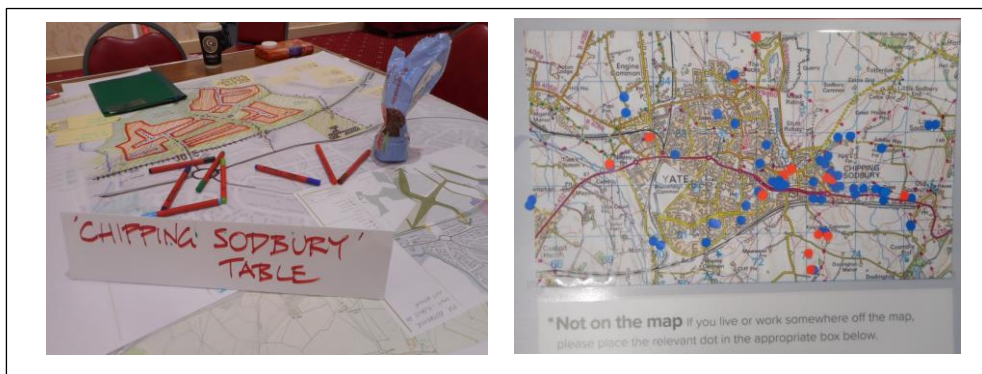


Design Action for South Gloucestershire Council

Chipping Sodbury Event

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

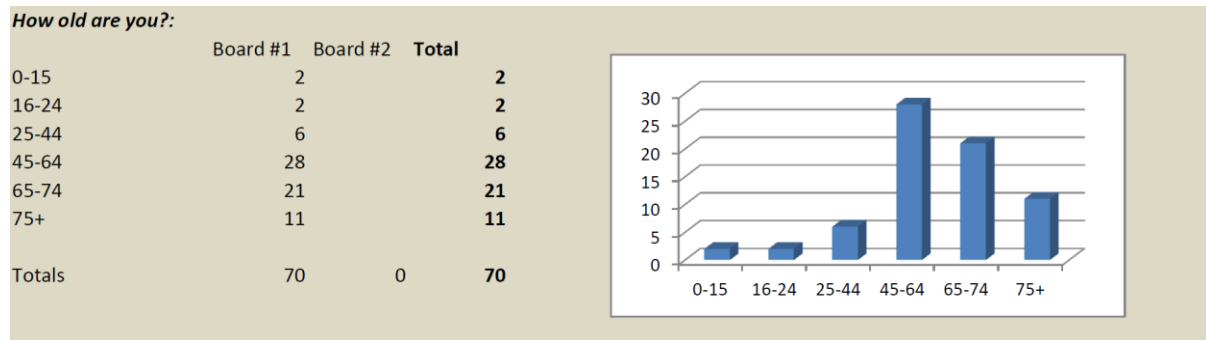


Mark Pearson (Design Action) – 6th Feb 2018

Chipping Sodbury Consultation Event

Profile of the Participants

1. Numbers Attending + Demographic Profile

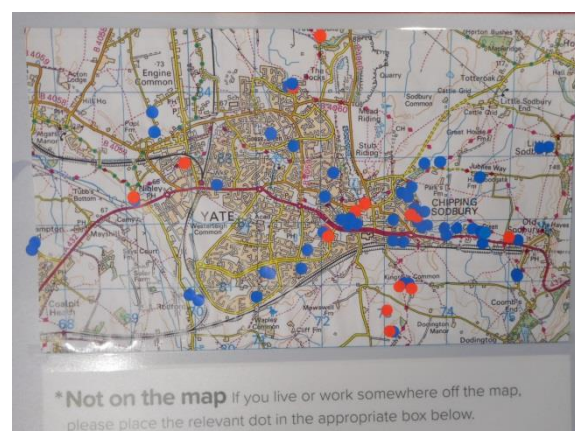
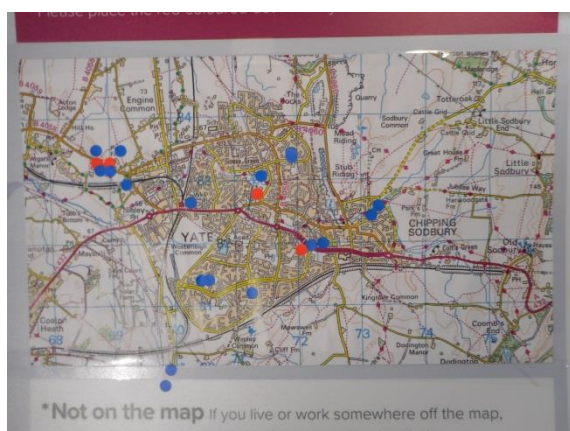


1.1 Attendance was dominated by those in middle-age and older, which is the normal and expected pattern at this type of consultation.

2. Where People Lived

Where do you live?:

	Board #1	Board #2	Total
Chipping Sodbury	42		42
Avonmouth			0
Central Bristol	1		1
North Bristol			0
Gloucester/Chelt			0
Stroud			0
Thornbury			0
Yate	19		19
Other	8		8
Totals	70	0	70



2.1 The distribution of blue dots (indicating where people lived) shows that whilst people attended from different parts of the town, there was a stronger attendance from the

southern edge, which is likely to be most affected by the potential development sites. There was also a noticeable contingent from the eastern end of the town / Old Sodbury. [this was a joint event for both the Chipping Sodbury and Yate locations]

3. Where People Worked

Where do you work?:			
	Board #1	Board #2	Total
Chipping Sodbury	9		9
Avonmouth			0
Central Bristol	2		2
North Bristol	4		4
Gloucester/Chelt			0
Stroud			0
Thornbury			0
Yate	10		10
Other	8		8
Carer			0
Disabled			0
Retired	24		24
Unemployed			0
Student			0
Totals	57	0	57

- 3.1 Of the 70 people attending then it will be noted that 13 declined to answer this question. It seems likely from the age group evidence that these may have largely been retirees – perhaps not realising that they could explain that status rather than indicate a place of work? Nevertheless, retirees still accounted for more than 40% of those that answered the question.
- 3.2 Of those that were in employment, the strongest group were those that worked locally (Chipping Sodbury / Yate - 19 persons in total).

Commentary on the Written Feedback

4. Good Points about the Existing Place

- 4.1 Several people highlighted the need to safeguard ‘Kingsgrove Common’ as an important open space with a strong biodiversity.
- 4.2 The strong location of Chipping Sodbury was something that several people commented upon favourably – enjoying relatively good access to the southern Cotswolds and convenient proximity to the M4 and wider motorway network.
- 4.3 Although not part of the development concept being proposed as part of this potential Strategic Land Allocation, land described as ‘to the East of St John’s Way’ was mentioned as being important to preserve as green space by a number of respondents – with suggestion that this was prone to flooding or indeed was currently acting as a useful flood plain thereby stemming flows downstream?
- 4.4 There was naturally a good deal of concern that proposals indicated that the green belt was going to be eroded, with the observation made that the railway line has historically been the logical settlement boundary for the southern half of the town.

5. Negative Points about the Existing Place

- 5.1 Concern about traffic congestion was strong with the route (via historic Old Sodbury through part the Area of Outstanding Natural Beauty) to the M4 being regarded as congested, especially at peak times, and used by heavy vehicles. Hopes were expressed that an alternative route might be found. The impact of higher traffic flows on the beautiful historic High Street of the town also raised concerns.
- 5.2 Public transport was regarded as weak – with bus routes reported as circuitous and taking too long. This made connecting trips to more distant destinations (Southmead hospital + north Bristol employment sites) too difficult / onerous.

6. Aspirations for the Future Place

- 6.1 It appears from the responses that much more could be done to encourage cycling in the town – improved cycle parking and dedicated cycle routes.
- 6.2 Feedback included concern for the apparent scale of the development proposed – with encouragement for sites / parcels being brought forward by smaller developers.
- 6.3 As with many other places within this consultation, access to the countryside was highly treasured and the preservation and enhancement of the footpath network was seen as important.

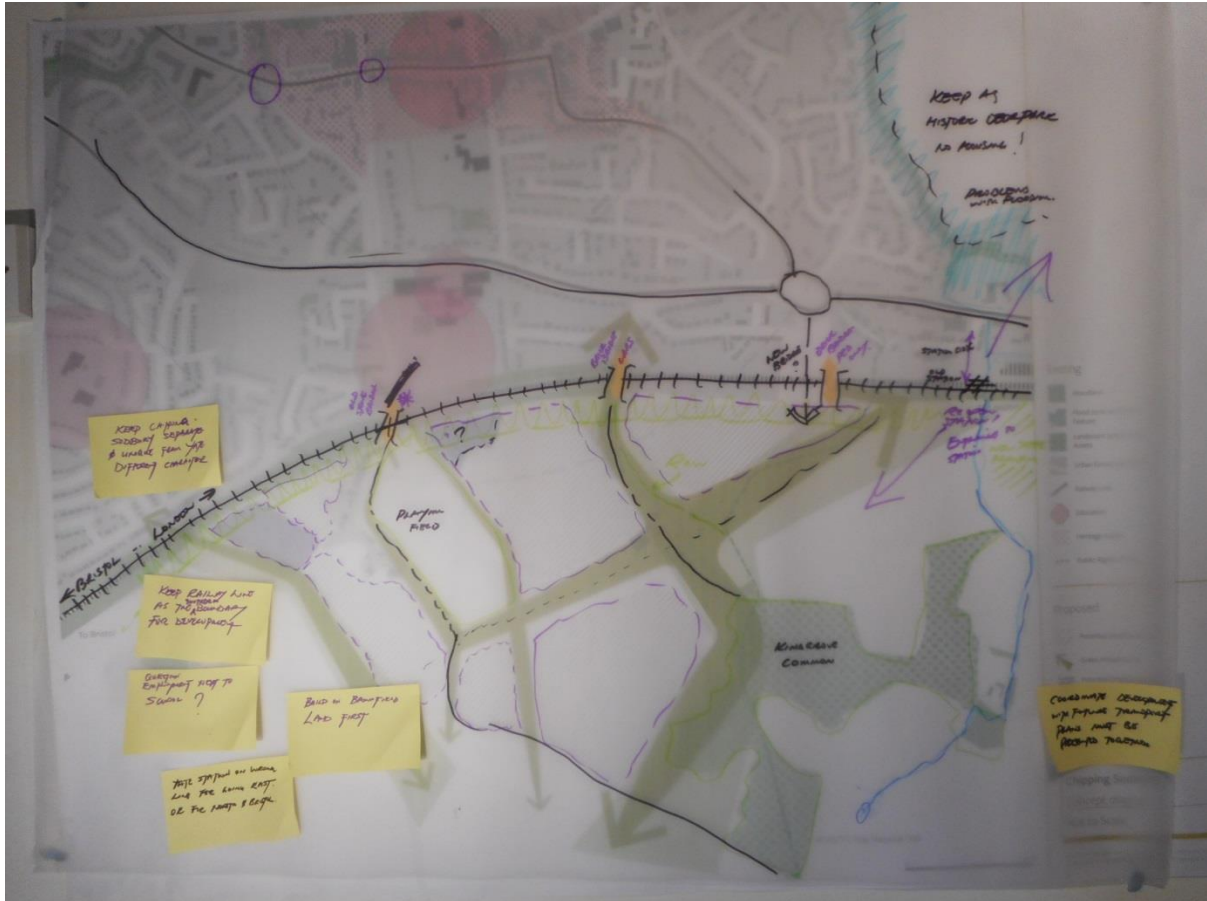
7. Priorities for Investment



- 7.1 Healthcare, public transport, education and better provision for walking and cycling were all strongly supported. Some key support for investment in employment opportunities, but other topics were considered less significant.

'Drawing on' Chipping Sodbury

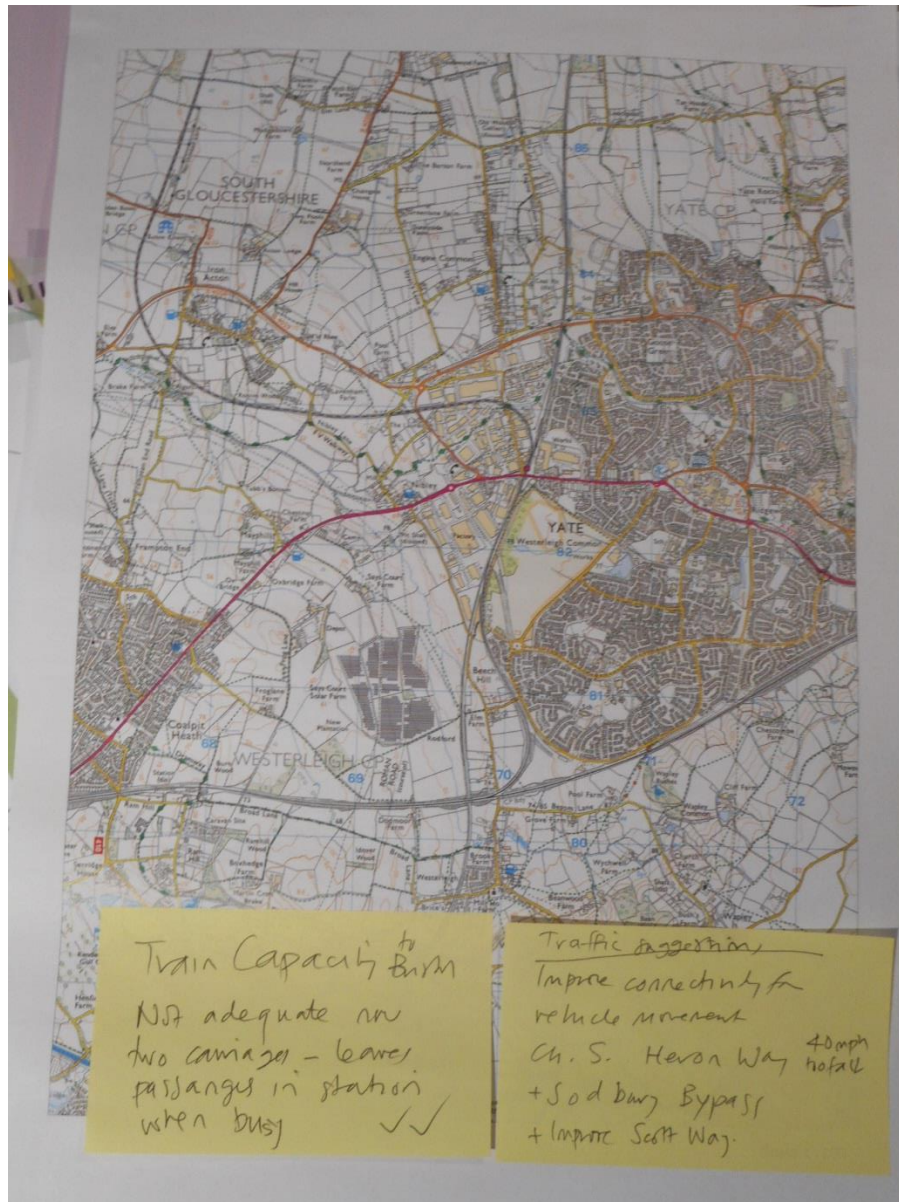
8. Ideas and Thoughts generated by the ‘Tabletop Workshops’. The images that follow show the outcomes of conversations and sketches that were explored ‘live’ with participants. This allowed ideas to be plotted spatially, as an overlay to the concept diagram. Some of the key points that arose are noted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



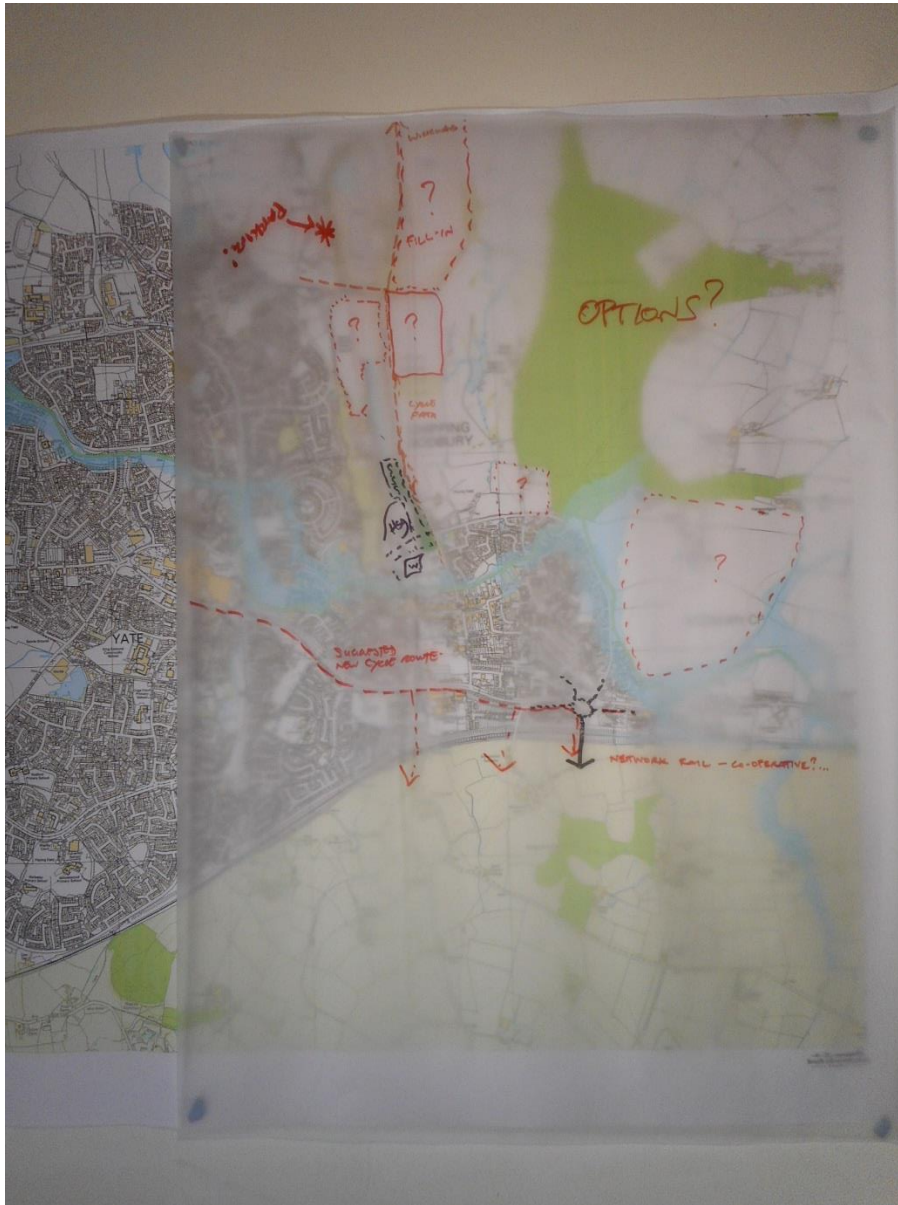
- 8.1 Location of employment land questioned. Re-open station? Call for railway line to be maintained as southern boundary to the settlement. Requirement for new bridge south of roundabout noted.



- 8.2 Option showing development extended to the east and retracted from the west – making better use of primary access from roundabout (employment located near here?). Strong green infrastructure linking to preserved common land. Include comprehensive network of cycling routes (and connect into town). Needs a more sensitive careful response to Kingrove Common.



- 8.3 Transport observations – lack of capacity on railway service (2 carriage trains?). Ideas for easing road traffic congestion in wider network.



- 8.4 Noting other potential sites to the north of the strategic development land location...
Further interest in cycling links to high street.

Recommendations

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

9. Evolving the Concept Diagram / future Framework Plan

- 9.1 The layout option sketched providing greater emphasis for development to the eastern end of the site should be more accurately tested.
- 9.2 The location of employment land should be re-considered. Current position is relatively difficult to access?

10. Key Points for a future Master-planning Brief

- 10.1 New development must protect the setting of Kingrove Common.
- 10.2 Cycling routes within and extending northwards to town centre should be prominent consideration within the layout design.

11. Other Important 'Early Actions'

- 11.1 Testing outline feasibility and cost of new rail bridge(s) needs to be undertaken early – key infrastructure spending that needs to be robustly estimated.