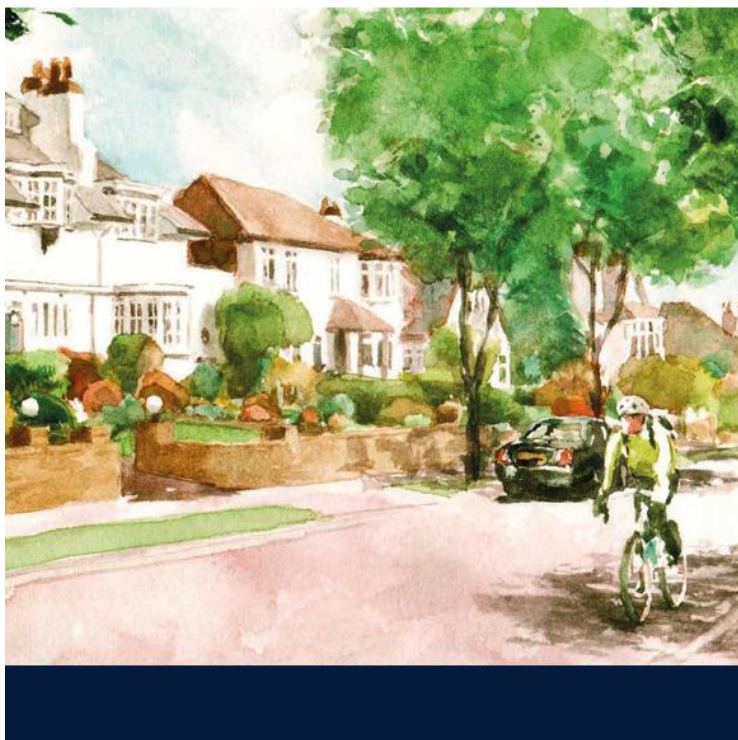
The aim is to see locally-responsive proposals which retain and enhance the character of the village, meet the needs of the local area, incorporate generous new green spaces and recreation provision, community facilities such as schools and spaces and places for socialising, as well as new homes and employment opportunities.

This is an opportunity to be involved in the future of Charfield and help to ensure that any growth brings the types of homes, facilities, green spaces and transport improvements you think are needed over the coming decades.

We are suggesting the creation of a stakeholder liaison group to enable regular discussion and input.

HAVE YOUR SAY

- Please discuss the proposals with Bloor and CEG teams. You can also comment/find out more on: www.future-charfield.co.uk
- Comment forms can be handed in at the event or completed on the website



MASTERPLAN

A concept masterplan for the site has been prepared taking on board feedback, JSP policy requirements and the site's features. It includes for up to 900 homes, including a mixture of smaller homes, first time buyer, family and retirement accommodation.

New community facilities could include a farm shop/deli, food and drink uses, education and healthcare provision for example.

A variety of walking and cycling routes are included, such as part of the JSP greenway route, dog walking routes and retention of existing public rights of way. Generous buffer planting around the development will help to protect views and setting. The green spaces can include play areas, planting, grassland, SuDs/swales and potential for community orchards.





OUR APPROACH

CEG

At CEG, we don't just build houses, shops, schools and offices; we build communities. We make space for lives to flourish, for neighbourhoods to grow and for businesses to develop.

We build the amenities that turn an area from somewhere many people simply live, into a vibrant neighbourhood. We give people a place to start their stories – or to continue them.

We're not just property developers. We're place makers.

OUR APPROACH:

KIRKSTALL FORGE

We believe community-led planning is vital. At our £400million Kirkstall Forge scheme in Leeds we are regenerating a 57 acre brownfield site to deliver a vibrant new community of 1,050 new homes, offices, cafés, bars, restaurants and leisure facilities. Here, we have invested in and delivered a new railway station on site and we are currently constructing the first office development, which will create more than 1,000 jobs when it opens next autumn. CEG was held up as exemplar by Leeds City Council for its consultative approach on the Kirkstall Forge project. This approach helped CEG to secure a national placemaking award.



THAME

CEG was the first developer to work with a Town Council to successfully deliver a Neighbourhood Plan. We provided support from site identification stage, community consultation through to the referendum to ensure that a new neighbourhood could be delivered on the edge of Thame.

“The cooperation which we have received from CEG has contributed significantly to the radical new approach of Neighbourhood Planning. The work we have done with them has been a refreshing and important part of the process and presents a model of how to run an inclusive and responsive consultation.”
Mike Dyce, Thame Town Councillor



MALDON

CEG worked alongside ATLAS and Maldon Borough Council in preparing a Strategic Masterplan Framework (SMF) document for a Garden Suburb to the south of Maldon. The SMF set out a vision and development framework for the Garden Suburb and was endorsed by Members. Close engagement with the wider community was a fundamental part of this process.



APPENDIX B - QUESTIONNAIRE FROM THE CONSULTATION EVENT



CHARFIELD

A HIGH QUALITY HOUSING-LED DEVELOPMENT

In response to the emerging Local Plan and the Joint Spatial Plan (JSP), which has been produced and submitted for examination by South Gloucestershire, Bristol City, Bath & North East Somerset and North Somerset Councils, Bloor and CEG have organised today's public consultation to share with you the draft masterplans for two proposed development sites in Charfield.

The JSP identifies Strategic Development Locations (SDLs) which can help to meet the very pressing need for new homes on a strategic scale, Charfield is one of five locations in South Gloucestershire identified as suitable and sustainable SDLs and specific policies are suggested.

In formulating the draft masterplans, CEG and Bloor have taken on board these policy requirements, as well as the aspirations set out in the emerging Neighbourhood Plan themes and the feedback from the Council's public consultation event last Autumn.

Our aim is to work with local communities to ensure we evolve proposals that are best suited to the local area; providing solutions for important issues such as transport and access, green infrastructure, provision of new facilities, meeting housing and employment needs and enhancing environment and ecology.

We welcome your feedback on the two draft masterplans shown today.



We welcome your feedback on the two draft masterplans shown today. Please review the exhibition and workshop materials, liaise with the team and complete this comment form. **You are welcome to provide general comments at the end of this booklet but we would also welcome your input to the earlier questions to help guide our masterplan if you are happy to do so.**

Hand the form in at today's event or post back to Gemma Hathrill, CEG, The Quorum, Bond Street, Bristol, BS1 3AE

THE FUTURE OF CHARFIELD

The JSP identifies that Charfield will need to provide 1,200 new homes by 2036 as part of the 32,500 needed across the South Gloucestershire district.

CEG and Bloor have displayed today proposals for two of the sites which can help contribute to these needs in a phased manner over the next 20 years.

Our aims include:

- Working with the local community to ensure any new development responds to local needs, in terms of housing provision but also in terms of design and character and investment into education, healthcare and transport provision as well as new accessible green spaces, shops, employment and recreation provision
- Contribute to a strategic transport package which includes M5 J14 and Wotton Road improvements, new foot and cycle ways and public transport provision
- Protecting the village character of Charfield through careful design, landscaping and an enhanced green infrastructure network
- Provide investment into existing facilities as well as providing new
- Protect and enhance the strong community/village spirit of Charfield by investing in a heart of the village/community hub
- Contribute towards an 'around the village' greenway
- Explore the opportunity to provide new healthcare facilities within the village
- Provide a better housing mix, including smaller homes, starter, elderly and retirement properties as well as family housing
- Make Charfield as sustainable as possible by improving existing facilities and providing new services which reduce the need to travel, enhance public transport and provide good quality green routes

Q1) Do you agree with the priorities identified above, do you have other ideas you would like the team to consider?

CHARACTER AND INFRASTRUCTURE PROVISION

We are currently considering:

- How do we capture the village character and ensure we continued to deliver a sense of place?
- How should we vary character and density across the sites?
- How do we treat the edges?
- How can our developments help to support a greenway network around the village?
- Where should new networks of green infrastructure be located in terms of natural green/biodiversity space, public parks, play and amenity space, sports provision and allotments?
- Where is new planting and landscaping required?
- What types of houses do local people need?
- What new facilities should be provided on site and where should we look to enhance existing amenities in the village?
- Where on site should new facilities be located to encourage connectivity, opportunities for interaction and shared uses?
- What should a local community hub comprise?
- What should be provided for the young, families and the elderly?
- What role should the community play in management of these uses?
- Where and how can we deliver new employment opportunities?

Q1) Do you have ideas you would like to input in terms of our placemaking approach? (For example, character and appearance, should the edges of development be less dense with additional planting, do you have a view to edge and entrance treatments, how can new facilities and greenspaces connect communities and do you have further ideas in terms of how we keep that village sense of place and integrate communities etc...)

Q2) The Council's emerging Local Plan and the JSP identify Charfield as a Strategic Development Location requiring 1,200 new homes over the next 20 years alongside improved and additional infrastructure. What types of homes do you think are needed locally?

	STRONGLY AGREE	AGREE	UNSURE	DISAGREE	STRONGLY DISAGREE
A full mix of homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Family homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
First time buyer or starter homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Smaller homes (1-2-bed)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Affordable homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bungalows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Elderly accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please state):					

Q3) We have included the following green infrastructure on the development sites, please identify which you think is most or least important by ticking your preferred options below:

	MOST IMPORTANT	QUITE IMPORTANT	LESS IMPORTANT	NOT IMPORTANT
Retaining existing footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Providing new foot/cycle routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supporting a greenway walk around the village	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New play and amenity space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation/sport provision	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Landscape buffers at development boundaries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New planting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ecological areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A trim trail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dog walking routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please state):				

Q4) Are there any existing green spaces, parks or sports facilities in the village where you would like to see new investment?

Q5) When providing new facilities on the proposed sites, what existing local provision should we ensure we don't compete with?

Q6) Which existing facilities would you like us to invest in/improve?

MOVEMENT AND ACCESS

A package of strategic transport improvements will be delivered for Charfield which each development will contribute towards. The West of England Authorities are preparing a Joint Local Transport Plan (JLTP). It is understood there will be consultation on this later this year.

We will produce comprehensive Transport Assessments which detail travel movements and identify a package of mitigation measures and investments.

This can include measures to manage speeds and enhance safety on Wotton Road. Please ask for a copy of the separate plan which indicates a few of the improvements and traffic calming measures which could be implemented. We welcome your views.

Q1) We are considering the provision of the elements below, please highlight which you feel are most or least important and provide any comments.

	MOST IMPORTANT	QUITE IMPORTANT	LESS IMPORTANT	LEAST IMPORTANT
New 30-minute bus service linking Charfield and northern villages to Metrowest scheme in northern Bristol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved safety/lower speeds on Wotton Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures to try and reduce queuing traffic at peak times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Investment into walking and cycling routes in and accessing the village	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Greenway around the village	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Retain and enhance public rights of way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Financial contributions to M5 J14 improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Electric vehicle charging points in the development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please state):



CEG MASTERPLAN

Subject to agreement from the education and healthcare authorities, the CEG masterplan proposes the following facilities on the site, please confirm which you feel are most or least important below:

	MOST IMPORTANT	QUITE IMPORTANT	LESS IMPORTANT	LEAST IMPORTANT
Site for a new primary school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Potential for community to use school facilities such as playing fields, library, hall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Healthcare provision	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Farm shop/deli	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local Shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Places to eat/drink	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Footpath linkages to access new facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q1) What other new facilities would you like to see included?

Q2) In addition to providing employment opportunities in the school/community hub/potential healthcare, employment space is allocated within the site. What types of employment do you think would encourage people to live and work in the village?

OFFICES/HIGH TECH/INDUSTRIAL/A MIXTURE/OTHER (please state)

Q3) We have shown new parks, support for a green infrastructure route around our site which can link to an around the village greenway, dog walking routes, recreation space, retention and enhancement of public rights of way and access to open countryside and landscaping buffers around the edges of the development sites. Do you have any comments regarding the mix of green spaces shown?

Q4) Would you like to see community ownership of greenspace and a strong green management plan for the site? **YES/NO/UNSURE** (please state)

Q5) Do you have any general comments about the CEG masterplan?

If you have any general comments, queries concerns or ideas please state these here.

Use additional paper as required (a member of the team can supply).



Please complete a questionnaire
or leave general comments
and hand it in at today's event,
comment online or post back to:



Gemma Hathrill,
CEG, The Quorum,
Bond Street, Bristol,
BS1 3AE



Email: charfield@ceg.co.uk
www.future-Charfield.co.uk

Please keep an eye on our website for bimonthly updates and to find out more about how your feedback is used as we progress our masterplans: www.future-Charfield.co.uk

CEG and Bloor Homes will only use the information you provide for the purposes of this consultation.

ceg: DELIVERING SUSTAINABLE DEVELOPMENT IN CHARFIELD

The Joint Spatial Plan (JSP), which was produced by South Gloucestershire, Bristol City, Bath & North East Somerset and North Somerset Councils, has now been formally withdrawn and South Gloucestershire Council (SGC) is now preparing its own Local Plan.

Charfield is one of five locations in South Gloucestershire identified as suitable and sustainable Strategic Development Locations (SDL) within the JSP.

As the CEG site was considered by SGC to be a suitable and sustainable location for growth, it is appropriate that a revised application on a smaller site, with reduced housing numbers, which still provides the same strategic facilities will provide well-planned and sustainable development. It will also help SDC defend against inappropriate development. This is a significant risk as SDC doesn't have an appropriate housing land supply and it will take a number of years to deliver its own Local Plan.



Indicative artist's impression

PENNYMEADS CHARFIELD – THE PROPOSALS

The site, to the south west of the village is known as Pennymeads, Charfield, after the historic field name. It can deliver:

Education

A site for a three-form entry primary school is included to provide SGC flexibility in terms of education provision. We would also make financial contributions towards education provision as required to accommodate the new pupils arising from the development. This would also include investment into secondary education provision, expanding existing schools or towards a new, nearby secondary school. We are liaising with South Gloucestershire Council (SGC) as Local Education authority which will ultimately determine the nature of the education provision.

Healthcare

The development would fund healthcare provision which could be a new facility on site as part of a community hub, or investment into existing facilities.

We are also having discussions with local providers to see if there is potential for consulting rooms within the neighbourhood centre.

We will continue to liaise with the NHS and local practices to understand how healthcare capacity can best be delivered.



Indicative artist's impression

Community facilities

A neighbourhood centre has been identified within the site, adjacent to the proposed school site. This would be a one-hectare site which can provide local shops, places to eat and drink and flexible business space, helping to reduce the need to travel.

New homes

The proposals will provide for a wider mix of housing with high-quality and characterful village homes to help the next generation access the housing ladder, growing families and those wanting to downsize locally, as well as providing affordable homes for local people to rent or part-own.



Indicative artist's impressions



Employment space

In addition to jobs being created in the new school and neighbourhood centre, space is allocated on the site for new employment provision.

This can be flexible workspaces for small and growing businesses, with good broadband connectivity.

Green spaces

We will protect the village character of Charfield through careful design, landscaping and new, accessible green spaces including children's play areas, dog walking routes and informal recreation space. The proposals will also contribute towards a green walking route to the site, a route which can ultimately circle the village, providing access points to the wider open countryside.



The development will be located within an existing framework of mature vegetation. This framework will be enhanced through additional native planting on the boundaries, within the open spaces and throughout the street scene.

This represents an increase in the overall quantum of vegetation present within the site. Generous public open spaces are provided within the site. Much of the green space is existing open space that will be retained within the scheme.

The open character of this area through the removal of the field boundaries provides open views up to the ridge and skyline along Churchend Lane. 'The Parkland' is a popular area with local residents and will be protected for future use.

Trim trails within the open spaces will provide natural play equipment. These features will be laid out in a linear pattern for the enjoyment of people as they walk through the open spaces.

We welcome your feedback regarding the types of facilities you would like the development to incorporate. Please visit www.pennymeads-Charfield.co.uk

PUBLIC CONSULTATION

CEG organised a public consultation event in May 2018 to provide more information regarding how some of this development could be delivered in a sustainable manner. One of the sites shown was to the south west of the village, which can help to contribute to local housing needs, along with new facilities and employment space, in a carefully designed and phased manner over the next 20 years. Leaflets were sent to all properties in Charfield and almost 70 people attended the exhibition with many commenting on the emerging proposals.

Some were concerned about any development or growth in the village, others were welcoming of development if it came forwards sensitively with new facilities and improvements. The following requests were made:

- A new supermarket is needed
- Any development should add character to the village. It is important it retains the feel of a village
- Transport improvements are needed, as quickly as possible
- Safe foot and cycle routes to Wotton and the high school would be welcomed
- A new circular bus route connecting the villages, as well as providing better access to after school clubs, are needed and most welcomed the opportunity to reopen a railway station in Charfield
- Maintain the green appearance and views up and down Charfield Hill
- Build in different styles/bricks and keep development set back from roads with planting
- Improve the village hall and provide a new school with additional sport, leisure facilities and classes out-of-school hours
- More facilities are needed for young people

In terms of housing types, there was a preference for family homes and elderly accommodation, with many welcoming a full mix of housing types across the site. Some did not want to see larger four-bed homes and others requested smaller two-storey apartments, suitable for young professionals, to help the next generation stay in the village.

In terms of green spaces, there was a preference for the retention of existing footpaths and provision of new foot and cycle ways. There was support for a green way around the village. There were mixed views regarding the provision of new parks, play areas, sports and recreation, although the majority

were in favour. Many wanted to see existing sports and play areas improved.

Some respondents requested investment into the village hall, green space and park, as well as the area behind Manor Lane, with a call for more games, benches, planting, sports facilities and equipment. There was a request not to compete with the village hall. However, new school provision with pre-school and community use of buildings and sports facilities would be welcomed.

A few respondents also felt there was very little in the way of facilities in the village and would welcome new provision. More shopping opportunities, a café, a doctor's surgery and supermarket were suggested by several respondents.

While some did not want to see any change, others felt that Charfield was a commuter or a 'drive through' village with little to encourage young people to stay; they felt that investment, new development, facilities and a railway station would all benefit the village in the long term and stop stagnation.

The area of greatest concern was transport. Investment to reduce queuing traffic and improve safety on Wotton Road were highlighted as most important elements of the proposals.

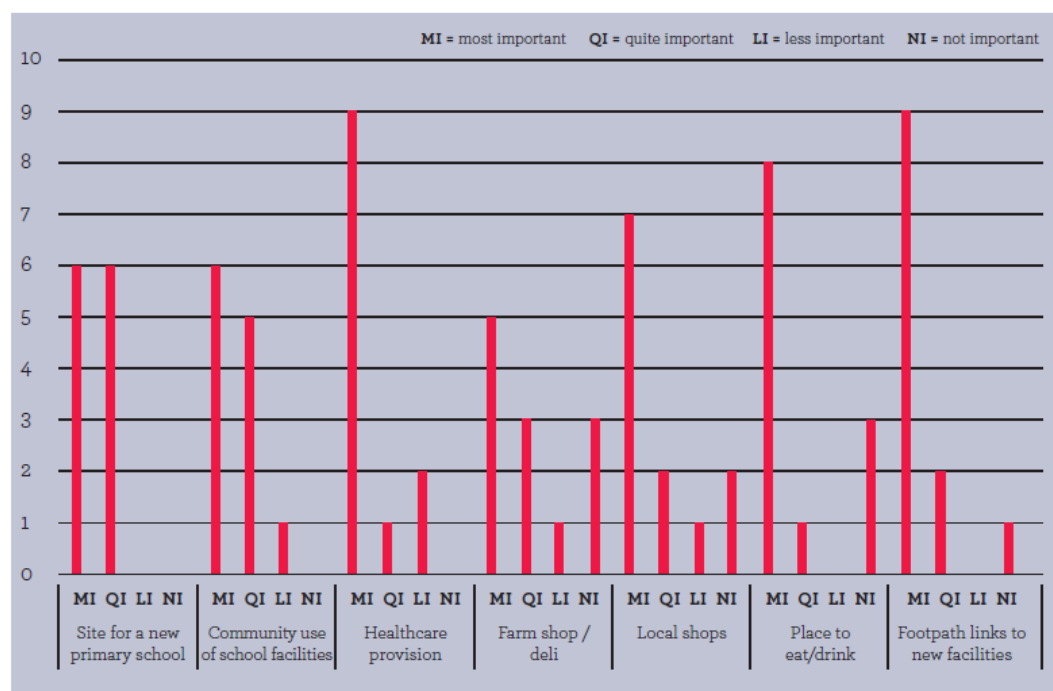
There were mixed views regarding a 30-minute bus service connecting the villages, funds towards M5 improvements and the reopening of a railway station; although most respondents did welcome these.

Sustainable and frequent access to Wotton and Kingswood was requested by several people, both day and evening, to help young people access jobs, retail, leisure, after school clubs and other activities.

There were requests for comprehensive transport solutions for the wider area.

THE PENNYMEADS INDICATIVE MASTERPLAN FEEDBACK

Specific feedback was given regarding the masterplan as follows:



When asked what other facilities would be welcomed, respondents suggested:

- A supermarket
- Nothing
- A bypass
- Football pitch as part of the school provision
- Café with outdoor seating
- Gastropub
- Community orchard
- Outdoor gym
- Allotments for local use

In terms of the preferred types of employment space respondents highlighted:

- Offices/ high-tech
- Not industrial as not suited to village environment
- Small flexible business units or workshops
- None is required as people will commute to areas of higher paid work

Some respondents felt there was too much development proposed for the village and others welcomed the design of the masterplan and the provision of new facilities.

The area shown as parkland on the masterplan was welcomed as it is an area with mature trees, views and used as a dog walking route. More information was requested regarding transport improvements and facilities as part of any future development.

The constructive comments raised have helped the masterplan proposals to evolve. A liaison group has been created with representatives from the Parish Council and other local groups. This will ensure continued input helping to make the development as sustainable as possible.

IN ORDER TO RESPOND TO THE THEMES WITHIN THE DRAFT NEIGHBOURHOOD PLAN, THE AMENDED APPLICATION INCLUDES THE FOLLOWING:

Sustainability Initiatives

Indicators for sustainable development and the climate emergency cut across a range of issues but the focus is on reducing carbon emissions and improving outcomes/delivering benefits for the economy, the environment and for people. Because this application is submitted in outline, it is not possible to provide a firm commitment on matters related to detailed design (e.g. the number and location of electric vehicle charging points). There is also a need for flexibility so that detailed design can adapt to any future changes in policy/ standards and technology over the lifetime of the development. However the planning application shows a clear commitment to sustainable development and the climate emergency. The Sustainability Statement also explains how this proposal responds to relevant development plan policies. Some of the proposed initiatives include:

- Energy efficient buildings to meet relevant carbon reduction/renewable energy requirements and to assist in addressing the climate emergency
- Use renewable energy which will achieve almost 40% reduction in CO₂ (policy requires 20%). We are proposing Individual Air-Source Heat Pumps (ASHPs) which provide efficient space and water heating to each dwelling alongside heating and cooling to non-domestic uses and solar photovoltaics (PVs) on the roofs of houses
- There is also a need for flexibility so that detailed design can adapt to any future changes in policy/ standards and technology over the lifetime of the development
- Retaining and planting new trees and achieving bio-diversity net-gain. There will be environmental benefits linked to qualitative improvements to the SNCIs with additional tree/hedgerow/ wildflower meadow planting that will provide potential for biodiversity net gain. Sustainable Drainage Systems (SUDSs) are also proposed, and the unnamed watercourse running through the site will be retained and managed. Green and blue infrastructure is therefore, a significant feature of this proposal and reserved matters can ensure

that bioclimatic (interior-exterior-outdoor) and other design principles (e.g. related to the use of landscaping to provide shading, shelter and screening) are carried forward to the detailed design.

- Providing extensive green spaces for informal and formal use. Access to open space/nature will result in major beneficial effects for health and wellbeing. The SNCIs also have the potential to provide an educational resource and allotments/ gardens will enable residents to produce their own food thus helping to reduce the carbon footprint of food production. The provision of substantial areas of green infrastructure will also benefit existing residents such that there will be wider social benefits
- Policy CS1 encourages commercial/retail development to achieve a BREEAM Very Good rating and this will need to be considered for the neighbourhood centre in the context of occupier requirements and any phasing for delivery
- Code for Sustainable Homes was removed in 2015 but Building Regulations continue to provide statutory requirements in terms of sustainable construction. Reserved matters will ensure that the design, orientation and location of buildings, roof pitches, windows, habitable rooms, lighting and soft landscaping help to achieve energy conservation, the protection of environmental resources and assist the appropriate siting of renewable and/or low carbon energy installations and infrastructure
- Section 5 of the Sustainability Statement explains that Charfield is a sustainable location for growth and the mix of uses proposed will further improve the village's sustainability credentials. Including a broad housing mix will achieve significant social benefits, notably providing young people with an opportunity to access the housing market and enabling existing residents to downsize. The school and other facilities will be easily accessible to the community via foot and cycle
- The sustainable transport package will greatly improve accessibility to bus services, enhance the business case for reopening Charfield railway

station and improve opportunities for safe walking and cycling. The Transport Plan seeks to respond to the climate emergency by promoting modal shift away from single occupancy car use by providing better opportunities to travel by bus, rail, cycle, on foot and car sharing. Electric vehicle charging will be determined at reserved matters stage and there will be flexibility to allow for the uptake of future technological advancements in sustainable travel. There will be social and environmental benefits associated with improved active travel choices and improved connectivity of the village to other locations, including the local high school. Provision of a variety of employment opportunities and facilities on the site will also benefit those living in the village and reduce travel impacts.

Green spaces:

- A landscape buffer is proposed which will deliver a minimum 15m buffer between existing and new residential areas. This can contain shrubs, new trees and fencing to prevent overlooking and protect privacy
- In terms of recreation space, the amended proposal exceeds requirements for informal recreational open space and natural/semi natural open space. 2 junior and 1 senior sport pitches are proposed as well as formal play areas, a trim trail and allotments. All age ranges are therefore catered for
- In terms of green spaces, the revised proposal far exceed all policy requirements
- In terms of safe places to walk, public rights of way within the site will be retained and many enhanced. We are still proposing the additional footway from the site to the Pear Tree pub on Wotton Road to provide a continuous link to the village. We support the principle of the Greenway and would be happy to make a financial contribution towards implementation as part of a sustainable transport package

Business Hub

- In terms of the aspiration for a business hub, there is clearly a need to provide employment land/ opportunities as part of a balanced mix of uses and to ensure sustainable development. Employment opportunities will be provided at the school, the neighbourhood centre and potentially in any housing for the elderly. As well as the commercial/

retail/community uses, the neighbourhood centres includes 0.3ha of land for employment use which could provide units for small locally based businesses seeking accommodation of between 19 - 185 m² (200 - 2,000 ft²). It provides an opportunity to accommodate a range of small and medium sized offices allowing not only 'start up' businesses but sufficient space to grow allowing businesses to expand and stay on site. Detailed design will be agreed through reserved matters. We will continue to discuss this with the liaison group

- There will be economic benefits linked to capital investment, expenditure by residents, construction jobs, business rates, new homes bonus, Council Tax revenue and employment in the neighbourhood centre, at the homes suitable for the elderly and potentially in the new primary school.

Design

- In terms of design it is an outline application so much of this would be determined at reserved matters, but it is high quality development and we appreciate all of the comments in the NP. We are setting up a meeting with the Design Review Panel so that the design can be explored in more detail

Infrastructure provision

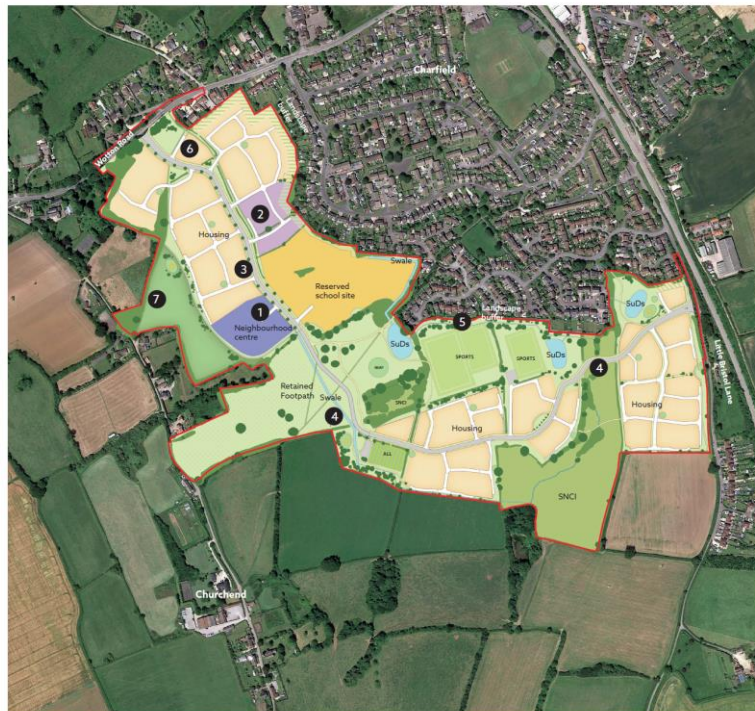
- Exploring opportunities with network providers to improve broadband provision
- The transport package will provide for improvements to Church End Roundabout and Wotton Road. These proposals were consulted upon at the public exhibition and through the liaison group meeting. The Neighbourhood Plan's recommendations for pedestrian crossings and speed cameras can be accommodated if considered suitable by SGC. The provision of a right turn lane for the access into the site on Wotton Road means that through traffic on Wotton Road will not be unnecessarily delayed by traffic turning into and out of the development
- The transport package includes extensive sustainable travel initiatives, as well as a proposal for the motorway junction, these would need to be agreed with SGC

INDICATIVE MASTERPLAN

How we have taken your views into account as the illustrative / indicative masterplan has progressed

- Including a neighbourhood hub which can provide a variety of new shops, a cafe/pub, flexible employment opportunities such as office space and community facilities
- Reserving a larger site for a three-form entry primary school, incorporating space for play areas
- Providing a variety of accessible green spaces, including footpaths, the south west element of the green way route around the village, parkland, play areas and community allotments
- In reducing the overall site by 22.5%, we have been able to further pull back development and increase the green space and landscaping to the western edge, further respecting the setting of the St James Church
- Providing for a full mix of housing, carefully designed to reflect and retain village character
- Incorporating comprehensive mix of transport investment and mitigation measures to accommodate new vehicles arising from the development and enhance safety on Wotton Road
- Providing funding towards the provision of a new regular bus service connecting the local villages, the service levels for this will be determined by SGC and we are hopefully this will be a 30-minute service
- Further to our liaison with SGC and the Memorial Hall we have included three formal sports pitches

- 1 Neighbourhood Centre to include retail, flexible employment space, cafe/pub and community facilities.
- 2 Retirement / elderly homes located closer to Neighbourhood Centre to reinforce community hub
- 3 Tree lined avenues
- 4 Greenway walking route within green infrastructure and through parkland
- 5 Extended buffer zones to respond to consultation
- 6 Play areas
- 7 Outdoor gym



TRANSPORT AND ACCESS

A Transport Assessment is being produced as part of the planning application. This considers all the transport and highways effects of the proposed development and proposes mitigation measures to manage this. This document also considers the new vehicle numbers arising from any development which is in progress or has planning permission but has not yet started.

Some of the mitigation measures include:

- Provision of **on-site amenities**, including local shops, employment workspace, school site and community facilities which will reduce the need to travel
 - Cycle parking, electric vehicle charging points and /or car club spaces
 - A network of footpaths and cycle ways through the development, including links to existing public rights of way and the proposed greenway route around the village
 - A package of **sustainable transport initiatives** including funds towards things such as the reopening of Charfield railway station, the greenway initiative which aims to deliver a cycle path between Wotton, Kingsway and Charfield and pump-priming funding towards a **regular (potentially half-hourly) express bus service** connecting Wotton, Charfield to the northern fringe of Bristol and the Metro service. Ultimately, the priorities for the sustainable transport funding will be determined by South Gloucestershire Council
 - Improvements to **Wotton Road**, including a section of foot/cycleway between the site access and the Pear Tree Inn pub, as well as two pedestrian refuge islands to enhance safe crossing of the road
 - **Improvement scheme at the 'Churchend Roundabout'** to provide a larger junction with the entry width on the Wotton Road East arm and the B4509 arm increased to provide a two-lane approach, with associated increases in flare lengths. This would result in a substantial increase in capacity, significantly reducing queues and delays at the junction, as well as accommodating all the committed and proposed development vehicles and ultimately reducing queueing on Wotton Road
 - Financial contributions towards the implementation of a **traffic calming scheme** through the village. This would be implemented by SGC to ensure a cohesive, coordinated and consistent approach, together with proposals presented by the potential Bloor Homes site. A draft plan is currently with SGC officers. The scheme can provide wider environmental enhancements helping to improve the street scene and retain the village feel of Charfield. The opportunities include gateway features, landscaping, raised tables at junctions with colour road surfacing, slow markings at new access and crossings, school warning signs and vehicle activated signs. Ultimately, the controlling of speeds, improvements to Churchend roundabout and regulating the movement of through traffic will assist in increasing gaps in the traffic aiding those in the village trying to access Wotton Road. We are also happy to incorporate the suggestion in the Neighbourhood Plan for crossing points and speed cameras if SGC considers these suitable
 - **Improvement/ Mitigation** scheme, or contribution towards wider scheme, at the **Junction 14** as required by SGC. We are working to produce options for both an early improvement scheme which would mitigate the effect of our development and as part of the M5 Working Group investigating designs for a long-term strategy
 - **A Travel Plan** designed to encourage sustainable travel, including website, social media, noticeboards, newsletters and Resident Welcome Packs, all coordinated by a Travel Plan manager who will engage with new residents and provide information about green travel options
-

Extensive surveys and traffic counts have been undertaken in Charfield and beyond to fully understand vehicle movements and local issues, particularly at peak time. This has helped to identify the range of improvements and mitigation measures to improve vehicle flows, create additional capacity and enhance safety.

The access onto Wotton Road incorporates a right turn lane into the site so as not to interrupt the vehicle flow coming into the village.

The table below illustrates how the various mitigation measures will, in combination, respond to the various transport concerns expressed by residents

	Encourage sustainable modes of travel	Reduce queuing on Wotton Road	Reduce delay for existing residents getting out onto Wotton Road	Improve safety on Wotton Road	Tackle M5 Junction 14 issues	Assist towards delivery of wider / aspirational schemes
On-site amenities	•	•	•			
Cycle parking	•	•	•		•	
Electric vehicle charging	•					
Car Club spaces	•	•	•		•	
Network of on-site footways/ cycleways	•					
Part provision of contributions to greenway route	•	•	•	•	•	•
Section of footway / cycleway on Wotton Road	•	•	•	•	•	
Pedestrian refuge islands on Wotton Road	•	•	•	•	•	
Travel plan	•	•	•	•	•	
New bus service	•	•	•		•	
Traffic calming scheme	•			•		
Mitigation scheme at Churchend Roundabout		•	•	•		
Local / wider M5 Junction 14 improvements					•	•
Sustainable transport contributions	•	•	•	•	•	•

FREQUENTLY ASKED QUESTIONS

Q) Why are you submitting a revised application?

As the CEG site was considered by SGC to be a suitable and sustainable location for growth, it is appropriate that a revised application with reduced housing numbers which still provides the same strategic facilities will provide well-planned and sustainable development. It will also help SDC defend against inappropriate development in Charfield. This is a significant risk as SDC doesn't have an appropriate housing land supply and it will take a number of years to deliver its own Local Plan.

Q) How will you maintain the character of Charfield as a village?

The design has been informed by the character and appearance of Charfield, and it is expected that the future development will draw upon our character appraisal to ensure the new buildings, streets and spaces reinforce this character.

The new neighbourhood is broken up by existing and proposed landscape corridors to create smaller 'character areas' and scale familiar to existing housing areas such as Woodlands Road.

Q) Can you provide a supermarket, café and shops?

These facilities can be accommodated within the neighbourhood centre, which is proposed on the site opposite the school site. Footpaths can be provided to connect into existing residential areas.

Q) What sports facilities will be provided?

Parks, play areas and other green spaces will be provided within the development. It was identified through the consultation process that there is a desire to improve existing facilities within the village rather than competing with them. Following liaison with SGC and the Memorial Hall, we have also incorporated three formal sports pitches within the revised application.

Q) How will you maintain the green appearance and views up and down Charfield Hill?

The development will be located within an existing framework of mature vegetation. This framework will be enhanced through additional native planting on the boundaries, within the open spaces and throughout the street scene. The proposals will be present in views however they predominantly occupy the low lying valley and lower slopes of the hillside. This considered approach ensures that the proposals do not break the skyline along Churchend Lane.

The proposals will not be viewed in isolation. The surrounding and street scene vegetation will assimilate the built form into the view. This will soften and break up the appearance of built form which will provide a greener transition from the development to the surrounding countryside.

Q) What buffer treatment is proposed between existing homes and the proposed development?

Built form will be set back from existing development. Here, we will retain vegetative boundary treatments which already exist and plant new landscaping in the form of native hedgerow and trees. A landscape buffer is proposed which will deliver a minimum 15m buffer between existing and new residential areas, which may contain shrubs, new trees and fencing to prevent overlooking and protect privacy.

**Visit www.Pennymeads-Charfield.co.uk for updates
or email charfield@ceg.co.uk to contact the team.**