

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by South Gloucestershire, Bristol City, Bath & North East Somerset and North Somerset Councils, has now been formally withdrawn and South Gloucestershire Council (SGC) is now preparing its own Local Plan.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 SGC defend against inappropriate development. This is a significant risk as SGC 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 called 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 around 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.

The open spaces will also 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 Neighbourhood Plan. We are setting up a meeting with the Design Review Panel so that the design can be explored in more detail

Infrastructure provision

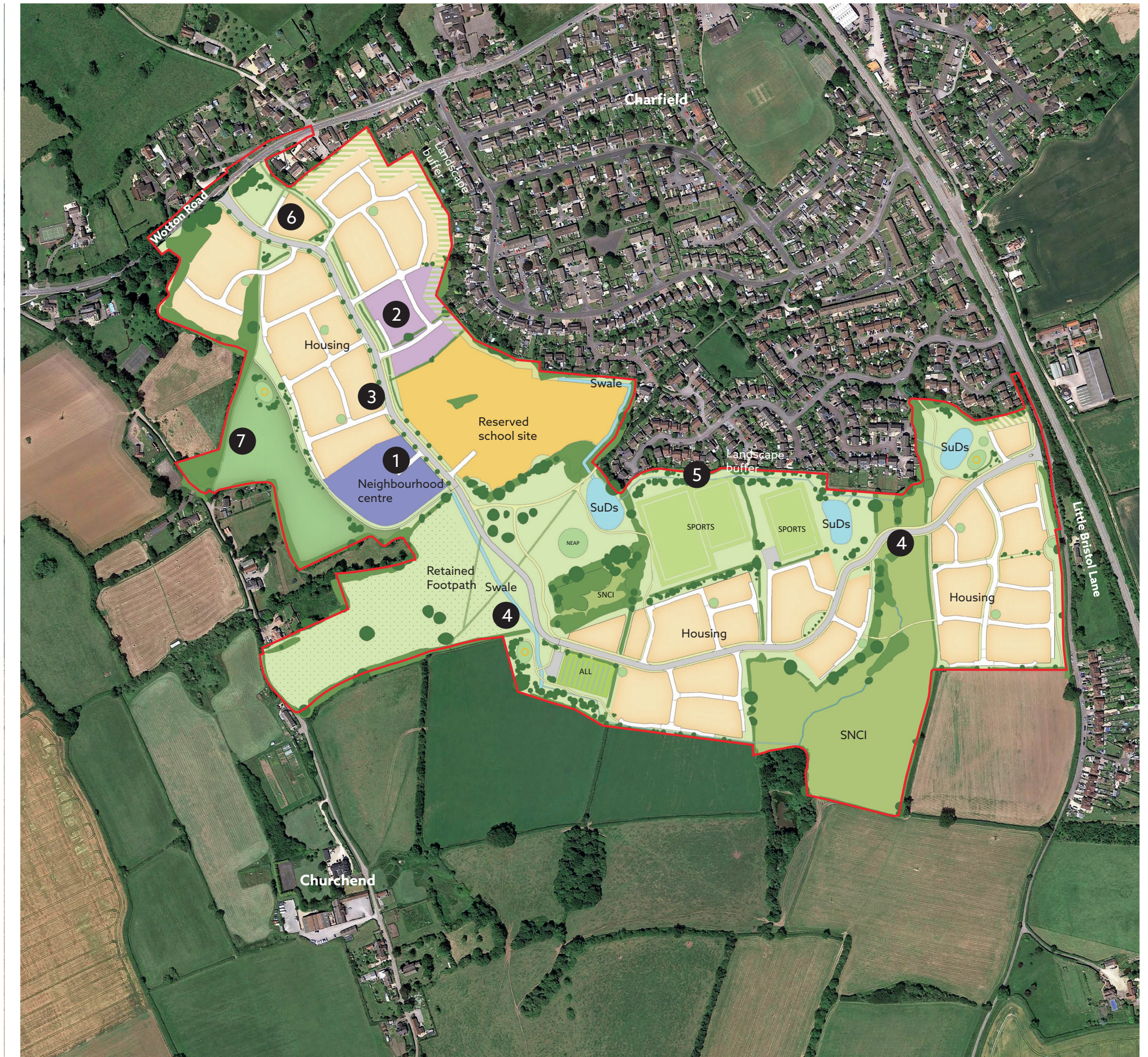
- Exploring opportunities with network providers to improve broadband provision
- The transport package will provide for improvements to Church End Roundabout and Wotton Road. These proposals were consulted upon at the public exhibition and through the liaison group meeting. The Neighbourhood Plan’s 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 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 32.5%, 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, café/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.**